

CHEMICAL IP

CHEMISTRY / SYSTEMS / SCALE

MARKETS SERVED / STRATEGIC SYSTEMS

Defense & Remote Infrastructure

Relocatable fuel storage, distributed supply, and compact processing.

Develop compact systems for locations where fixed fuel and chemical infrastructure is difficult to justify.





DEFENSE & REMOTE INFRASTRUCTURE / 01

Distributed operating needs

Forward, emergency, and isolated sites value mobility, readiness, and controlled inventory.

FUEL RESERVES

GelCore™ LS is a fuel-specific reversible structuring concept for sealed, relocatable storage.

REMOTE OPERATIONS

Modular process and chemical assets can serve temporary or changing demand.

WATER

Treatment chemistry and compact equipment can be tailored to a specified remote stream.

RELIABILITY

Quality records, inspections, and restoration tests are central to deployment.

GelCore distillate storage is a development target requiring fuel-by-fuel qualification.



DEFENSE & REMOTE INFRASTRUCTURE / 02

Fuel concept

A future cache would structure selected distillates, store them in sealed secondary packaging, and restore liquid fuel when needed.

CONDITION

Establish particulate, water, oxidation, additive, and cold-temperature baselines.

STRUCTURE

Match a reversible chemistry to ULSD, kerosene, aviation fuel, or other chosen grade.

CONTAIN

Combine semi-solid state, sealed liner, and rigid external package.

RELEASE

Restore liquid fuel and confirm end-use specifications before use.

The development target includes six-plus months of stable storage, subject to validation.



DEFENSE & REMOTE INFRASTRUCTURE / 03

Mission-specific economics

Compare a modular cache with permanent tanks and conventional liquid logistics for the actual mission.

CAPITAL

Account for avoided or deferred tank and site construction.

MOBILITY

Value the ability to relocate inventory as demand changes.

READINESS

Measure availability, inspection burden, and restoration time.

QUALIFICATION

Confirm containment, fire and transport rules, stability, and fuel performance.

A pilot should use a defined fuel, climate range, hold period, handling mode, and acceptance specification.