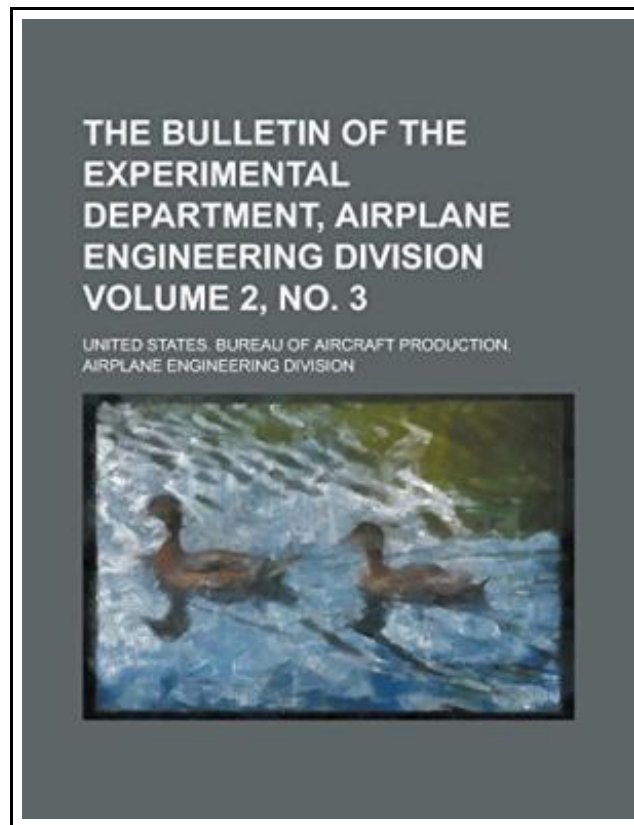


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***(Ernest Vandervort)***

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Rarebooksclub.com, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1918 edition. Excerpt: .fuels tested have contained a greater or lesser proportion of benzine, or benzol, as it is often called, the chemical formula for which is  $C_6H_6$ . This fluid is the most volatile constituent of coal tar, and also is obtained from petroleum. It has a boiling point of about 80 C. and a specific gravity of 0.88 to 0.89. Benzol cannot very well be used by itself as a fuel for airplane engines, as on account of its rather high boiling point, it does not vaporize readily with cold air, and consequently would cause difficulty in starting if used alone. However, it possesses a higher calorific value in relation to volume than gasoline, and as fuel is taken through the carburetor jets by volume and not by weight, it follows that the fuel of the greatest calorific value per unit of volume will give the greatest power output. The problem then becomes simply one of mixing benzine or a similar fuel with gasoline in such proportions as to give the greatest possible calorific value, while not interfering with quick starting of the engine. A Of the various fuels and fuel mixtures tested at Me- (look Field, one consisting of 80 percent gasoline and 20 percent benzol gave the best all around results, showing an average fuel consumption in a.0 hrs. for gasoline, or 2.78 hrs. for the 20 and 80 percent mixture of benzol and gasoline, an increase of 7 percent in endurance...



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