# Landing Craft Air Cushion

L Darling-Hammond

East Coast Landing Craft Air Cushion Operational Base ,1983

Landing Craft, Air Cushion in Action John Gourley, 2016 In 1966 a Landing Craft Coordinating Group was assembled to discuss and draft specifications for a new landing craft. The work resulted in the Patrol Air Cushion Vehicle (PACV) that saw service in Vietnam. By 1970 designs for an Amphibious Assault Landing Craft (AALC) were on the drawing board. The US Navy ordered the first three LCACs February 1982. LCACs move over rocks and other beach obstacles and have reduced susceptibility to damage from mines. The crew consists of five enlisted personnel: Deck Engineer, Load Master, Navigator, Engineer, and Craft Master. LCACs are not given names, only pennant numbers, to differentiate among them. With an originally specified 30-year life expectancy, LCACs would have begun to retire in 2004 except for a major Service Live Extension Program (SLEP) begun in 2001.

West Coast Landing Craft Air Cushion Operational Base ,1983

Has the U.S. Landing Craft Air Cushion Accomplished the Missions of the Naval Expeditionary Forces, Considering the Landing Craft Historical Development and Current Expeditionary Operations? Robert P. Irelan,1997 This study examines the historical development of the landing craft and the roles and missions of the landing craft air cushion (LCAC). In examining the development of the modern landing craft from Gallipoli to Operation Desert Storm, a conclusion to the evolution of the landing craft can be reached. Once a determination as to the logical evolving of the conventional landing craft into the LCAC can be made, then an assessment as to the LCAC in modern day missions can be made. This study examines the evolution of the LCAC and makes an analysis of the recent missions that the LCAC participated in. The impetus for this research was to respond to the question of whether the LCAC fulfills modern day roles in expeditionary operations. This study determines that a current analysis of the LCAC in expeditionary missions could be accomplished by studying predominantly the historic roles of the landing craft. Roles that focus primarily on the landing craft as the primary movement of equipment and troops to the shore from amphibious shipping at sea. Current operations take into account the ability of the LCAC to operate from beyond the horizon. With the LCAC's speed and maneuverability what role will it have in the expeditionary doctrine of Operational Maneuver from the Sea? Deployment of landing craft including the LCAC is, for this study, delivered to the area of operations and then utilized for amphibious operations.

Landing Craft Air Cushion (LCAC) Vehicle Crew Selection K. D. Robertson, 1996

Employment of Landing Craft Air Cushion Department of the Navy, 2013-08-12 The purpose of this NWP is to provide the doctrine and considerations for planning and executing LCAC employment during amphibious and other operations. Has the U.S. Landing Craft Air Cushion Accomplished the Missions of the Naval Expeditionary Forces, Considering the Landing Craft Historical Development and Current Expeditionary Operations? Robert P. Irelan, 1997

<u>The LCAC Military Hovercraft</u> Steve Parker,2007-07 Provides an in-depth look at the LCAC military hovercraft, with detailed cross-section diagrams, photographs, and additional facts and information.

Landing Craft Air Cushion (LCAC) Crew Selection System Manual Kathleen T. Helton, 1992

Mcrp 3-31.1a Employment of Landing Craft Air Cushion Department of Department of Defense, 2017-05-24 The purpose of this NWP is to provide the doctrine and considerations for planning and executin LCAC employment during amphibious and other operations. This NWP describes LCAC's: 1. Characteristics 2. Operations 4. Effect 4. Landing Plan 5. Movement 6. Role 7. Employment

<u>Landing Craft Air Cushion (LCAC) Crew Selection System Manual</u> Kathleen T. Helton, Tatree Nontasak, Daniel L. Dolgin, Naval Aerospace Medical Research Laboratory (U.S.), 1992

The Development of Permanent Medical Standards for Landing Craft Air Cushion (LCAC) Crew Personnel Phillip Hunt, 1993

The Development of Permanent Medical Standards for Landing Craft Air Cushion (LCAC) Crew Personnel Phillip Hunt, United States. Naval Medical Research and Development Command, Naval Health Research Center (U.S.), 1993 Landing Craft Air Cushion (LCAC) Navigator Selection System ,1998 The LCAC is an amphibious hovercraft that can ride on a cushion of air across land or sea. Its control features are similar to a helicopter and it is designed to transport weapons, cargo, equipment and combat personnel. In the 1980s, the LCAC community was experiencing a high attrition rate, partially due to the absence of any valid selection mechanisms for crewmembers. The Naval Aerospace Medical Research Laboratory (NAMRL) developed a selection system for the LCAC operators and engineers and the system was transitioned to the Naval Operational Medicine Institute (NOMI) in 1992. Similar attrition problems were seen in the Navigator community and in FY 94-95 NAMRL was again tasked with developing a selection system. Concurrent validation of the system was done using 58 LCAC navigators. The preliminary predictive model was generated and the cut-off score derived from the sponsor's operational manpower needs. To date, 30 candidates have been screened with 25 being recommended for training. Thirteen of these candidates have entered training and completed the lull 22 week syllabus. Five of the thirteen recommended candidates attrited during training, with multi-tasking as the main reason sited. The system is still being evaluated to: (1) possibly include more multitasking tests, (2) modify the predictive algorithm, and/or (3) raise the cut-off score to further reduce the attrition rates.

Landing Craft Air Cushion (LCAC) Vehicle Crew Selection K. D. Robertson, T. Nontasak, Naval Aerospace Medical Research Laboratory (U.S.), 1996

<u>Propeller Inflow Measurements on an Air Cushion Landing Craft Vehicle (LCAC).</u>, 2003 Air inflow velocity data are presented for the starboard propulsion propeller of an LCAC vehicle. Data at various radial and angular locations centered on the propeller shaft are shown for two stations upstream of the propeller but behind the LCAC superstructure. Test conditions include multiple speeds over water as well as bollard conditions at full power. Severe velocity deficits are found in the lower outboard quadrant of the inflow, and these deficits become more severe closer to the back face of the craft superstructure.

West Coast Landing Craft Air Cushion Operational Base ,1983

East Coast Landing Craft Air Cushion Operational Base ,1983

Landing Craft & Amphibians Ben Skipper, 2022-03-18 From the wars of antiquity to the recent events in South West Asia, landing craft and amphibians have been an ever-present sea borne and battle space asset in one form or another for the commander wanting to get boots on the ground. Refined during the Second World War with the introduction of the Amphibian, and again with the perfection of the hovercraft, the landing craft's finest hour in popular consciousness occurred on 6 June 1944. This LandCraft title focuses on Landing Craft and Amphibian development during the Second World War as versatile sea borne assets. The book also looks at the post-war evolution of the Landing Craft and Amphibians, and how the simple concepts of their design remain alive and in use

almost a century later. This LandCraft title offers the modeler an exciting range of subjects, era and theater choices, especially those modeling the Second World War.

Marines ,1996

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