



# The Windsock

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International Organization of Women Pilots  
Santa Clara Valley Chapter

## Push To Talk

I'm excited to share that two of our student pilots recently passed their checkrides and are now private pilots! Congratulations to Kedaton, who was the recipient of an EAA Ray Aviation Scholarship and traveled to South Dakota to earn her private pilot certificate. Congratulations are also in order for Libby, who recently earned her private pilot certificate. Our Chapter Vice Chair, Louise, is Libby's proud CFI. We look forward to celebrating with cupcakes at an upcoming meeting. I encourage everyone to attend and to meet some of the new members who have joined our Chapter over the last few months.

Speaking of cupcakes...or cake...our Chapter birthday picnic is coming up at Portal Park in Cupertino on August 13 th. Mark your calendars and don't forget to sign up to bring something. Unfortunately, I will have to miss it this year, as I will be heading to Oregon to volunteer at the Oregon International Air Show in McMinnville the following day. I'll be there all three days, volunteering in general aviation parking and then elsewhere on the grounds during the airshow. If you're planning to head up to attend, reach out so we can connect! If you're flying up and staying over, I'll happily provide a ride to your hotel after my parking duties are over at the end of the day.

My flying has been somewhat limited over the past 6 months due to work, but I happily completed another Pilots n Paws rescue flight for a German Shepard puppy in June. On the flight back, I crossed the 600 hour mark. The sweet puppy headed to her foster home with ShepHeroes and by the time you read this, will hopefully be in her forever home. If you have your own plane or rent from a place that allows animals in the planes and you want to learn more about flying for Pilots n Paws, please reach out to me. I also take pilots along as a "mission assistant" in case I need someone to take the controls if there is an issue with the animal, or to handle the animal situation. If you want to join me sometime, let me know.



After a break for 2 years, I've returned to coordinating groups of women to get their seaplane pilot rating together at Kenmore Air in Seattle. If you've ever considered it, I'd highly recommend it. Not only is it the most fun training you will ever have, but you also learn practical skills that can help with flying land planes, too. The group in August is full, but one spot is still available in September. Alternatively, if multiple people are interested, we could coordinate a group of Santa Clara Valley 99s to go together.

Until next time, happy flying!

Mary McEnroe  
Chapter Chair

[ChapterChair@SCV99s.org](mailto:ChapterChair@SCV99s.org)

# Chapter News and Events

*"Part 61 Subparts J & K — For People Who've Been Pretending They'll Read It Later"*

Sal recently gave a seminar on Sport Pilot regulations at WVFC, explaining the Sport Pilot certificate, Sport Pilot instructor rating, and new changes since MOSAIC.

Emily Stepro organized the event and posted a recording at

<https://youtu.be/brmsAtL7et8?si=3UaSb6tYb25W24oq>

Give it a watch if you want to learn more about Sport Pilot.



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Join Us  
for the SCV99s Annual  
Potluck Picnic in the Park

Thursday, August 11  
4-7pm  
Portal Park, Cupertino



Are you looking for some aviation-themed gift cards? Maki has a store on Etsy you might want to check out.

## AVIATION GREETING CARDS

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# Chasing Rainbows

by Rebecca Rich

I woke up early on Friday with that familiar anticipation sprinkled with apprehension. Today was a flight day! Oh yeah - and I was in Hawaii on the beautiful island of Oahu!

I grabbed my coffee and a macadamia nut cookie and headed to the lanai for breakfast. The view was typically stunning. Waikiki beach was so gorgeous - just a few surfers waiting for a few small waves. But, I couldn't help noticing the trade winds howling through the concrete canyons of Waikiki. Yikes! Will the weather be okay to fly? Will the airplane be airworthy? What will it be like operating on a class Bravo airfield? And so my PAVE list began as it had so many times before.

I took an Uber to the flight school located in a far section of Honolulu International Airport (PHNL) designated for cargo carriers. My husband and I had come to Oahu to celebrate our birthdays, and I had taken the opportunity to plan this bucket list flight. I was so excited to take off and land at PHNL - a Class Bravo airfield.

On my way, I noticed the winds weren't getting any better. They were definitely beyond my personal minimums. As my overly cautious ADM kicked in, I reminded myself to take it one step at a time. Go to the field, see what the actual conditions are, and then decide a go or no-go.

I was met at the flight school by my instructor for the day, "Joe" (named changed). He was a young, energetic pilot from California that had come to Hawaii to earn his commercial and CFI. He ended up staying - for obvious reasons. He offered to switch our scheduled aircraft from the 172M to one of the new Sling 2 NGT airplanes. They were only a few months old and were outfitted with beautiful G1000s. The wire controls were very responsive he added. I thought seriously about this opportunity, but the familiarity of the 172 was too much. Besides, I thought, with these winds I wanted a heavier airplane.



# Chasing Rainbows continued

We briefed the circle island flight, fueled and did our preflight. ATIS reported winds were 050 at 16 gusting 23. A peak winds comment was included for 080 at 29. Airmet Tango was in place for turbulence but Joe shrugged it off noting that this airmet was common most days in Hawai'i. Although the winds were still gusting down the runway, I now felt they were doable.

As we buckled up the 172M felt comfortable and I was in my little happy place. After a run up we were given clearance to cross runway 4R and line up and wait on 4L. Sharing the runways with a Hawaiian Airlines' Boeing 717 was thrilling. It looked so much bigger from the cockpit of a GA airplane. But the beautiful runway was now before us and before long we were cleared for takeoff and the freeway departure.

It was pretty rough as we climbed out of Bravo to 1,500' and stayed to the north. The Ko'olau hills were deep green even more than usual due to the recent heavy rains. We passed Punch Bowl on the left and I remembered this was Memorial Day weekend. The Punch Bowl cemetery would be having a special remembrance service for veterans. I felt we should rock our wings in respect but there was no need. The ride was bumpy and the wings were rocking and happily bouncing through the turbulence. Joe assured me not to worry. The bumps usually clear out by the time we get over water. I was having the time of my life, but I couldn't keep myself from reminding Joe of the 172's maneuvering speed.

As we passed Diamond Head and crossed over Koko Head I took the controls. The turbulence calmed significantly and we settled into the most memorable and scenic flight of my life.

Flying along the windward side we crossed over the Mokapu Peninsula and crossed midfield over the Kanehoe Marine Corps Base and its 7,700' runway. Joe had attempted to contact tower, but then realized they were closed for the holiday. So we enjoyed the view and admired a KC130 sitting lazily on the ramp waiting for its next mission.

We rounded the point at Kahuku and headed along the famous north shore. The radio chatter so far had been minimal, and I thought for sure we would see more traffic ahead. But, very little airplanes joined us that beautiful morning. It was quiet and I felt like we had the airspace to ourselves. I felt a million miles away from the congestion of the San Francisco airspace.

North Shore displayed all of her royal beauty despite the recent rains that had caused so much flooding. Cruising over the infamous beaches we could see crowds starting to stake out their holiday weekend picnic areas. As we rounded Ka'ena point, we headed back down the leeward side towards the airport.

Joe pointed out the local practice area northwest of the H1 as the GA traffic started to pick up. I watched students practicing maneuvers over the fertile clay fields and listened as they made their radio calls. As we were preparing to enter Bravo, Joe took the controls.

## Chasing Rainbows continued

With Pearl Harbor in our view, we were given a hold over a freeway intersection near Waipahu. Joe flew his best turns around a point and on the second turn, I looked to the left and saw the most brilliant rainbow just to the side of the cowling. It was so close, I wanted to open the window and touch it! We made two more circles and on each turn, the rainbow lit up the sky in front of us. We were truly flying through a rainbow! It was the perfect ending to a wonderful flight.

Looking back to my early days of flight training, it sometimes seemed like getting my pilot's license was just chasing rainbows. But now, this saying has a new meaning and it will forever bring back memories of an awesome flight in Hawaii!

Epilogue:

Three days after my flight, a Sling aircraft went down in the waters off of the island of Moloka'i. Both pilots were able to exit the airplane and swim to shore with only minor injuries. The initial FAA report stated the accident was caused by gusty winds. Subsequently, the NTSB found that an engine problem had occurred and the pilot was attempting to land at Kalaupapa Airport. Unfortunately, he couldn't reach the runway and was forced to ditch in the waters nearby. The aircraft received substantial damage.

## Congratulations to Sal and Sara, our two AEMSFS winners!

Sal and Sara received their awards from the AEMSFS trustees during the San Diego Conference



# Congratulations to Keda!

by Keda Campbell

After applying to every scholarship I could find over two application cycles, I am thrilled to share that I was awarded the EAA Chapter 20 Ray Scholarship! I am putting the \$12,000 from the EAA toward my Private Pilot Certificate at Riggins Flight Service in Madison, South Dakota.

I flew out from CA to SD, had my first lesson on the 1st of June, and have already made incredible progress while training in a '75 Cessna 150. I am very close to soloing and could not be more excited to keep going. Madison is windy. Just yesterday I was practicing pattern work in 20-knot winds, with gusts up to 26, which has been quite the experience for me- but typical for folks here! Flying 2-3 times a day, I have logged 9.5 hours and 35 landings within four days.

South Dakota has been full of new experiences for me. Jackrabbits, pheasants, turtles, and snakes have all made appearances around the apron and taxiways, and on low-visibility days, I head straight for the lake to hop in a canoe or fish. There's also an airport cat who loves hanging out where everyone comes and goes from their flights. Since my arrival, I have been surrounded by other young aviators and feel completely immersed in my training. I could not be happier!

**Keda recently completed her training and earned her private pilot certificate. Way to go, Keda!**



Photos from the International Conference in San Diego



# First Flight

by Debby Cunningham

While visiting good friends in Sandpoint, Idaho, I was able to take their two granddaughters up for their first flight. I had asked them four years prior, and they really didn't want to, but this year the older one, at 15, decided that she was ready and she wanted to give it a try; her younger sister was up for it also.

We used the ForeFlight blue dot to locate where they lived and then I made a waypoint so that we could fly directly to their house from the airport. It was only nine nautical miles. If you've ever flown up there, the countryside is so beautiful, green everywhere you look with rolling hills and distant mountains around. As we got near their house, they became excited, seeing things that they recognized. We circled around their house about three times so they could get lots of pictures and then we returned to the airport with two very very happy young ladies.

It was fun to introduce them to something that I love and now there are two more who have a little more understanding of just how important it is to have an airport in your community.



3RD SEMI-ANNUAL P-51

# POKER NIGHT



**SATURDAY, OCTOBER 24**  
**5 - 10PM**



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CHAPTER DONATIONS

You can make a donation to the chapter to help offset costs of running the chapter. The chapter suggests an annual donation in the amount of \$15.

You now have the option to donate via Venmo (QR code below).

If you'd like to make a donation, you can pay via PayPal or by check. Make check out to SCV99s. Email Treasurer Maki Yu for PayPal instructions or mailing address: [treasurer@scv99s.org](mailto:treasurer@scv99s.org).



CHAPTER CALENDAR

**Chapter Meeting**  
Every Third Thursday of the Month  
Generally held at the Palo Alto Airport

**Monthly Flyin**  
The next chapter flyin is August 15 to Minden (MEV).  
  
RSVP to Nancy Sliwa if you plan to join us.  
[nancy@slowa.com](mailto:nancy@slowa.com)

Upcoming SWS and International Meetings

| Date             | Meeting                       | Host/Location                                                        |
|------------------|-------------------------------|----------------------------------------------------------------------|
| Sept 24-27, 2026 | 2026 Fall Section Meeting     | Host chapter: Las Vegas<br>Location: Las Vegas, NV                   |
| Jan 30, 2027     | 2027 Winter Workshop          | Host chapter: Santa Clara Valley<br>Location: San Carlos, CA         |
| Apr 2-4, 2027    | 2027 Spring Section Meeting   | Host chapters: Marin County and Santa Rosa<br>Location: Petaluma, CA |
| Seot 10-11, 2027 | 2027 International Conference | Location: Sydney, Australia                                          |



## The Windsock Information and Deadlines

To our members, please send me your ideas, articles, and photos for the newsletter.

### Article Due Dates:

- The Windsock is delivered bimonthly
- The due date for articles is the **last day** of even-numbered months (**Feb, Apr, Jun, Aug, and Oct**)

### Preferred Content Format:

- Please provide articles in Word docs or as text within an email
- Photos as picture files (not in the document or body of an email) preferred

Thank you,

Editor

Laura Del Favero

[newsletter@scv99s.org](mailto:newsletter@scv99s.org)