



Riverside, California – July 4, 2007.

Flabob Airport announces with sorrow the passing of one of its pioneers, Edwin E. “Ed” Marquart, who died peacefully of natural causes in the early morning of July 4, 2007. Ed worked at historic Flabob Airport from 1955 until two weeks ago, and was one of the most famous designer - builders of the homebuilt movement.

Ed was born in Ohio in June, 1922. During World War II he joined the Navy, and was a “plank holder” (original crew) of the U.S.S. *Shangri-La*, CV-38, the Essex-class carrier built to replace the *Hornet* when she was lost in action. Ed served aboard the *Shangri-La* as an aviation machinist mate through action off Japan until war’s end. After the war, he returned to the Philadelphia area where he used his skills at His first airplane was the MA-3 *Maverick*, a

various aircraft manufacturers including Piasecki Helicopter and Lanier Aircraft Corporation, makers of the innovative *Paraplane*.

Ed was an early member (number 198) of the Experimental Aircraft Association (EAA), and when he moved to Southern California in 1955 one of his first stops was at Flabob Airport, home of Chapter One of EAA. He was soon hired by Ray Stits, then the leading supplier of airplane kits for homebuilders, and worked with Ray for two years building kits. Stits remembers that he and Ed, working seven days a week and many nights, built the first SA-5 *Flut-R-Bug* in 30 days. When Ray stopped producing kits to devote himself to the Poly-Fiber covering process, Ed went into business for himself at Flabob, opening his shop on August 1, 1958.

single-place built as a proof of concept. In

2006, Ed had a chance to purchase the original MA-3, an attractive little biplane which now rests in Ed's Flabob Hangar. Ed then designed the single-place MA-4 *Lancer* and the two-place MA-5 *Charger*, his most successful design, with more than one hundred completed examples. A handsome swept-wing biplane, with graceful lines and excellent performance, the *Charger* continues to be built. Ed flew the prototype to Oshkosh '71, where it was an immediate hit, and ultimately sold almost 500 plan sets.

One *Charger*, N31DD, built by Dave Davidson of Texas, was the first biplane to solo both ways across the Atlantic.

In addition to providing plans and parts for his own designs, Ed built custom parts for countless homebuilders. In the 1970s, he teamed up with Bill Turner, for whom he built the replica Brown racer *Miss Los Angeles*, followed by a long line of replica golden age air racers, including a Gee Bee model Z, the Miles and Atwood Special, and major parts of the de Havilland Comet and Laird-Turner Meteor projects built at Flabob. He rebuilt the front section of Benny Howard's racer *Pete*, when *Pete's* fuselage was extracted from Paul Poberezny's *L'il Audrey*, and helped with the restoration of *L'il Audrey*, now in the EAA Museum in Oshkosh.

Until a few weeks ago Ed worked daily on his restoration of a Buhl CA-3C *Sport Airsedan*, which is only one of two known to exist, and which was nearing completion in 2007. He had numerous other projects, including a Fairchild 22.

Ed was never too busy to lend a hand or give sound advice to homebuilders and restorers. He served as the second President of EAA Chapter One, and was awarded the Cliff Henderson Award in 1996. Almost any day he could be found at lunch at the long pilots' table of the Flabob Airport Café, where his inexhaustible store of flying stories and aircraft lore were at the service of all who were interested. His departure will sadden all who love sport aviation.