

Lav 25 The Marine Corps Light Armored Vehicle New

Army .1982

New Armor Force for the Marine Corps Randy B. Carlton, Army War College (U.S.).1998 This study proposes a new armor force for the Marine Corps. It addresses the emerging reality of an uncertain and unstable environment in the 21st Century. It explains the Marine Corps' support, doctrine, and Master Plan in support of the National Military Strategy. It defines the unique tank and light armored vehicle unique link to the Marine expeditionary forces, indicating their contribution to the National Military Strategy of shaping, responding, and preparing for an uncertain and unstable environment. It further discusses the tank and light armored vehicle's role and employment within the Marine expeditionary forces. Finally, it argues that the proposed New Marine Armor Force anticipates 21st Century strategy and conforms to the current Marine Corps' Master Plan.

US Army and Marine Corps MRAPs Mike Guardia.2013-11-20 The Mine Resistant Ambush Protected (MRAP) vehicle is the newest land warfare system in the United States Army and Marine Corps inventory. Designed to meet the challenges of operating in a counterinsurgency environment, the MRAP has taken survivability to a new level. MRAPs are currently manufactured by three companies: BAE Systems, Navistar International Military Group, and Force Protection Inc. Each company manufactures an MRAP according to one of three classifications set by the US Department of Defense: Category I, Category II, or Category III. The Category I MRAPs are designed for urban combat. Category II covers the MRAPs designed for convoy security, medical evacuation, and explosive ordnance disposal. The Category III MRAP performs the same function as Category II but is designed to carry more personnel. Since their introduction in 2007, MRAPs have performed remarkably in the asymmetric warfare environment. Their unique design and survivability characteristics have saved the lives hundreds of soldiers who otherwise would have been lost to landmines or IED attacks. As with any combat system, however, the MRAP is not without its drawbacks.

Light Armored Vehicles in Operation Other Than War United States United States Marine Corps.2016-01-11 This book proposes that the Light Armored Vehicle (LAV) is an ideal system for service in Military Operations Other Than War (MOOTW), and that the Marine Corps must preserve this capability if it is to be able to continue to contribute effectively to these missions. The flexibility, mobility, and relative firepower of the Light Armored Vehicle (LAV) has been tested in real world operations in Panama, Somalia, and Kosovo. The doctrinal missions exist in MOOTW for light armor to perform, and certainly the doctrinal employment of light armor is not at odds with the requirements of MOOTW. The Marine Corps is embarking on a Service Life Extension Program (SLEP) that will take the vehicle to 2015, when a replacement is to be fielded. The MAGTF Expeditionary Family of Fighting Vehicles (MEFFV) is to replace both the LAV and the tank in 2020. There is a five-year gap, more if there are delays in the MEFFV development and acquisition process, which the Marine Corps must address in order to maintain uninterrupted LAV capability.

LAV-25 James D'Angina.2011-11-20 The Light Armored Vehicle 25 (LAV-25) has played a significant role in transforming United States Marine Corps doctrine since its introduction in the early 1980s. The Marine Corps' Light Armored Vehicle program was based on the proven Swiss MOWAG Piranha series of 4x4, 6x6, and 8x8 wheeled vehicles. However, developing organizational units, tactics, and employment of the weapon system within the force structure of the Marine Corps proved to be more of a challenge than fielding the weapon system. This resulted in multiple re-designations for LAV units within the Corps. The LAV first saw combat in Panama during Operation Just Cause and LAV-25s have fought in every major conflict since, including Operation Enduring Freedom, and Operation Iraqi Freedom. This book covers the design, development, and

deployment of this continually successful vehicle.

Department of Defense appropriations for 1983 United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Defense.1982

The U.S. Marine Corps Mountain Warfare Training Center, 1951-2001 Orlo K. Steele.2011 From the Foreword: The following account represents a significant look at a half century of U.S. Marine Corps effort in the Sierra Nevada mountain range of California. This has been and is still the location of the Corps cold weather and mountain training facility. Over time the needs and demands for Marines and units prepared to operate under these conditions waxed and waned with the real world requirements of deployed forces. This was reflected in the realities of conflicts in the Korean Peninsula, the Cold War's northern and southern flanks, and in the current Global War in Terrorism fight in Afghanistan and elsewhere. While the future is often uncertain, this firm look at the past is useful to show how previous challenges have prompted creative and innovative responses. This is as much a story of evolution as an institution.--p. iii.

Weapon Systems .

Heavy Wheel Vehicle Mechanic United States. Department of the Army.1980

U.S.-Canadian Defense Industrial Cooperation Kristina Obecný, Gregory Sanders.2017-07-17 This study evaluates the health of the U.S.-Canadian defense industrial relationship, which is critically important as the U.S. Department of Defense expands the national technology and industrial base.

Cleared Hot Monte L Witcher, Lori Beck.2020-08-19 Cleared Hot is a true story told by the author about his travels through U.S. Marine Corps boot camp, mission of service school, until finally landing in the elite front line combat unit, known as Delta Company Third Light Armored Infantry (3D LAI), during the first Gulf War. Travel back in time to 1990-1991, as Delta Company enters Operation Desert Shield. Here, the extreme conditions of living in the desert is captured in a rare glimpse by Light Armored Vehicle crewman Monte L. Witcher. Witness Delta Company grow and master the art of desert warfare under the leadership first of Lieutenant Scott Williams and finally of Captain Roger Rock Pollard, into what is revered as perhaps the finest mechanized unit ever unleashed on the battlefield, earning the nickname . . . Wolfpack. As one reads into the ever-intensifying story, the book culminates with the Battle of Observation Post 4. A historical U.S. Marine Corps battle, where a company of LAV-25s, reinforced by tow rocket variants and logistic support, slug it out with an Iraqi tank regiment headed straight out of Kuwait's side of the boundary line known as the Berm. Delta Company is caught by surprise by the swiftly advancing Iraqis, who run directly into them at the gates of Observation Post 4, attempting to penetrate into Saudi Arabia with a massive assault force comprised of over eighty main battle tanks and reinforced infantry units. Leaping into action at 2100 on January 29, 1991, Delta Company begins a massive firefight with heavy tanks. For a time, it looks as though the situation is grim and could turn into a catastrophe, as Delta Marines were outnumbered 100 to 1. Yet under the masterful battlefield command of Captain Roger Rock Pollard as well as Lieutenant Scott Williams directing close air support, the battle takes incredible twists and turns and winds through ups and downs. While reading, Witcher allows his readers to live a play-by-play account of the battle. One may follow along with Delta Company as Witcher was able to record on tape the entire battle while engaged at the driver's duty from inside his LAV-25, which was battle named Steel Justice. This is the only recording in existence of the actual fighting at OP 4 as U.S. Marines took on Iraqi forces for the first time in a ground engagement.

Department of Defense authorization for appropriations for fiscal year 1985 United States. Congress. Senate. Committee on Armed Services.1985

U.S. Marine Corps LAV-25 Operations Donald Yates.2021-07-12 Military history author Donald Yates provides an overview of the Light Armored Vehicle (LAV-25) including a breakdown of the LAV-25's weapon systems and ammunition for the main gun. An extensive photo gallery of over 30

photos of LAV-25s taken during combat operations and exercises is also provided. Operations photographed include Desert Shield, Desert Storm, Enduring Freedom, Just Cause (Panama), Uphold Democracy (Haiti), Gothic Serpent (Somalia) and many training exercises both in the United States and overseas.

1983 Weapon Systems, United States Army United States. Department of the Army.1983

United States Army Weapon Systems, 1987 United States. Department of the Army.1987

Counterinsurgency and the United States Marine Corps Leo J. Daugherty III,Rhonda L. Smith-Daugherty.2018-01-25 Volume 2 continues the history of the U.S. Marine Corps' involvement in small wars after World War II, beginning with advisory efforts with the Netherlands Marine Korps (1943-1946). The authors describe counterinsurgency efforts during the Korean War (1950-1953), the development of vertical assault tactics in the late 1940s, 1950s and 1960s, counterinsurgency in Southeast Asia (1962-1975), involvement in Central America (1983-1989), and present-day conflicts, including the War on Terror and operations in Iraq and Libya.

US Army and Marine Corps MRAPs Mike Guardia.2013-11-20 The Mine Resistant Ambush Protected (MRAP) vehicle is the newest land warfare system in the United States Army and Marine Corps inventory. Designed to meet the challenges of operating in a counterinsurgency environment, the MRAP has taken survivability to a new level. MRAPs are currently manufactured by three companies: BAE Systems, Navistar International Military Group, and Force Protection Inc. Each company manufactures an MRAP according to one of three classifications set by the US Department of Defense: Category I, Category II, or Category III. The Category I MRAPs are designed for urban combat. Category II covers the MRAPs designed for convoy security, medical evacuation, and explosive ordnance disposal. The Category III MRAP performs the same function as Category II but is designed to carry more personnel. Since their introduction in 2007, MRAPs have performed remarkably in the asymmetric warfare environment. Their unique design and survivability characteristics have saved the lives hundreds of soldiers who otherwise would have been lost to landmines or IED attacks. As with any combat system, however, the MRAP is not without its drawbacks.

Department of Defense Appropriations for ... United States. Congress. House. Committee on Appropriations.1982

Military Readiness United States. Government Accountability Office.2005

Weapons of the Modern Marines Michael Green. The Marine Corps has granted Michael Green and photographer Greg Stewart all-access approval to its bases for collecting historical and current background information and for photographing the weapons, tactical gear, techniques and support elements of the Modern U.S. Marines. The latest installment of the Battle Gear series, *Weapons of the Modern Marines* covers individual weapons, machine guns and sniper rifles, antitank weapons and mines, antiaircraft weapons, armored fighting vehicles, artillery and aviation, including aircraft, ground-to-air and air-to-air weaponry.

The Marine Corps Gazette .1983

LAV-25 James D'Angina.2011-11-22 The Light Armored Vehicle -25 (LAV-25) has played a significant role in transforming Marine Corps doctrine since its introduction in the early-1980s. The Marine Corps Light Armored Vehicle program was based on the proven Swiss MOWAG Piranha series of 4x4, 6x6, and 8x8 wheeled vehicles. However, developing organizational units, tactics, and employment of the weapon system within the force structure of the Marine Corps proved to be more of a challenge than fielding the weapon system. This resulted in multiple re-designations for LAV units within the Corps. The LAV first saw combat action in Panama during Operation Just Cause (1989); LAV-25s have fought in every major conflict since - to include the current conflicts during Operation Enduring Freedom, Afghanistan and Operation Iraqi Freedom, Iraq. During Operation Desert Storm the vehicle's record shows mixed results due to a string of friendly fire incidents; however one LAV-25 Commander earned the Navy Cross

(one of only two Navy Crosses awarded to Marines during the Gulf War). The success of the LAV program has translated to several operators such as Canada, Australia, and the Saudi Arabian National Guard employing the weapon system for their own forces. This in-depth, highly-illustrated title will shed new light on this popular subject.

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Silent Partners Alex Souchen, Matthew S. Wiseman. 2023-09-15 Silent Partners reveals that Canada's military-industrial complex is deeply embedded in the fabric of the country. During the Cold War, Canada's military, industrial, and political partnerships developed behind the scenes and without much public scrutiny. This book explores this history of leveraging military and defence expenditures to fund domestic industries, bolster employment, and support science and technology. It also considers the environmental impacts, ethical issues, and economic and political relationships between the Canadian military, government, private industry, and research institutions. Silent Partners is an illuminating examination of Canada's military-industrial complex from a historical perspective.

New Armor Force for the Marine Corps Randy B. Carlton. 1998 This study proposes a new armor force for the Marine Corps. It addresses the emerging reality of an uncertain and unstable environment in the 21st Century. It explains the Marine Corps' support, doctrine, and Master Plan in support of the National Military Strategy. It defines the unique tank and light armored vehicle unique link to the Marine expeditionary forces, indicating their contribution to the National Military Strategy of shaping, responding, and preparing for an uncertain and unstable environment. It further discusses the tank and light armored vehicle's role and employment within the Marine expeditionary forces. Finally, it argues that the proposed New Marine Armor Force anticipates 21st Century strategy and conforms to the current Marine Corps' Master Plan.

Light Armored Vehicles in Operation Other Than War United States United States Marine Corps. 2015-06-02 This study proposes that the Light Armored Vehicle (LAV) is an ideal system for service in Military Operations Other Than War (MOOTW), and that the Marine Corps must preserve this capability if it is to be able to continue to contribute effectively to these missions. The flexibility, mobility, and relative firepower of the Light Armored Vehicle (LAV) has been tested in real world operations in Panama, Somalia, and Kosovo. The doctrinal missions exist in MOOTW for light armor to perform, and certainly the doctrinal employment of light armor is not at odds with the requirements of MOOTW. The Marine Corps is embarking on a Service Life Extension Program (SLEP) that will take the vehicle to 2015, when a replacement is to be fielded. The MAGTF Expeditionary Family of Fighting Vehicles (MEFFV) is to replace both the LAV and the tank in 2020. There is a five-year gap, more if there are delays in the MEFFV development and acquisition process, which the Marine Corps must address in order to maintain uninterrupted LAV capability.

Light armored vehicle .1990

Ordnance .1990

Armored Car R. P. Hunnicutt. 2015-09-15 The armored car has played a major role in American military operations since the relatively early days of the 20th Century. In 1989 Col. Royal P. Davidson arranged for the installation of a .30 caliber Colt machine gun on a Duryea light three-wheeled car.

In doing so, he jump-started the development and production of armored fighting vehicles that have served in the American military ever since. Although the very first armored cars were merely outfitted with a gunshield, they were soon fully protected by armor plating. In this installment of R. P. Hunnicutt's 10-volume series on the history of American armored vehicles he details their early development through WWI, WWII, Korea, and Vietnam. Beginning with the development of armored cars on American soil at the outbreak of WWI-although none were ever shipped overseas-Hunnicutt goes on to describe the production of armored cars based on commercial car and truck chassis in the 1920s. These vehicles eventually reached limited production as the armored car M4. With detailed drawings and photographs to illustrate the history, Hunnicutt describes the development of the armored car T3, which was also designated as scout car T1. The development of these lightweight scout cars, which met the needs of the cavalry, made the armored car unnecessary by 1937. Although production of armored cars stopped for the American military, American development continued on armored cars intended for British use. However, in 1942 as the Palmer Board decided to limit the weight of reconnaissance vehicles, the light armored car T22E2 was standardized as the M8 and put into production. The M8 and a variation, the M20, served in the U.S. Army until after the Korean War, with new models developed for use in Vietnam. Spanning the history of American wheeled combat vehicles, Hunnicutt's *Armored Car* is a must have for anyone with a keen interest in the history of American military operations and equipment. *Stryker Combat Vehicles* Gordon L. Rottman.2012-09-20 The eight-wheeled (8x8) Stryker combat light armored vehicle was adopted by the US Army in 2002 to provide a comparatively rapidly deployable contingency force with armor protection, tactical mobility, and heavy firepower, as well as advanced command, control communications, computer, intelligence, surveillance, and reconnaissance (C4ISR) capabilities. Covering the first new US Army release since the M1 Abrams MBT, this book details the conception, ongoing development and deployment of one of the most highly anticipated new AFVs in recent years, including its service in Iraq and the ensuing controversy surrounding the Stryker's varying successes.

Army RD & A Bulletin .1984

Operational Maneuver from the Sea .1997

Light Armored Vehicles in Operations Other Than War .2002 This study proposes that the Light Armored Vehicle (LAV) is an ideal system for service in Military Operations Other Than War (MOOTW), and that the Marine Corps must preserve this capability if it is to be able to continue to contribute effectively to these missions. The flexibility, mobility, and relative firepower of the Light Armored Vehicle (LAV) has been tested in real world operations in Panama, Somalia, and Kosovo. The doctrinal missions exist in MOOTW for light armor to perform, and certainly the doctrinal employment of light armor is not at odds with the requirements of MOOTW. The Marine Corps is embarking on a Service Life Extension Program (SLEP) that will take the vehicle to 2015, when a replacement is to be fielded. The MAGTF Expeditionary Family of Fighting Vehicles (MEFFV) is to replace both the LAV and the tank in 2020. There is a five-year gap, more if there are delays in the MEFFV development and acquisition process, which the Marine Corps must address in order to maintain uninterrupted LAV capability.

Light armored vehicle, mortar .1995

Army RD & A .1982

Light armored vehicle, recovery .1993

Analysis of the Operating Costs for Light Armored Vehicles in the United States Marine Corps Stewart R. Nickless.1998-12-01 With continued erosion of the DoD budgetary strength, it is imperative that commanders become knowledgeable about the cost to operate major weapon systems. This thesis examines the cost to operate the Light Armored Vehicle (LAV) per mile driven. The central objective of this study was to establish a framework for analyzing the applicable LAV cost drivers so as to derive a total operational cost per mile driven. To address this issue, research of relevant cost data

as well as field research and interviews were conducted. The research and interviews obtained information about major cost categories associated with LAV operations, whether those cost categories should be estimated as direct or indirect costs and the proper allocation method for indirect costs. The major findings resulted in two alternative costing models which estimate the operational cost for the LAV family of vehicles as well as for the individual LAV variants based on a full costing approach and a material costing approach. Once defined, direct cost categories were allocated based on miles driven and indirect costs categories were allocated based on the percentage of vehicles by variant as compared to the LAV totals.

Army R, D & A. .1984

Light armored vehicle, anti-tank .1995

The Marine Corps Operational Maneuver Group: A Critical Look .1998 Proponents of the Marine Corps Operational Maneuver Group (OMG) concept state that the Marine Corps is uniquely suited to provide unified commanders with a ground force that possesses sufficient range, mobility, lethality, and survivability to function at operational depth and threaten or engage operationally significant centers of gravity. However, despite its initial appeal and the potential promise to exploit certain operational elements, various aspects of the OMG raise concerns that challenge the viability of this concept. Specifically, organizational and tactical opportunity costs and tradeoffs, vulnerability, applicability, and command and control difficulties of the OMG render its utility questionable and cast doubt as to its efficacy. This paper provides a critical examination of the OMG. The OMG is based on an asset unique to the Marine Corps throughout the Department of Defense: the LAV-25 wheeled, light armored vehicle (LAV). Generally the Light Armored Reconnaissance Battalion (LAR), as it currently exists, is considered already better suited to operational employment in most military environments than practically any other system in the US ground combat arsenal. But before the OMG is accepted with undiscerning optimism on good faith alone, a critical look is warranted. There are several problems with the OMG. An OMG will require a new organization to be established in the Marine Corps, possibly at the expense of depriving the divisions of their LAR battalions. Further, when employed, an OMG requires constant, disproportionately heavy air support, in addition to a full-time, organic aviation component. As it operates well beyond the FSCL in the enemy's rear areas, the OMG may significantly inhibit friendly air's ability to operate freely beyond the FSCL. Against a capable opponent the OMG is quite vulnerable. Virtually perfect situational awareness is required at all times in order for the OMG to survive.

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