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**Johnson et al.**

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(54) **AIRCRAFT RINSE SYSTEM**

**Publication Classification**

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(51) **Int. Cl.**  
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(52) **U.S. Cl.** ..... **210/321.69**

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**DALLAS, TX 75380 (US)**

(57) **ABSTRACT**

A method and apparatus for separating particles and dissolved matter from a fluid stream incorporated in an aircraft rinse system. The present invention includes a first pressure source which transports collected rinse fluid into a separator annulus with a filter element disposed therein. The untreated fluid is placed under appropriate pressure sufficient to produce turbulent flow, increased particle kinetics and/or cavitation physics allowing the desired fluid to penetrate and pass into and through the filter media. The filtered fluid is then transported to a collection tank. The contaminant particulate matter retained on the exterior of the filter media may be removed by the instantaneous reverse pressurization of the separator annulus by a second pressure source thereby removing the contaminant particles away from contact with the filter media, and which may then be transported to a waste collection tank or a concentrator for further treatment. The treated rinse fluid is thus recycled for use in the aircraft rinse system.

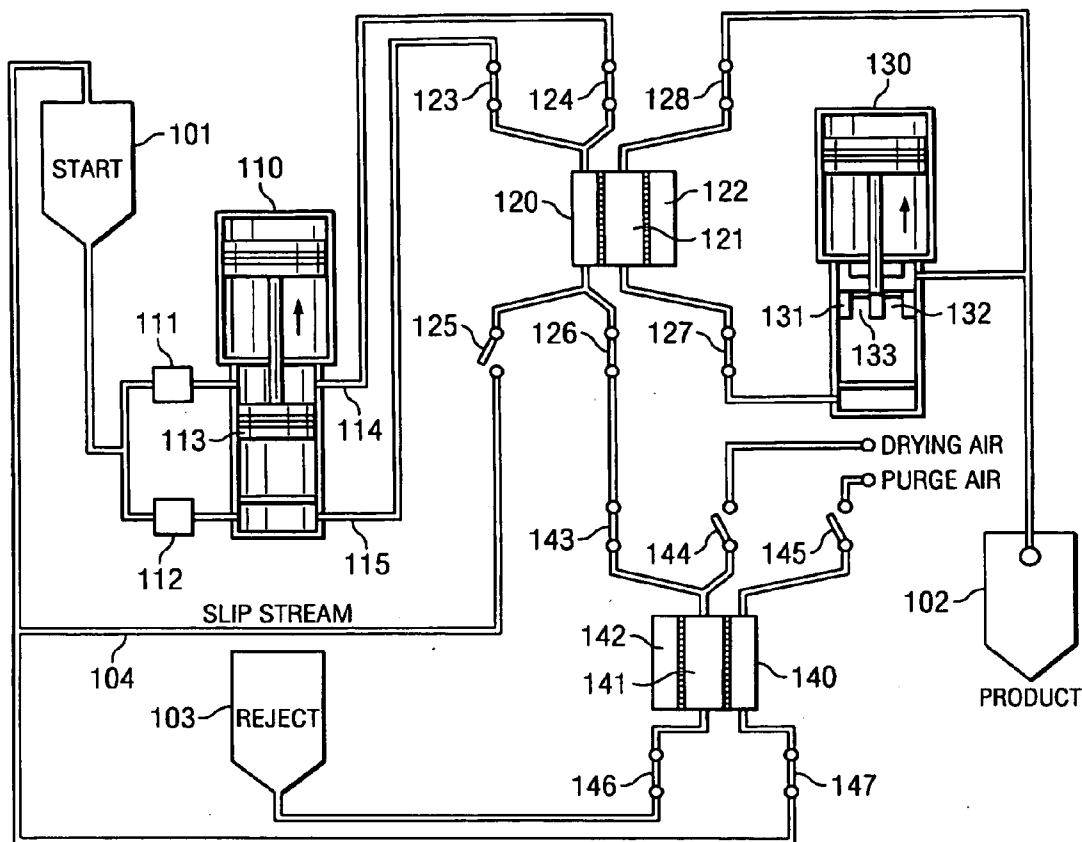
(21) Appl. No.: **12/257,529**

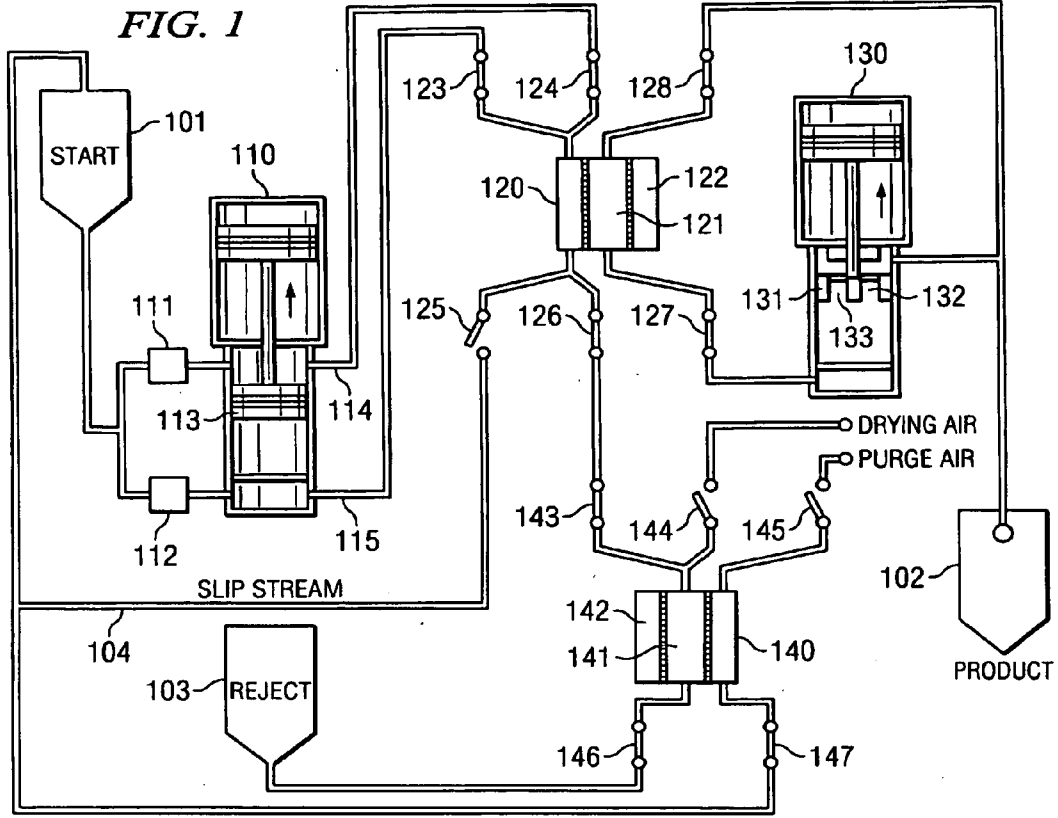
(22) Filed: **Oct. 24, 2008**

**Related U.S. Application Data**

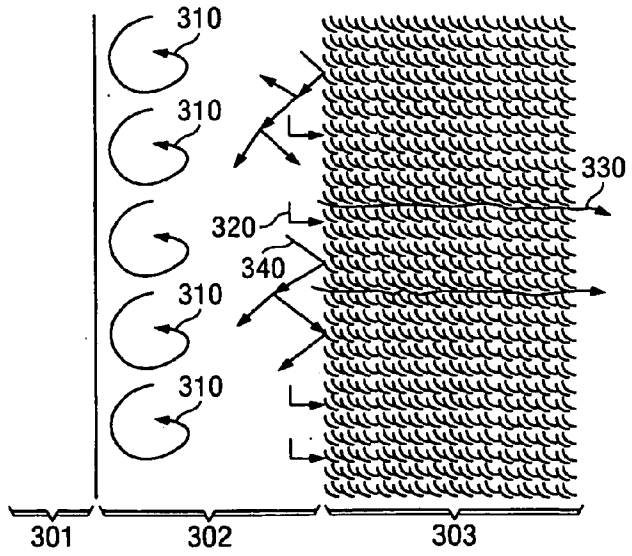
(60) Division of application No. 11/004,321, filed on Dec. 3, 2004, now Pat. No. 7,459,092, which is a continuation-in-part of application No. 10/820,538, filed on Apr. 8, 2004, now Pat. No. 7,291,267.

(60) Provisional application No. 60/540,492, filed on Jan. 30, 2004.





**FIG. 3**



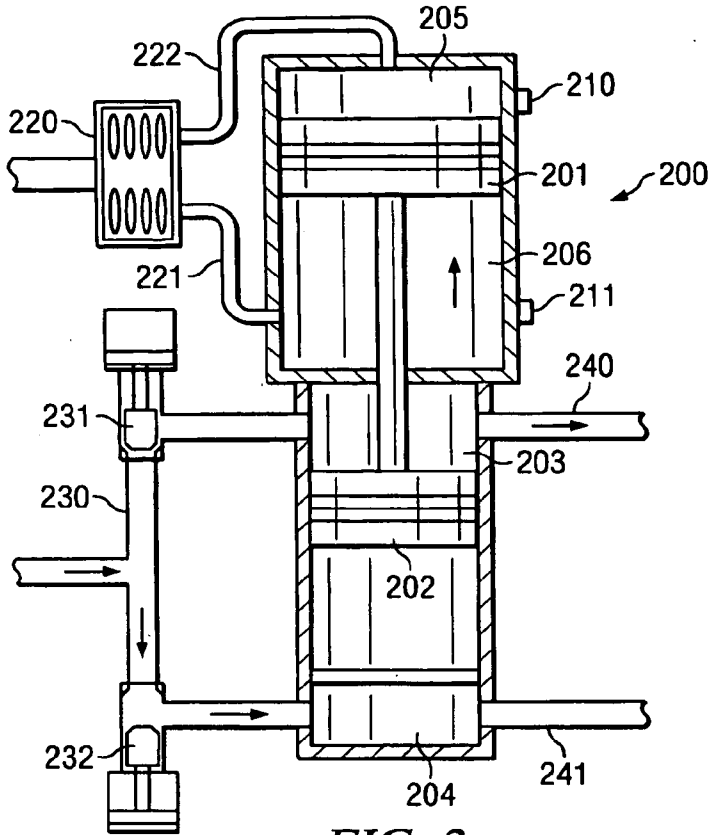


FIG. 2

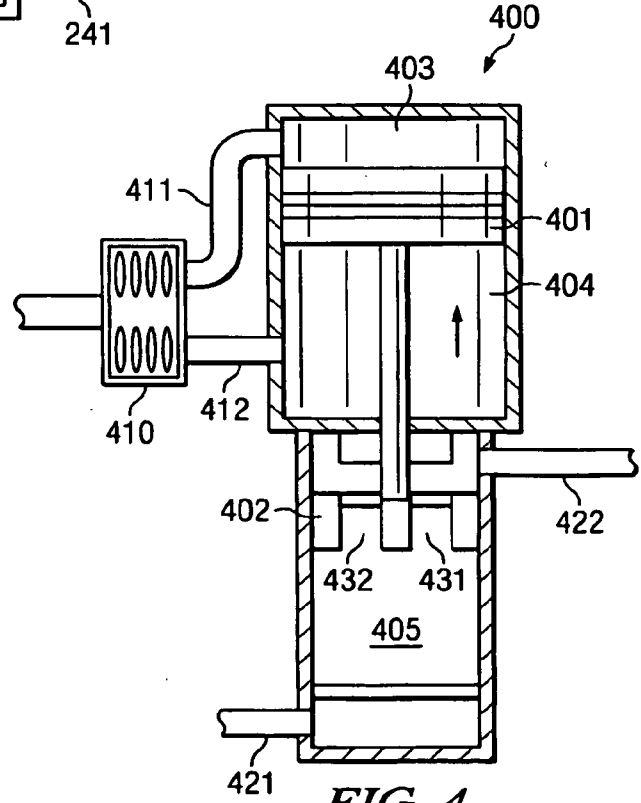


FIG. 4

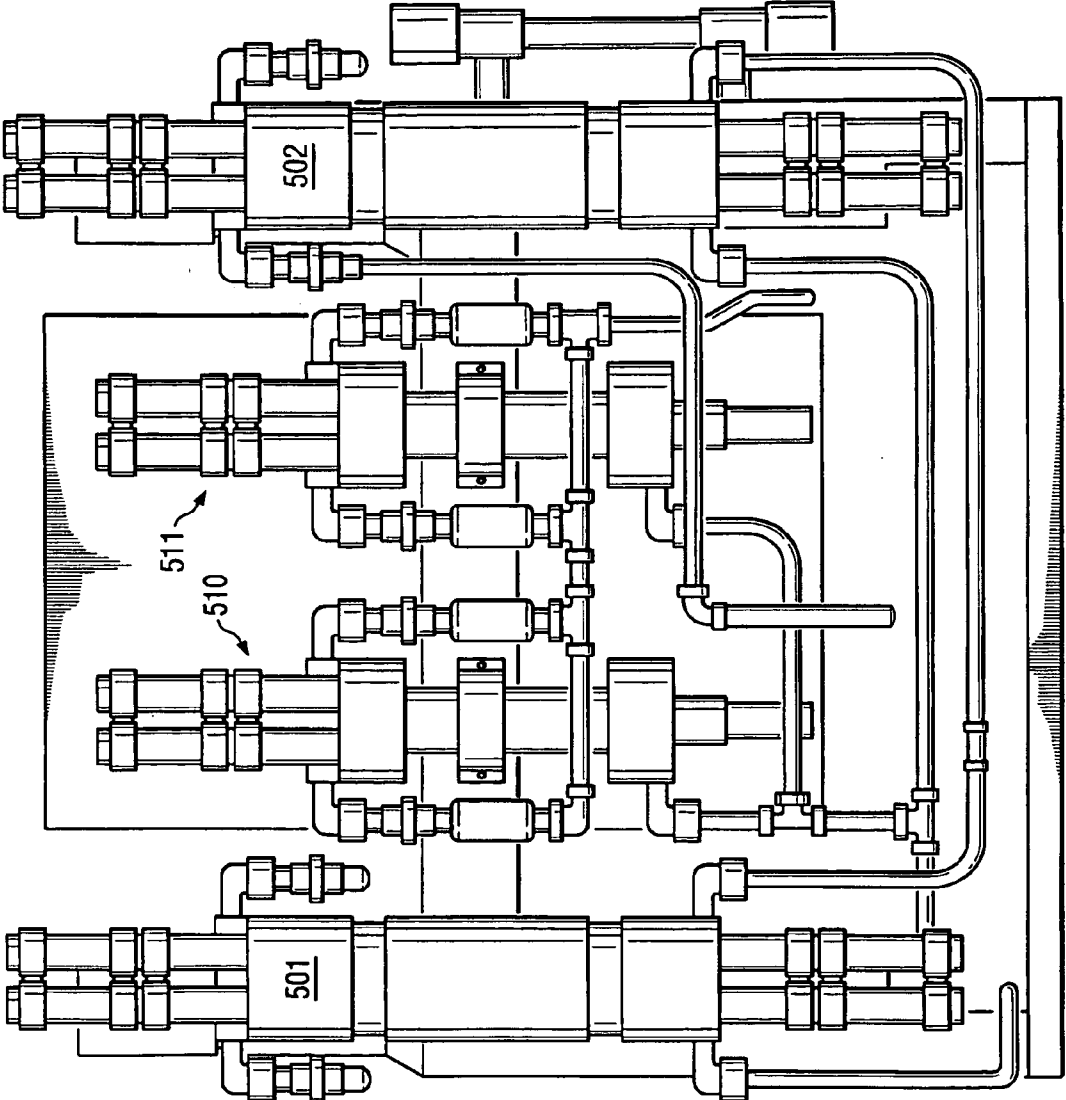


FIG. 5A

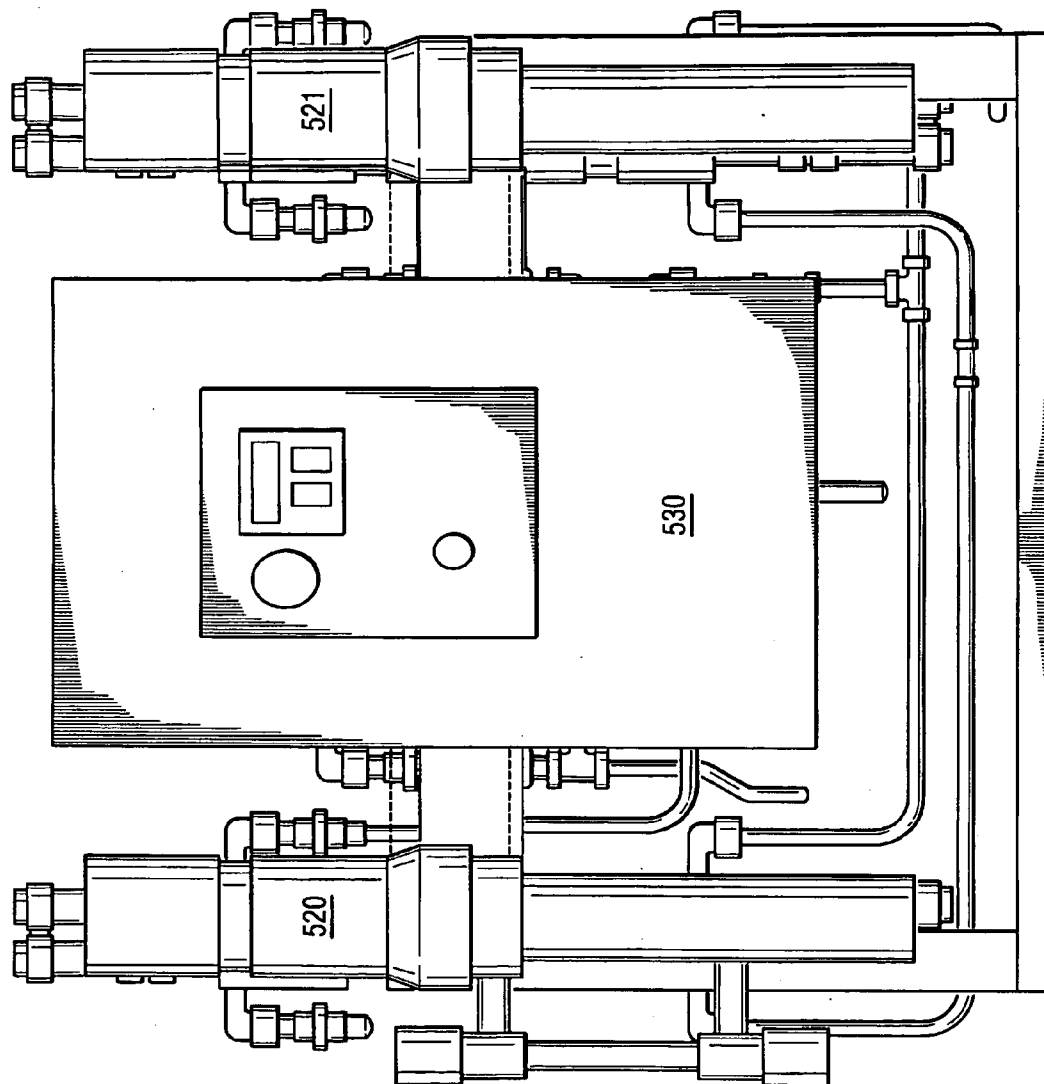


FIG. 5B

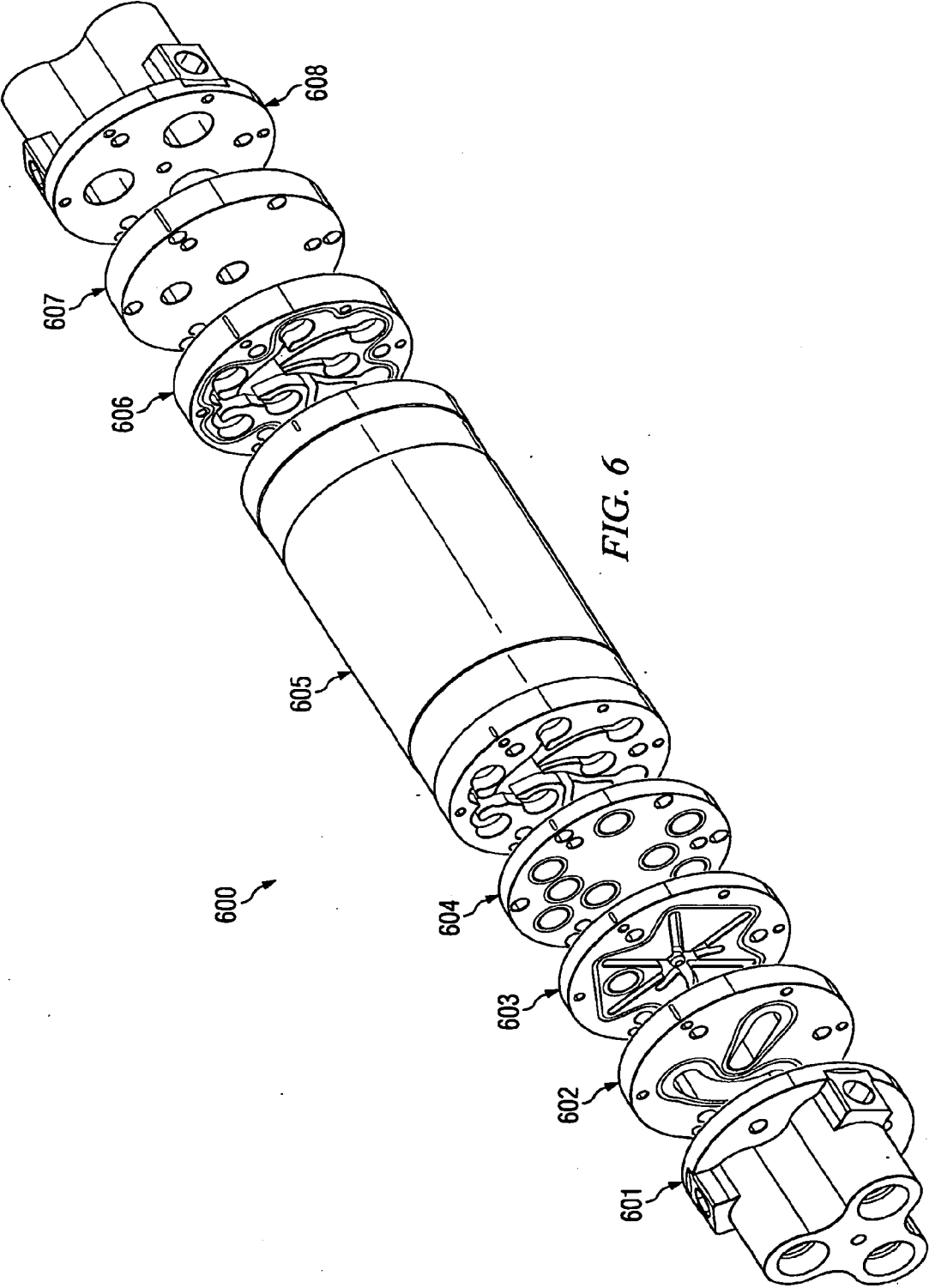
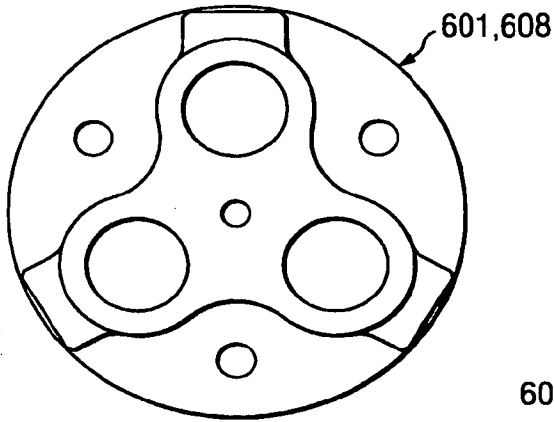
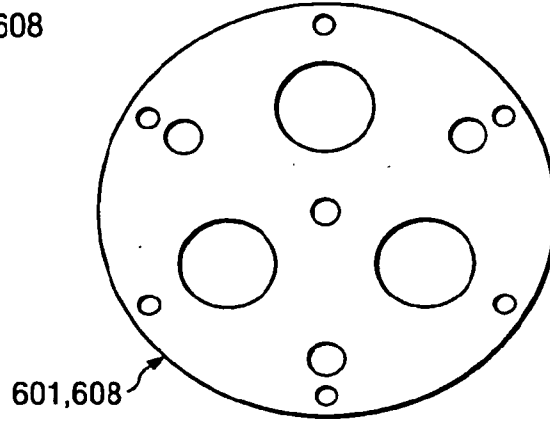


FIG. 6

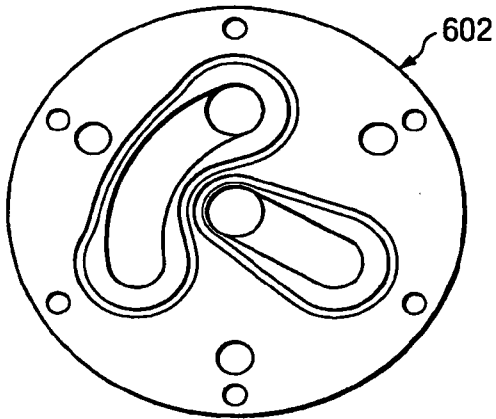
**FIG. 7A**



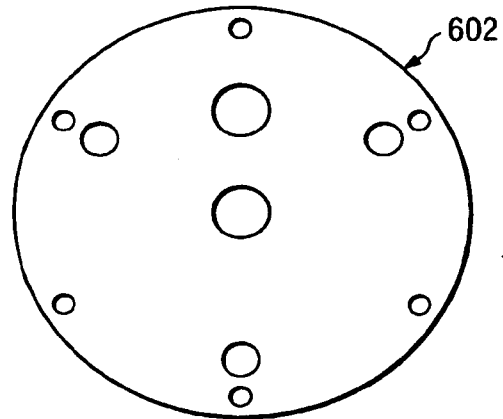
**FIG. 7B**



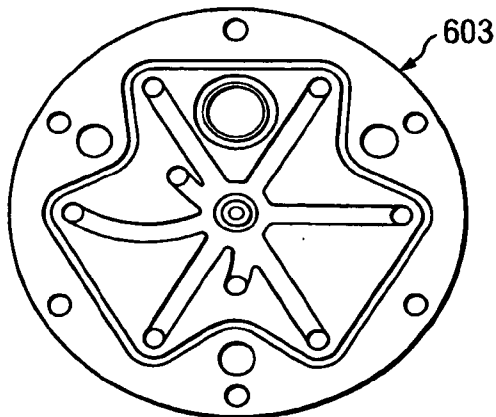
**FIG. 8A**



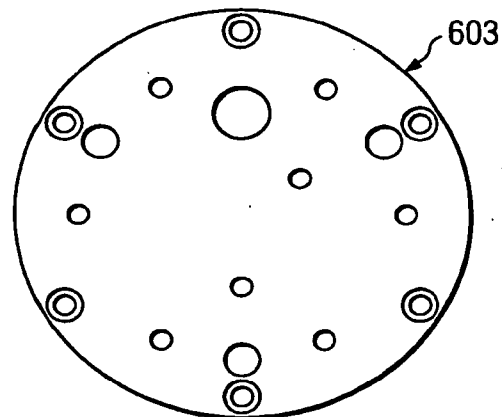
**FIG. 8B**



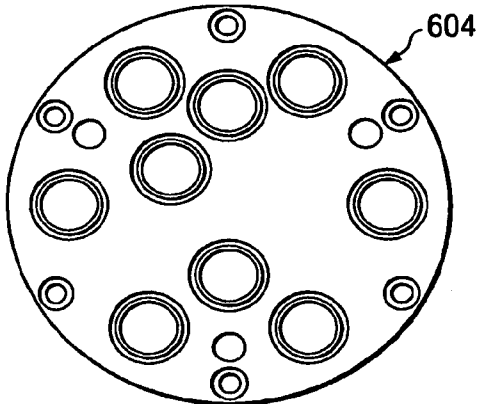
**FIG. 9A**



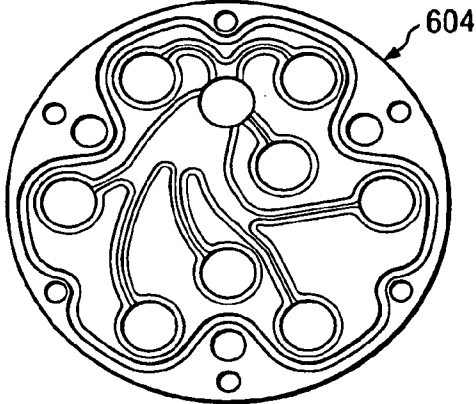
**FIG. 9B**



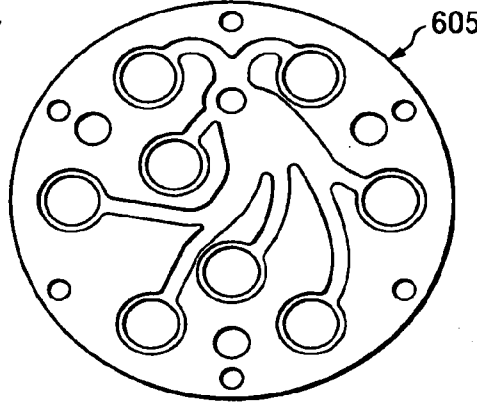
*FIG. 10A*



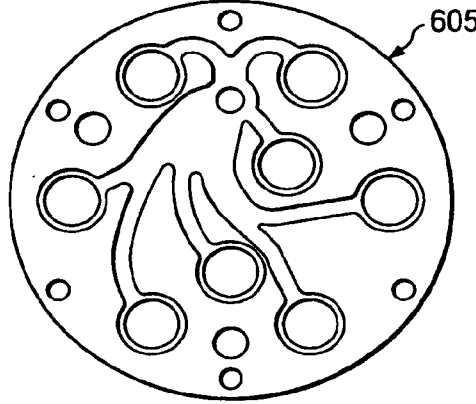
*FIG. 10B*



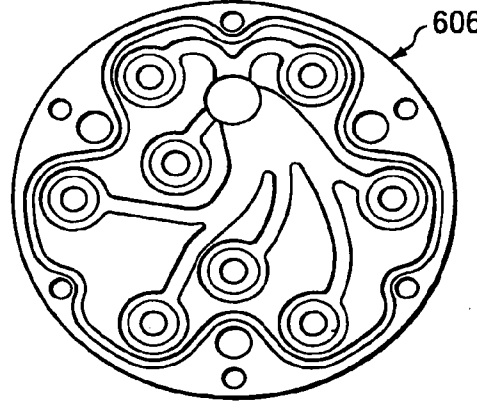
*FIG. 11A*



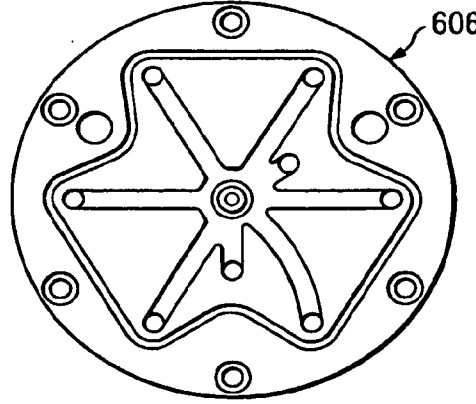
*FIG. 11B*



*FIG. 12A*



*FIG. 12B*





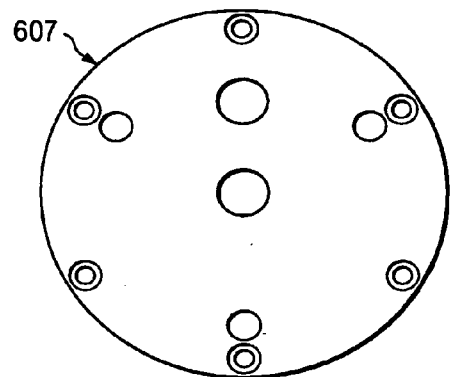


FIG. 13A

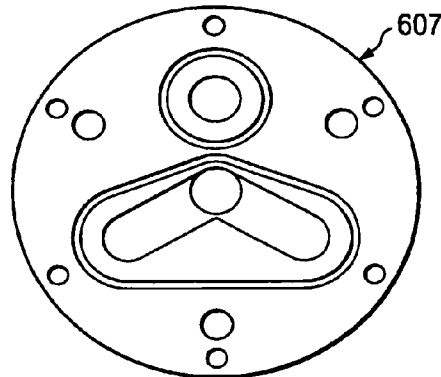


FIG. 13B

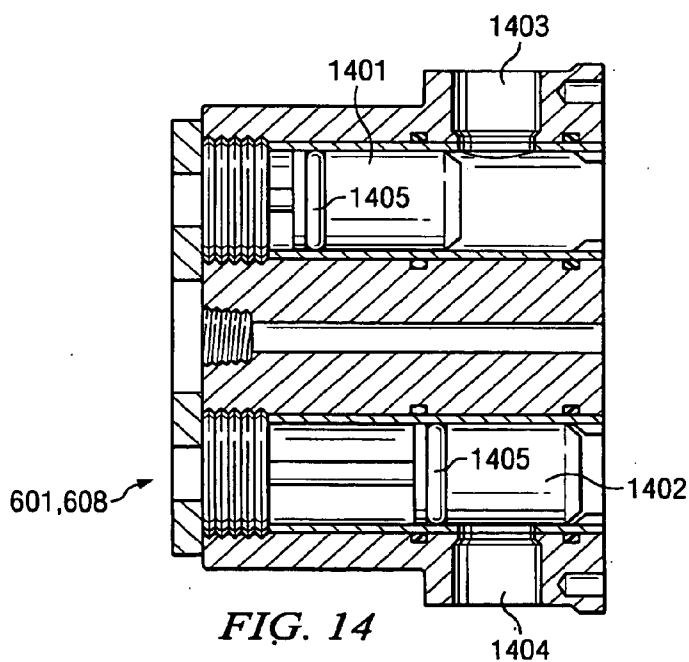


FIG. 14

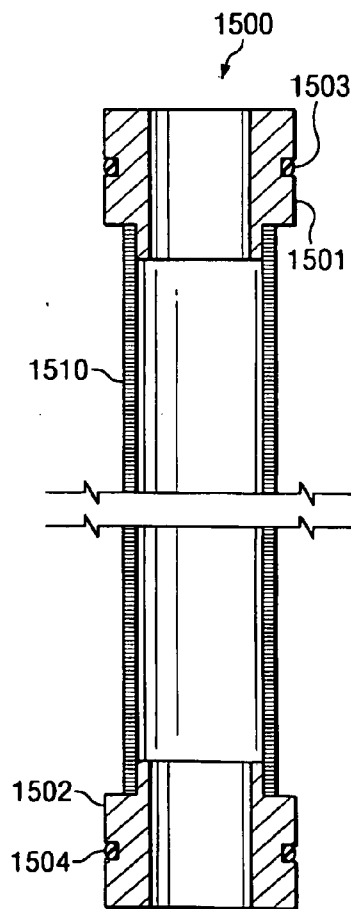
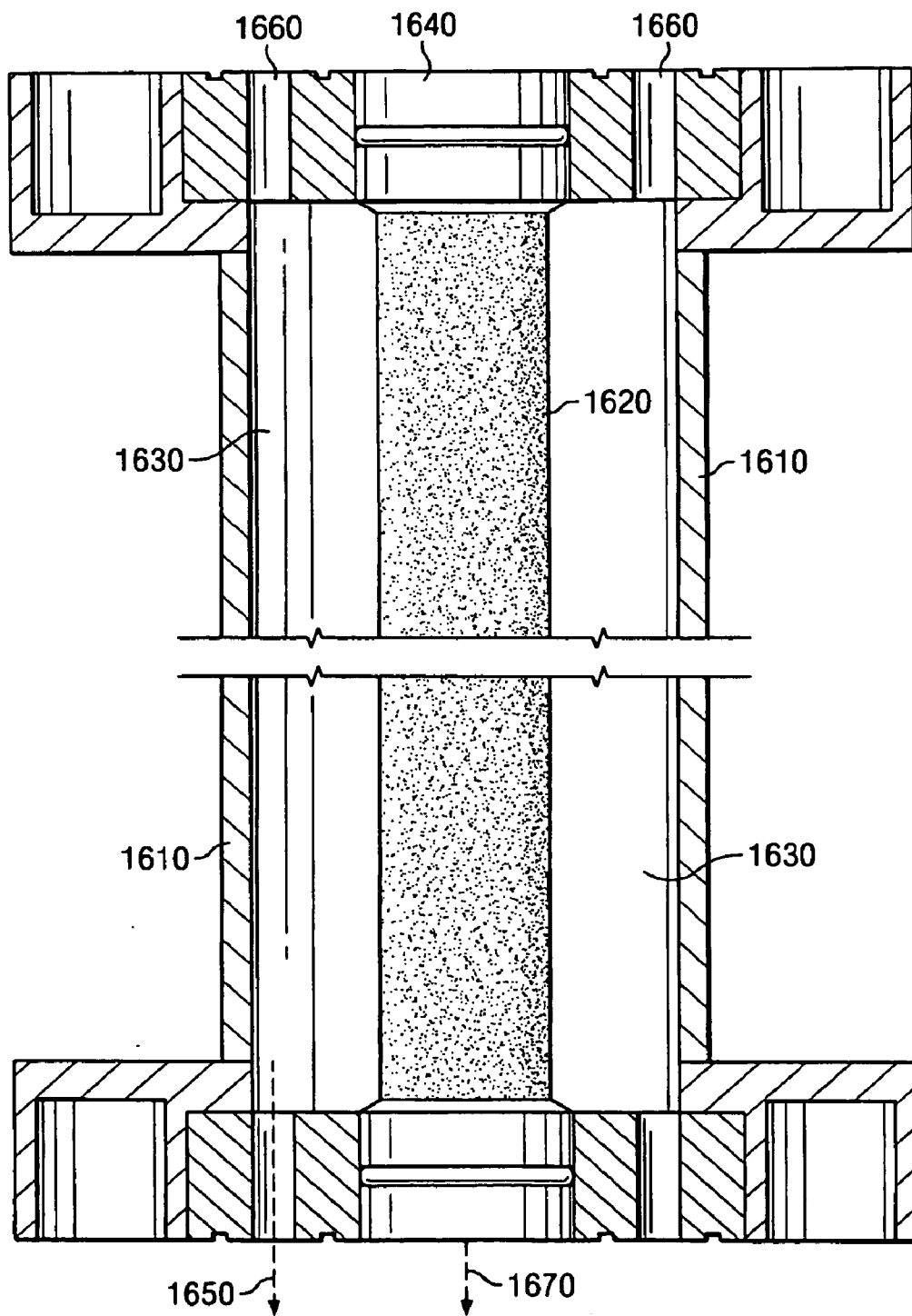


FIG. 15

1600

FIG. 16



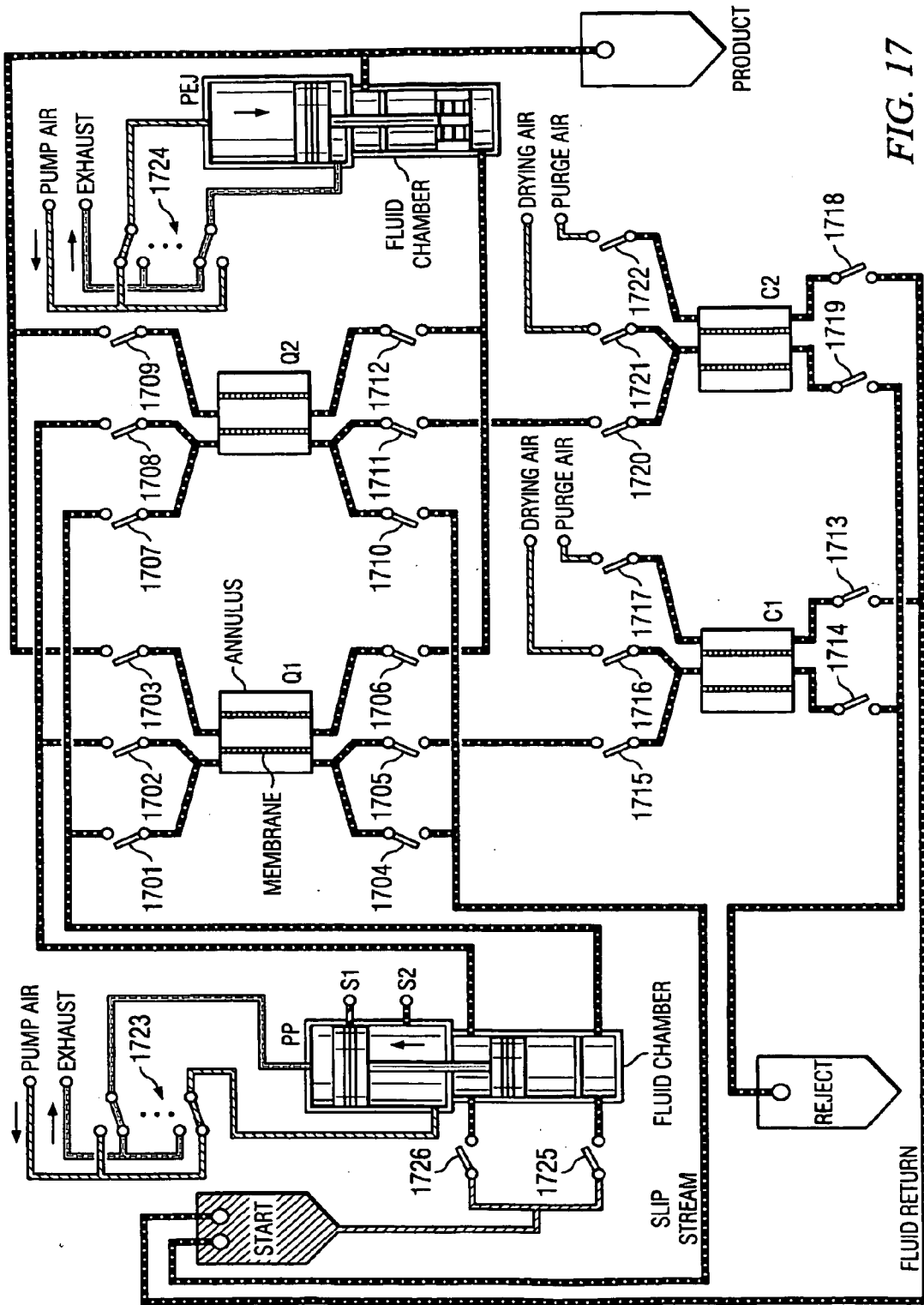


FIG. 17

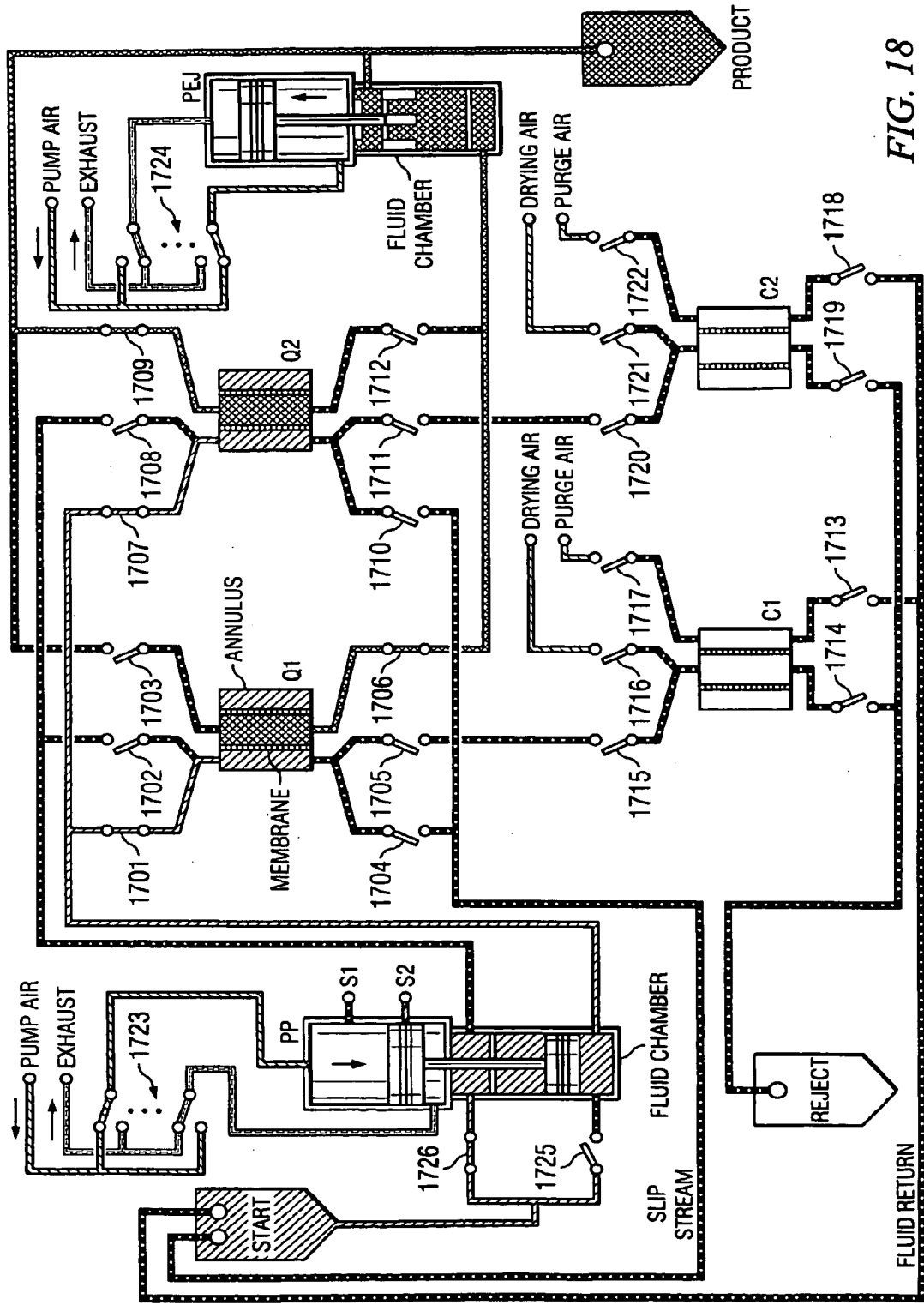


FIG. 18

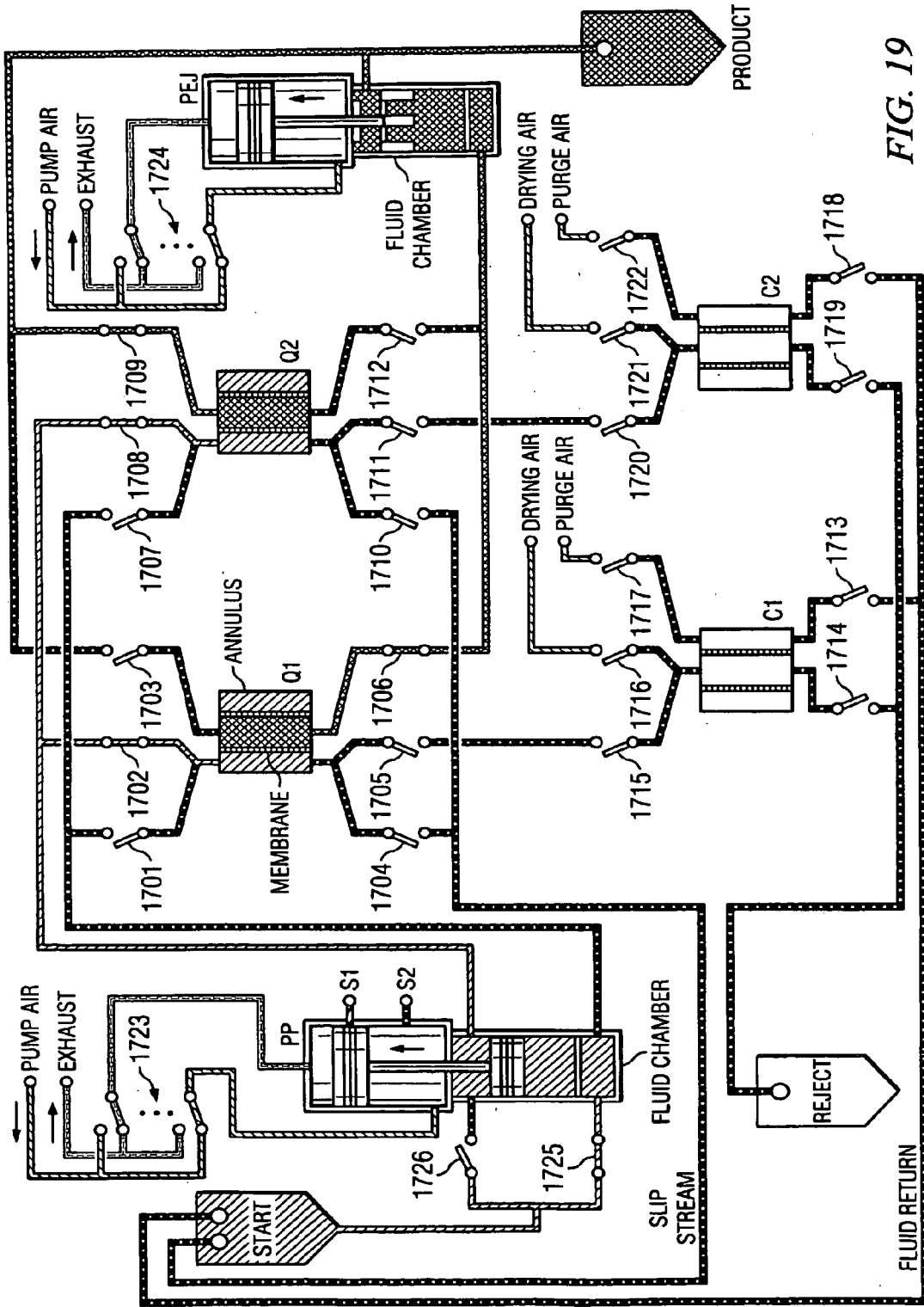


FIG. 19

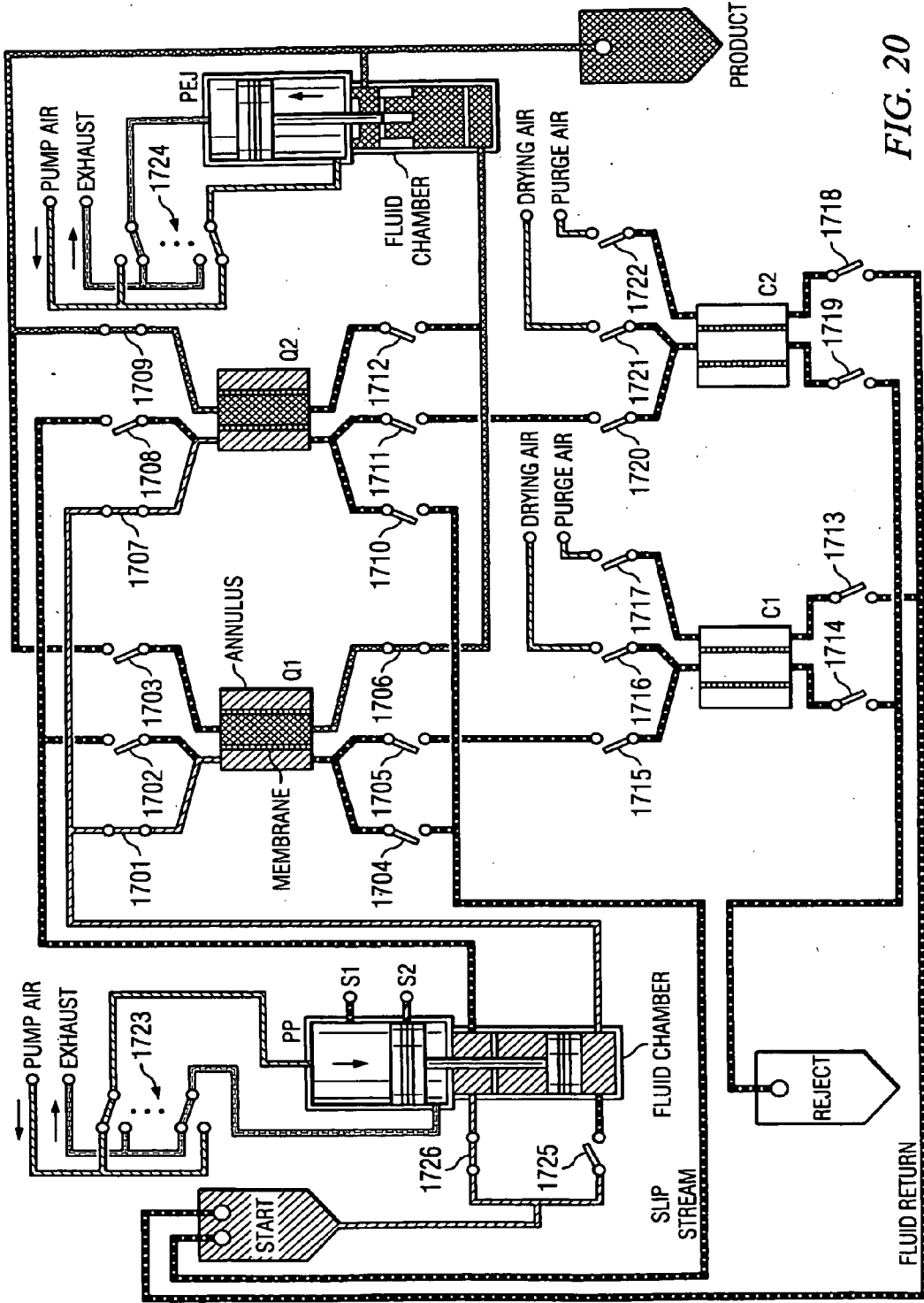


FIG. 20

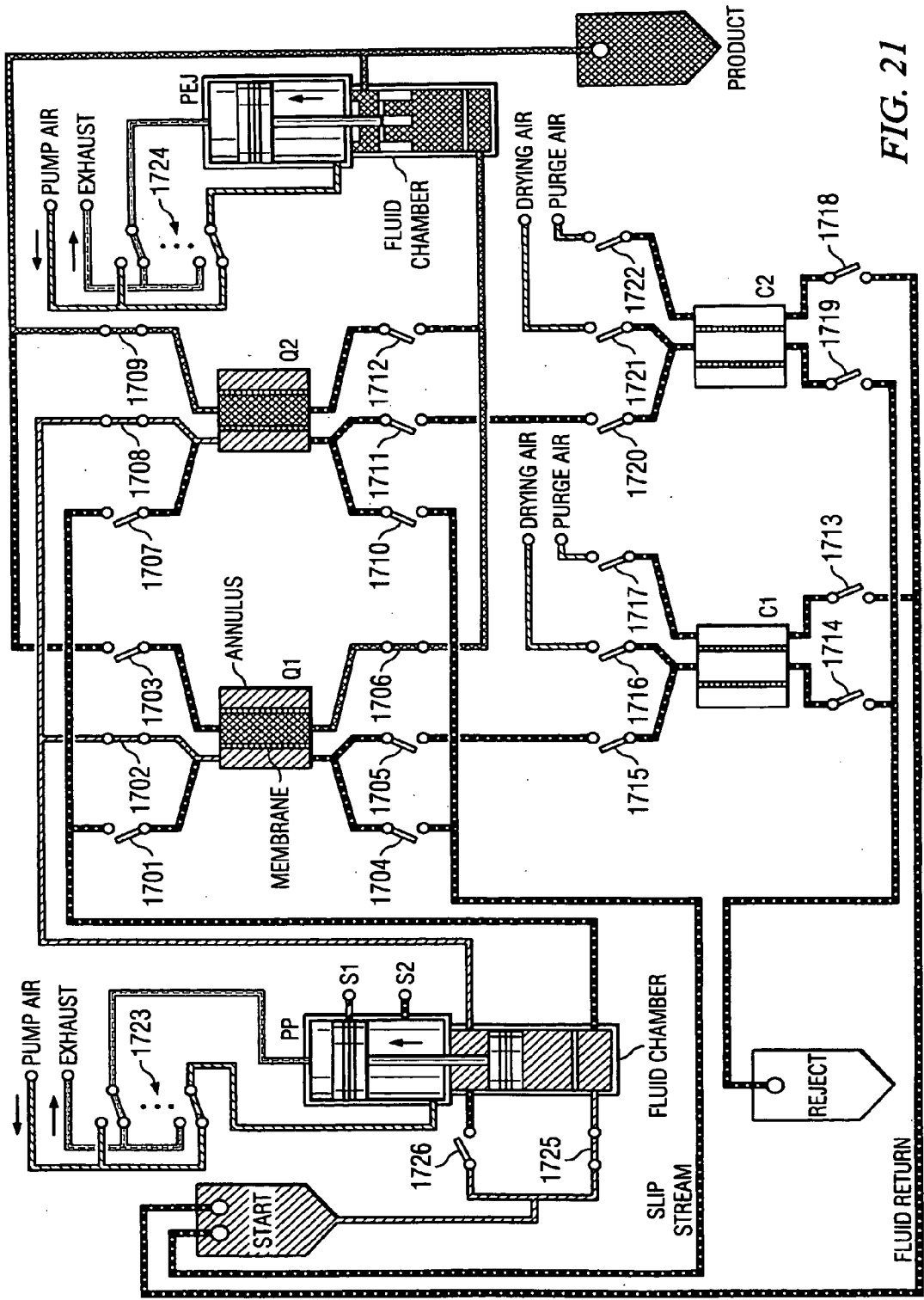


FIG. 21

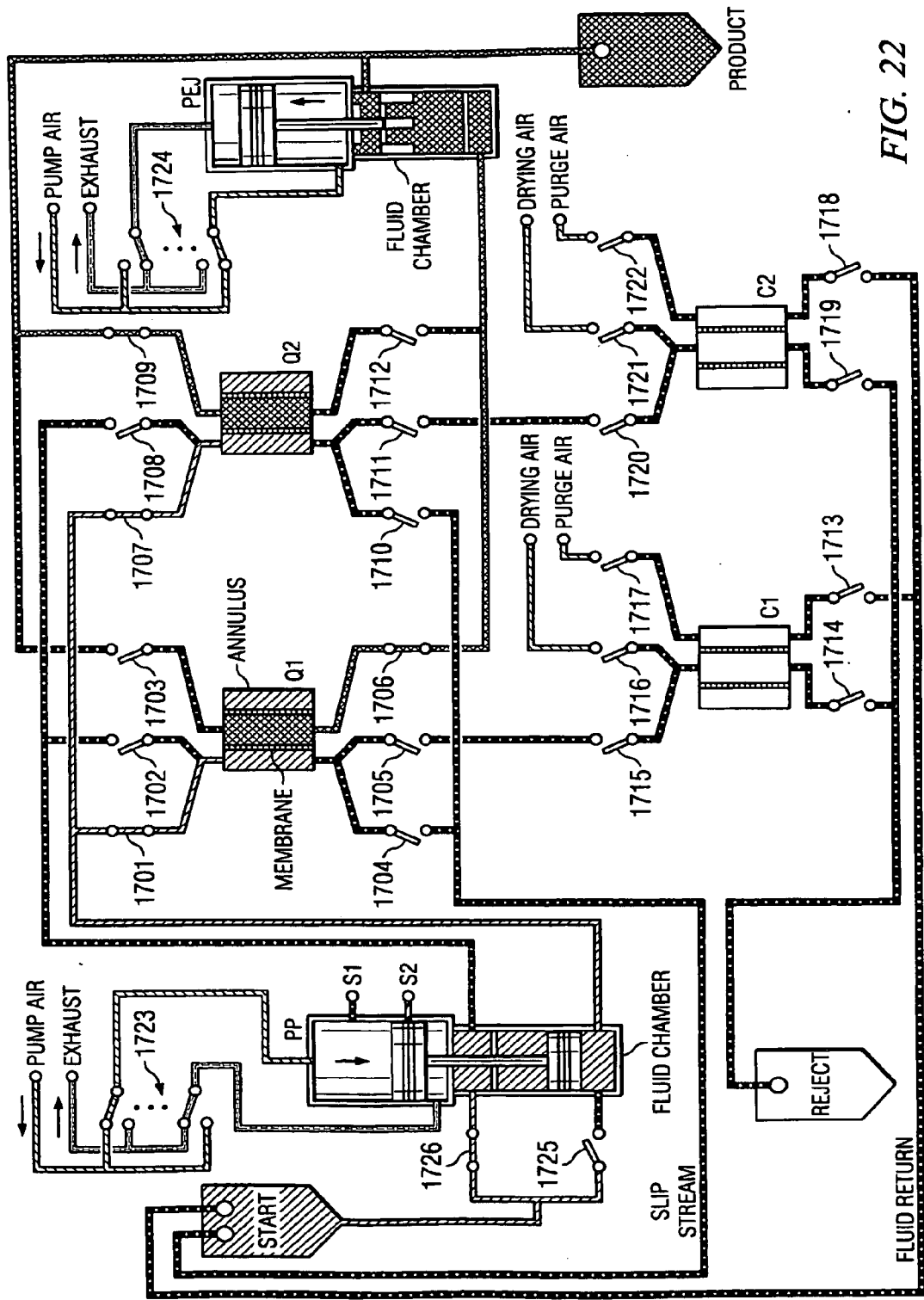


FIG. 22



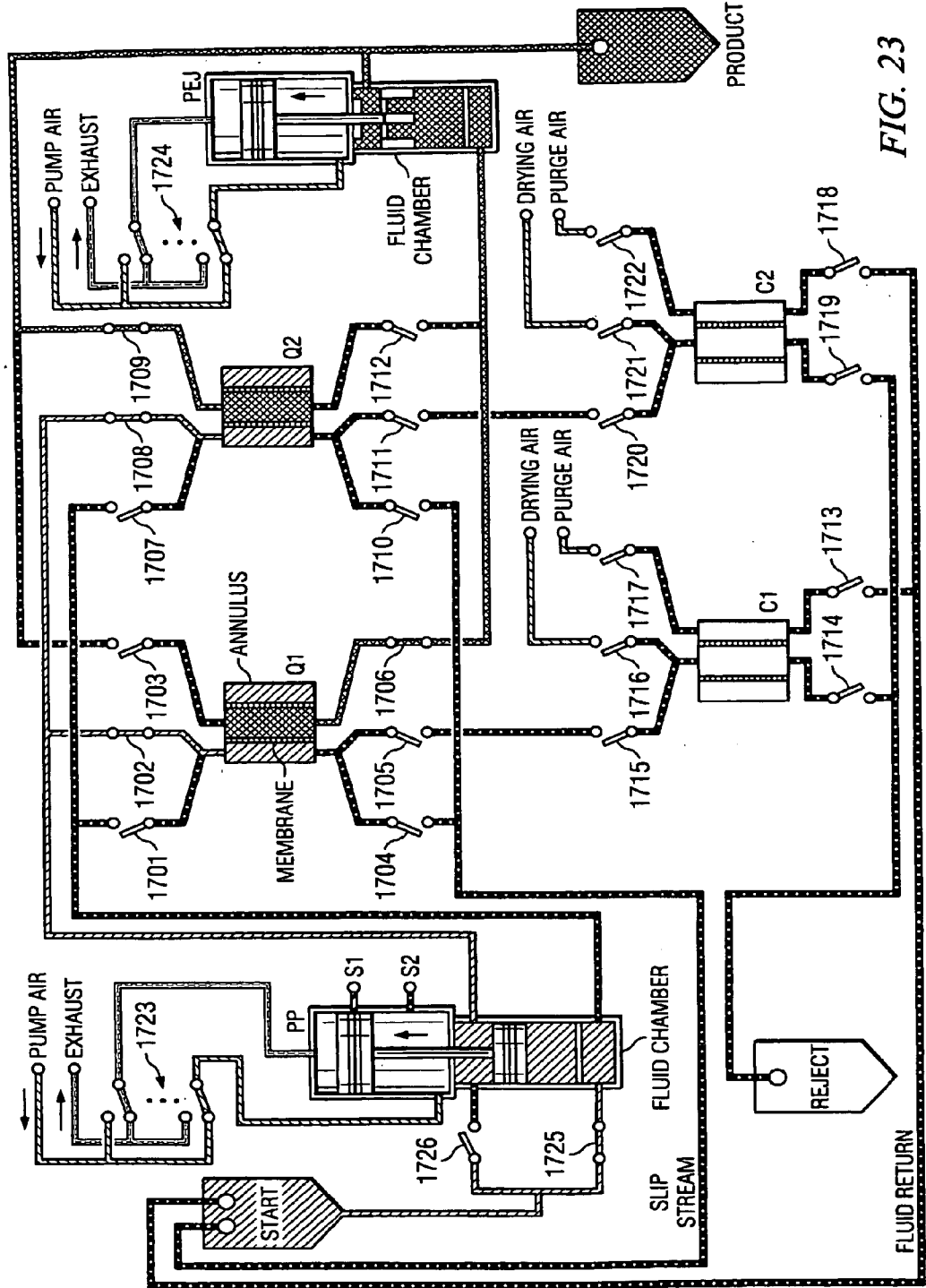


FIG. 23

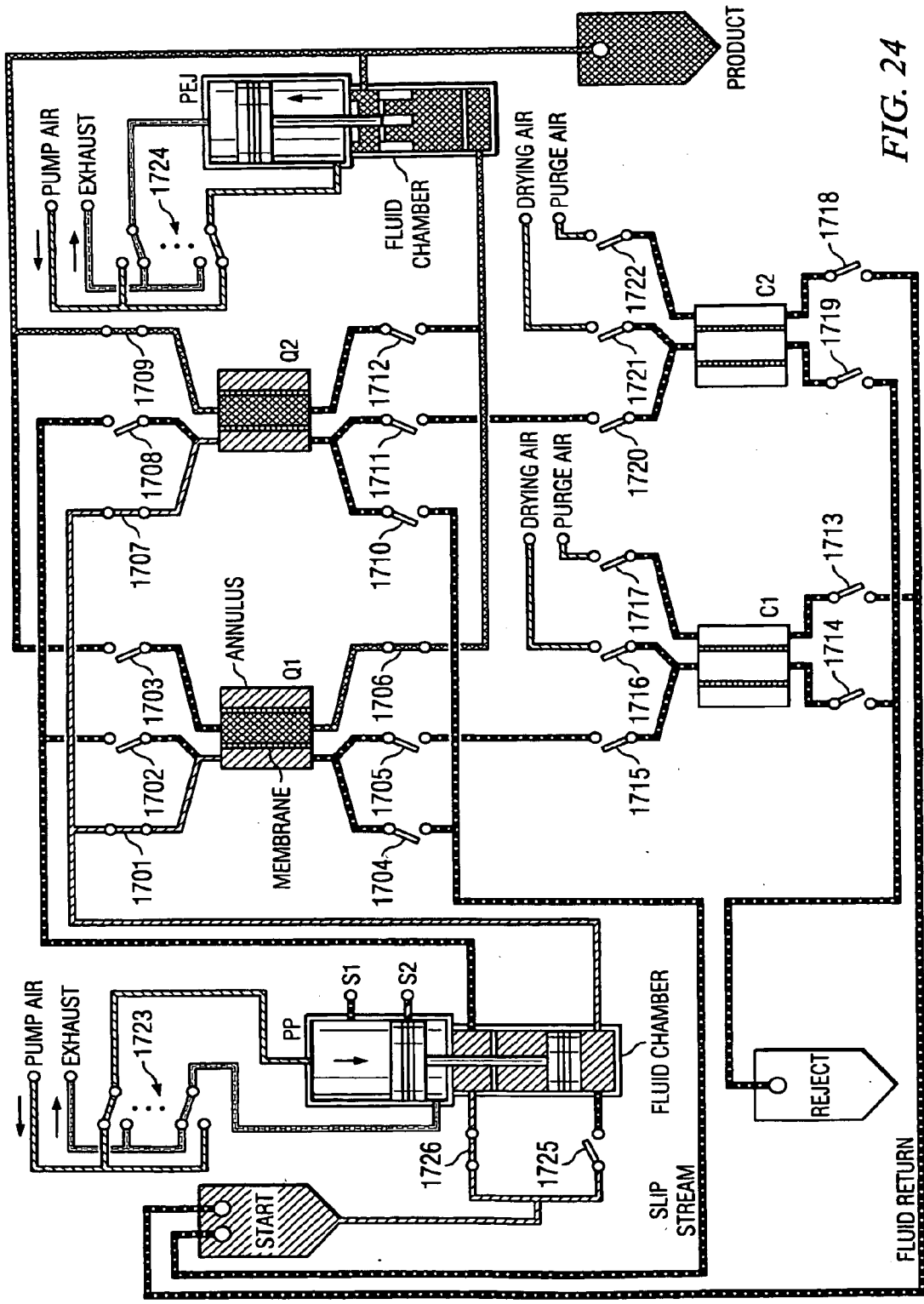


FIG. 24

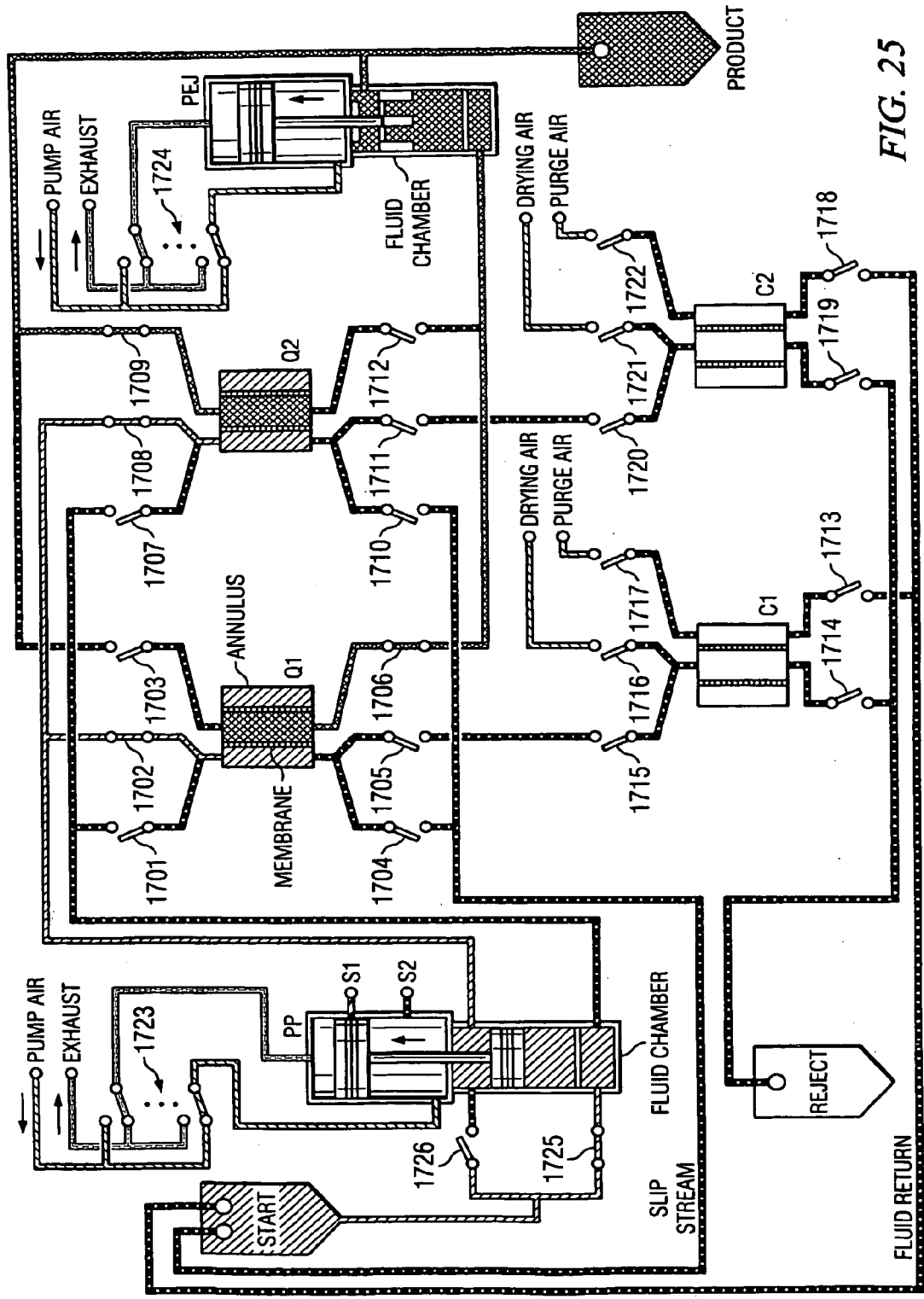


FIG. 25

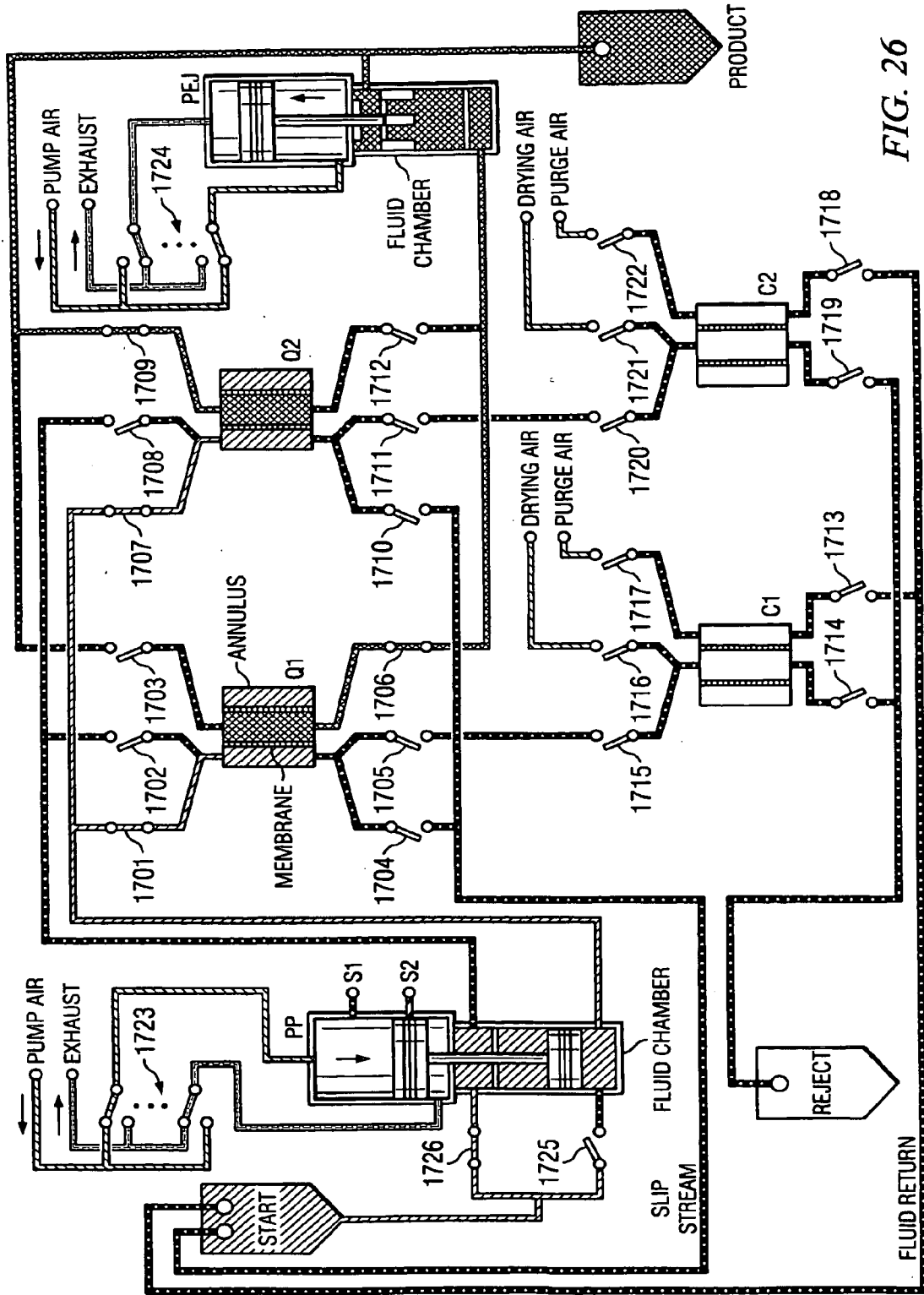


FIG. 26

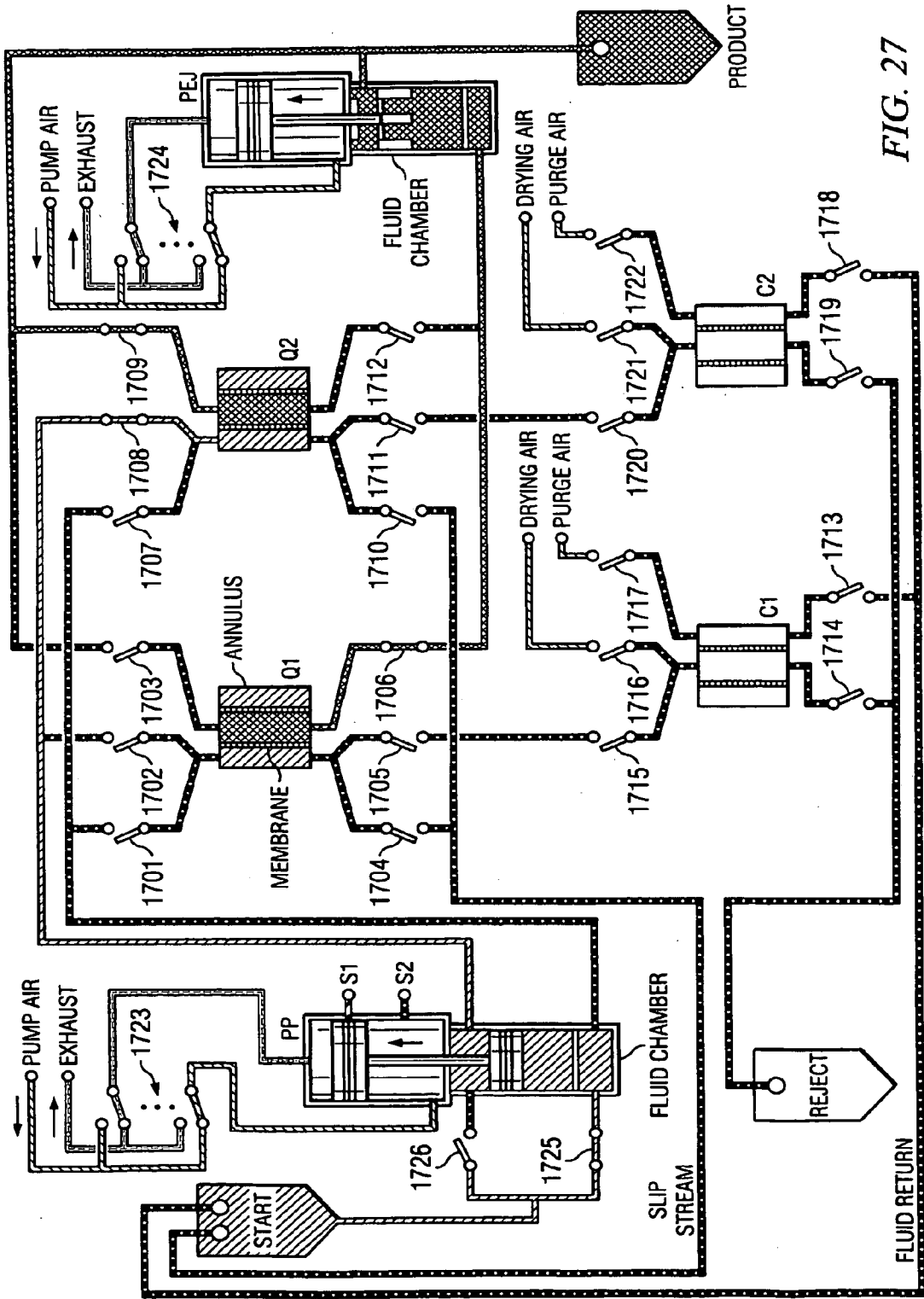


FIG. 27

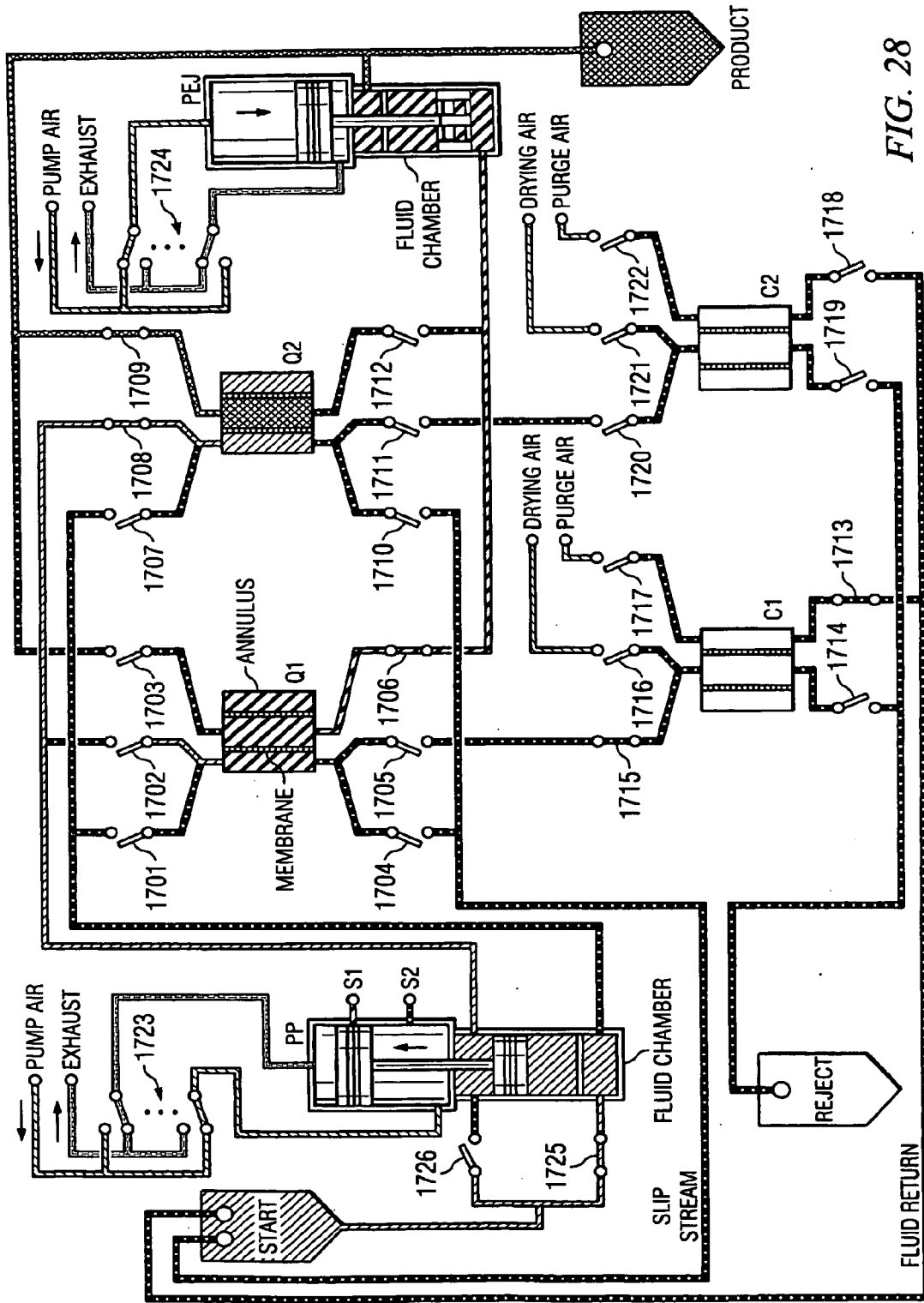


FIG. 28

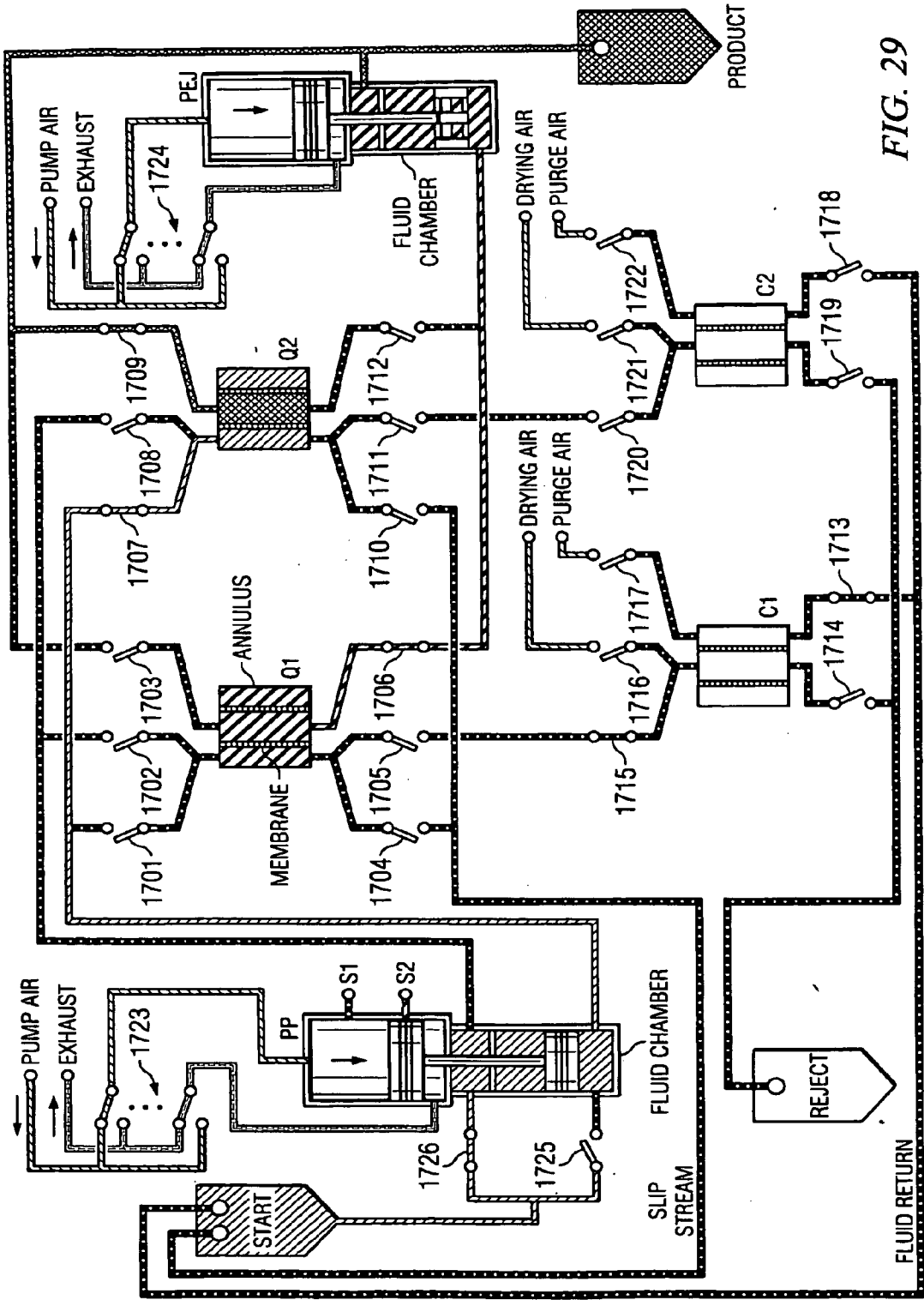


FIG. 29

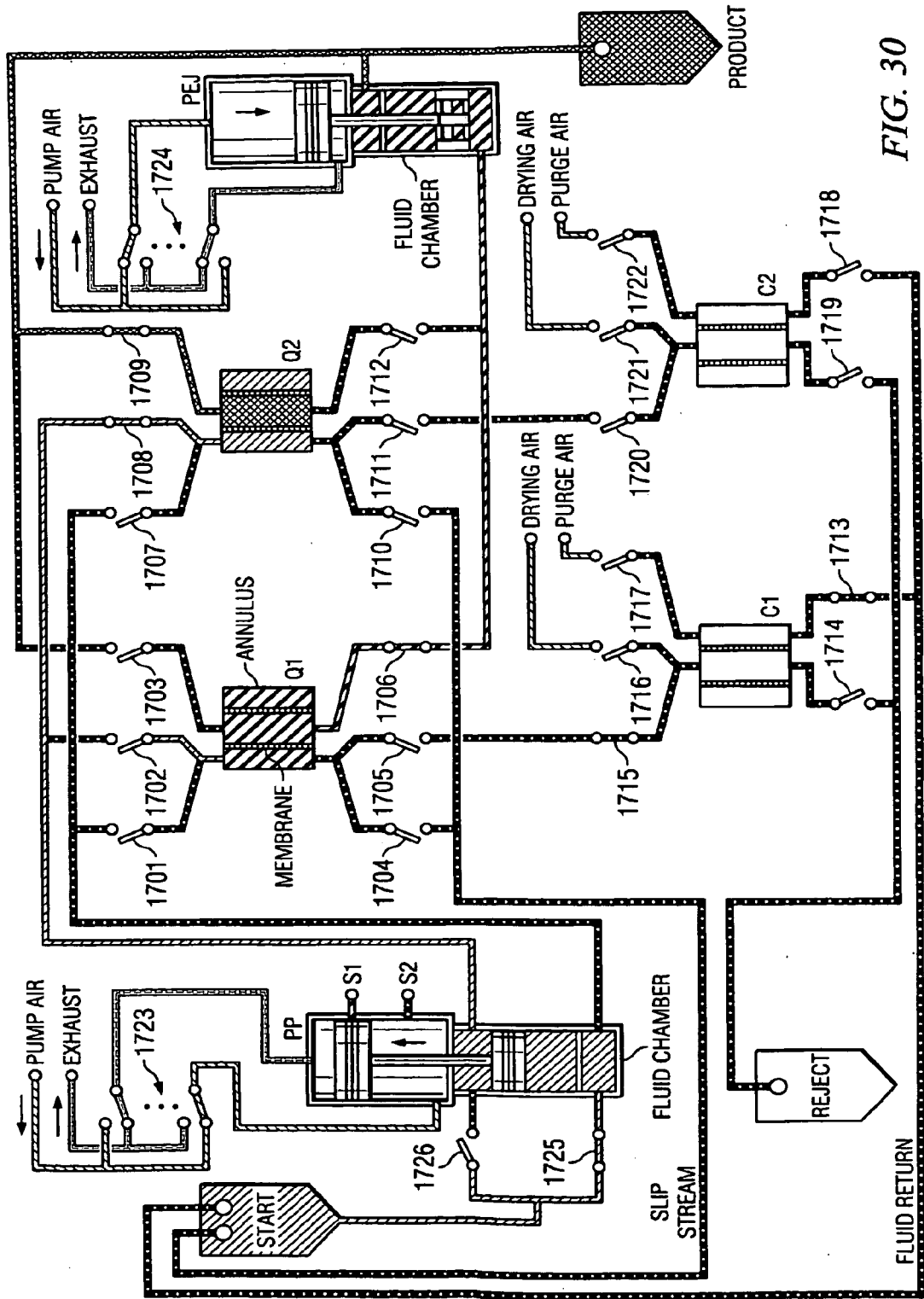


FIG. 30



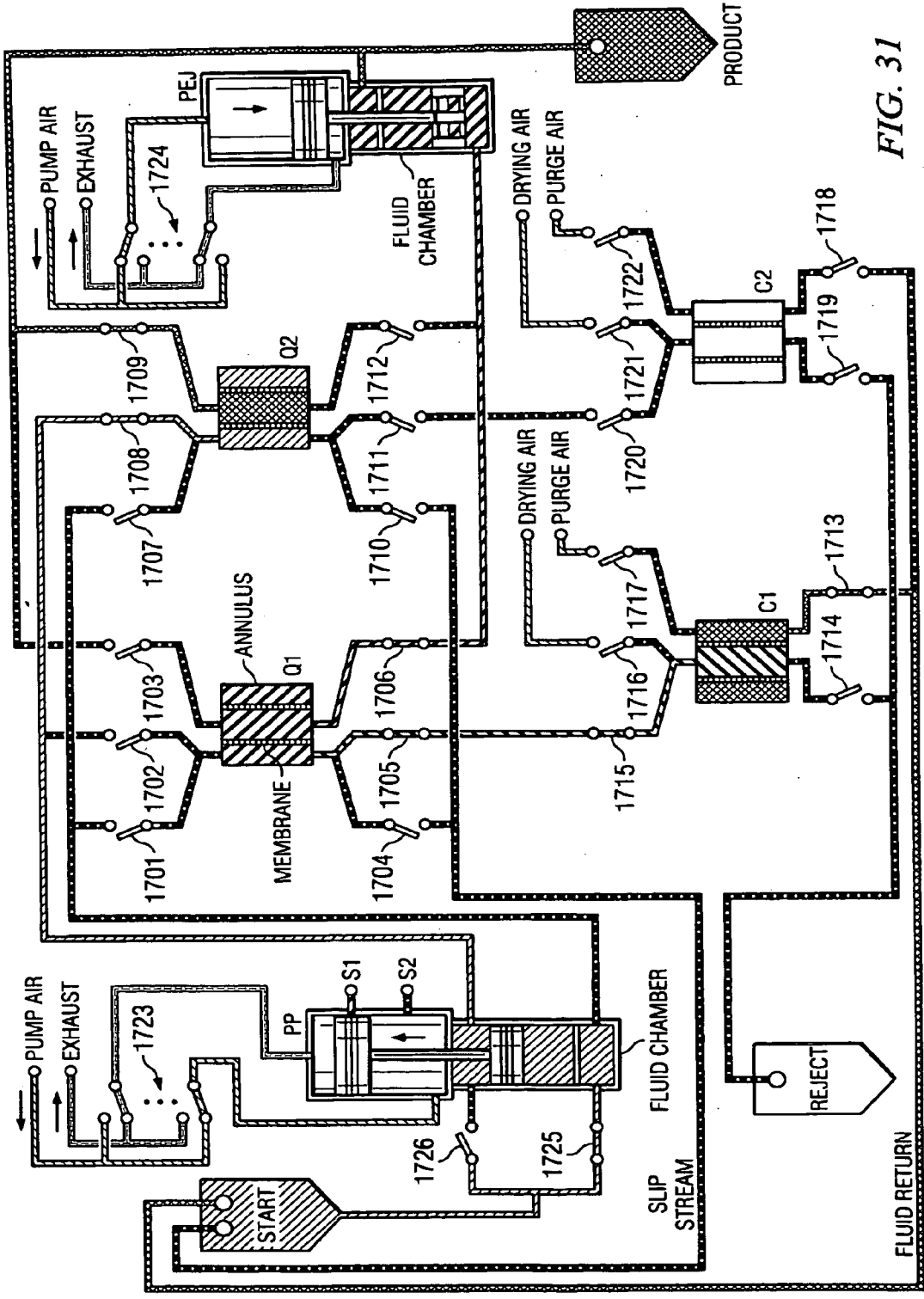


FIG. 31

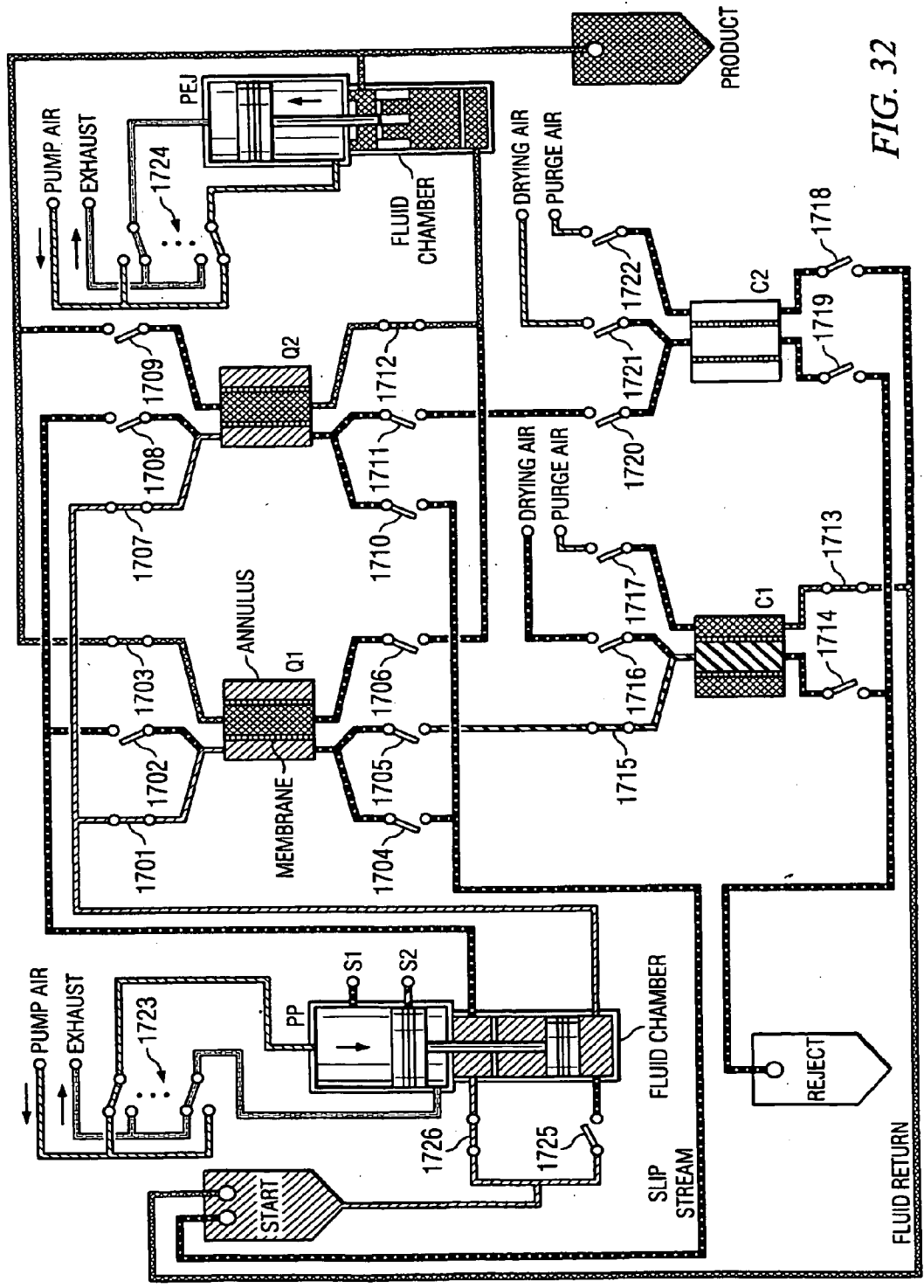


FIG. 32

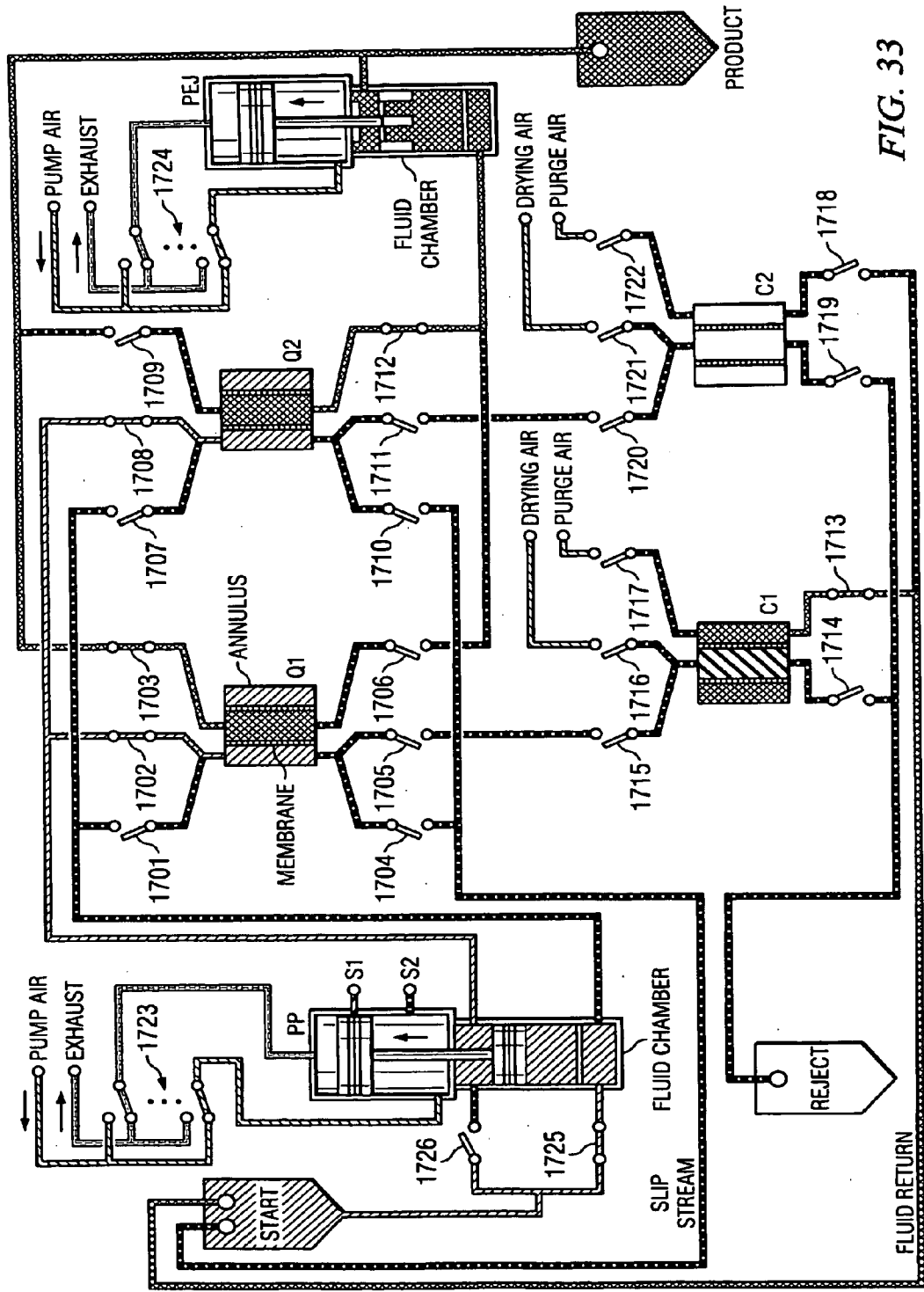


FIG. 33

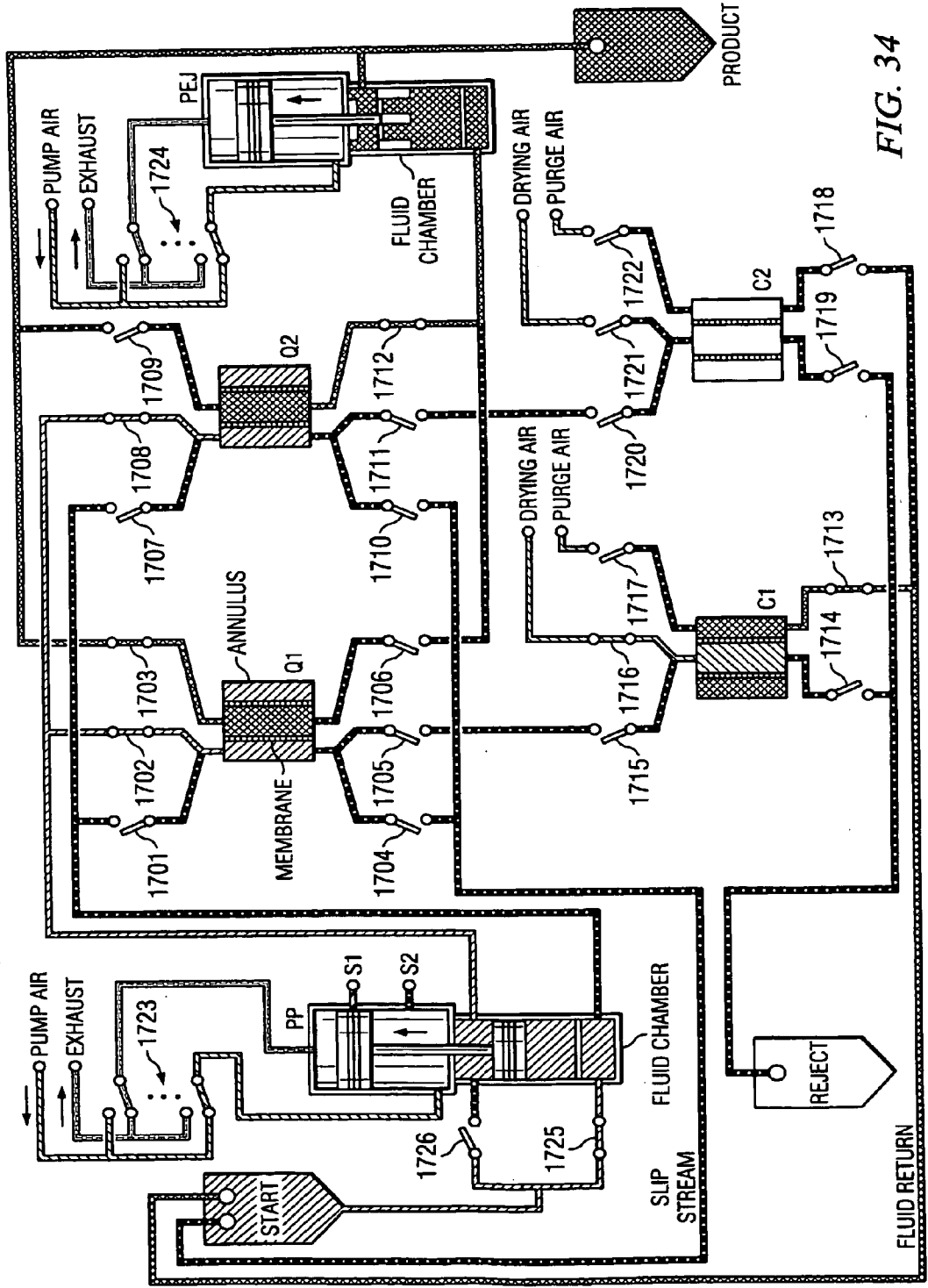


FIG. 34

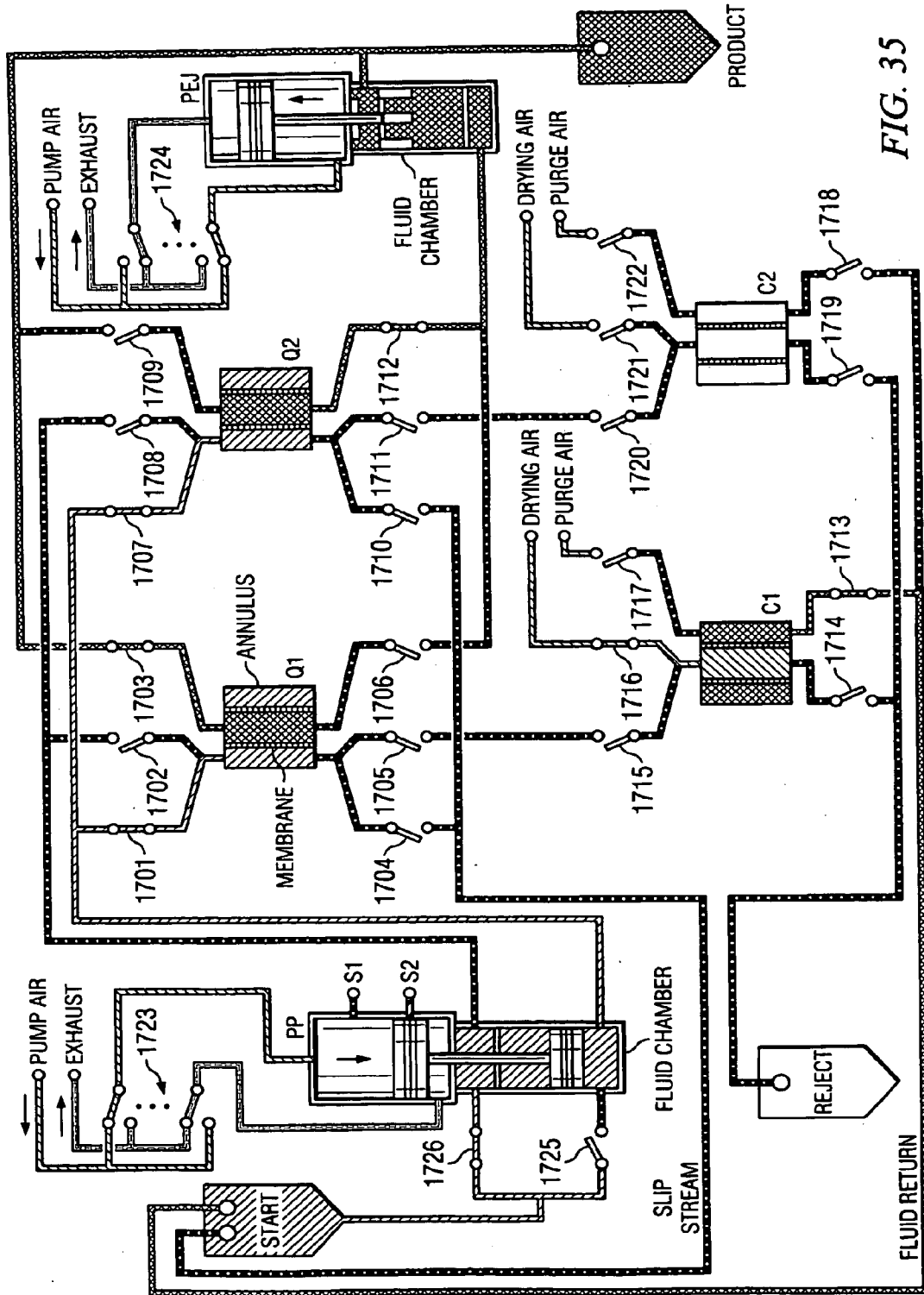


FIG. 35

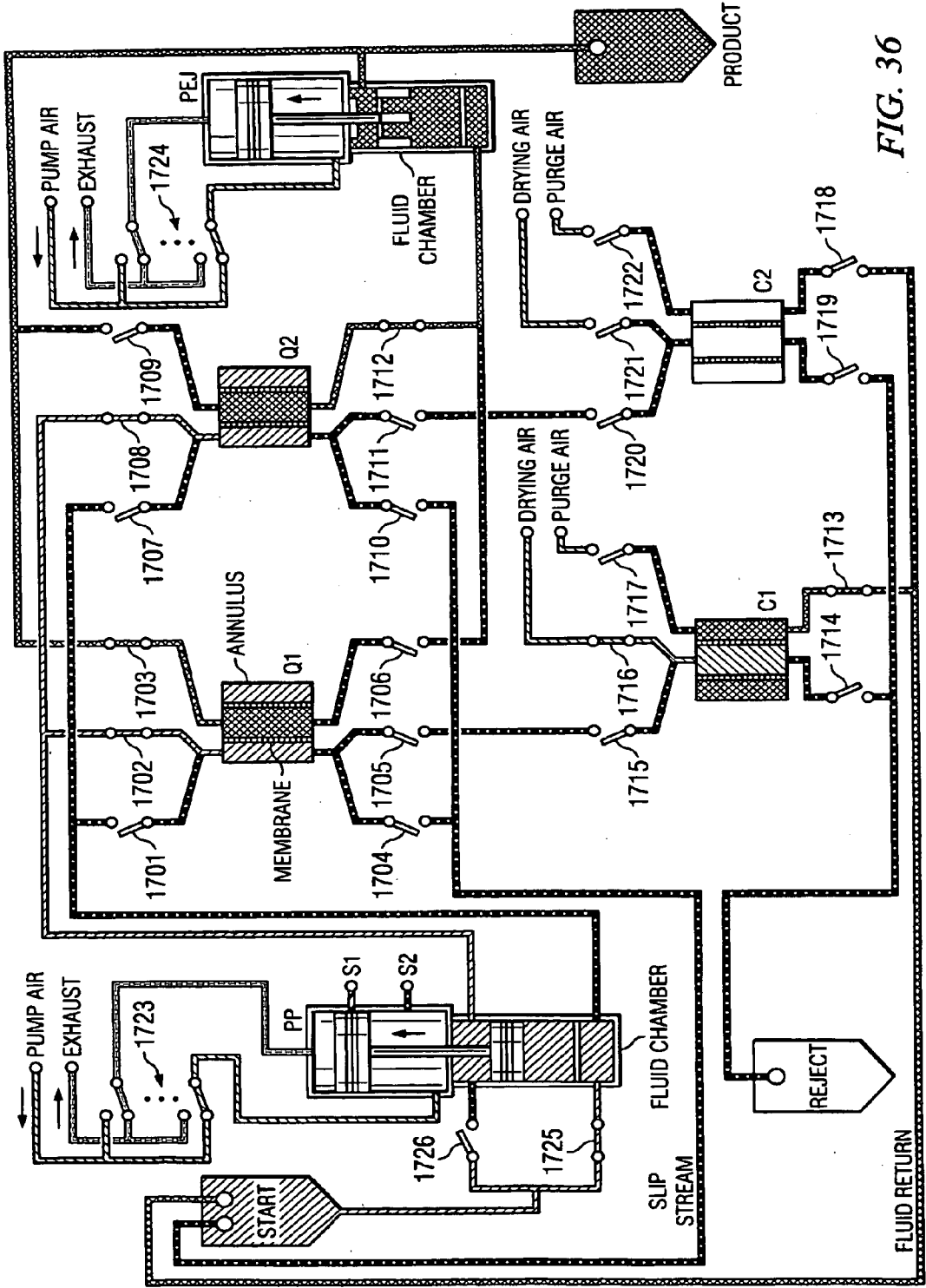


FIG. 36

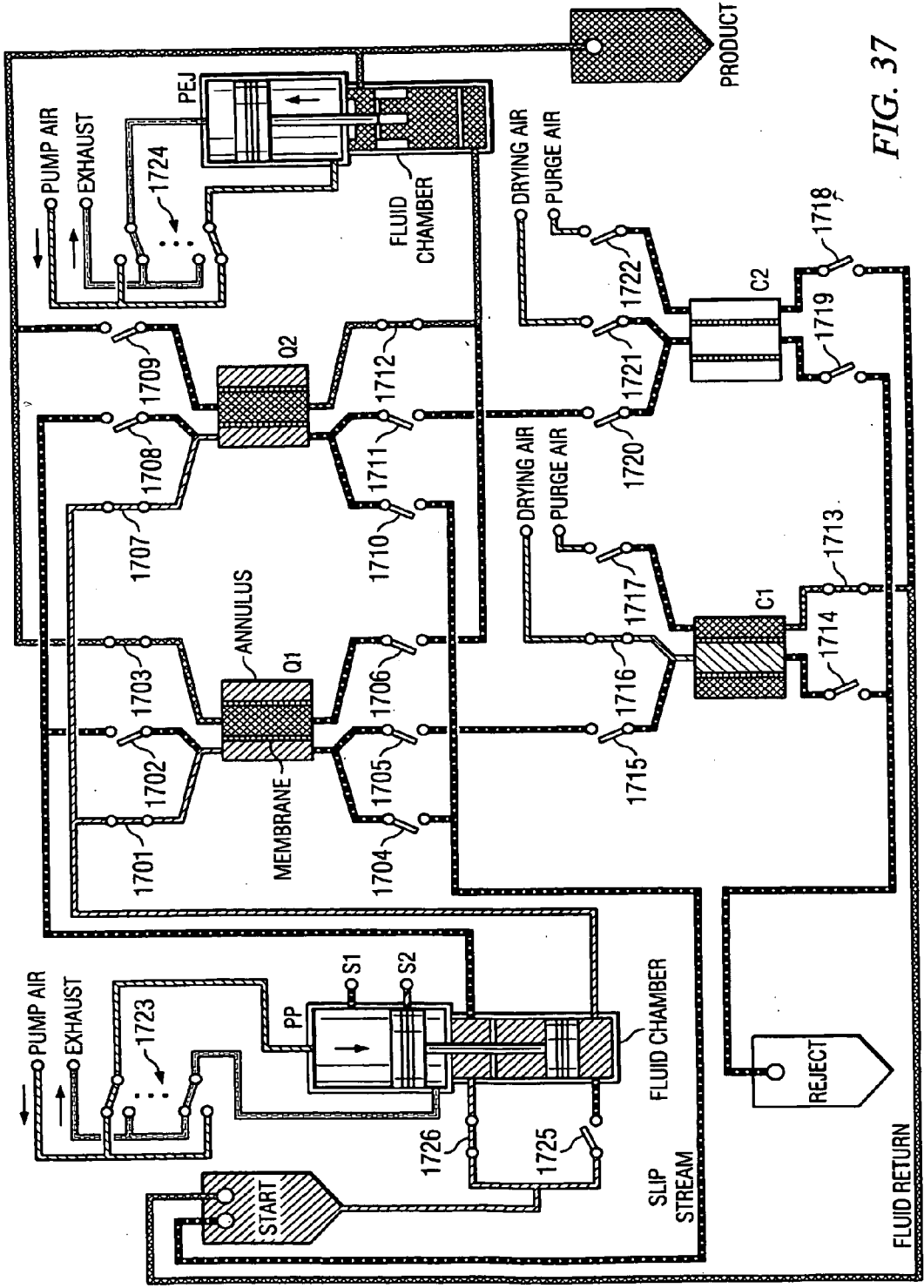


FIG. 37

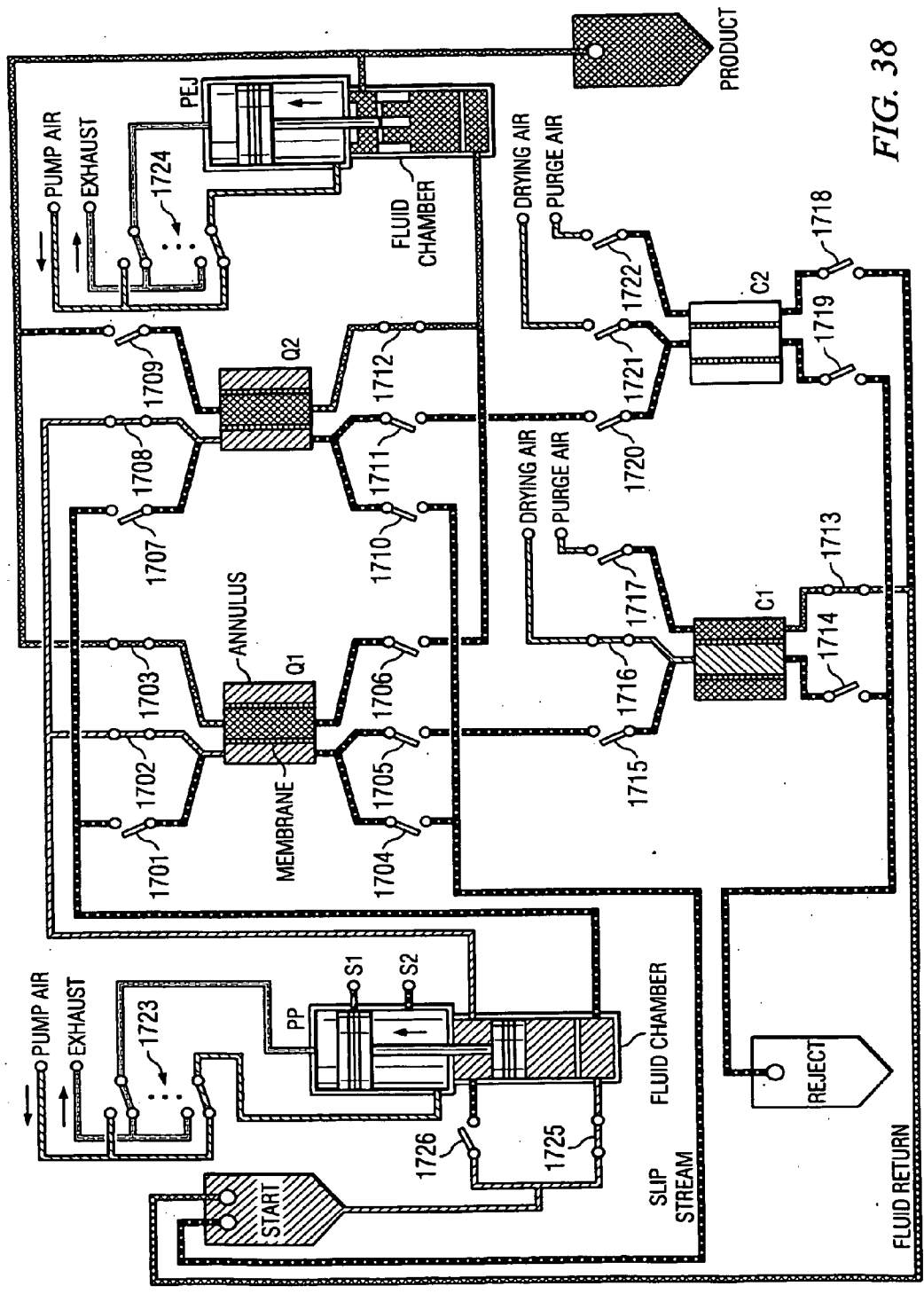


FIG. 38



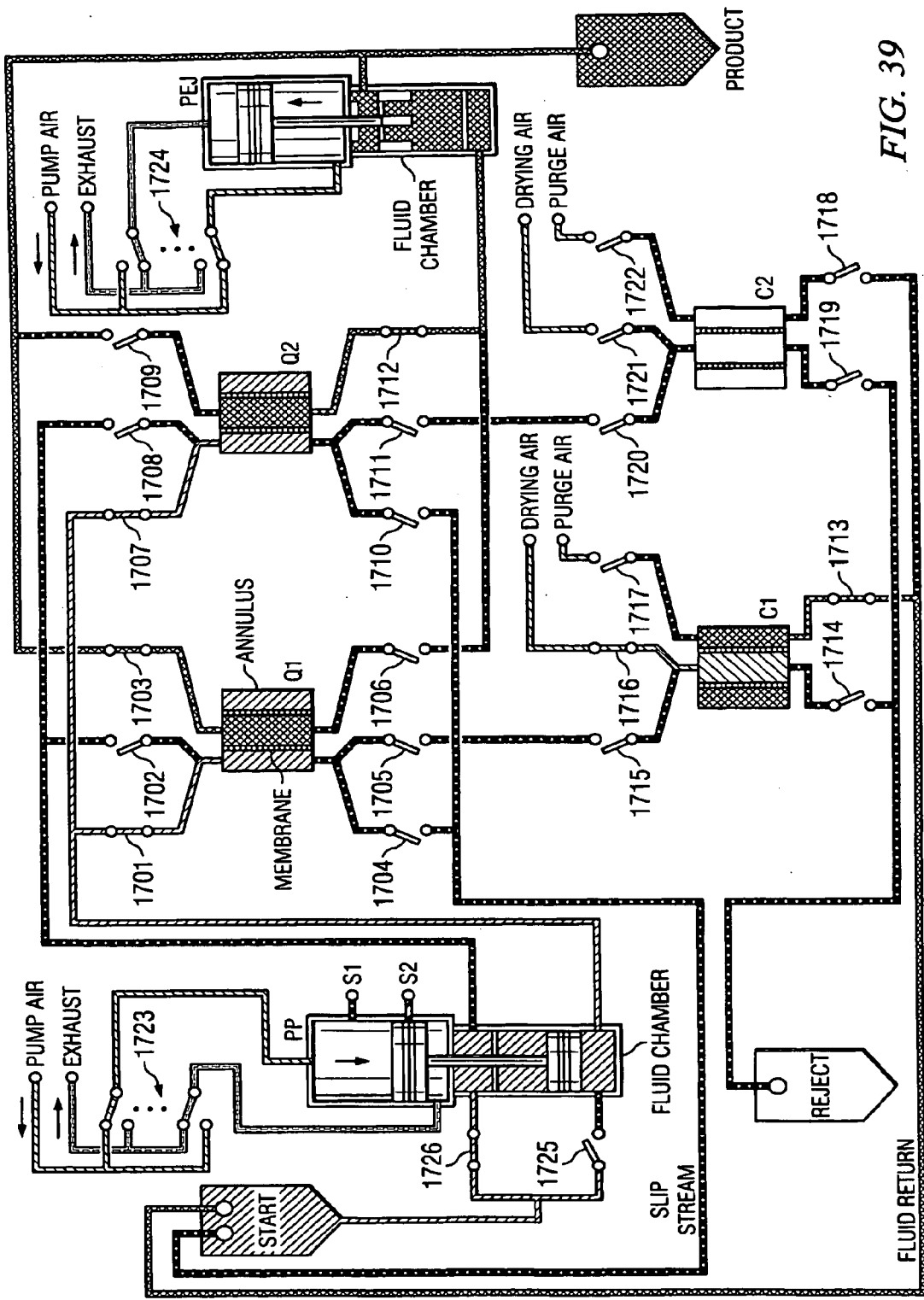


FIG. 39

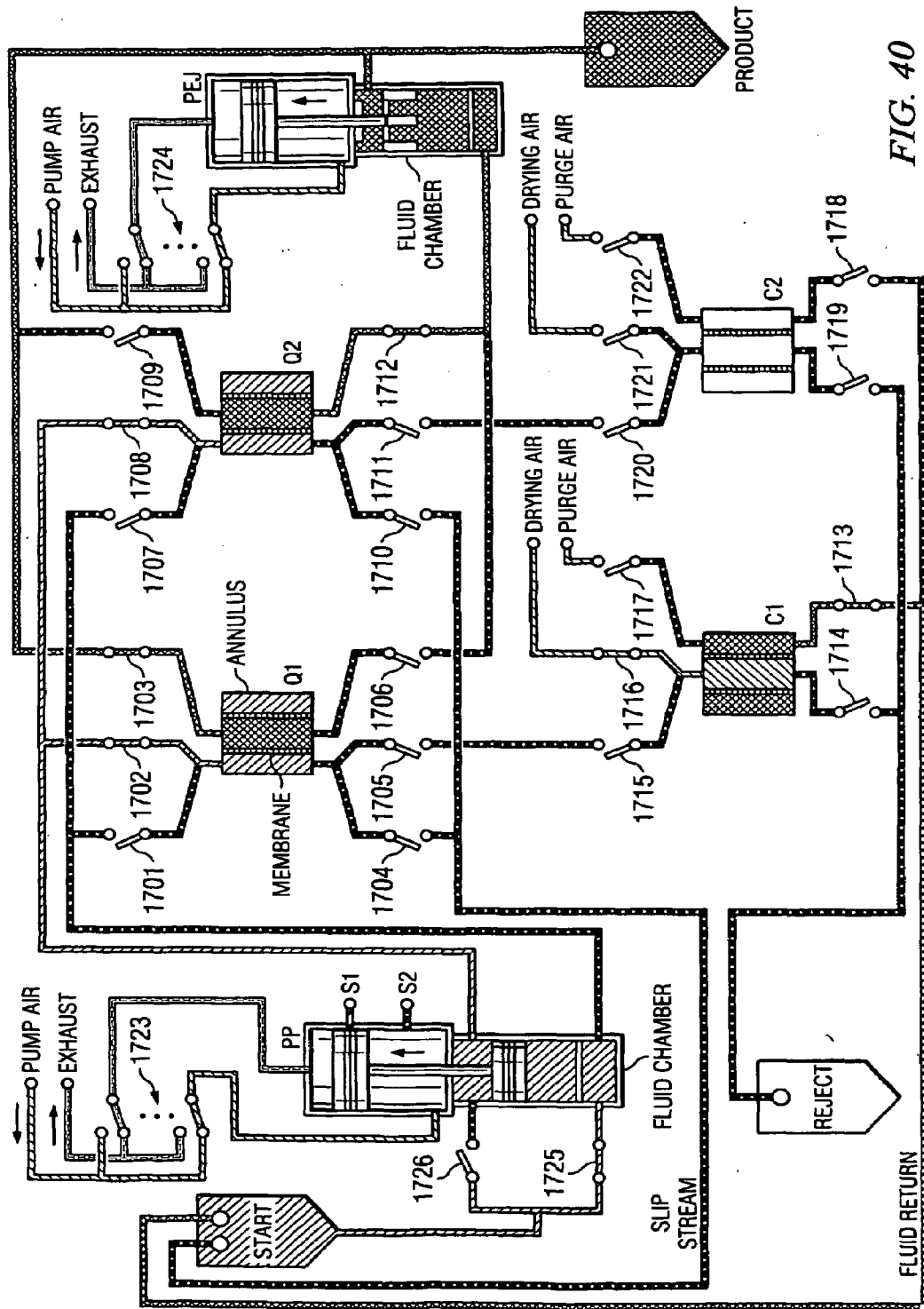


FIG. 40

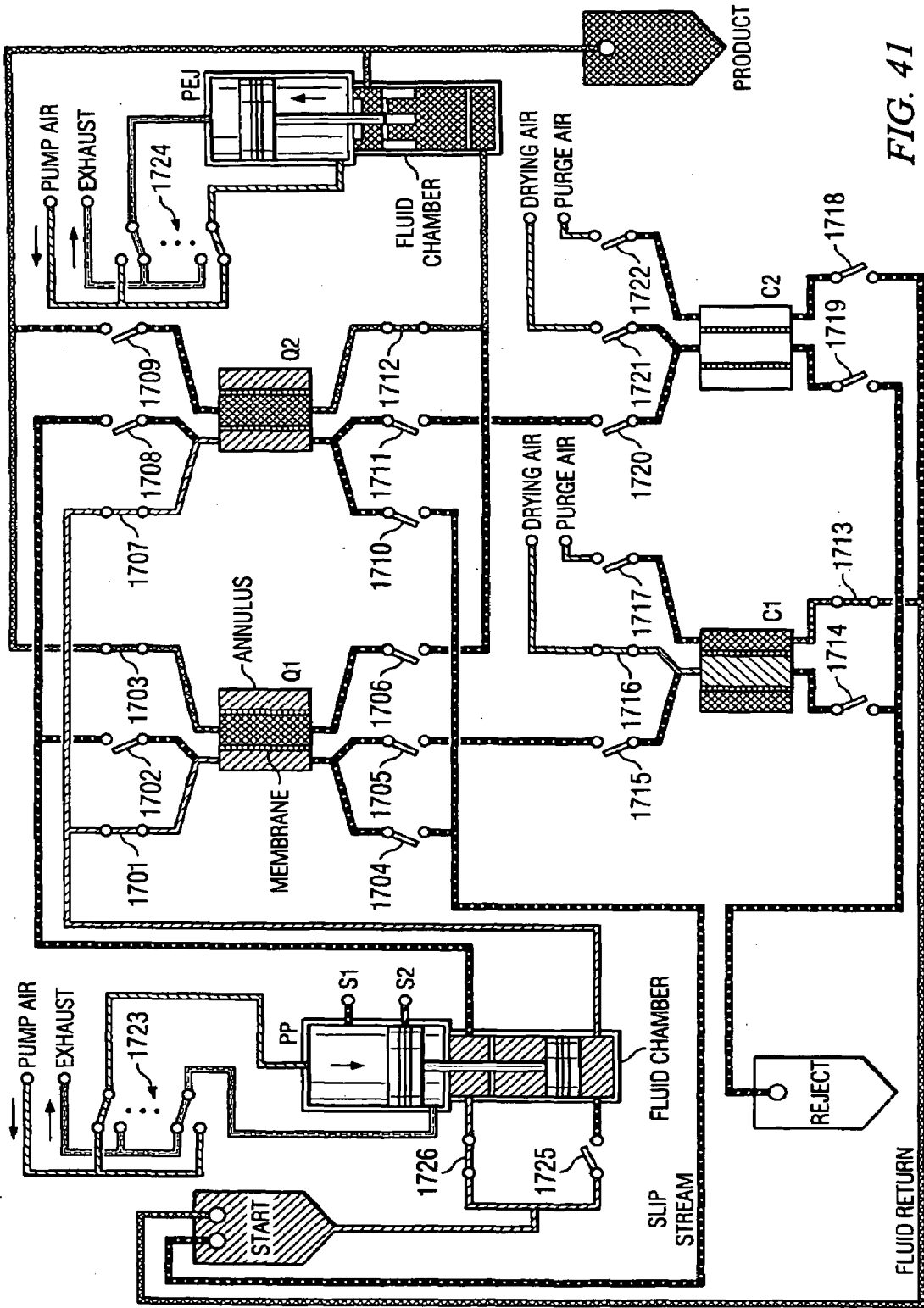


FIG. 41

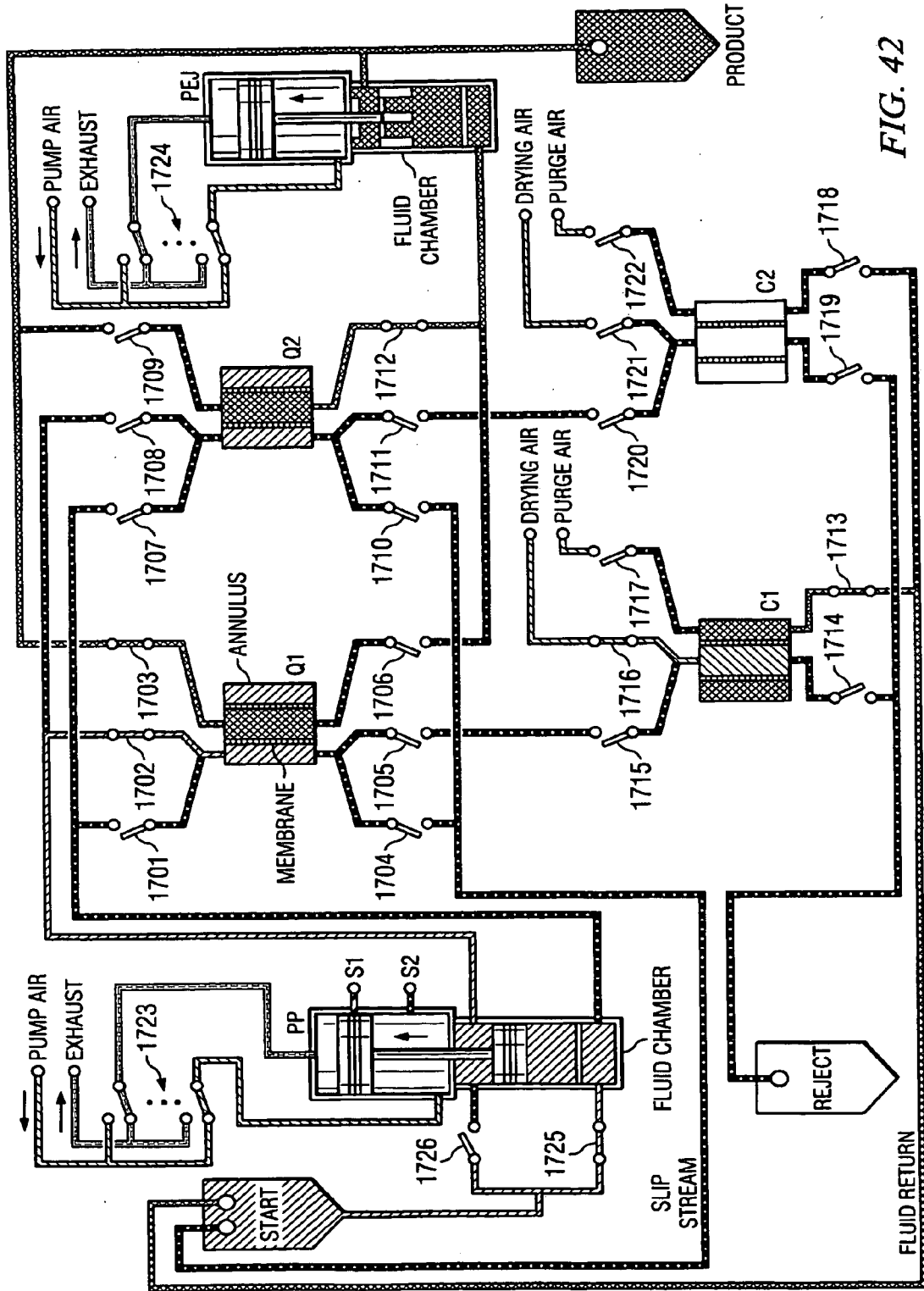


FIG. 42

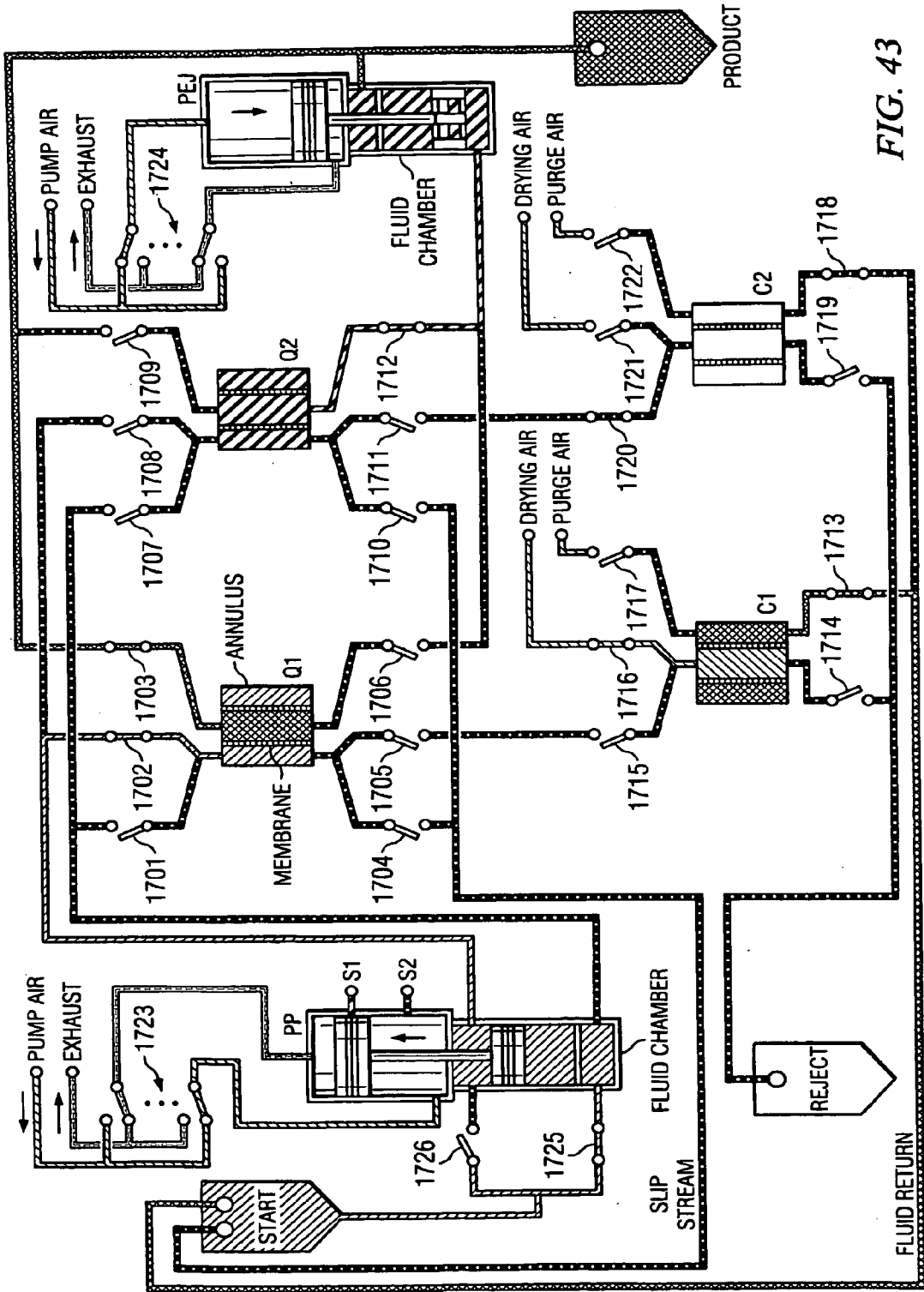


FIG. 43

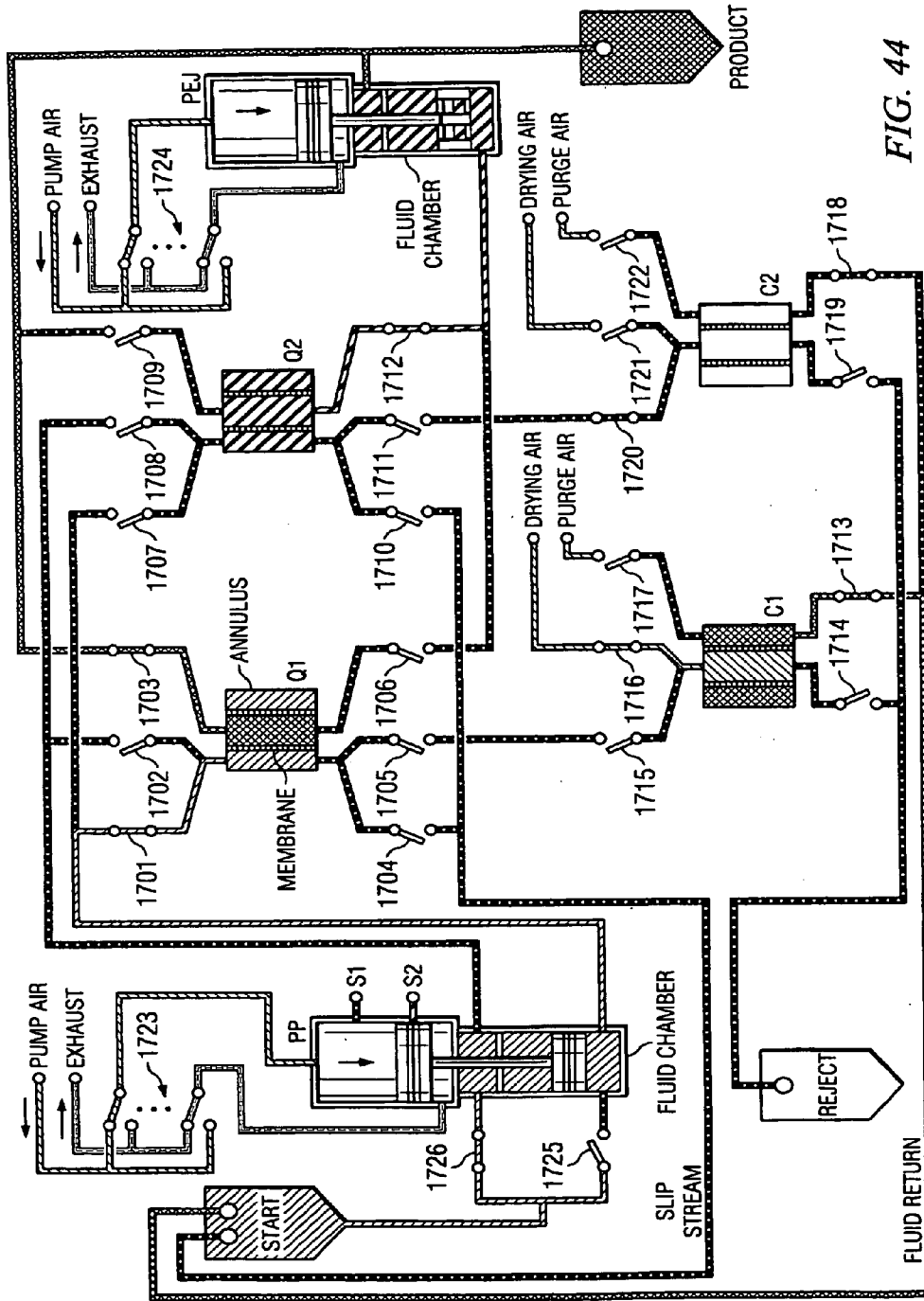


FIG. 44

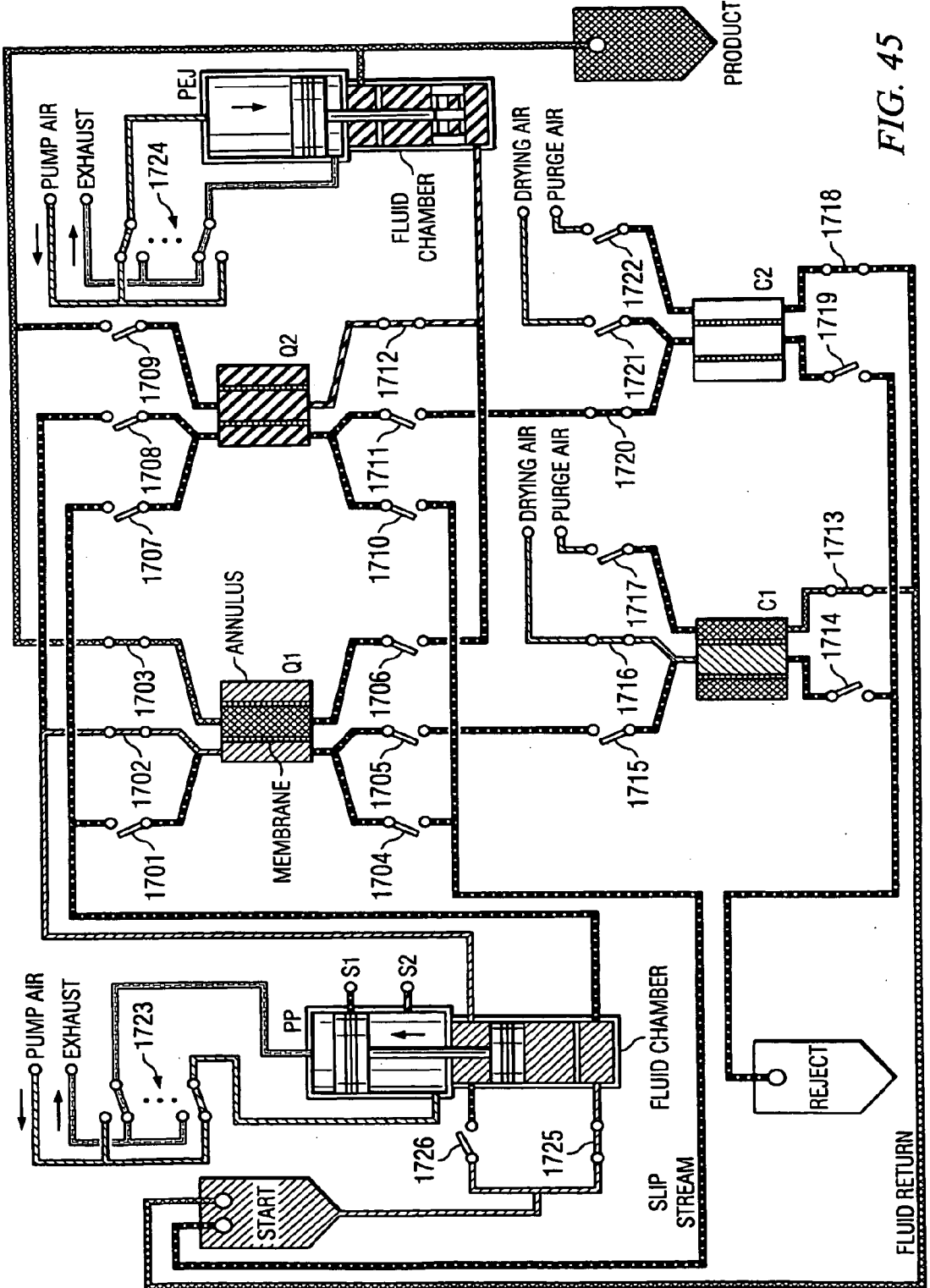


FIG. 45

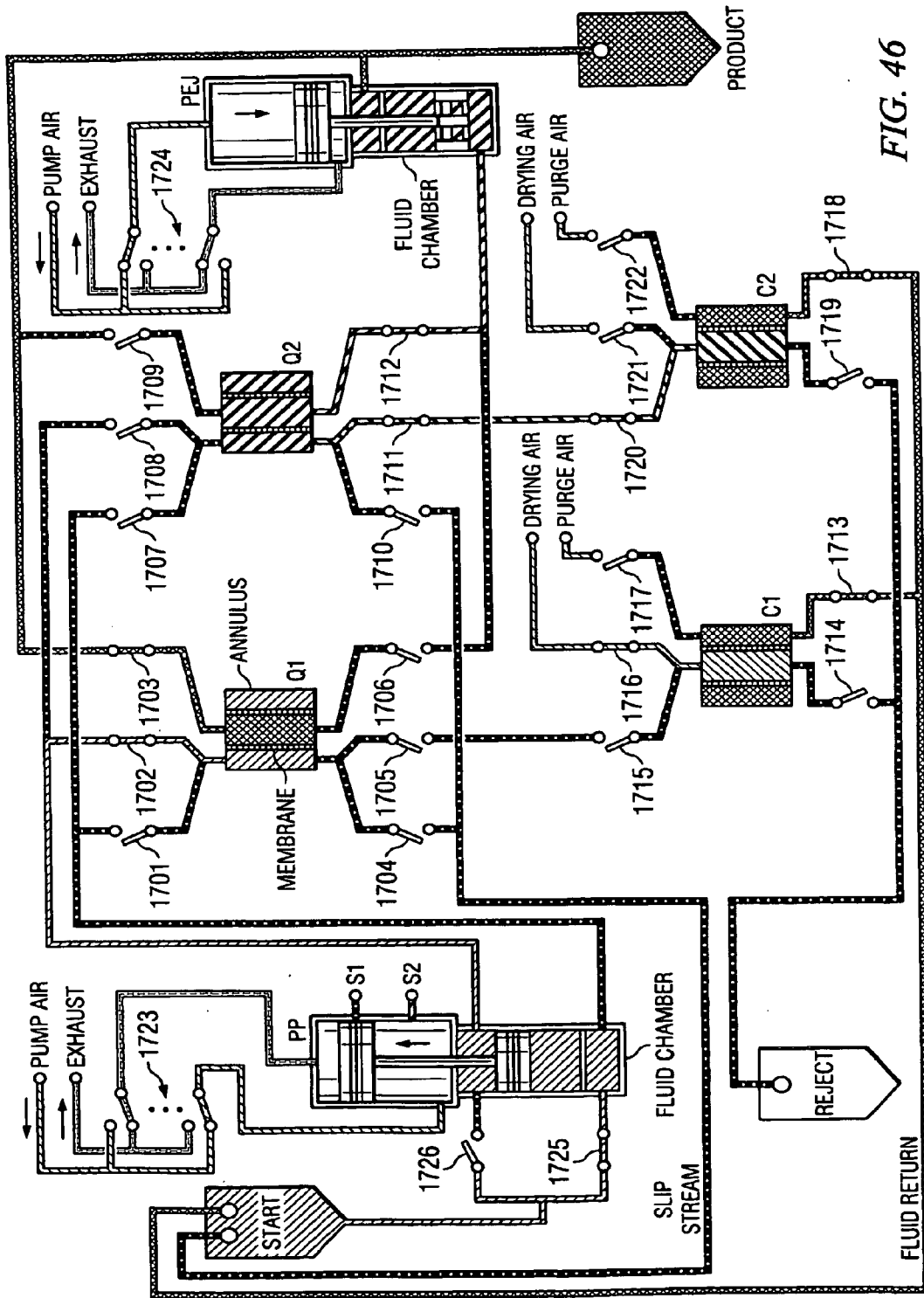


FIG. 46



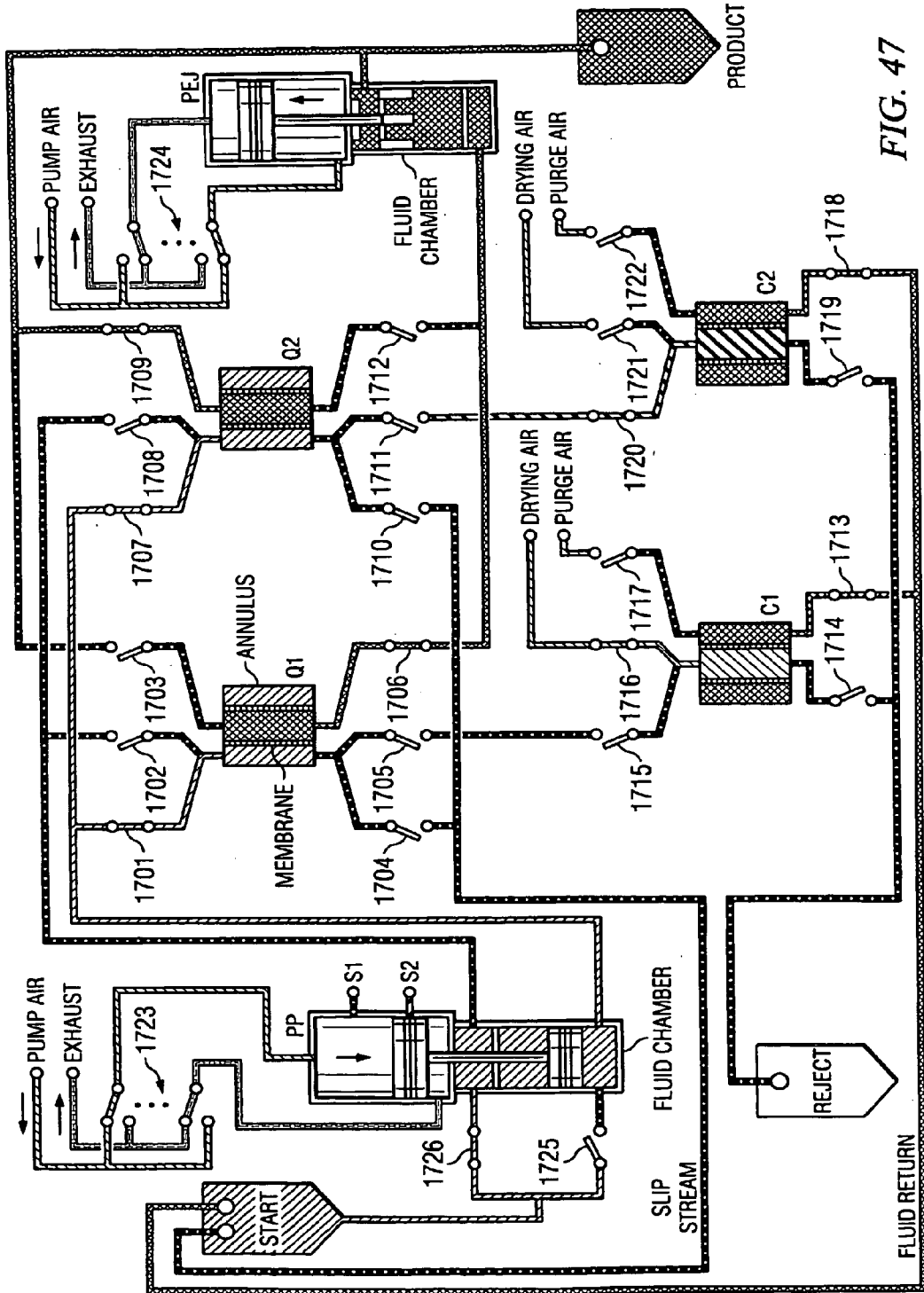


FIG. 47

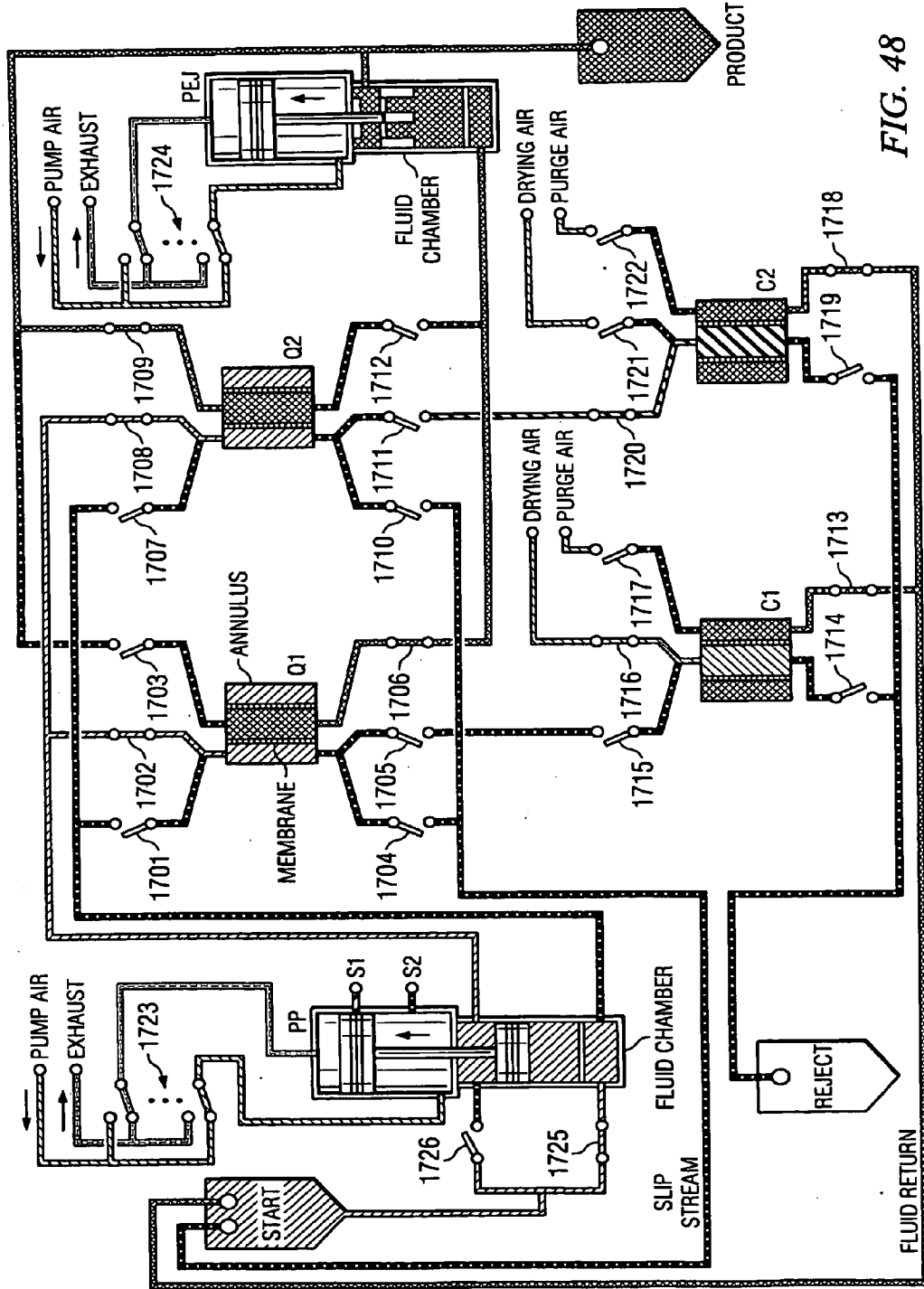


FIG. 48

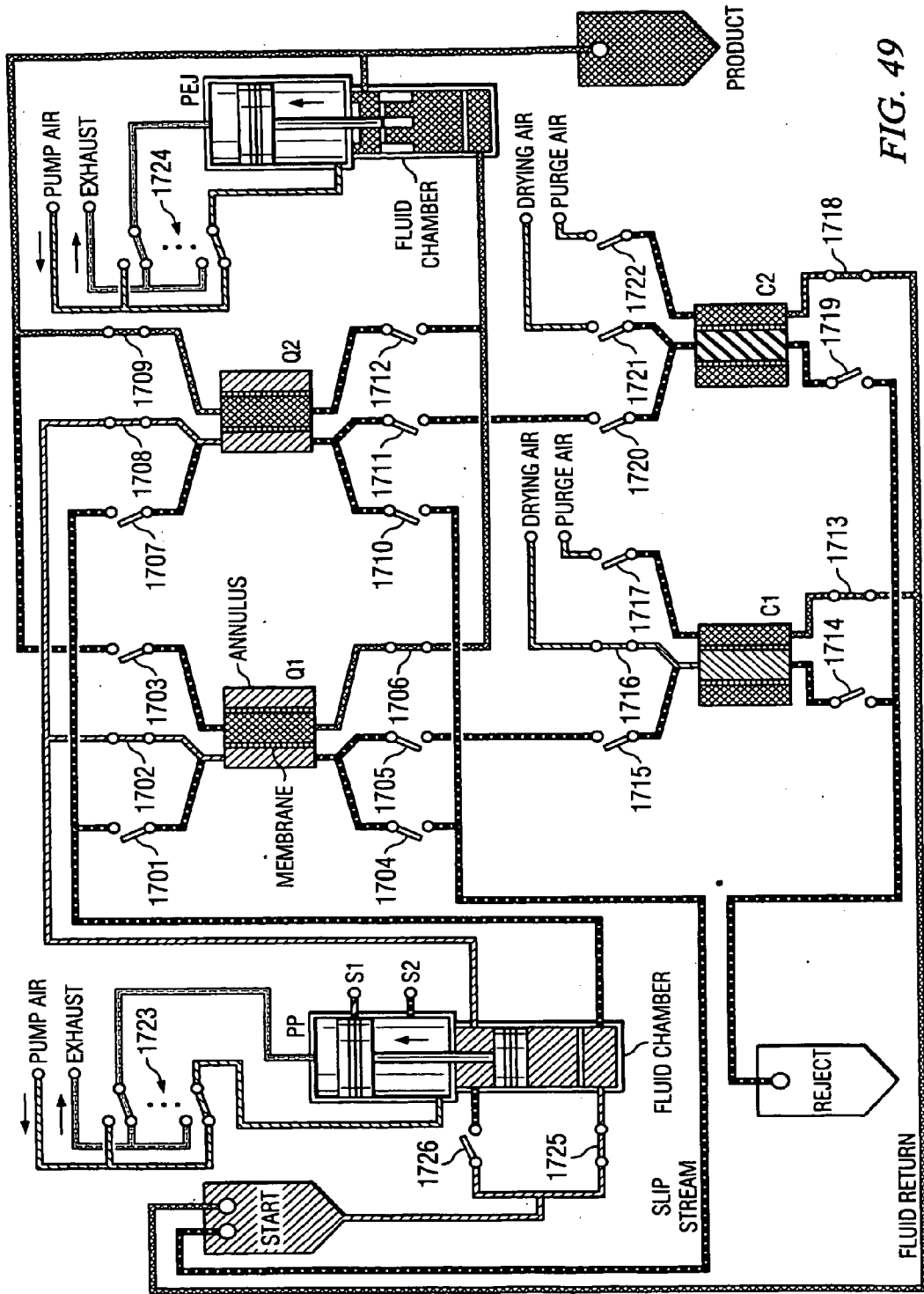


FIG. 49

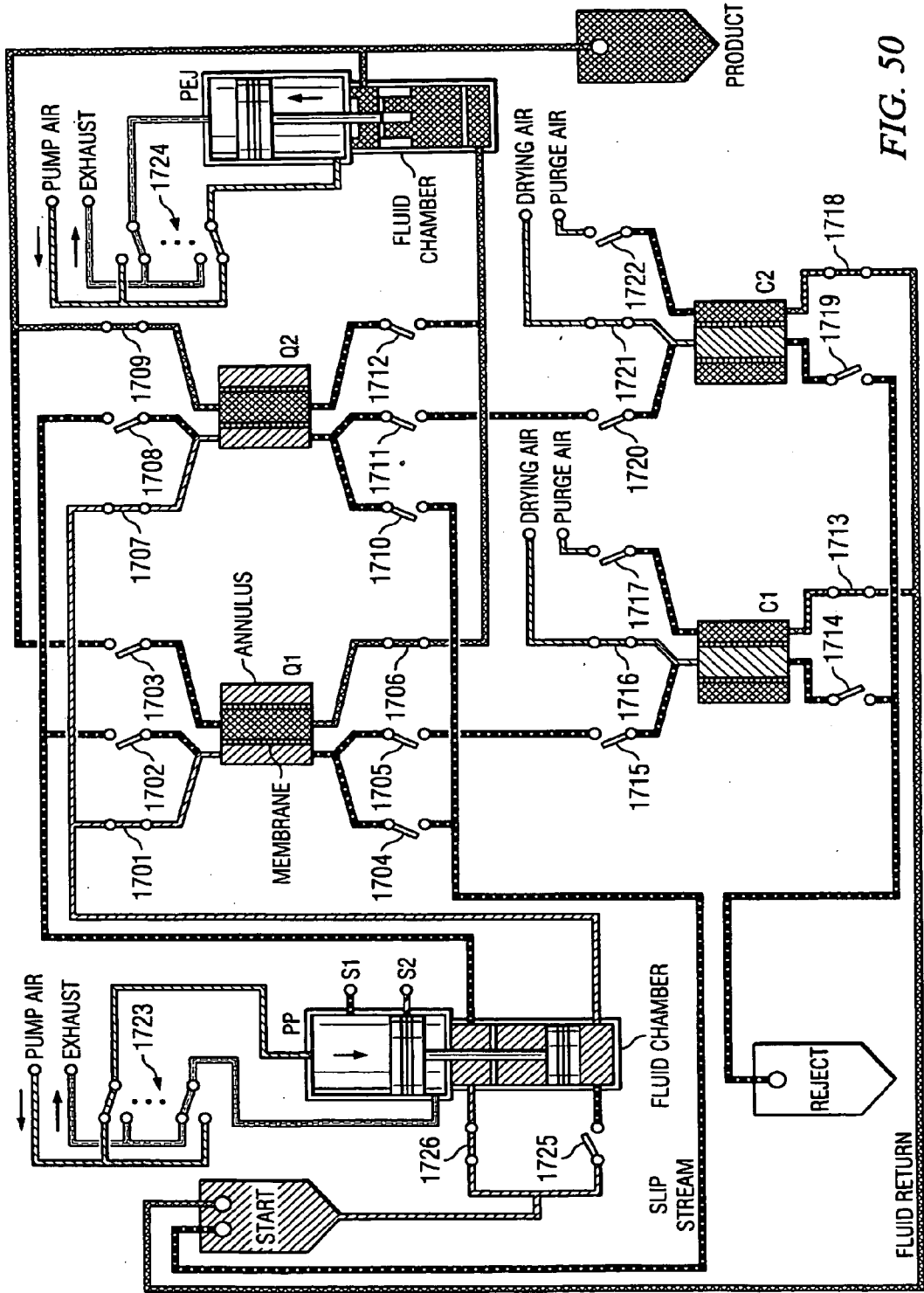


FIG. 50

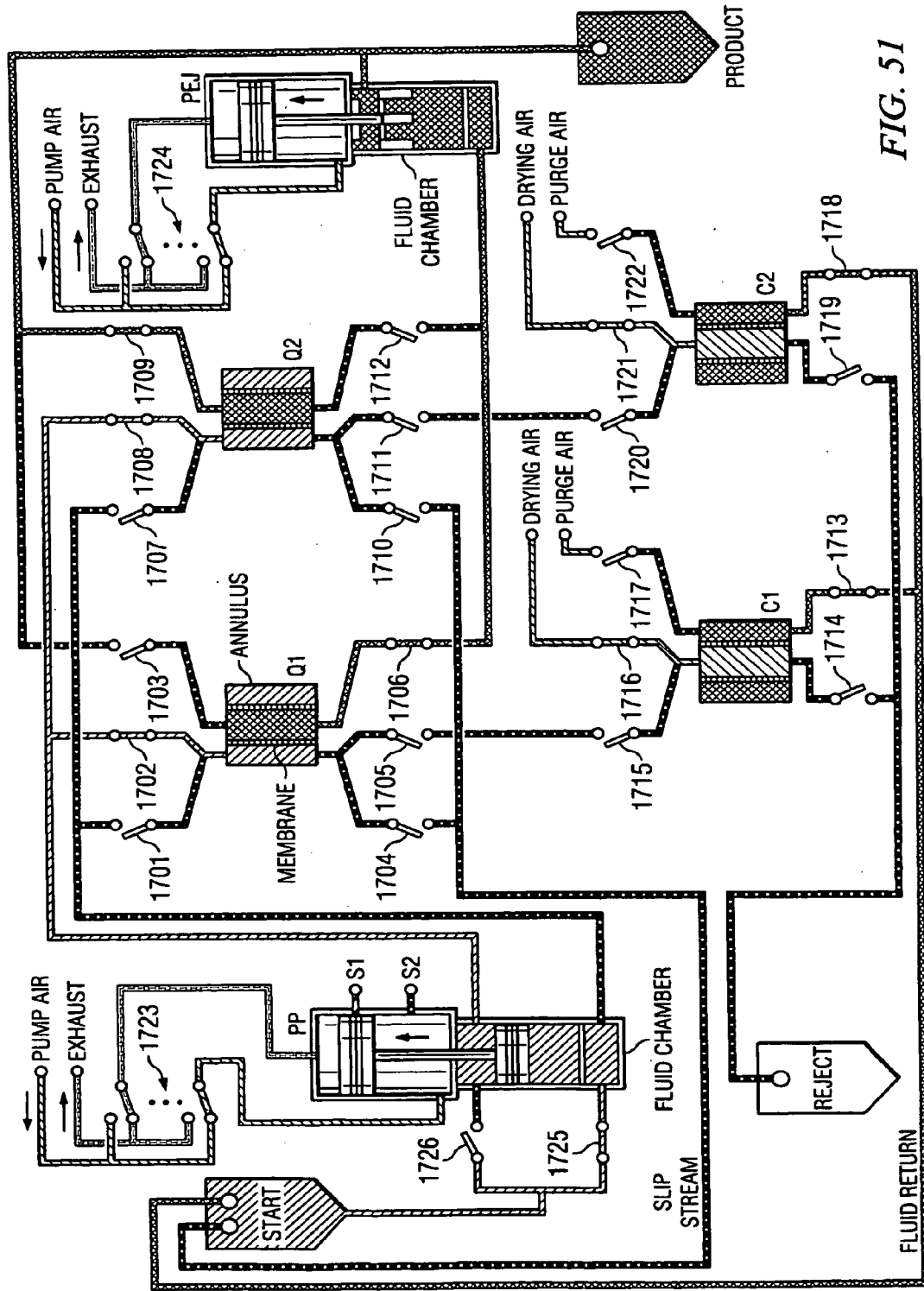


FIG. 51

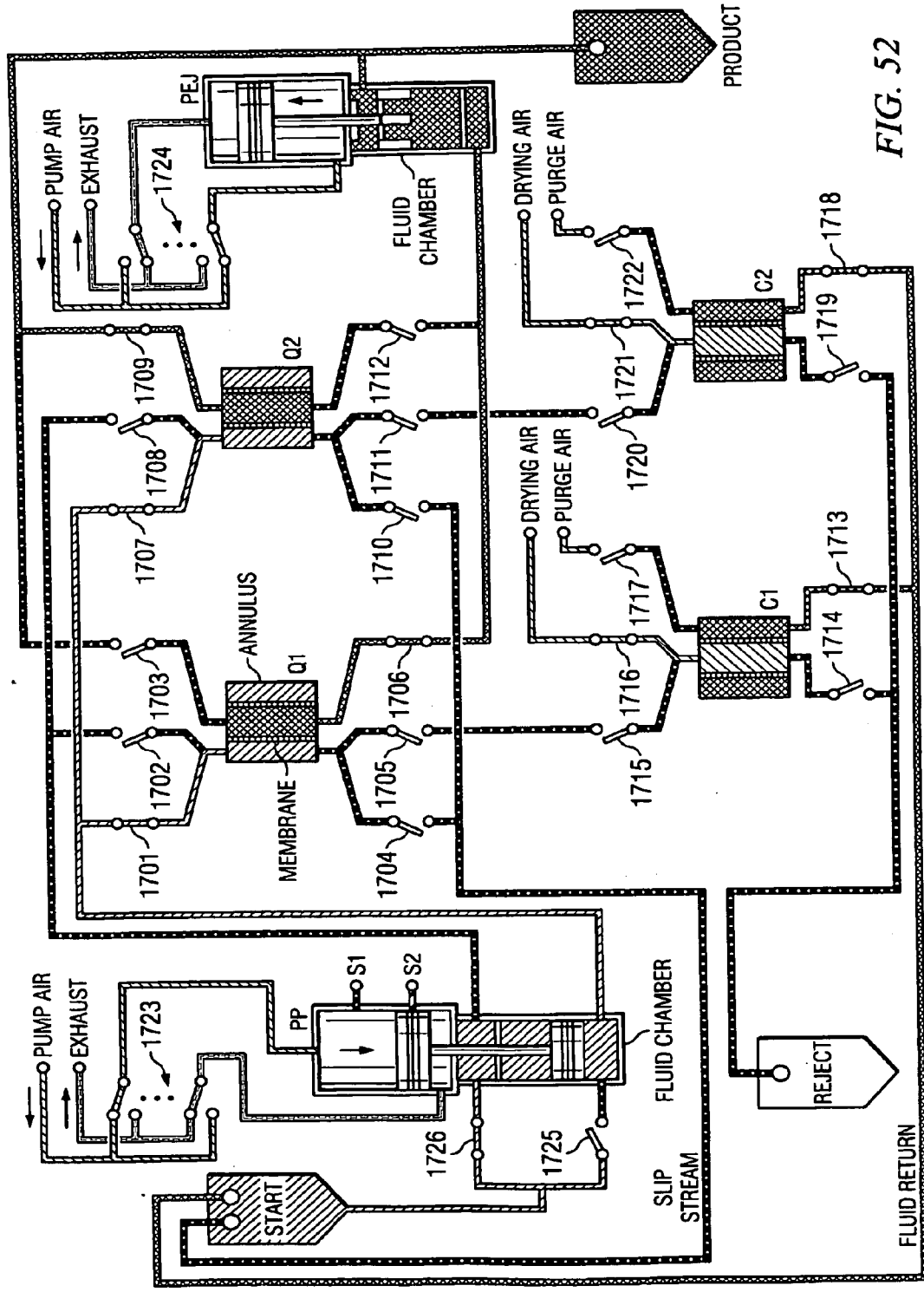


FIG. 52

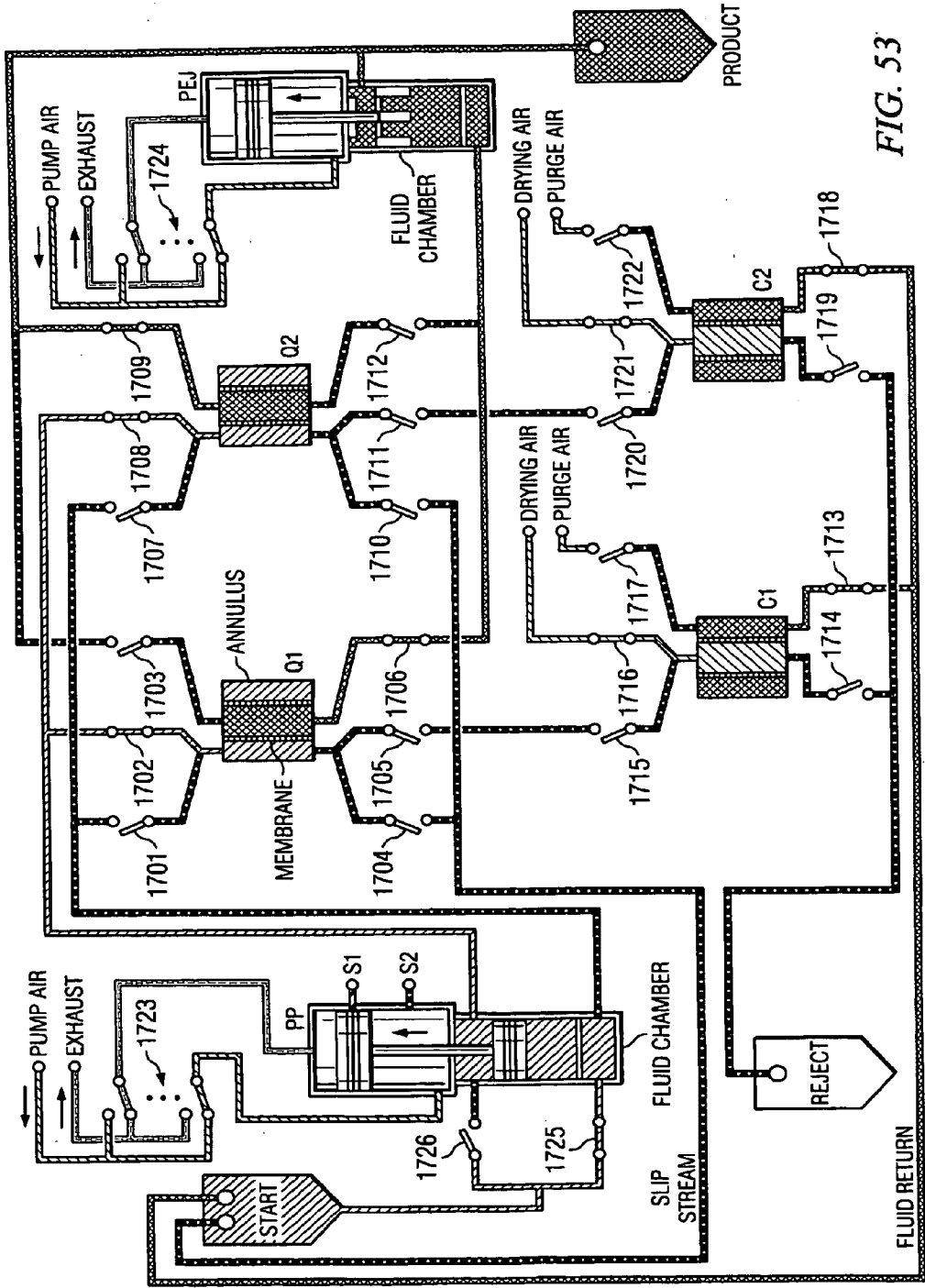


FIG. 53

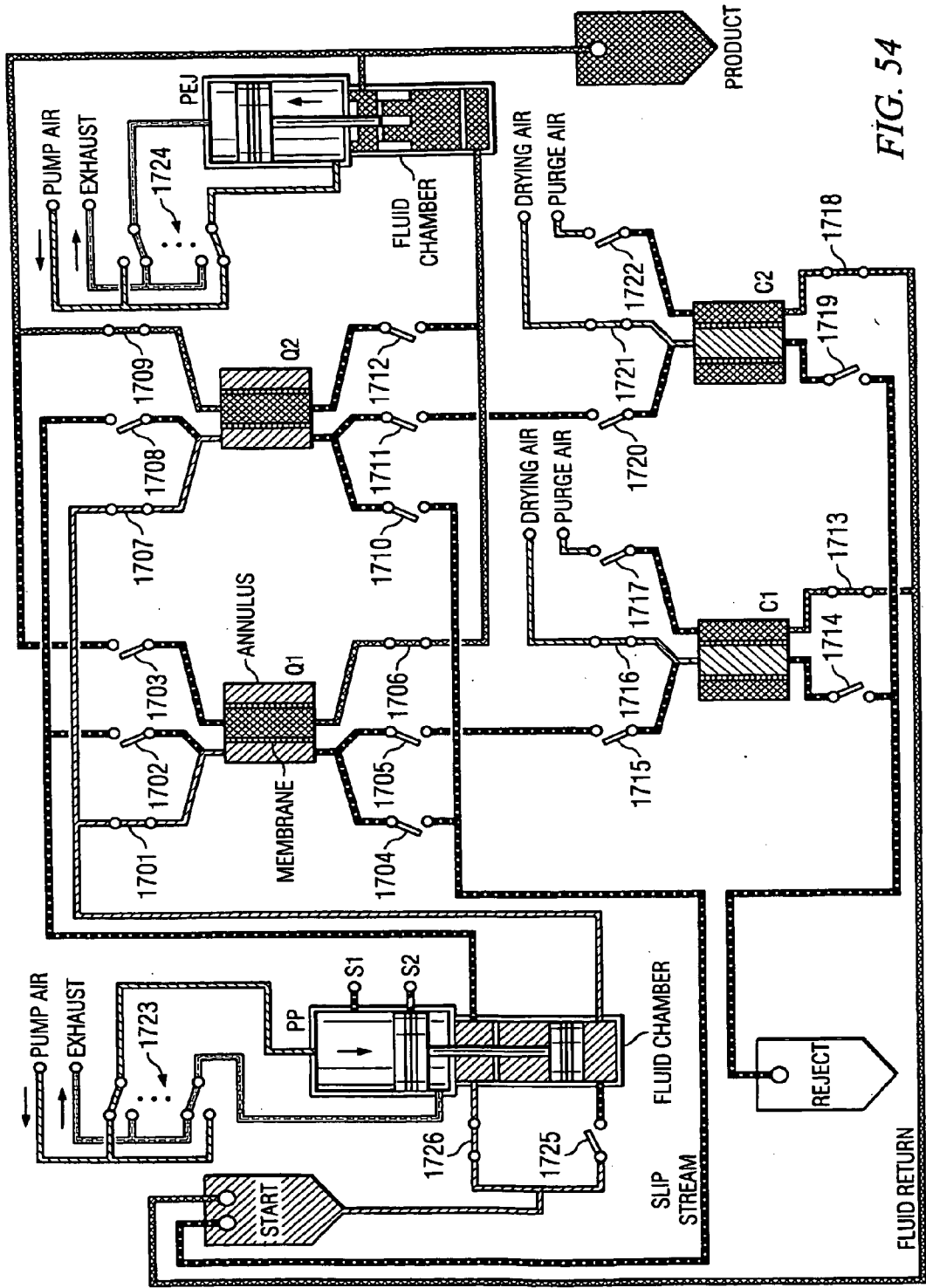


FIG. 54



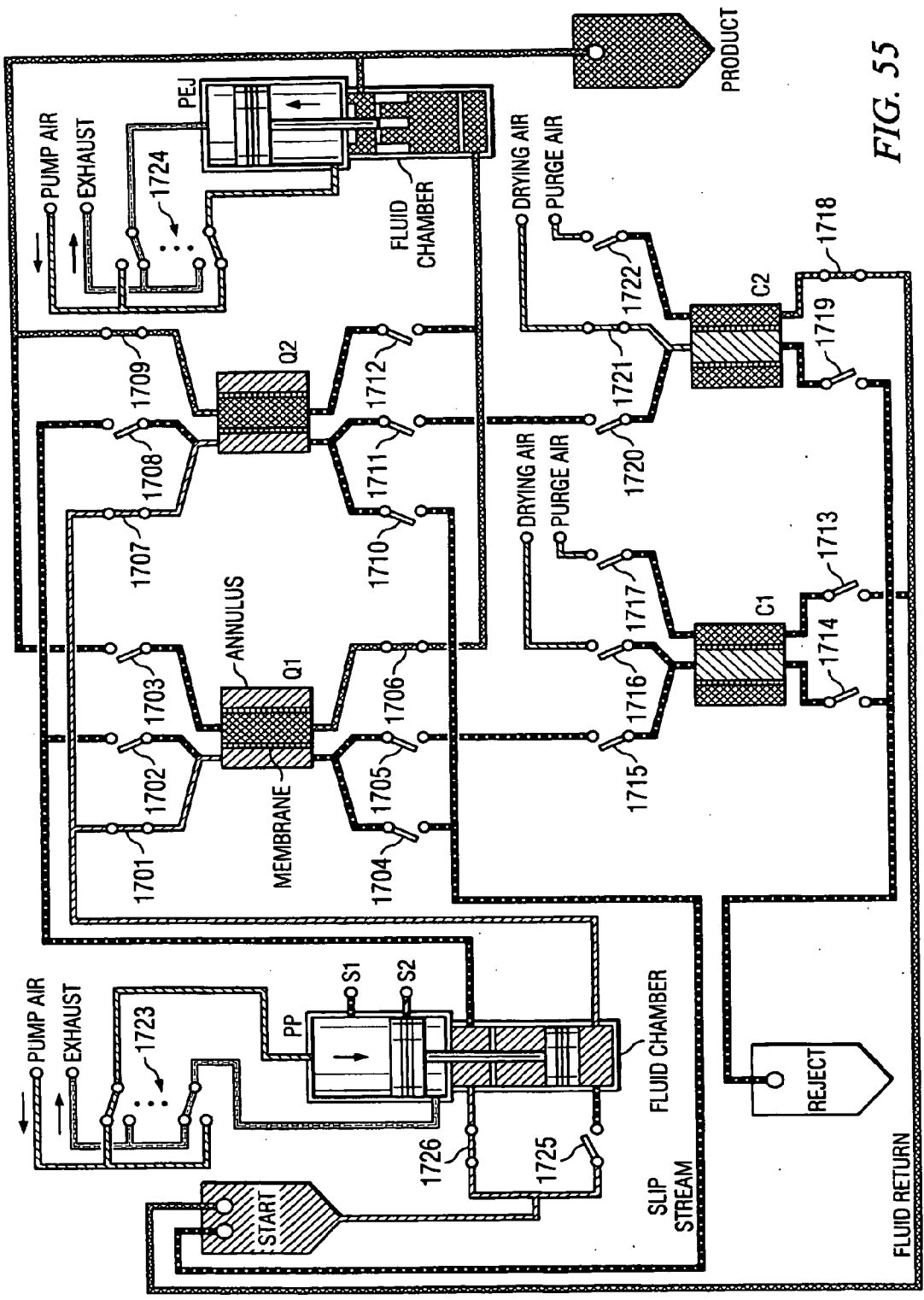


FIG. 55

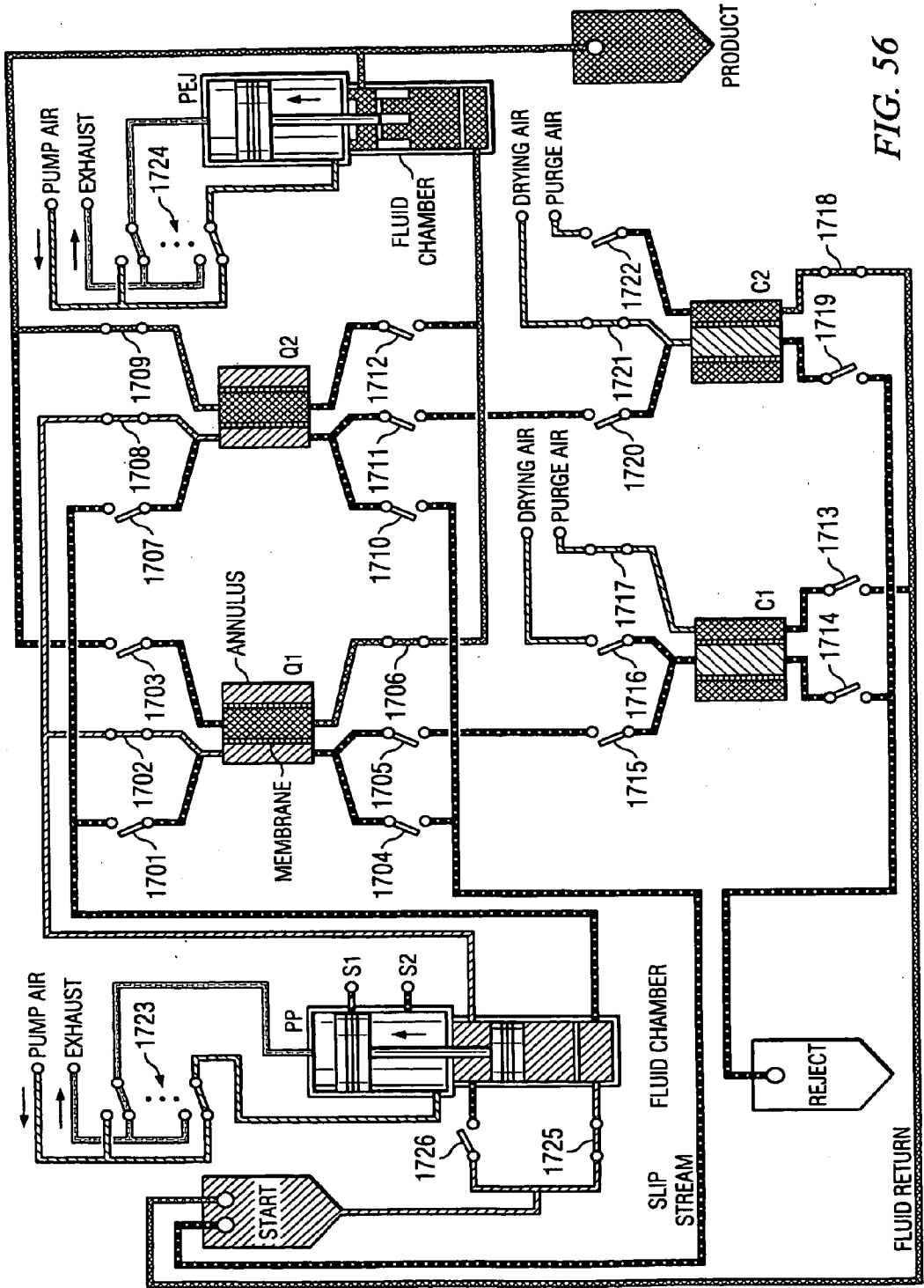


FIG. 56

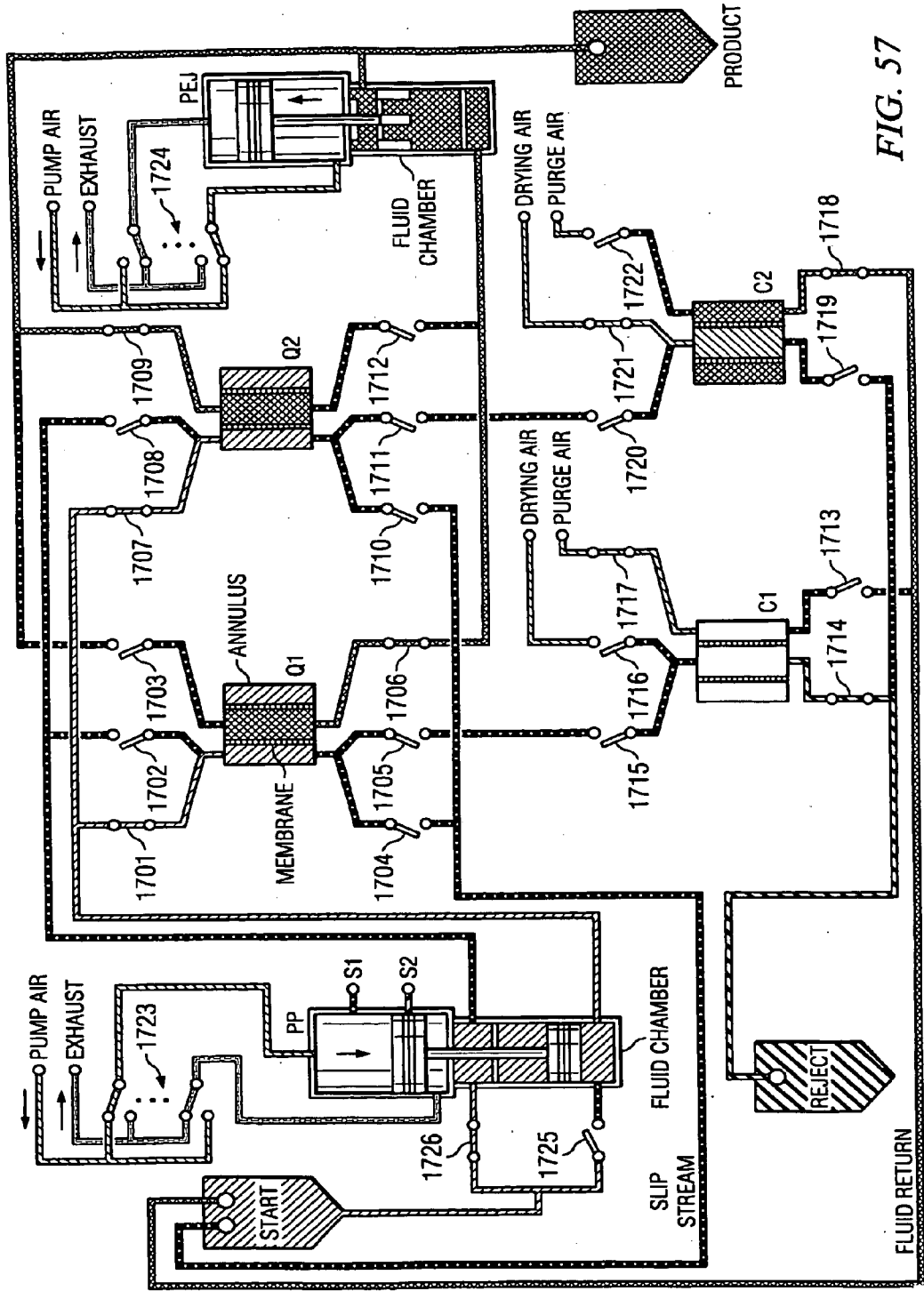


FIG. 57

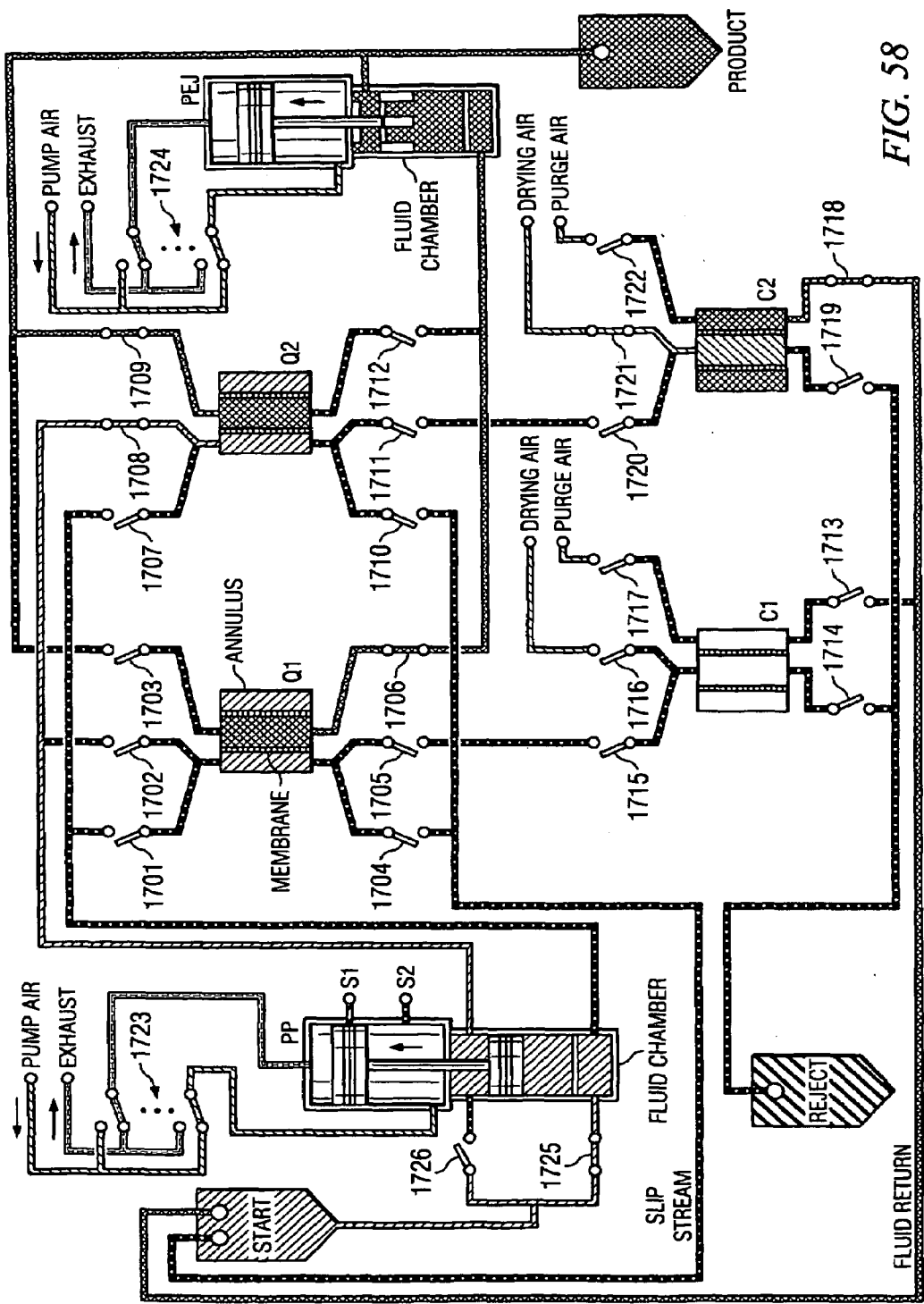


FIG. 58

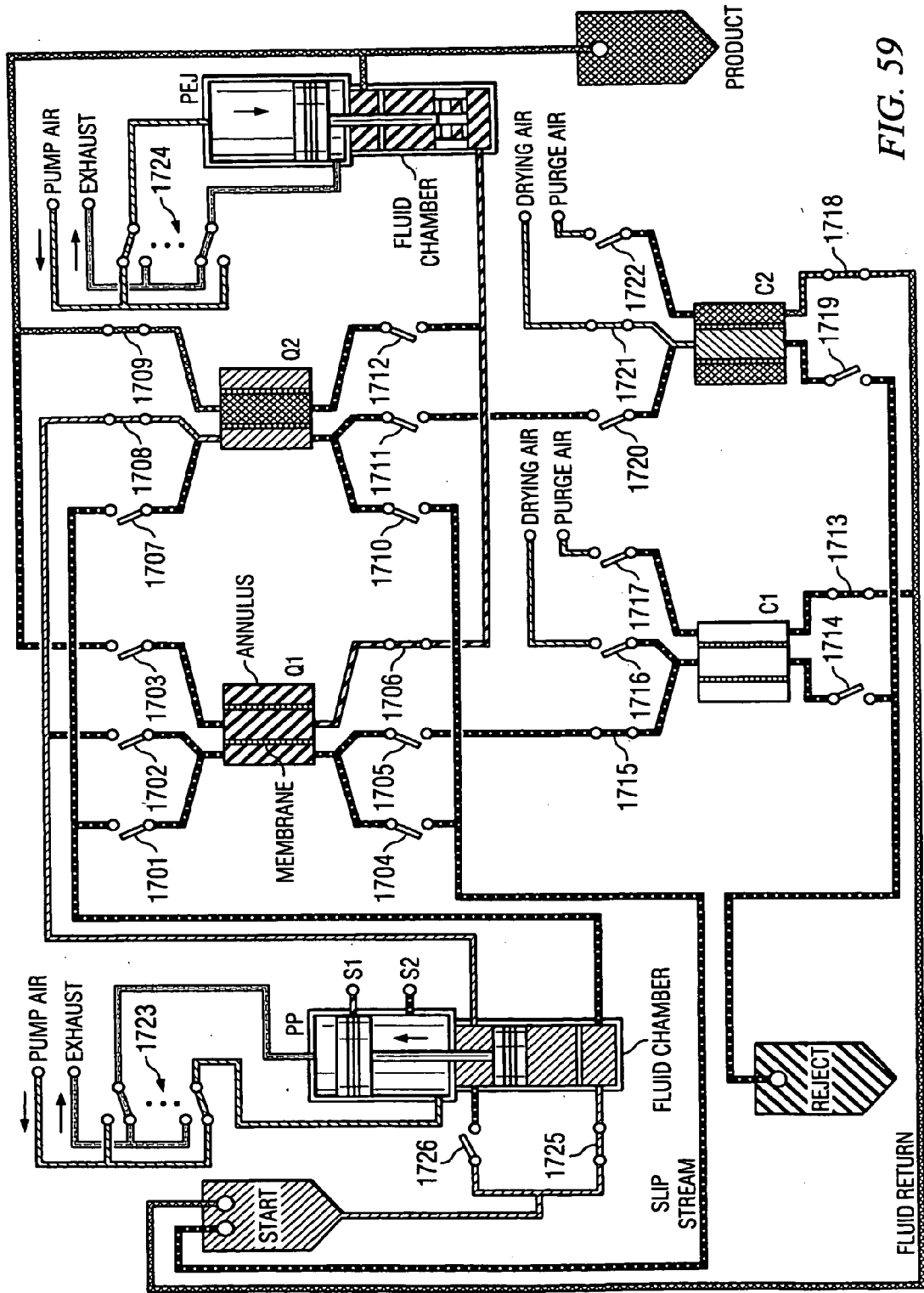


FIG. 59

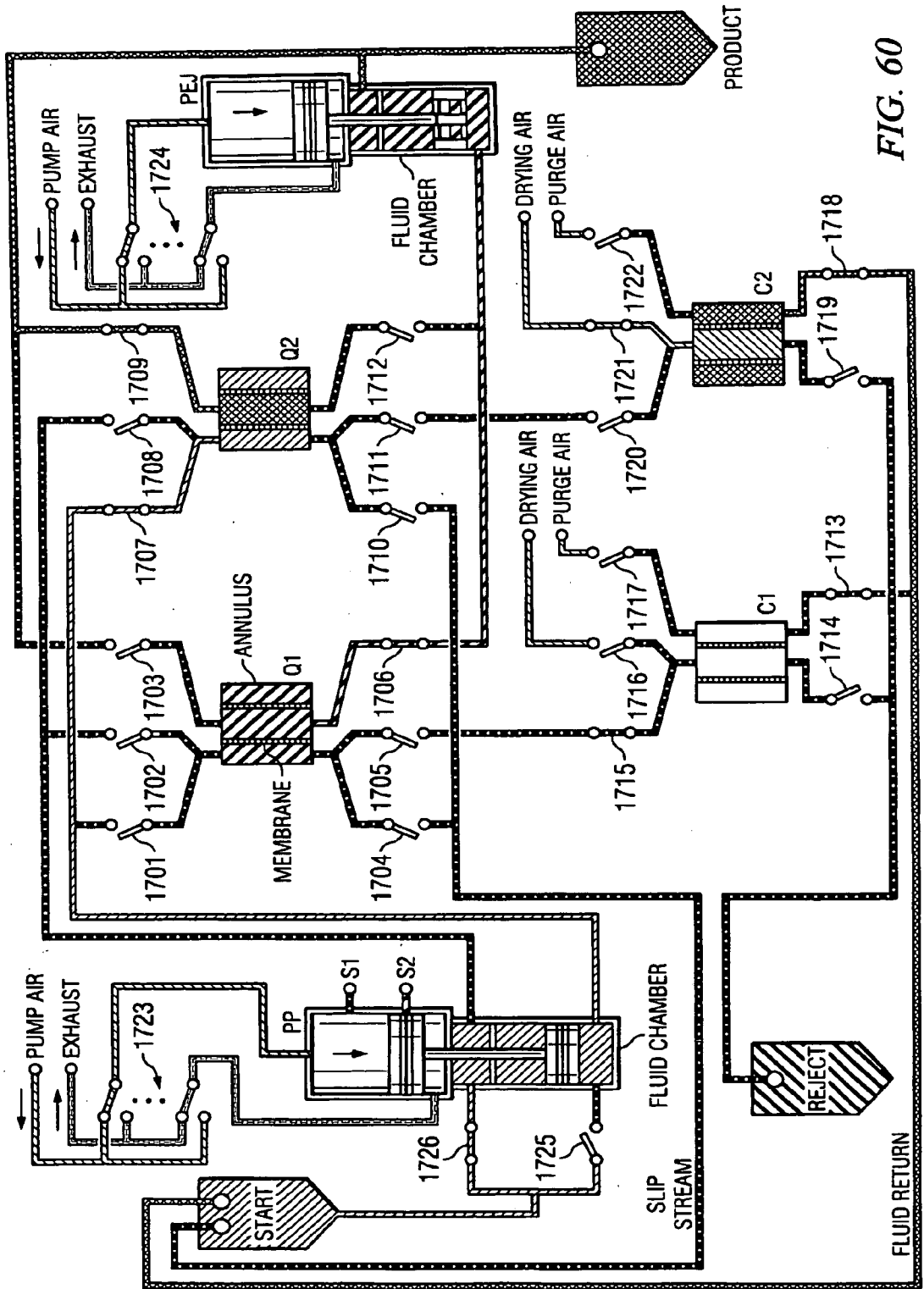


FIG. 60

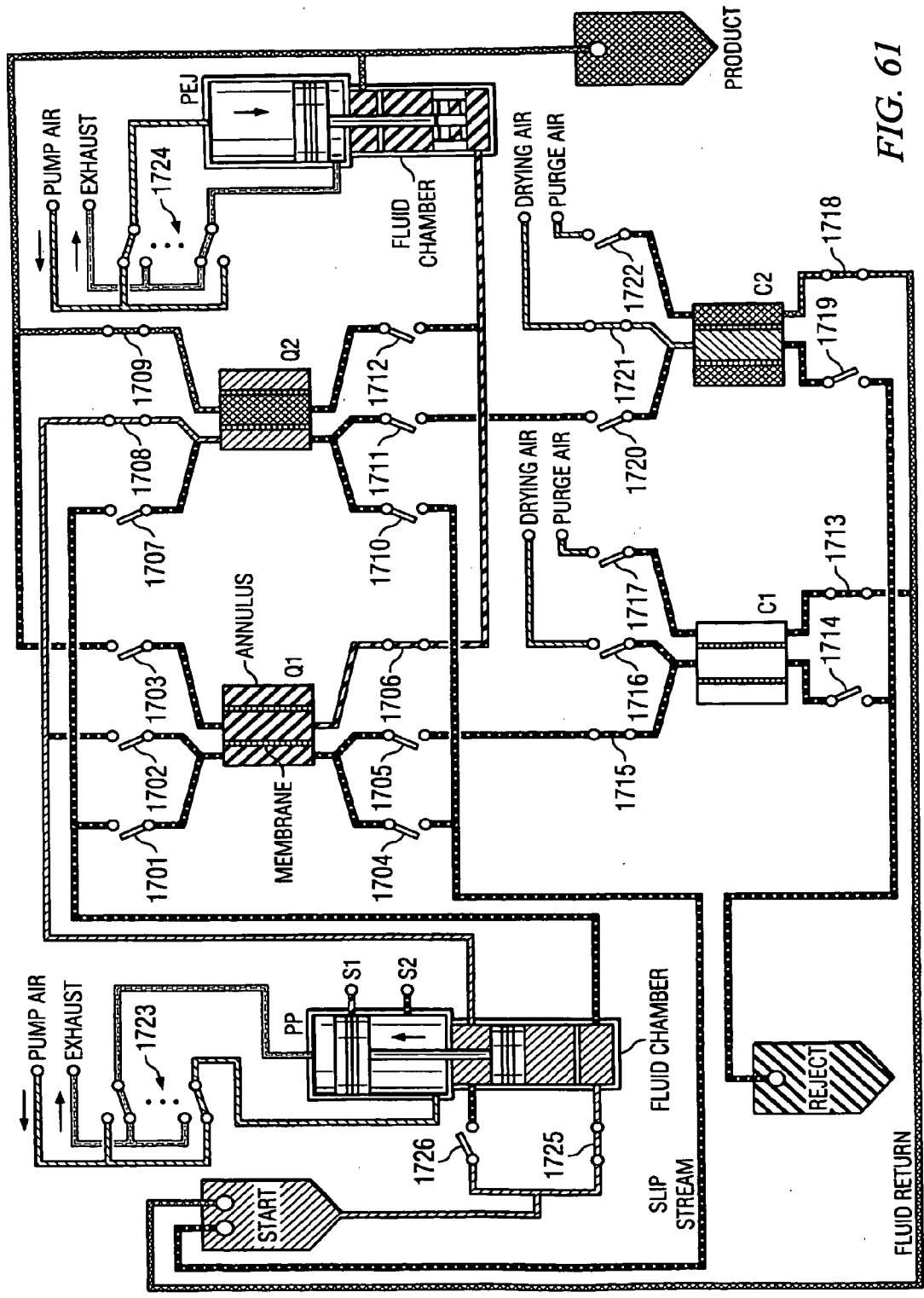


FIG. 61

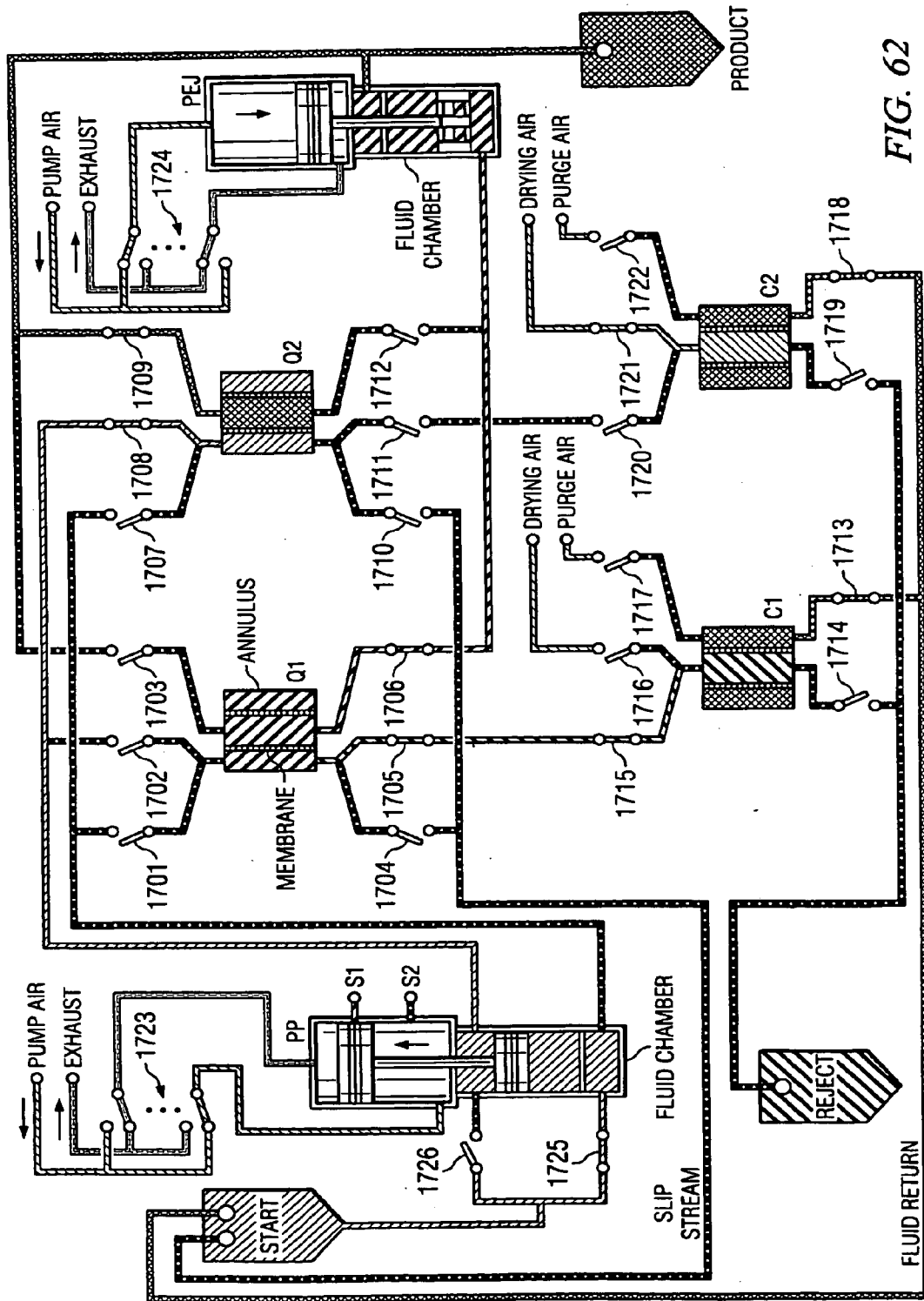


FIG. 62



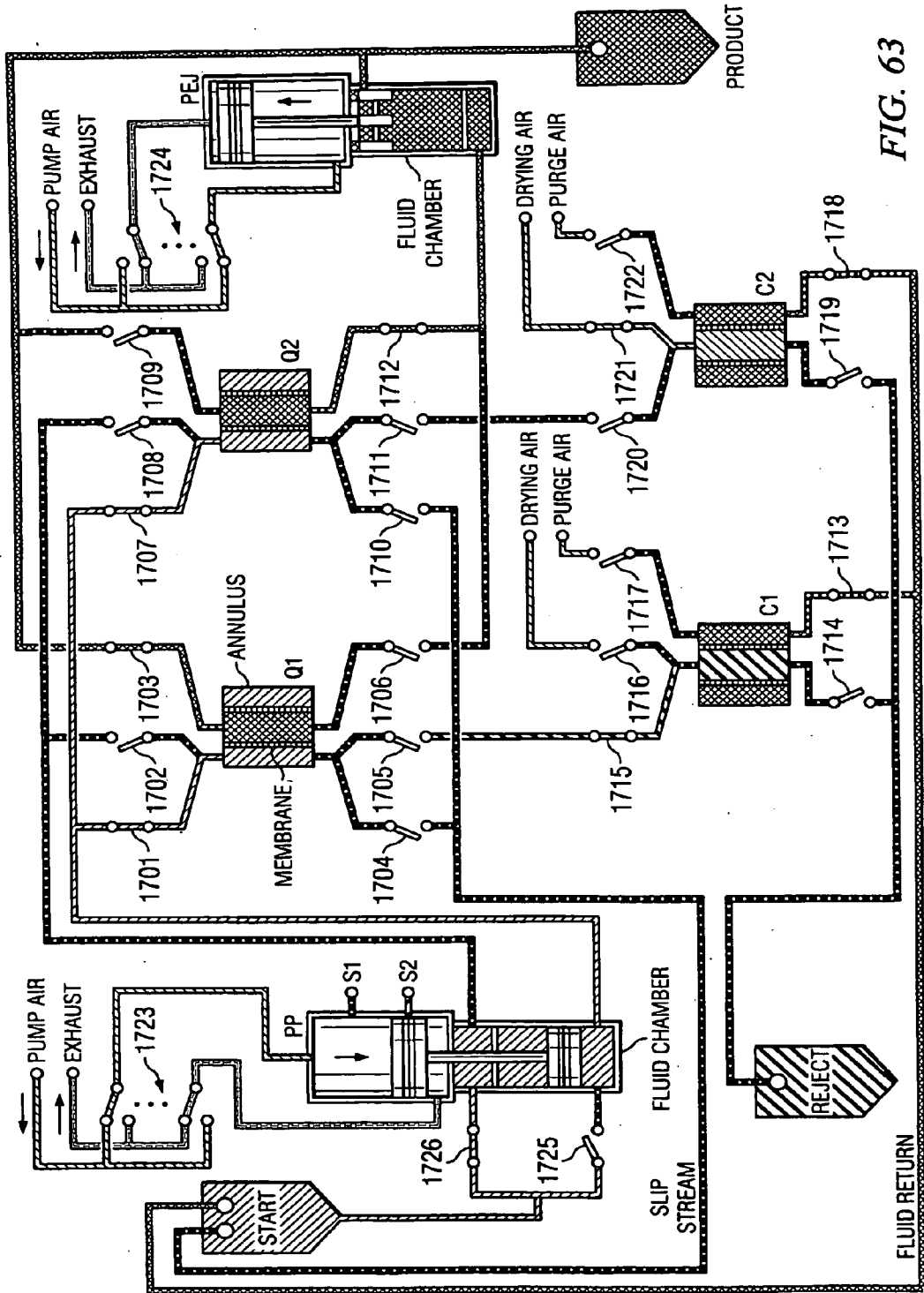


FIG. 63

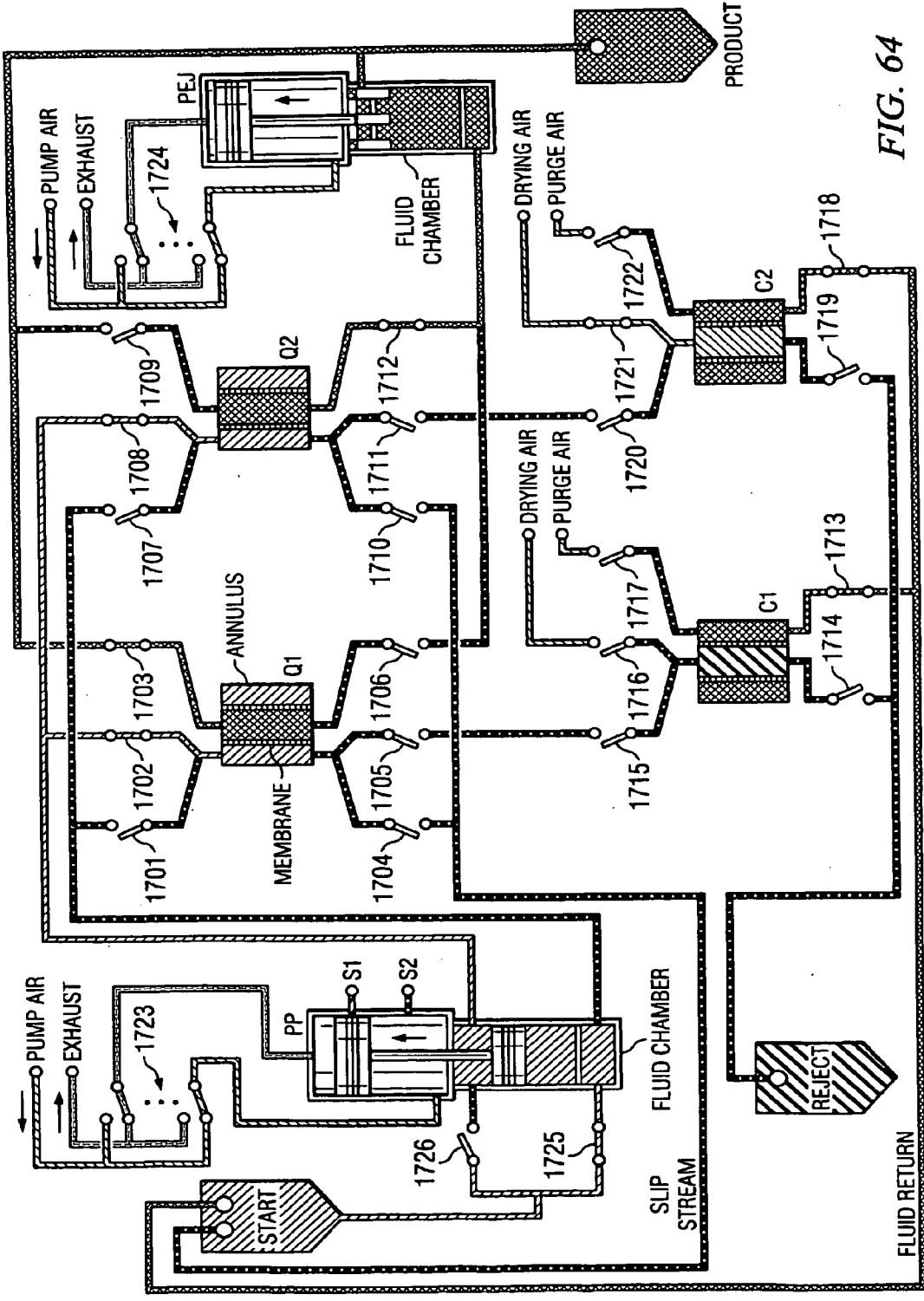


FIG. 64

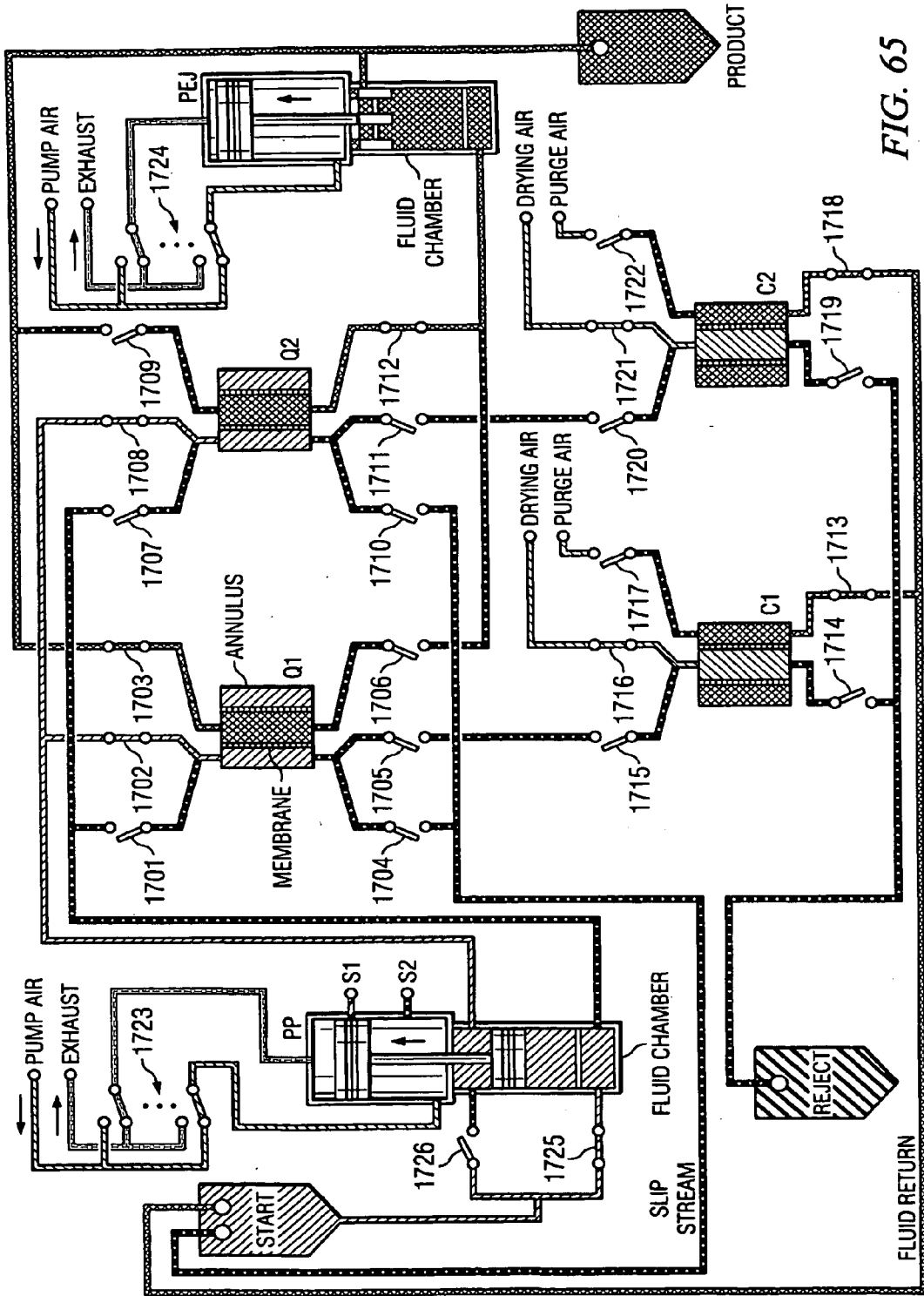


FIG. 65

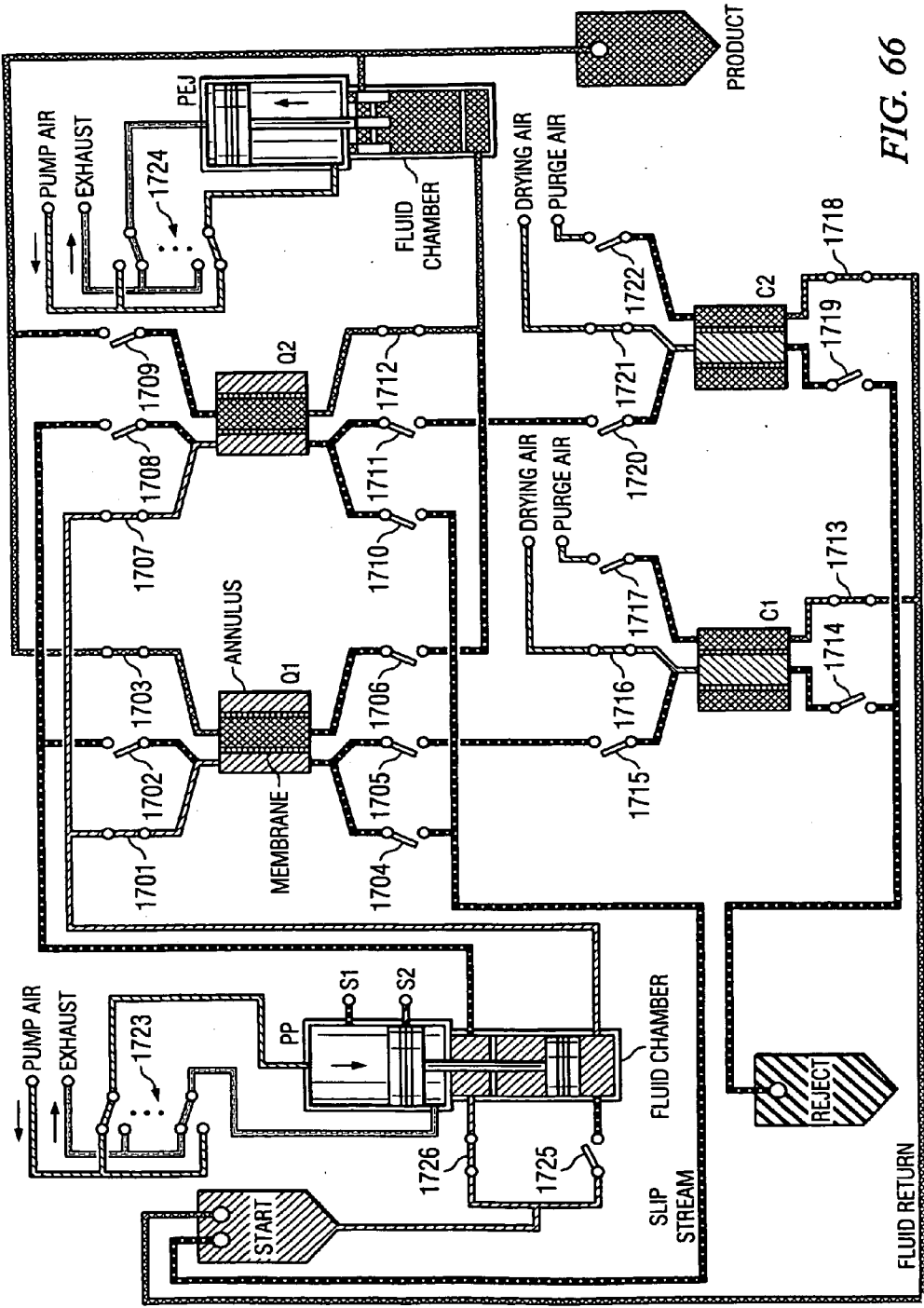


FIG. 66

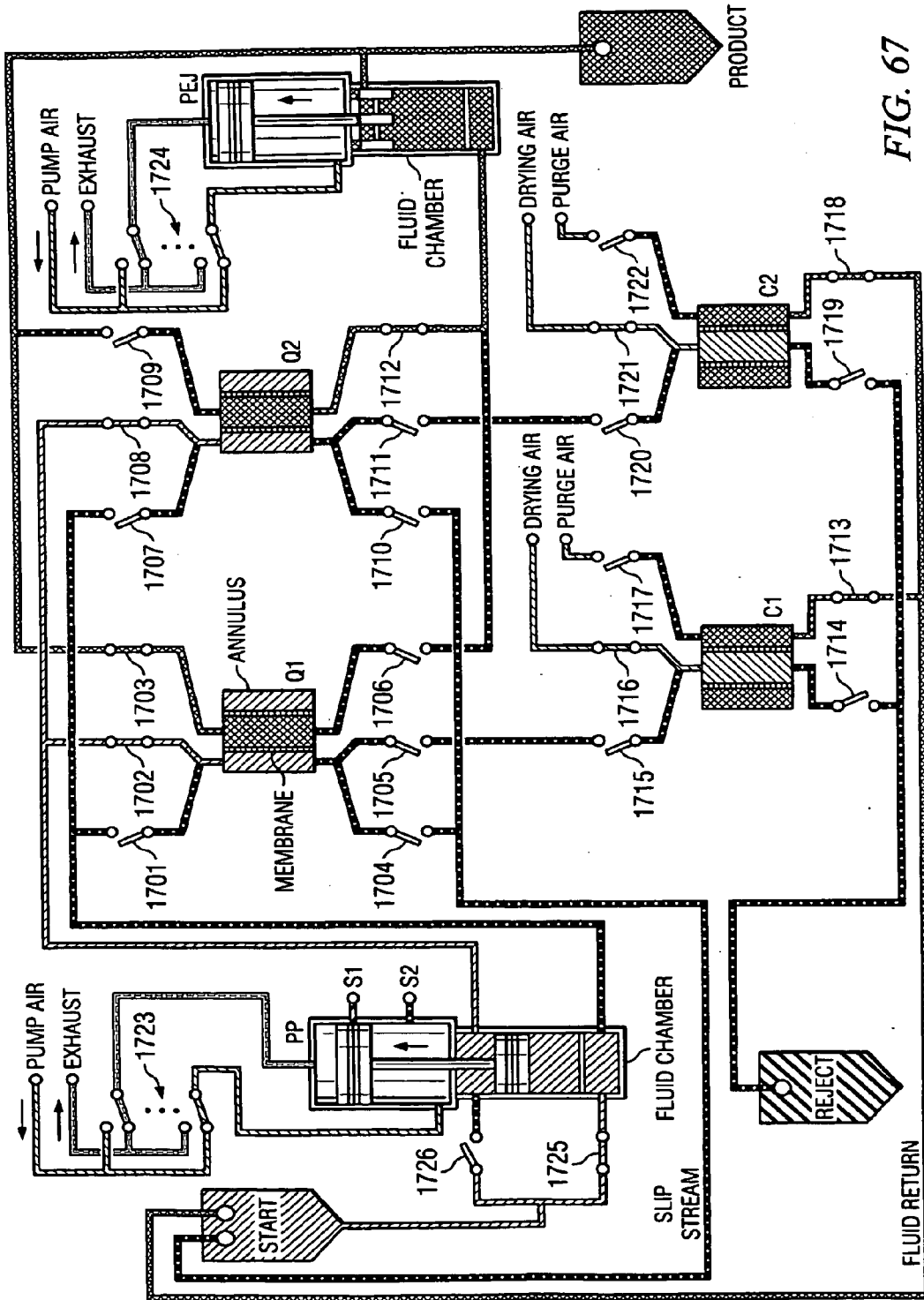


FIG. 67

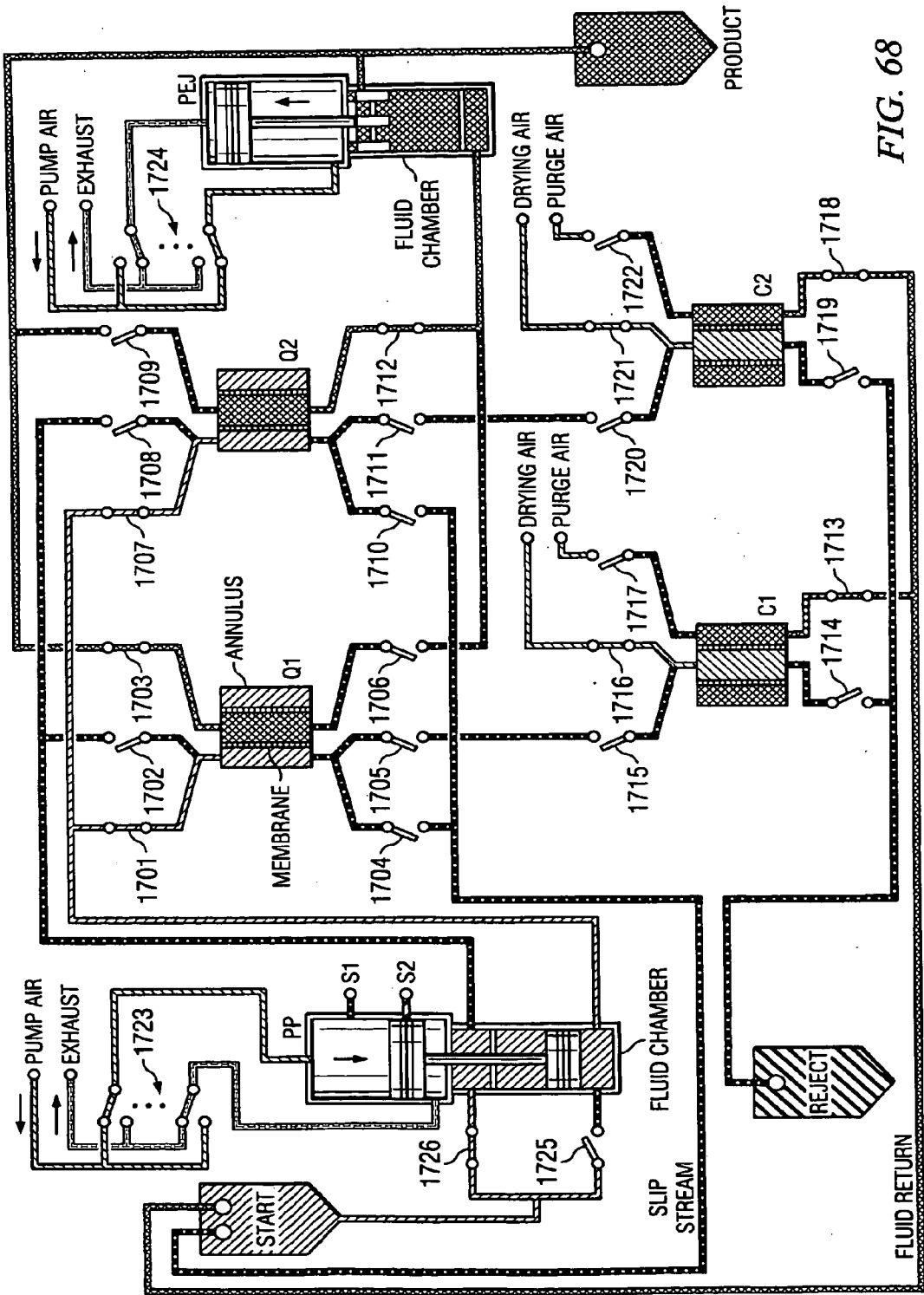


FIG. 68

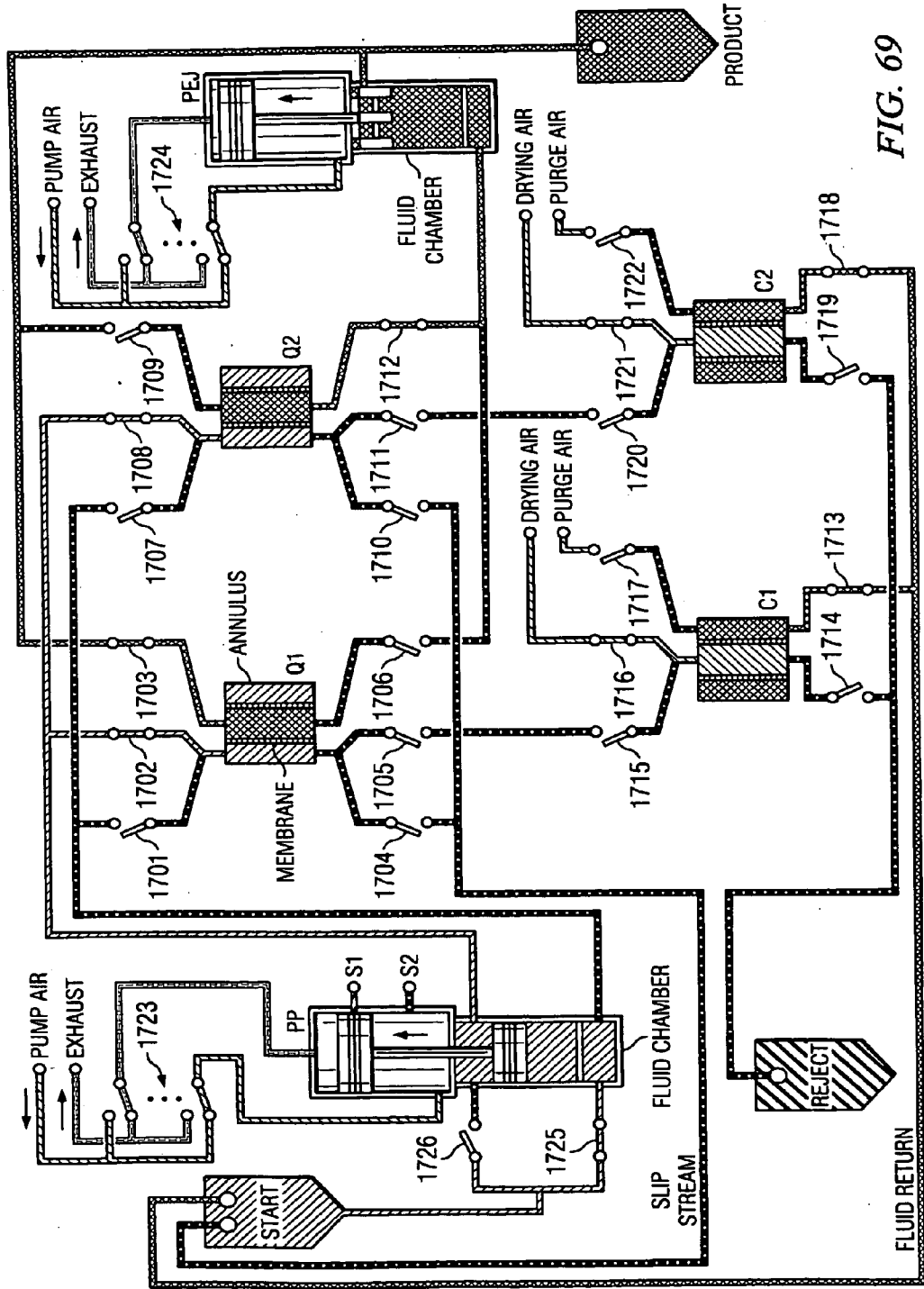


FIG. 69

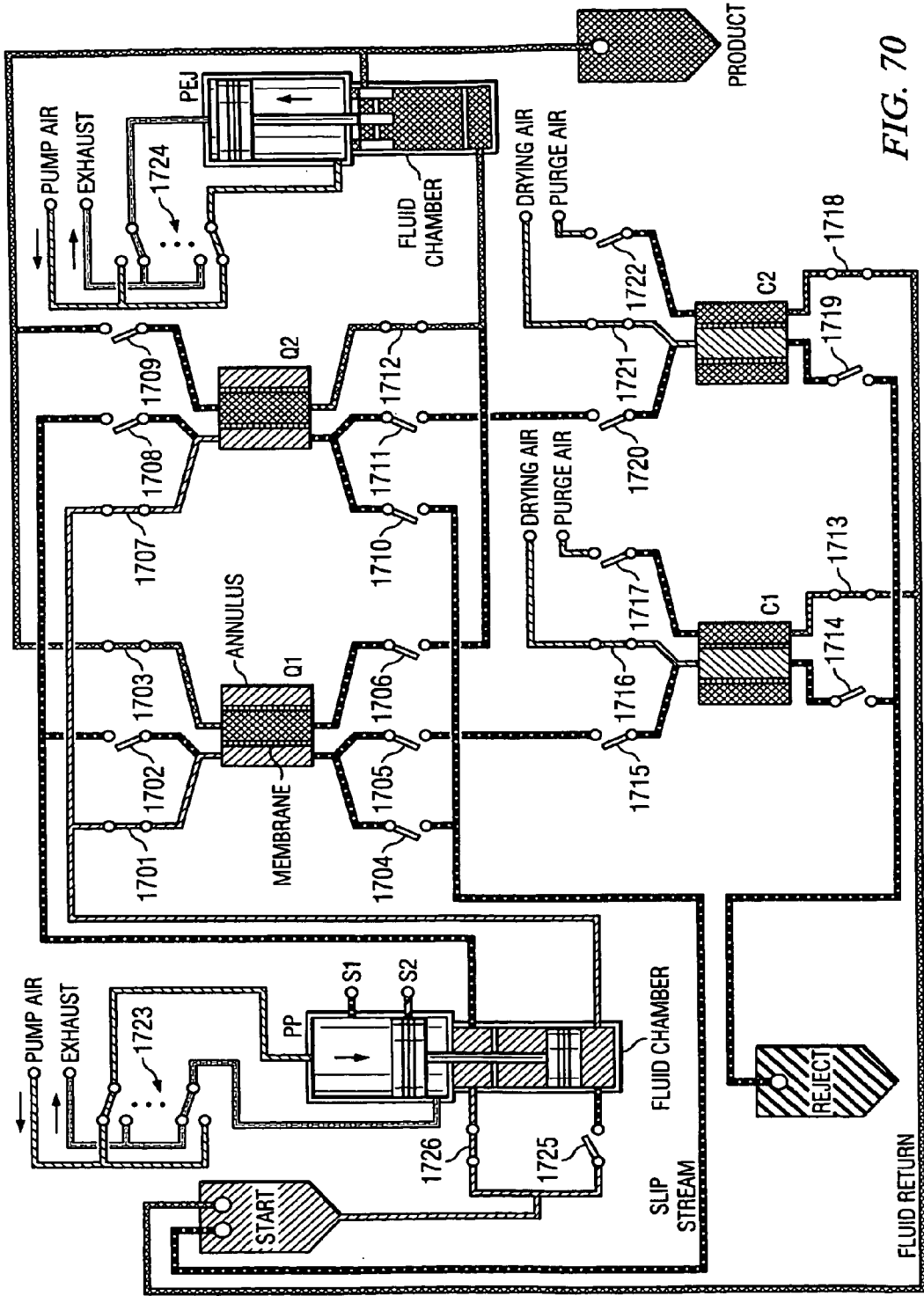


FIG. 70



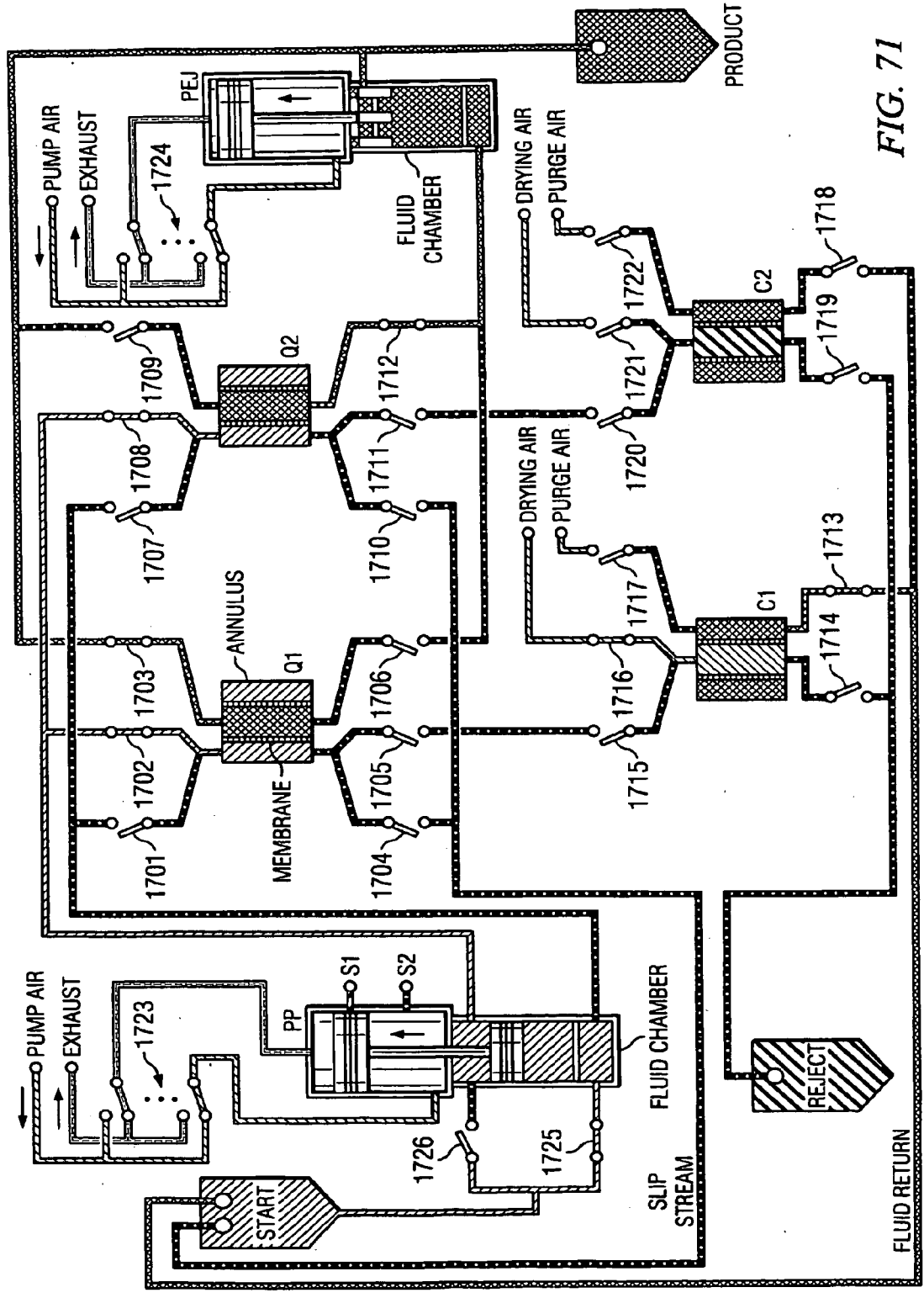


FIG. 71

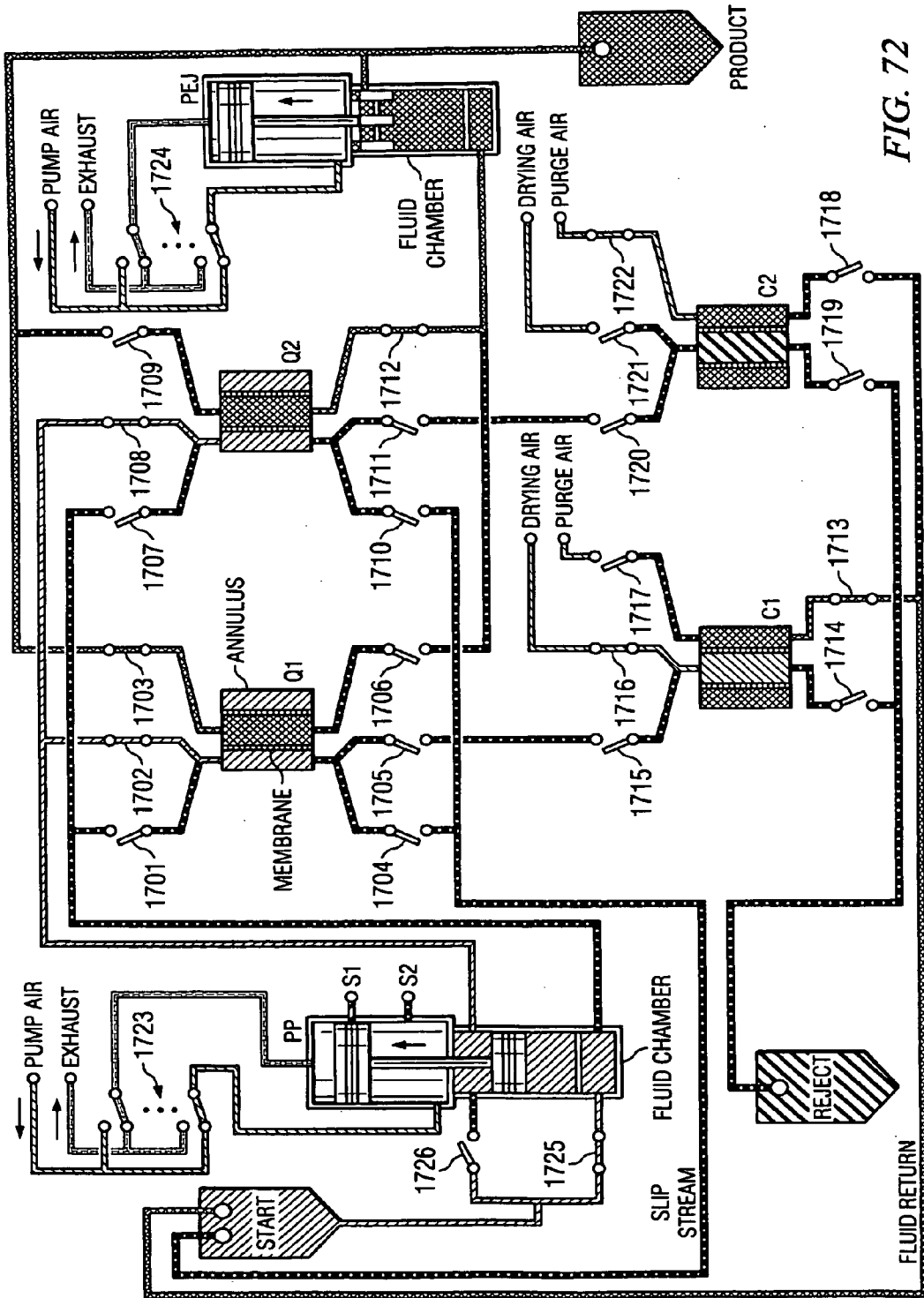


FIG. 72

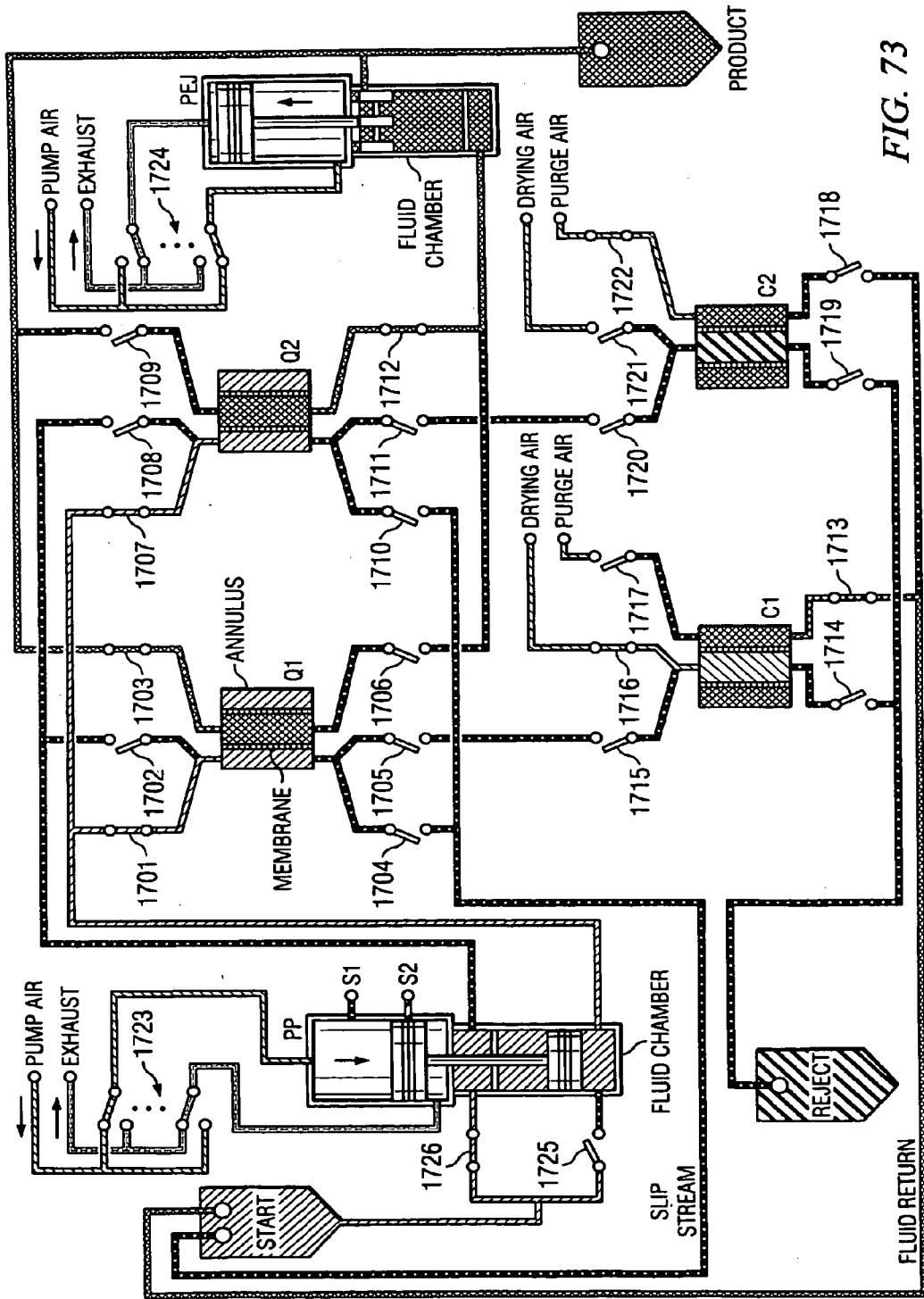


FIG. 73

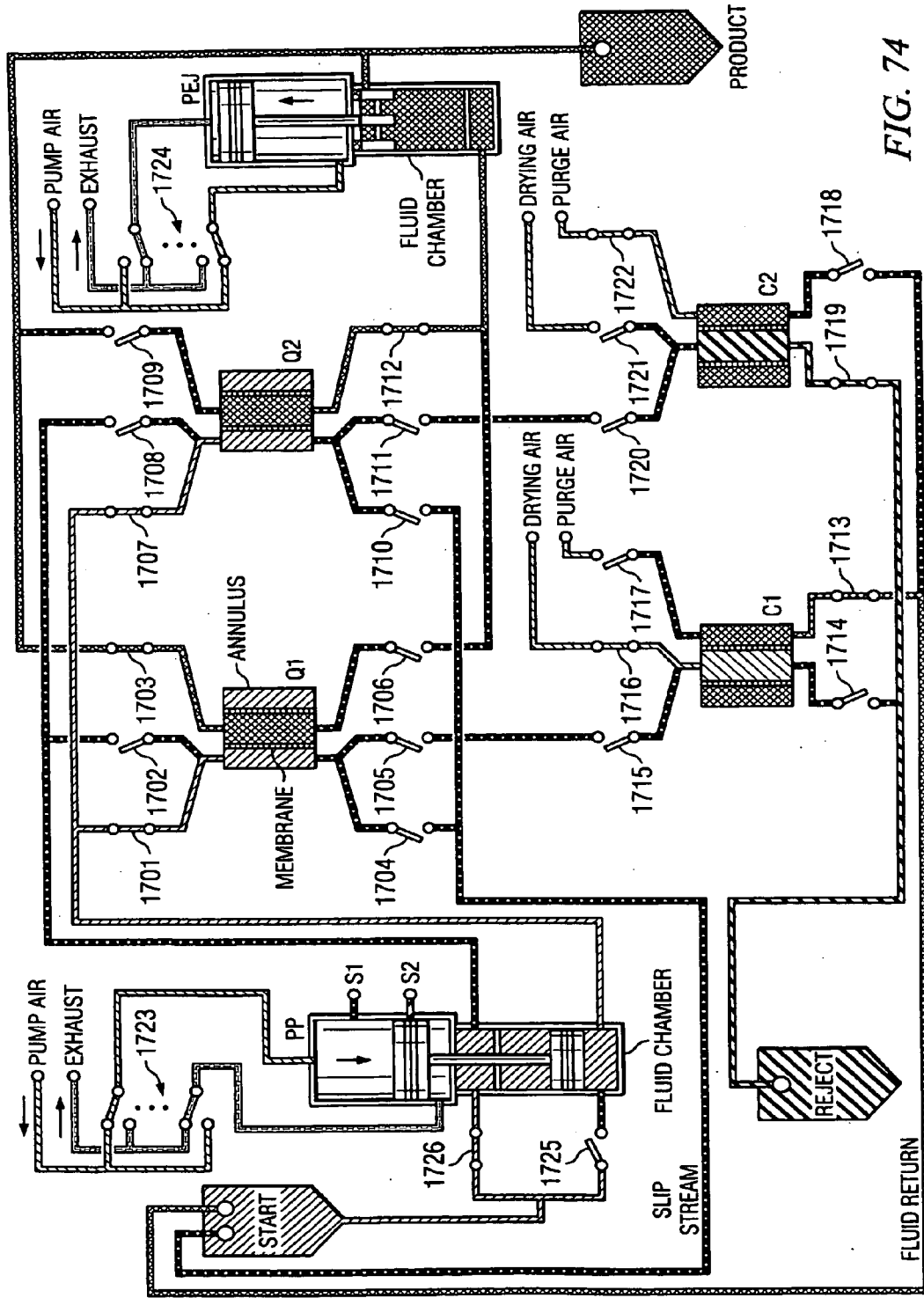


FIG. 74

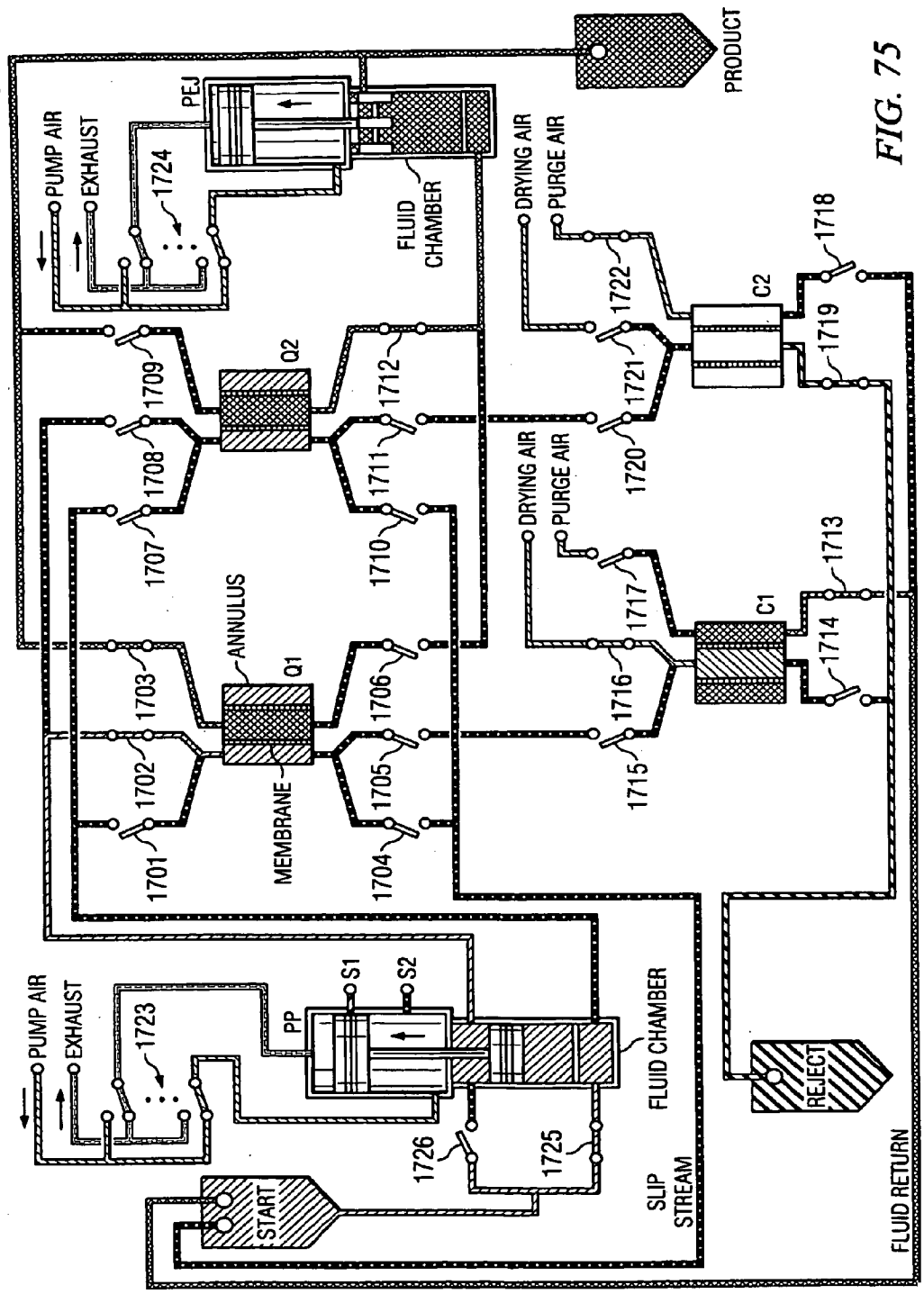


FIG. 75

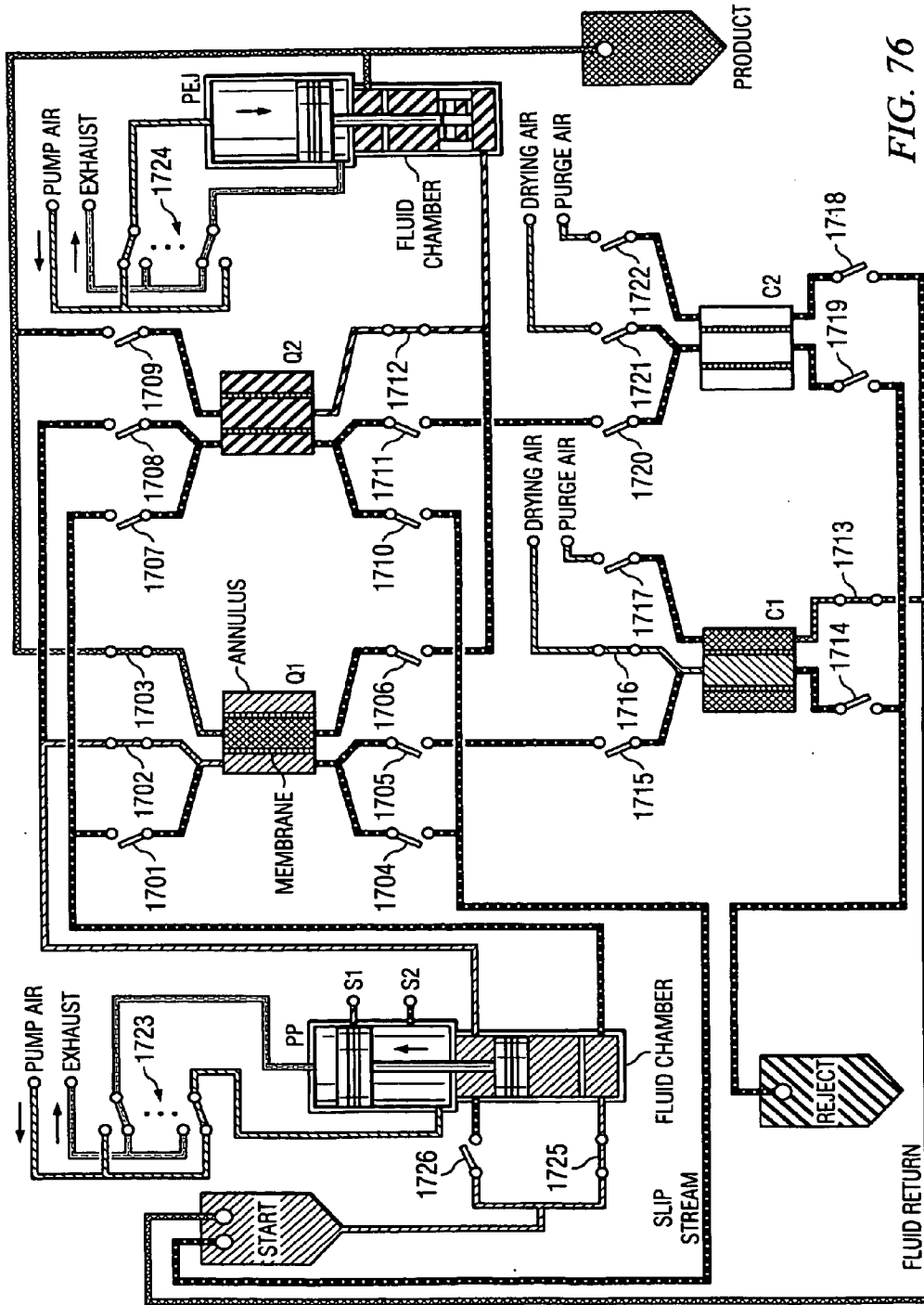


FIG. 76

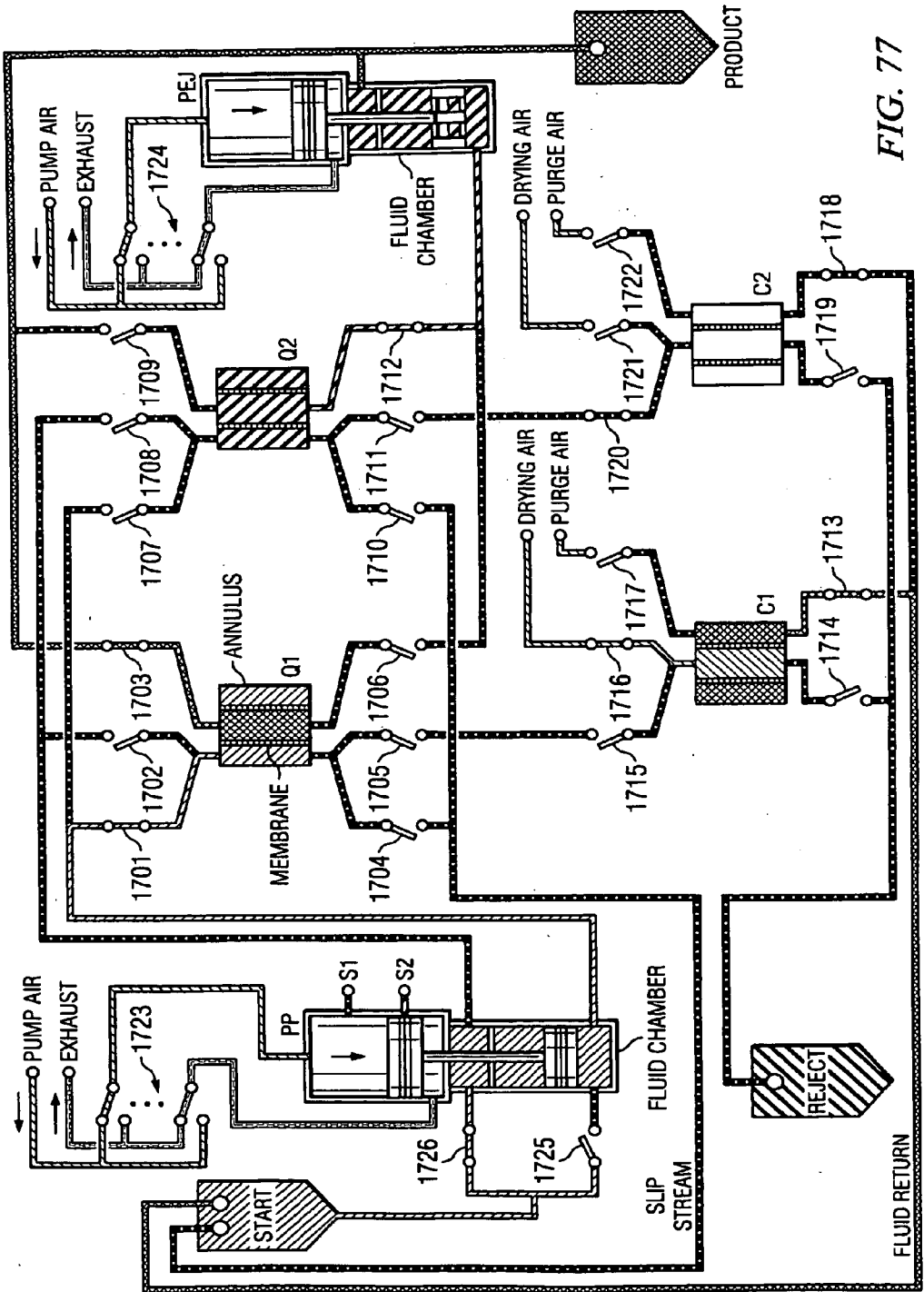


FIG. 77

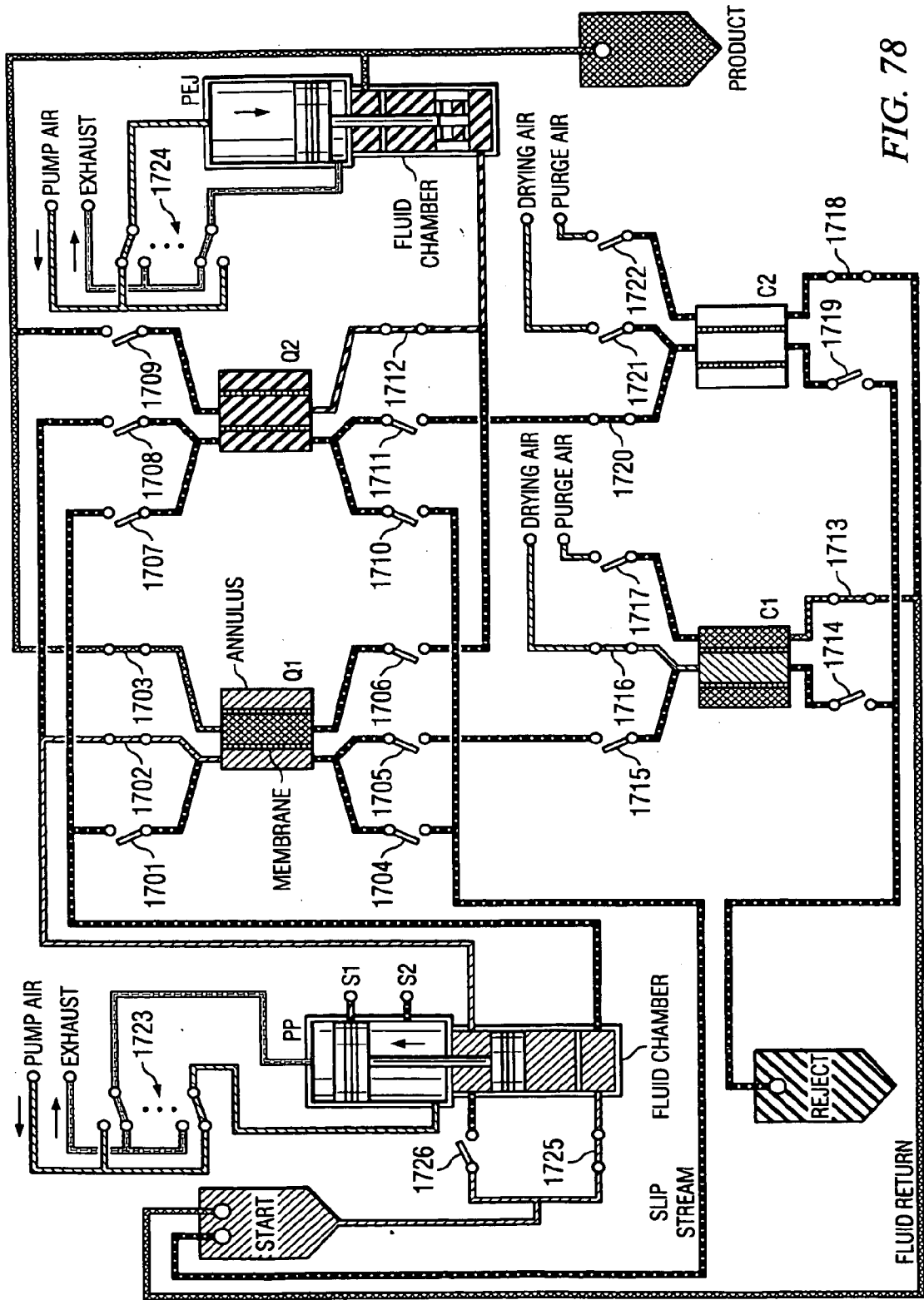


FIG. 78



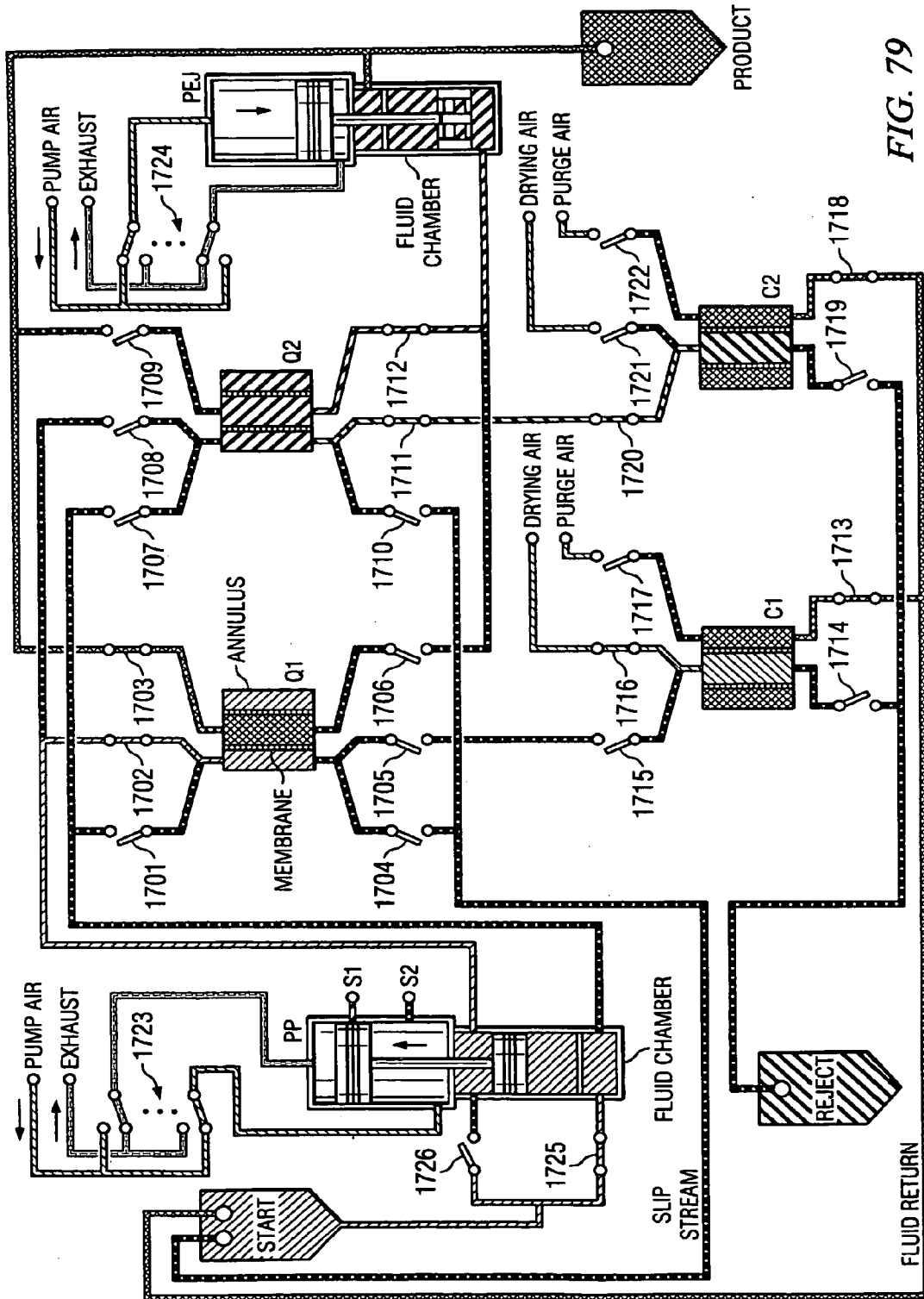


FIG. 79

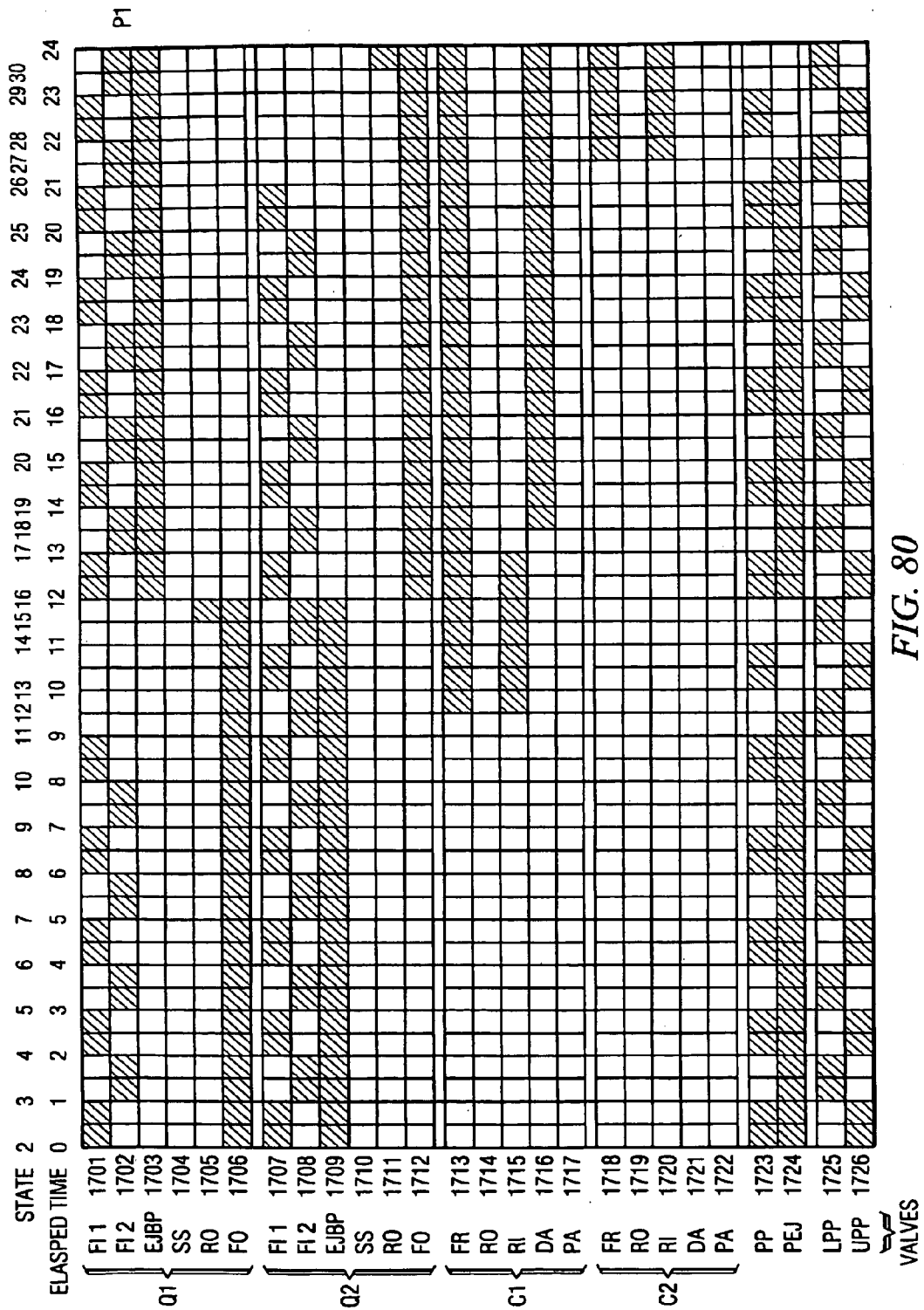


FIG. 80

VALVES

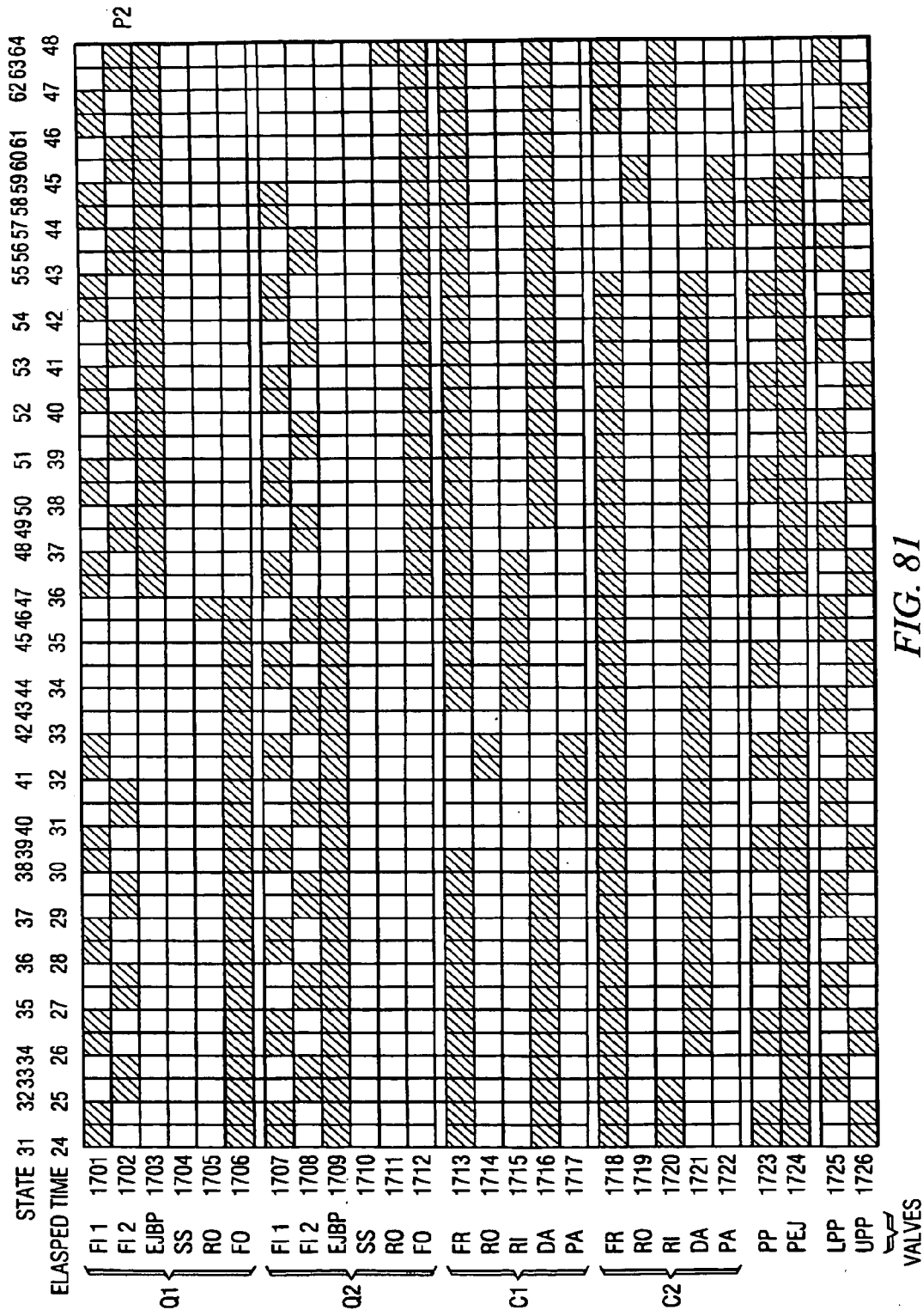


FIG. 81

FIG. 82

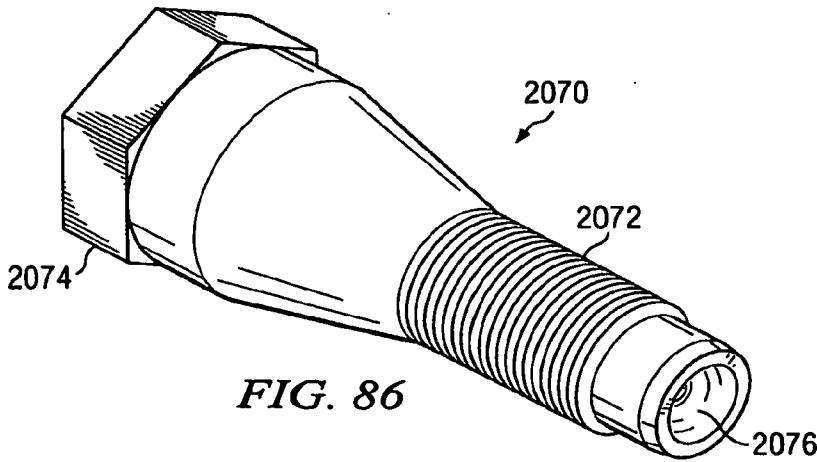
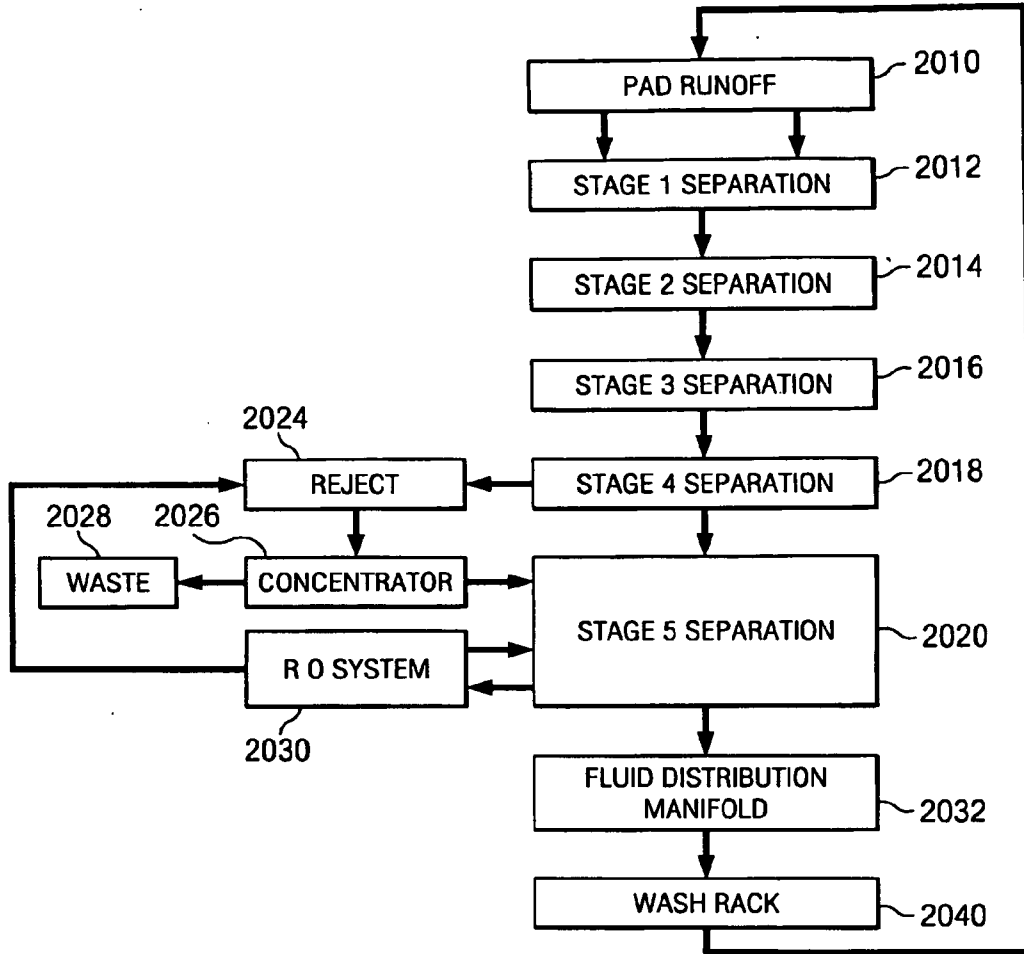
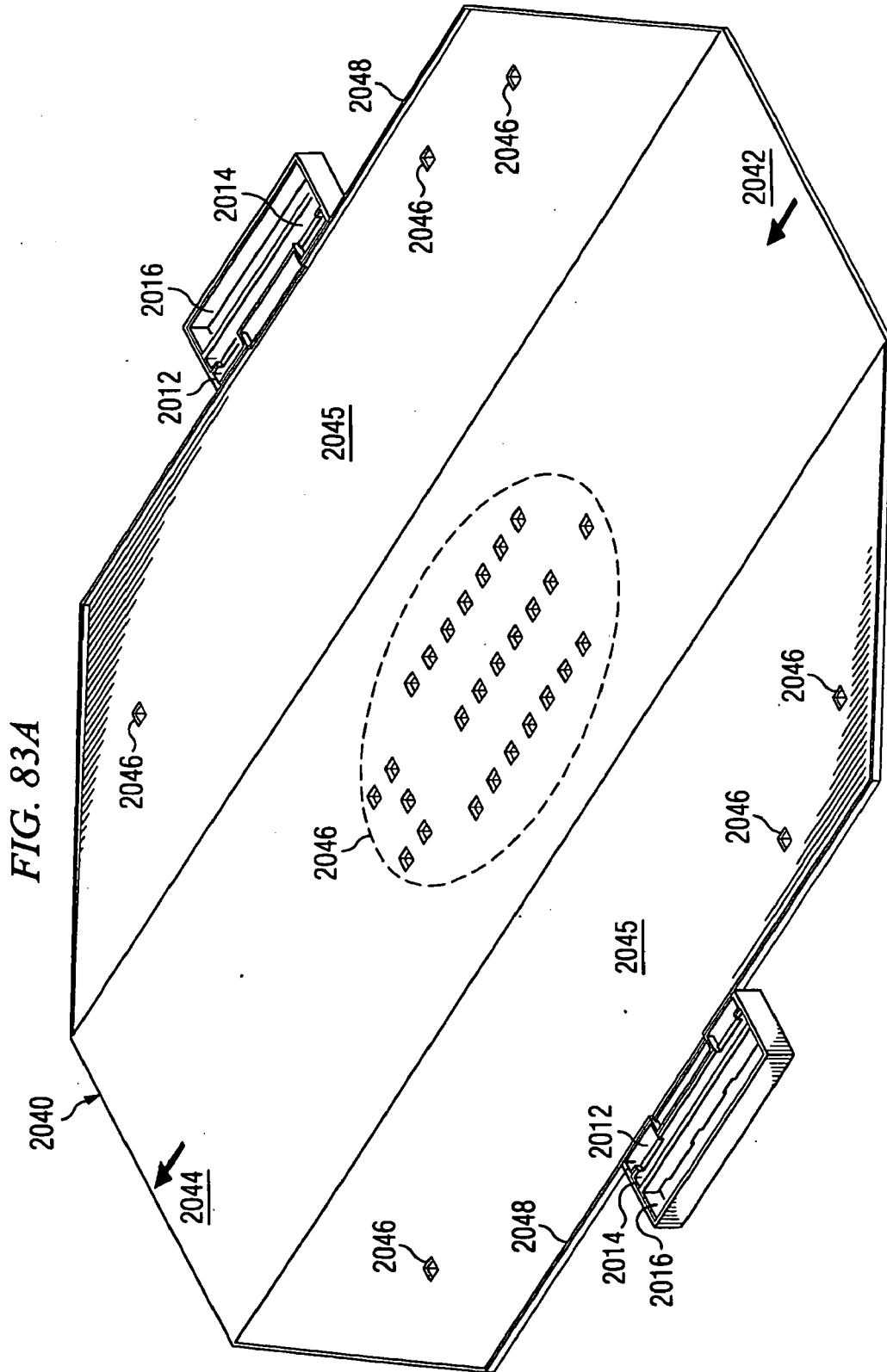


FIG. 86



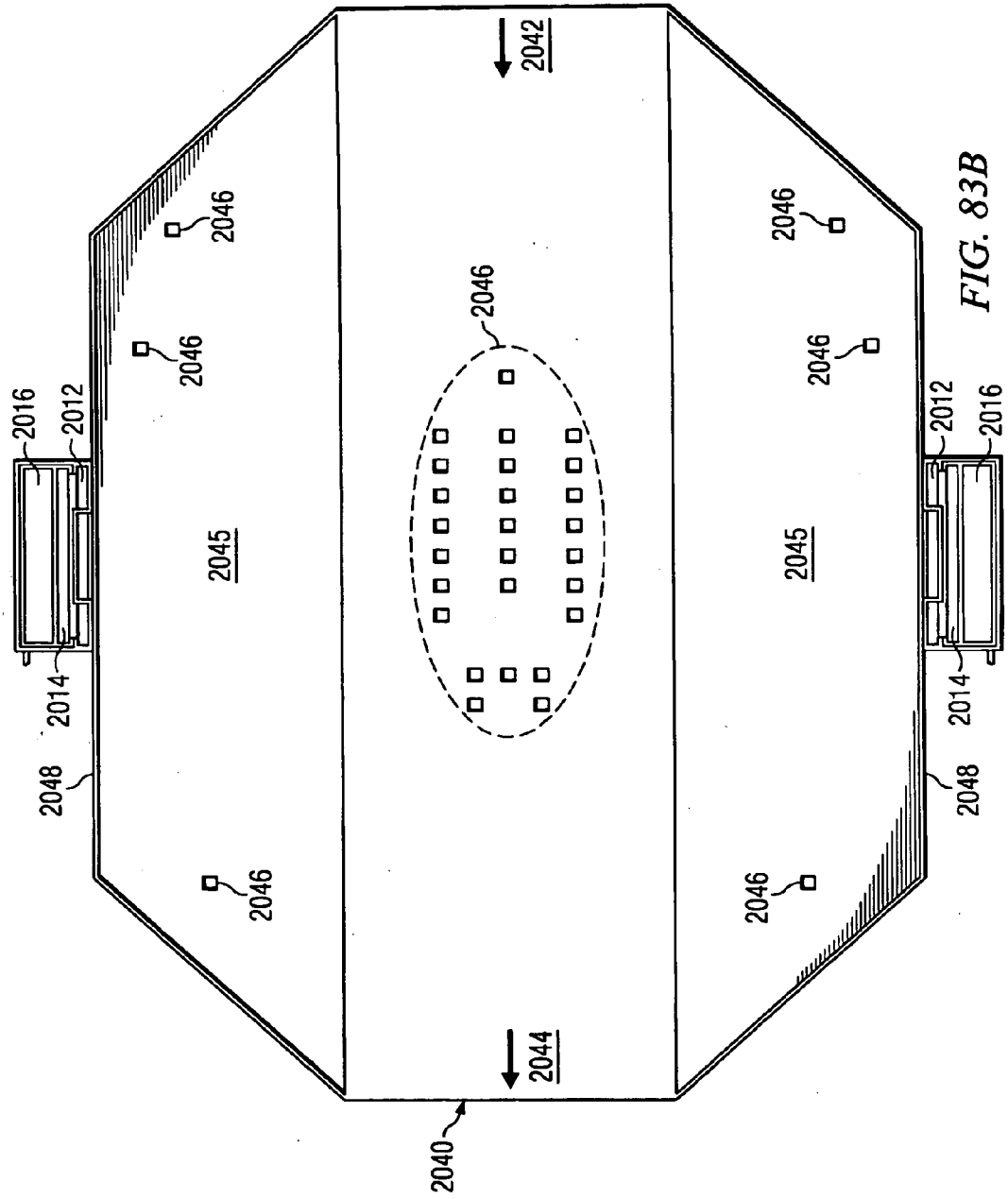


FIG. 83B

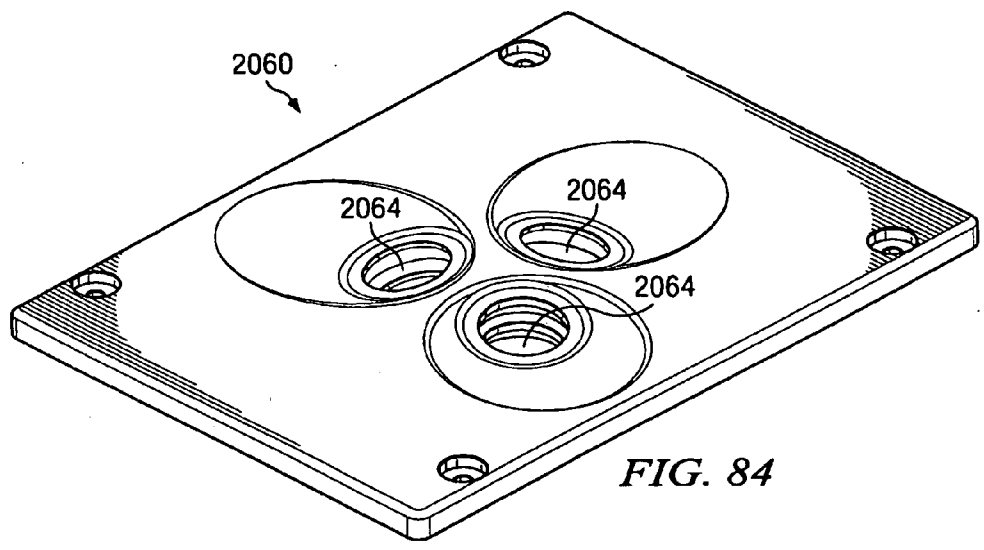


FIG. 84

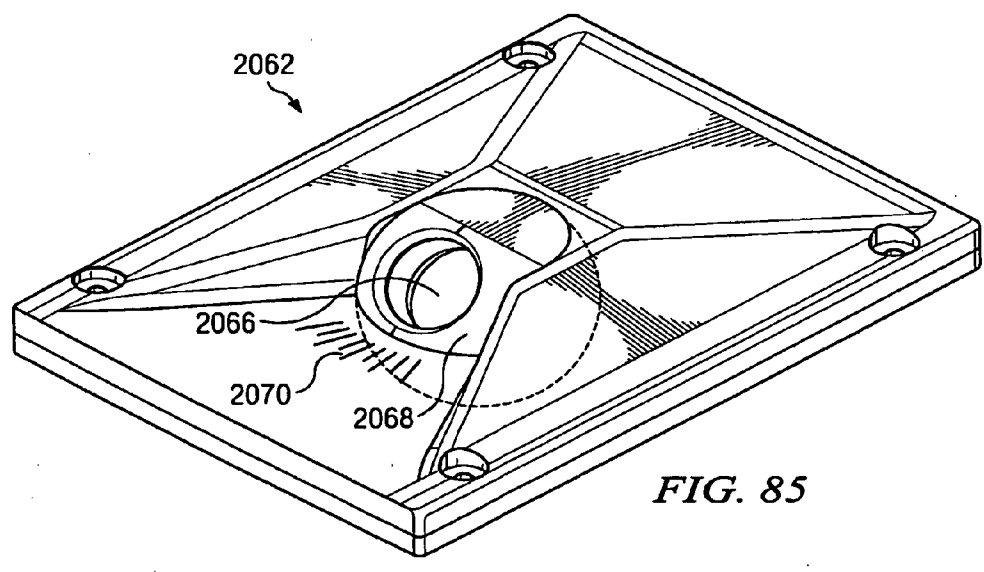


FIG. 85

## AIRCRAFT RINSE SYSTEM

### PRIORITY CLAIM

[0001] This is a Continuation-in-Part of application Ser. No. 10/820,538 filed Apr. 8, 2004, which claims the benefit of U.S. Provisional Application No. 60/540,492, filed Jan. 30, 2004, the disclosure of which is incorporated herein by reference.

### BACKGROUND OF THE INVENTION

#### [0002] 1. Technical Field

[0003] The present invention relates to methods and apparatus for the physical separation of solids from fluids, and fluids from gases and the incorporation of same in a novel aircraft rinse system. More specifically, the invention relates to methods and apparatus for separating solids and dissolved constituents from fluids using an arrangement of separators and concentrators, which are pneumatically pressurized and depressurized at desired intervals via electronically controlled poppet valves, which results in the separation of particulates and dissolved constituents from the untreated fluid media. Such invention is used in conjunction with a novel aircraft rinse system, which recaptures and treats used rinse water.

#### [0004] 2. Description of Related Art

[0005] The safe and effective removal of contaminants from fluids is a consistent problem faced by many industries. The impurities accumulated by water and other fluids during the hydrologic cycle, and as a result of use by humans, may appear in both suspended and dissolved forms. Suspended solids may be generally classified as particles larger than molecular size (i.e. particle sizes greater than  $10^{-3}$  mm), which are supported by buoyant and viscous forces existing within water. Dissolved materials (i.e. particle sizes less than  $10^{-3}$  mm) consist of molecules and ions, which are held by the molecular structure of water.

[0006] The presence of suspended and/or dissolved solids in water, wastewater and other fluids is undesirable for several reasons. The presence of visible suspended solids may be aesthetically displeasing. Likewise, the presence of suspended and/or dissolved solids allows for the adsorption of other chemicals or biological matter into the fluid. Due to the standards promulgated by government agencies, excessive contaminants must be removed from wastewater and other types of contaminated fluid streams before the effluent may be discharged to the environment or recycled. If established discharge-contamination levels are exceeded, cities and other governmental authorities may impose surcharges and penalties on the entity responsible for the excessive discharge.

[0007] There are many industries in which water and other fluids are typically used to clean equipment and other components, such as the aircraft, petroleum and automotive industries. This wash water typically contains significant amounts of suspended solids, dissolved minerals, and organic materials, including oils and other hydrocarbons. Detergents and other chemicals used in the wash operations and drilling operations present further difficulties only increasing the effluent fluid discharge concerns.

[0008] The prior art contains multiple attempts to improve the process of separating particles from a fluid. For instance, U.S. Pat. No. 5,647,977 discloses that the water from vehicle wash facilities can be completely recycled, without water discharge. However, where the cost of water is not a factor and

the public sewage system can accept certain contaminants, a complete recycling system may not be cost justified. In such systems, aeration by dissolved oxygen can be used to eliminate foul odors without the foaming problems typically caused by continuously bubbling air in the sumps. Additional treatment to remove the suspended solids and reduce the organic materials (other than detergents) in the sump can render the water suitable for reuse, e.g., in the washing part of a vehicle wash cycle, or for discharge where permitted in selected public sewage systems.

[0009] A need exists in the art for a portable, highly efficient filtration apparatus and method which can separate suspended and dissolved solids in a variety of environments. Further, a need exists for an improved apparatus and method of removing particles from fluids in either a liquid or gaseous state. Further, a need exists for an apparatus and method which can consistently remove particles of a desired size so as to efficiently and consistently reduce the chance of the imposition of a surcharge for violating quality control standards and releasing untreated effluents.

[0010] These needs also exist with regard to systems used to rinse aircraft, including helicopters. Aircraft are particularly susceptible to corrosion, particularly when flown in highly-corrosive environments, such as near salt water and in areas with dust and blowing sand. Aircraft that operate in these corrosive environments require frequent and expensive maintenance as a result of corrosion. This not only adds to the cost of maintenance of these aircraft, but also increases the down time and unavailability of the aircraft. It is beneficial, therefore, to remove corrosive elements from the exposed components of an aircraft as frequently as reasonably possible.

[0011] Unfortunately, many airports and military facilities where aircraft rinses would occur are located remotely from water treatment facilities and lack drainage systems for collecting, storing, and treating the used rinse fluid. Since the used rinse fluid may contain contaminants, it is undesirable that the fluid be allowed to contaminate the surrounding area or be deposited in a standard sewage system.

[0012] Previous attempts to address these issues have not been altogether successful. For example, U.S. Pat. No. 6,565,758 titled "Systems and Methods for Dispensing, Collecting, and Processing Wash Fluid," which issued on May 20, 2003 (the "'758 patent"), discloses a system for dispensing, collecting, and processing wash fluids. The wash fluid processing steps disclosed by the '758 patent, however, require a series of complex filtration steps ending with a reverse osmosis unit which must remove particulate matter that is not removed by other various filters and separation means. The process described by the '758 patent is relatively expensive and would require frequent maintenance to keep the various filters serviceable. The '758 patent also does not disclose an effective rinse system that can be used by various size aircraft, including helicopters, prior to final engine shutdown. Specifically, a need exists for an aircraft rinse system that allows an aircraft, such as a helicopter, to hover or taxi into place and remain stationary while the rinse system effectively washes the exterior components of the aircraft without the necessity of the aircraft shutting down its engine(s).

[0013] Consequently, a need exists for a simple and economical system for rinsing aircraft, particularly for rinsing various sizes of aircraft that can be rinsed without shutting down the aircraft's engine(s). Such system should allow for the reclamation and reconditioning of a substantial amount of



the rinse water used, thereby cutting down on the amount of water needed for the system, and eliminating the need for external recycling. The rinse system should be adaptable for various types of aircraft and allow that a helicopter can hover into place, have its exterior rinsed, and then depart the rinse area, all within a few minutes, and without performing an engine shutdown.

#### SUMMARY OF THE INVENTION

**[0014]** The present invention discloses a method and apparatus for separating particles, dissolved matter and chemical sub-fractions from a fluid stream. Specifically, the present invention includes a pneumatic pressure source which transports untreated fluid into a separator. The untreated fluid is placed under pressure sufficient to drive the unfiltered fluid into and through the filter media within the separator. The filtered fluid is then transported to a collection tank. The particulate matter retained on the exterior of the filter media may be removed by the instantaneous reverse pressurization of the separator thereby forcing filtered waste away from contact with the filter media and into a concentrator which can dewater and dry the filtered waste as desired. The concentrated waste is then transported to a waste collection tank where it is retained for appropriate disposal.

**[0015]** The present invention also discloses a novel poppet valve design which insures leak proof function and can be controlled electronically via standard control inputs or pneumatically by the application of positive or negative pressure. The present invention also discloses a novel separator design which utilizes kinetics and cavitation physics to increase filtration efficiency, allowing the separation of chemical sub-fractions from fluid streams below the 1 micron dimension.

**[0016]** In one embodiment of this invention, the method and apparatus for separating particles, dissolving matter and chemical sub-fractions from a fluid stream, is incorporated into an aircraft rinse system. This aircraft rinse system uses a distribution manifold to regulate the flow and distribution of rinse fluid to several adjustable and fixed rinse nozzles. The distribution manifold can direct such rinse flow at different flow rates and to different nozzles, depending on the aircraft type that is entering the rinse facility. An aircraft, such as a helicopter, taxis or hovers onto the rinse area and is sprayed with rinse fluid through the selected nozzles. This can be accomplished while the aircraft engine(s) are still running, for example after the last flight of each day. After the rinse is complete, the aircraft can then taxi or hover away from the rinse facility to its parking spot. The rinse fluid used during an aircraft rinse is collected and sent to a first separation tank which removes heavy particulates from the rinse water. The rinse water then proceeds to a second separation tank which removes buoyant contaminants from the rinse water. The rinse water then proceeds to a pre-filter holding tank until it is processed by the method and apparatus for separating particles, dissolved matter and chemical sub-fractions described above. Once so processed, the clean rinse water is pumped to a post-filter holding tank for use on the subsequent aircraft rinses.

**[0017]** This embodiment of the invention provides for an economic and environmentally sound system for rinsing aircraft of different types and allows that such rinsing can take place without the aircraft shutting down its engine(s). Consequently, helicopters, for example, can be easily rinsed every day at the end of the last flight and prior to engine shutdown. Such capability greatly reduces the amount of corrosion that

such aircraft experience by removing corrosive elements from the aircraft on a frequent basis, thereby reducing aircraft downtime and maintenance expenses.

#### BRIEF DESCRIPTION OF THE DRAWINGS

**[0018]** The novel features believed characteristic of the invention are set forth in the appended claims. The invention itself, however, as well as a preferred mode of use, further objectives and advantages thereof, will best be understood by reference to the following detailed description of an illustrative embodiment when read in conjunction with the accompanying drawings, wherein:

**[0019]** FIG. 1 is a schematic diagram illustrating the interaction of the functional components of the molecular separator as depicted in accordance with the present invention;

**[0020]** FIG. 2 is a schematic diagram illustrating the pneumatic pressure pump in more detail;

**[0021]** FIG. 3 is a cross-section view of the filter membrane of the flux cartridge inside the annulus of a separator;

**[0022]** FIG. 4 is a schematic view illustrating the pneumatic ejector pump in more detail;

**[0023]** FIG. 5A is a rear view pictorial diagram of a preferred embodiment of the molecular separator apparatus;

**[0024]** FIG. 5B is a front view pictorial diagram of the molecular separator apparatus;

**[0025]** FIG. 6 is an exploded perspective view diagram of a separator filter pod;

**[0026]** FIG. 7A is an end on view of the top of the valve heads;

**[0027]** FIG. 7B is an end on view of the bottom of the valve heads;

**[0028]** FIG. 8A is an end on view of the top of the first transition plate;

**[0029]** FIG. 8B is an end on view of the bottom of the first transition plate;

**[0030]** FIG. 9A is an end on view of the top of the second transition plate;

**[0031]** FIG. 9B is an end on view of the bottom of the second transition plate;

**[0032]** FIG. 10A is an end on view of the top of the third transition plate;

**[0033]** FIG. 10B is an end on view of the bottom of the third transition plate;

**[0034]** FIG. 11A is an end on view of the top of the main body of the separator filter pod;

**[0035]** FIG. 11B is an end on view of the bottom of the main body of the separator filter pod;

**[0036]** FIG. 12A is an end on view of the top of the fourth transition plate;

**[0037]** FIG. 12B is an end on view of the bottom of the fourth transition plate;

**[0038]** FIG. 13A is an end on view of the top of the fifth transition plate;

**[0039]** FIG. 13B is an end on view of the bottom of the fifth transition plate;

**[0040]** FIG. 14 is a cross section schematic diagram of the poppet valves and poppet valve heads;

**[0041]** FIG. 15 is a side pictorial view of a flux cartridge;

**[0042]** FIG. 16 is a cross section schematic diagram illustrating a concentrator in more detail;

**[0043]** FIGS. 17-79 are schematic diagrams that depict the process flow of a complete filtration and ejection cycle for two separator filter pods operating in parallel and two concentrators operating in parallel;

[0044] FIGS. 80 and 81 are tabular depictions of the valve opening and closing sequences that correspond to the flow diagram sequence depicted in FIGS. 17-79;

[0045] FIG. 82 is a flow chart depicting an aircraft rinse system embodiment of the invention;

[0046] FIGS. 83a and 83b are perspective and plan views, respectively, of the surface layout of an aircraft rinse system of the present invention;

[0047] FIG. 84 is a perspective view of a fixed nozzle panel of the aircraft rinse system of the present invention;

[0048] FIG. 85 is a perspective view of an adjustable nozzle panel of the aircraft rinse system of the present invention; and

[0049] FIG. 86 is a perspective view of a nozzle of the aircraft rinse system of the present invention.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0050] Referring now to FIG. 1, a schematic diagram illustrating the interaction of the functional components of the molecular separator is depicted in accordance with the present invention. An untreated fluid containing suspended particles and dissolved matter is placed in a starting or contaminated fluid storage tank 101. This untreated fluid may include contaminated water, industrial solvents, or any similar fluid or solid from which sub-fractions are to be separated. The present invention can separate liquid from liquid, gases from liquids, and gases from solids. For example, the untreated fluid might be water contaminated with oil, iron, lead or other toxins or waste products. Another example of the fluid to be treated is brine made of zinc bromide (often used to flush drilling holes) from which dissolved solutes are removed such as iron.

[0051] The filtration process begins by drawing the untreated fluid from the starting tank 101 by means of a first pneumatic pump 110. The pneumatic pump 110 alternately draws the untreated fluid through two poppet valves 111, 112 via the upward and downward motion of the plunger 113, and alternately pumps the fluid through two out lines 114, 115. As the plunger 113 rises (as shown in the present example), fluid is drawn through poppet valve 112. Simultaneously fluid is pumped out through line 114. When the plunger 113 reverses direction and pushes downward, valve 112 closes and the untreated fluid is drawn through poppet valve 111 and pumped out through line 115.

[0052] The untreated fluid moves through lines 114, 115 to a separator annulus 120. For the purposes of FIG. 1, a single separator annulus 120 with flux cartridge 121 inserted therein is shown for ease of illustration. In a preferred embodiment of the present invention, eight such annuli are contained in a single separator filter pod. Within the center of the annulus 120 is a filter media or flux cartridge 121. The flux cartridge 121 is the membrane that filters out the desired product from the untreated fluid. A space (referred to herein as fluid ring 122) exists between the inside surface of the annulus 120 and the outer surface of the flux cartridge 121. As untreated fluid is pumped through line 114, it passes through poppet valve 124 on top of the annulus 120 and into the fluid ring 122. When the untreated fluid is pumped through line 115, poppet valve 124 closes and the fluid passes through poppet valve 123 into the fluid ring 122.

[0053] Once in the fluid ring 122, the untreated fluid moves in a turbulent manner (described in more detail below), allowing the desired product (e.g., water, zinc bromide, etc.) to pass through the flux cartridge membrane and into the interior

chamber of the flux cartridge 121, leaving behind larger particles and molecules as residue in the fluid ring 122 and the exterior of flux cartridge 121. The pressure supplied by pump 110 pushes the filtered product out of the center of the flux cartridge 121 through a valve 127 and into a second pump, called a pneumatic ejector pump 130. Alternatively, the filtered fluid product may leave the flux cartridge 121 through an ejector bypass valve 128 and travel directly to a product collection tank 102. This ejector bypass is used when a single ejector pump 130 services multiple separator filter pods in alternative embodiments of the present invention.

[0054] During the filtration cycle described above, the ejector pump plunger 131 is drawn up (as shown in FIG. 1), which opens check valves 132, 133 that are built into the plunger's disc. In this position, the check valves 132, 133 allow the filtered product coming from the flux cartridge 121 to pass by the plunger 131 and out of the ejector 130 and into the product collection tank 102. This filtration cycle repeats for a pre-determined time period (e.g., 20-25 seconds). At the end of this pre-determined cycle period, the separator is backwashed and cleaned with a reverse flush.

[0055] The reverse flush operation begins by stopping first pump 110 and shutting the poppet valves 123, 124 at the top of the separator filter pod in which the annulus 120 is contained. Next, the pneumatic ejector 130 is activated and plunger 131 is driven downward. This motion closes the check valves 132, 133 and stops the flow of filtered fluid past the plunger 131, allowing the plunger to exert pressure on the fluid inside the ejector. The fluid is pushed back through valve 127, through the flux cartridge 121 and into the fluid ring 122. The time period for this reverse ejection flush is approximately 0.35 seconds and is carried out under higher pressure than the normal filtration cycle driven by pump 110. For example, the pressure exerted on the untreated fluid by pump 110 may be up to 150 psi (depending on the viscosity of the fluid involved). In contrast, the pressure exerted by the ejector 130 during the reverse flush may be up to 250 psi. This quick, high-pressure reverse burst removes any particles and residue remaining on the outside surface of the flux cartridge 121 and re-homogenizes the particles and residue in the fluid ring 122 back into solution. Poppet valve 126 on the bottom of the annulus 120 is then opened to allow the pressurized particles and residue solution to flush out of the fluid ring 122 and into a concentrator annulus 140. The concentrator annulus 140, as its name suggests, concentrates the waste flushed from the separator annulus 120 by removing a significant portion of the flush fluid used during the reverse flush cycle. Unlike the separator filter pod, which may contain up to eight annuli in the preferred embodiment, the concentrator annulus 140 contains only one annulus with a flux cartridge 141 disposed therein.

[0056] The flushed waste enters the concentrator annulus 140 through an open poppet valve 143 and into the interior chamber of the concentrator's flux cartridge 141. The desired effluent fluid passes through the membrane of the flux cartridge 141 and into the fluid ring 142, leaving the concentrated waste residue in the interior chamber of the flux cartridge 141. Poppet valve 147, which is located at the bottom of the concentrator annulus 140, allows the filtered fluid in the fluid ring 142 to return to the starting tank 101. Poppet valve 143, through which the waste fluid entered the concentrator 140, is closed and poppet valve 144 is opened to let drying air into the interior chamber of the concentrator flux cartridge 141. This drying air provides a mechanism to dewater the concentrated

waste and drives additional flush fluid through the flux cartridge **141** membrane and through the return poppet valve **147**.

[0057] The drying air poppet valve **144** and fluid return poppet valve **147** are then closed, and poppet valve **145**, located on the top of the concentrator **140**, is opened to allow in pressurized purging air. When the air pressure inside the concentrator **140** reaches a pre-determined or desired level (e.g. 110 psi), poppet valve **146** is opened which allows the waste residue inside the flux cartridge **141** to escape into a waste collection tank **103**.

[0058] FIG. 2 is a schematic diagram illustrating the pneumatic pump in more detail. This view better illustrates the mechanisms by which untreated fluid is pumped into the separator filter pod through alternating channels. The operation of the pump **200** is controlled by monitoring the position of the top disc **201** as it cycles up and down. A magnetic strip with a positive pole (not shown) is placed inside the circumference of the upper disc **201**. This magnetic strip is detected by two magnetic sensors **210**, **211** positioned or attached along the side of the pump **200**. As the upper disc reaches the end point of its movement (up or down), one of the sensors **210**, **211** detects its position and relays this to a central controller, which coordinates the function of several solenoids that control the other components in the pump assembly. The sensors **210**, **211** are adjustable up and down to facilitate calibration of the pump **200**.

[0059] Referring to FIG. 2, the top disc **201** is moving upward due to pump air entering the lower half of the air chamber **206** through a hose **221**. At the same time, exhaust air is being pushed out of the upper half of the air chamber **205** through another hose **222**.

[0060] In the lower portion of the pump **200**, the upward movement of the lower disc **202** draws untreated fluid through a supply line **230** and an open poppet valve **232** and into the lower fluid chamber **204**. Simultaneously, the lower disc **202** pushes fluid from the upper chamber **203** through an upper outflow line **240**. Because the upper poppet valve **231** is closed, fluid is prevented from flowing from the upper chamber **203** back into the supply line **230** during the upstroke. Poppet valves **231**, **232** open and closed at the desired intervals able to move fast to control the fluid flow at high pressure. The top disc **201** is approximately six inches in diameter and operated to a maximum pressure of 110 psi at normal water. The lower disc **202** is approximately 5 inches, producing a maximum operating pressure of 150 psi at normal water.

[0061] As the upper pump disc **201** reaches the top of its upward movement, its position is detected by the top magnetic sensor **210**. The signal from this sensor **210** is relayed to a central controller, which instructs a control solenoid **220** to reverse the direction of air through hoses **221** and **222**. Therefore, pump air will now move through hose **222** into the upper half of the air chamber **205**, forcing the upper disc **201** downward, and the exhaust air will flow out through hose **221**.

[0062] The central controller also instructs a control solenoid (not shown) to open poppet valve **231** and another solenoid (not shown) to close poppet valve **232**. Therefore, as the lower disc **202** moves downward, fluid is drawn into the upper chamber **203** through the upper poppet valve **231**. Poppet valve **232**, now in the closed position, prevents fluid backflow into the supply line **230** as fluid is pushed out of the lower chamber **204** and through lower outflow line **241**. When the upper pump disc **201** reaches the bottom of its movement path, it is detected by lower magnetic sensor **211**, which

relays the disc's position to the central controller, and the pumping cycle repeats itself as described above.

[0063] The pneumatic pump and pneumatic ejector pump may include carbon coated pump rods and piston components, which provides additional corrosion protection from contact with the untreated influent, effluent and waste materials involved in the process. Most of the other components are constructed of stainless steel. The heads of the poppet valves are made of marine brass because of its malleability, which allows the valves to maintain seal integrity over periods of sustained operation.

[0064] FIG. 3 is a cross-sectional view of the filter membrane **303** of the flux cartridge inside the filter annulus **301**. The porous matrix of the filter membrane **303** is created by pressing or sintering metal powder around a bar at high pressure and then annealing it, using well-known metallurgical techniques as is known in the metallurgical art. Other methods of manufacturing filter membranes **303** will be apparent to those of skill in the art. The present invention uses a lower membrane thickness than those found in the prior art (e.g.  $\frac{1}{8}$  inch versus  $\frac{3}{16}$  inch), which produces a much higher flow rate through the filter membrane **303**. Utilization of these lower thicknesses are possible, in part, due to controlled fluid turbulence which is present in the fluid ring **302** during operation of the invention disclosed herein.

[0065] The turbulent flow of the untreated fluid in the fluid ring **302** is represented by curved arrow **310**. This turbulent flow is created and controlled by the rhythmic pumping action of the pneumatic pump (pump **101** in FIG. 1). As the poppet valves (i.e. **123**, **124** in FIG. 1) open and close with the alternating fluid streams coming from the pump, a temporary drop in pressure in the fluid ring **302** is caused when the poppets switch position (open or closed), creating a slight suction action after each infusion of fluid. This suction action causes the fluid to pulse up and down within the fluid ring **302**, resulting in the turbulence represented by arrow **310**. This turbulence is magnified or increased by the speed of the fluid moving through the relatively small space in the fluid ring.

[0066] When fluid flows smoothly without turbulence, the flow is called laminar. Typically, when a fluid is flowing this way it flows in straight lines at a constant velocity. If the fluid hits a smooth surface, a circle of laminar flow results until the flow slows and becomes turbulent. At faster velocities, the inertia of the fluid overcomes fluid frictional forces and turbulent flow results, producing eddies and whorls (vortices).

[0067] The present invention utilizes turbulent fluid dynamics to manipulate molecular kinetics such that only the desired, smaller molecules will pass through the membrane matrix **303**, shown by arrow **330**. To pass through the membrane **303**, a molecule in the fluid ring **302** has to enter at almost a 90° angle or perpendicular to the surface of the membrane **303** when the molecule contacts the membrane, as represented by arrow **320**. Due to the constant fluid turbulence, only the lighter molecules are able to make this turn fast enough to pass through the membrane **303**. Heavier molecules (e.g., hydrocarbons, iron) cannot turn fast enough to reach the appropriate entry vector or angle when they hit the membrane **303**. As shown in FIG. 3, when heavier molecules hit the uneven surface of the membrane surface, rather than pass through, they careen off and strike similarly sized molecules, causing them to scatter as well and increasing the kinetic energy present in the fluid ring between the annulus and flux cartridge. This kinetic pattern is illustrated by arrow **340**.

[0068] In the absence of fluid turbulence or when laminar fluid flow conditions exist, the heavier molecules in the fluid stream would lose a majority of their kinetic energy and be able to enter the membrane at the appropriate vector. Thus, fluid turbulence is necessary to keep the heavier molecules bouncing off the surface of membrane 303. As fluid turbulence increases, the smaller a molecule has to be in order to turn and make the appropriate entry vector to pass through the membrane 303. Therefore, the filtration of smaller molecules can be accomplished by using a flux cartridge with a less porous membrane matrix and/or increasing the fluid turbulence within the separator fluid ring 302.

[0069] The present invention also provides a novel method of achieving the filtration of increasing smaller particle and molecule sizes by membrane emulsion, since the filtering effects of a smaller membrane matrix can be achieved without actually changing the porosity of the flux cartridge interstices. Referring back to FIG. 1, a slipstream poppet valve 125 controls the flow of fluid from the separator fluid ring 122 to a slipstream fluid hose or path 104 that feeds back to the start tank 101. During membrane emulsion, this slipstream poppet valve 125 is opened while the first pneumatic pump 110 is pumping pressurized untreated fluid into the separator fluid ring 122, which allows the untreated fluid to move through the fluid ring 122 at a faster velocity due to the increased pressure differential. As explained above, as fluid velocity increases so does fluid turbulence. With the membrane emulsion technique, the present invention is able to turn, for example, a five-micron filter into the functional equivalent of a one-micron filter by increasing the turbulent flow of fluid in the separator fluid ring 122 due to the large pressure differential created by the slipstream path 104.

[0070] Returning to FIG. 3, another chemical effect produced by the filter matrix is cavitation of the filtered fluid as it passes through the membrane 303. Cavitation (the formation of bubbles) is produced when the static pressure in a fluid falls below the temperature-related vapor pressure. A forceful condensation (implosion) of the bubbles occurs when the fluid reaches a region of higher pressure. In the present invention, as the filtered fluid passes through the membrane 303, cavitation produces gas bubbles. When these gas bubbles reach the inner space of the flux cartridge (arrow 330), they rapidly implode. During this implosion process, like molecules come together (flocculation) and form precipitates, which allows targeted separation of dissolved material from the filtered fluid. Yet another chemical effect produced by the filter matrix is the break up of emulsions in the filtered fluid. As the filter fluid is pushed through the membrane 303 under pressure, emulsions in the fluid are broken. By using different size filter matrices and fluid velocities, the present invention is capable of separating particles from 300 microns down to 58 Angstroms.

[0071] FIG. 4 is a schematic view illustrating the pneumatic ejector pump 400 in more detail.

[0072] The cycling action of the pneumatic ejector pump 400 is controlled by a solenoid 410 that alternates the pump air between two hoses 411, 412. However, unlike the first pneumatic pump, the cycling of the pneumatic ejector pump 400 is not monitored by magnetic sensors. As shown in FIG. 4, the upper disc 401 is pushed up by air coming into the bottom half of the air chamber 404 through the lower hose 412. At the same time, exhaust air is pushed out of the upper air chamber 403 through upper hose 411. As the lower disc 402 is pulled up, check valves 431, 432 built into the seal

around the disc are pulled open by friction. Once the ejector 400 is in this upper position, the pump air through the solenoid 410 is cut off, and the ejector is held in this position for the duration of the filtration cycle. As filter fluid product leaves the separator filter pod, it enters the pneumatic ejector fluid chamber 405 through line 421. Because the check valves 431, 432 are held open in this upstroke position, the fluid product is able to pass by the lower plunger disc 402 and flow out to a collection tank through line 422.

[0073] When the reverse flush cycle is executed, the solenoid 410 directs pump air through the upper hose 411 into the upper half of the air chamber 403, which drives the upper disc 401 downward, forcing exhaust air out of the lower half of the air chamber 404 through the lower hose 412. As the lower disc is pushed down, friction from the seal closes the check valves 431, 432, preventing fluid from passing through. As a result of the closed check valves 431, 432 fluid in the chamber 405 is forced back out through line 421 and back into the flux cartridges positioned within the separator as previously shown herein.

[0074] During the reverse flush, the time required for the pneumatic ejector 400 to begin exerting pressure is less than approximately 0.10 seconds and the time required to complete the downward stroke is approximately 0.35 seconds. The top disc 401 is approximately six inches in diameter and operated to a maximum pressure of 110 psi at normal water. The lower disc 402 is approximately 4 inches in diameter, producing a maximum operating pressure of 250 psi at normal water. The combination of higher fluid pressure and short stroke time make the reverse flush operation a sudden, shock load to the separator, which aids in the complete and expeditious removal of waste residue from the outer surface of each flux cartridge positioned within the separator annuli.

[0075] FIG. 5A is a rear view pictorial diagram of a preferred embodiment of the molecular separator apparatus. In this view one can see the separator filter pods 501, 502 that contain the separator filtration annuli and flux cartridges disposed therein, as well as the concentrators 510, 511. FIG. 5B is a front view pictorial diagram of the apparatus, which depicts the pneumatic pumps 520, 521, various fluid connection lines and a control panel 530. First pneumatic pump 520 is the positive pressure pump that pumps the untreated fluid into the filter annuli. Pneumatic ejector pump 521 provides the reverse flush fluid and pressure for backwashing the separator pod(s) and transporting the waste residue into the concentrators 510, 511. The first pneumatic pump 520 and pneumatic ejector pump 521 are positioned vertically to facilitate even surface wear during operations. The control panel 530 includes data entry and control inputs and houses the central controller electronics and circuitry required to operate the invention disclosed herein and allow operator control of the performance of the desired processes disclosed herein. The control panel 530 may also house electronic equipment enabling the remote control of the unit via wired or wireless communication means as is known in the art. The control panel is designed to be capable of being internally pressurized, allowing the invention to be used in hostile environments containing volatile, explosive or corrosive conditions and protecting the enclosed circuitry therein from damage. The storage tanks for the various liquids and products, as well as the connection hoses for the controlling solenoids are not shown in FIGS. 5A and 5B for ease of illustration.

[0076] FIG. 6 is an exploded, perspective view of one of a separator filter pod. The separator filter pod 600 comprises a

main body **605** that contains eight filter annuli disposed therein. At either end of the separator filter pod **600** are valve heads **601**, **608** which contain poppet valves which control the inflow and outflow of fluid to and from the separator filter pod **600**. Between the top valve head **601** and the main body **605** are three transition plates **602-604**, which include machined fluid flow pathways for facilitating the distribution of inflow and outflow fluid to and from the separator main body **605**. Two transition plates **606**, **607** are placed between the main body **605** and the bottom valve head **608** which include machined fluid flow pathways for facilitating the distribution of fluid flowing into and out of the separator main body **605**. The separator components, including the valve heads, transition plates and main body may be constructed from Hastalloy, 316L stainless steel, or other metal alloys sufficient to provide corrosion protection to the components of the invention and containment of the fluids passing through same. The preferred embodiment of the present invention uses components fabricated from stainless steel. The separator and concentrator components disclosed herein may be integrated with VITON or CALREZ seals for leak prevention and containment under pressure. VITON seals are preferably used with stainless steel embodiments, while CALREZ seals would be preferable for use with embodiments constructed out of Hastalloy.

[0077] FIG. 7A is an end on view of the top of the valve heads **601** and **608**. FIG. 7B is an end on view of the bottom of the valve heads **601**, **608**.

[0078] FIG. 8A is an end on view of the top of the first transition plate **602**. FIG. 8B is an end on view of the bottom of the transition plate **602**.

[0079] FIG. 9A is an end on view of the top of the second transition plate **603**. FIG. 9B is an end on view of the bottom of the transition plate **603**.

[0080] FIG. 10A is an end on view of the top of the third transition plate **604**. FIG. 10B is an end on view of the bottom of the transition plate **604**.

[0081] FIG. 11A is an end on view of the top of the main body **605**. FIG. 11B is an end on view of the bottom of the main body **605**.

[0082] FIG. 12A is an end on view of the top of the fourth transition plate **606**. FIG. 12B is an end on view of the bottom of the transition plate **606**.

[0083] FIG. 13A is an end on view of the top of the fifth transition plate **607**. FIG. 13B is an end on view of the bottom of the transition plate **607**.

[0084] The depicted geometric patterns consisting of machined cuts, grooves and holes on and through the transition plates and main body **602-607** are fluid flow channels. These particular geometric patterns are used to ensure even fluid flow to and from the eight annuli in the separator main body **605**. The transition plates may be secured to the main body of the separator and/or concentrator with internal threaded fastening means and external threaded bolt means, which provide easy access and removal of the transition plates for facilitating flux cartridge removal and replacement.

[0085] FIG. 14 is a cross section schematic diagram of the poppet valve heads **601**, **608**. These poppet valves **1401**, **1402** are similar to those illustrated in FIG. 2 but are smaller in dimensional size. The third poppet valve cannot be seen in FIG. 14, as it is disposed on the opposite side. The poppet valves in FIG. 14 depict the alternating positions of the valves, which allow the flow of fluid flow into and out of the

valve heads and to and from the separator and/or concentrator via the transition plates shown in FIGS. 7A-13B.

[0086] Relating FIG. 14 to the example in FIG. 1, when fluid is being pumped through the upper line **114**, valve **124** is open and valve **123** is closed. This can be seen in greater detail in FIG. 14, with poppet valve **1401** corresponding to valve **124**, and poppet valve **1402** corresponding to valve **123**. When poppet piston **1401** is pulled back into the open position, fluid can enter the separator filter pod through opening **1403**. With poppet piston is extended **1402**, fluid is prevented from entering through opening **1404**. All of the poppet pistons or valves utilized in the invention disclosed herein may also include a circumferential indentation in the head of the piston to retain an O-ring seal **1405** (preferably VITON), as shown in FIG. 14, to prevent fluid leakage or blowby during operations.

[0087] FIG. 15 is a side pictorial view of a flux cartridge. In the preferred embodiment, the flux cartridge **1500** is essentially a metallic narrow tube annealed to form a porous media of desired size (e.g. 10 micron, 5 micron, etc.), although other filtration media could be adapted for the desired purpose as is known in the art. The body of the flux cartridge tube **1510** constitutes the filter membrane described herein. Welded to either end of the flux cartridge body **1510** are seating heads **1501**, **1502**, with a circumferential indentation for retaining an O-ring seal (preferably VITON seals) **1503**, **1504**, respectively.

[0088] Flux cartridges are inserted into cylindrical holes that run the length of the separator filter pod main body. The openings of these cylindrical holes are shown in FIGS. 6, 11A and 11B. Each one of the cylindrical holes constitutes a fluid inlet or outlet to an annulus within the separator. The inner portion of the seating heads on the flux cartridges fit into the annulus openings within the separator filter pod main body. The outer portion of the seating heads fit into matching holes in the proximate transition plates **604** and **606**. The matching holes in the transition plates **604**, **606** are shown in FIGS. 10B and 12A, respectively.

[0089] FIG. 16 is a cross section schematic diagram illustrating a concentrator in more detail. In contrast to the separator filter pod (which contains eight annuli), the concentrator **1600** contains only one annulus **1610** with a single flux cartridge **1620**. The fluid ring **1630** of the concentrator **1600** is considerably larger than that of the separator filter pod annuli, and the flux cartridge **1620** is also larger than the separator filter pod flux cartridges. This larger size (volume capacity) is necessary since the single annulus **1610** in the concentrator **1600** must process waste fluid from all eight annuli in the separator filter pod.

[0090] As described above, a concentrator filters waste fluid in the opposite flow direction in comparison to the separator filter pod. Waste fluid from the separator filter pod flows into the center into the center of the concentrator flux cartridge **1620** as indicated by arrow **1640**. The desired fluid then filters through the membrane of the flux cartridge **1620** into the fluid ring **1630**, similar to the process described above in relation to FIG. 3. From there, the fluid flows out through the fluid return line back to the start tank, as indicated by arrow **1650**. After waste inflow from the separator filter pod is stopped, drying air enters the center of the flux cartridge **1620** through the same path indicated by arrow **1640**. This drying air pushes additional fluid through the filter membrane of the flux cartridge **1620** and further concentrates the waste.

[0091] After the drying air flow is stopped by closing the appropriate valve(s), a burst of purge air enters the fluid ring

**1630** as indicated by arrow **1660**. This burst of purge air is similar to the reverse ejection flush used with separator filter pods. Its purpose is to remove waste residue adhering to the flux cartridge **1620**, but in this case, the waste residue must be removed from the inside surface of the flux cartridge **1620** rather than the outer surface which is exposed to the fluid ring **1630**. The purge may also be performed with any other preferred fluid in place of air. The waste removed by the purge is flushed out of the flux cartridge **1620** as indicated by arrow **1670** into a reject collection tank, as previously discussed.

[0092] FIGS. 17-79 are schematic diagrams that depict the process flow at the indicated approximated time interval of a complete filtration and ejection cycle for two separator filter pods operating in parallel and two concentrators operating in parallel. FIGS. 17-81 additionally depict the various open or closed positions of the poppet valves, and thus the flow of fluid through the system, during the various states of the operational cycles of the invention disclosed herein. For the purposes of FIGS. 17-81, the poppet valves disclosed herein may also be referenced by the indicated numerals (**1701-1726**) as shown in relation to the each referenced valve. For the purposes of the separator filter pods **Q1** and **Q2**, respectively, valves **1701**, **1702** and **1707**, **1708** may be referred to as the fluid inlet valves, which control the flow of untreated fluid from the start tank to the separator filter pods. Valves **1703** and **1709** are referred to as the ejector bypass valves. Valves **1704** and **1710** are the slipstream valves. Valves **1705** and **1711** are the reject out or contaminant waste valves. Valves **1706** and **1712** are the filtered fluid out valves.

[0093] In reference to the concentrators **C1** and **C2**, respectively, valves **1713** and **1718** are referred to as the fluid return valves, which control the flow of return fluid from the concentrators to the initial start tank. Valves **1714** and **1719** are the reject out valves, which control the flow of waste residue from the concentrator to the reject collection tank. Valves **1715** and **1720** are the reject in valves which control the flow of waste fluid from the separator filter pods into the concentrators. Valves **1716** and **1721** control the flow of drying air into the concentrators so as to dry and further dehydrate the waste fluid being concentrated therein. Valves **1717** and **1722** control the flow of air or fluid being introduced into the concentrator for removal of the concentrated contaminants or waste to reject collection tank.

[0094] Likewise, and for the purposes of FIGS. 17-81, the pneumatic pump is referenced as **PP** and the ejector pump is referenced as **PEJ**. The valves that control the flow of primary pump air and exhaust to and from the pump and ejector are referenced as valves **1723** and **1724**, respectively. Poppet valves **1725** and **1726** control the flow of untreated fluid from the start tank to the pneumatic pump **PP**. Also depicted are the magnetic sensors **S1**, **S2**, which monitor the position of the pump piston, as described in detail above.

[0095] The process flow depicted in FIGS. 17-70 illustrates the use of the ejector bypass, which was briefly described above. The ejector bypass configuration depicted in FIGS. 17-19 allows a single ejector to service two separator filter pods. This configuration reduces operating costs compared to using a single ejector for each separator filter pod. For simplicity, only two separator filter pods **Q1**, **Q2** are depicted in FIGS. 17-79, and as in FIG. 1, only one annulus is used to represent each separator filter pod, which would normally contain eight annuli in each pod. This is the same configuration illustrated in FIGS. 5A and 5B. However, it must be pointed out that a single ejector may service more than two

separator filter pods. In the present example, separator filter pods **Q1**, **Q2** are operating in parallel, meaning untreated fluid is being pumped into them directly from the same source.

[0096] The approximate time sequence of the valve operation, and the flow sequence during the operational cycle of the present invention is referenced in seconds for each State shown is FIGS. 17-81. For the purposes of disclosure, the states and times shown on FIGS. 17-81 are not to be construed as limitations on the function of the invention disclosed herein, but serve as merely an indicator of the approximate time progression throughout the inventive method disclosed herein.

[0097] FIG. 17 depicts the pre-operational state of the apparatus before operations commence in the referenced operational state.

[0098] FIG. 18 depicts the commencement of operations wherein untreated fluid is pumped into the separator filter pods **Q1**, **Q2**. Untreated fluid is drawn from the start tank into the fluid chamber of the pneumatic pump **PP** through poppet valve **1726**. Fluid is also pumped from the pneumatic pump **PP** into the fluid rings of separator filter pods **Q1** and **Q2** through poppet valves **1701** and **1702**, respectively. Filtered fluid flows from the first separator filter pod **Q1** through poppet valve **1706** and the ejector **PEJ** and into a product collection tank. Filtered fluid from the second separator filter pod **Q2** passes through the ejector bypass valve **1709** directly into the product collection tank.

[0099] FIG. 19 depicts the next state in the filtration cycle. The air valve **1723** on the pneumatic pump **PP** changes the direction of the primary pump air and exhaust, causing the pump to reverse direction. Untreated fluid is now drawn into the pneumatic pump **PP** through the second poppet valve **1725**, and is pumped into the separator filter pods **Q1**, **Q2** through the alternate set of fluid inlet valves **1702**, **1708**, respectively. As in FIG. 18, filtered fluid from separator-filter pod **Q1** continues to flow through the ejector **PEJ**, while filtered fluid from pod **Q2** bypasses the ejector **PEJ** and proceeds into the product collection tank.

[0100] FIGS. 20, 22, 24, and 26 depict states identical to FIG. 18, and FIGS. 21, 23, and 25 depict states identical to FIG. 19, as the pneumatic pump **PP** alternates its direction up and down, and demonstrates the repetitive, alternating fluid flow and valve positions during the filtration cycle. The process state depicted in FIG. 27 is almost identical to that of FIG. 19, with the exception that the flow of untreated fluid to separator filter pod **Q1** has been cut off in anticipation of the ejection cycle.

[0101] FIG. 28 depicts the first state in the ejection cycle for separator filter pod **Q1**. The air control poppet valve **1724** for the ejector **PEJ** switches the direction of primary pump air and exhaust, causing the ejector piston to descend and force fluid back through the membrane in the separator filter pod **Q1**. Poppet valves **1715** and **1713** on concentrator **C1** also open in anticipation of waste fluid being flushed from separator-filter pod **Q1**. Since filtered fluid from the second separator filter pod **Q2** is moving through ejector bypass valve **1709**, it is unaffected by the ejection cycle and continues to receive and filter untreated fluid from the pneumatic pump **PP** through poppet valve **1708**.

[0102] The state depicted in FIG. 29 is a continuation of the ejection flush of separator filter pod **Q1**. The pump air valve **1723** again switches the pump air stream, causing the pneumatic pump **PP** to move downward, drawing untreated fluid from the start tank through poppet valve **1726**, and pumping

untreated fluid into separator filter pod Q2 through inflow poppet valve 1707. Positive pressure is maintained from the ejector PEJ to separator filter pod Q1. The state depicted in FIG. 30 corresponds to the process state depicted in FIG. 28, as the filtration cycle for separator filter pod Q2 continues with the pneumatic pump PP switching direction and moving upward, pumping fluid through inlet valve 1708.

[0103] As shown in FIG. 31, the waste outflow valve 1705 opens, allowing pressurized waste fluid to be flushed out of the separator filter pod Q1 and into concentrator C1 open reject in valve 1715. As fluid flows through the membrane in the concentrator C1, it returns to the start tank through the open fluid return poppet valve 1713.

[0104] FIG. 32 depicts a reversal of the ejector bypass process as the ejection cycle for separator filter pod Q1 ends. Positive pressure from the ejector PEJ is cut off as poppet valve 1724 switches the direction of primary pump air and exhaust, causing the ejector piston to move upward. Waste outflow valve 1705 on separator filter pod Q1 also closes. As the pneumatic pump PP moves downward, separator filter pod Q1 resumes a new filtration cycle as untreated fluid is pumped into it through open fluid inlet poppet valve 1701. Filtered fluid now flows out of separator filter pod Q1 through the ejector bypass valve 1703 directly to the product tank, rather than through the ejector PEJ. Conversely, filtered fluid leaving separator filter pod Q2 now moves through valve 1712 and the ejector PEJ before reaching the product tank. The concentrator C1, continues to filter fluid from the waste material flushed out of separator filter pod Q1.

[0105] As shown in FIG. 33, the filtration cycle continues as the pneumatic pump PP moves upward, drawing untreated fluid from the start tank through poppet valve 1725 and pumps it into the separator filter pods Q1, Q2 through inflow valves 1702 and 1708, respectively. Waste inflow valve 1715 on concentrator C1 now closes, as fluid continues to filter through the concentrator membrane.

[0106] In FIG. 34, drying air flow poppet valve 1716 opens, allowing drying air into the concentrator C1 to dry and dewater the concentrated waste collected within the concentrator. Fluid return valve 1713 remains open to allow filtered waste fluid to return to the start tank via the fluid return line.

[0107] In FIG. 35 the pneumatic pump PP moves downward, pumping fluid into separator filter pods Q1, Q2 through inflow valves 1701, 1707, respectively.

[0108] The states depicted in FIGS. 36, 38, and 40 correspond to those described in FIG. 34. FIGS. 37, 39 and 41 correspond to the process described in FIG. 35, as the alternating filtration cycle continues with the waste residue in the concentrator C1 continuing to dry.

[0109] FIG. 42 is similar to FIG. 34, with the exception that all fluid flow from the pneumatic pump PP to the second separator filter pod Q2 has been cut off in anticipation of the oncoming reverse ejection flush of separator filter pod Q2.

[0110] FIG. 43 depicts the first state in the ejection cycle for separator filter pod Q2. The air control poppet valve 1724 for the ejector PEJ switches the direction of primary pump air and exhaust, causing the ejector piston to descend and force fluid back through the flux cartridge membrane in the separator filter pod Q2. Poppet valves 1720 and 1718 on concentrator C2 also open in anticipation of waste fluid being flushed from separator filter pod Q2. Since filtered fluid from the separator filter pod Q1 is moving through ejector bypass valve 1703, it

is unaffected by the ejection cycle and continues to receive and filter untreated fluid from the pneumatic pump PP through poppet valve 1702.

[0111] The state depicted in FIG. 44 is a continuation of the ejection flush of separator filter pod Q2. The pump air valve 1723 again switches the pump air stream, causing the pneumatic pump PP to move downward, drawing untreated fluid from the start tank through poppet valve 1726, and pumping untreated fluid into separator filter pod Q1 through inflow poppet valve 1701. Positive pressure is maintained from the ejector PEJ to separator filter pod Q2.

[0112] The state depicted in FIG. 45 corresponds to that shown in FIG. 43, as the filtration cycle for separator filter pod Q1 continues with the pneumatic pump PP switching direction and moving upward, pumping untreated fluid through inlet valve 1702.

[0113] In FIG. 46, the waste outflow valve 1711 is opened allowing pressurized waste fluid to be flushed out of the separator filter pod Q2 and into concentrator C2. As fluid flows through the membrane in the concentrator C2, it returns to the start tank through the open fluid return poppet valve 1718.

[0114] FIG. 47 depicts another reversal of the ejector bypass process as the ejection cycle for separator filter pod Q2 ends. Positive pressure from the ejector PEJ is cut off as poppet valve 1724 switches the direction of primary pump air and exhaust, causing the ejector piston to move upward. Waste outflow valve 1711 on separator filter pod Q2 also closes. As the pneumatic pump PP moves downward, separator filter pod Q2 resumes a new filtration cycle as untreated fluid is pumped into it through poppet valve 1707. Filtered fluid now flows out of separator filter pod Q2 through the ejector bypass valve 1703 directly to the product tank as it did in FIGS. 18-31. Conversely, filtered fluid leaving separator filter pod Q1 again moves through outflow valve 1706 and the ejector PEJ. Both concentrators C1, C2 continue to filter fluid from the waste material with concentrator C1 still exposed to drying air.

[0115] As shown in FIG. 48, the filtration cycle continues as the pneumatic pump PP cycles and pumps fluid into separators Q1, Q2 through inlet valves 1702, 1708 respectively.

[0116] As shown in FIG. 49, waste inflow valve 1720 on concentrator C2 closes, as fluid continues to filter through the concentrator C2 flux cartridge membrane. In FIG. 50, the pneumatic pump continues to cycle as the filter process continues, and drying air poppet valve 1721 opens exposing the waste contents in concentrator C2 to drying air. FIG. 51 depicts the continuation of the filtering cycle, as the pneumatic pump PP continues to cycle.

[0117] FIGS. 52 and 54 correspond to FIG. 50, and FIG. 53 corresponds to FIG. 51, as the filtration cycles continues and the pneumatic pump PP cycles up and down providing pressure to drive the untreated fluid to be filtered. The process state in FIG. 55 is similar to that of FIG. 51, except poppet valve 1716 on concentrator C1 has closed off the flow of drying air and fluid return valve 1713 has also closed.

[0118] In FIG. 56, the pneumatic pump PP continues to cycle and valve 1717 on concentrator C1 opens, allowing purging air to pressurize the concentrator C1. As shown in FIG. 57, the pneumatic pump PP is shown in the downstroke position and reject outflow valve 1714 opens, thereby creating a pressure differential that flushes the waste out of the concentrator C1 and into a reject collection tank. As the pneumatic pump PP cycles and begins an upstroke as shown

in FIG. 58, fluid flow into separator filter pod Q1 is cut off in anticipation of another ejection flush. Waste outflow valve 1714 on concentrator C1 is also closed.

[0119] FIG. 59 depicts the beginning of a second reverse flush of separator filter pod Q1 as the ejector pump PEJ piston cycles downward and forces fluid back through the separator flux cartridge membrane. Poppet valves 1715 and 1713 on concentrator C1 open again in anticipation of the ejection of waste from separator pod Q1.

[0120] The sequence of states depicted in FIGS. 60-70 is similar to that of FIGS. 29-39, except for the waste material present in concentrator C2 in FIGS. 60-70. After the second ejection flush of separator filter pod Q1, the ejector bypass configuration switches again, and a new filtration cycle begins with Q1 using ejector bypass valve 1703, and separator filter pod Q2 using fluid outflow valve 1712 to the ejector PEJ. Waste from the second flush of separator filter pod Q1 is filtered and dried in concentrator C1, while waste from the first flush of separator filter pod Q2 continues to dry in concentrator C2. As the filtration cycle continues as depicted in FIG. 71, drying air valve 1721 and fluid return valve 1718 on concentrator C2 close in anticipation of the purge air cycle. FIG. 72 depicts the purge air valve 1722 on concentrator C2 opening in preparation for the introduction of purge air into concentrator C2.

[0121] The state depicted in FIG. 73 is a continuation of FIG. 72. As the pneumatic pump PP cycles, waste in concentrator C1 continues to dry, while the introduction of purge air into concentrator C2 pressurizes the waste collected within the concentrator C2 flux cartridge. In FIG. 74, the reject outflow valve 1719 on concentrator C2 opens, creating a pressure differential and allowing the pressurized waste residue to escape into the reject collection tank. Also, poppet valve 1713 is opened, allowing the drying air and any fluid located in the fluid ring of concentrator C1 to be transported to the start fluid tank for recycling through the system.

[0122] In the state depicted in FIG. 75, the remainder of the waste in concentrator C2 moves into the reject tank. As the pneumatic pump PP continues to cycle and enters an upstroke movement, fluid flow to separator filter pod Q2 is cut off by the close of poppet valve 1707 in anticipation of a second reverse ejection flush.

[0123] In FIG. 76 the ejector PEJ pumps fluid back through the membrane of separator filter pod Q2. Both the purge air valve 1722 and reject outflow valve 1719 on concentrator C2 close. As the reverse flush cycle of separator filter pod Q2 continues in FIG. 77, waste inflow valve 1720 and fluid return valve 1718 on concentrator C2 open in anticipation of the waste material to be flushed out of Q2. Separator filter pod Q1 continues its normal filtration cycle as fluid inflow valve 1702 closes and valve 1701 opens. The waste residue in concentrator C1 continues to dry.

[0124] FIG. 78 continues the filtration and ejection cycles depicted in FIG. 77, with separator filter pod Q2 remaining under positive pressure from the ejector PEJ and the pneumatic pump PP switching direction as fluid inflow to filter Q1 switches from valve 1701 to 1702. As shown in FIG. 79, the waste outflow valve 1711 on separator filter pod Q2 opens, allowing the waste material to be flushed into the concentrator C2.

[0125] The process disclosed herein continues until the desired components are removed or separated from the untreated fluid tank or as desired by the operator of the system.

[0126] FIGS. 80 and 81 are tabular representations of the poppet valve operational positions during the referenced operational states for the flow process depicted in FIGS. 17-79. A shaded block indicates that the referenced valve is in the open position allowing the flow of fluid there through for the referenced approximated time interval at the referenced state in the process.

[0127] The present invention allows multiple separator filter pods and concentrators to be combined in several configurations to improve particular operating characteristics of the system and reduce costs. The separator filter pods provided by the present invention may be operated in parallel (as described above) or in series. Parallel filtration maximizes the volume of fluid that can be treated within a given time frame. However, when separator filter pods are operated in series (meaning filtered fluid flows from one pod directly into the next), they can progressively filter or separate particles and molecule of progressively smaller dimensions. For example, if four separator filter pods are operated in series, the first separator pod might filter particles 20 microns or greater in dimension, the second separator pod at 10 microns, the third separator pod at five microns, and the fourth separator pod at one micron. The size of the particles to be filtered in the above example is arbitrary, but is meant to merely illustrate how multiple separator pods can be configured in series to increase filter and separation efficiency.

[0128] Similarly, concentrators may also be used in parallel or series. Similar to the separator filter pods, parallel operation of multiple concentrators maximizes the volume of waste residue that is processed in a given time frame. Operating concentrators in series progressively decreases the fluid remaining in the waste product as the residue move from one concentrator directly into the next concentrator in the formation. The example apparatus shown in FIG. 5A includes two concentrators 510, 511. If these concentrators were operated in series, the resulting reject waste is significantly drier than if the concentrators operate in parallel. In a preferred embodiment of the present invention, if a third concentrator is added in the series, the reject waste product which would be discharged after the completion of the process would comprise dry dust. In this form, many considerable advantages of dry waste disposal would be evident, including the decreased volume of space required to dispose of dry dust versus wet sludge.

[0129] The present invention can be applied to many industries. Examples include the petroleum industry for separation of waste streams, the aircraft industry for clear water rinses for corrosion control on aircraft, and the pharmaceutical industry. Likewise, the present invention has myriad applications in the polymerization industry, municipal water and waste water treatment, desalinization, catalyst recovery and steel manufacturing. Whereas prior art filter applications lose roughly 30-40% of their efficiency after initial contact with a waste stream, the present invention maintains its effectiveness over extended periods of continual use. For example, a single apparatus of the present invention can process 22,000 gallons of crude oil in 20 hours, bringing it to pipeline grade in one day. Similarly, the inventive apparatus and method disclosed herein can process and convert up to 60,000 gallons of non-potable water into potable water in one day.

[0130] Most prior art methods can only process up to 5000 ppm of solids in an incoming influent. In contrast, the present invention can process up to 140,000 ppm solids in the incoming influent. It will be recognized that filtration and treatment



rates will vary according to the porosity of the filter media, size and concentration of contaminate fluid to be filtered, and other variable affecting the treatment process. As such, any reference to operating pressures or treatment capacity, timing and the like are presented as approximate values, and are not to be construed as limitations on the inventive disclosure set forth herein.

[0131] Depending on the embodiment utilized, the power requirement to power the apparatus and method discussed herein is generally 120 Volts-7 Amperes. The invention is lightweight, weighing approximately 2000 pounds in the preferred embodiment, is highly mobile and maybe stationed on a skid, pallet or wheeled trailer for easy transport to the site. The flow lines and hoses which provide fluid communication pathways between the components of the inventive apparatus disclosed herein may be manufactured as machined stainless steel piping, Hatalloy or from other materials as appropriate for handling the fluids to be treated as well as the operational environment. They may be fitted to the various components of the disclosed invention using threaded connectors, quick connect/disconnect fittings, or by other attachment means as is known in the art.

[0132] An alternative embodiment of the invention utilizes the filtration system described above in conjunction with a novel aircraft rinse system. FIG. 82 is a flow chart depicting one embodiment of this aircraft rinse system. According to one embodiment of the invention, the system described in FIG. 82 is found on one side of the aircraft "rinse rack" or "rinse pad," said terms used interchangeably herein, and is duplicated such that an identical system is found on the opposite side of the aircraft rinse rack, as is partially shown in more detail in FIGS. 83a and 83b. However, the invention can also be practiced with a single system.

[0133] Referring to FIG. 82, used aircraft rinse fluid is collected 2010 as run-off from the rinse pad on which the aircraft is sitting during the rinse procedure. The collected run-off 2010 is diverted to a stage 1 separation tank 2012. This stage 1 separation tank 2012 comprises a sediment trap type tank to allow sediment, such as sand and other heavy particles, to settle to the bottom of the tank. The sediment can later be removed manually or by other means known in the art.

[0134] Rinse fluid less the sediment then flows into a stage 2 separation tank 2014. In the preferred embodiment, the stage 1 tank 2012 and the stage 2 tank 2014 are in fluid communication near the fluid surface level of each tank. The stage 2 separation tank 2014 is a scum skimming tank that removes scum and other floating debris from the surface of the fluid. This is accomplished using screens or other means known in the art.

[0135] The stage 2 separation tank 2014 is in fluid communication below the fluid surface level, preferable at the bottom of the tank 2014, with a stage 3 separation tank 2016. This stage 3 separation tank 2016 is a pre-filter holding tank which, in one embodiment, has a 3,000-gal. capacity. Since a duplicate system is provided on the opposite said of the aircraft rinse rack, this gives the overall system a used fluid collection capacity of 6,000 gallons. Although not shown on the flow chart, this stage 3 separation tank 2016 can have an inlet from the local water supply for the purpose of adding make-up water in order to replace the water not collected as run-off from the aircraft rinse due to vapor losses to the atmosphere and fluid slung or splashed beyond the fluid collection surface. The stage 3 separation tank 2016 is typically closed to

the external environment, while the stage 1 tank 2012 and the stage 2 tank 2014 are typically open to the environment.

[0136] When it is necessary to conduct a filtering cycle, fluid from the stage 3 separation tank 2016 is pumped to the stage 4 molecular separator 2018, such as one of the embodiments described in more detail above. The stage 4 separation unit 2018, in one embodiment, comprises twelve (12) filters and twelve (12) pumps with a 360 gallon-per-minute capacity. With a three-minute duty cycle, this allows the stage 4 separator to treat the entire contents of the stage 3 tank 2016 in less than twelve minutes even if one or more filters are offline. Filtered fluid from the stage 4 molecular separator 2018 is pumped to a stage 5 post-filter holding tank 2020. The necessity of conducting a filtering cycle is dependent on maintaining a pre-determined fluid level in the stage 5 tank 2020. In one embodiment, this stage 5 tank 2020 has a capacity of 3,000 gallons. In such embodiment, a filtering cycle is performed whenever the stage 5 tank capacity falls below a prescribed level. In the event the stage 3 tank 2016 has less than such prescribed level available for processing by the stage 4 separation unit 2018, then make-up water is added to the stage 3 separation tank 2016 as described above.

[0137] The stage 5 tank 2020 contains one or more pumps for pumping rinse fluid to a fluid distribution manifold 2032. Contaminants from the stage 4 separation unit 2018 are routed as a slurry to a reject tank 2024, which in one embodiment has a 100-gal. capacity. This slurry is then routed to a concentrator 2026 with the waste going to a waste holding tank 2028 and clean fluid being pumped from the concentrator 2026 into the stage 5 tank 2020.

[0138] Although not necessary to the invention, the stage 5 tank can also be connected to a reverse osmosis system 2030 that can be set to automatically condition a portion of the fluid held in the stage 5 tank 2020 in order to maintain required purity levels. For example, the reverse osmosis system 2030 can automatically condition a portion of the fluid maintained in the stage 5 tank 2020 whenever monitored levels of contaminants exceed a minimum predetermined value. Impurities removed by the reverse osmosis system 2030 are pumped to the reject tank 2024 for processing in the concentrator 2026 as described above. Collected waste from the process is periodically removed from the waste holding tank 2028 for disposal.

[0139] After an aircraft is positioned on the rinse rack 2040, (which will be explained in more detail below in relation to FIGS. 83a and 83b) for a rinse cycle, one or more pumps in the stage 5 tank 2020 pump rinse fluid into a fluid distribution manifold 2032. This fluid distribution manifold 2032 has a plurality of exit ports. Each one of these exit ports is in fluid communication via a pipe or hose with an individual nozzle positioned on the rinse rack 2040, as will also be described in more detail below. A controller is used to open and close individual exit ports from the fluid distribution manifold 2032 such that the individual flow rates of nozzles can be controlled dependent upon the type of aircraft used in the aircraft rinse system. Used rinse water is then returned to the system for processing as collected runoff 2010. In one embodiment each rinse cycle lasts one minute with an overall system capacity of 1500 gallons per minute. Such capacity, given the system described herein, allows for four successive aircraft rinses without the necessity of conditioning the used rinse fluid.

[0140] FIGS. 83a and 83b are a perspective view and a plan view, respectively, of one embodiment of the aircraft rinse rack or rinse pad 2040. Two duplicate sets of the stage 1 tank

2012, stage 2 tank 2014, and stage 3 tank 2016 are shown on opposite sides of the rinse rack 2040. It will be understood that, while duplicate systems are not required, having duplicate systems precludes the necessity of routing all of the collected used rinse water to one central location on one side of the rinse rack 2040 for treatment and storage.

[0141] The center of the rinse rack comprises an aircraft taxiway having an entering side 2042 and an exiting side 2044. Typically, this center portion is 60 feet wide and 220 feet long. An aircraft, such as a helicopter, is moved into position on the center of the taxiway and placed over what is depicted in FIGS. 83a and 83b as a grouping of a plurality of nozzle boxes 2046. Although not shown in FIG. 83a or 83b, each nozzle box 2046 will have an associated nozzle 2070, such as shown in FIG. 86. Each nozzle 2070 is connected by a hose or other plumbing at its input end 2074 to the distribution manifold 2032 previously described in conjunction with FIG. 82. The nozzle boxes 2046 shown in FIGS. 83a and 83b are covered by nozzle box covers 2060, 2062 depicted in FIGS. 84 and 85. One embodiment of the nozzle box cover 2060 involves a fixed nozzle position. Such embodiment is illustrated in FIG. 84 has three threaded female nozzle receivers 2064 in which a nozzle 2070 (depicted in FIG. 86) is threaded into using the threads 2072 found at the male discharge end 2076 of the nozzle 2070. Referring back to FIGS. 83a and 83b, the fixed port nozzle box 2060 of FIG. 84 is typically positioned over a nozzle box 2046 that will be located beneath the aircraft when it is positioned on the center of the rinse rack 2042. It is desirable that other nozzles be adjustable and, thus, nozzle boxes 2046 that would not be located directly under an aircraft when parked on the rinse rack 2042 are covered with an adjustable discharge nozzle box cover 2062 as depicted in FIG. 85. This adjustable discharge nozzle box cover 2062 likewise has a threaded female receiving portion 2066 through which the male threads 2072 on the discharge end 2076 of the nozzle 2070 are mated. In the embodiment shown in FIG. 85, the adjustable discharge nozzle box 2062 has a rotatable nozzle receiving ball 2068 that can be adjusted in order to direct the discharge of any specific nozzle 2070. This adjustability allows for the manual adjustment of specific nozzles 2070 in order to accommodate different sizes and types of aircraft on the aircraft rinse ramp and to make adjustments to rinse fluid spray patterns. The nozzle box 2062 embodiment shown in FIG. 85 further has witness marks 2070 to assist with the consistency of such adjustments, although such witness marks 2070 are an alternative embodiment to the invention as an adjustable discharge nozzle box 2062 without witness marks 2070 can also be used.

[0142] Returning to FIGS. 83a and 83b, nozzle boxes 2046 at the periphery of the rinse rack 2040 contain nozzles that are adjusted in order to spray rinse fluid on the top of the rotor blades and the tail rotor. It should be understood that the positioning of the nozzle boxes 2046 can vary greatly depending on the type of aircraft to be rinsed and the spray patterns desired.

[0143] As discussed previously, non-manual adjustments to the rinse system can also be made by virtue of a controller (not shown) connected to the fluid distribution manifold 2032 of FIG. 82 in order to control the flow rates of individual nozzles 2070 located throughout the rinse rack 2040. This controller is activated, in one embodiment, by a pilot keying his microphone on a specific radio frequency, such as an FM radio frequency. The number of times the pilot keys his

microphone during a set time period corresponds to the type of aircraft to be rinsed. For example, keying the microphone three times in six seconds can indicate that a small helicopter is to be rinsed, while keying the microphone five times in six seconds can indicate that a larger helicopter is to be rinsed. The controller receives this radio transmission and sets the flow rates on the manifold 2032 exit ports to correspond with the desired flow rates at each of the nozzles 2070 located at various nozzle boxes 2046, in order to most efficiently rinse the type of aircraft entering the rinse rack 2040. Alternatively, the manifold 2032 exit port flow rates can be selected manually by an operator interface with the controller or by other means known in the art.

[0144] In a preferred embodiment of the invention, aircraft are rinsed on the aircraft rinse rack 2040 with their engine(s) running. During the rinse cycle, which typically will last one to two minutes, all of the exterior components of the aircraft are thoroughly rinsed with clean rinse fluid. The aircraft rack 2040 has as its high point the very center taxiway portion of the aircraft rack and, as shown in FIGS. 83a and 83b, gently slopes along inclined aprons 2045 on either side of the taxiway to the outside edges of the rack 2040 towards the various separation tanks 2012, 2014, 2016. Typically, the aprons 2045 are forty-five feet wide, giving the entire rinse pad a dimension of 150 feet wide by 220 feet long. A curb 2048 along the outside edge of the aprons 2045 facilitates the collection of the used rinse water and directs it towards the stage 1 tank 2012.

[0145] The rinse pad 2040 depicted in FIGS. 83a and 83b is shown as a fixed construction such that the separation tanks 2012, 2014, 2016 are in-ground. However, it should be understood that the principles disclosed by Applicants can likewise be utilized in a portable rinse rack system. Further, the geometry of the rinse rack 2040, as well as the placement of the individual components, such as individual nozzle boxes 2046 and the locations of individual separation tanks 2012, 2014, 2016, can vary depending on the design requirements of the site location and aircraft to be rinsed.

[0146] The aircraft rinse system disclosed provides an environmentally sound and economically feasible means for frequently rinsing aircraft in a corrosive environment. The rinse system saves water, requiring only the addition of water lost during a rinse cycle, and eliminates the necessity of nearby water treatment facilities. The control features incorporated in the aircraft rinse system allow for flexibility in rinsing several different aircraft types. Additionally, the ability to rinse an aircraft while its engine(s) are running and even its rotor blade(s) are turning makes post-mission aircraft rinses feasible prior to every engine shutdown.

[0147] The description of the present invention has been presented for purposes of illustration and description, and is not intended to be exhaustive or limited to the invention in the form disclosed. Many modifications and variations will be apparent to those of ordinary skill in the art. The embodiment disclosed was chosen and described in order to best explain the principles of the invention, the practical application, and to enable others of ordinary skill in the art to understand the invention for various embodiments with various modifications as are suited to the particular use contemplated.

1. An aircraft rinse system comprising:
  - at least one tank for receiving collected rinse water; and
  - a molecular separator apparatus in fluid communication with said at least one tank, wherein said molecular separator apparatus comprises:

- at least one separator with at least one annulus disposed therein;
- a flux cartridge with a semi-permeable membrane seated inside said annulus, wherein a fluid ring exists between an interior surface of the annulus and an exterior surface of the flux cartridge;
- a first pump in fluid communication with the separator capable of delivering an influent fluid containing at least one contaminant into the separator, wherein the pressure delivered by the first pump provides kinetic energy to the influent fluid to promote turbulent flow within the fluid ring of the separator which results in the retention of contaminant particles on the exterior surface of the flux cartridge and the collection of the filtered fluid within an interior chamber of the flux cartridge; and,
- a second pump in fluid communication with the separator capable of reversing the flow of fluid through the flux cartridge, wherein filtered fluid is pumped into the fluid ring from the interior chamber of the flux cartridge which provides for the removal of the contaminant particles from contact with the exterior surface of the flux cartridge and transports a substantial portion of the contaminant particles Out of the separator.
- 2.** The aircraft rinse system of claim **1** wherein said at least one tank is a pre-filter holding tank.
- 3.** The aircraft rinse system of claim **2**, further comprising: a sediment trap separation tank upstream of and in fluid communication with said pre-filter holding tank.
- 4.** The aircraft rinse system of claim **2**, further comprising: a scum skimming separation tank upstream of and in fluid communication with said pre-filter holding tank.
- 5.** The aircraft rinse system of claim **1**, further comprising: a post-filter holding tank for receiving treated rinse water from said molecular separator apparatus.
- 6.** The aircraft rinse system of claim **5** further comprising: at least one pump in fluid communication with said post-filter holding tank; and  
a fluid distribution manifold in fluid communication with said at least one pump, said manifold having at least two fluid exit ports.
- 7.** The aircraft rinse system of claim further comprising: a controller for controlling fluid through exit ports of said manifold.
- 8.** The aircraft rinse system of claim **7** furthering comprising:  
a fluid nozzle in fluid communication with an exit port.
- 9.** The aircraft rinse system of claim **8** wherein said fluid nozzle is directionally adjustable.
- 10-26.** (canceled)

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