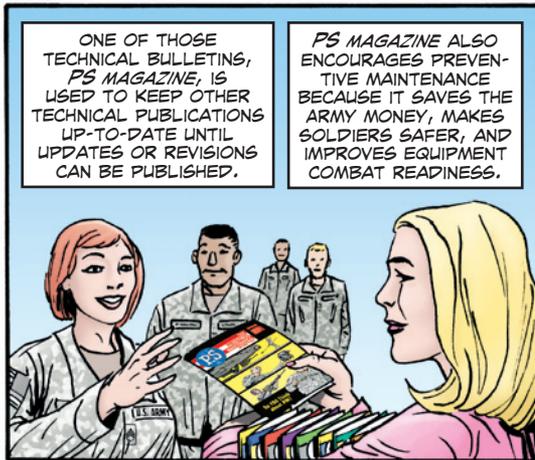




TECHNICAL MANUALS, BULLETINS, AND LUBE ORDERS ARE LOADED WITH INFORMATION TO HELP BOTH OPERATORS AND MECHANICS KEEP THEIR EQUIPMENT FULLY MISSION CAPABLE.

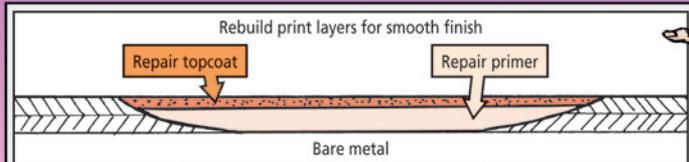


ONE OF THOSE TECHNICAL BULLETINS, *PS MAGAZINE*, IS USED TO KEEP OTHER TECHNICAL PUBLICATIONS UP-TO-DATE UNTIL UPDATES OR REVISIONS CAN BE PUBLISHED.

PS MAGAZINE ALSO ENCOURAGES PREVENTIVE MAINTENANCE BECAUSE IT SAVES THE ARMY MONEY, MAKES SOLDIERS SAFER, AND IMPROVES EQUIPMENT COMBAT READINESS.

AS CARC PAINT HAS CHANGED OVER THE YEARS WE HAVE WRITTEN ABOUT THOSE CHANGES. IN 2008 WE WROTE ABOUT WD (WATER-DISPERSIBLE) CARC.

PART OF THE ARTICLE ILLUSTRATED HOW TO REBUILD LAYERS OF PRIMER AND PAINT TOPCOAT.



Topcoat cure time will depend on temperature and humidity, but at an optimum temperature of 70°F, Type I WD CARC will dry to the touch in approximately 50 minutes, dry hard in four hours, dry through in five hours, and completely cure within seven days. Type II WD CARC will dry to the touch in approximately 60 minutes, dry hard in six hours, dry through in eight hours, and completely cure within seven days.

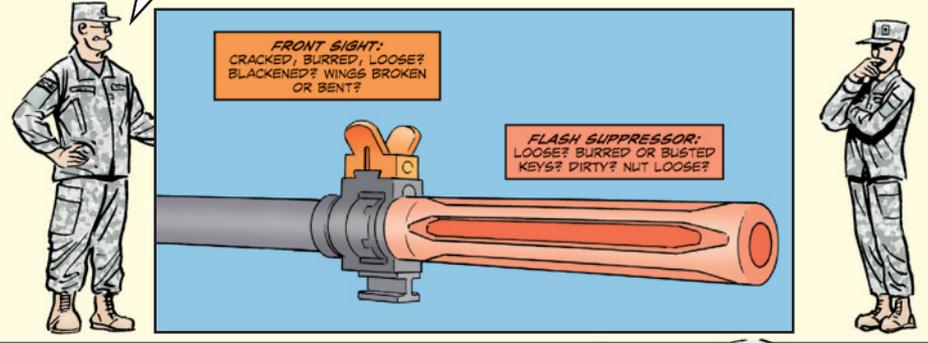


SO JUST WHAT DOES *PS MAGAZINE* OFFER?

GOOD QUESTION. CONSIDER THE FOLLOWING EXAMPLES...

IN 2006, WHEN THE ARMY BROUGHT BACK THE M14 RIFLE FOR USE IN THE SANDBOX...

... WE REACHED BACK INTO OUR ARCHIVES AND REPUBLISHED PRACTICAL TIPS FOR KEEPING THE RIFLE IN ACTION.



WHEN THE ARMY BEGAN FIELDING THE M50 PROTECTIVE MASK IN 2013, *PS MAGAZINE* ANNOUNCED THE DECISION AND EXPLAINED THE BENEFITS OF THE NEW MASK.

WE EVEN PROVIDED INFORMATION ON HOW TO FIND TRAINING ON THE JACKS WEBSITE.

Training Help

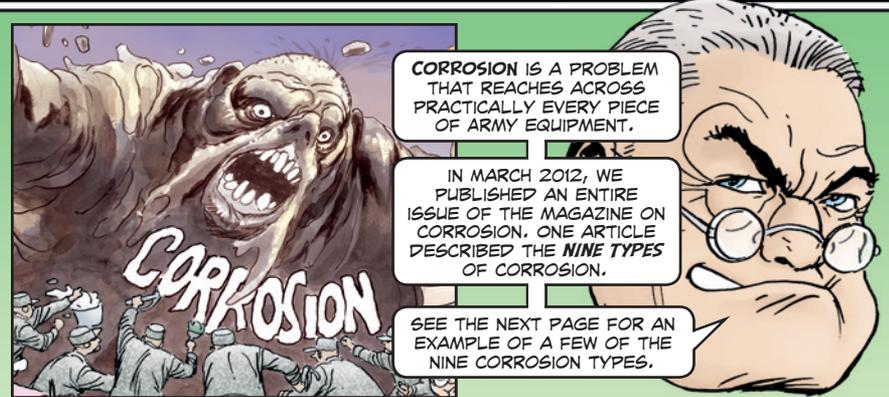
YOUR UNIT CAN FIND TRAINING HELP FOR THEIR NEW M50 MASK AT THE JOINT ACQUISITION CBRN KNOWLEDGE SYSTEM (JACKS) WEBSITE: <https://jacks.jpeocbd.army.mil>

FROM THE TRAINING DROP-DOWN MENU LOCATED BELOW THE JACKS BANNER, SELECT **NEW EQUIPMENT TRAINING**.

SCROLL DOWN TO THE PROTECTION SECTION IN THE LEFT-HAND COLUMN AND CLICK **M50/M51 JOINT SERVICE GENERAL PURPOSE MASK**.

SCROLL BACK UP AND YOU'LL SEE THE TRAINING FILES IN A NEW BOX.

ALSO, OF COURSE, CHECK OUT THE M50'S TM 3-4240-542-13&P. EVERY SOLDIER IN YOUR UNIT SHOULD HAVE A COPY OF IT. IT'S ALSO ON THE ETM SITE: <https://www.logsa.army.mil/etms/>



CORROSION IS A PROBLEM THAT REACHES ACROSS PRACTICALLY EVERY PIECE OF ARMY EQUIPMENT.

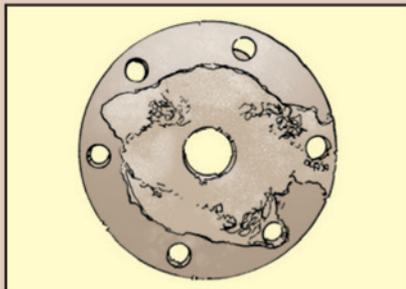
IN MARCH 2012, WE PUBLISHED AN ENTIRE ISSUE OF THE MAGAZINE ON CORROSION. ONE ARTICLE DESCRIBED THE **NINE TYPES** OF CORROSION.

SEE THE NEXT PAGE FOR AN EXAMPLE OF A FEW OF THE NINE CORROSION TYPES.

9 Types of Corrosion

UNIFORM (or general attack):

Affects a large area of exposed metal surface, like rust on steel or tarnish on silver. It gradually reduces the thickness of the metal until it fails.

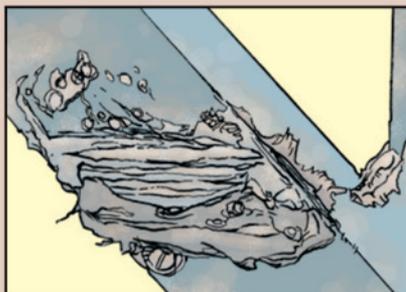
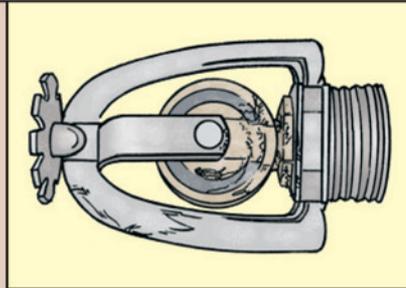


CREVICE:

Occurs in crevices created by rubber seals, gaskets, bolt heads, lap joints, dirt or other surface deposits. It will develop anywhere moisture or other corrosive agents are trapped and unable to drain or evaporate.

SELECTIVE LEACHING:

One element, usually the anodic element of an alloy, corrodes away, leaving the cathodic element. This can create holes in metal.



INTERGRANULAR:

Metal deterioration caused by corrosion of the bonds between or across the grain boundaries of a metal. The metal will appear to be peeling off in sheets, flaking, or being pushed apart by layers. A particular type of intergranular corrosion is exfoliation.



WHEN OPERATING IN THE SANDBOX, YOU HAVE TO CONSIDER THE EFFECTS OF HEAT ON SOLDIERS AND EQUIPMENT.

IN 2012, WE TALKED ABOUT TACTICAL WHEELED VEHICLES AND PROVIDED TIPS ABOUT HOW TO ADD COOLANT WHEN NEEDED AND HOW TO MIX ANTIFREEZE AND WATER.



ADD COOLANT ONLY WHILE THE ENGINE IS COOL. ADDING COOLANT TO A HOT ENGINE CAN CRACK THE ENGINE BLOCK OR BURST A SEAM IN THE RADIATOR.

DUDE! WAIT FOR ME TO COOL DOWN!



A 60-40 MIX OF ANTIFREEZE AND WATER IS BEST, BUT KEEP AT LEAST A 50-50 MIX TO RAISE THE BOILING POINT OF THE COOLANT SO IT WON'T BOIL AWAY LIKE PLAIN WATER.

Plain water...



BOILING POINT 212°

50% antifreeze
50% water



BOILING POINT 226°

60% antifreeze
40% water

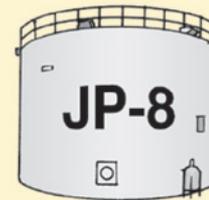


BOILING POINT 230°

LAST YEAR, WHEN THE ARMY SWITCHED FUELS FROM JP-8 TO JET-A/F-24, PS RAN AN ARTICLE THAT ANSWERED A LOT OF THE QUESTIONS THAT SOLDIERS WERE ASKING ABOUT THE NEW FUEL.



Q: What's the difference between JP-8 and F-24?



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A: The main difference is cost. JP-8 and F-24 are completely interchangeable fuels for all CONUS operations. TARDEC (ground), AMRDEC (aviation) and AMCOM have all approved the conversion to F-24. For more information on aviation use of F-24, check out AMCOM GEN-MIM-13-001, at: <https://asmprd.redstone.army.mil/splashpage.asp>

PS ALSO WRITES ABOUT COMBAT AND TACTICAL WHEELED VEHICLES, CONSTRUCTION EQUIPMENT, HELICOPTERS AND LOGISTICS.



WHEN YOUR UNIT SUBSCRIBES THROUGH YOUR UNIT PUBLICATIONS CLERK, THE ARMY PUBLICATIONS DIRECTORATE SENDS YOU AN ISSUE EVERY MONTH.



CAN YOU REALLY AFFORD NOT TO GET THE LATEST INFORMATION THAT IS APPROVED FOR USE BY THE EQUIPMENT HEADSHEPDS EACH MONTH?



THIS IS ONE OF MY FAVORITE EXPRESSIONS...

"WE HAVE THE WORLD'S BEST EQUIPMENT..."



...Take care of it

YOU CAN DO IT IF YOU'RE USING YOUR TMS AND READING PS MAGAZINE.



Facebook: Half-Mast McCanick

Website: <https://www.logsa.army.mil/psmag/pshome.cfm>