

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 Fall 2018 Issue	
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 = 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 = 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
The first and only pilot to fly the F-100A, C, D, & F models with the same unit.	George Demers/ I-34 & Ira Holt/ I-35
First to fly all three ‘Single-seat’ operational models of the F-100 = F-100C 30 March 1956, F-100A 6 June 1956, F-100D 2 December 1956.	Jim Ellis/ I-37
First to fly all four operational models of the F-100 = F-100A 19 APR ‘57, F-100F 2 DEC ‘57, F-100C 25 FEB ‘59, F-100D 8 JUN ‘59	Hal Gabby / I-34
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
Only F-100 pilot(s) to RTB with an AAR drogue basket on the refueling boom.	Bill Kriz/ I-37 & Dave Kramer/ I-38
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
Only Hun pilot to fly his first ever F-100D flight on a combat mission.	Ken Luedeke/ I-38
Most Hun hours = 5,330.	Gail Wilson/ I-5
Lowest total Hun time on record = 25.5 h.	Gene Kranz/ I-16
Only F-100F IP to never have flown from the backseat before.”	Herman Westbrook/ I-35
Lowest type time for Hun CCT/RTU IP qualification = 24.15h.	Jerry Fowler/ I-23
Lowest ranking and lowest total time to enter the Luke AFB CCT/IP training = 2nd Lt. 650.	Tad Derrick/ I-35
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
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 = 109.	Dave Thomson/ I-38
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, 4.5m.	Rudy Bow/ I-31

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Youngest to get a unit F-100 IP checkout in a combat zone = 26y, 10m.	Pete Robinson /I-34
Youngest to become an F-100 squadron Flight Commander in a combat zone = 28y, 4m.	Charlie Parker/I-33
Youngest pilot to eject from an F-100 = 23y, 10m, 13d.	Ken Peterson/I-19
Youngest pilot to eject from an F-100 TWICE = 25y, 6m, 11d.	John Painter/I-37
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
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
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
Oldest USAF operational Active Duty F-100 pilot at 52 years.	Les Leavoy/I-35
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
Shortest time-period between two F-100 ejections = 8m, 10d.	John Painter/I-37
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 overwater F-100 flight, terminating in a flameout landing = 3,511 miles.	Ray Laird/I-38
Only Hun pilot to receive the Air Medal, as a spare pilot, for an over-12-hour non-stop overseas deployment.	Gary Gulbransen/I-31
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

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Fasted landing speed in a Hun = 250K.	Keith Acheson/ I-22
Tallest Hun driver on record = 6' 6" .	Butch Viccello/ 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
Led the first and only Active Air Scramble in an F-100A aircraft.	George Demers/ I-34
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
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 Hun pilot to AR qualify himself flying as a flight leader on a combat mission.	Pete Fleischhacker/ I-31
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 AR 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 46 days.	Don Emigholz / I-31
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

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Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53% .	Pete McCue/ I-30
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/ I-31
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 (without a malfunction) = 8.5 .	Ed "Hawk" Wells/ I-22
Highest recorded positive and negative Gs pulled in a HUN on the same flight (with a control system malfunction) = +10, -4 .	Vern Nordman/ I-32
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
Last Hun pilot to land an F-100 in SEA = Late AUG 1971	Gary Silence/ I-38
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 centerline pylon through no fault of his own.	Jack Cousyn/ I-13
Only Hun pilots to nearly shoot themselves down while strafing = Tied .	Bob Hires/ I-11 & Bill McCollum/ I-13
Only Hun pilot to hit the dart target on the first live fire <i>trigger pull</i> .	Jerry de la Cruz/ I-37
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
Only SSS Hun pilot to take-off on a VFR clearance in Zero/Zero weather conditions.	Ron Green/ I-35
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 F-100 pilot to be shot down on his birthday (19 January 1970).	Lynn Farnsworth/ I-37
Shortest time between F-100 combat shoot downs = 2m .	Lynn Farnsworth/ I-37
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
Only F-100 pilot to fly combat missions without any formal F-100 CCTS/RTU gunnery training.	Pete Biddle/ I-37
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
Lowest number of Night OWL combat IP checkout rides = one.	Al Bartels/ I-34
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

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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 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 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
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/ I-31
Full afterburner barrier engagement! Light Hun weight, slick runway, unexpected acceleration trumped the original plan.	Davy Sanderson/ I-31