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AUTHORITY
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DEC 23 1946

RB No. E4K03

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

WARTIME REPORT

ORIGINALLY ISSUED

November 1944 as
Restricted Bulletin E4K03

THE KNOCK-LIMITED PERFORMANCE OF SEVERAL FUELS

BLENDED WITH S-2 REFERENCE FUEL

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RESTRICTED BULLETIN

THE KNOCK-LIMITED PERFORMANCE OF SEVERAL FUELS
BLENDED WITH S-2 REFERENCE FUEL

By Henry E. Alquist

INTRODUCTION

Tests were made at the Cleveland laboratory of the NACA during October 1943 to determine the knock-limited performance of blends containing 80 percent of S-2 reference fuel and 20 percent of several exploratory fuels. The sole criterion for the selection of the fuels for this program was that the freezing and boiling points were within the desirable range for aviation fuels.

The knock-limited performance of each blend was compared with the knock-limited performance of S-2 reference fuel.

APPARATUS AND TEST PROCEDURE

The following exploratory fuels in a concentration of 20 percent were combined with 80 percent of S-2 reference fuel: butyl acetate, sec-butyl acetate, isopropyl acetate, sec-butyl alcohol, tert-butyl alcohol, isopropyl alcohol, cyclohexanol, methylcyclohexanol, isobutylcarbinol, sec-butylcarbinol, triethyl borate, and dimethylfuran.

The tests were conducted on a high-speed, supercharged CFR engine coupled to a 25-horsepower, alternating-current, cradle-type dynamometer. The engine was equipped with an aluminum piston, a shrouded intake valve, a sodium-cooled exhaust valve, and a cylinder with four spark-plug holes. Knock was detected by a cathode-ray oscilloscope in conjunction with a magnetostriction pickup unit. Champion RJ-11 spark plugs were used throughout the tests. Because the engine was equipped with two independent fuel systems, less than 3500 milliliters of the blended fuel (700 ml of which was exploratory component) was required to determine its knock-limited performance over the normal range of fuel-air ratios.

The following engine conditions were maintained constant throughout the tests:

Inlet-air temperature, °F	250
Coolant temperature, °F	250
Oil temperature, °F	150
Spark advance, degrees B.T.C.	20
Engine speed, rpm	1800
Compression ratio	7.0

In each case a test of the blended fuel and a test of the S-2 reference fuel were made on the same day. Because the program was of short duration and because the daily S-2 reference curves were reproducible, an average reference curve was drawn using the data from the several tests.

RESULTS AND DISCUSSION

Figure 1 shows the comparison of the knock-limited performance of the exploratory fuels with S-2 reference fuel. Table I places the knock-limited power on a relative basis for the fuels at fuel-air ratios of 0.070, 0.0975, and 0.125.

Isopropyl acetate gave the best results of all the fuels tested. When blended with S-2 reference fuel, it proved most valuable in raising the knock-limited power near the stoichiometric-mixture ratio. In the range of fuel-air ratios from 0.10 to 0.12, however, no improvement was experienced with this fuel. tert-Butyl alcohol was the only other fuel that gave an improvement in the knock-limited lean-mixture performance.

The addition of sec-butyl acetate, isopropyl acetate, sec-butyl alcohol, tert-butyl alcohol, or isopropyl alcohol to S-2 reference fuel slightly increased the knock-limited power in the very rich-mixture region; sec-butyl acetate increased the knock-limited power of S-2 reference fuel 8 percent at a fuel-air ratio of 0.125.

The only fuels materially raising the indicated specific fuel consumption at rich mixtures were triethyl borate and isopropyl alcohol.

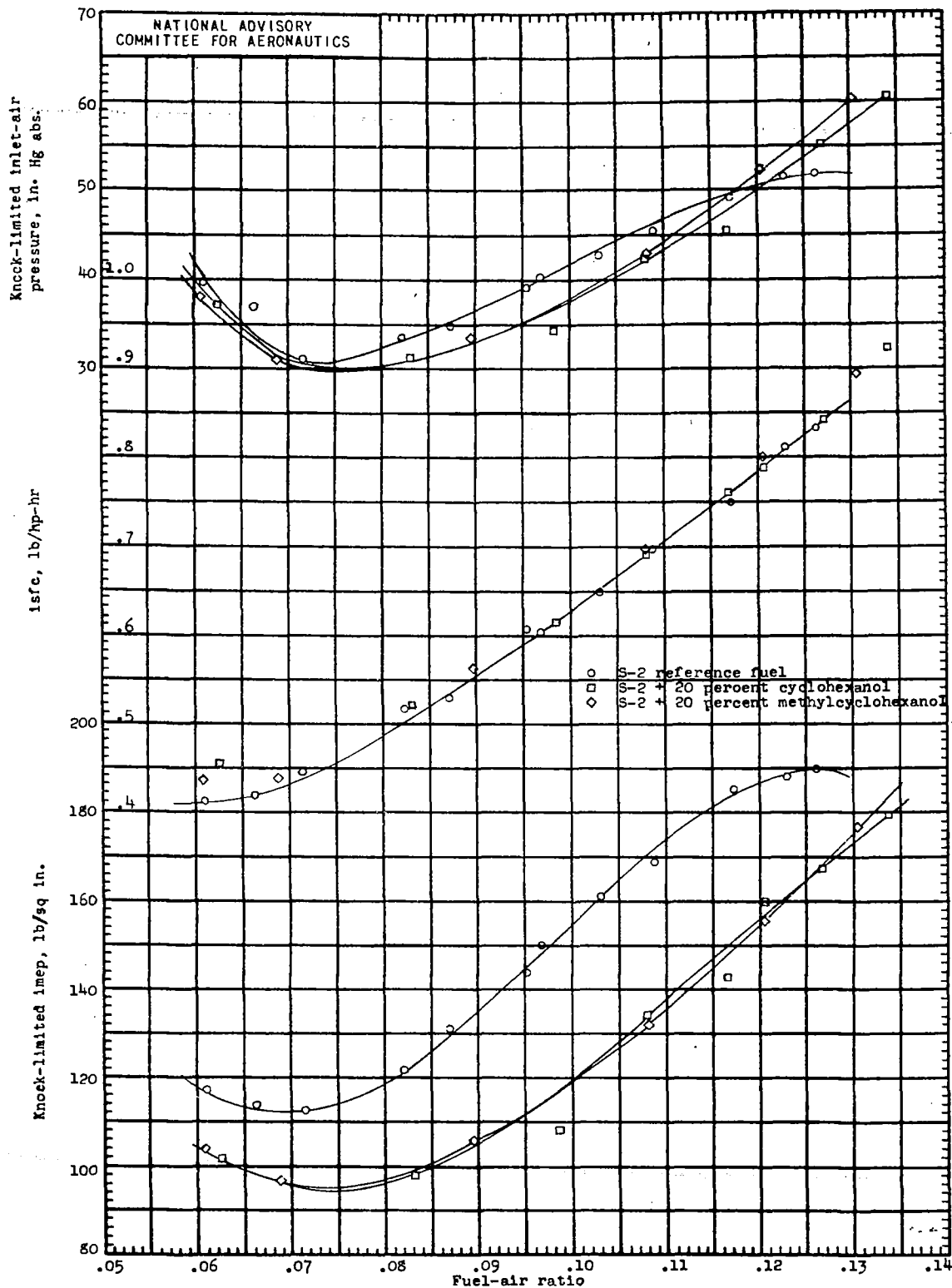
Aircraft Engine Research Laboratory,
National Advisory Committee for Aeronautics,
Cleveland, Ohio.

TABLE I

THE RELATIVE POWER OUTPUTS OBTAINED WITH SEVERAL EXPLORATORY-FUEL
BLENDS AS COMPARED WITH S-2 REFERENCE FUEL

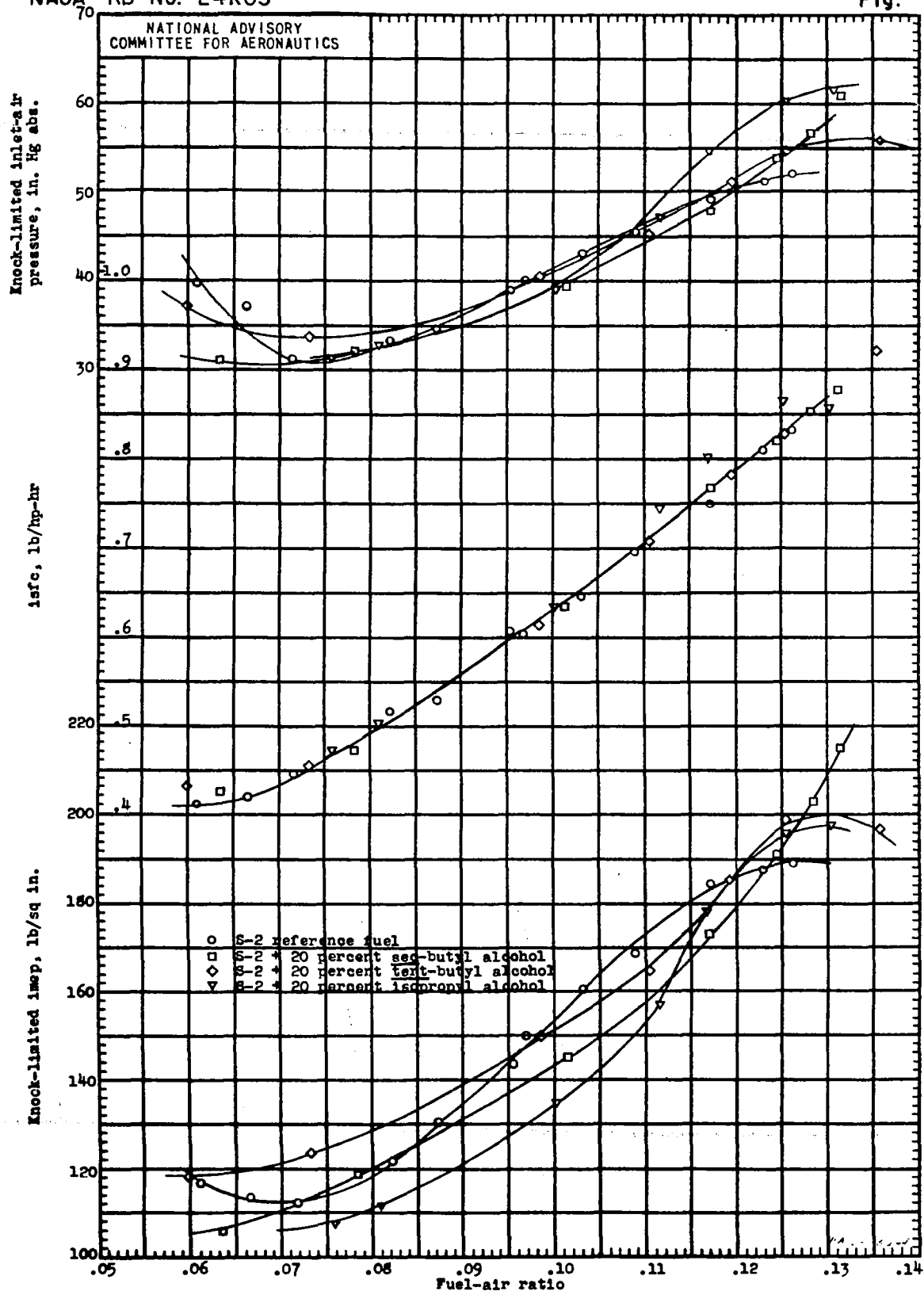
Fuel (80 percent S-2 reference fuel plus 20 percent of the following components:)	Relative-power ratio $= \frac{\text{imep (exploratory fuel blend)}}{\text{imep (S-2 reference fuel)}}$		
	Fuel-air ratio		
	0.070	0.0975	0.125
S-2 reference fuel	1.00	1.00	1.00
Butyl acetate	.97	.97	.97
sec-Butyl acetate	.99	.95	1.08
Isopropyl acetate	1.16	1.02	1.03
sec-Butyl alcohol	.99	.93	1.02
tert-Butyl alcohol	1.08	.99	1.05
Isopropyl alcohol	.94	.87	1.03
Cyclohexanol	.85	.77	.87
Methylcyclohexanol	.85	.77	.87
Isobutylcarbinol	.73	.89	.94
sec-Butyl carbinol	.72	.85	.78
Triethyl borate	.88	.74	.81
Dimethylfuran	.92	.80	.93

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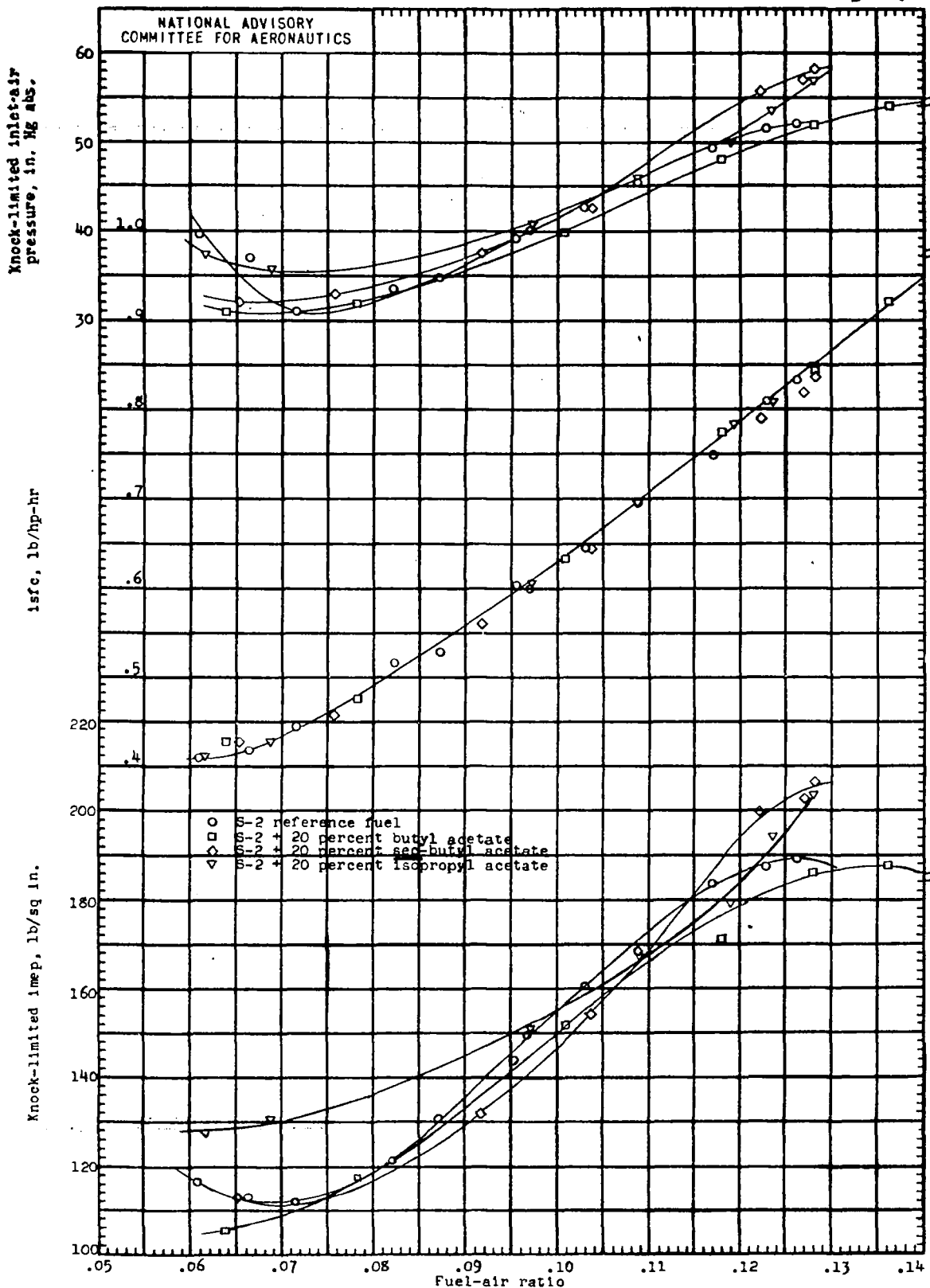


(a) Exploratory fuels, cyclohexanol and methylcyclohexanol.

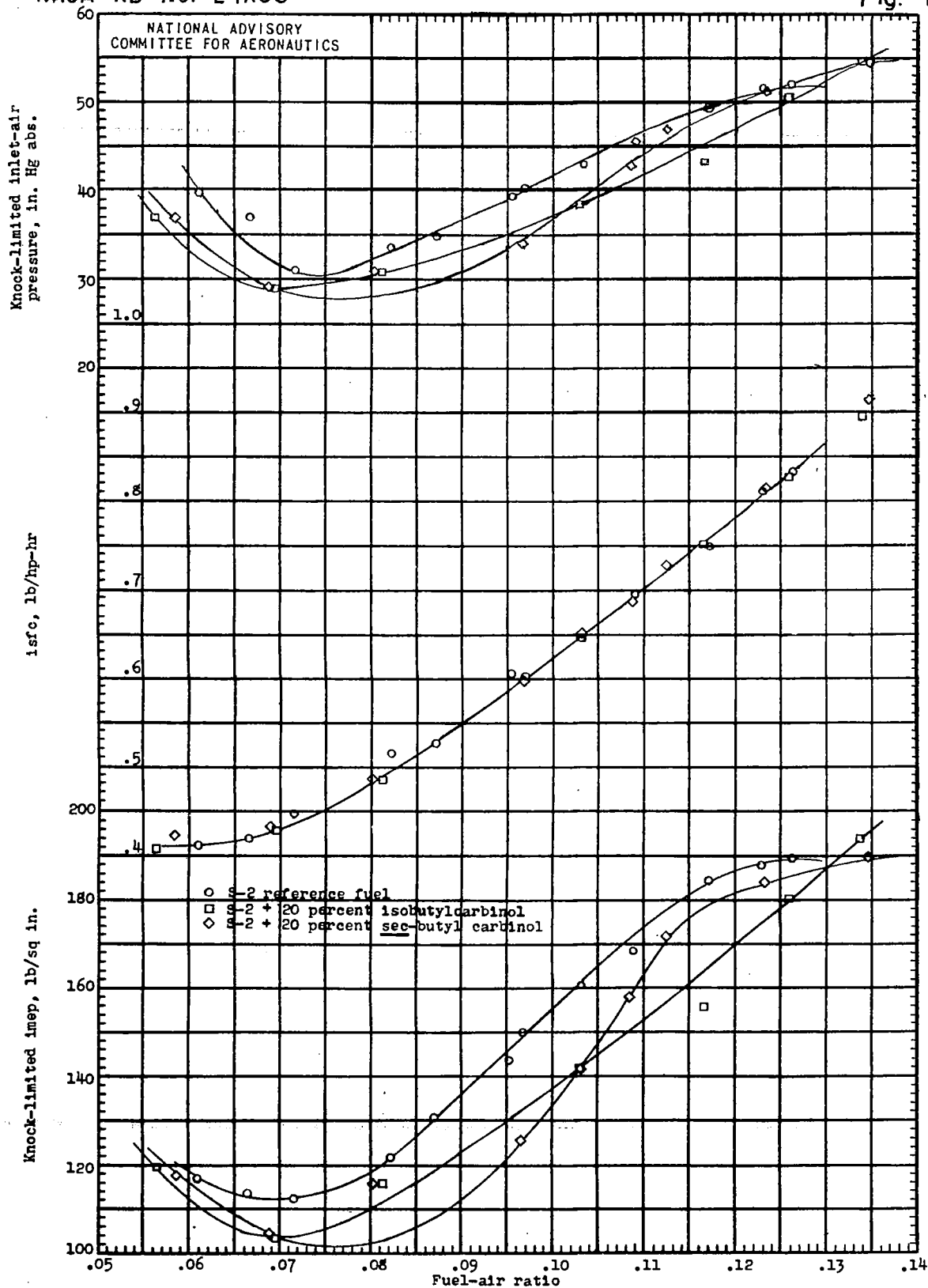
Figure 1. - The knock-limited performance of blends of 80 percent S-2 reference fuel and 20 percent exploratory fuel. CFR engine; compression ratio, 7.0; coolant temperature, 250° F; inlet-air temperature 250° F; spark advance, 20° B.T.C.; engine speed, 1800 rpm; oil temperature, 150° F.



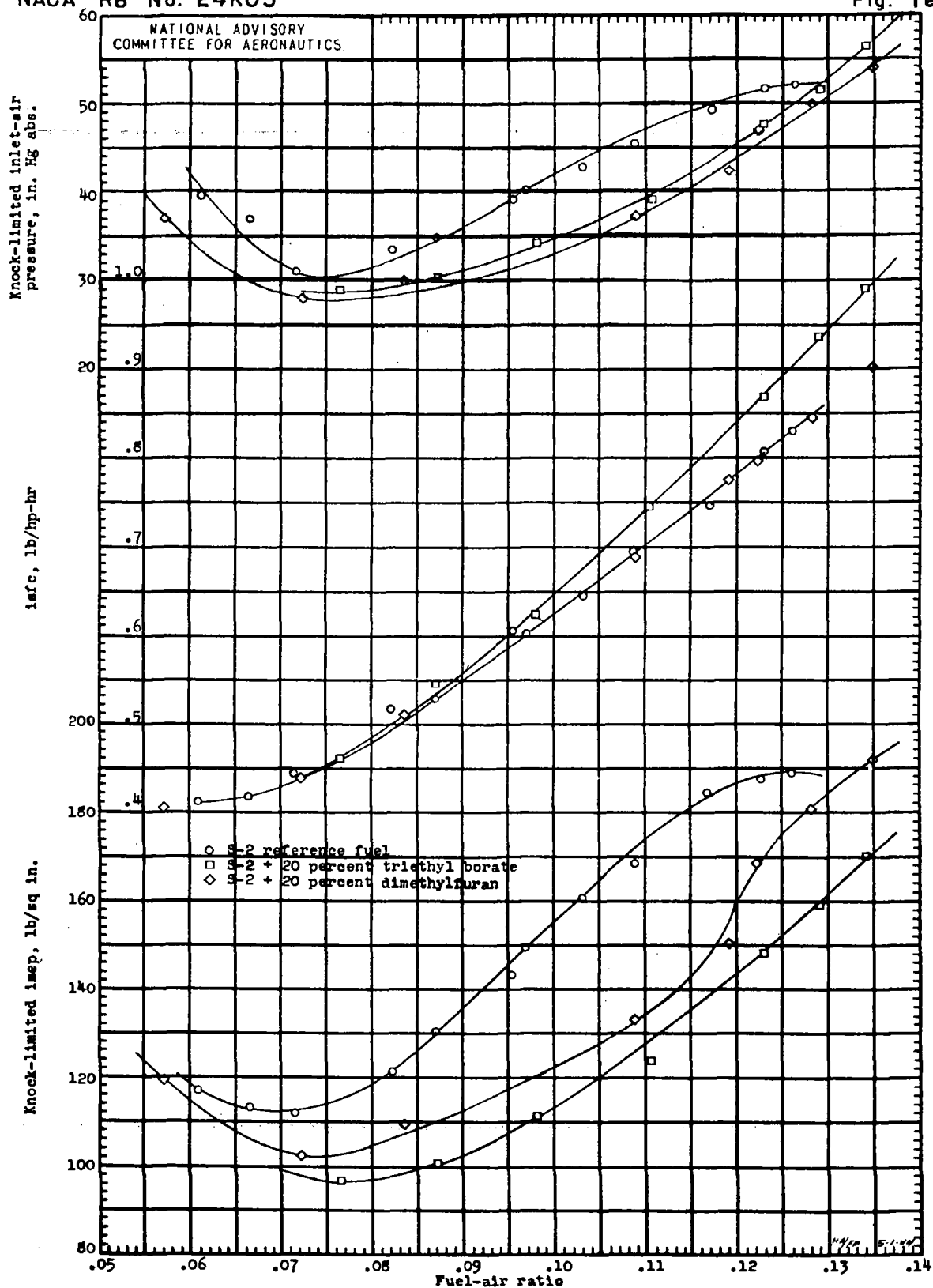
(b) Exploratory fuels, sec-butyl alcohol, tert-butyl alcohol and isopropyl alcohol.
Figure 1. - Continued.



(c) Exploratory fuels, butyl acetate, sec-butyl acetate and isopropyl acetate.
Figure 1. - Continued.



(d) Exploratory fuels, isobutyl carbinol and sec-butyl carbinol.
Figure 1. - Continued.



(e) Exploratory fuels, triethyl borate, and dimethylfuran.
Figure 1. - Concluded.

REPORT NO (10-10-47)

Alquist, Henry

DIVISION: Fuels and Lubricants (12)

SECTION: Analysis and Testing (8)

CROSS REFERENCES: Fuel, Antiknock - Testing (42622);
Fuel additives (42260); Fuel consumption (42280)

LTI- 8319

ORIG. AGENCY NUMBER

RB-E4K03

REVISION

AUTHOR(S)

AMER. TITLE: The knock-limited performance of several fuels blended with S-2 reference fuel

FORG'N. TITLE:

ORIGINATING AGENCY: National Advisory Committee for Aeronautics, Washington, D. C.

TRANSLATION:

COUNTRY	LANGUAGE	FORG'N. CLASS.	U. S. CLASS.	DATE	PAGES	ILLUS.	FEATURES
U.S.	Eng.		Unclass.	Nov'44	8	6	tables, graphs

ABSTRACT

Added to S-2 fuel, isopropyl acetate raises the knock-limited power most effectively near the stoichiometric mixture ratio. At 0.10 to 0.12 fuel/air ratio, it causes to improvement. Tertiary butyl alcohol is somewhat less capable of improving knock-limited lean mixture performance. Secondary butyl and isopropyl acetates and alcohols are only slightly effective in the very rich-mixture region. Triethyl borate and isopropyl alcohol improve the indicated specific fuel consumption quite substantially.

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