



The Windsock

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International Organization of Women Pilots
Santa Clara Valley Chapter
2020 No. 3 (October – November 2020)

Push To Talk

by **Sue Ballew, Chapter Chair**

As we approach the closing of 2020, I bet most are thankful it will be over soon. But I am sure, regardless of the issues we have faced during the year, we still have many other positive things in our lives to be grateful and thankful for. For me, hiking almost every weekend since April with my small core group has maintained my sanity. I am extremely grateful for my 11 years and 9 months with my boxer and best friend Dexter. His spirit was full of happiness and joy and he spread that wherever he went.

Just in the last couple of months our weather in the Bay Area has been beautiful flying weather. I have been up most days flying/teaching, with awesome clear skies including some good crosswind practice for my students. Even with COVID and mask wearing, taking all precautions, we have continued forward in pursuit of pilot certificates and ratings.

Recently our chapter planned and completed flyouts to Santa Rosa and Harris Ranch with several in attendance at Harris Ranch – wish I could have joined in that one.

If you haven't already, plan to attend our monthly ZOOM meetings. We are able to stay in touch, catch up with everyone while still following social distancing protocols, and keep the chapter viable. Planning is in place for the new year when, at some point, we will once again be able to resume in-person activities.

Remember to join in celebrating during our ZOOM holiday party, see date/time in the party announcement. Betty and Pat have some fun games planned.

Looking forward to next year with hope,

Sue Ballew
Chapter Chair

Santa Clara Valley Chapter Board 2019-2021

CHAIRMAN: Sue Ballew

VICE CHAIR: Louise Mateos

SECRETARY: Marcie Smith

TREASURER: Brittany Sabol

DIRECTOR: Patricia Gregory

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MEMBERSHIP: Leslie Ingham

WINDSOCK NEWSLETTER: Laura Del Favero

FLYING ACTIVITIES: Pat Gregory

STUDENT PILOTS: Mary McEnroe

99s NEWS REPORTER: Carol Munch

LEGISLATIVE: Penny Blake

MEMBERSHIP: Leslie Ingham

SAFETY EDUCATION: Laura Del Favero

HOSPITALITY: OPEN

SCHOLARSHIPS: Debby Cunningham

FOREST OF FRIENDSHIP: OPEN

WEBSITE: Brittany Sabol

2020-2021 Membership Contributions

Our fiscal year is June 1 to May 31. The **2020-2021** chapter contributions are being accepted, \$15 per year. Please indicate the year(s) for which you are contributing. An asterisk by your name confirms your contribution for the following year(s) as well.

The following list is current as of November 30, 2020.

Make check out to SCV99s, and email our Treasurer, Brittany Sabol, for mailing address:

brittany@zibellina.com

Monica Barrett
Penny Blake
Lisa Corsetti****
Laura Del Favero*
Claire Florio
Pat Forbes
Carole Gamble
Willy Gardner
Patricia Gregory
Kathy Groves

Marian Harris**
Janet Hitt**
Carol Munch*****
Stacey Patton
Brittany Sabol
Polina Spivak
Joyce Willis***
Mary McEnroe

Santa Clara Valley 99s Virtual Holiday Party

Our Annual Holiday Party will be virtual this year due to the Covid-19 restrictions in place. The event will be conducted via Zoom on Thursday, December 10 at 7pm PST.

The program will start with a slide show of our chapter members flights during 2020. If you have photos you would like to share please send to Betty Bucci at bjp@razzolink.com) by Dec 6, 2020. Show us what you have been doing this year. If you have not been flying, send in your favorite photos showing how you kept yourself busy and sane during an unforgettable year.

There will be a Holiday Attire contest, so please dress in your favorite or most outlandish holiday outfit.

During the evening watch for aviation trivia questions appearing in the chat.

To wrap up the evening there will be time for announcements and our Chapter Chairman, Sue Ballew, will say a few words. Afterwards people can leave or hang out for a while to catch up with friends.

Bring your favorite beverage and dessert, dress up in your holiday attire and be sure to have your camera on!

An invitation and link will be sent out the weekend before the party. Contact Pat Gregory plowers@pacbell.net or Betty Bucci bjp@razzolink.com with questions.

Thursday, December 10, 2020 7pm

Via: **ZOOM**



Holiday Music

Slide Show

Holiday Attire contest

Trivia contest

Catch up with friends



Flying the Cirrus Vision Jet

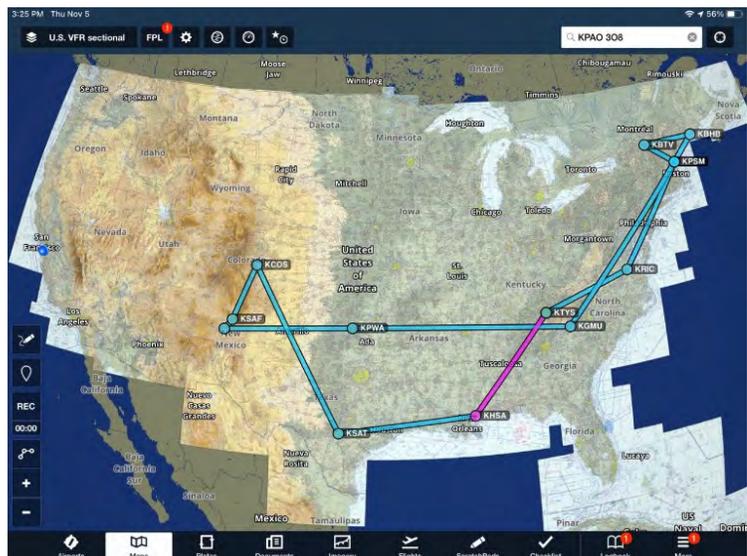
by **Marcie Smith**

In mid-October, almost 3 months after my simulator training and check ride, I was thrilled to get to my SOE (supervised operating experience) in Nancy's SF50. The checkride gave me the type rating, but without 25 hours with an instructor, I was restricted from flying without an instructor in the airplane. The reason for the delay was mostly waiting for the airplane to be delivered: a brand-new SF50 G2 model, N255M.

Cirrus understands the training requirements, and they coordinate with new owners for all of their training. After the checkride, they set up a week for each pilot to fly with one of their instructors: ~5 hours a day for 5 days. Given that the plane flies at about 300 kts, this means getting around a lot of the country! They have a few things they want to see you exercise in the flights, but mostly it's to get you used to flying the airplane like you really will fly it – planning cross countries with fuel, weight and balance, and density altitude analysis for flights.

Nancy and Steve did their SOEs in September together. So Nancy was already certified to fly solo and she picked me up 10/10 at SJC and flew me to Santa Fe where we had a delightful evening at Susan Larson's house. The next day we flew to Knoxville, which was dealing with a bit of weather from leftover hurricane Delta. After lunching at Mount Vernon, IL, it turned out to be very flyable at Knoxville – a few scattered to broken layers with VFR ceilings.

Monday morning we met Matt, my instructor. First step was to go through the training of the differences between the G2 model that the Sliwas had bought, and the simulator training, which was in the G1 model. The changes in general made things easier (auto-throttle!) so that went quickly. We went



out to the airplane for a pre-flight and then took off in pretty poor weather, low scattered clouds, broken layer at 1200, 2 miles visibility in drizzle. I would never take off in an airplane I didn't know in that weather but that's what you pay the instructor for! We wanted to head west to get the high altitude airports in, but the surface winds near the Rockies were painful that day so we flew to San Antonio with a stop in Stennis, MS for lunch. I had never landed in Mississippi and NASA has a center there, so it seemed a fun destination. Once we left the Knoxville area, we had essentially clear skies until the last day of the trip.

I quickly realized that I was completely spoiled with both a flight crew and a ground crew. By the time I'd get out of the airplane after each flight, Nancy and Matt would have closed out the airplane and were unloading baggage. Nancy's husband Steve was on ground support, finding hotels and lunch spots for us at each destination. I missed the International at San Antonio and so was happy to get to see the river walk and the downtown area. We had a lovely dinner on the river (outside).

Tuesday we headed to the mountains. Lunch at the Airplane Restaurant in Colorado Springs, then shorter flights to Santa Fe and Albuquerque. All IFR filed flights, even the short ones. In fact, my most jaw-dropping moment of the trip was on the short leg from SAF to ABQ. Only 12 minutes as the crow flies but of course, our flight plan was not straight. Still, the challenge of this flight was that as soon as you finished the STAR, you were working on the approach and getting ready to land. Anyhow, about halfway there, ATC asked us to slow down (apparently they needed more time to plan for our arrival as well). When we asked how much, they replied "could we slow 100 kts?" And our answer was yes! We were asked to keep our speed up on several approaches but slowing 100 kts was something I never imagined I'd hear! We landed there and then flew to Oklahoma City for the night, heading back east.

I wanted to do New England states and mid-October is the best time to do them.



On Wednesday we flew to Greenville, SC for lunch (luckily 2 days before Trump was there). They have a lovely GA airport with a nice playground for kids and a café on the field. We weren't far from Knoxville and Matt ran in to a fellow Cirrus instructor doing an SR22 checkout. We then headed north on one of the most beautiful flights I've ever had. Flying at 31,000 ft on a day with 100 mile visibility over Richmond, DC, Baltimore, Philly, NYC and Boston on our way to Portsmouth, NH with peak fall colors. We got a hotel in town and had our lobster roll dinner on the river and breakfast of their famous popovers.

Thursday morning we left Nancy in Portsmouth to enjoy the town and do some shopping. Matt and I flew to Burlington, VT where I landed with high winds and a noticeable crosswind. I enjoyed the approach over Lake Champlain with NY across the lake and Canada just to the north. I did my 50% flap landing there. That airport has F35s based there and we got to watch one take off. We didn't stay, but flew on to Bar Harbor Maine. A nice airport with lots of jet traffic because of the Acadia National Park right next door. We then flew down



the coast at 6000 (yes, I in a jet), with a low power setting and beautiful views to pick up Nancy back at Portsmouth. She brought us lunch and then we headed to Richmond VA for the night. My brother was there; my niece lives there and so we had a lovely pizza dinner in her backyard with my brother, his wife, my niece and her husband and 5 month old baby, with 2 golden retrievers. Very nice! Didn't get to hold the baby but he's adorable!

Friday we headed back to Knoxville, departing Richmond in rain blowing sideways (although right down the runway). We got into enough weather that I was able to exercise the windshield and wing de-icing systems but the ice was never heavy. After a missed approach (due to instructor, not weather), we landed in Knoxville with scattered to broken clouds. Friday afternoon the Cirrus folks looked at a couple of minor squawks for the airplane while Matt signed me off as a PIC in the SF50! We really enjoyed flying with Matt and we were sorry that due to Covid, we didn't have our celebratory dinner with him. But, that didn't stop Nancy and I from celebrating at the Outback that night.

Saturday, we did what the whole training was about: flew home trading legs! Nancy let me have the first one so I flew us to Tulsa, OK where the wind was howling but right down the runway. It didn't make for a very pretty approach though. We picked up lunch there before Nancy flew us to Page, AZ where the winds were delightfully calm although there was a lot of IFR and jet traffic for an uncontrolled field. I had the last leg into SJC, where we unloaded and stopped at my house before

heading out to meet Pat and Sparky for dinner. Page is beautiful; I didn't realize that Powell lake had structures like monument valley in the middle of the lake. A place to go back to. We flew over Mono Lake and Yosemite on the last leg, and could see the smoke from the fires burning in the Sierras very clearly to the south of our flight.

Nancy's SOE was a bit more formal. They practiced pattern work, including an engine out and (not on the same flight) night currency. Steve did a no-flap landing. Nancy did an approach to minimums. They landed at 2 Class B airports: MEM and SLC, getting challenging taxi experiences and runway changes. I can practice some of these things with them as we fly together in the future and I'll never stay night current so we were happy to miss that. They experienced hotter weather so their density altitude experience was more interesting. They covered more ground with 2 of them flying – Florida, Arizona, as well as more stops in New England. Nancy landed at Martha's Vineyard and Nantucket on a very short VFR flight.

All-in-all, an amazing experience!

Hayward Air Rally

by Pat Gregory

The Hayward Air Rally is the longest continually held proficiency flying event in North America. Having grown out of a personal challenge between Hayward city officials in 1965, the rally has now been flying for 55 years!

It is a combination of competition, challenge, and camaraderie. The event is open to all pilots (student and recreational pilots must be accompanied by a suitable pilot in command) and most piston-powered GA aircraft.

This year the Rally was held on October 17 for a one-day event due to Covid-19 and went from Hayward (KHWD) to Bakersfield (KBFL) then Tracy (KTCY), with checkpoints in between.

This is not a speed race, but rather is scored on performance of the flight against estimates for time and fuel and checkpoint identification. Pat and Laura flew 618MK in the Rally, which was governed by Pandemic rules – no meetings, no overnight lodging, no banquets. Information and race packets were offered over the internet. There was an impound where we all flew to Hayward, wore masks and stayed distanced. Race officials vetted the paperwork and inspected the planes. The Rally could be run with or without the use of electronic devices (gps, trackers, vors, etc). Scoring varied depending on which setup you chose. Laura and I opted to go digital (i.e., use all our bells and whistles) as did most of the other participants. Some chose to go 'analog', using pilotage and basic 'stick and rudder' techniques.

We had to estimate our time between checkpoints as well as our fuel usage and whoever came closest to their estimate won the race. It was great fun and a wonderful way to hone your navigation skills and get to know your plane's performance very well.

Disaster Airlift Response Team (DART) now “alive” at Palo Alto Airport!

by **Carol Munch**

Have you always wanted to volunteer to help your community in times of disasters? Well, we have just such an opportunity for you! As of September 19, 2020, there is a chapter of CalDART based at Palo Alto Airport! We were certified after five planes participated in flying PPE from Santa Barbara to Eugene, Oregon to serve first responders during the fires there. Below are a few photos from that exercise. Marcie Smith and Louise Mateos flew from PAO to Eugene after receiving loads transferred by Laura Del Favero and Levi Maaia from Santa Barbara to PAO.



Our DART also participated in a mission on October 11 in conjunction with moving PPE to Byron. While we are still becoming more streamlined, we have been able to successfully communicate with and fly to places where our services have been needed. We WELCOME any of our members to join us either as pilots or as ground staff. If you are interested in working with us please contact Carol Munch: camunch2@gmail.com.

There is also a chapter of DART at RHV which could use some assistance. If interested in volunteering there please contact Bob Goodwyn: bobflight03@yahoo.com.

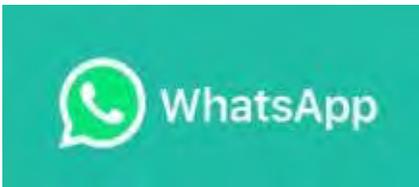
SCV99s Mystery Flight December 12



The fly-in to HAF scheduled for Saturday, December 12 has been cancelled. Instead, Laura and Pat have devised a Mystery Flight for Saturday, December 12. Details will be sent to you soon, but the idea is you will get a list of clues that should lead you to checkpoints (no landing necessary); you will take aerial photos to prove you found the checkpoint and email them to Laura at ladelfavero@gmail.com

You will also be given trivia questions to answer while you're flying from one checkpoint to another; there will be an optional end point to meet for lunch if you choose to – it is not required. The whole flight should take about 1 ½ hours and will center around the bay area – you only need the SF Sectional Chart.

This is a great way to hone your navigation skills and have a fun and interesting flight. We hope everyone who can will join us; please send an email to Pat Gregory plowers@pacbell.net if you plan to fly – include your plane N-number if you have one. Watch for an email with details in early December, and we'll discuss it at the Holiday Party on Thursday, Dec.10 via Zoom.



The **Santa Clara Valley 99s** is starting a WhatsApp group to keep everyone up to date on activities, events, and meetings.



If you wish to be in this group, please send your phone number to Sue Ballew at sue@skytrekker.net.

If you want to know what WhatsApp is:
<https://en.wikipedia.org/wiki/WhatsApp>

99s Amelia Earhart Memorial Scholarships

To all members: if you are interested in applying for a certificate, rating, technical or academic degree or emergency training the Amelia Earhart Memorial Scholarship may be for you.

The deadline for your application to the chapter is January 1, 2021.

Please go to ninety-nines.org for more info.

To all Student pilots: The Fly Now Award deadline is April 1, 2021. This award may be a maximum of \$6000 for your initial certificate in any aircraft. You must be a 99 member by January 1, 2021 to apply.

Any questions contact Debby Cunningham, chapter scholarship chair at:

debrcunningham@aol.com

Arizona Trip Report

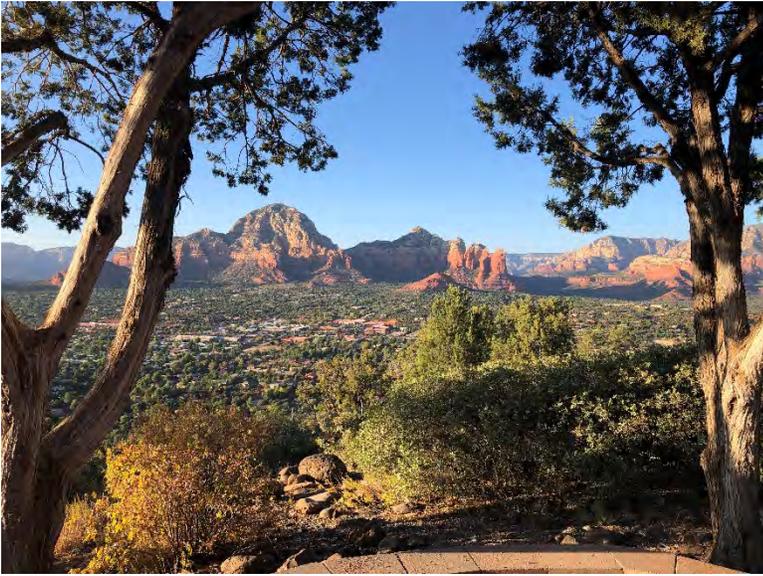
by **Pat Gregory**

Pat and Laura flew 618MK to Arizona in October to celebrate Laura's birthday and let Pat see her two sisters who live in that area. Departing SJC early on a Thursday morning, we had a pleasant flight until we got to the Central Valley near Fresno. Then the air became significantly smokier and cloudy. We climbed to 7500 MSL to avoid most of the smoke and have better forward vision. The winds were scheduled to pick up during the day, and indeed they did, giving us a delightful headwind all the way to AZ.

We stopped at Fox Field in Lancaster for fuel and refreshments and to our surprise we saw that half the runway was closed leaving us only 2600 feet for landing. We both became concerned that yet another airport was being shut down, but fortunately we learned that it was actually being improved and enlarged but they were doing half at a time so as to not close down for any lengthy period. Once on our way again, we made it to Deer Valley Airport in short order.



Pat and her sister



Pat got out there and Laura continued on to Sedona to hike and relax and enjoy her birthday. Pat's sister, newly moved from Paso Robles to Deer Valley, picked her up and she spent a delightful two days visiting with her two sisters, brothers-in-law and a nephew. Laura returned, collected Pat and set off for the journey back to SJC.

It turned out to be more of a trek than a journey. Headwinds were very strong and it took twice as long to get back. We stopped at Bakersfield for fuel, had

to shoot an instrument approach in actual into BFL. Departing BFL we decided to go to Harris Ranch and treat ourselves to lunch after having spent 4 hours in the plane fighting the winds. At one point our groundspeed was reading 90 kts! We had a delicious lunch at Harris Ranch on their outdoor, well separated patio seating. Got back to San Jose at dusk. It was a very adventurous trip that included flying with some military jets whirling around, being allowed to overfly Edwards Air Force Base, and using our recently gained fuel flow knowledge (from the Hayward Air Rally) to stay safe.



Chapter Elections!

We will need to elect a new board in the Spring of 2021. We need to fill the entire slate of board positions. We cannot keep the chapter running without a Board. Please consider running for office and helping to shape the future of our chapter and to keep it thriving.

- The Chapter Board positions are:
- Chair
 - Vice-Chair
 - Treasurer
 - Recording Secretary
 - Director
 - Nominating Committee

Please contact me if you would information about any of the board positions.
Laura ladelfavero@gmail.com

The International 99s Presents:

FLYtionary

Hosted by: Paradise Coast 99s

International 99s is
challenging YOU
to get CREATIVE
with your flight art!



Photo Credit: Chad Davis

HOW?

Use your flight tracker (i.e. Breadcrumbs on Foreflight®) to draw the most creative shape you can imagine.

WHO?

EVERYONE is invited and encouraged to participate in the challenge

WHEN?

Submission
deadline:
December 31st,
2020



A screenshot of your flightpath must be sent via email to ParadiseCoast99s@gmail.com. Multiple entries per person accepted. Photos will be posted on International 99s Facebook page for voting on January 7th, 2021 until January 21st, 2021. The flightpath with the most likes will be awarded bragging rights and a prize as the first winner and most creative pilot in FLYtionary!

SCV99s 2020 Fly-in Schedule

Each month an announcement will be sent with updated details for that month.

This is the schedule of remaining 2020 Fly-ins. Expect modifications due to restrictions and weather. Keep an eye out for updates by email.

Dec 12 – Mystery Flight
Please RSVP to Pat Gregory

Upcoming SCV99s Meetings

In-person chapter meetings have temporarily been suspended due to COVID-19. For now, chapter meetings will be held via Zoom. An announcement with time, date, and link to join meeting will be sent each month via email.

99s Meetings & Conferences 2021

As of now, all 2021 conferences are expected to be live and in-person (subject to change).

January 23, 2021: Winter Workshop. This will be an online meeting hosted by the Utah chapter.

April 8-11, 2021: Spring SWS meeting Reno, CA. Video invitation from the Reno High Sierra chapter:
<https://www.youtube.com/watch?v=1MsyYY7Rj5M&feature=youtu.be>

July 7-11, 2021: 2021 International Conference, Queen Mary, Long Beach, CA.

September 9-12, 2021: Joint Southwest/Northwest section meeting, South Point Hotel & Casino in Las Vegas, NV



The Windsock Information and Deadlines

We need your articles and input!!

To our members, please give me your ideas and most of all...articles and photos for all to enjoy.

Article Due Dates:

- The Windsock is delivered bimonthly:
Jan, Mar, May, Jul, Sep, and Nov
- Due date for articles is the **20th** of the month.

Content Format

Please provide to me with Word docs (preferred) or text within an email. Graphics as .jpg preferred.

Thank you,

EDITOR:

Laura Del Favero

ladelfavero@gmail.com