Stake Your Claim (SYC)

By Jim Brasier [Jim's contacts: f100sabre@cox.net, (602) 757-2636]

The Intake's call to send in more SYCs kept me busy this time. Unfortunately, the SYC department had to turn down a couple of claims because they did not meet the SYC criteria of "Must be in or with an F-100." **JB**

Claim Challenges — \triangleright **Charlie Friend** claims Bob Lilac is <u>not</u> "The only Hun pilot to be current in four fighter/trainer jets at the same time (I-49). Charlie says while flying with Flight Systems, Inc. (FSI). Charlie flew and was current in the F-100, F-86, T-33 and F-106 all at the same time. He attached a copy of the photo image of his flight log to show that he was indeed flying all four jets at the same time. Charlie Friend's name will be added to the SYC Scoreboard as "The only two Hun pilots to be current in four fighter/trainer jets at the same time."

► Hank "B'ski" Bielinski challenges Ron Green's SYC that Ron is "The only Hun pilot to land an F-100 in a tower-reported 35 knot crosswind" (I-49). In 1959, Hank landed an F-100 at Williams AFB, Arizona, in tower-reported 35-knot crosswind. The tower radioed "There will be a 35-knot crosswind," and Hank thought "holy excrement" but replied, "Copy."

Upon landing, Hank held the nose gear off the ground with the drag chute deployed. The Hun made an immediate right turn and ran off the runway into the desert. Hank said it was a helluva ride. He ran through the desert and came up on another runway (Williams has 3 parallel runways). Hank said he taxied back, parked the Hun, checked the tires, and went back to Ops. He thought his flying days were surely over...but nobody ever said a word. Hank "B'ski" Bielinski's name will be added to the SYC Scoreboard as "The only two Hun pilots to land an F-100 in a tower-reported 35-knot crosswind."

New Claims — \triangleright Don Morrison Claims to be "The only Hun pilot to pull a fire hydrant out of the ground with a drag chute while taxing at an International Airport. For the last two years flying the Hun (1973 – '74) Don was with the 118th TFS, 103rd TFG, CTANG at Bradley International Airport (BDL), Windsor Locks, CT. One fine day he had to land on a runway they normally didn't use because of a very high crosswind for the long runway. At BDL they did not usually jettison the drag chute when clear of the runway because of commercial and general aviation activity but took the chute back to the ANG ramp.

Suddenly the Hun came to an abrupt stop (no brakes applied, no open ditch). When looking back Don saw that the drag chute had hooked onto a fire hydrant and pulled the hydrant and some water main pipe out of the ground. The SYC goes to Don Morrison as, "The only Hun pilot to pull a fire hydrant out of the ground with a drag chute at an International Airport."

Donald "Dumpy" Wyrick Claims he and his wingman (not a SSS member) are the "Only Hun pilots to fly five combat sorties from the Alert Pad at Tuy Hoa, AB in one day." The day begin at 0600 hrs. and ended recovering at Danang AB, low on fuel after dark. The fifth sortie was troops-in-contact (TIC) under a 1,500-foot ceiling, nearly dark. Dumpy was awarded a DFC for the mission. The SYC is awarded to Donald Wyrick as the only Hun pilot to fly 5 combat sorties in one day."

► Tom Godfrey claims he is "The only Hun pilot to get 69 strafe hits out of 100 rounds, on the strafe panel during an ORI". The SYC goes to Tom Godfrey.

Parting Thoughts — \blacktriangleright Some SYCs may seem bizarre, but Hun pilots lived in a bizarre world in our day, not something most common folk ever got to enjoy – *JB*

SYC Scoreboard as of Summer 2022 Issue		
Claim Categories/Details/Record	Title Holder(s)/Reported in Issue #	
<i>General:</i> 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		

SYC Scoreboard as of St	ummer 2022 Issue	
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, 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 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	
Hun pilot to make the most dry-hookups on an AAR sortie=43.	Steve Braswell/I-43	
First and only F-100 pilot to fly his first-ever F-100 flight solo in an F-100C out of Fürstenfeldbruck AB, Germany = 43 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 = 2^{nd} 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.	I-23/ 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	
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 = 27y , 8m .	Dean Stickwell/ I-47	

Youngest pilot to eject from an F-100 = 23y, 5m, 11d.Steve Braswell/1-43Youngest pilot to eject from an F-100 TWICE = 25y, 6m, 11d.John Painter/1-37Fewest "I-available" dual hours before solo = 2.1h.Dick Hale/1-6Fewest Hun flights prior to a major accident = 1.Norm Turner/1-23Oldest to solo after "F" transition checkout = 39y, 9m.Perry Lusby/1-11Shortest non-IFE Hun infight fime = 5 minutes.Walt Cornelison/1-6 & Bob Railey/1-9Shortest non-IFE Hun infight distance = 2,5 SM.Steve Altick/1-11Shortest non-IFE Hun infight distance = 2,5 SM.Ise Howard/1-13Shortest to ion infight time from takeoff to a dead-stickBob Titus/1-25Ianding on the same runway due to an IFE = about 1 minute.Bob Titus/1-25Shortest time from takeoff in two different F-100s =Jim Brasier/1-20Oldest Hun driver to eject from a jet fighter (F-86) = 50y.Dumpy Wyrick/1-5. Update/1-21Oldest Hun driver to eject from a jet fight as a Hun PIC =Paul "PK" Kimminau/1-1420h.Shortest time from ojection till return to flight as a Hun PIC =20min.Gary Findlay/1-47Ohly flight surgeons to eject from the Hun.Gary Findlay/1-47Only flight surgeons to eject from the Hun.Carry Desuntol-1-13 & Bill Berkley/1-16Only flight surgeons to eject from the Hun."Urry DeSuntol-1-13 & Bill Berkley/1-16Only flight surgeons to eject from the Hun."Urry DeSuntol-1-13 & Bill Berkley/1-16Only flight surgeons to eject from the Hun."Urry DeSuntol-1-13 & Bill Berkley/1-16Only flight surgeons to eject from the Hun."Urry DeSuntol-1-13 &	SYC Scoreboard as of St	ummer 2022 Issue
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Longest time between C-model flights = 11y, 2m, 19d.Bill Swendner/I-8Longest time between Hun flights as pilot = 31y, 10m, 19d.Don Schmenk/I-14Last Hun driver to land an F-100D at Gila Bend Aux FieldGene Hoseman/I-48from an IFE-27 Mar 1978Bill Swendner/I-8 Joe Turner/I-10Most checkout/recurrent Hun training = Tied at 4.Bill Swendner/I-8 Joe Turner/I-10First SSS pilot to fly the Hun = Oct. 28, 1954.Bob Wilson/I-13		
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First SSS pilot to fly the Hun = Oct. 28, 1954. Bob Wilson/I-13	from an IFE-27 Mar 1978	
		Bill Swendner/I-8 Joe Turner/I-10
		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 awarde. Jim Mayton'I-39 First Luke studen to land an F-100C at Gila Bend Aux Field due to an IFE = Nummer 195. William Lambertson /I-29 Fastest Mach in the Hum -1.7 M. Al Bartels/L-19 Fastest Mach in the Hum -1.7 M. Al Bartels/L-19 Fastest Mach in the Hum -1.7 M. Al Bartels/L-19 Fastest Mach in the Hum -1.7 M. Al Bartels/L-19 Fastest Hun driver on record = 6* 4*. "Duny' Wyrick/L-14 First Hun driver on record = 6* 4*. "Duny' Wyrick/L-14 First Hun driver on record = 6* 4*. "Duny' Wyrick/L-14 First Hun driver on record = 6* 4*. "Duny' Wyrick/L-14 Shortest Hun pilot to part in the restoration of an F-100 for muscum display = completed: 22 JUN *12. Jim Icenhour, Sr. & Jim Icenhour, Jr./I-26 Only Hun pilot to lead a close encounter with a missile while on a low level navigation flight — 100 feet. William Rossiter/1-43 Only Hun pilot to lead a close encounter with a missile while on a low level navigation flight — 100 feet. George Demers/I-34 Only Hun driver(s) to hookup and refuel from a Navy tanker. Forrest Fenu/I-3 & Bill Collette/I-4 2. Concy Filop Opilot to successfully Arit-0-Air refuel on an ocear crossing with the refueling probe 180 degrees out of the nomal position. </th <th>SYC Scoreboard as of S</th> <th>ummer 2022 Issue</th>	SYC Scoreboard as of S	ummer 2022 Issue	
plaque was (upon request) personally signed and handed back to the awardee. First Luke student to land an F-100C at Gila Bend Aux Field due to an IFE = Summer 1959. Fastest Mach in the Hun = 1.7 M. Fastest Mach in the Hun = 1.7 M. First and only Aussie (RAAF) to fly the Hun. First and only Aussie (RAAF) to fly the Hun. First and only Aussie (RAAF) to fly the Hun. The father'son Hun pilots pair with the longest interval (10 years) between the father's last flight (Apr 'S8) and the son's first flight (Or '68). The father'son Hun pilots pair with the longest interval (10 years) between the father's last flight (Apr 'S9) and the son's first flight (Or '58). The father/son Hun pilots pair with the longest interval (10 years) between the father's first flight (Apr 'S9) and the son's first flight (Or '58). The father/son Hun pilots pair with the longest interval (10 years) between the father's first flight (Apr 'S7) and the son's last flight (Apr '22). Only father-daughter pair to fly consecutively in the same F- 1000° on the same day. First Hun pilot to lead a team in the restoration of an F-1000 for masceun display = completed: 22 JUN '12. Only Hun pilot to have had a close encounter with a missile while on a low level navigation flight — 100 feet. Operations: Consecutive flights barrier engagements = Tied at 2. Conly Hun driver(s) to hookup and refuel from a Navy tanker. The only Pi-100 pilot to successfully Air-to-Air refuel on an ocean crossing with the refueling probe 180 degrees out of the normal position. The only Pi-100 pilot to succe off all stick grip electrical pins while attempting to refuel on the tail drogue of a KB-50 tanker = 2.5 h. Only Ster to in-to-air refuel in a civilian F-100. Only Ster to in-to-air refuel in a civilian F-100. Only Ster to farty a civilian F-100 single-ship across the Althanie without a GPS. Only pilot to AR with the bet probe way out of its normal vertical position = 22 Oct., 43			
io the awardee. William Lambertson /1-29 First Luke student to land an F-100C at Gila Bend Aux Field William Lambertson /1-29 Jastest Mach in the Hum - 1.7 M. Al Bartels/1-19 Fasted Landing speed in a Hum - 250K. Keith Acheson/1-22 Tallest Hun driver on record - 6' 6". Butch Viscellio/1-13 Shortest Hun pilot on record - 5' 4". "Dumpy" Wyrick/1-14 First and only Aussic (RAAF) to fit the Hun. Jim Flemming/1-18 The father/son Hun pilots pair with the longest interval (10 years and 6 months) between the father's last flight (Apr '55) and the son's last flight (Apr '57) and the son's last flight (Apr '57) Bob "Hoppy" and Heather Hopkins/1-41 100F on the same day. First Hun pilot to law had a close encounter with a missile while on a low level navigation flight - 100 feet. Bob "Hoppy" and Heather Hopkins/1-41 0.01/ Hun pilot to law had a close encounter with a missile while on a low level navigation flight - 100 feet. William Rossiter/1-43 0.01/ Hun driver(s) to hookup on a Navy tanker. Forest Fem/1-3 & Bill Collette/1-4 2. Led the first and only Active Air Scramble in an F-100A aircraft. George Branch/1-10 1/initentional approach end barrier engagement. Jack Van Loan/1-10, Fred Cherry/1-12 0.01/ Hun driver(s) to hookup on a Navy tanker. Tom Godfrey1-2, "Crusher Fit.''			
due to an IPE = Summer 1959. Al Bartels/1-19 Fastest Mach in the Hun = 1.7 M. Al Bartels/1-19 Fasted landing speed in a Hun = 280K. Keith Acheson/1-22 Tallest Hun driver on record = 6' 6". Butch Viscellio/1-13 Shortest Hun pilot on record = 5' 4". "Dumpy" Wyrick/1-14 First and only Aussie (RAAF) to fly the Hun. Jim Flemming/1-18 The father/son Hun pilots pair with the longest interval (10 years and 6 months) between the father/s last flight (Apr '59) and the son's first flight (Apr '57) and the son's last flight (Apr '70). Jim Icenhour, Sr. & Jim Icenhour, Jr./1-26 Only father-daughter pair to fly consecutively in the same F-100F on the same day. Bob "Hoppy" and Heather Hopkins/1-41 100F on the same day. William Rossiter/1-43 William Rossiter/1-43 While on a low level navigation flight — 100 feet. William Rossiter/1-43 George Demers/1-34 Operations: Consecutive flights barrier engagementis = Tied at rarent. George Demers/1-34 George Demers/1-34 Only Hun driver(s) to hookup on a Navy tanker. Tom Goddry/1-2, "Crusher Fli,"/1-28 Jim Kempton and Ken Ramsay/1-40 Only Hun driver(s) to hookup on a Navy tanker. Tom Godry/1-2, "Crusher Fli,"/1-28 Jim Kempton and Ken Ramsay/1-40 Only Hun driver(s) to hookup and reflued from a Navy tanker. Tom Godry/1-2, "Crusher Fli,"/1-28			
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Fasted landing speed in a Hun = 250K.Keith Acheson/I-22Tallest Hun driver on record = 6' 6".Butch Viccellio/I-13Shortest Hun pilot on record = 5' 4"."Dumpy" Wyrick/I-14First and only Aussic (RAAF) to fly the Hun.Jim Flemming/I-18In father/som Hun pilots pair with the longest interval (10Jim Icenhour, Sr. & Jim Icenhour, Jr./I-26years and 6 months) between the father's list flight (Apr '57)Jim Icenhour, Sr. & Jim Icenhour, Jr./I-26years between the father's first flight (Apr '57) and the son'sJim Icenhour, Sr. & Jim Icenhour, Jr./I-26years between the father's first flight (Apr '57) and the son'sJim Icenhour, Sr. & Jim Icenhour, Jr./I-26years between the father's first flight (Apr '57) and the son'sJim Icenhour, Sr. & Jim Icenhour, Jr./I-26Years and 6 aware day.First Hun pilot to lead a team in the restoration of an F-100 forFirst Hun pilot to lead a team in the restoration of an F-100 forKen Ramsay/I-30Only Hun pilot to bave had a close encounter with a missileWilliam Rossiter/I-43while on a low level navigation flight — 100 feet.George Demers/I-34Operations: Consecutive flights barrier engagement.George Branch/I-10Unintentional approach end barrier engagement.Jiac Kan.Tien dup Jy F-100 pilot to shear off all stick grip electrical pins while attempting to refuel on a noavy tanker.Tom Godfrey/L2, "Crusher Flt."/1-28Only Hun pilot to Ask and flight (Mar 64).Walt Hersman/I-1825.h.On Morrison/I-43Only SSSer to air-to-air refuel in a civilian F-100.Rod Beckett/I-23Only Hun pilot to AR with the	due to an IFE = Summer 1959.		
Tallest Hun driver on record = 6 'C'.Butch Viccellio/1-13Shortest Hun pilot on record = 5 '4'."Dumpy" Wyrick/1-14First and only Aussie (RAA'F) to fly the Hun.Jim Flemming/1-18The 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 (Apr '57) and the son's last flight (Apr '72).Jim Icenhour, Sr. & Jim Icenhour, Jr./1-26Only fath-redugther pair to fly consecutively in the same F- 100F on the same day.Jim Icenhour, Sr. & Jim Icenhour, Jr./1-26Only fath-redugther pair to fly consecutively in the same F- 100F on the same day.Bob "Hoppy" and Heather Hopkins/1-41Only fath-redugther pair to fly consecutively in the same F- 100F on the same day.Bob "Hoppy" and Heather Hopkins/1-41Only fath-redugther pair to fly consecutively in the same F- 100F on the same day.William Rossiter/1-43Only fath-redugther pair to fly consecutively in the same father in the restoration of an F-100 for muscum display = completed: 22 JUN '12.William Rossiter/1-43Oherdinors: Consecutive flights barrier engagements = Tied at 2.Forrest Fenn/1-3 & Bill Collette/1-42.George Demers/1-34George Branch7-10Unintentional approach end barrier engagement. Just Vinter(s) to hookup and refuel from a Navy tanker. "Crusher Flight of 41-28The only F-100 pilot to shear off all stick grip electrical pins while attempting to refuel on the tail drogue of a KB-50 tanker - 2.5.Jim Kempton and Ken Ramsay/I-40Only Hun driver(s) to hookup and refuel from a Navy tanker. "Crusher Flight of 41-28Don Morrison/1-43The only pilot to Ase qualify himsel		Al Bartels/I-19	
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Fewest Huns on KB-50 supported crossing = Flight of 2. Battaglia/I-3: N. Turner, Hermes/I-16	Most KC-135 full offloads taken on one Hun flight = 8 .		
	KC-135 supported flight time record = 12h , 20m .	e e	
Highest number of Atlantic Ocean crossings = 13.Charlie Mason/I-10		Battaglia/I-3: N. Turner, Hermes/I-16	
- · · · · · · · · · · · · · · · · · · ·	Highest number of Atlantic Ocean crossings = 13.	Charlie Mason/I-10	

SYC Scoreboard as of St	ummer 2022 Issue	
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	
The only Hun Pilot to have flamed out twice on the same ferry	Mike Paradise/I-48	
flight and get successful restarts.		
Dead-stick Hun landing from the back seat = 1.	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	Thales "Tad" Derrick/ I-23	
throttle stuck in afterburner.		
The only Hun pilot to safely land an F-100 while the throttle	Ken Ramsay/ I-43	
was stuck at military power.		
Only SSS member to safely land a Hun with a non-responsive	Ron Siegfried/I-44	
throttle because of a linkage malfunction.		
Most successful flameout landings in a finite time = $2 \text{ in } 46$	Don Emigholz /I-31	
days.		
Only Hun pilot to have provided an escort to Bob Hope's C-	Gary Eglinton/I-45	
130 arrival twice.		
Only two Hun pilots to be dual qualified at the same time in the	Richard Ranaudo/I-45 & Charlie Friend/I-47	
F-100 and F-106.		
The only Hun pilot current in the F-100, F-104, T-33 and U-3A	Hal Gabby/ I-48	
at the same time - 1958/1959	5	
First of four pilots from the 22 nd TFS all of which scored	Rif' Revisky/I-45	
bullseyes from over-the-shoulder bomb deliveries at El Uotia	5	
Range.		
Saved an F-100 by landing on the El Uotia emergency jet	Dennis Wolfe & Jim Brasier/I-21	
landing strip.		
Smallest target drone shot down with 20 mm = 12-foot	Joseph Haines/I-8	
wingspan.		
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	Pete McCue/I-30	
Course student on first Ground Attack range mission = 53% .		
Only Luke AFB F-100 long-course student pilot to deliver an	Gary Nophsker/I-31	
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.)	Medley Gatewood/I-3	
Only Hun jock who managed to land safely with both ailerons	Mick Greene/I-13	
up.		
Highest altitude reached in a Hun not participating in official	R.G. Head/ I-23	
high altitude testing = 57,000'.		
Highest altitude reached in the Hun = 73,000 feet.	George Demers/I-13	
Highest recorded G pulled in a Hun (without a malfunction) =	Ed "Hawk" Wells/I-22	
8.5.		
Highest recorded positive and negative Gs pulled in a HUN on	Vern Nordman/I-32	
the same flight (with a control system malfunction) = $+10$, -4.		
Closest to the ground loop recovery = 5 feet.	Ron Catton/I-10	
	John J. "J.J." Keller/I-12	
Non-AB takeoff from the shortest runway = 6,000 feet.		
Only F-100C pilot to have a tanker to himself to get from	John C. Harrison/ I-41	
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 F-100C pilot to have a tanker to himself to get from Hickam AFB back to the U.S. mainland at McClellan AFB. Last Hun flight with Buddy Refueling system.	John C. Harrison/ I-41 Ron Barker/ I-10	
Only F-100C pilot to have a tanker to himself to get from Hickam AFB back to the U.S. mainland at McClellan AFB. Last Hun flight with Buddy Refueling system . Last official Hun combat mission in Laos = 06/25/71.	John C. Harrison/ I-41 Ron Barker/ I-10 Harry Brown/ I-19	
Only F-100C pilot to have a tanker to himself to get from Hickam AFB back to the U.S. mainland at McClellan AFB. Last Hun flight with Buddy Refueling system .	John C. Harrison/ I-41 Ron Barker/ I-10	

SYC Scoreboard as of St	ummer 2022 Issue	
Last pilot to fly a Hun into Korea (1 June 1969) and who flew	Allen Strasser, Jr./I-39	
the last Hun flown out of Korea (10 June 1969).		
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.		
Only Hun pilot to make an emergency landing at an emergency	Pete Winters/I-40	
airfield with only 200 pounds of fuel remaining.		
Only Hun pilot to hit the dart target on the first live fire <i>trigger</i>	Jerry de la Cruz/ I-37	
pull.		
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 = 1968.	Dave Bockelman & Ron Green/I-19	
Only SSS Hun pilot to take-off on a VFR clearance in	Ron Green/I-35	
Zero/Zero weather conditions.		
Hottest temperature at takeoff with a clean $F-100D = 140$ F.	Ron Green/ I-26	
The only Hun pilot to fly a total of ONE F-100 combat sortie	Guy Gruters/I-40	
between two F-100 combat shoot downs.		
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 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 = $9d$.	Dale Sissell /I-41	
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	
Flew the most combat sorties in <i>different</i> Hun air frames	Glenn Ramsdale/I-39	
(counted by tail numbers and all three models) for one PCS		
tour from the same airbase $= 54$		
Member of the last F-100 Operation Rolling Thunder mission	Ed Haerter/ I-39	
in North Vietnam on 1 November 1968.		
Only F-100 pilot to fly combat missions without any formal F-	Pete Biddle/ I-37	
100 CCTS/RTU gunnery training.	Free 1 All as as a/L 24	
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. 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	
Only Hun driver to have logged the most night hours of 14.5	Cary "Doc" Broadway/I-47	
hours in one night	Cary DOC Dioauway/1-47	
Only F100F crew to perform a nighttime flameout landing with	Chuck Shaheen & PK Robinson/I-47	
engine out, afterburner only, on a 5000' taxiway in Thailand.		
Odd Claims: Only turtle to fly supersonic in the Hun =	Bob Thorpe, Pilot/I-5	
"Sputnik."	r-,	
The only Hun pilot to shoot down a QF-100 FSAT (drone)	Bob Fosnot/I-41	
albeit with a missile from an F-4.		
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	
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SYC Scoreboard as of Summer 2022 Issue	
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
The only Hun Pilot to have a M117 bomb fall off on preflight and land within 2 feet of his foot.	Paul Rost/ I-48

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	Davy Sanderson/I-31
trumped the original plan.	
Played with dry strafing passes on a USN nuclear submarine operating on the surface.	Bill Collette/I-42
Lost my stashed College Graduation Ring in flight suit breast pocket; didn't fully close 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
Somehow managed to stop a Hun hydroplaning backwards by firing up the burner as a last resort	Dumpy Wyrick/I-45