



## The AMA History Project Presents: Biography of VERNON BOEHLE



Written & Submitted by RJC (11/2002); Transcribed & Edited by SS (11/2002), Updated by JS (07/2007)

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### Career:

- 1933:
  - Placed second in the Stout Outdoor Contest at the Nationals (Nats), setting a world record for a rubber-powered model with a flight time of eight minutes and 43 seconds
  - Placed second in the Admiral Moffett Contest and fifth in the Mulvihill Contest at the Nats
  - Won the Comet Model Airplane Company Cup for the best general outdoor rubber powered performance at the Nats
- A member of the Brookside Model Airplane Club in the Indianapolis area
- Credited with forcing the demise of the twin pusher
- Designed the Giant for Texaco events; this model had a 15-foot wingspan, but was never overly successful
- First joined the Royal Canadian Air Force and then transferred to the U.S. Air Force during World War II; flew Spitfires (Canadian) and then P-47s (American) during the war

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*This biography on Vernon Boehle was written by Robert J. Cahill for the AMA History Project (at the time called the AMA History Program) in November 2002.*

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Vernon Boehle (pronounced “Bailey”) lived near Indianapolis and was a member of the Brookside Model Airplane Club, which included Jim Parham (1932 Stout trophy), Jim Cahill (1934 Stout trophy and 1938 Wakefield International) and Bob Cahill (folding propeller originator).

Boehle had a sensational performance in the 1933 Nationals, which was eclipsed by the appearance of the first successful gas job of Maxwell Bassett that won all three outdoor events. Without Bassett’s performance, Boehle would have won two first places and one fourth place. Gordon Light (of *Air Trails* magazine) credits him with single-handedly forcing the demise of the twin pusher.

Included in Boehle’s file in the AMA History Project files are plans for the following planes:

- 1934 – NAA record-holding cabin model
- 1934 – Class C record holder
- 1935 – Moffett trophy winner
- Wakefield fourth place model
- 1936 – *Boehle Giant*, a Texaco entry with an almost 15-foot wingspan that used a Baby Cyclone engine

[To look at this file, please contact the AMA History Project]

The *Giant* was made for the Texaco contests based on the theory that the bigger it is, the longer you can see it. It was a bit underpowered and never was overly successful.

Around 1939 or 1940, Vernon joined the Royal Canadian Air Force. Not being a college graduate and therefore, not a candidate for a commission and pilot's training, he went to Canada and as a sergeant became a *Spitfire* pilot. When the United States entered the war, he transferred to the U.S. Air Force and finished the war as a *P-47* pilot.

He was not very active in model affairs after returning to civilian life.

(signed) Robert J. Cahill  
November 2002

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*The following brief information about Vernon Boehle ran in the September 1933 issue of Model Airplane News magazine following his success at the 1933 Nationals. It was part of an article titled "Who's Who at the National Championships," which started on page 22 of that issue.*

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Vernon Boehle, Indianapolis, placed second in the Stout Outdoor Contest with a superb flight time of eight minutes, 43 seconds, a new world's record for NAA weight-rule fuselage models powered with rubber. Boehle also placed second in the Admiral Moffett Contest and fifth in the Mulvihill Contest, winning the Comet Model Airplane Company Cup for making the best general outdoor rubber-powered performance.

**Photographs below provided by Little Friends Web Site**  
<http://www.littlefriends.co.uk>



*"Captain Vernon A Boehle, Indianapolis, IN.  
334th Fighter Squadron. Captain Boehle was an  
ex-71 Eagle Squadron member."*

*Photo provided by Little Friends Web Site*  
<http://www.littlefriends.co.uk>



*“Captain Vernon A Boehle, Indianapolis, IN. 334th Fighter Squadron, ex 71 Eagle Squadron, P-47C 41-6400 QP-O Indianapolis. Later the word Indiana was added under the name. This A/C lost its engine on September 9, 1943 causing Vern to ditch into the Channel 45 miles south of Beachy Head. He spent about 2 days in his dinghy before being rescued.”*

*Photo provided by Little Friends Web Site  
(<http://www.littlefriends.co.uk>)*



*Capt. Vernon A Boehle, Indianapolis, IN. 334th Fighter Squadron, ex 71 Eagle Squadron. Capt. Boehle was shot down on September 9, 1943 in his assigned P-47C 41-6400 QP-O Indianapolis and spent about 2 days in the Channel before being rescued.*

*Photo provided by Little Friends Web Site  
(<http://www.littlefriends.co.uk>)*

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