

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.**

<b>SYC Scoreboard as of Summer 2019 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/ <b>I-3 = Issue 3, etc.</b>
Served in the most active duty Hun squadrons = <b>9.</b>	Elmer Slavey/ <b>I-13</b>
Most consecutive years flying the Hun = <b>17y, 8m, 3d.</b>	Pete Noebel/ <b>I-10</b>
Most non-consecutive years flying the Hun = <b>46.6y.</b>	Charlie Friend/ <b>I-34</b>
Last to fly the Hun = <b>November 3, 2014.</b>	Charlie Friend/ <b>I-28</b>
Last to fly a C-model = <b>September 6, 1989.</b>	J.R. Alley/ <b>I-28</b>
Last fully combat ready USAF/ANG pilot to fly the F-100 = <b>03/28/81.</b>	Bob Dunham/ <b>I-17</b>
First Hun pilot to be successfully rescued in SEA = <b>August 18, 1964.</b>	Arnie Clarke/ <b>I-20</b>
First Hun pilot to be successfully rescued in SEA by USAF SAR forces = <b>March 31, 1965.</b>	Ron Bigoness/ <b>I-20</b>
The first and only pilot to fly the F-100A, C, D, & F models with the same unit.	George Demers/ <b>I-34</b> & Ira Holt/ <b>I-35</b>
<b>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.</b>	Jim Ellis/ <b>I-37</b>
First to fly all four operational models of the F-100 = <b>F-100A 19 APR ‘57, F-100F 2 DEC ‘57, F-100C 25 FEB ‘59, F-100D 8 JUN ‘59  </b>	Hal Gabby / <b>I-34</b>
First pilot to fly the QF series F-100s = <b>10/17/1980.</b>	Charlie Friend/ <b>I-18</b>
First pilot to land an F-100 at Pingtung AB, Taiwan = <b>16 April 1966.</b>	“Tuck” McAtee/ <b>I-29</b>
Only F-100 pilot(s) to RTB with an AAR drogue basket on the refueling boom.	Bill Kriz/ <b>I-37</b> & Dave Kramer/ <b>I-38</b>
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/ <b>I-29</b>
Only Hun pilot to fly his first ever F-100D flight on a combat mission.	Ken Luedeke/ <b>I-38</b>
Most Hun hours = <b>5,330.</b>	Gail Wilson/ <b>I-5</b>
Lowest total Hun time on record = <b>25.5 h.</b>	Gene Kranz/ <b>I-16</b>
Only F-100F IP to never have flown from the backseat before.”	Herman Westbrook/ <b>I-35</b>
Lowest type time for Hun CCT/RTU IP qualification = <b>24.15h.</b>	Jerry Fowler/ <b>I-23</b>
Lowest ranking and lowest total time to enter the Luke AFB CCT/IP training = <b>2<sup>nd</sup> Lt. 650.</b>	Tad Derrick/ <b>I-35</b>
Lowest type time and total hours to qualify for an F-100 ferry High Flight to Europe = <b>29h and 744h.</b>	Jerry Fowler/ <b>I-24</b>
First F-100 pilot to fire a GAM-83/AGM-12 missile in combat = <b>09/30/65.</b>	Tad Derrick/ <b>I-25</b>
Student in the last F-100 FWIC, Class 7T-10W, 1976.	Paul Pochmara/ <b>I-33</b>
Most combat missions in the Hun = <b>572.</b>	Jack Doub/ <b>I-11</b>
Most F-100 out-of-country combat missions = <b>109.</b>	Dave Thomson/ <b>I-38</b>
Most combat missions in the F-100 for a 1-year tour = <b>361.</b>	K.B. Clark/ <b>I-18</b>
Most consecutive years same active duty squadron = <b>7y, 11m.</b>	Harry Wiggins/ <b>I-12</b>
Consecutive years same Guard squadron = <b>15y, 7m.</b>	Ira Holt/ <b>I-3</b>
Youngest pilot to fly the Hun (as a student) = <b>20y, 8m, 12d.</b>	Phil Drew/ <b>I-32</b>
Youngest individual to break the Mach in an F-100 = <b>18y, 4.5m.</b>	Rudy Bow/ <b>I-31</b>

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Youngest to get a unit F-100 IP checkout in a combat zone = <b>26y, 10m.</b>	Pete Robinson /I-34
Youngest to become an F-100 squadron Flight Commander in a combat zone = <b>28y, 4m.</b>	Charlie Parker/I-33
Youngest pilot to eject from an F-100 = <b>23y, 10m, 13d.</b>	Ken Peterson/I-19
Youngest pilot to eject from an F-100 TWICE = <b>25y, 6m, 11d.</b>	John Painter/I-37
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
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/I-25
Shortest time between takeoffs in two different F-100s = <b>20min.</b>	Jim Brasier/I-20
Oldest Hun driver to eject from a jet fighter (F-86) = <b>56y.</b>	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 = <b>3.</b>	Rezk Mohamed/I-4
Shortest time from ejection till return to flight as a Hun PIC = <b>20h.</b>	Paul "PK" Kimminau/I-14
Shortest time-period between two F-100 ejections = <b>8m, 10d.</b>	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 = <b>11 years.</b>	Glenn Ramsdale/I-22
Most hours without a drag chute failure or barrier engagement = <b>3,000.</b>	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 = <b>23y, 28d.</b>	KB Clark/I-20
Pilot who gave his own wife a Hun ride = <b>Twice.</b>	Greg Butler/I-5
Most civilian hours in the Hun = <b>1,872.</b>	Rod Beckett/I-23
Most Atlantic Ocean crossings in a civilian F-100 without having to use the drag chute = <b>5.</b>	Rod Beckett/I-23
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/I-29
Longest overwater F-100 flight, terminating in a flameout landing = <b>3,511 miles.</b>	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 = <b>17y, 10m.</b>	Dick Hefton/I-16
Longest time between C-model flights = <b>11y, 2m, 19d.</b>	Bill Swendner/I-8
Longest time between Hun flights as pilot = <b>31y, 10m, 19d.</b>	Don Schmenk/I-14
Most checkout/recurrent Hun training = <b>Tied at 4.</b>	Bill Swendner/I-8 Joe Turner/I-10
First SSS pilot to fly the Hun = <b>Oct. 28, 1954.</b>	Bob Wilson/I-13
First "Brown Bar" to check out in the F-100 = <b>May 3, 1955.</b>	Bob Thorpe/I-19
Only recipient of the Barry Goldwater Top Gun Award whose plaque was (upon request) personally signed and handed back to the awardee.	Jim Mayton/I-39

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First Luke student to land an F-100C at Gila Bend Aux Field due to an IFE = <b>Summer 1959.</b>	William Lambertson /I-29
Fastest Mach in the Hun = <b>1.7 M.</b>	Al Bartels/I-19
Fasted landing speed in a Hun = <b>250K.</b>	Keith Acheson/I-22
Tallest Hun driver on record = <b>6' 6".</b>	Butch Viccellio/I-13
Shortest Hun pilot on record = <b>5' 4".</b>	"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 = <b>completed: 22 JUN '12.</b>	Ken Ramsay/I-30
<b>Operations:</b> Consecutive flights barrier engagements = <b>Tied at 2.</b>	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
The only pilots to successfully Air-to-Air refuel on an ocean crossing with the refueling probe 180 degrees out of the normal position.	Jim Kempton and Ken Ramsay/I-40
Most continuous flight time hooked up with a KB-50 tanker = <b>2.5 h.</b>	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 = <b>22 Oct., '63.</b>	R.Y. Costain/I-30
KB-50 supported flight distance record = <b>6,400 NM.</b>	Dan Walsh/I-1
KB-50 supported flight time record. = <b>14h, 4m.</b>	Jack Bryant/I-6
KC-135 supported flight distance record = <b>6,600 NM.</b>	Dick Mason/I-2
Most KC-135 full offloads taken on one Hun flight = <b>8.</b>	Dick Mason/I-26
KC-135 supported flight time record = <b>12h, 20m.</b>	Norm Battaglia/I-3
Fewest Huns on KB-50 supported crossing = <b>Flight of 2.</b>	Battaglia/I-3: N. Turner, Hermes/I-16
Highest number of Atlantic Ocean crossings = <b>13.</b>	Charlie Mason/I-10
Highest number of Pacific Ocean crossings = <b>5.</b>	Tom Tapman/I-11
Last Hun trans-oceanic crossing, island hopping = <b>06/28/02.</b>	Dick Hale (#1), Rod Beckett (#2)/I-6
Dead-stick Hun landing from the back seat = <b>1.</b>	Joseph Haines/I-7
Only Hun pilot to safely land an F-100 with no aileron control.	John Edelblute II/I-40
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 = <b>2 in 46 days.</b>	Don Emigholz /I-31

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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 = <b>12-foot wingspan.</b>	Joseph Haines/I-8
Largest percentage of hits on the dart = <b>7 of 14 rounds.</b>	Ed Wells/I-4
Best student dart kill ratio = <b>7 of 7 missions.</b>	Ed Haerter/I-16
Best rag target strafe qual event = <b>100+ Hits.</b>	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 = <b>53%.</b>	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 = <b>57,000'.</b>	R.G. Head/I-23
Highest altitude reached in the Hun = <b>73,000 feet.</b>	George Demers/I-13
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
Last Hun pilot to land an F-100 in SEA = <b>Late AUG 1971</b>	Gary Silence/I-38
Last pilot to fly a Hun into Korea ( <b>1 June 1969</b> ) and who flew the last Hun flown out of Korea ( <b>10 June 1969</b> ).	Allen Strasser, Jr./I-39
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 = <b>Tied.</b>	Bob Hires/I-11 & Bill McCollum/I-13
Only Hun pilot to make an emergency landing at an emergency airfield with only 200 pounds of fuel remaining.	Pete Winters/I-40
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 = <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
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 = <b>140 F.</b>	Ron Green/I-26
The only Hun pilot to fly a total of ONE F-100 combat sortie between two F-100 combat shoot downs.	Guy Gruters/I-40
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 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 = <b>2m.</b>	Lynn Farnsworth/I-37

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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
Flew the most combat sorties in <i>different</i> Hun air frames (counted by tail numbers and all three models) for one PCS tour from the same airbase = <b>54</b>	Glen Ramsdale/I-39
Member of the last F-100 Operation Rolling Thunder mission in North Vietnam on 1 November 1968.	Ed Haerter/I-39
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 = <b>Bien Hoa, Tet, 31 January 1968</b> .	Fred Abrams/I-24
Only father-son pair to fly a combat mission in an F-100F.	Rusty Gideon/I-40
Lowest number of Night OWL combat IP checkout rides = one.	Al Bartels/I-34
<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 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
Explored near-outer space without near-outer space PE gear!	Ray Kleber/I-39