

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 58 Years

A Rare Find

I received an email from Bob Coverdill, president of Chapter 29 at CMI, titled 'I have an airplane for you.' Actually, there are two planes, found in a barn outside of Leroy, IL. Through a series of phone calls to known aviation buffs, the owners got in touch with Bob to help them find a home for the planes.

On the side of one plane the name Jimmy Chestney was painted and through some research in EAA archives, Bob found more information on one plane which was found to be a C21 Termite homebuilt, built by EAA Chapter 129 member and Vice President, Jimmy Chestney. It was

featured in Sport Aviation Magazine in 1963 and 1965 - see pages 5 and 6 for the articles.

Bob has kept in touch with the family that owns the planes and they have



offered to donate them to Chapter 129 for cleanup and restoration. The owners were working to clean out the barn and needed the planes moved to another location.

(See Rare Find on Page 3)

August Member Meeting

Burgers, brats hot dogs, grilled veggies, potato salads, Jim's green beans, brownies and a host of desserts provided a great selection of foods for our August meeting.

The highlight of the evening was our guest speaker, Laura Doornbos who gave us a presentation tour of her recent trip to South Dakota for the 'Ladies Love Taildraggers' event. Seventeen planes met in Mitchell, ND for 5 days of tour stops at Wall, Rapid City, Custer State

Park and Spearfish before returning home. Laura made the trip with her 170 and capable co-pilot, Keith. Thanks for sharing your story Laura!



You Have Information September!

September Membership Meeting

Thursday, Sep 16 at 6:00 PM

Domino's Pizza will be the main course. Please bring a dish to pass.

At 7:00 PM, we will watch the EAA September Chaptergram

Flyout to 11LL - Thacker Field

Mark your calendars for **Saturday, Sept 11**. Retired Captain Bill Thacker has offered his facilities for a cookout at 6 PM and a movie at dusk.

Fly in or drive in - bring a dish to pass

Letter of Deviation Authority - John Rettick

129 member John Rettick clarifies the FAA ruling on training in an experimental aircraft

Experimental, Limited, and Primary Category Aircraft Flight Training

If you compensate a CFI to train in an experimental aircraft or you are compensated to instruct in an experimental aircraft the FAA is now saying this is contrary to the regulation without authorization from the agency (FAA). 14 CFR 91.319(a)(2), prohibits “carrying persons or property for compensation or hire” in an experimental aircraft.

Prior to this policy and the FAA interpretation and court ruling that precipitated it, the FAA’s written policy was that you could pay a CFI to train you in any aircraft, as long as the use of the aircraft itself was not compensated. In other words, you could **not** rent out your aircraft for flight training. **Now, all compensated training in Experimental, Limited, and Primary category has been deemed contrary to regulation without a LODA or exemption.**

To fly with a compensated or hired CFI, you or the CFI now need a Letter of Deviation Authority (LODA). A LODA is a streamlined exemption that allows you to deviate from the FARs in certain cases.

FAA’s definition of “compensation” is far broader than simply money. In a 2013 FAA legal interpretation, the FAA stated that: “The FAA has previously found that reimbursement of expenses (fuel, oil, transportation, lodging, meals, etc.), **accumulation of flight time**, and goodwill in the form of expected future economic benefit could be considered compensation.”

The LODA lasts for 48 months. I found the process easy. My LODA was approved in 2 days.

Check out EAA.org/LODAFAQS. As expected well done by the EAA.

How do I get a LODA? send an email to 9-AVS-AFG-LODA@faa.gov with the following information:

- Name
- Address
- Email address
- Pilot certificate number
- Flight instructor certificate number (if applying as a CFI)
- Aircraft registration number (if applying as an owner)
- Aircraft make/model in which you will receive or provide instruction
- Aircraft home base airport (if applying as an owner)

Wanted

Your stories, events, travel adventures, builder updates for our next issue of **The Flypaper**.

Email them to: cmbates50@gmail.com



Rare Find (cont)

Bob and volunteers from Chapter 29 loaded the planes on a trailer and moved them to Paxton airport where they are housed in Bob's hangar - after a thorough cleaning to remove remnants of what looks like a family of raccoons that called the planes home over the years.

Thanks to Bob and his chapter for salvaging the planes. There is

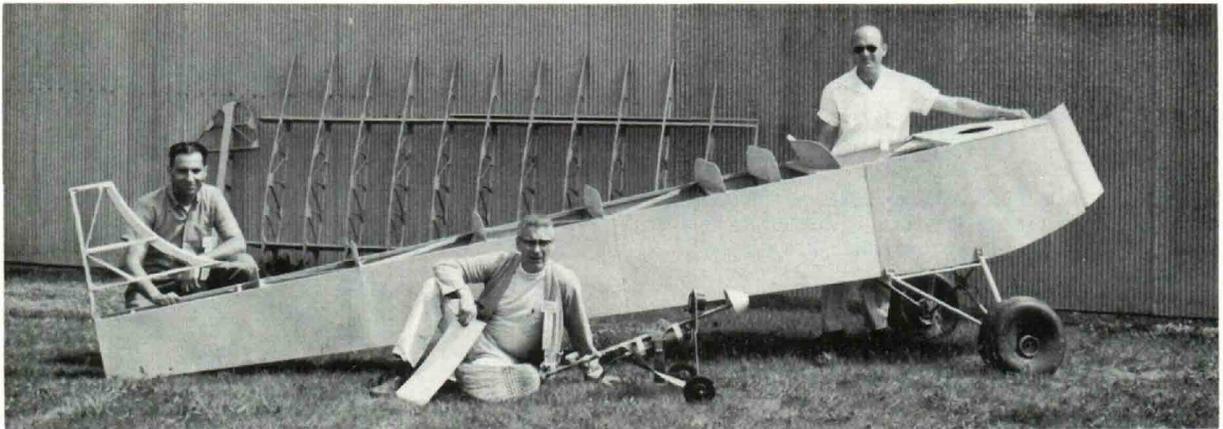
much more to the story of these planes and their builder which Bob has offered to share with us in a future chapter meeting.

These planes hold some serious history of our 129 chapter including a visit from Paul Poberezney to a chapter fly in in 1965. More to come on this story.

~Charlie



1963 Chapter 129 Fly-In with the 'Termite'



Chapter 129 members pose with the Luton "Minor", the only known example under construction in this country, being built by Robert Ryburn. No information is available on the homebuilt in the foreground.

Chapter 129 Fly-In

ON A WEEK-END of several competing fly-ins, the Bloomington, Ill. Chapter 129 made a valiant effort to produce a real good fly-in, and actually did, with a total turnout of about 35 homebuilt and vintage aircraft.

National EAA President Paul Poberezny brought the EAA Biplane in, and the whole event featured a very good cross-section of homebuilts and vintage types, almost all of them exhibiting excellent quality workmanship.

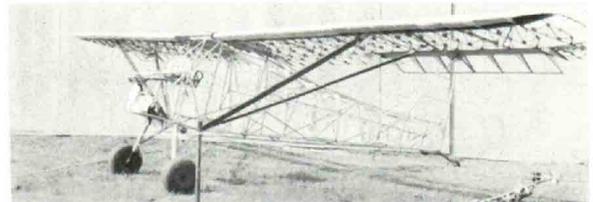
Under the direction of Chapter 129, President Wilbur L. Smith, the usual fly-in type of program was followed, with many awards presented.



Chapter 129 members help to assemble Jim Chestney's Smith "Termite" for static display at their fly-in. Jim also owns the Jodel D-11 built by Rene Durenleau.



Two vintage Stinsons . . . an SM-8A "Junior" and a 10-A "Voyager" . . . both meticulously reconstructed aircraft, were on display at the Chapter 129 fly-in.



The Chapter 129 group project, an old Aeronca K, is shaping up, and is almost ready for re-cover.

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



This page is from the December, 1963 Sport Aviation magazine featuring the Chapter 129 fly in and Jim's partially assembled Termite. Note that Paul Poberezny brought the EAA Biplane to the event!

The Chestney C-21 "Termite"

By Wilbur Smith, EAA 941
1209 Rosney
Bloomington, Illinois



The Chestney C-21 "Termite", N-7646B, was modified from Wilbur Smith's original plans.

A NEW SPORT-PLANE for only \$339.00? Sounds impossible, but it can be done! Witness the tale of the Chestney C-21 "Termite", N-7646B.

Two years ago, James R. Chestney (EAA 11710) of 1216 N. Madison Street in Bloomington, Ill., and Vice-president of Chapter 129, began construction of his "Termite." Jim had in mind low cost from the beginning and succeeded in accomplishing the fact in a resourceful way. One of the members had a set of wing panels from the original Price parasol as built by Paul Price of Warren, Ohio. The panels needed some work and the ribs were on 18 in. centers. The airfoil seemed to be Clark Y-15 or a highly modified US 27-B, with a 48 in. chord and 10 ft. panel lengths. The panels were modified slightly and ribs were sawed from 1/4 in. plywood and hollowed out, then spaced equally between the original ribs on 9 in. centers. This made for a very constant airfoil, and a four gallon auxiliary fuel tank was fitted into one wing panel.

The fuselage was built according to the Smith "Termite" plans. The longerons were new Sitka spruce. How-

ever, the diagonals and cross-members were ripped from old wing spars with a sprinkling of white spruce and Douglas fir lumber-yard stock. Plywood was secured from a local cabinet-making shop, it being 1/8 in. birch. One-quarter in. marine fir plywood was notched and nailed and then glued to the top of the lower longerons, making a clean and unobtrusive flooring in the cockpit area.

The tail group was welded up of steel tubing, wing struts are near Taylorcraft struts salvaged from junk and modified to fit. The landing gear is part Piper J3 and has hydraulic brakes, while the wheel-hub covers are ten-cent pie tins.

A unique assembly is the one-piece engine cowling. A Taylorcraft nosepiece was modified and the wrap cowling was made up of commercial aluminum and riveted to the nose-section in one piece. Engine accessibility is accomplished by a trap door in the top of the cowling. Inspection, draining of the gascolator and oil may be done from the rear of the wrap cowl. Four nuts and six screws, along with the removal of the propeller, allows removal of the entire cowling for a complete inspection.

Jim Chestney was fortunate in securing a 65 hp Lycoming with only 78 hours since overhaul, plus the mount and propeller, for only \$100.00. Jim feels that the engine, fabric and dope were the most expensive outlays for the project.

Broken down into money, the engine, covering and dope amounted to \$175.00 with the balance of \$164.00 covering the cost of the remainder of the airplane.

The "Termite" is exceptionally stable and flew "hands-off" on the first test-flight. Only a slight adjustment in rudder trim has had to be made. *



The wing panels were adapted from an original set built for the Price "Parasol." The rear opening of the cowl allows enough room for checking the gas and oil.

CHESTNEY C-21 "TERMITE" SPECIFICATIONS

Empty weight	488 lbs.
Gross weight	785 lbs.
Top speed	110 mph
Cruising speed	95 mph
Landing speed	45 mph
Rate of climb	600 fpm
Fuel capacity	12 gals. (8 gals. in fuselage, 4 gals. in the wing)



SPORT AVIATION 19

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



Coming to BMI!

The **Prairie Aviation Museum** is hosting the Yankee Air Museum's B25 Rosie's Reply on October 8 - 9.

The B-25D Rosie's Reply is owned and operated by the Yankee Air Museum, at historic Willow Run Airport.

North American Aviation built this B-25D at its Kansas City plant on December 8, 1943. The U.S. Army Air Forces received the plane on December 17, 1943. This aircraft flew in the 12th Airforce, part of the 57th Bomb Wing, 340th Bombardment Group in the 489th Bomb Squadron. This B-25D saw combat in World War II and is one of only two B-25Ds still flying.

Mission logs reveal this plane flew eight combat missions out of Corsica under the care of Ezra Baer, Crew Chief. Crew rosters list a number of air crews operated the plane in those missions, striking high value rail lines and shipping in Italy.

In March 2021, the B-25 was christened "Rosie's Reply" to additionally honor the thousands of women, collectively known as Rosie the Riveter, who built aircraft and other munitions in response to the threat that arose in World War II.

Take an Adventure

B25 ROSIE'S REPLY RIDES



OCTOBER 8-9

TAKE OFF AT: PRAIRIE AVIATION MUSEUM BLOOMINGTON, IL

BOOK YOUR ADVENTURE AT
YANKEEAIRMUSEUM.ORG/FLY

Strap in and take a ride in the most widely-produced American twin-engine combat aircraft of World War II.

- 25 Min. Experience

click for tickets!



YankeeAirMuseum.org |    

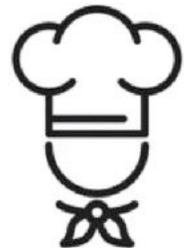
Saturday Gathering of Eagles

Join us at the EAA Chapter 129 hangar for our Gathering of Eagles breakfasts Saturday mornings 7:00 am to 9:00 am for some great food and some hangar flying at its best.



Cooks Needed!

Chapter 129 Members,
Please sign up to help with
our Saturday breakfasts.
The sign up sheet is on the
counter.



Chapter 129 Officers

Charlie Bates-President, Treas
Jason Jording-VP
Josh Andracki-Sec'y, Social Media
Ben Schneider-Board Member
Don O'Neill-Board Member
David Pfister-Board Member
Rachel Henderson-Young Eagles Coord
George Wilts-Tech. Counselor
Mike Todd-Web Editor

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BLOOMINGTON-NORMAL, ILLINOIS

