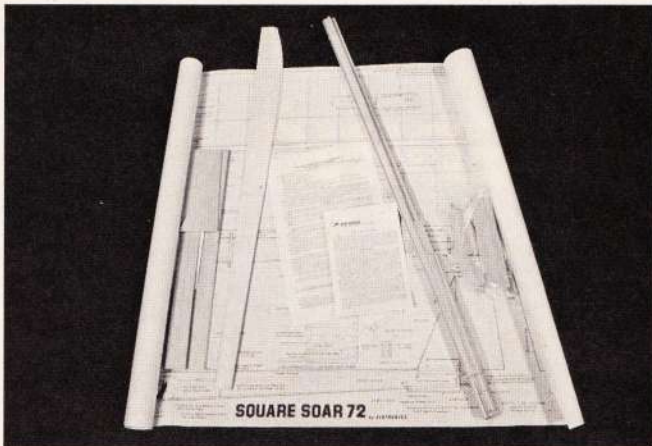


RCM PRODUCT TEST

Cox Hobbies, Inc.
SQUARE SOAR



The Square Soar 72 is a 72" span Standard Class Sailplane designed by Lee Renaud and manufactured by Cox Hobbies, Inc.

Designed both as a basic trainer and as a sport sailplane, the Square Soar 72 has 504 square inches of wing area and can be built either with dihedral or polyhedral.

The fuselage has plywood sides and bottom front with the remainder of the fuselage being of conventional balsa construction. The wing has hardwood spars and leading edge with balsa center section, ribs and trailing edge. The rudder is sheet balsa while the stabilizer is of built-up balsa construction. Hardware included in the kit-consists of rudder and elevator horns, clevises, hinges, pushrod and threaded pushrod attachments, tow-hook, and blind nuts. One unusual feature of the kit is that it can be built in different configurations. For example, you can choose either dihedral or polyhedral and select either conventional rudder and stabilizer or a V-tail. The polyhedral wing with conventional tail is recommended for the novice as the ideal trainer. In addition, an optional power pod can be installed for power assisted launches. A Cox .049 engine is recommended for this purpose.

We found the Square Soar 72 an easy building, sturdy glider designed to take the bumps. Follow the fuselage construction sequence outlined on the building instructions in order to minimize the chances of coming out with a "banana" shaped fuselage. Adding the washout in the wing tip panels can't be emphasized too strongly in order to produce a stable flying glider.

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IMPRESSIONS	E	G	A	F	P	IMPRESSIONS	E	G	A	F	P
Packaging	●					Pre-Shaped Parts		●			
Plans	●					Parts Match to Plans		●			
Written Instructions	●					Overall Parts Fit		●			
Quality of Hardwood	●					Ease of Assembly	●				
Quality of Fiberglass			NA			Fidelity to Scale			NA		
Other Materials		●				Flight Performance		●			
Accessories		●				Overall Appeal			●		
Die-Cutting			NA								

E=Excellent / G=Good / A=Average / F=Fair / P=Poor

SPECIFICATIONS

Name	Square Soar 72
Aircraft Type	Glider
Manufactured By	Cox Hobbies, Inc. 1505 East Warner Ave. Santa Ana, California 92705
Mfg. Suggested Retail Price	\$21.95
Available From	Retail Outlets
Mfg. Recommended Usage	Trainer/Sport
Wing Span	72 Inches
Wing Chord	7 Inches
Total Wing Area	504 Square Inches
Fuselage Length	31½ Inches
Radio Compartment Dimensions	(L) 7" x (W) 1½" x (H) 2"
Wing Location	High Wing
Airfoil	Flat Bottom
Wing Planform	Constant Chord (Vee or Polyhedral)
Dihedral	2¾ Inches
Polyhedral	2½ Inches
Stabilizer Span	23 Inches
Stabilizer Chord (incl. elev.)	4½"
Total Stab Area	103.5 Square Inches
Stab Airfoil Section	Flat
Stabilizer Location	Bottom Of Fuselage
Vertical Fin Height	7 Inches
Vertical Fin Width (incl. rud.)	4½"
Mfg. Rec. Engine Range	.049 — .051 (Opt. pod)
Recommended Fuel Tank Size	NA
Landing Gear	None
Recommended No. Of Channels	2
Rec. Control Functions	Elevator & Rudder
Basic Materials Used In Construction:	
Fuselage	See Text
Wing	See Text
Tail Surfaces	See Text
Hardware Included In Kit	See Text
Plan Size	43¾" x 32" (1 sheet)
Building Instructions on Plan Sheets	No
Instruction Manual	Yes (27 pages)
Construction Photos	Yes
Kit Includes	Shaped Parts
Mfg. Rec. Flying Weight	22 — 25 Ozs.
Wing loading based on rec. flying wt.	Not Given
RCM PROTOTYPE	
Weight, Ready To Fly	25 Ounces
Wing Loading	7.14 oz./sq. ft.
Covering & finishing materials used	See Text
Engine Make & Disp.	See Text
Muffler Used	Cox
Radio Used	Cox-Sanwa
Tank Size Used	NA



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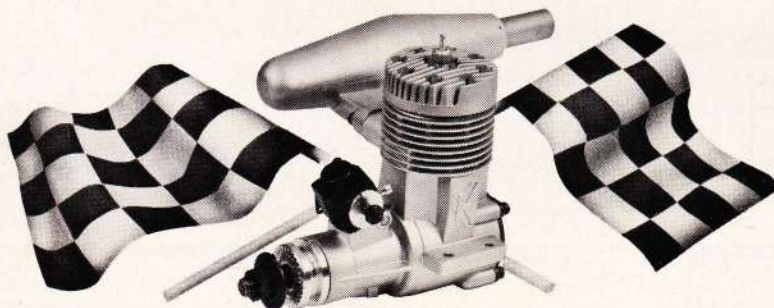
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IRWIN OHLSSON

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In 1949, sales began to slump — partially due to some problems encountered with the introduction of the glow plug, causing rods to break, etc., and due to the fact that O & R, although having made many design improvements, were still producing out-dated designs. The McCoys, Doolings, Orwicks, etc., had taken over in many U-Control speed and pattern events. The partners had a disagreement over which direction the company should go and the partnership was dissolved. Harry Rice continued to manufacture the O & R engine for a few years, including some 1/2A engines. Irwin Ohlsson went into the fuel and glow plug manufacturing business.

Today, Harry Rice is still operating under the O & R name, manufacturing the O & R Compact engines with which most of you are familiar. Irwin Ohlsson is still in the glow plug business assembling glow plugs for many of your major marketers of glow plugs — K & B, Aldrich, etc. I say assembling rather than manufacturing because Irwin does not produce the plug 100% at his facilities. The company wishing to have a glow plug produced, purchases the materials and has the bodies machined by their own, or outside, screw machine companies. The parts are then shipped to the Ohlsson facilities where the elements are wound and the various glow plug components assembled. Several of these operations covered by patents held by Irwin Ohlsson.

Irwin is still active in R/C modeling today and has turned the operation of his company over to his son so that he may have more time to enjoy the love of his life — modeling. Irwin's most recent R/C model is a Gruman Widgeon powered by two Kraft .60's which he flies at Lake Elsinor here in Southern California, with the assistance, or hinderance, whichever the case may be, of Joe Bridi. □

SQUARE SOAR 72

from page 53

Our prototype weighed 25 ounces for a wing loading of 7.14 ounces per square foot. It was covered with MonoKote and trimmed with Bridi striping tape. The optional power pod shown in the photograph was coated with resin and painted with dope to match the MonoKote. Two channels of a Cox-Sanwa radio was used for control.

The Square Soar 72 is a good, stable flying glider with or without the optional power pod. It is ideal for flying out of school grounds or on the local hill in a light breeze. □