

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 2021 Issue	
Claim Categories/Details/Record	Title Holder(s)/Reported in Issue #
KB-50 supported flight distance record = 6,400 NM.	Dan Walsh/ I-1 = Issue 1, etc
Only Hun driver(s) to hookup on a Navy tanker.	Tom Godfrey/ I-2, "Crusher Flt."/I-28
KC-135 supported flight distance record = 6,600 NM.	Dick Mason/ I-2
Consecutive flights barrier engagements = Tied at 2.	Forrest Fenn/ I-3 & Bill Collette/ I-4
Fewest Huns on KB-50 supported crossing = Flight of 2.	Battaglia/ I-3 : N. Turner, Hermes/ I-16
Commanded most Hun squadrons = 5.	Les Leavoy/ I-3.
Hun flight with two "Winglets." (Only one winglet is not a tie.)	Medley Gatewood/ I-3
KC-135 supported flight time record = 12h, 20m.	Norm Battaglia/ I-3
Consecutive years same Guard squadron = 15y, 7m.	Ira Holt/ I-3
Largest percentage of hits on the dart = 7 of 14 rounds.	Ed Wells/ I-4
Most ejections from the Hun = 3.	Rezk Mohamed/ I-4
Only turtle to fly supersonic in the Hun = "Sputnik."	Bob Thorpe, Pilot/ I-5
Oldest Hun driver to eject from a jet fighter (F-86) = 56y.	Dumpy Wyrick/ I-5. Update/ I-21
Most Hun hours = 5,330.	Gail Wilson/ I-5
Pilot who gave his own wife a Hun ride = Twice.	Greg Butler/ I-5
Shortest non-IFE Hun in-flight time = 5 minutes.	Walt Cornelison/ I-6 & Bob Railey/ I-9
Last Hun trans-oceanic crossing, island hopping = 06/28/02.	Dick Hale (#1), Rod Beckett (#2)/ I-6
KB-50 supported flight time record. = 14h, 4m.	Jack Bryant/ I-6
Fewest "F-available" dual hours before solo = 2.2h.	Dick Hale/ I-6
Dead-stick Hun landing from the back seat = 1.	Joseph Haines/ I-7
Longest time between C-model flights = 11y, 2m, 19d.	Bill Swendner/ I-8
Smallest target drone shot down with 20 mm = 12-foot wingspan.	Joseph Haines/ I-8
Most checkout/recurrent Hun training = Tied at 4.	Bill Swendner/ I-8 Joe Turner/ I-10
Fewest "F-available" dual flights before solo = 1.	Ron Lord/ I-8
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
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
Highest number of Atlantic Ocean crossings = 13.	Charlie Mason/ I-10
Closest to the ground loop recovery = 5 feet.	Ron Catton/ I-10
Last Hun flight with Buddy Refueling system.	Ron Barker/ I-10
Most consecutive years flying the Hun = 17y, 8m, 3d.	Pete Noebel/ I-10
Only Hun pilot(s) to land with two live napalm cans.	Bill Sauers & Hal Gabby/ I-10 & I-34
Most combat missions in the Hun = 572.	Jack Doub/ I-11
Oldest to solo after "F" transition checkout = 39y, 9m.	Perry Lusby/ I-11
Shortest non-IFE Hun flight distance = 2.5 NM.	Steve Altick/ I-11
Only Hun pilots to nearly shoot themselves down while strafing = Tied.	Bob Hires/ I-11 & Bill McCollum/ I-13
Highest number of Pacific Ocean crossings = 5.	Tom Tapman/ I-11
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
Most consecutive years same active duty squadron = 7y, 11m.	Harry Wiggins/ I-12
Non-AB takeoff from the shortest runway = 6,000 feet.	John J. "J.J." Keller/ I-12
First Hun landing from back seat at night = April 1962.	Gus Guenther/ I-12
Served in the most active duty Hun squadrons = 9.	Elmer Slavey/ I-13
Shortest Hun flight time involving an IFE = 3 seconds.	Lee Howard/ I-13
Only flight surgeons to eject from the Hun.	Larry DeSanto/ I-13 & Bill Berkley/ I-16
First SSS pilot to fly the Hun = Oct. 28, 1954.	Bob Wilson/ I-13
Tallest Hun driver on record = 6' 6".	Butch Viccellio/ I-13

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Only Hun jock who managed to land safely with both ailerons up.	Mick Greene/I-13
Highest altitude reached in the Hun = 73,000 feet.	George Demers/I-13
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 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 combat sorties in the Hun by a non-rated officer = 17.	Darrell Jones/I-13
Only two brothers who both ejected from Huns.	“Dumpy” & “Champ” Wyrick/I-14
Only Hun pilot shot down in his home base traffic pattern.	Darrell Couch/I-14
Longest time between Hun flights as pilot = 31y, 10m, 19d.	Don Schmenk/I-14
Shortest time from ejection till return to flight as a Hun PIC = 20h.	Paul “PK” Kimminau/I-14
Shortest Hun pilot on record = 5’ 4”.	“Dumpy” Wyrick/I-14
Best student dart kill ratio = 7 of 7 missions.	Ed Haerter/I-16
Longest time between ground school and flight = 17y, 10m.	Dick Hefton/I-16
Lowest total Hun time on record = 25.5 h.	Gene Kranz/I-16
Last fully combat ready USAF/ANG pilot to fly the F-100 = 03/28/81.	Bob Dunham/I-17
First Hun pilot to deliver ordnance at night without flares: May 30, ‘65.	Ron Green/I-17
Most continuous flight time hooked up with a KB-50 tanker = 2.5 h.	Walt Hersman/I-18
First and only Aussie (RAAF) to fly the Hun.	Jim Flemming/I-18
First pilot to fly the QF series F-100s = 10/17/1980.	Charlie Friend/I-18
Most combat missions in the F-100 for a 1-year tour = 361.	K.B. Clark/I-18
First “Brown Bar” to check out in the F-100 = May 3, 1955.	Bob Thorpe/I-19
Fastest Mach in the Hun = 1.7 M.	Al Bartels/I-19
Last official Hun combat mission in Laos = 06/25/71.	Harry Brown/I-19
First to fly a Hun through the UK Gliding Championship = 1968.	Dave Bockelman & Ron Green/I-19
Best rag target strafe qual event = 100+ Hits.	Jim McKean/I-20 & Max Templin/I-26
Youngest Hun pilot to emergency egress from an airborne F-100 without the use of an ejection seat = 23y, 28d.	KB Clark/I-20
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
Shortest time between takeoffs in two different F-100s = 20min.	Jim Brasier/I-20
Saved an F-100 by landing on the El Uotia emergency jet landing strip.	Dennis Wolfe & Jim Brasier/I-21
Fasted landing speed in a Hun = 250K.	Keith Acheson/I-22
Most hours without a drag chute failure or barrier engagement = 3,000.	Greg Butler/I-22
Shortest, continuously operational time to 3,000 hours = 11 years.	Glenn Ramsdale/I-22
Highest recorded G pulled in a Hun (without a malfunction) = 8.5.	Ed “Hawk” Wells/I-22
Highest altitude reached in a Hun not participating in official high altitude testing = 57,000’.	R.G. Head/I-23
Most Hun sorties flown sustaining battle damage = 107.	John J. Schulz/I-23
Lowest type time for Hun CCT/RTU IP qualification = 24.15h.	Jerry Fowler/I-23

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Fewest Hun flights prior to a major accident = 1 .	Norm Turner/ I-23
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
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 SSSer to land an F-100F from the back seat with the throttle stuck in afterburner.	Thales "Tad" Derrick/ 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
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
First F-100 pilot to fire a GAM-83/AGM-12 missile in combat = 09/30/65 .	I-23/ I-25
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
Only F-100 pilot to have made engine mounts for the F-100/J57 BEFORE becoming a Hun driver.	Alex Sapyta/ I-25
Most KC-135 full offloads taken on one Hun flight = 8 .	Dick Mason/ 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
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
Hottest temperature at takeoff with a clean F-100D = 140 F .	Ron Green/ I-26
Only Hun pilot to eject at 400 feet AGL on final to landing and survive with only minor injuries.	Strawberry Reynolds/ I-27
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
Only Hun driver(s) to hookup and refuel from a Navy tanker.	"Crusher" Flight of 4/ I-28
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
First and only F-100 pilot to fly his first-ever F-100 flight solo in an F-100C out of Fürstentfeldbruck AB, Germany = 43 October 1957 .	David Brown/ I-29
First Luke student to land an F-100C at Gila Bend Aux Field due to an IFE = Summer 1959 .	William Lambertson / I-29
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
First pilot to land an F-100 at Pingtung AB, Taiwan = 16 April 1966 .	"Tuck" McAtee/ I-29
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
Hun pilot with the shortest time in South Vietnam before having to eject from his crippled F-100 = 4 days .	Bill Barreire/ I-30
First Hun pilot to AR with the bent probe way out of its normal vertical position = 22 Oct., '63 .	R.Y. Costain/ I-30
Highest Strafe event score ever obtained by a Luke Long Course student on first Ground Attack range mission = 53% .	Pete McCue/ I-30

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Most successful flameout landings in a finite time = 2 in 46 days.	Don Emigholz / I-31
Youngest individual to break the Mach in an F-100 = 18y, 4.5m.	Rudy Bow/ I-31
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
Only Hun pilot to AR qualify himself flying as a flight leader on a combat mission.	Pete Fleischhacker/ I-31
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
Youngest pilot to fly the Hun (as a student) = 20y, 8m, 12d.	Phil Drew/ I-32
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
Student in the last F-100 FWIC, Class 7T-10W, 1976.	Paul Pochmara/ I-33
Lowest number of Night OWL combat IP checkout rides = one.	Al Bartels/ I-34
Led the first and only Active Air Scramble in an F-100A aircraft.	George Demers/ I-34
Most non-consecutive years flying the Hun = 46.6y.	Charlie Friend/ I-34
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
Youngest to get a unit F-100 IP checkout in a combat zone = 26y, 10m.	Pete Robinson / I-34
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
Only F-100F IP to never have flown from the backseat before.”	Herman Westbrook/ I-35
Lowest ranking and lowest total time to enter the Luke AFB CCT/IP training = 2nd Lt. 650.	Tad Derrick/ I-35
Oldest USAF operational Active Duty F-100 pilot at 52 years.	Les Leavoy/ I-35
Only SSS Hun pilot to take-off on a VFR clearance in Zero/Zero weather conditions.	Ron Green/ I-35
Youngest pilot to eject from an F-100 TWICE = 25y, 6m, 11d.	John Painter/ I-37
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
Only F-100 pilot(s) to RTB with an AAR drogue basket on the refueling boom.	Bill Kriz/ I-37 & Dave Kramer/ I-38
Only Hun pilot to hit the dart target on the first live fire <i>trigger pull.</i>	Jerry de la Cruz/ I-37
Only F-100 pilot to be shot down on his birthday (19 January 1970).	Lynn Farnsworth/ I-37
Only F-100 pilot to fly combat missions without any formal F-100 CCTS/RTU gunnery training.	Pete Biddle/ I-37
Longest overwater F-100 flight, terminating in a flameout landing = 3,511 miles.	Ray Laird/ I-38
Most F-100 out-of-country combat missions = 109.	Dave Thomson/ I-38
Only Hun pilot to fly his first ever F-100D flight on a combat mission.	Ken Luedeke/ I-38
Last Hun pilot to land an F-100 in SEA = Late AUG 1971	Gary Silence/ I-38
Last pilot to fly a Hun into Korea (1 June 1969) and who flew the last Hun flown out of Korea (10 June 1969).	Allen Strasser, Jr./ I-39
Member of the last F-100 Operation Rolling Thunder mission in North Vietnam on 1 November 1968.	Ed Haerter/ I-39

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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 = 54	Glenn Ramsdale/I-39
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
Only Hun pilot to safely land an F-100 with no aileron control.	John Edelblute II/I-40
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
Only father-son pair to fly a combat mission in an F-100F.	Rusty Gideon/I-40
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
Only Hun pilot to make an emergency landing at an emergency airfield with only 200 pounds of fuel remaining.	Pete Winters/I-40
Only F-100C pilot to have a tanker to himself to get from Hickam AFB back to the U.S. mainland at McClellan AFB.	John C. Harrison/I-41
Only father-daughter pair to fly consecutively in the same F-100F on the same day.	Bob “Hoppy” and Heather Hopkins/I-41
Shortest time between F-100 combat shoot downs = 9d.	Dale Sissell /I-41
The only Hun pilot to shoot down a QF-100 FSAT (drone) albeit with a missile from an F-4.	Bob Fosnot/I-41
Only two pilots (Chuck Beverly ‘RIP) to fly their F-100s configured with 335 gallon external fuel tanks non-stop from Hahn AB, Germany, to Wheelus AB, Tripoli, Libya.	Gene Bures & Chuck Beverly/I-43
Hun pilot to make the most dry-hookups on an AAR sortie= 43.	Steve Braswell/I-43
Youngest pilot to eject from an F-100 = 23y, 5m, 11d.	Steve Braswell/I-43
First, and as far as he knows, the only F-100 pilot, to be rescued by a U.S. Army Cobra helicopter after being shot down in Vietnam, 12 Sep 1968.	Ron Fogleman/I-43
The only Hun pilot to safely land an F-100 while the throttle was stuck at military power.	Ken Ramsay/I-43
Only Hun pilot to have had a close encounter with a missile while on a low level navigation flight — 100 feet.	William Rossiter/I-43
The only F-100 pilot to shear off all stick grip electrical pins while attempting to refuel on the tail drogue of a KB-50 at night and land safely.	Don Morrison/I-43
Only SSS member to safely land a Hun with a non-responsive throttle because of a linkage malfunction.	Ron Siegfried/I-44
Only two Hun pilots to be dual qualified at the same time in the F-100 and F-106.	Richard Ranaudo/I-45 & Charlie Friend/I-47
First of four pilots from the 22 nd TFS all of which scored bullseyes from over-the-shoulder bomb deliveries at El Uotia Range.	Rif’ Revisky/I-45
Last combat F-100 landing in Vietnam	Bill “Chip” Taylor/I-45I
Only Hun pilot to have provided an escort to Bob Hope’s C-130 arrival ... twice.	Gary Eglinton/I-45
Youngest to become an F-100 squadron Flight Commander in a combat zone = 27y, 8m.	Dean Stickell I-47
Shortest time-period between two F-100 ejections = 5m, 10 days.	Gary Findlay /I-47
The only Hun driver to have logged the most night time of 14.5 hours in one night.	Cary “Doc” Broadway/I-47

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Only F-100F crew to perform a nighttime Flameout landing with engine out, afterburner only, on a 5,000' taxiway in Thailand.

Chuck Shaheen & PK Robinson/I-47

Dumb Things Done in a Hun (DTDH) Roundup

<i>Description of Dumb Thing</i>	<i>Confessor/Reported In</i>
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
Played with dry strafing passes on a USN nuclear submarine operating on the surface.	Bill Collette/I-42
Stashed College Graduation Ring in flight suit breast pocket without fully closing zipper!	Medley Gatewood/I-44
Combat picture captured <u>upside down</u> of Lead Hun emerging from under-cast, "loaded for bear."	Tom Clark/I-44