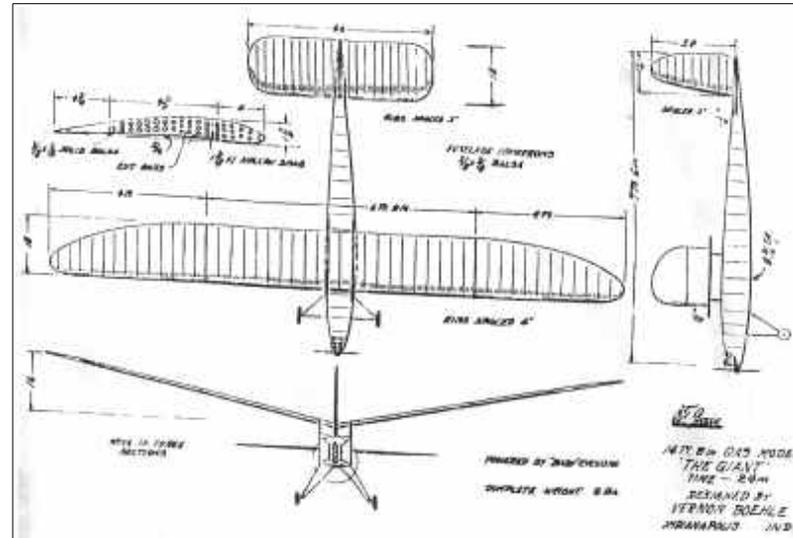


Glen Poole's Electric Boehle Giant

The new-for-2006 Electric competition rules allow airplanes of all sizes to compete on an even basis; like the glow/ignition Texaco events. Regular competitor, Glen Poole from SAM 117, the Chicagoland Buzzards, took advantage of the new rules to build this outstanding model; a 76% version of Vernon Boehle's (pronounced Bailey) 1936 Giant. Glen flew the model in both Limited Motor Run and Electric Texaco events. Although Glen had some sub-par performance at Muncie, probably associated with motor difficulties, his "Test Pilot" and 2006 Electric Champion, Jack Hiner says it is probably the best flying Old Timer he has ever flown. Certainly it was a majestic sight in the sullen Muncie skies. At the Concours Glen discussed his model with Earl Stahl, who remembered Boehle and his Giant from the 1930's. Glen is kicking himself for not asking more about the history.



Glen's model has sparked a renewed interest in the Giant and several of our supporting vendors are in the process of making short kits of various sized scale models. Bob Hartwig is making a 101 inch span, 900 square inch version. There has been some discussions of these models and the possible competition classes for them on SAM Talks recently. The AMA website has a short [biography for Vernon Boehle](#), an interesting man and key figure in the development of model aviation in the early 1930's. Meanwhile you may like to follow along as your webmaster builds a full-sized one; [Giant Build Blog](#)



According to the Zaic yearbook, the plan above, the Giant had a span of 14 ft 8 inches. It was powered by a Baby Cyclone and only weighed six pounds, for a loading of about 4.5 oz / sq. ft. Apparently it took advantage of a loophole in the wing area rules at the time. The model put in a 24 minute flight at the 1936 Nationals. The picture on the left is from a 1936 Air Trails.