



# NEWS

## Upcoming events

For upcoming events, visit:  
[www.vaa37.org](http://www.vaa37.org)

February 13, 5:30 PM,  
Board meeting

February 15, 7:00 PM,  
Chapter gathering and VMC  
Club meeting, Dan Leonard  
will present real-world  
scenarios for discussion

Saturday, February 24, 8:00  
AM - 11:00 AM - Breakfast  
at the Airport

Tuesday, March 19, 5:30 PM,  
Board meeting

Thursday, March 21, 7:00  
PM, Chapter gathering

Saturday, March 23, 8:00  
AM, Breakfast at the Airport

## President's Corner, Dan Leonard

Greetings fellow Vintage 37 members. It has been a month since I have been President and appreciate all the support I receive from our members. I cannot say thank you enough to the Reslers for their involvement in the chapter. From publishing the calendar to Young Eagles to our members making breakfast and helping out with events.

We are hoping to have a speaker at our Saturday Breakfasts in the theme of aviation stories.

In February, we are doing a VMC(VFR) and IMC seminar, the two tie together. Please register on [FAASafety.gov](http://FAASafety.gov). If you do not have an account, please make one. Our snack for the seminar is Mexican. Email me so I can have enough food.

The airport manager has agreed to publish our events on the multimedia monitor in the lobby of KGWB.

I sent a email to Sweet Aviation to let their instructors and clients know about our events. One of our members James Field gave a presentation last month on the Skew T Diagram. If you feel that you want to be a presenter at our VMC or IMC seminar, please contact me. I would welcome new presenters.

With that I shall close for now, remember invite your friends to our gatherings and we encourage extra donations for our electricity and heating bills, like the Motel 6 we will keep the lights on for you.

*Dan Leonard*, President VAA37

## Young Eagles

For your planning, our Young Eagle Rallies for 2024 are May 4, June 15, and August 24 all at DeKalb County Airport. Hope you can join us for some of these rallies. We have a lot of fun and the kids learn a lot. Spread the word, invite your family and friends.

David and Laramie Resler  
Young Eagles Coordinators



## EAA Webinars

EAA produces very good webinars for free. Here is a link to upcoming webinars:

[EAA webinars](#)

Enjoy!

## Breakfast at the Airport

We will be holding our Breakfast at the Airport this month. The date is February 24, the time is 8:00 AM to 11:00 AM.

The menu is: pancakes, sausage, eggs, biscuits, sausage gravy, breakfast casserole, toast, and fruit. For beverages, we serve coffee, milk, and orange juice.

Hope to see you at the clubhouse on February 24.



Even though it was very foggy in January for our breakfast, we still had a helicopter arrive.

## Monthly gathering & VMC/IMC Club

**We will be combining our monthly gathering and VMC/IMC Club this month.** We'll start with our gathering, then Dan Leonard will present EAA case files and AOPA Safety Institute scenarios open for ADM discussion. A Mexican snack will be provided. Be sure to email Dan at [president@vaa37.org](mailto:president@vaa37.org) if you plan to attend. He wants to make sure he has enough food for everyone.

## *Have you renewed your Chapter Dues for 2024?*

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**Individual memberships** are \$30.

**Family memberships** are \$40. This covers two adults and all children in a family.

**Student memberships** are **FREE** to those under 19 who are EAA members, which is free to them. See [www.eaa.org/membership](http://www.eaa.org/membership) for details on how to join the EAA as a student.

Our address is:

EAA Vintage Chapter 37  
2616 County Road 60, Box 9  
Auburn, IN 46706

## Featured Article

From AOPA website, written by William E Dubois, published on January 16, 2024

### **The days are short, the sun is low on the horizon, and you're heading to the airport early to allow a little more time for preflight preparations because winter is here.**

Colder temperatures can be a blessing in disguise, improving visibility and engine performance—once you get it warmed up.

#### **Dress for success**

It's gonna be cold on the apron, and if there's wind blowing, it will feel colder still on your body because of the wind chill. So, you need to dress to keep warm. Layers are best, allowing you to shed them as the cabin heats up in flight. For preflight, gloves are critical to protect your fingers from cold surfaces, but so are warm ear-covering knit hats and neck scarves.

Consider wearing a hat because up to 45 percent of the **heat your body loses** in a cold environment radiates from your head and neck. And while it's not likely you'd get hypothermia during a standard preflight in most U.S. winter locations, if you get cold, you risk either rushing or getting sloppy. So, dress for success. And that includes no-slip shoes for icy ramps.

#### **Setting up for a smooth start**

Just as pilots and other living things suffer from the cold, your training airplane's engine loses lubrication when started with frigid, gummy oil—and metal grinds on metal. Be sure to review the cold weather starting procedures in the pilot's operating handbook. Also, expect that—except in the most southern of flight training centers—preheating the engine will be required before starting the engine, even for airplanes in a hangar (unless the hangar is heated). Cold engines don't turn over

easily, and cold-soaked batteries can power fewer attempts, but the real risk is engine damage. Experts say that a single cold start imparts as much wear on a piston engine in the first minute of operation as 500 hours in normal cruise does!

### Time for an oil change

Speaking of the engine, as the days get shorter, be sure to pay attention to what oil is in the airplane's sump. In many parts of the country, single-weight oil is used in the summer because it's more cost-effective and tends to leak less. But as temperatures drop, single-weight oils become thick and sluggish, which increases both starting difficulty and engine wear. Hence, during winter, switch to multi-weight oils that stay liquid, perform better in cold temps, reduce engine wear, and make starting easier.

The return on the extra time invested in warming up the airplane—and keeping yourself warm—is improved aircraft performance—more horsepower and a little more lift from the dense, cold air, which can be breathtakingly clear on a cold day. So, bundle up, warm up that airplane, and get out there!

## Vintage Chapter 37 - 2023 Officers and Directors

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