

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

NOVEMBER 2014



JOHN OLDENKAMP 1931 - 2014

John Oldenkamp was born in 1931, was an Honors graduate, DePauw University, and had military service, USN 1950-54.

A South Park/Golden Hill resident since 1969. John and life partner Carin Howard live in a craftsman home in South Park. Now retired his background includes working for General Dynamics Astronautics as an offsite and corporate photographer and as a self-employed editorial and advertising photographer in San Diego from 1965 until 1995. When retired he traveled extensively both domestic and foreign.

John has been widely recognized with regional and national awards most notably for work with Psychology Today Magazine. John was also elected to the National Free Flight Society Hall of Fame in 1998 for excellence in aero modeling design and editorial work. John was instrumental in the birth, specification, promotion, and support of the P-30 free flight model airplane class as we know it (Continued on page two)



JOHN OLDENKAMP (From page one)

today. Additionally he was a driving force in the development the E36 free flight class. He served as President and Newsletter Editor for the San Diego Orbiteer Free Flight Club.

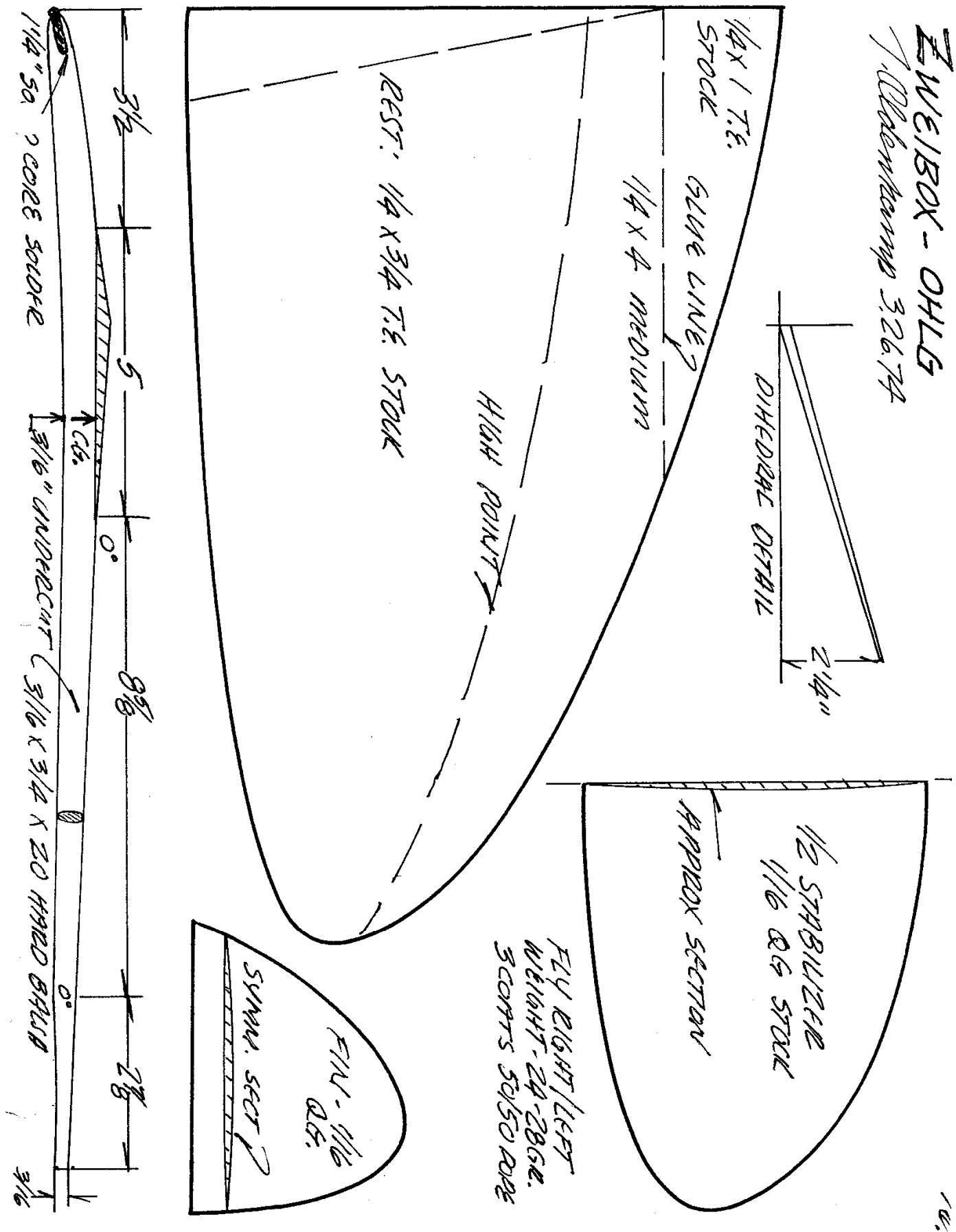
Deeply involved in community work, some of the organizations he has worked with other than SOHO include 14 years as a Board member and 4 years as president of the San Diego Art Director's Club, which later became the SD Communicating Arts Group.

John's preservation efforts include an important assemblage of his architectural photography work done in the 1960's and 70s in San Diego of the works of architects Lloyd Ruocco, Paul McKim, Homer Delawie, Deems, Lewis, and Schell and Geritz. John also renovated one of the Schindler Pueblo units in La Jolla.



ZWEIBERG - OHLG
J. Albrechtmann 3.26.74

J. Oberkampf 3.26.72



This Oldenkamp "box" design was published in the May 1974 issue of the *El Torbellino*.

The Prez's Corner – Don Bartick

We lost a great one this week with the passing of John Oldenkamp. He's a true icon in the world of Free Flight. I know on no person who had a greater love for the hobby than John. Certainly an innovator, a mentor and probably the most competitive flyer in the Orbiteers. The string of "Orbiteers of the Year" awards speaks to the competitiveness. I met John in 1980 when I joined the Orbiteers. I quickly discovered how passionate he was for free flight. Back then John took on the roll of club president in rotation with other members. He was different in that he didn't care about formalities. Meetings were run as informally as one could imagine. That was John then and remained like John to now.

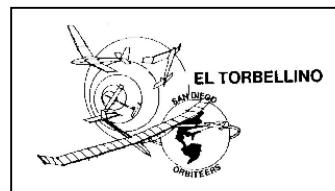
It is ironic, that just the week before John died, plans were underway to celebrate the 40th anniversary of the AMA P-30 event. A creation by John Oldenkamp and Harry Steinmetz to introduce a simple, easy to build entry class for rubber free flight competition. Well it caught on and has been included in AMA free flight competition ever since. Although, John got sick and in the hospital before plans for the celebration could be finalized, I did try to get word to him of the celebration via leaving a message for Karen on their answering machine. Don't know if he got the message. But as of right now there are plans to celebrate the P-30 event at the Isaacson Winter Classics next February. This is a large international competition that includes all facets of free flight (AMA, NFFS, SAM and of course FAI). They draw up to 150 competitors from all over the world. Definitely, this is a fitting venue for the P-30 40th anniversary celebration. If all goes well, there will be a one design P-30 competition using John's Hot Box P-30 design published in Model Builder magazine July 1977. Don Deloach, NFFS Digest editor has requested plans that can quickly be included in the Digest Plans service. Club members Mark Chomyn and Mike Jester are helping me gather the plans for the Hot Box P-30. More

information will be forth coming. The only thing missing for the celebration is John Oldenkamp. We'll miss you dearly John!

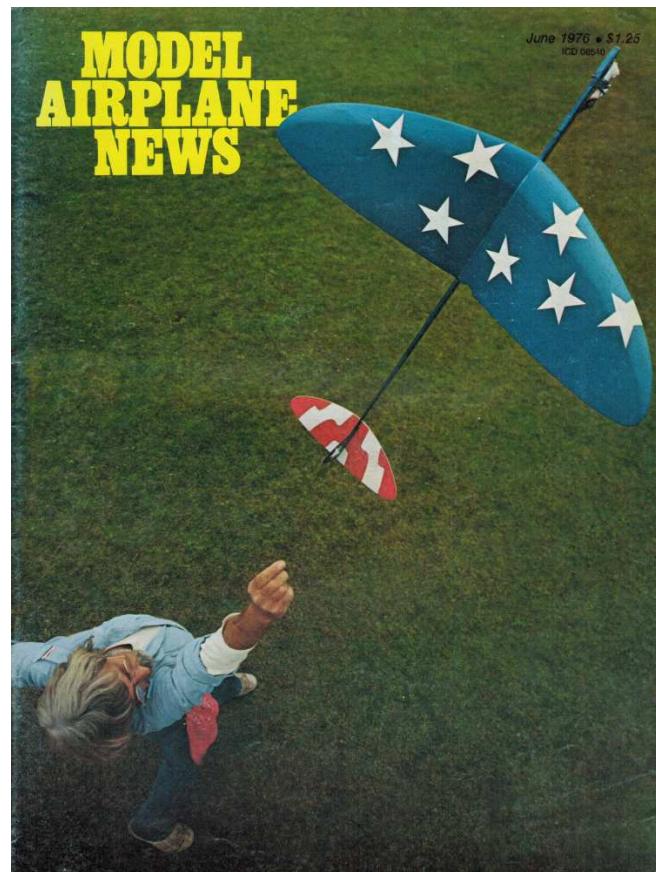
I'm sure more tributes to John will be forthcoming.

That's a wrap for now.

Remember: "Today is the tomorrow you worried about yesterday" -Unknown



John Oldenkamp graphic first used in 1974.



ZWEIBOX – HLG by John Oldenkamp. Shown on the cover of June 1976 cover of Model Airplane News magazine.



2014 ORBITEER FLYING SCHEDULE

Dec 14 - Coupe, Power, & Glider

* Non-Club Points Event
Otay Field Weather (619) 661-8297

BOARD OF TRUSTEES

Chairman

Don Bartick (760) 789-3773
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Newsletter Editor / Membership Cordinator

Howard Haupt(858) 272-5656
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2014 INDOOR FLYING SCHEDULE

Dec 7 - **CANCELLED** due to basketball Tournament.

***Non-ORBITEER Points Event**

NOV. 2014 MONTHLY - M.Chomyn

OLD TIME / NOSTAIGIA RUBBER

1. Mike Jester	334
2. Greg Hutchison	327
3. Mark Chomyn	318
4. Don Bartick	232
5. Frank Allen	174
6. John Merrill	41

GLIDER

1. Mike Jester	253
2. Greg Hutchison	230
3. John Merrill	124
4. Mark Chomyn	84
5. Don Bartick	51

POWER

No Participants



**More Pictures from Nov 2014
Outdoor Contest – Otay Mesa**

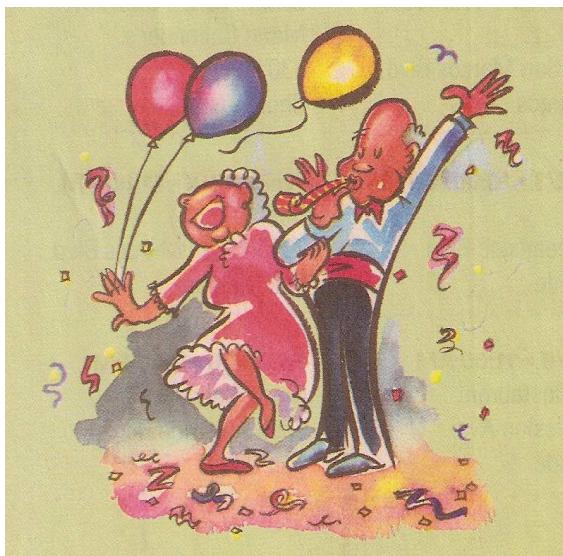


NOV 2014 INDOOR RESULTS

Event: Phantom Flash (5 entries)		November 2, 2014											
CONTESTANT'S FULL NAME		Airplane	FLIGHT TIMES			(Total of three)		SCALE FLT	BONUS	SCALE			
			1	2	3	Sub Total	Flying place	Judging place	FACTORED	POINTS	POINTS	TOTAL	PLACE
John Hutchinson		98	116	114								193	1
Greg Hutchison		64	70	76								134	2
Richard Wood		53	51	6									
Mike Jester		50	57	57									
Mark Chomyn		18											

Event: No-Cal Indoor (2 entries)		November 2, 2014											
CONTESTANT'S FULL NAME		Airplane	FLIGHT TIMES			(Total of three)		SCALE FLT	BONUS	SCALE			
			1	2	3	Sub Total	Flying place	Judging place	FACTORED	POINTS	POINTS	TOTAL	PLACE
Mike Jester		51	78	64									
Mark Chomyn		43	45	46									

ORBITEER & SCALE STAFFEL ANNUAL BANQUET - JAN 24TH



WHEN & WHERE:

Saturday, January 24TH at 1:00 pm

At GIOVANNI'S Restaurant
9353 Clairemont Mesa Blvd.

WHAT & COST:

Italian Buffet, which includes:
Salid, Spaghetti, Lasagna, Pizza,
Garlic Bread, & Beverage.
All you can eat for \$15, tax & tip included.

We will be charged for a minimum of 20 people, so come on out and join the party.

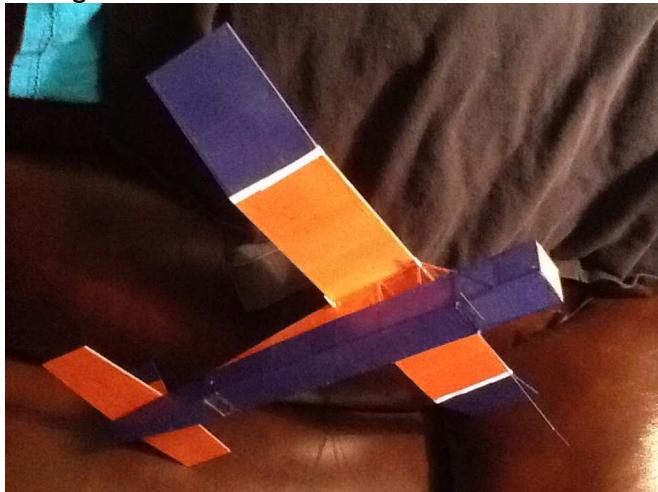
THE PROGRAM:

- Eat, Drink, and be Happy
- Annual flying awards presentation
- Show and tell
- Raffle, donations are welcome
- Sharing of tall tales mandatory



This column provides a venue for the sharing of projects under way by members of the club.

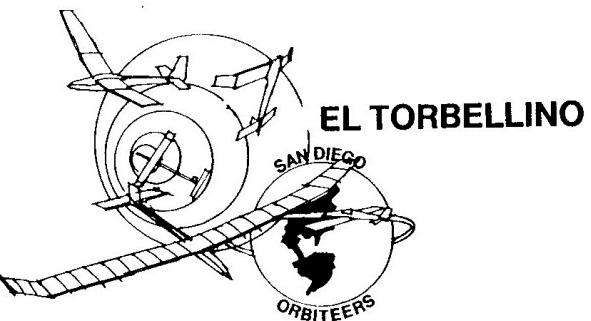
John Merrill provide some pictures of the just completed embryo built from a Micro-X design modified by Mike Nassise. This embryo design is called Gonzo. Test flown at Otay with good results.



John also reported on the build of the Scimon 30 HLG. It is from Stevens Aeromodel, and meant to be for indoor and to Science Olympiad rules. The kit had parts to make 2 gliders. There was a write-up on these in a recent AMA Model Aviation magazine edition, within the last month or three. It is all laser cut, and goes together very quickly. "I flew this at Otay Mesa on Sunday, and managed to get third place our of 5 entries, thanks in large par to Mark Chomyn timing me and helping launch advice."

"You notice that on the right side of the nose is a hollow area to allow for insertion of nose ballast, or clay. I used a couple of fishing weights and a little clay, and it came out just right. For more info, see the website, where they have other options. I bought 3 kits of various designs, just to try them out. I'll give a report on them when and if I get around to building them. See www.stevensaero.com for more details and info."

- John



New Gollywock Build by Mike Jester

October 23, 2014

I purchased the 1941 plan and short kit from Bob Holman plans. My goal was to have a competitive airplane that can fly in both the Orbiteers Nostalgia Rubber event which follows AMA rules, and the FAC Old Time Rubber Stick event. The former allows folding props but the latter does not. I elected to go with a fixed prop on the recommendation of John Hutchison who has had great "luck" with his fixed prop Vargowock. With a fixed prop I can fly my New Gollywock in either event. The laser cut parts for the New Gollywock short kit only cost \$20 and the balsa wood was excellent quality. The plan only cost \$8 and is full size, very clear, and marked with helpful construction tips.

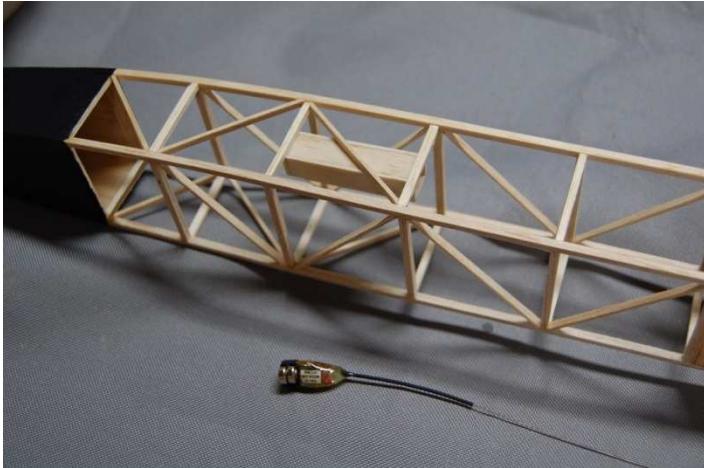
It was a pleasure working with large dimension balsa wood for a change. The fuselage is mostly made of 1/8" x 1/8" square balsa sticks. I chose sticks of equal density for the longerons. When the fuselage was assembled, I hand twisted the same. I worried that a 30 gram rubber motor made of eight loops of 1/8" rubber wound to 800 turns would twist the fuselage. Therefore, I added strips of 1/8" x 1/16" balsa in most of the bays to act as diagonal braces. John later told me this was unnecessary. I should have asked him about this before adding these reinforcements. Oh well, my airplane now has 2 grams of extra (unneeded) structure.

Here is a picture of the front end of my New Gollywock showing the 13 1/2" Superior balsa prop and the free wheeler clutch. Little blue rubber bands secure the nose block to the fuselage. I am planning to construct my next balsa prop myself using the fan-folding lamination technique to get the same P/D (1.25) as the Superior prop.

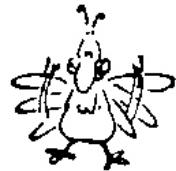


The little box forward of the wing position will hold my 3 gram Walston RF transmitter which is part of the Walston locator and retrieval system.





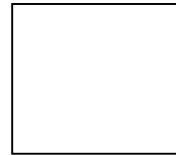
I planked the nose and the mid-section of the wing with 1/32" sheet balsa for durability. I also planked a section of the fuselage aft of the wing position for gripping during launch. A 3 gram TOMY timer was installed aft of the launch gripping areas so that the DT line and spring won't get fouled up by my hand during launching. I much prefer the TOMY timer to the various viscous button timers, whose accuracy and reliability seems to vary with the weather and other factors.



Here is a picture of my New Gollywock nearing completion. I used red Esaki issue to cover the upper side of the horizontal stabilizer to aid in locating the airplane when it has landed in tall grass or weeds. I used black and white checkered Esaki tissue on the vertical stabilizer and on the upper sides of the wing tips because I like how it looks. The undersides of the wing and stab are covered with black Esaki tissue for easier spotting of the airplane when it is 200 feet overhead (hopefully).

The final all up weight of my New Gollywock turned out to be 77.5 grams. This includes approximately 7 grams that can be attributed to the TOMY timer and the RF transmitter. Of course it excludes the 30 gram rubber motor. This is a pretty big airplane, however. The wing span is 31 $\frac{3}{4}$ ", the length is 30" and the area is 135 square inches.

I have heard of one Gollywock that weighs in the 40'ish gram range. Oh well, at least mine is "robust."



I went to club's flying field at Otay on October 15, 2014 to test fly my New Gollywock. By the time I got everything set up the breeze was blowing 5 - 6 mph. Two test glides with the dummy nose block installed and launched over the weeds showed that the model had no tendency to nose dive or stall. The glide seemed nice and level so I made no incidence adjustments. I removed the dummy nose block and wound in 100 turns on the 30 gram motor made of 8 loops of 1/8 inch rubber. The torque was 7 ounce inches. I hooked up the Crocket hook to the hook on the prop shaft and installed the nose block in the nose. I put a 1/16 inch shim to increase the down thrust as Stan Buddenbohm had recommended to me when I showed him my model a few days before.

My New Gollywock was then launched into the breeze with it's partially wound rubber motor. She climbed gradually to about 25 feet and then glided to the right, probably due to the way she caught the breeze, and then gradually descended and landed on her belly on the hard pack dirt. The entire flight lasted maybe 15 seconds but it was promising.

I decided that I need to see the airplane fly in calm, still air to continue trimming. My plan is to gradually increase winds and work on stab incidence, thrust line, and rudder tab adjustments. I did not want to risk any further damage to my newly completed airplane as the breeze was not subsiding. Therefore I called it a day in terms of test flights. Maybe I am too cautious, but I have a lot of hours into building this airplane, and I want to get it trimmed correctly without major damage to the model. Why rush?

I wish to express my thanks to John Hutchison for his valuable input as this build progressed. He has been a wonderful mentor to me in this hobby.



MORE ABOUT JOHN OLDENKAMP - H.Haupt

A reference to an article written by John Oldenkamp was sent to me. I read the article and found it compelling in reminding me of the style and humor of Johns writing you have read in the El Torbellino.

If you have the time to read this article, at the link provided below, you will be very much reminded of John's presence at our club activities over the past years.

Enjoy - <http://wowpromotions.com/blog/?p=722>

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
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WHAT'S HAPPENING - DECEMBER 2014 / JANUARY 2015

Dec 6 - Weed Wacker Aerosquadron Swap Meet, Lakeside, 7:30 am to 11:30 pm.
See enclosed flyer for more details. Rain date is December 13TH if needed.

Dec 7 - **Indoor Flying Cancelled** due to a basketball tournament.

Dec 14 - **Orbiteer Outdoor Monthly**, Otay Mesa, 8:00 am,
Feature Event: **Coupe** Other Events: **Power & Glider**

Jan 4 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **A-6** Other Events: **No-Cal Scale**

Jan 24 - **Annual Orbiteers Banquet**, **Giovanni's** (Kearny Mesa), 1 to 4 pm.

Jan ? - **Orbiteer Outdoor Monthly**, Otay Mesa, 8:00 am,
Feature Event: **P-30** Other Events: **Power & Glider**