

## About JP-8 fuel

From: **Dave Bethke**  
Date: Mon, 12 May 1997 13:29:41 -0800  
Subject: About JP-8 fuel

[Regarding the "JP-8" designation seen on a fuel truck at Basecamp airfield.]

> A thread on jet fuel from rec.aviation.misc (snipped) --

Subject: JP-4, 5,7,8, Jet A  
Date: Fri, 9 May 1997 09:47:25 -0500

Howdy,

Help me get my facts straight, I used to know the difference between the different types of Jet fuels, but my mind is going.

To help me settle a discussion, how close am I to reality when I say:

JP-4: kerosene  
JP-5: ??  
JP-7: Chanel #5, burned by SR-71  
JP-8: Low flash point, used by U.S. Navy  
Jet-A: Same as JP-8

thanks,  
Jim Howard jnhtx@bga.com

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Date: Fri, 9 May 1997 15:20:46 GMT  
Sender: wb8foz@netcom7.netcom.com

Nope. -4 was loaded with toluene and naptha and other goodies.  
Jet-A is pure Kero.

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Date: Fri, 09 May 1997 12:36:12 -0700  
From: Michel Kronowit <mkrono@concentric.net>

JP-5 is what the US Navy has used for years and still uses aboard carriers and other ships with aircraft. It has a high flash point which means it doesn't vaporize until it reaches about 130 degrees F or so. This makes it ideally suited for storage aboard ship where flammability is not desired. JP-8 is the "new" replacement for JP-5 in the US Navy, but is only used ashore. JP-5 is still used on ships. I'm not sure what the big difference is between -5 and -8, but I think -8 has a slightly lower flash point than -5 so -8 is not allowed on ships. Why the Navy went to JP-8 I'm not sure. I think it might be cheaper, but there might be some other reason.

M.K.

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(end of repost)

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Dave Bethke on the fringe of Houston

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