

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.

| SYC Scoreboard as of Spring 2016 Issue | |
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| Claim Categories/Details/Record | Title Holder(s)/Reported in Issue # |
| General: Commanded most Hun squadrons = 5 . | Les Leavoy/I-3 = Issue 3, etc. |
| Served in the most active duty Hun squadrons = 9 . | Elmer Slavey/I-13 |
| Most consecutive years flying the Hun = 17y, 8m, 3d . | Pete Noebel/I-10 |
| Most non-consecutive years flying the Hun = 45.5y . | Bill McCollum/I-4 |
| Last to fly the Hun = November 3, 2014 . | Charlie Friend/I-28 |
| Last to fly a C-model = September 6, 1989 . | J.R. Alley/I-28 |
| Last fully combat ready USAF/ANG pilot to fly the F-100 = 03/28/81 . | Bob Dunham/I-17 |
| First Hun pilot to be successfully rescued in SEA = August 18, 1964 . | Arnie Clarke/I-20 |
| First Hun pilot to be successfully rescued in SEA by USAF SAR forces = March 31, 1965 . | Ron Bigoness/I-20 |
| First to fly all four operational models of the F-100 = F on 25 Oct. '57, A on 7 Nov. '57, C on 14 Feb. '58, and D on 22 Dec. '60 . | Skip Cornelison/I-29 |
| First pilot to fly the QF series F-100s = 10/17/1980 . | Charlie Friend/I-18 |
| First pilot to land an F-100 at Pingtung AB, Taiwan = 16 April 1966 . | "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 = 31 October 1957 . | David Brown/I-29 |
| Most Hun hours = 5,330 . | Gail Wilson/I-5 |
| Lowest total Hun time on record = 25.5 h . | Gene Kranz/I-16 |
| Lowest type time for Hun CCT/RTU IP qualification = 24.15h . | Jerry Fowler/I-23 |
| Lowest type time and total hours to qualify for an F-100 ferry High Flight to Europe = 29h and 744h . | Jerry Fowler/I-24 |
| First F-100 pilot to fire a GAM-83/AGM-12 missile in combat = 09/30/65 . | Tad Derrick/I-25 |
| Most combat missions in the Hun = 572 . | Jack Doub/I-11 |
| Most combat missions in the F-100 for a 1-year tour = 361 . | K.B. Clark/I-18 |
| Most consecutive years same squadron = 7y, 11m . | Harry Wiggins/I-12 |
| Consecutive years same Guard squadron = 15y, 7m . | Ira Holt/I-3 |
| Youngest pilot to fly the Hun (as a student) = 20y, 11m, 21d . | Joe Breen/I-17 |
| Youngest individual to break the Mach in an F-100 = 18y, 6m . | Don Shepperd/I-17 |
| Youngest pilot to eject from an F-100 = 23y, 10m, 13d . | Ken Peterson/I-19 |
| Fewest "F-available" dual hours before solo = 2.2h . | Dick Hale/I-6 |
| Fewest "F-available" dual flights before solo = 1 . | Ron Lord/I-8 |
| Fewest Hun flights prior to a major accident = 1 . | Norm Turner/I-23 |
| Oldest to solo after "F" transition checkout = 39y, 9m . | Perry Lusby/I-11 |
| Shortest non-IFE Hun in-flight time = 5 minutes . | Walt Cornelison/I-5 & Bob Railey/I-9 |
| Shortest non-IFE Hun flight distance = 2.5 NM . | Steve Altick/I-11 |
| Shortest Hun flight time involving an IFE = 3 seconds . | Lee Howard/I-13 |
| Shortest F-100 in-flight time from takeoff to a dead-stick landing on the same runway due to an IFE = about 1 minute . | Bob Titus/I-25 |

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

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| Only Hun driver(s) to hookup and refuel from a Navy tanker. | “Crusher” Flight of 4/ I-28 |
| Most continuous flight time hooked up with a KB-50 tanker = 2.5 h. | Walt Hersman/ I-18 |
| Only SSSer to air-to-air refuel in a civilian F-100. | Rod Beckett/ I-23 |
| Only SSSer to ferry a civilian F-100 single-ship across the Atlantic without a GPS. | Rod Beckett/ I-23 |
| Only pilot to have flown an F-100 solo (no wingman or tanker) across the North Atlantic via island hopping, twice! | J.R. Alley/ I-28 |
| First Hun pilot to AAR with the bent probe way out of its normal vertical position = 22 Oct., '63. | R.Y. Costain/ I-30 |
| KB-50 supported flight distance record = 6,400 NM. | Dan Walsh/ I-1 |
| KB-50 supported flight time record. = 14h, 4m. | Jack Bryant/ I-6 |
| KC-135 supported flight distance record = 6,600 NM. | Dick Mason/ I-2 |
| Most KC-135 full offloads taken on one Hun flight = 8. | Dick Mason/ I-26 |
| KC-135 supported flight time record = 12h, 20m. | Norm Battaglia/ I-3 |
| Fewest Huns on KB-50 supported crossing = Flight of 2. | Battaglia/ I-3 : N. Turner, Hermes/ I-16 |
| Highest number of Atlantic Ocean crossings = 13. | Charlie Mason/ I-10 |
| Highest number of Pacific Ocean crossings = 5. | Tom Tapman/ I-11 |
| Last Hun trans-oceanic crossing, island hopping = 06/28/02. | Dick Hale (#1), Rod Beckett (#2)/ I-6 |
| Dead-stick Hun landing from the back seat = 1. | Joseph Haines/ I-7 |
| Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. | Thales “Tad” Derrick/ I-23 |
| Most successful flameout landings in a finite time = 2 in 2mos. | Frosty Sheridan/ I-9 |
| Saved an F-100 by landing on the El Uotia emergency jet landing strip. | Dennis Wolfe & Jim Brasier/ I-21 |
| Smallest target drone shot down with 20 mm = 12-foot wingspan. | Joseph Haines/ I-8 |
| Largest percentage of hits on the dart = 7 of 14 rounds. | Ed Wells/ I-4 |
| Best student dart kill ratio = 7 of 7 missions. | Ed Haerter/ I-16 |
| Best rag target strafe qual event = 100+ Hits. | Jim McKean/ I-20 & Max Templin/ I-26 |
| Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. | Pete McCue/ I-30 |
| Hun flight with two "Winglets." (Only one winglet is not a tie.) | Medley Gatewood/ I-3 |
| Only Hun jock who managed to land safely with both ailerons up. | Mick Greene/ I-13 |
| Highest altitude reached in a Hun not participating in official high altitude testing = 57,000'. | R.G. Head/ I-23 |
| Highest altitude reached in the Hun = 73,000 feet. | George Demers/ I-13 |
| Highest recorded G pulled in a Hun = 8.5. | Ed “Hawk” Wells/ I-22 |
| Closest to the ground loop recovery = 5 feet. | Ron Catton/ I-10 |
| Non-AB takeoff from the shortest runway = 6,000 feet. | John J. “J.J.” Keller/ I-12 |
| Last Hun flight with Buddy Refueling system. | Ron Barker/ I-10 |
| Last official Hun combat mission in Laos = 06/25/71. | 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 |

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| Only Hun pilots to nearly shoot themselves down while strafing = Tied . | Bob Hires/ I-11 & Bill McCollum/ I-13 |
| First Hun landing from back seat at night = April 1962 . | Gus Guenther/ I-12 |
| First Hun pilot to deliver ordnance at night without flares: May 30, '65 . | Ron Green/ I-17 |
| First to fly a Hun through the UK Gliding Championship = 1968 . | Dave Bockelman & Ron Green/ I-19 |
| Hottest temperature at takeoff with a clean F-100D = 140 F . | Ron Green/ I-26 |
| Hun pilot with the shortest time in South Vietnam before having to eject from his crippled F-100 = 4 days . | 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 = 107 . | John J. Schulz/ I-23 |
| Most combat sorties in the Hun by a non-rated officer = 17 . | Darrell Jones/ I-13 |
| Member of the only F-100 combat mission to deliver ordnance on its own air base = Bien Hoa, Tet, 31 January 1968 . | Fred Abrams/ I-24 |
| Odd Claims: Only turtle to fly supersonic in the Hun = "Sputnik." | 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 = 17 . | 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 |
| Risking a Hun, and life and/or limb against a worthless target. | Ron Green/ I-28 |
| Another "Camera in the Cockpit" override of good judgement. | R.Y. Costain/ I-29 |
| Invented the "Cotton Patch Initiation Ritual," a fatal accident just waiting to happen. | Unnamed, by Tad Derrick/ I-29 |
| Willingly performed a common maintenance practice that was later declared too dangerous and abolished. | John Gill/ I-29 |