

Stake Your Claim (SYC)

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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 — ▶ Charlie Friend claims Bob Lilac is *not* “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 — ▶ 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 — ▶ 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 #
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

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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 = 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.	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

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Youngest pilot to eject from an F-100 = 23y, 5m, 11d.	Steve Braswell/I-43
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 = 5m, 10d.	Gary Findlay/I-47
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
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
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
Last Hun driver to land an F-100D at Gila Bend Aux Field from an IFE- 27 Mar 1978	Gene Hoseman/I-48
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

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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
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
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 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
Only father-daughter pair to fly consecutively in the same F-100F on the same day.	Bob "Hoppy" and Heather Hopkins/ I-41
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
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
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
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
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
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

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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 flight and get successful restarts.	Mike Paradise/ I-48
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 throttle stuck in afterburner.	Thales "Tad" Derrick/ I-23
The only Hun pilot to safely land an F-100 while the throttle was stuck at military power.	Ken Ramsay/ I-43
Only SSS member to safely land a Hun with a non-responsive throttle because of a linkage malfunction.	Ron Siegfried/ I-44
Most successful flameout landings in a finite time = 2 in 46 days .	Don Emigholz / I-31
Only Hun pilot to have provided an escort to Bob Hope's C-130 arrival ... twice.	Gary Eglinton/ I-45
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
The only Hun pilot current in the F-100, F-104, T-33 and U-3A at the same time - 1958/1959	Hal Gabby/ I-48
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
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
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
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
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 combat F-100 landing in Vietnam.	W.W. "Chip" Taylor/ I-45
Last Hun pilot to land an F-100 in SEA = Late AUG 1971	Gary Silence/ I-38

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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
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 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 = 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
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 = 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 = 9d .	Dale Sissell /I-41
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
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
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 = Bien Hoa, Tet, 31 January 1968 .	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
Only Hun driver to have logged the most night hours of 14.5 hours in one night	Cary "Doc" Broadway/I-47
Only F100F crew to perform a nighttime flameout landing with engine out, afterburner only, on a 5000' taxiway in Thailand.	Chuck Shaheen & PK Robinson/I-47
Odd Claims: Only turtle to fly supersonic in the Hun = "Sputnik."	Bob Thorpe, Pilot/I-5
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 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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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 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
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