Remember, the SYC Scoreboard will be a regular feature in each spring issue, but only infrequently be in summer or fall issues. (However, members can access the current Scoreboard on the SSS website, anytime.) SYC Ed.

SYC Scoreboard as of S	
Claim Categories/Details/Record	Title Holder(s)/Reported in Issue #
<i>General:</i> Commanded most Hun squadrons = 5.	Les Leavoy/ \mathbf{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 = 46.6y .	Charlie Friend/ I-34
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 =	Bob Dunham/I-17
03/28/81.	200 2 4
First Hun pilot to be successfully rescued in SEA = August 18,	Arnie Clarke/I-20
1964.	
First Hun pilot to be successfully rescued in SEA by USAF SAR	Ron Bigoness/ I-20
forces = March 31, 1965.	
The first and only pilot to fly the F-100A, C, D, & F models with	George Demers/I-34
the same unit.	
First to fly all four operational models of the F-100 = \mathbf{F} -100A 19	Hal Gabby / I-34
APR '57, F-100F 2 DEC '57, F-100C 25 FEB '59, F-100D 8	
JUN '59 [Charles Estand 10
First pilot to fly the QF series F-100s = 10/17/1980.	Charlie Friend/ I-18 "Tuck" McAtee/ I-29
First pilot to land an F-100 at Pingtung AB, Taiwan = 16 April 1966 .	Tuck McAtee/1-29
First and only F-100 pilot to fly his first-ever F-100 flight solo	David Brown/ I-29
in an F-100C out of Fürstenfeldbruck AB, Germany = 31	
October 1957.	
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	Tad Derrick/ I-25
= 09/30/65.	
Student in the last F-100 FWIC, Class 7T-10W, 1976.	Paul Pochmara/I-33
Most combat missions in the $Hun = 572$.	Jack Doub/I-11
Most F-100 out-of-country combat missions = 59.	Glen Ramsdale/I-33
Most combat missions in the F-100 for a 1-year tour = 361 .	K.B. Clark/ I-18
Most consecutive years same active duty 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, 8m, 12d.	Phil Drew/ I-32
Youngest individual to break the Mach in an F-100 = $18y$,	Rudy Bow/I-31
4.5m.	•
Youngest to get a unit F-100 IP checkout in a combat zone =	Pete Robinson /I-34
26y, 10m.	
Youngest to become an F-100 squadron Flight Commander in a	Charlie Parker/ I-33
combat zone = $28y$, $4m$.	
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-6 & Bob Railey/ I-9
Shortest non-IFE Hun flight distance = 2.5 NM.	Steve Altick/ I-11

SYC Scoreboard as of S	ummer 2017 Issue
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	Bob Titus/I-25
landing on the same runway due to an IFE = about 1 minute.	
Shortest time between takeoffs in two different F-100s =	Jim Brasier/ I-20
20min.	
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 =	Paul "PK" Kimminau/I-14
20h.	
Only Hun pilot to eject at 400 feet AGL on final to landing and	Strawberry Reynolds/I-27
survive with only minor injuries.	
Shortest, continuously operational time to $3,000 \text{ hours} = 11$	Glenn Ramsdale/I-22
years.	
Most hours without a drag chute failure or barrier engagement	Greg Butler/I-22
= 3,000.	
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-	KB Clark/ I-20
100 without the use of an ejection seat = $23y$, $28d$.	
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	Rod Beckett/I-23
having to use the drag chute $= 5$.	
Longest service as a spare deployment pilot, for one leg	Robert Hires/I-29
out and back to home base = 10 Hun hrs, in 5 days,	
wearing the same flight suit.	
Only Hun pilot to receive the Air Medal, as a spare pilot, for an	Gary Gulbransen/I-31
over-12-hour non-stop overseas deployment.	
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	William Lambertson /I-29
due to an IFE = Summer 1959.	
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	Jim Icenhour, Sr. & Jim Icenhour, Jr./I-26
years and 6 months) between the father's last flight (Apr '58)	
and the son's first flight (Oct '68).	
The father/son Hun pilots pair with the longest interval (15	Jim Icenhour, Sr. & Jim Icenhour, Jr./I-26
years) between the father's first flight (Apr '57) and the son's	
last flight (Apr '72).	
First Hun pilot to lead a team in the restoration of an F-100 for	Ken Ramsay/I-30
museum display = completed: 22 JUN '12.	
<i>Operations:</i> Consecutive flights barrier engagements = Tied at	Forrest Fenn/I-3 & Bill Collette/I-4
2.	G D MAA
Led the first and only Active Air Scramble in an F-100A	George Demers/I-34
aircraft.	

First approach end barrier engagement involving an IFE flight. Unintentional approach end barrier engagement. Jack Van Loan7-10, Fred Cherry/I-12 Jonly Hun driver(s) to hookup on a Navy tanker. Only Hun driver(s) to hookup on a Navy tanker. Only Hun driver(s) to hookup on a Navy tanker. Only Hun driver(s) to hookup on a Navy tanker. Only Hun driver(s) to hookup on a Navy tanker. 2.5 h. Only Hun driver(s) to hookup on a Navy tanker. Only SSSer to air-to-air refuel in a civilian F-100. Only Bun pilot to AR quahily himself flying as a flight leader on a combat mission. Only SSSer to air-to-air refuel in a civilian F-100. Only Bun pilot to AR quahily himself flying as a flight leader on a combat mission. Only SSSer to ferry a civilian F-100 single-ship across the Atlantic without a GPS. Only pilot to have flown an F-100 solo (no wingman or tanker) across the North Atlantic via island hopping, twice! First Hun pilot to AR with the hent probe way out of its normal vertical position = 22 Oct., *63. SSS. Supported flight distance record = 6,600 NM. KB-50 supported flight distance record = 6,600 NM. Mos KC-135 supported flight distance record = 14h, 4m. Jack Bryant/1-6 KC-135 supported flight distance record = 12h, 20m. Norm Bartaglia/I-3 Norm Bartaglia/I-3: N Turner, Hermes/I-16 Highest number of Allantic Ocean crossings = 13. Last Hun ranas-oceanic crossing, island hopping = 06/28/02. Dead-stick Hun landing from the back seat at the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet Denki Mason/1-13 Largest percentage of hits on the dart = 7 of 14 rounds. Best student dark lil ratio = 7 of 7 missions. Ed Wells/I-4 Best student dark lil ratio = 7 of 7 missions. Ed Wells/I-4 Best student dark lil ratio = 7 of 7 missions. Ed Wells/I-4 Gary Nophsker/I-31 Mick Greene/I-13 Mick Greene/I-13 Mick Greene/I-13 Mick Greene/I-13 Hun flight with two "Winglets." (Only one winglet is not at	SYC Scoreboard as of S	ummer 2017 Issue	
Unintentional approach end barrier engagement. Only Hun driver(s) to hookup on a Navy tanker. Only Hun driver(s) to hookup and refuel from a Navy tanker. Most continuous flight time hooked up with a KB-50 tanker = 2.5 h. Only SSSer to air-to-air refuel in a civilian F-100. Only Hun pilot to AR qualify himself flying as a flight leader on a combat mission. Only SSSer to ferry a civilian F-100 single-ship across the Atlantic without a GPS. Only pilot to have flown an F-100 single-ship across the Atlantic without a GPS. Only pilot to have flown an F-100 single-ship across the Atlantic without a GPS. Only pilot to have flown an F-100 single-ship across the Atlantic vitilian flow and the pilot of the Atlantic vitilian flow and the pilot of the Atlantic vitilian flow and the pilot flow and			
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Only pilot to have flown an F-100 solo (no wingman or tanker) across the North Atlantic via island hopping, twice! First Hun pilot to AR with the bent probe way out of its normal vertical position = 22 Oct., *63. KB-50 supported flight distance record = 6,400 NM. KB-50 supported flight distance record = 6,600 NM. Most KC-135 supported flight distance record = 6,600 NM. Most KC-135 supported flight time record. = 14h, 4m. Jack Bryant/I-6 KC-135 supported flight time record. = 12h, 20m. Norm Battaglia/I-3 Fewest Huns on KB-50 supported crossing = Flight of 2. Highest number of Atlantic Ocean crossings = 13. Highest number of Pacific Ocean crossings = 13. Highest number of Pacific Ocean crossings = 5. Last Hun trans-oceanic crossing, island hopping = 06/28/02. Dole-distick Hun landing from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dark kill ratio = 7 of 7 missions. Ed Wells/I-4 Best student dark kill ratio = 7 of 7 missions. Ed Wells/I-4 Best graget strafe qual event = 100+ Hits. Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest altitude teached in a Hun not participating in official high altitude testing = 57,000°. Highest altitude reached in the Hun = 73,000 feet. Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = 140. Highest altitude county and the same malfunction in = 140. Highest altitude to the ground			
across the North Atlantic via island hopping, twice! First Hun pilot to AR with the bent probe way out of its normal vertical position = 22 Oct., '63. KB-50 supported flight distance record = 6,400 NM. KS-50 supported flight distance record = 6,600 NM. Most KC-135 full offloads taken on one Hun flight = 8. KC-135 supported flight time record = 121, 20m. Norm Battaglia/1-3; N. Turner, Hermes/I-16 Highest number of Atlantic Ocean crossings = 13. Highest number of Pacific Ocean crossings = 13. Last Hun trans-oceanic crossing, island hopping = 06/28/02. Dead-stick Hun landing from the back seat = 1. Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Samllest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dart kill ratio = 7 of 7 missions. Best student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest altitude reached in a Hun not participating in official high altitude testing = 57,000°. Highest recorded G pulled in a Hun (without a malfunction) = 10, -4. Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = 110, -4. Closest to the ground loop recovery = 5 feet.		J.R. Allev/ I-28	
First Hun pilot to AR with the bent probe way out of its normal vertical position = 22 Oct., '63. KB-50 supported flight distance record = 6,400 NM. KB-50 supported flight distance record = 6,600 NM. KC-135 supported flight distance record = 6,600 NM. MOSK KC-135 full offloads taken on one Hun flight = 8. KC-135 supported flight time record = 12h, 20m. Fewest Huns on KB-50 supported crossing = Flight of 2. Highest number of Alantic Ocean crossings = 13. Charlie Mason/1-10 Highest number of Pacific Ocean crossings = 13. Charlie Mason/1-10 Highest Hun landing from the back seat = 1. Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dart kill ratio = 7 of 7 missions. Ed Wells/1-4 Ed Haerter/1-16 Best rag target strafe qual event = 100+ Hits. Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest stritude testing = 57,000*. Highest altitude reached in a Hun not participating in official high altitude testing = 57,000*. Highest recorded G pulled in a Hun (without a malfunction) = 46. Ed 'Hawk' Wells/I-22 School Altack and the school of the corrected of pulled in a Hun (without a malfunction) = +10, -4. Closest to the ground loop recovery = 5 feet.			
vertical position = 22 Oct., '63. KB-50 supported flight distance record = 6,400 NM. KB-50 supported flight distance record = 6,600 NM. Most KC-135 full offloads taken on one Hun flight = 8. KC-135 supported flight time record = 12h, 20m. Most KC-135 supported flight time record = 12h, 20m. Most KC-135 supported flight time record = 12h, 20m. Most KC-135 supported flight time record = 12h, 20m. Norm Battaglia/1-3 Fewest Huns on KB-50 supported crossing = Flight of 2. Highest number of Atlantic Ocean crossings = 13. Highest number of Pacific Ocean crossings = 5. Last Hun trans-oceanic crossing, island hopping = 06/28/02. Dead-stick Hun landing from the back seat = 1. Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dart kill ratio = 7 of 7 missions. Best student dart kill ratio = 7 of 7 missions. Best student on first Ground Attack range mission = 53%. Only Luke AFB F-100 long-course student pilot to deliver an OTS practice bornb that thit the Bullseye within one second of its planned TOT. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest stricte bornb that the Bullseye within one second of its planned TOT. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest recorded G pulled in a Hun not participating in official high altitude testing = 57,000°. Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = +10, -4. Closest to the ground loop recovery = 5 feet.		R.Y. Costain/I-30	
KB-50 supported flight distance record = 6,400 NM. KB-50 supported flight dire record = 14h, 4m. KC-135 supported flight distance record = 6,600 NM. Most KC-135 full offloads taken on one Hun flight = 8. KC-135 supported flight dire record = 12h, 20m. Most KC-135 supported flight dire record = 12h, 20m. Fewest Huns on KB-50 supported crossing = Flight of 2. Highest number of Atlantic Ocean crossing = Flight of 2. Highest number of Pacific Ocean crossings = 13. Highest number of Pacific Ocean crossings = 5. Last Hun trans-oceanic crossing, island hopping = 06/28/02. Dead-stick Hun landing from the back seat = 1. Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best rag target strafe qual event = 100+ Hits. Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest altitude reached in a Hun not participating in official high altitude teached in the Hun = 73,000 feet. Highest recorded G pulled in a Hun without a malfunction) = 85. Highest recorded G pulled in a Hun (without a malfunction) = 40. Closest to the ground loop recovery = 5 feet. Robert Strafe on the dart and safely with one halfunction) = 40. Rocatton/I-10			
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KC-135 supported flight distance record = 6,600 NM. Most KC-135 full offloads taken on one Hun flight = 8. KC-135 supported flight time record = 12h, 20m. Fewest Huns on KB-50 supported crossing = Flight of 2. Highest number of Atlantic Ocean crossings = 13. Last Hun trans-oceanic crossings = 13. Last Hun trans-oceanic crossing, island hopping = 06/28/02. Dead-stick Hun landing from the back seat = 1. Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dark ill ratio = 7 of 7 missions. Best student dark ill ratio = 7 of 7 missions. Best rag target strafe qual event = 100+ Hits. Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not at ie.) Only Hun jock who managed to land safely with both ailerons up. Highest altitude reached in a Hun not participating in official high altitude testing = 57,000°. Highest recorded G pulled in a Hun (without a malfunction) = 8. Highest recorded G pulled in a Hun (without a malfunction) = 8. Ed "Hawk" Wells/1-22 8.5. Highest recorded G positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = +10, -4. Closest to the ground loop recovery = 5 feet.		Jack Bryant/ I-6	
Most KC-135 full offloads taken on one Hun flight = 8. KC-135 supported flight time record = 12h, 20m. Norm Battaglia/I-3: N. Turner, Hermes/I-16 Highest number of Atlantic Ocean crossings = I3. Charlie Mason/I-10 Highest number of Pacific Ocean crossings = 13. 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. Only SSSer to land an F-100F from the back seat with the throttle stuck in afterburner. Most successful flameout landings in a finite time = 2 in 46 days. Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dart kill ratio = 7 of 7 missions. Ed Haerter/I-16 Best strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest altitude reached in a Hun not participating in official high altitude reached in the Hun = 73,000 feet. Highest recorded G pulled in a Hun without a malfunction) = 85. Highest recorded G positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = +10, -4. Closest to the ground loop recovery = 5 feet. Ron Catton/I-10	11 0	·	
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Highest number of Pacific Ocean crossings = 5. Last Hun trans-oceanic crossing, island hopping = 06/28/02. Dead-stick Hun landing from the back seat = 1. Joseph Haines/1-7 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-26 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-24 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-24 Thales "Tad" Derrick/I-24 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-24 Thales "Tad" Derrick/I-23 Thales "Tad" Derrick/I-24 Thales "Tad" Derrick/I-24 Thales "Tad" Derrick/I-25 Thales "Tad" Derrick/I-24 Thales		-	
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Saved an F-100 by landing on the El Uotia emergency jet landing strip. Smallest target drone shot down with 20 mm = 12-foot wingspan. Largest percentage of hits on the dart = 7 of 14 rounds. Best student dart kill ratio = 7 of 7 missions. Best rag target strafe qual event = 100+ Hits. Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53%. 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. Hun flight with two "Winglets." (Only one winglet is not a tie.) Only Hun jock who managed to land safely with both ailerons up. Highest altitude reached in a Hun not participating in official high altitude testing = 57,000°. Highest recorded G pulled in a Hun (without a malfunction) = 8.5. Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = +10, -4. Closest to the ground loop recovery = 5 feet. Dennis Wolfe & Jim Brasier/I-21 Joseph Haines/I-8 Joseph Haines/I-9 Joseph Haines/I-8 Joseph Haines/I-8 Joseph Haines/I-8 Joseph Haines/I-8 Joseph Haines/I-8 Hell Wells/I-4 Bed Wells/I-4 Bed Wells/I-4 Bed Wells/I-9 Bed McCue/I-30 Cary Nophsker/I-31 Mick Greene/I-13 Mick Greene/I-13 Bed "Hawk" Wells/I-22 8.5. Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = +10, -4. Closest to the ground loop recovery = 5 feet.			
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· · ·			
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SYC Scoreboard as of S	ummer 2017 Issue
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(s) to land with two live napalm cans.	Bill Sauers & Hal Gabby/I-10 & I-34
Only Hun pilot to jettison two SUU-21 dispensers from the	Jack Cousyn/I-13
centerline pylon through no fault of his own.	·
Only Hun pilots to nearly shoot themselves down while strafing	Bob Hires/I-11 & Bill McCollum/I-13
= Tied.	
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	Ron Green/I-17
30, '65.	
First to fly a Hun through the UK Gliding Championship =	Dave Bockelman & Ron Green/I-19
1968.	
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	Bill Barreire/I-30
having to eject from his crippled $F-100 = 4$ days.	
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	Pete Noebel/I-13 & reworded in I-14
airborne and recover his Hun safely.	
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	Fred Abrams/ I-24
on its own air base = Bien Hoa , Tet , 31 January 1968 .	
Lowest number of Night OWL combat IP checkout rides = one.	Al Bartels/I-34
<i>Odd Claims:</i> Only turtle to fly supersonic in the Hun =	Bob Thorpe, Pilot/ I-5
"Sputnik."	
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-	Alex Sapyta/I-25
100/J57 BEFORE becoming a Hun driver.	

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 hootch 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	Rod Beckett/I-24
caught at it!	
Not one, but two roof-top-level passes (the second with AB) disturbing a friendly village in an	Don Volz/I-24
allied country.	
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	John Gill/ I-29
abolished.	
Risking a Hun, and two lives and/or limbs against a target of questionable value using tactics	Ron Green/I-31
with little to zero margin for error.	
Full afterburner barrier engagement! Light Hun weight, slick runway, unexpected acceleration	Davy Sanderson/I-31
trumped the original plan.	