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Fernando soto pilot

Fernando Soto HenríquezCoronelYears Service 1958 -Nickname El FlacoLealtad HondurasRama Military Honduran Air ForceUnit Fighter-BomberUnitCondecorations Named National Hero (2003)Honduran Air Force CommandsConflicts Football WarInformationBirth 24 June 1939 Tegucigalpa, June 25, 2006, Tegucigalpa, HondurasOcupaciones Commercial Pilot at Honduras Air Service, S.A.-SAHSA[edit Wikidati data] Fernando Soto Henríquez (born June 24, 1929) On June 25, 1939, in Tegucigalpa, M.D.C., the Republic of Honduras – died June 25, 2006) was a fighter pilot who excelled in the football war between the republics of Honduras and El Salvador in 1969. In 1958 Soto Henríquez graduated from Honduran Air Force Aviation School as a sub-lieutenant aviation pilot, in the promotion of the 57 A. Hunt Chance Vought Corsair F4u-5n, registration: FAH-609, used by the hero Soto in the War of Football in 1969. Fernando Soto Henríquez commander of his ship Chance Vought F4U Corsair with FAH-609 registration honduran air force, He achieved three crashes in combat: a Cavalier F-51D Mustang and two Goodyear FG-1D Corsair from the Salvadoran Air Force on July 17, 1969, making it, that F-51 in the morning and two FG-1s in the afternoon, making him the only Latin American pilot to achieve 3 war victories on U.S. land soil. This earned him several global accolades, which were even invited to a meeting of aviation figures known as the Eagle Gathering in the United States. These aerial combat made history, because they were the last to happen, taking unlike propeller-propelled aircraft. His Corsair FAH-609 device finally retired in 1981. After the war, Colonel Soto Henríquez was named a national hero by the title seen in September 2003 [1] See also Chance Vought F4U Corsair Football War Aviation History at Honduras Aire Museum Honduras SAHSA [1]. External connections Q1406848 retrieved from Mexican and American karting driver Fernando Soto-Gallegos is currently participating in the Asturias karting championship. Fernando competes with experienced drivers who race in the Spanish karting championship. He is ranked 3rd in championship standings after 5 races, from 6th to 7th. It aims to participate in Karting Championship in 2019 Honduran Air Force Captain Fernando Soto is credited with the only air strikes ever recorded by the Central American Air Force. Soto was born in 1939. After graduing in 1955, Soto went on an exchange program for the twelfth year of school at a high school in Los Angeles, California. In 1957, he became a flight cadet and went to the United States for basic training. He was a tall, thin young man and did not meet the basic difficulty requirements for pilot training. After two months trying to gain weight, he returned home and began flying training in Honduras. Soto made his first flight in a North American AT-6 Texan, then proceeded to fly it in primary and advanced training. In August 1958. As an active pilot in Fuerza Aerea Honduras, he held many additional positions. In 1960, Soto became head of academics and flight instructor and eventually became head of air force training. He was an active operating pilot and flew patrols over Honduras' northern coast and participated in many exercises, including Operacion Patuca and Operacion Yunque Martillo. During the Operacion Centro America he flew with pilots from other Central American Air Force and U.S. Air Force. In the summer of 1965. Soto was decorated by the president of Nicaragua for locating and later rescuing two Nicaraguan pilots who threw themselves into Fonseca Bay on the Pacific coast. In the late 1960s, he was signed to a Honduran airline and began a second career in commercial aviation. He stayed in the Air Force Reserve. In 1969, during a brief confrontation called the Football War with neighboring El Salvador, he became a national hero when he toppled three opposing fighters. He was offered a medal or promotion - he chose a promotion to major. He joined the Servicio Aereo Honduras S.A. (SAHSA) in 1960. After flying a Lockheed Electra turboprop, he switched to jets and flew Boeing 727s and 737s. Until his retirement from SAHSA in 1994 KIT: Hasegawa 1/48 F4U-5 Corsair II KIT # 9075 PRICE: \$26.00 DECALS: See Review & REVIEW PHOTOS : Tom Cleaver NOTES: FOOTBALL WARRIOR: BUILDING CAPTAIN FERNANDO SOTO F4U-5N A little-known fact corsair operation is that of the six Air Force flying type operationally, two used their Corsairs against each other in the last air war in which World War II fighters were front-line equipment. The Corsair in Central and South America in the late 1950s, when the U.S. Military Assistance Program delivered F4U-5Ns to the Argentine Navy, after which corsairs provided the Honduran and Salvadoran air forces in Central America over the next five years. While the Argentine Corsairs maintained their ability to fight at night during their service and flew from carriers, the 10 F4U-5NL Corsairs provided to Honduras lost their night fight and winter gear before leaving Litchfield Park, Arizona, in 1956. Honduras also received eight F4U-4 Corsairs in 1960-61, at which time El Salvador received twelve Goodyear FG-1A and FG-1D Corsairs. In 1969, the Football War became the height of political and cultural differences between El Salvador and Honduras. Although the name made a good newspaper copy, it was completely inaccurate as far as the cause of the war was concerned, which was actually the result of long-standing disputes regarding border territory between the two countries. Legend has it that this was the P-47 Thunderbolt's last fight performance; outside of some use of P-51 Mustangs flown by American mercenaries Salvadorans, however, all air combat took place between corzira's two air forces. The Honduran Air Force was alerted to possible hostilities with El Salvador on July 11, 1969. At this point, 13 of the 18 Corsairs originally delivered are still in operation. Four F4U-4s were sent to San Pedro Sulu on the north coast, while the eight remaining F4U-5s and one F4U-4 remained on Tegucigalpa. In the early evening of July 14, as Corsair pilots packed at home for an extended trip to the northern combat zone, a Salvadoran C-47 transformed into a bomber by cutting a hole in the lower hull through which 100kg bombs rolled out attacked Tegucigalpa airport. Honduran pilots rushed back to their planes and several took off in search of the long-gone C-47; Dusk brought them back because none of them had ever flown Corsairs in the dark. The next day, two Salvadoran FG-1s and a P-51D attacked Tegucigalpa as the Hondurans provided air support on the northern front. The unit commander left in one remaining F4U-5, but his rifles were inoperable; A T-28A operated by Lieutenant Roberto Mendoza passed on one FG-1, hitting it with a .30-caliber fire and forcing it to head north with streaming smoke. While this was happening, four Honduran F4U-4s hit Salvadoran coffee port Acajutla; using bombs and rockets, they burned a small oil refinery, but missed a large power plant. One of the Corsairs was shot and forcibly landed in Guatemala, where he was interned for the duration of the conflict. The next day, two F4U-4s intercepted 40 buses that brought Salvadoran forces to the front line and fired them. Captain Fernando Soto finally entered the fight on 17 October 2014. Captains Francisco Zepeda and Edgardo Acosta flew. With 400 hours on the Corsairs since 1959, Soto was one of honduran's more experienced fighter pilots. (Consider that this is an average of 40 hours per year, less than an hour a week; in the US, it is commonly considered that a warbird pilot who cannot average 2 hours a week on a high-performance aircraft is not a car in type.) Soto's flight was ground support. When they first passed, Zepeda jammed his guns and Soto ordered him to stop and wait for a meeting. During their second pass, Zepeda called for being attacked by two P-51s. In their first pass on two Salvadoran Mustangs, they broke in opposite directions; Soto followed the one that turned right and retreated inside the Mustang's turn. He fired three 20mm bursts and blew the left wing off the Mustang, which crashed before the pilot could jump out. Later in the day, Soto and Acosta flew a mission to San Miguel in El Salvador. He spotted two Corsairs approaching from the north and jettisoned their ordnance. Soto and Acosta climbed above two Salvadoran FG-1s, apparently unable to spot them as they flew toward Honduras. Soto dived on the Salvadorans, followed by Acosta, and hit first with his first burst of fire. It caught fire and the pilot exited as Soto's speed carried him past another Corsair. Soto missed Acosta's call of two more enemy aircraft, and suddenly he found himself with another Salvadoran FG-1 on his tail and firing. For the next few moments, Soto put his F4U-5 through tight turns, rebounds and zoom-ups in the downhill trying to rattle the Salvadoran. Finally, he got into split-ess, but got away with it halfway. The Salvadoran pilot continued the manoeuvre, allowing Soto to slit his tail. His first burst knocked out an aileron, and the second exploded the second Corsair - the pilot forgot to depress his fuel system before entering the fight. Soto retreated to find himself flying past the pilot of his first victim who is still skydiving. The dogfight lasted long enough for the first Salvadoran to descend 3,000 meters, although Soto later recalled it was like a century. Hostilities ended on 19 October 2014. Neither side has lost a plane since triple-A, while Soto's three murders are the only one made by a pilot of any air force. Nine Honduran Corsairs were still in operation in 1978, thirty-eight years after the first flight of the first Corsair. All but Soto eventually returned to the U.S. in the early 1980s, where they nearly tripled the number of Corsair survivors flying like warbirds. Today, the F4U-5NL Fernanda Sota is a gatekeeper in Tegucigalpa and probably cannot return to flight status due to exposure to the elements. I refer the reader for a review Although I was fortunate with my first F4U-5N to get a kit that didn't suffer from forward fuselage ridge problems in a noticeable way, I wasn't so lucky with this kit. The problem is the fact that Hasegawa decided not to create a separate hull mould for three different late Corsair series aircraft, but opted for a separate fuselage mold forward that could be changed for three different types. As a result, there is a mold ridge directly in front of the hull gas tank, which varies in severity. In the case of this kit, having sanded down the ridge area, there was still a surge in plastic, which could only be cured there using putty. If you need to fix this problem on your model, be sure to write the surface detail more deeply before you start grinding things out, which will give you a guide to scribbling the area again when you get rid of the ridge. As far as the rest of the construction is concerned, I will refer the reader to my full-build review of the F4U-5N. Picture: Honduran corsiers never got repainted while in the country. However, the photographs taken in 1978 and 1979 were taken in 1982. So when I painted this model, I gave it a full Gunze-Sanyo Midnight Blue coat, then went back over the top surfaces with first a little Tamiya Dark Grey mixed into the original color, and then a little Tamiya Blue, to give a subtle effect of weakening the sun on the upper surfaces of the wings, a horizontal stabilizer and the upper parts of the trunk. I also painted an anti-light area in front of the cockpit with Gunze-Sanyo Navy Blue, a very good color for non-spectular sea blue used as an anti-display in these aircraft. Decals: SuperScale published a very good sheet of Corsairs, 48-500, in 1995. It's Phil DeLong's VMA-312 F4U-4 Korean Yak-killer, Soto's soccer warrior, and VMF (N)-513 Korean night fighter, which has codes in the wrong color of red and wrong size. The other two sets or markings are fine, and even include stencils in Spanish for Soto's plane. Stickers fell off without a hitch under a light Micro-Sol coat. Finishing: I painted muddy stains on the spatulas of props and lower wings on the main wheels and inside the tail wheel doors, as Honduran airports during this time were muddy unenforceable lanes; I created exhaust dyeing with Tamiya Dark Sea Grey oversprayed with Tamiya Dim, and some paint chipping on the leading edges of the wings and tail, and around the cowling and engine access boards. After that, the main way to show time on a plane painted shiny sea blue is to align the color in those areas exposed to the sun, which I did with my Flat Future blend Future and Tamiya Flat These are the different markings that set this Corsair than those flown by the United States, and they mark the last chapter in the history of a very famous plane. If you want your product to be viewed fairly and quickly by a site that has more than 1,700 hits a day, contact me or see other details in the battle of your coworkers. Go back to the main page back to the review page