

Forum post

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Core Aspects of the History of Warfare Logistics since WW II Andrew Collins
American Military According to Barrington et al., logistics has been a key component in every significant conflict that has occurred since World War II, to the Vietnam War and even the Iraq and Afghanistan U. S invasions. Other major conflicts include the Korean War, the Gulf War and the Cold War, even though there was no direct confrontation. World War II marks a shift from the front line approach or Front Line of Troops (FLOT) warfare approach, to the current network model approach, which relies heavily on technological advancements (Barrington, 2014).

The current model emphasizes on the use of satellites for logistical support. Recently, there has been increased use of drones for air strikes on enemy territory. Currently, the use of real-time information has facilitated tracking, supplying acquisitions and for improved ability in sensing danger and responding to the altercations immediately. In addition, the establishment of military bases in foreign countries is another warfare strategy adopted to enhance military response time.

World War II presented a unique opportunity for the application of cutting edge technological advancements in modern warfare. This was in order to gain a competitive advantage over an enemy. The war (1939-1945), was unique in that it marked the beginning of many changes and challenges that not only affected logical support and weaponry, but also medicine, intelligence and communication.

In terms of military grade weaponry advancement, there were many advancements in terms of small arms and aircraft machinery. During the war, there were significant changes made in terms of ballistic missiles, the

use of jet aircrafts and other military grade weapons utilized today. In terms of the small arms, new weapons with better recoil and bullet capacity began to be produced. In addition, the war marked the first time that nuclear weapons were used to defeat an enemy and it led to the development of warfare logistics aimed at countering the effects of a nuclear explosion. Head argues that during WW2, there was greater need for the supply of ammunitions, logistics and food to combat soldiers who were very far from their home bases. There was also need for faster deployment of logistical support to ensure the soldiers' survival and sustainability. There was a slight shift from predominantly relying on railways to using aircrafts and sea vessels for replenishing the armed forces in combat. The adoption of large scale motorized transport aided in tactical replenishment of supplies to soldiers in order to maintain the advantage gained through offensive activities. In addition, there was greater application of motorized transport in order to supply forces with logistical support (Head, 2012).

Vietnam provides an opportunity to analyze warfare logistics which differed from those applied in World War II, due to the nature of fighting adopted by the forces of Vietnam. Unlike in World War II, the Vietnamese adopted a guerilla type of warfare which mandated the use of ground operations on a large scale coupled with air support. Air support was provided by fixed wing helicopters and helicopter squadrons.

The Vietnam War also marked the commencement of live media coverage of wars with no or little restrictions on the media personnel. Since then, the media coverage of any war has been a common feature and has caused the U. S military to develop ways of adopting quicker ways of responding to crisis

and potentially damaging media coverage. However, ever since the Vietnam War, media coverage of active U. S wars has been limited in order to manage people's perceptions. Military warfare logistics are now increasingly being based on a network model which has significantly reduced the number of human casualties.

Reference List

Barrington, R., & Saxena, S. (2014). *The History of Navies Around the World*. Chicago: Britannica Educational Publishing.

Head, W. (2012). *Night hunters: A history of the AC-130 gunship*. Robins AFB, Ga.: Warner Robins Air Logistics Center, Office of History.