

This is the first, of which I hope will be many, newsletter and I want to thank all who have responded. Enclosed with this newsletter is the current mailing list. This will be updated as time goes on. If anyone knows of other Charger builders/flyers that are not on the list, but you think that they may want to be on, send me their name and address and we will put them on the mailing list.

I would like these newsletters to be a forum for builders and flyers to make suggestions or to ask questions regarding building and flying the Charger. If any questions are sent to me, I will try to get an answer, or I will print it in the newsletter and possibly other members could send an answer.

Another thing I would like to put in the newsletter is a feature on individual members on either building or flying their plane. So take a few moments to write in concerning your project. Hopefully this will inspire both the individual and the reader, and believe me, sometimes you need inspiration.

Enough of this Chit-Chat lets get down to business.....

In some of the letters I received, there were questions regarding "fittings". Should you make them yourself or purchase them?

I'm not sure how to answer this question because it depends on the builder's abilities and the equipment one has to work with. So I will give my experience while building my aircraft.

When I started my project I was going to be a purist and make everything I could possibly make. After the first dozen or so fittings it occurred to me that "there must be a better way"- Ken Brock to the rescue. My plane has almost all Ken Brock's fittings. They are of excellent quality and the service was very good. When you figure your time and material, with the possibility of making parts over due to some dumb mistake, the cost is reasonable.

Other information to pass on. The cost of flying wires are going through the ceiling, so it may be beneficial to order wires as soon as possible. Ken Brock may still have some flying wire sets in stock at a reasonable price. Check before ordering your wires.

As I stated earlier, regarding features on individual builders, I suggested it, so I guess I'm first.....

CHARGER N86KY (Miss Carol)

I always had a dream to fly an airplane with an open cockpit, two wings, scarf bellowing in the breeze, ect, ect, ect,,,, but due to education, family and work, it took me some time to fulfill my dream.

So in 1975, finding the plane of my choice, and purchased my plans from Ed. I did not start construction until mid 1977. At that time I was living in Penna.. In June of 1978 I packed all the tail feathers

and all the parts I had fabricated into a VW bug and headed to New Mexico, "you don't trust movers with such valuable material". After a few months of looking through boxes trying to rescue my tools and equipment, I started to build the fuselage up to a space frame structure. Time to move again, from the house we were renting to our new house, and spend the next few months looking for tools and equipment. This house had a real advantage over the others. It had a double car garage which I promptly turned into my shop. No cars in this garage for a while. We managed to fabricate all the parts for my aircraft plus fabricate parts for other airplanes, and needless to say it got crowded at times.

This lack of space had one major problem which prompts me to make a suggestion to other builders. Before you start to finalizing your fuselage and wing assemblies and if you do not have the room in your shop, take them someplace and rig the airplane to make sure they fit properly. I ran into trouble with my tailpost to wing tip measurements and had to redo my attach fittings.

In December 1985 we started to build a hanger/shop, on weekends, at Alexander Airport in Belen, NM. and moved the plane down in April. In regards to the hanger, there are things that you do only once in a lifetime and believe me, this is one of them.

At the present time we are in a race with the weather to finish the painting on the fabric. The fuselage and tail feathers are painted through color and the wings are ready for color. Everything is completed aft of the firewall. I have some metal work to be done on the cowl and some work on hooking up the engine.

My powerplant is a Lyc O-320 E2A 150 hp turning a 74x56 Sensenich wooden prop.

My Charger is "plans built" with only few exceptions, I used 4130 rods for my drag wires in my wings instead of the strap, also used a different style windshield, and fiberglass wing fairings.

AT this time, I want to give thanks to my wife Carol, because without her help and support this project would never have come to being.

Ed: Were coming out next year to chase the Starduster around.....

This newsletter is being sent out with complements of John Burris, thanks for your help.

For you builders - Keep cranking out the parts.
For you flyers - Fly safely and have fun.

GOOD LUCK AND BE WELL

Well with the holidays behind us and hopefully still of sound mind and body, lets get down to the business of building and flying...

The following is mainly for west coast builders and flyers but is an open invitation to everyone:

On February 22, 1987 EAA Chapter 1 at the Flabob Airport is having their annual bash. This year they are going to honor Ray Stitts and Ed Marquant for there contributions to aviation and homebuilt aircraft, so if at all possible, try to attend and give Ed your support.

DESIGNERS CORNER:

Ed told me that there have been a number of inquiries regarding wing ribs and wing assembly drawings. The potential conflict seem to be that the rib drawing called for a slot 1/4" wide x 3/8" deep to accept the leading edge stringers, but the wing assembly drawing called out the leading edge stringers as 3/8" x 3/8" spruce.

This is not an error. It is due to the 10 degree sweepback of the wings. At final assembly, the rib slots must be beveled at 10 degrees to accept the leading edge stringers with no slop between the rib and the stringer.

ED said that he was encouraged by one thing, the builders are reading the drawings.....

SPOTLIGHT

In this newsletter we are going to feature Dave Davidson of Garland, Texas. Dave sent a letter regarding the Charger Association and included a very nice writeup on his Charger (N13DD).

Dave indicated that he built the charger in 5 years and 8 months and is certified for aerobatic, night and instrument flight. The aircraft is powered by a Lyc. O-320-160 hp-B2B turning a Sensenich prop using a 4" extension on the crankshaft utilizing a highly modifier T-18 fiberglass nosebowl. It is covered with Stitts Aerothane finish in Artic White, Bahama Blue with a 1/4" Reno Gold stripe between the blue and white.

The aircraft was first flown on November 11, 1983 and has 200 hours on it at the present time. Dave has flown the Charger to Oshkosh in 1984, Dayton Ohio, 3 trips to California and flew 6 days through the out islands of the Bahamas (This story is coming soon in Sport Aviation).

In July 1987 Dave is planning to fly up the Alkan highway to Alaska, then to Pt. Barrow and return.

Editor's note:

I have two comments regarding Dave's article, (1) It is refreshing to see someone with a very nice aircraft utilize it and have fun in the process, and (2) this is a trivial insight into this article. Dave, your aircraft is Artic White, Bahama Blue and Reno Gold. You had your plane to the Bahamas, you are going to Alaska, so does this mean your next trip is going to be to Reno? You'd better not, you may lose the airplane.

Dave it was a very nice writeup on your Charger and we all wish you well on your ventures.....

SERVICES

Richard Goff of Vincennes, Ind. has a process for making wing ribs without using nails or staples to hold the gussets in place until they dry. If anyone is interested, give Richard a call.

On new Years day, Glenn Miltenberger and his wife, Mary, were traveling through Albuquerque and stopped to take a look at my project. We spent a couple of hours talking airplanes in a cold hanger while the wives sat in a warm motorhome. Glenn took some pictures of the plane which I hope will help him in his project.

It was nice meeting with Glenn and Mary and we hope that we can do it again in the near future. Both Carol and I hope you had a safe journey home.

Enclosed is a new copy of page 2 of the membership list indicating the new members since the last newsletter.

GOOD LUCK AND BE WELL

MA-5 CHARGER ASSOCIATION
NEWSLETTER NO. 3

Page -1-
3 April 1987

Well spring is in the air, but in some places around the country its hard to believe. In New Mexico its spring, the winds are blowing and putting all the New Mexico dirt in our hangar.

Well enough about the weather.....

It has been quiet on the mail front, maybe everyone is working hard on their aircraft??

At the end of January, I had a business trip to San Francisco. My wife decided to go along, and we had a very interesting trip that every Charger builder should experience. We had the opportunity to visit with Remo Galeazzi and his wife Mary and also had the pleasure of meeting and riding in Jim Smith's Charger.

They are both very beautiful aircraft with tremendous attention to the fine details that encompass championship type aircraft. This was the first opportunity I have had to actually fly a Charger.

When I got into the Charger, Jim warned me that he had not flown in a number of months, and that the take-off and landing may not be up to his standards. I informed him that I am a very low time tail dragger driver. To that statement Jim's comment was "That's good, then you may not know the difference if I make a good or bad take-off". We laughed and went on our way.

In the air the Charger handled very solid for me, although it took a little time to stop from over controlling the airplane. The airplane builds up speed very rapidly in a nose down attitude, but the stalls are very forgiving.

So again, Carol and I want to thank Remo and Jim for a very beautiful time and hope to stop up to chat again when I get to San Francisco.

I sincerely hope that everyone who is building a Charger has the opportunity to ride in one. If so, I don't think anyone could get them out of the workshop until their aircraft was completed.

Well its time to start thinking about Oshkosh.....

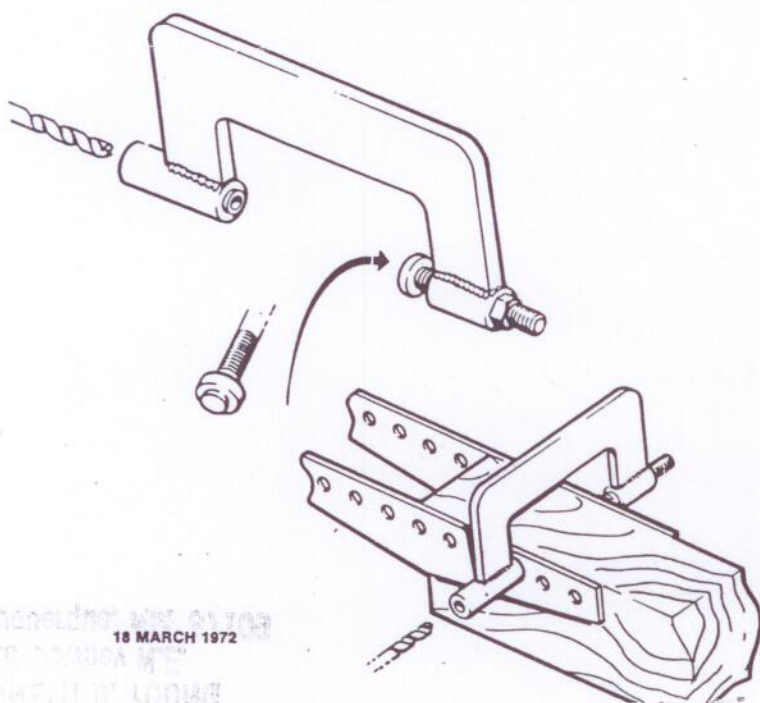
I was talking to Ed, and we discussed the possibility of trying to assemble as many Charger builders/flyers as possible.

We thought that we could meet at "The Theater In The Woods" the afternoon of the first Monday to get together. If anyone has any other suggestions, please let me know. Also if possible, would anyone planning to be at Oshkosh write and let me know, and if anyone is planning to have their RV or camp, write and I can make a

list of campers with the possibility of "circling the wagons". We are planning to have our motorhome there, and hopefully my Charger.

A note from my wife, Carol. - She would appreciate any females meeting with her at the "Theater in the Woods" also. She knows she can't possibly be the only wife or friend to be part of building a Charger.

The following is a copy of a drilling fixture that Remo Galeazzi found in an old edition of Sport Aviation and thought that the builders would be interested.



SPAR-DRILLING FIXTURE

By B. Deane Kesterson (EAA 40872)

221 W. Kerr Street
Centralia, Illinois

This is the fixture I made to drill holes through the spar of the Taylor "Titch" and make them come out at the right point on the other side.

The steel plates were clamped into position. The fixture was installed by placing the shoulder of the fixed side of the fixture into a hole in the steel plate on one side of the spar and by screwing the adjustable shoulder into the plate on the other side of the spar. The long 1/4 in. drill was then placed in the guide and used to drill the pilot hole. The fixture was removed and the hole in the spar was enlarged to 3/8 in. The operation was then repeated on all holes.

New Members since the last News Letter;

Frank Donat (B)
5099 Coldbrook Dr.
Mantua, Ohio 44255

Pat Martin (B)
23371 Via Burriana
Mission Viejo, CA 92691

GOOD LUCK AND BE WELL

MA-5 CHARGER ASSOCIATION
NEWSLETTER NO. 4

Page -1-
9 July 1987

I am sorry that this newsletter is long in coming. Things have been rather hectic around here. Carol was involved in two auto accidents in 6 weeks. Score -- 1 car totaled, 1 car damaged. The fortunate thing is that she was not injured too seriously and neither accident was her fault. I have also been working very late hours trying to get my Charger in shape to bring to Oshkosh. I don't know if I will make it but it is going to be close. I had the final inspection on July 6 and had very few findings. The unfortunate thing is that they gave me a 40 hour fly-off. They stated that the engine was certified, the prop was certified but the combination of engine and prop was not certified.

John Burris wrote to inform me that 2 Chargers were at the Sun-N-Fun flyin. He sent the names of the two owners. One of the planes was R. A. Schutt's (Sn 0140) from Ilano, CA and the other one was Ray Wicker's (Sn 0120) from Quitman, GA. I thought that Ray's was featured in Sport Aviation, but I could not find the issue. Ray, if this is true, will you drop me a line and tell me the issue.

The following should be of interest to the builders that are in the process of fabricating their wings.

During the rigging process I had interference with my landing wire attach fittings. This is the ones that goes from the wing to the fuselage. This interference is between the landing wire attach fitting and the wing rib. This almost became acute during the final rigging after the wings were covered. The clevis pins are partially buried in the wing and I had to install the landing wires on the wing before the wings were placed on the aircraft. In talking with some other builders, they had a similar problem. So during your early rigging, pay attention to the wire attach points, they get very close to the fabric.

Also if you are going to close in your wire attach points on your wings, make provisions for them early. On my airplane I was not going to close then in, but I wish I would have. During the final rigging, some of the attach points moved and separated from the fabric thus leaving a gap.

OSHKOSH:---- I was talking with ED and we thought that we should have an informal meeting with charger builders and flyers around the Red Barn on Saturday afternoon Aug. 1 about 1:30. If anyone knows of other builders or flyers that are not on the mailing list and are going to be at Oshkosh, let them know about the get together. Maybe we can get more organization to all this confusion.

Also enclosed is the latest member list.

See you all at Oshkosh -----

GOOD LUCK AND BE WELL ----

Now that the big show is over, we can think about Oshkosh for next year. I was glad to see the Charger builders and flyers that meet by The Theater in The Woods to talk about their airplanes and also to get some insight into Ed's thinking when he was designing the Charger. Next year at Oshkosh we are going to reserve a forum tent for a meeting of Charger builders and flyers, at least we will have a place to sit down.

Remo had the only Charger at Oshkosh, but that was enough to generate interest. For those that did not know, Remo took Grand Champion Honebuilt for 1987. This has to be the ultimate for Remo and we congratulate him. This can be added to his award earlier this year at Watsonville, where he also took Grand Champion.

Not to be undone, another Charger also got into the record books. Dave Davidson flew his Charger to the most northern part of the USA, Point Barrow, Alaska. On July 12 1987 Ed Marquant received the following telegram:

On 11 July 1987 at 6:26 PM Alaska time the first home built open cockpit byplane N13DD MA-5 Charger with owner builder pilot aboard landed at Barrow Alaska furthest north settlement North American continent

Dave Davidson"

I extend my congratulations, as many others do, to Remo and Dave for a job well done.

As you can gather by my statement that Remo had the only Charger at Oshkosh, I did not get my plane there. We are still trying to iron out some pesky bugs. There is nothing serious, just things that take time.

When I got home I discovered a problem in the airplane that I'm am not sure how I am going to fix although most of it is due to miscalculation on my part. The problem is that my main fuel tank has three very small leaks. When I made my tanks, my welding equipment was broke and I had someone else weld and "leak test" the tanks. I took them at their work when they said the tanks were "tight". Then I made the ultimate mistake, -I installed the tanks without sloshing them, although there are those that believe in sloshing and those who do not.

Therefore I would suggest that you check the tank before you install them in your airplane, yes, even the tanks we made. Fill them with water and let them sit to determine if there are any leakage. A better fluid to use is 100LL because if there is a leak it leaves a nice green stain, although if a leak is found the tank must be thoroughly flushed before rewelding. If anyone has any trouble with our tanks, give me a call or send the tank back and we will fix any leak and retest the tank.

MA-5 CHARGER ASSOCIATION
NEWSLETTER NO. 6

Page -2-
19 September 1987

The following is somewhat of a plea, we need input from members to keep the newsletters interesting. Therefore if there is anything that you think that would be of interest to other members, write and let me know. This concerns building, flying or just airplane news, yes even a joke. Also some members have sent a contribution to help defer the expense of printing and mailing the newsletter. If each member could sent \$5.00 it would be appreciated, and we will see how far it goes.

The following is a list of Charger parts for sale :

current prices	*Fuselage (1 pc) welded box with all major fittings, brackets & tabs
"	*Trim yoke for horizontal stabilizer
"	*Landing gear (2 pcs) with shock units-welded assemblies
"	*Internal controls - welded assemblies - sticks and column, rudder/brake
"	pedals, link tubes, belcrank for push pull tubes
"	*Wing struts - welded assemblies - cabane and interplane
"	*Engine mount (lord type) welded assembly for Lycoming
"	*U-channel for formers
\$5,000.00	(All welding by Ed Marquart)
369.00	*Spar kit - spars and wedge blocks milled to size
50.00	*Precut material for drag/anti drag wires
260.00	*Turnbuckles for drag/anti drag wires (AN 155-16S)
42.00	*Capstrip (approx. 420 lineal feet; enough for two wing panels)
29.00	*Trailing edge for all wing panels
615.00	*Wing fittings mfg. by Ken Brock - Part Nos.:
	231(2 pcs), 251L&R(4 pcs), 252L&R(4 pcs), 253(8 pcs), 254L&R(8 pcs)
	255(2 pcs), 256(2pcs), 257(2pcs), 258(2 pcs), 261(4 pcs), 262(2 pcs)
	263(2 pcs), 279(4 pcs), 280(4 pcs), 281(4 pcs), 282(4 pcs), 352(10 pcs)
500.00	*Fuel tanks - wing (2 pcs) and main (1 pc)
20.00	*Main tank support brackets by Ken Brock, Part No. 955(8 pcs)
85.00	*Complete set of plans
<hr/>	
\$6970.00 total	(Prices based on A/C Spruce and Ken Brock catalogues and quotes by Marquart)

ASKING PRICE \$6,000.00 FIRM

Contact: Brad Ballen
46-731 Williamsburg
Indio, CA 92201

Phone: (619) 347-7819 Home
(619) 342-8291 Work (8 am- 5 pm)

Also enclosed is the latest mailing list:

GOOD LUCK AND BE WELL