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## Last american survivor of ww1

Image caption Claude Choules celebrated his 110th birthday with family in MarchThe world's last known World War I combat veteran, Claude Choules, has died in Australia at the age of 110 Known to his comrades as Chuckles, British-born Mr Choules joined the Royal Navy at the age of 15 and continued to serve on HMS Revenge.He moved to Australia in the 1920s and served in the military of 1956.Mr Choules, who had been married to his wife Ethel for 76 years, was reported to have died in his sleep at a nursing home in his adopted town of Perth.He is survived by three children and 11 grandchildren. His wife died three years ago. Mr Choules' 84-year-old daughter, Daphne Edinger, told the Associated Press news agency: We all loved him. It'll be sad to think he's not here anymore, but that's how it goes. Choules was born in Pershore, Worcestershire, in March 1901, and attempted to enlist in the Army at the outbreak of The First World War to join his older brothers who fought but were told he was too young. He lied about his age to become a Royal Navy rating, joining the battleship HMS Revenge which he saw action in the North Sea at the age of 17. He witnessed the surrender of the German fleet in the Firth of Forth in November 1918, then the cutting of the fleet at Scapa Flow. Mr Choules remembered World War I as a tough life, marked by occasional moments of extreme danger. After the war he served as a peacekeeper in the Black Sea and in 1926 was sent as an instructor for the Flinders Naval Depot, near Melbourne. It was on the passenger ship to Australia that he met his future wife. He was transferred to the Royal Australian Navy, and after a short stint in the reserves he joined as chief petty officer in 1932. During World War II, he was the head of demolition for the western half of Australia. It would have been his responsibility to blow up the important strategic port of Fremantle, near Perth, if Japan had invaded. Choules joined Naval Dockyard Police after finishing his service. But despite his military record, Choules became a pacifist. He was known to have disagreed with the celebration of Australia's most important war memorial holiday, Anzac Day, and refused to march in the annual commemorative parades. He took a creative writing course at the age of 80 and recorded his memoirs for his family. They formed the basis of the autobiography, The Last of the Last, which was published in 2009.De three Last World War veterans living in britain - Bill Stone, Henry Allingham and Harry Patch - all died in 2009.Another Briton, Florence Green - who turned 110 in February and was a waitress in the Women's Royal Air Force - is now believed to be the world's last known surviving service member by WWI.An American veteran, Frank Buckles, died earlier this year. On September 17, 1917, a British Lewis cannon team was hit by an incoming German shell during the Third Battle of Yper, near Passchendaele. Harry Patch was a member of that team. He was blown away by the explosion, but three other completely evaporated. He never saw them again. Patch fought for years to tell that story, which he finally did before he died in 2009.At his death, the last British Tommy to see the First World War battle was 111 years, a month, a week, and a day old. A Canadian soldier tests out a Lewis Gun similar to the one Harry Patch worked in World War I. With Patch, our collective connection went to a bygone era. While other veterans of the Great War survived Patch, Patch was the last among those who fought in the mud, the wet, disease-filled trenches of the West Of World War I. He was born in 1898 and was drafted into the British Army at the age of 18. After a short training period, Private Patch was sent to the Western Front along with the other members of his Lewis Gun team in the winter of 1916. The following year is when the German artillery round hit its position and killed his friends. Patch was still wounded and restored at the time of the ceasefire in November 1918. For the rest of his life, he considered 22. Patch with Victoria Cross receiver Johnson Behary in 2008. When World War II rolled around, Harry Patch was far too old to join the army and served as a firefighter in the British city of Bath instead. Patch never discussed his war experiences with anyone, let alone journalists, so he declined interviews until 1998, when the BBC pointed out to him that the number of war veterans still alive was shrinking rapidly. His first appearance was World War I in Colour, where he recalled the first time he came face-to-face with an enemy soldier. He shot to hurt the man, not kill him. Patch was not a fan of murder, even in warfare. Millions of men came to fight in this war and I think it's amazing that I'm the only one left, he told the BBC in 2007. Six pallet carriers from 1. He was supposed to meet a German again, but this time it would just be handshakes. At the age of 106, Patch met Charles Kuentz, the 107-year-old German World War I veteran who fought the British in Passchendaele. The two exchanged gifts and talked about the futility of war. Patch wrote his memoirs as 107-107, to become the oldest author ever, and later watched as First World War planes dropped poppies over Somerset in memoriam to those who served. He died in 2009, aged 111, a month, a week and a day. The bells at Wells Cathedral in Somerset were rung 111 times in his honour. On May 12, 1862, a gentleman named Robert Smalls was aboard a Confederate transport ship pretending to do his normal duties. In reality, he was preparing to take a risk that could cost him his life. Smalls was a pilot for the Confederate Navy's military transport, CSS Plants, and picked up four captured Union weapons, over 200 ammunition and other supplies. Plants were a lightly armed ship that skirted up and down the coast and down rivers and allowed the Confederate military to move troops, supplies and ammunition while staying away from the Union blockade that was set up a few miles into the sea. It also laid mines to keep the Union fleet away from the port. When the ship returned to the dock, the three officers on board left Smalls as commander and went to their homes to sleep. They had no reason to believe that Smalls or the crew would do anything crazy. Around 3:00 .m that night, Robert and the crew threw off. Instead of heading towards their intended destination, they had to return to the port. They made one stop where they boarded several women and children and started again. The planter wasn't exactly quiet. Literally every standing guard would hear and see her coasting along the harbor. Robert knew this from his years of experience flying the boat. He put on the captain's spare uniform and a straw hat that was made to look like the captain's. Along the way, Plants passed several Confederate lookouts. As they approached each one, Robert would give the password and greet in the same way as his captain. At 4:30 a.m.m the ship passed Fort Sumter. The old Union Fort was the site of the beginning of the war and full of Confederate soldiers guarding the port against the U.S. Navy. As they passed the fort's impressive walls, Smalls was as cool as a cucumber, took off his hat and waved it. At the same time, he sounded the ships whistling with the right number of blows. A Confederate guard shouted: Bow the condemned Yankees to hell, or bring one of them in. Robert simply replied: Aye Aye and continued on. As if the night wasn't already stressful enough, Robert now went straight to a Union blockade in a ship that flew both Confederate Stars and Bars, as well as the South Carolina State Flag. He ordered the flags lowered and a white flag raised. But there were two problems. It was still too dark to clearly see, and the morning fog came in quite thick. It would be a tragedy to come all this way just to be blown out of the water. The planter headed for the USS Onward, which had now caught sight of the ship and prepared its weapons to sink it, first assuming it tried to attack the blockade. When the Union shouted warnings at Planter, they noticed the white flag and its residents celebrating on deck while gesturing furiously and swearing at Ft. Sumter. When the planter withdrew with The Union Captain, the Union Captain began to look for the supposed Confederate captain. A man in a Confederate captain's uniform came forward, took off his hat and proclaimed: Good morning, sir! I brought some of the old weapons in the United States, sir! It was for Fort Sumter, sir! Shocks recorded on the faces of the Union sailors when they finally cast their eyes on Planter's captain. Robert Smalls was a slave. His entire crew also slaves, and their families were on board too. A gang of slaves had just escaped bondage by stealing a Confederate navy vessel, and sailing to the right passed the rebels' own eyes! The Union realized that not only did they receive a ship and its cargo, but a trove of valuable intelligence. On board was a book with all confederate passwords as well as a map describing the design of mines in Charleston harbor, and Small's own detailed knowledge of which forts were manned, shot and their supplies. As the news spread north, the press took the story and ran with it. Smalls was an instant celebrity in the north. In the South, there was great embarrassment that a slave would be able to steal a naval vessel. Slaves had previously escaped by using handmade canoes and rafts as a means of getting to the Union blockade. But getting slaves to steal a ship from the Confederate Navy was too much. The three officers who left the ship were court-martialed. They claimed they wanted to spend time with their families, although many suspected they would never think slaves would be smart enough to steal the ship. They clearly didn't know their pilot very well. Robert Smalls was born in Beaufort, South Carolina to a slave mother and her owner. When he was 12, he was loaned to work at the shipyards in Charleston. The practice was for slaves to work in urban areas in skilled positions, and the master would collect the salary for himself. Slaves in this position would be able to move around the city from their lodgings to their place of work. Some were even able to save money on their own. Smalls worked his way up from a long-coaster to be a pilot of boats traveling up and down the coast. From the age of 12 to 23, Smalls mastered the art of piloting ships and absorbed everything around him: port, fortifications, passwords, flute codes, and when the war started, all the military intelligence he would learn. When he was 17, Smalls married a slave who worked at a local hotel. When he fled at the age of 23, he had a family that he was worried about. He was drafted into the Confederate Navy, but he knew with the war going on as it was at the time there was a chance the rebels could win. He was also under constant compulsion that his wife and children would be sold on a whim, never to be seen again. He knew at one point that he had to do something, and on the morning of September 13, 2013, he had to do something. You would think at this point, with his family and his freedom that Smalls would be content to just relax and enjoy his celebrity status. Robert Smalls had only just begun to fight. Smalls traveled to D.C. as part of an effort to convince Secretary of War Edwin Stanton, and through him, President Abraham Lincoln, of the need to allow blacks to serve in the United States military. Small's own daring escape was one of the examples used, and soon after allowed Lincoln units to be formed consisting of escaped slaves and freed men. Smalls then became a civilian in the Navy. The captured Planter was valuable because of his shallow draft and his combination of pilot skills and knowledge of mine locations made Smalls a valuable commodity. He was later transferred to the army when ships such as Planter were deemed more suitable for army operations. He ended up seeing action in 17 Civil War engagements. In one engagement, the planter came under heavy Confederate fire. The captain of the ship ran from the pilot's house down to the coal compartment and expected the ship to be captured. Smalls, knowing that black crew members would be killed if they were captured, decided that surrender was not exactly in his best interest. He took control of the ship and flew Plants through a heavy barrage and to safety. For this action, General Quincy Adams gave Gilmore him the rank of captain, making him the first African-American to command an American ship. (After the war disputed the military rank saying it was not a true military rank. Smalls fought them on this, and eventually got a pension from a navy captain). In 1864, Smalls was then elected to be one of the freed delegates to the Republican National Convention. It was supposed to be held in Philadelphia that year. While he was in Philadelphia, there was an incident that would motivate Robert Smalls for the rest of his life. While on a wagon car, he was ordered to give up his seat to a white man and move. Instead, he resigned and protested his treatment as a war hero. The city was embarrassed, and local politicians began a concentrated effort to desegregate public transportation in Philadelphia. They succeeded in 1867. After the war, Smalls returned to Beaufort. He bought the home of his old master, who was seized during the war. He allowed his old master family to stay on site while he started his new life. One of the first things he did was learn to read and write. Intelligence had already been seen in Smalls, but he knew he could do more. And he did. He opened a shop, started a railway, and started a newspaper. He also invested heavily in economic development projects in Charleston. Smalls spoke with a Gullah accent, and this made his very popular among local African-Americans as he was one of them, but had become very successful. Smalls took the opportunity to engage in politics. Smalls was a die-hard Republican once said it was ... party of Lincoln ... that loosened the neck of four million people and I pray that every colored man in the North who has a voice to cast would cast that vote of the mainstream Republican Party and thus bury the Democratic Party so deeply that there will not be seen yet another bubble coming from the place where the funeral took place. Smalls knew that the newly liberated slaves of the post-war era would bear the wrath of the South Democrats and became heavily involved in politics. He served for the first time in the South Carolina State Legislature from 1868 until 1874, and took his talents to Washington D.C. as a newly elected member of the House of He served until 1887. Along the way, his career was hampered by the South Democrat's furious efforts to gerrymander districts, stop African Americans from voting, removing federal troops from the South and personal attacks. His career effectively ended when he was accused by Democrats of taking a bribe (an accusation for which he was later pardoned). After his national career was over, Smalls remained active as a community leader. He prevented two African-American men from being lynched. He died in 1915 at the age of 75. On his tombstone was a quote from his political career. My race needs no special defense, for the past history of those in this country proves them to be like any human being anywhere. All they need is an equal chance in the struggle of life. Before World War I, the U.S. Marine Corps was not the true expeditionary war branch as it is today. It was often neglected, underfunded, and at one point completely dissolved. The Civil War Marine Corps usually had just over 3,000 men, but manned the weapons at key points in the Union war machine, helping us begin the victory. A group of U.S. Marines guards the Washington Naval Yard. (Photo: Library of Congress) First, in the immediate aftermath of the secession articles, marine departments were sent to reinforce federal garrisons in secession states, including Fort Sumter. While the Marines were unable to reach Sumter, they reinforced Fort Pickens in Florida, which, although threatened by Florida secessionists throughout the war, never fell from Union control. A group of 348 Marines took part in the first Battle of Bull Run in support of a union artillery battery. (Image: Library of Congress) But the Marines didn't just defend outposts in the backwater. A battalion of 348 Marines under the command of Maj. Gen. John McCain (R-S.C.) John Reynolds fought in the first Battle of Bull run on 21 May 1944. The Marines were credited with courageous action throughout most of the day, but were routed with the rest of the union forces in the afternoon. Perhaps the largest contribution from the Marines to the war effort was their manning weapons on navy ships and guarding union positions on America's rivers, helping to secure the success of the Anaconda plan, which required the Confederacy to be split in two and starved for supplies. The monitor battles CSS Virginia at the Battle of Hampton Roads. Marines manned weapons on many of the wooden ships seen in the background. (Image: National Archives) One of the most amazing naval battles the Marines took part in was the Battle of Hampton Roads, the first clash of iron vessels in the navy's history of warfare. The Marines manned weapons on Union Navy ships USS Cumberland, uss Congress, USS Minnesota and others. Cumberland fought valiantly against ironclad CSS Virginia, pumped gun rounds through open portholes in Virginia, destroyed two guns and killed 19 of its crew. But Cumberland was eventually judged by a ram strike from Virginia. The USS Monitor, also an iron side, came and drove off Virginia from the other wooden hull ships. Vice President David Farragut's Naval Raid in New Orleans was facilitated by Smalls on some of the weapons. The attack eventually closed the important port to Confederate supplies. (Painting: Mauritz de Haas/Public Domain) The next month, the Marines participated in Navy Captain David Farragut's attack on New Orleans. On April 24, 1862, Farragut led his flotilla through a glove of Confederate weapons and gunships and conquered the city. At one point in the naval battle, Marines stabbed Confederate sailors through the cannon docks of two ships that were stuck together and exchanged cannon fire. Marines later stood guard as the state banner in New Orleans was cut down and the American flag raised. Cpl Mackie aboard the USS Galena at Drewry's Bluff. (Painting: U.S. Marine Corps) On May 15, 1862, Marine Cpl. John Mackie took the first acts for which a Marine would be awarded the Medal of Honor. He was on the USS Galena at the Battle of Drewry's Bluff. When Confederate fires from land damaged the ship and knocked an important gun out of service, Mackie got it back into operation and led the crew in its operation. The Marines under Farragut's command excelled again when the then Vice President, Farragut sent his ships past Confederate torpedoes and Fort Morgan to threaten Mobile Bay, Alabama. It was in this battle, with Marines firing their muskets into enemy portholes, that Farragut uttered his famous curse, damn the torpedoes! Full speed ahead! The attack was ultimately successful. (Photo: U.S. Marine Corps flickr) In the end, the Marines helped close the Confederacy's last major port where they received supplies from blockade runners. Fort Fisher kept open the port in Wilmington, North Carolina. In January 1865, a navy brigade of sailors and 400 Marines attacked the fort under heavy fire. While their attack was easily defeated, it served as a diversion for a new attack by the Army. The army was able to take the fort largely because of the sacrifice of the Marines and sailors. Fort Fisher's downfall closed Wilmington's port and closed the last major supply route into the Confederacy. The surrender of Confederate units came sooner after this loss of supplies and General Robert E. Lee surrendered the Army of Virginia in the Appomatox Court House just three months later. The latest ranking of the world's most violent cities by the Mexican research group Security, Justice, and Peace again drew attention to Latin America, home to 42 of the 50 cities on the list. Latin America is actually the most violent region, accounting for about 8% of the global population, but records about a third of the world's intentional homicides. Although homicide is not the only type of violent crime, it is generally considered the best measure of it. Of all the different types of crime, murder is probably the easiest to track because there is nothing more biological than a dead body, Robert Muggah, research director at Brazil's Igarapé Institute and an expert on crime and crime prevention, told Business Insider. In most places, there are also legal procedures that authorities should follow when dealing with murders. Robert Muggah, research director at Brazil's Igarapé Institute and an expert on crime and crime prevention. (YouTube) So unlike, say, assault or robbery or sexual violence or domestic abuse, murder is one of those variables that over time and space is relatively straightforward to capture, Muggah said, adding that researchers can draw on a panoply of sources - law enforcement, public health agencies, non-governmental groups, the press and the public - to tabulate and track murders over time. But, as Latin America illustrates, there are a number of recurring challenges that arise when collecting murder data that complicate efforts to make comparisons and compile rankings. Where did it happen? Do we look at national data, government data, city data, and if we look at city data, in this case, how do we define a city? Muggah said. A city's geographical boundaries can be defined in a variety of ways. The UN has three: the city correct, bounded by administrative boundaries; the urban agglomeration, consisting of a continuous urban area, and the metropolitan area, whose borders are based on social or economic connections. The population in each of these areas can vary enormously, as can the number of homicides. It turns out that cities are surprisingly difficult to define. There is no uniform or uniform definition of a city, and this has been a source of any consternation for geographers for over a century, Muggah said. The Igarapé Institute is reviewing homicide ratings, but maintains a homicide monitor that collects data on homicides, using the urban agglomeration definition for cities, Muggah said. The Mexican group complies with some set of criteria, which require the minimum population of 300,000 people and excludes places with active conflicts, such as Ukraine or Syria.But the group says in its methodology that whenever possible, it includes all municipalities that it considers as part of a city - localities that form a unique urban system, clearly separated from others, regardless of the geographical administrative divisions of the countries. Muggah and his colleagues noted problems with this method compared to the 2015 ranking, which found Caracas, Venezuela, to be the most violent city. That year, others also said the group based its record on the murder rate for the metropolitan area of Cali, southwest Colombia, and in their view overestimated the number of homicides. The group's ranking for 2018, the most recent, put Tijuana, Mexico, at the top of the list, with a murder rate of 138.26 per 100,000.Tijuana has seen a sharp increase in deadly violence, but the city's public safety secretary disputed its rank, citing the inclusion of the nearby city of Tijuana Mexico, in the murder count and lack of accounting for Tijuana's migrant population. Security, justice and peace rejected the criticism, saying that the based population counts on official figures, and that excluding Rosarito would actually have raised the murder rate. (Although it did not say why it considered Tijuana's metropolitan area and not those of other cities.) What's a murder? It turns out there are many types of homicides, Muggah said. We have murders that are intentional. We have murders that are accidental, which we also call murder. We have murders committed by the police, which are sometimes not included in the formal homicide statistics. Mexico has experienced an alarming increase in homicides, setting records in 2017 and 2018.Mexico's official crime data includes two categories of homicides: homicidio doloso, which refers to intentional homicides, and homicidio culposo, which refers to murder or accidental homicide. The latest figures for intentional homicides in Mexico in 2017 and 2018 are 28,868 and 33,369, respectively. The totals for all murders are 46,640 in 2017 and 50,373 in 2018. Missing persons in Mexico.While official government fanatics distinguish between accidental and intentional killings as they are legally defined in these countries, counts of non-governmental groups, the media and the public can make this distinction, grouping different types of deadly violence together. And it matters, Muggah said, because in some countries, including Mexico and Brazil, when you include police mortality, police killings, falling into a different category, it can actually significantly increase the overall count. In many cases, Muggah added, these deaths are not what you describe as illegal. In 2017, Brazil had 63,880 homicides - 175 murders a day - an increase of 3% from 2016 and a record. (Homicides were on the decline through the first nine months of 2018, but full-year data for 2018 is not yet available.) In 2017, there was also an increase in the number of fatalities by Brazil's police, which increased by 20% from 2016 to 5,144 people, or 14 a day. Authorities in the state of Rio de Janeiro have attracted special scrutiny for their deaths, drawing charges of extrajudicial executions. Not only where and how do you measure, but also when? Even when homicide data for an entire calendar year is available - which is not always the case; In some cases, the list of security, justice and peace is extrapolated from interim data — it may change over time. In many cases, there are outstanding litigation and legal processes underway to determine ... what actually that fatal outcome was, and if it can take months. It could take years, Muggah said. Usually though, there is a delay when governments produce data to issue this information because they are still dealing with many of the legalities around sorting out murders. Year-round crime for Mexico in 2017, released in January 2018, put the number of murders on 29.168.De latest data for that year, updated in March 2019, indicates that there were 28,868 homicide victims. (The Mexican government changed its methodology in early 2018 and updated previous figures to reflect that.) Police on the street in the high crime area of Iztapalapa, Mexico City.There are also 26,000 unidentified bodies in Mexico's forensic system, and the government estimates that more than 40,000 people are missing. Hidden graves full of unidentified bodies are often found throughout Mexico.All this - combined with problems such as a lack of prosecution and suspicions of officials manipulating crime data - means mexico's murder totals could change in the foreseeable future. In many countries, Latin America, in particular, there are huge impunity rates and a huge gap in the treatment of some of these cases, precisely because of the volume, but also the lack of capacity to go through all these cases, and so there is a reason for a delay, Muggah said. It is necessary to reflect on violence and trends in crime, but Muggah added: The challenge is that many governments operate at different speeds. Forwarding data for only part of a year, or drawing on only certain sources that are readily available, can often inadvertently bias our sample, Muggah said. Know what you don't know. One who are in the industry of surveillance and tracking and building systems to better understand crime is that there are many places or cases where crime, including deadly violence, is not particularly well reported, or if it is reported very badly, Muggah said. Latin American countries release crime data fairly regularly, but closer examination reveals large gaps in the data, especially in parts of Venezuela, Mexico and Brazil, Muggah said. There will be reports that ... not accurately capture the cause of death, which is why you get misattribution. It will be a situation where they just can't store the bodies because there's not enough space and then you get undercounts, he said. There will be places where governments themselves, especially the police, have no incentive to report deadly violence and therefore will distort the numbers. Outside the Organization for Economic Cooperation and Development, a group of 36 members that includes most of North America and Europe also lacks available information about crime, Muggah said. If you go to Africa, with the exception of a few countries, it is ... a knowledge gap around murder, he added. That's also the case in parts of Asia, where governments just don't want to report general statistics on crime, citing it as a national security issue. Stimulating cities. In the methodology included in its latest report, Security, Justice and Peace said it is compiling the ranking with the aim of drawing attention to violence in cities, especially in Latin America, so that leaders are pressured to fulfill their duty protect the governed to guarantee their right to public safety. What we are also looking for is that no ... want their city or cities to appear in this ranking and that if their city or cities are already [on it] already, they make the maximum effort so that they leave it as soon as possible, the group added. Brazilian Federal Highway Police. There are positive and negative potential effects of inclusion on such a list, Muggah said. One hopes that [inclusion] as a positive result will incentivize city leaders, business leaders in cities, community activists and ordinary citizens to be aware of the many risks that are there, and also to seek and strive to find ways to get off this list, he said. Stigmatizing cities. But it can have negative consequences. Reducing a complicated issue like personal safety to a single calculation risks sensationalizing the problem and could distort public perceptions, potentially strengthening leaders who push harsh sanctions, Muggah said. In some cases, it can stigmatize cities, Muggah said, affecting foreign and domestic investments, credit ratings and business decisions. It can also have a special effect on local economies, especially for tourism, which many parts of Latin America rely on. The hope is that by shining a light ... on these challenges that this will somehow provoke constructive response from the city, its inhabitants and its leaders, gathering them around a common goal, such as reducing uncertainty and getting off that list, Muggah said. It's not yet clear whether it has actually ever happened, whether these lists have contributed positively to social change, and it may be asking too much of a list, Muggah said. This article originally appeared on Business Insider. Follow @BusinessInsider on Twitter. When Hurricane Michael hit Florida as a Category 4 storm, it was a historic record - and it just happened to land a direct hit at a major U.S. Air Force base, Tyndall. Unfortunately for American warfighters and taxpayers, some of the Air Force's most necessary and most expensive assets were stuck in hangars damaged by the storm, resulting in losses that could total hundreds of millions of dollars. So why did the Air Force leave these very mobile and expensive assets in the way of a predictable, easily tracked storm? A U.S. Air Force F-22 Raptor from the 95th Fighter Squadron pulls back during takeoff at Tyndall Air Force Base, Fla., June 14, 2018. (U.S. Air Force Airman first class Isaiah J. Soliz) Well, it's not always as simple as people like to imagine - and commanders had to deal with a number of big problems when the storm came barreling towards them. The many planes at the base (including 55 F-22s) in their care were just one of many immediate problems. F-22s are precious possessions, but they can't always fly. Choose your metaphor, whether it's racehorses, race cars, boxers or what-have-you, are complex assets that require multiple maintenance hours for every hour by air. Fly, has an emergency response rate around 50 per cent. You read it correctly - only about half of our F-22s can fly, fight and win at any given time. So, while Tyndall has not released its exact maintenance figures at the time the storm was first estimated to hit the base, it is unlikely that even 30 of them were able to fly away at that moment. And the commanders had to look at the whole picture - not just on their fifth-generation warriors. A U.S. Air Force F-22 Raptor from the 95th Fighter Squadron pulls back its during takeoff at Tyndall Air Force Base, Fla., June 14, 2018. They couldn't know exactly how strong the storm would be when it hit them, but they could clearly see it was a hurricane - and a big one. The hangars and barracks at the base were simply not up to the task of safely housing fliers during a Category 3 or -4 hurricane. Michael hit the base as a Category 4, and there wasn't a single residential structure at the base that completely survived the storm. The damage was so severe that the base could be a complete loss. Yes. A complete loss. As in, the Air Force can close the base and sell off the land, although management has said they are optimistic that it will be worth rebuilding. So, yes, the Air Force had to get as many F-22s flying out as possible, but they also had to evacuate their pilots, protect other aircraft and get everything secured before the storm hit. That includes the massive amounts of classified material on a base like

