

Remember, the SYC Scoreboard will be a regular feature in each **spring issue**, but may not be printed in all issues. However, members can access the current Scoreboard on the SSS website, anytime. SYC Ed.

<b>SYC Scoreboard as of Fall 2016 Issue</b>	
<b>Claim Categories/Details/Record</b>	<b>Title Holder(s)/Reported in Issue #</b>
<b>General:</b> Commanded most Hun squadrons = <b>5</b> .	Les Leavoy/I-3 = <b>Issue 3, etc.</b>
Served in the most active duty Hun squadrons = <b>9</b> .	Elmer Slavey/I-13
Most consecutive years flying the Hun = <b>17y, 8m, 3d</b> .	Pete Noebel/I-10
Most non-consecutive years flying the Hun = <b>45.5y</b> .	Bill McCollum/I-4
Last to fly the Hun = <b>November 3, 2014</b> .	Charlie Friend/I-28
Last to fly a C-model = <b>September 6, 1989</b> .	J.R. Alley/I-28
Last fully combat ready USAF/ANG pilot to fly the F-100 = <b>03/28/81</b> .	Bob Dunham/I-17
First Hun pilot to be successfully rescued in SEA = <b>August 18, 1964</b> .	Arnie Clarke/I-20
First Hun pilot to be successfully rescued in SEA by USAF SAR forces = <b>March 31, 1965</b> .	Ron Bigoness/I-20
First to fly all four operational models of the F-100 = <b>F on 25 Oct. '57, A on 7 Nov. '57, C on 14 Feb. '58, and D on 22 Dec. '60</b> .	Skip Cornelison/I-29
First pilot to fly the QF series F-100s = <b>10/17/1980</b> .	Charlie Friend/I-18
First pilot to land an F-100 at Pingtung AB, Taiwan = <b>16 April 1966</b> .	"Tuck" McAtee/I-29
First and only F-100 pilot to fly his first-ever F-100 flight solo in an F-100C out of Fürstenfeldbruck AB, Germany = <b>31 October 1957</b> .	David Brown/I-29
Most Hun hours = <b>5,330</b> .	Gail Wilson/I-5
Lowest total Hun time on record = <b>25.5 h</b> .	Gene Kranz/I-16
Lowest type time for Hun CCT/RTU IP qualification = <b>24.15h</b> .	Jerry Fowler/I-23
Lowest type time and total hours to qualify for an F-100 ferry High Flight to Europe = <b>29h and 744h</b> .	Jerry Fowler/I-24
First F-100 pilot to fire a GAM-83/AGM-12 missile in combat = <b>09/30/65</b> .	Tad Derrick/I-25
Most combat missions in the Hun = <b>572</b> .	Jack Doub/I-11
Most combat missions in the F-100 for a 1-year tour = <b>361</b> .	K.B. Clark/I-18
Most consecutive years same squadron = <b>7y, 11m</b> .	Harry Wiggins/I-12
Consecutive years same Guard squadron = <b>15y, 7m</b> .	Ira Holt/I-3
Youngest pilot to fly the Hun (as a student) = <b>20y, 8m, 12d</b> .	Phil Drew/I-32
Youngest individual to break the Mach in an F-100 = <b>18y, 4.5m</b> .	Rudy Bow/I-31
Youngest to get a unit F-100 IP checkout in a combat zone = <b>29y, 6m</b> .	Harry Brown/I-32
Youngest to become an F-100 squadron Flight Commander in a combat zone = <b>29y, 6m</b> .	Harry Brown/I-32
Youngest pilot to eject from an F-100 = <b>23y, 10m, 13d</b> .	Ken Peterson/I-19
Fewest "F-available" dual hours before solo = <b>2.2h</b> .	Dick Hale/I-6
Fewest "F-available" dual flights before solo = <b>1</b> .	Ron Lord/I-8
Fewest Hun flights prior to a major accident = <b>1</b> .	Norm Turner/I-23
Oldest to solo after "F" transition checkout = <b>39y, 9m</b> .	Perry Lusby/I-11
Shortest non-IFE Hun in-flight time = <b>5 minutes</b> .	Walt Cornelison/I-6 & Bob Railey/I-9
Shortest non-IFE Hun flight distance = <b>2.5 NM</b> .	Steve Altick/I-11
Shortest Hun flight time involving an IFE = <b>3 seconds</b> .	Lee Howard/I-13

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Shortest F-100 in-flight time from takeoff to a dead-stick landing on the same runway due to an IFE = <b>about 1 minute.</b>	Bob Titus/ <b>I-25</b>
Shortest time between takeoffs in two different F-100s = <b>20min.</b>	Jim Brasier/ <b>I-20</b>
Oldest Hun driver to eject from a jet fighter (F-86) = <b>56y.</b>	Dumpy Wyrick/ <b>I-5</b> . Update/ <b>I-21</b>
Most ejections from the Hun = <b>3.</b>	Rezk Mohamed/ <b>I-4</b>
Shortest time from ejection till return to flight as a Hun PIC = <b>20h.</b>	Paul "PK" Kimminau/ <b>I-14</b>
Only Hun pilot to eject at 400 feet AGL on final to landing and survive with only minor injuries.	Strawberry Reynolds/ <b>I-27</b>
Shortest, continuously operational time to 3,000 hours = <b>11 years.</b>	Glenn Ramsdale/ <b>I-22</b>
Most hours without a drag chute failure or barrier engagement = <b>3,000.</b>	Greg Butler/ <b>I-22</b>
Only flight surgeons to eject from the Hun.	Larry DeSanto/ <b>I-13</b> & Bill Berkley/ <b>I-16</b>
Only two brothers who both ejected from Huns.	"Dumpy" & "Champ" Wyrick/ <b>I-14</b>
Youngest Hun pilot to emergency egress from an airborne F-100 without the use of an ejection seat = <b>23y, 28d.</b>	KB Clark/ <b>I-20</b>
Pilot who gave his own wife a Hun ride = <b>Twice.</b>	Greg Butler/ <b>I-5</b>
Most civilian hours in the Hun = <b>1,872.</b>	Rod Beckett/ <b>I-23</b>
Most Atlantic Ocean crossings in a civilian F-100 without having to use the drag chute = <b>5.</b>	Rod Beckett/ <b>I-23</b>
Longest service as a spare deployment pilot, for one leg out and back to home base = <b>10 Hun hrs, in 5 days, wearing the same flight suit.</b>	Robert Hires/ <b>I-29</b>
Only Hun pilot to receive the Air Medal, as a spare pilot, for an over-12-hour non-stop overseas deployment.	Gary Gulbransen/ <b>I-31</b>
Longest time between ground school and flight = <b>17y, 10m.</b>	Dick Hefton/ <b>I-16</b>
Longest time between C-model flights = <b>11y, 2m, 19d.</b>	Bill Swendner/ <b>I-8</b>
Longest time between Hun flights as pilot = <b>31y, 10m, 19d.</b>	Don Schmenk/ <b>I-14</b>
Most checkout/recurrent Hun training = <b>Tied at 4.</b>	Bill Swendner/ <b>I-8</b> Joe Turner/ <b>I-10</b>
First SSS pilot to fly the Hun = <b>Oct. 28, 1954.</b>	Bob Wilson/ <b>I-13</b>
First "Brown Bar" to check out in the F-100 = <b>May 3, 1955.</b>	Bob Thorpe/ <b>I-19</b>
First Luke student to land an F-100C at Gila Bend Aux Field due to an IFE = <b>Summer 1959.</b>	William Lambertson / <b>I-29</b>
Fastest Mach in the Hun = <b>1.7 M.</b>	Al Bartels/ <b>I-19</b>
Fastest landing speed in a Hun = <b>250K.</b>	Keith Acheson/ <b>I-22</b>
Tallest Hun driver on record = <b>6' 6".</b>	Butch Viccellio/ <b>I-13</b>
Shortest Hun pilot on record = <b>5' 4".</b>	"Dumpy" Wyrick/ <b>I-14</b>
First and only Aussie (RAAF) to fly the Hun.	Jim Flemming/ <b>I-18</b>
The father/son Hun pilots pair with the longest interval (10 years and 6 months) between the father's last flight (Apr '58) and the son's first flight (Oct '68).	Jim Icenhour, Sr. & Jim Icenhour, Jr./ <b>I-26</b>
The father/son Hun pilots pair with the longest interval (15 years) between the father's first flight (Apr '57) and the son's last flight (Apr '72).	Jim Icenhour, Sr. & Jim Icenhour, Jr./ <b>I-26</b>
First Hun pilot to lead a team in the restoration of an F-100 for museum display = <b>completed: 22 JUN '12.</b>	Ken Ramsay/ <b>I-30</b>
<b>Operations:</b> Consecutive flights barrier engagements = <b>Tied at 2.</b>	Forrest Fenn/ <b>I-3</b> & Bill Collette/ <b>I-4</b>

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First approach end barrier engagement involving an IFE flight.	George Branch/ <b>I-10</b>
Unintentional approach end barrier engagement.	Jack Van Loan/ <b>I-10</b> , Fred Cherry/ <b>I-12</b>
Only Hun driver(s) to hookup on a Navy tanker.	Tom Godfrey/ <b>I-2</b> , "Crusher Flt."/ <b>I-28</b>
Only Hun driver(s) to hookup and refuel from a Navy tanker.	"Crusher" Flight of 4/ <b>I-28</b>
Most continuous flight time hooked up with a KB-50 tanker = <b>2.5 h.</b>	Walt Hersman/ <b>I-18</b>
Only SSSer to air-to-air refuel in a civilian F-100.	Rod Beckett/ <b>I-23</b>
Only Hun pilot to AR qualify himself flying as a flight leader on a combat mission.	Pete Fleischhacker/ <b>I-31</b>
Only SSSer to ferry a civilian F-100 single-ship across the Atlantic without a GPS.	Rod Beckett/ <b>I-23</b>
Only pilot to have flown an F-100 solo (no wingman or tanker) across the North Atlantic via island hopping, twice!	J.R. Alley/ <b>I-28</b>
First Hun pilot to AAR with the bent probe way out of its normal vertical position = <b>22 Oct., '63.</b>	R.Y. Costain/ <b>I-30</b>
KB-50 supported flight distance record = <b>6,400 NM.</b>	Dan Walsh/ <b>I-1</b>
KB-50 supported flight time record. = <b>14h, 4m.</b>	Jack Bryant/ <b>I-6</b>
KC-135 supported flight distance record = <b>6,600 NM.</b>	Dick Mason/ <b>I-2</b>
Most KC-135 full offloads taken on one Hun flight = <b>8.</b>	Dick Mason/ <b>I-26</b>
KC-135 supported flight time record = <b>12h, 20m.</b>	Norm Battaglia/ <b>I-3</b>
Fewest Huns on KB-50 supported crossing = <b>Flight of 2.</b>	Battaglia/ <b>I-3</b> : N. Turner, Hermes/ <b>I-16</b>
Highest number of Atlantic Ocean crossings = <b>13.</b>	Charlie Mason/ <b>I-10</b>
Highest number of Pacific Ocean crossings = <b>5.</b>	Tom Tapman/ <b>I-11</b>
Last Hun trans-oceanic crossing, island hopping = <b>06/28/02.</b>	Dick Hale (#1), Rod Beckett (#2)/ <b>I-6</b>
Dead-stick Hun landing from the back seat = <b>1.</b>	Joseph Haines/ <b>I-7</b>
Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner.	Thales "Tad" Derrick/ <b>I-23</b>
Most successful flameout landings in a finite time = <b>2 in 46 days.</b>	Don Emigholz / <b>I-31</b>
Saved an F-100 by landing on the El Uotia emergency jet landing strip.	Dennis Wolfe & Jim Brasier/ <b>I-21</b>
Smallest target drone shot down with 20 mm = <b>12-foot wingspan.</b>	Joseph Haines/ <b>I-8</b>
Largest percentage of hits on the dart = <b>7 of 14 rounds.</b>	Ed Wells/ <b>I-4</b>
Best student dart kill ratio = <b>7 of 7 missions.</b>	Ed Haerter/ <b>I-16</b>
Best rag target strafe qual event = <b>100+ Hits.</b>	Jim McKean/ <b>I-20</b> & Max Templin/ <b>I-26</b>
Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = <b>53%.</b>	Pete McCue/ <b>I-30</b>
Only Luke AFB F-100 long-course student pilot to deliver an OTS practice bomb that hit the Bullseye within one second of its planned TOT.	Gary Nophsker/ <b>I-31</b>
Hun flight with two "Winglets." (Only one winglet is not a tie.)	Medley Gatewood/ <b>I-3</b>
Only Hun jock who managed to land safely with both ailerons up.	Mick Greene/ <b>I-13</b>
Highest altitude reached in a Hun not participating in official high altitude testing = <b>57,000'.</b>	R.G. Head/ <b>I-23</b>
Highest altitude reached in the Hun = <b>73,000 feet.</b>	George Demers/ <b>I-13</b>

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Highest recorded G pulled in a Hun (without a malfunction) = <b>8.5.</b>	Ed "Hawk" Wells/I-22
Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = <b>+10, -4.</b>	Vern Nordman/I-32
Closest to the ground loop recovery = <b>5 feet.</b>	Ron Catton/I-10
Non-AB takeoff from the shortest runway = <b>6,000 feet.</b>	John J. "J.J." Keller/I-12
Last Hun flight with <b>Buddy Refueling system.</b>	Ron Barker/I-10
Last official Hun combat mission in Laos = <b>06/25/71.</b>	Harry Brown/I-19
Only Hun pilot to land with two live napalm cans.	Bill Sauers/I-10
Only Hun pilot to jettison two SUU-21 dispensers from the centerline pylon through no fault of his own.	Jack Cousyn/I-13
Only Hun pilots to nearly shoot themselves down while strafing = <b>Tied.</b>	Bob Hires/I-11 & Bill McCollum/I-13
First Hun landing from back seat at night = <b>April 1962.</b>	Gus Guenther/I-12
First Hun pilot to deliver ordnance at night without flares: <b>May 30, '65.</b>	Ron Green/I-17
First to fly a Hun through the UK Gliding Championship = <b>1968.</b>	Dave Bockelman & Ron Green/I-19
Hottest temperature at takeoff with a clean F-100D = <b>140 F.</b>	Ron Green/I-26
Hun pilot with the shortest time in South Vietnam before having to eject from his crippled F-100 = <b>4 days.</b>	Bill Barreire/I-30
Only Hun pilot shot down in his home base traffic pattern.	Darrell Couch/I-14
Only Hun jock to take small arms hits to the body while airborne and recover his Hun safely.	Pete Noebel/I-13 & reworded in I-14
Most Hun sorties flown sustaining battle damage = <b>107.</b>	John J. Schulz/I-23
Most combat sorties in the Hun by a non-rated officer = <b>17.</b>	Darrell Jones/I-13
Member of the only F-100 combat mission to deliver ordnance on its own air base = <b>Bien Hoa, Tet, 31 January 1968.</b>	Fred Abrams/I-24
<b>Odd Claims:</b> Only turtle to fly supersonic in the Hun = <b>"Sputnik."</b>	Bob Thorpe, Pilot/I-5
Only pilot to fly the Hun with a snake in his helmet.	Jim Lapine/I-9
Only Hun pilot to refuel towing a dart.	Keith Clay/I-10
At least one take-off and landing in the most countries = <b>17.</b>	Skip Cornelison/I-11
Only pilot to napalm his own Hun with POTUS as witness.	Fred Dent/I-11
Only F-100 pilot to have made engine mounts for the F-100/J57 BEFORE becoming a Hun driver.	Alex Sapyta/I-25

## Dumb Things Done in a Hun (DTDH) Roundup

Description of Dumb Thing	Confessor/Reported In
Nearly busted his butt while near level strafing a worthless hooch in mountainous terrain.	Rusty Gideon/I-23
Most out-of-limits gear extension = Over 450 KIAS & 4 Gs.	Tom Clark/I-23
Totally planned and premeditated violation of standing drag chute usage guidance, and getting caught at it!	Rod Beckett/I-24
Not one, but two roof-top-level passes (the second with AB) disturbing a friendly village in an allied country.	Don Volz/I-24
Failed Preflight 101. Didn't notice the refueling probe was missing.	Chet Parham/I-26
A DTDH with a loose camera that almost cost us an innocent Hun.	Medley Gatewood/I-26
Attempting complex acrobatics with an ugly, asymmetric load.	Larry Van Pelt/I-27
Inaccurate scramble strap-in almost got me killed!	Jim Pollak/I-27

## ***Dumb Things Done in a Hun (DTDH) Roundup***

Risking a Hun, and life and/or limb against a worthless target.	Ron Green/ <b>I-28</b>
Another "Camera in the Cockpit" override of good judgement.	R.Y. Costain/ <b>I-29</b>
Invented the "Cotton Patch Initiation Ritual," a fatal accident just waiting to happen.	Unnamed, by Tad Derrick/ <b>I-29</b>
Willingly performed a common maintenance practice that was later declared too dangerous and abolished.	John Gill/ <b>I-29</b>
Risking a Hun, and <i>two</i> lives and/or limbs against a target of questionable value using tactics with little to zero margin for error.	Ron Green/ <b>I-31</b>
Full afterburner barrier engagement! Light Hun weight, slick runway, unexpected acceleration trumped the original plan.	Davy Sanderson/ <b>I-31</b>