



The Windsock

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International Organization of Women Pilots
Santa Clara Valley Chapter

Push To Talk

Lots of exciting things are happening within our Chapter this spring! We've had several new members join since the beginning of the year and we're happy to have them be a part of the Santa Clara Valley 99s. One of our chapter members recently earned her CFI rating and two of our members received the Amelia Earhart Memorial Scholarship to complete their CFII ratings this year!

In early April, I finally crossed a non-aviation "bucket list" item off my list and tried goat yoga. I was joined by several Chapter members on a very wet day at the Lemos Family Farm in Half Moon Bay. Fortunately, the yoga area is covered, but that didn't keep the rain completely out when the wind blew. However, everyone was a good sport and we had a lot of fun and some laughs trying to do yoga while the goats (which were larger than we expected) wandered around and got in the way. The experience was definitely more about the goats than the yoga.

The weekend happened to be Leslie's 80th birthday, and I'm sure she will never forget the goat yoga experience. We all had time to interact with the goats during our session. Marcie had a goat jump up on her back and toward the end of the session, one of the goats decided to plop down in my lap, cutting my attempt at yoga a bit short. The wet weather and yoga poses didn't make us look our best, but we posed for a group photo and then Sara posed for some photos with the goats climbing on her. Afterward, we made ourselves look more presentable (including a change of clothes) and four of us went out to lunch at a nice diner nearby where we talked about trying puppy or cat yoga next time. Watch for an announcement sometime in the future if you want to join.

Mid-month, we had our monthly fly out, this time to Nancy's café at Willows. Three planes and seven of us went. Candace joined me and we practiced an instrument approach on the way up and again on the way back. It was her first 99s fly out! The following day, we had our first joint picnic with the Bay Cities 99s. We met up at a park in Fremont next to the lake. Everyone brought food to share and we had a great time meeting fellow 99s from other Chapters and reconnecting with people we haven't seen in a while. It was a beautiful day with a great turnout, and we're looking forward to planning future joint Chapter events!

We're working to organize more Chapter events and encourage everyone to organize something around an activity you enjoy. If you have questions about how to do this, please reach out to me. I'd be happy to help.

Mary McEnroe
Chapter Chair
ChapterChair@SCV99s.org



Chapter News and Events



March Fly-in to Harris Ranch

Good weather brought out seven airplanes and 21 hungry folks to Harris Ranch on March 21. Lots of hanger flying and enjoying, the camaraderie of the group and of course the delicious food served

April Fly-in to Willows

by Emily Stepro

Starting at Palo Alto Airport (KPAO), with Marcie as PIC and myself as a passenger in a Cessna 182, we flew to Willows–Glenn County Airport (KWLW) on April 18th, 2026, as part of the Santa Clara 99s monthly flyout. It was a beautiful day, with just a light haze in the distance but otherwise clear, sunny skies. Lunch at Nancy's Airport Café with the 99s group was incredibly fun.

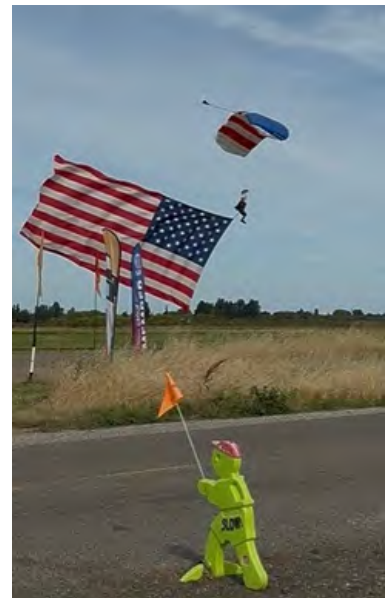
On the return flight from Willows to Palo Alto, Marcie mentioned that the view made her realize just how expansive the Bay Area is. I really appreciated experiencing the view of the Bay as well, with the Golden Gate Bridge visible through the haze in the far distance. Closer to us, the salt ponds stood out with vivid colors, as pink and green ponds transitioned to the blue waters of the bay.

Thank you, Marcie!



Chapter News and Events

More photos from the fly-ins



Chapter News and Events



May Fly-in to Auburn

Six people in two airplanes made the flight to lunch at Auburn.



Evergreen Aviation and Space Museum

By Marcie Smith

In mid-May, I was visiting Portland, OR to see Wendy Whitsell (Columbia Cascade chapter) and Nancy Sliwa. One day, Wendy took Nancy and me flying in her SR22T. We aimed for Astoria (forecast clear and winds ~9 kts) and got there and found 700 scattered (really broken) and gusting to 29 kts with a 45° crosswind. So we diverted to McMinnville. A busy training uncontrolled field but it wasn't too busy when we got there. Although the museum is almost across the street, you have to hike through a field and cross a busy street or walk a long way to get to a light. But, the FBO will lend you a car for \$20 which also allowed us to get lunch.

We ate at The Diner, a close restaurant which was recommended by the FBO and turned out to be delicious and then headed to the museum. The Evergreen Aviation and Space Museum is famous for hosting the Spruce Goose, (formally the Hughes H-4 Hercules), a huge flying boat made of wood. I had seen it many years ago when it was in Long Beach, but had forgotten how big it is. Apparently, it's mostly made out of Birch, not Spruce. It was made of wood because metal was restricted to the military and this was only a prototype. If it was successful (and if the war had still been on), the rest would have been made out of metal. The purpose was to transport materials and personnel to Britain during the war. It only flew once, in November of 1947.

The plane has 8 engines. I learned that the wings are big enough that people could walk in them. The prototype had only 4 engine controls, each for 2 engines, but there were men in the wings that could tweak rpm on a given engine as needed to keep the engines synced. It's an amazing airplane and it was worth the extra ticket to get the inside tour.

But the museum has many other great displays. An SR-71 tops the list for me, but it also has a nice space section with not only US history but quite a bit of Russian history. I didn't get too many pictures – so you need to go yourself!



Marcie and Wendy under the Spruce Goose Wing

Evergreen Aviation and Space Museum



The SR-71 (which looks to me like Darth Vader's private plane)

The view inside the Spruce Goose Wing

Scholarship News



Congratulations go out to Sal Valdes and Sara Gagne, who have both been awarded an Amelia Earhart Memorial Scholarship!!

Each of them will be using it to obtain their CFII. The AEMS is uniquely designed for flight, technical, and academic scholarships tailored to each individual's needs. It covers the entire cost of a rating or certificate or up 4 years of academic assistance.

The First Wings Award is administered by the AEMS Trustees also. It is up to \$6,000 toward any first pilot certificate. There are 2 application windows: April 1 and October 1.

Getting a winning application takes work on both the applicants and Scholarship Chair part. It is recommended to begin the application process early.

I'm thrilled to have Maki Yu join me as co-chair.
Please contact either of us if you are interested in applying.

Debby Cunningham
debrunningham@aol.com
Maki Yu
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Paint Refresh of Compass Rose at Hiller

by Maki Yu

This past Monday (May 4), the Bay Cities Chapter 99s and Santa Clara Valley Chapter 99s came together at Hiller Aviation Museum to repaint the museum's compass rose.

Representing the Bay Cities 99s were chapter chair Miranda, Randy, Marilyn and her partner John, Rene, and Patty. From the SCV99s, Amber, Diane and I joined the effort. Of course with baby Sora as well! Throughout the day, the clouds kept threatening rain and teasing us but thankfully the weather held out for us to finish repainting the compass rose. It was a wonderful day of teamwork.



Safely Land in Crosswind Conditions

by Louise Mateos

It seems like this is the time of year we are encountering stronger winds and winds not always aligned with the runway. Sometimes they are gusting from moderate to strong, and we may get some extra landing practice that literally keeps us on our toes. On a recent instructional flight, we even had the tower calling out wind direction and magnitude with every landing clearance. Apparently they are only required to do this when there is a tailwind, however, our local tower tends to do this when winds are strong, gusty and/or changing in some significant way from the current ATIS recording. More on this below.

Some guidelines

While there is no regulatory crosswind limit, there are some practical considerations. The demonstrated crosswind performance from the aircraft POH (at least $0.2 V_{SO}$), which is published as 15 kts for C172s and C182s, defines a crosswind speed for which the aircraft is “being satisfactorily controllable with no exceptional degree of skill or alertness on the part of the pilot”. While we all aspire to an “exceptional degree of skill”, we should be honest in our self-assessment of actual skill and proficiency. To that end, each pilot should have their own personal minimum for crosswind operations based on training, experience, and current proficiency. You might be able to land in 15 kts of crosswind or greater, but have you practiced doing so recently? Don’t forget, a personal minimum is not intended to be relaxed in the middle of a flight, but while on the ground based on your assessment of training, experience, and current proficiency prior to your flight.

What does a crosswind approach look like in the air?

The Airplane Flying Handbook chapter 9 section on crosswind landings is straightforward and worth a review from time to time. After listening to the ATIS and determining that the winds are within your personal minimum, turning downwind and then base, it’s time to set up your base to final turn so that your track is aligned with the runway centerline. Two methods are described: a crabbing final and a sideslipping final.



When crabbing into the wind to keep your track aligned with the runway, you will need to straighten out, just at the right moment, as you transition to a landing attitude in order align the wheels with the runway and avoid side load.

Safely Land in Crosswind Conditions

When sideslipping to final, you are banking into the wind and using sufficient opposite rudder to stop the turn and align the longitudinal axis with the runway centerline. As you transition to a landing attitude, be prepared to relax opposite rudder and apply rudder into the wind as necessary to stay aligned on your roll out while keeping ailerons into the wind.



What about gusty winds?

When you add turbulence and gusty winds, using a power-on approach for more positive control, adding half the gust factor to the final approach speed, and perhaps using a reduced flap setting are also appropriate. As you make your final approach, you may have the latest reported wind from the tower, and one or more windsocks near the runway that can give you an indication of up-to-the-minute wind direction and magnitude. At Palo Alto, there are two windsocks—one at the approach end and one at the opposite end of the runway which are often pointed in different directions—so I like to use the closer one as indicative of winds in the touchdown zone.

Should you land?

The most important thing you should be thinking about when approaching to land is how to do it safely, right? (Or maybe how to do it safely, if you don't decide to go around.) In my recent instructional flight, we listened to the ATIS and the winds, while strong and gusty and not aligned with the runway, were still below demonstrated crosswind performance for our aircraft. On downwind, the tower called out "wind 240@20G22, cleared to land RWY 31". So, if we do some quick math, the wind is 70 degrees off runway heading which is nearly 100% crosswind. At 20G22, that is definitely over the demonstrated crosswind performance of 15 kts. On the other hand, the near windsock, just past the numbers on the approach end is indicating a 20-30 degree crosswind. Some quick math on 30 degrees off runway heading results in a crosswind component of half the total wind, 10-11 kts which is below the demonstrated crosswind performance. In our flight, the pilot landed the plane safely. However, what if the windsock matched the tower report? What if the crosswinds appear to exceed the demonstrated crosswind performance or the pilot's personal minimum on landing? A safe option would be to abort the landing and either circle until conditions improved or proceed to an alternate airport, assuming there is one within reach with more moderate crosswinds.

Some final tips

While you should of course be diligent in obtaining forecasts and current conditions prior to your flight, those forecasts might have inaccuracies and those current conditions can change. Do take the opportunity to practice your crosswind landings. Invite an instructor along if that helps you reassess your personal minimum and polish your approach. Don't forget to have a plan B in the event you find conditions that you or your aircraft are not prepared to handle.

Proposed Bylaws and Standing Rules - Change to Student Pilot Dues

International is proposing an increase in annual dues for student pilot members.

You have the opportunity to read the proposed changes here:

- Document of 2026 proposed amendments

<https://www.ninety-nines.org/userfiles/file/Bylaws/2026ProposeBL-SRAmendment.pdf>

You do not need to attend the International Conference in person to vote on this amendment.

From the Chairman, International Bylaws/Standing Rules Committee:

Every 99s member is eligible to vote at the annual meeting providing she completes the credentialing process (online) on or before July 8, 2026. Because the annual meeting is hybrid in nature, EVERY member will need to:

1. Be credentialed using only the online credentials link (open from June 8 – July 8)
2. Bring your smart phone or tablet with you during the annual meeting (July 11) as there will be no voting by hand raising.
3. Receive on July 11 an email with the voting link, 1 hour prior to the annual meeting, and
4. Participate in the practice vote at the start of the annual meeting (July 11)

More information will be shared in the coming weeks with specific details on the process.

If you have questions, please contact Juliet Lindrooth, Chairman of the International Bylaws/Standing Rules Committee, at governingdocs@ninety-nines.org.

CHAPTER BOARD 2025-2027

Chair Mary McEnroe
Vice-Chair Louise Mateos
Treasurer Maki Yu
Secretary Sal
Director Nancy Sliwa
Nominating Committee
Pat Gregory
Carol Munch

CHAPTER CALENDAR

Chapter Meeting

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

CHAPTER COMMITTEE CHAIRS

Membership & Student Pilots: Mary McEnroe
Windsock: Laura Del Favero
Flying Activities: Pat Gregory
Airmarking: Marcie Smith
Scholarships: Debby Cunningham
Forest of Friendship: Pat Gregory
Tech Committee/Website: Pat Gregory,
Susan Tilley, Nisha, Maki Yu

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.



Upcoming SWS and International Meetings

Date	Meeting	Host/Location
July 8-12, 2026	2026 International Conference	Host: Southwest Section Location: San Diego, CA
Sept 24-27, 2026	2026 Fall Section Meeting	Host chapter: Las Vegas Location: Las Vegas, NV
Jan 30, 2027	2027 Winter Workshop	Host chapter: Santa Clara Valley Location: San Carlos, CA
Apr 2-4, 2027	2027 Spring Section Meeting	Host chapters: Marin County and Santa Rosa Location: Petaluma, CA



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