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Does the identification number 60 indicate a toxic substance or a flammable solid, in the molten state at an elevated temperature? Does the identification number 1035 indicate ethane or butane? What is the difference between natural gas transmission pipelines and natural gas distribution pipelines? If you came upon an overturned truck on the highway that was leaking, would you be able to identify if it was hazardous and know what steps to take? Questions like these and more are answered in the Emergency Response Guidebook. Learn how to identify symbols for and vehicles carrying toxic, flammable, explosive, radioactive, or otherwise harmful substances and how to respond once an incident involving those substances has been identified. Always be prepared in situations that are unfamiliar and dangerous and know how to rectify them. Keeping this guide around at all times will ensure that, if you were to come upon a transportation situation involving hazardous substances or dangerous goods, you will be able to help keep others and yourself out of danger. With color-coded pages for quick and easy reference, this is the official manual used by first responders in the United States and Canada for transportation incidents involving dangerous goods or hazardous materials.

PHMSA's 2016 Emergency Response Guidebook provides first responders with a go-to manual to help deal with hazmat transportation accidents during the critical first 30 minutes. DOT's goal is to place an ERG in every public emergency service vehicle nationwide. To date, nearly 14.5 million free copies have been distributed to the emergency response community through state emergency management coordinators. Members of the public may purchase a copy of the ERG through the GPO Bookstore and other commercial suppliers. First responders, we want your feedback! Submit your name, organization, contact information, and comments to ERGComments@dot.gov.

Download Ebook Army Ammo 67 Answers

The M16 rifle is one of the world's most famous firearms, iconic as the American weapon of the Vietnam War—and, indeed, as the U.S. military's standard service rifle until only a few years ago. But the story of the M16 in Vietnam is anything but a success story. In the early years of the war, the U.S. military had a problem: its primary infantry rifle, the M14, couldn't stand up to the enemy's AK-47s. The search was on for a replacement that was lighter weight, more durable, and more lethal than the M14. After tests (some of which the new rifle had failed) and debates (more than a few rooted in the army brass's resistance to change), Secretary of Defense Robert McNamara ordered the adoption of the M16, which was rushed through production and rushed to Vietnam, reaching troops' hands in early 1965. Problems appeared immediately. Soldiers were often not adequately trained to maintain the new rifle (in fact some were told the new rifle was "self-cleaning"), nor were they always given cleaning supplies or instructions. The harsh jungle climate corroded the rifle's chamber, exacerbated by the manufacturer's decision against chrome-plating the chamber. The ammunition that accompanied the rifles sent to Vietnam was incompatible with the M16 and was the principal cause of the failure to extract malfunctions. The result was the M16 often jammed, making the rifle "about as effective as a muzzleloader," in the words of one officer. Men were killed in combat because they couldn't return fire until the malfunction was cleared. Congress investigated and the rifle and its ammunition were incrementally modified, greatly improving its reliability over the next few years. Troop training was also improved. But the damage to the M16's reputation could not be undone, and many soldiers remained deeply skeptical of their rifle through the war's end. Misfire combines insider knowledge of U.S. Army weapons development with firsthand combat experience in Vietnam to tell the story of the M16 in Vietnam. Even as it details the behind-the-scenes development, tests, and debates that brought this rifle into service, the book also describes men and M16s in action on the battlefield, never losing sight of the soldiers who carried M16s in the jungles of Vietnam and all too often suffered the consequences of decisions they had nothing to do with.

This FM deals with Army terminal operations in a TO. It contains procedures and techniques to plan, use, and control Army water, motor, rail, and air terminal operations. It explains the transportation doctrine and organizational structures needed to deploy Army terminal operations in a TO. It covers roles, missions, and concepts of employment for terminal operation units. This manual is mainly for unit commanders, key personnel, higher HQ staffs, theater planners, and commanders of operational allied units. Terminals are key nodes in the total distribution system that support the commander's concept of operation at all levels of war and through the range of military operations. They provide loading, unloading, and handling of cargo and personnel between various transportation modes. When linked by modes of transport, they define the transportation structure for the operation. Force projection missions require early identification and establishment of terminals. A well-conceived plan assures that terminals can support the deployment, reception, and onward movement of the force and its sustainment. Crucial to the execution of the operation is the assignment of the right personnel, cargo, and material handling equipment at each terminal. ITV of material moving through the transportation system also provides the CINC with information pertaining to location and final destination of all cargo. The Army is required to function across a range of operation from peacetime through conflict to war (see FM 100-5). Terminal operators must be able to operate in every TO. Terminals will be vulnerable to air and missile attacks, especially if US and allied forces have not established air superiority and sea control. They may also be subject to attacks by unconventional forces and to sabotage, terrorism, mining, espionage, and chemical or biological attacks. Whatever the level of the Army operation, terminals will remain a critical piece to ensure continuous movement of personnel and cargo.

Spearhead of Logistics is a narrative branch history of the U.S. Army's Transportation Corps, first published in 1994 for transportation personnel and reprinted in 2001 for the larger Army community. The Quartermaster Department coordinated transportation support for the Army until World War I revealed the need for a dedicated corps of specialists. The newly established Transportation Corps, however, lasted for only a few years. Its significant utility for coordinating military transportation became again transparent during World War II, and it was resurrected in mid-1942 to meet the unparalleled logistical demands of fighting in distant theaters. Finally becoming a permanent branch in 1950, the Transportation Corps continued to demonstrate its capability of rapidly supporting U.S. Army operations in global theaters over the next fifty years. With useful lessons of high-quality support that validate the necessity of adequate transportation in a viable national defense posture, it is an important resource for those now involved in military transportation and movement for ongoing expeditionary operations. This text should be useful to both officers and noncommissioned officers who can take examples from the past and apply the successful principles to future operations, thus ensuring a continuing legacy of Transportation excellence within Army operations. Additionally, military science students and military historians may be interested in this volume.

During a tour with The Historical Unit, U.S. Army Medical Dept., from 1974-1977, Peter Dorland, then a captain and a former Dust Off pilot in Vietnam, completed the basic research for this book and drafted a lengthy manuscript. In 1971, James Nanney, an editor at the U.S. Army Center of Military History conducted further research on Dust Off, reorganized and redrafted portions of the original manuscript, and added Chapter 4 and the Epilogue. Chapters include: the early years of medical evacuation, and the Korean War; birth of a tradition; the system matures; the pilot at work; from Tet 1968 to stand-down; statistics; doctrine and lessons learned; a historical perspective; and bibliography.

Save Your Ammo is a simple, plain-language guide to working across cultures for national security professionals. For more than a decade, cognitive scientists Drs. Rasmussen and Sieck have interviewed hundreds of U.S. military personnel with extensive experience working overseas about their challenging engagements with foreign populations and partners. The goal of their research has been to uncover the skills and strategies these cross-cultural experts use to adapt quickly and work effectively with people who look, think, and act differently from themselves. Rasmussen and Sieck found that seasoned military professionals rely on 12 cultural competencies to connect with foreigners, and deal with surprising and sometimes shocking experiences. These were strategies that often took years and many deployments to develop. Now, they are presented in a form that aids new personnel to acquire and hone the strategies before they're sent abroad for the first time. The study results have been briefed to Congress and have helped shape new Department of Defense policy directing how personnel should be prepared for cultural engagements. Save Your Ammo is a practical book that makes cultural competence accessible and engaging. Save Your Ammo explains each strategy in the simplest terms possible and draws on more than 60 true stories from critical cultural engagements around the world to illustrate their application in national security contexts.

The U.S. Army fought World War II with materiel much of which was developed in the decade prior to our entry, particularly in the period following the German blitz in Poland. Our efforts to develop munitions to the point where our armies could cope on equal terms with those of potential enemies are covered here in this, the first of three projected volumes on the history of the Ordnance Department in World War II. How well the Ordnance Department succeeded in matching the Germans in quality continues to be a matter of debate both within the Ordnance Department itself, and between the using arms and the Department. That the battle of quantity was won-with the help of a superb industrial machine-can hardly be denied. This volume, the result of diligent research by Dr. Constance McL. Green and her associates, should interest not only military men but also scientists, industrialists, and laymen in general. Among other things, it shows the urgent necessity of a directed, continuous, and intensive research program and the danger in failing to recognize and profit by developments abroad. Also shown is the inherent time interval between the drawing board and the production of the end item in quantity.:"

