

Marquart MA-5 'Charger'

By DON BUTMAN . . . Gee Bee replica builder Ed Marquart designed this pretty biplane in 1967, has been winning at EAA fly-ins ever since. A good-flying Peanut.



• "If it's got two wings it has to be good!" Well, this probably wasn't in Ed Marquart's mind when he designed the MA-5 Charger, but he came up with a winner nonetheless. Ed's Charger was 95% complete when Oscar Tomblato flew his Charger for the first time. Oscar

started construction in 1967, completed it early in 1971, and won "EAA's Big Event" at Oshkosh, Wisconsin, in August 1971.

The Charger has since proven itself to be a winner wherever it has been shown. It has a 24-foot wingspan and an overall

length of 20 feet, with a 160-hp Lycoming engine turning an Aeromatic prop.

Construction of the model is typical "sticks n' pieces" with only a couple of exceptions. The wing tips and vertical and horizontal stab outlines are made from laminated 1/32x1/16 pieces formed around cardboard outlines. The wheel-pant/landing gear strut assembly can be made from blocks or vacuum formed using .015 sheet plastic. This forming method works very well (with practice!) and produces a strong and light assembly.

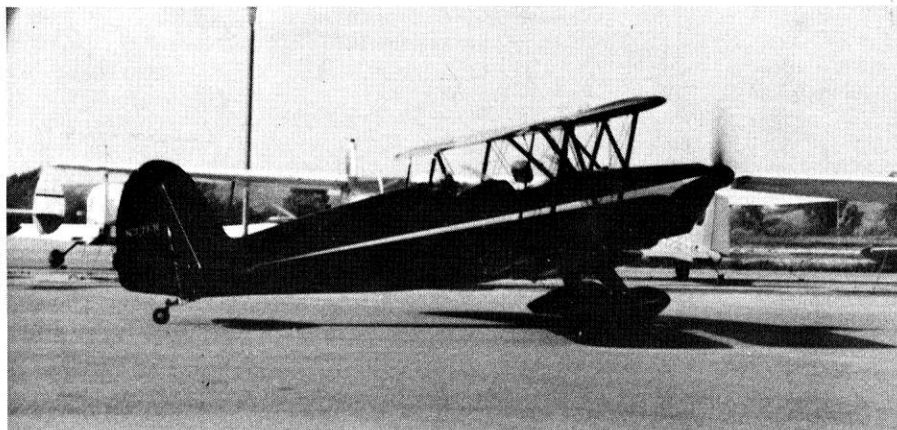
The model is covered with yellow tissue lightly shrunk with water, followed with a couple of coats of THIN nitrate clear dope. The striping was done using a Rapidograph drafting pen, but any good felt-tip pen can be used.

A 12-inch loop of 1/8 flat rubber has been used and gives flights of 25 to 30 seconds. No adjustments were required with the incidences set up as shown on the plans. Good flying!

ADDENDUM — by Phil Bernhardt

Some of our readers may not be aware of the fact that Fernando Ramos, our "F/F Scale" columnist, is the proud builder and owner of a Marquart MA-5 Charger based at Corona Municipal Airport, near Riverside, California. Fernando spent 5-1/2 years on the project, every minute of which was time well spent, for the finished machine is indeed a real beauty. For those who wish to duplicate it using Don Butman's plans in this issue, the overall color scheme is a glossy, slightly dark shade of red with a

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Surprise, Fernando! RCMB's Phil Bernhardt snapped these photos of "F/F Scale" columnist Fernando Ramos's Charger at Corona Airport. Bill Noonan in the front pit. More in text.

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cream stripe down the fuselage and on the wheel pants, and cream registration numbers N77FR on the rudder. Powerplant is a 125-hp, six-cylinder Continental taken from a 1946 Globe Swift. Builders who need more details can write directly to Fernando at 19361 S. Mesa Dr., Villa Park, CA 92667. Like all homebuilders, he's more than willing to tell you all about his pride and joy!

The photos of Fernando's Charger accompanying this article were taken at Corona. A buddy and I were returning from a model flying session at Lake

Elsinore and decided to stop at the airport and see if our flying columnist was there . . . that, and to do a little airport bumming in general. We found Fernando's hangar locked and a little while later were sitting on a park bench, taking in the usual Sunday afternoon airport action, when we spotted the familiar red biplane on final approach and watched it touch down three-point in front of us. It was then that it suddenly occurred to me to get a couple of photos of the airplane without Fernando's knowledge and include them as part of Don Butman's article, which we already had on file at the **RCMB** office. So that's what happened. Like the photo caption says, Surprise, Fernando! ●

