



The Windsock

Published by: The Ninety-Nines, Inc.
International Organization of Women Pilots
Santa Clara Valley Chapter
December 2023

Push To Talk

Hello my community of fellow aviators! Where has the year gone??? It's getting dark earlier (thank you Pacific Standard Time) and we are seeing more "weather". Are you prepared?

Maybe it's time for a tune-up. In advance of those New Year's resolutions. Some things to do (well things I want/need to do):

1. Renew and maintain night currency. Between some of the missions I want to be able to fly and the possibility of delays getting home later than planned, this is next on my things to do.

By the way, I had the opportunity to fly for Amelia Air for the first time recently. How many dogs can you fit in a C182? This time we squeezed in 8!

2. Fly some practice approaches. I had an IPC in September, flew one in actual (hand flying in hard IFR for an hour with no autopilot and ending in a circle to land), and try to get 2-3 in monthly on a simulator as well, but more is better. Right?

3. Take advantage of the Emergency Procedures clinic that Civil Air Patrol makes available for member pilots. Essentially, find a CFI and do a flight practicing emergency procedures. Somehow, I always learn (or maybe relearn) something. You don't need to be a CAP member to do something similar—go find a CFI and brush off some rustiness.

I so have a few more items on my to-do list:

4. Finish checking out in the club T206 so I can carry more people/payload.

5. Schedule commercial check ride, finally.

What's on your list?

Louise Mateos
SCV 99s Chapter Chair
louise.mateos@sbcglobal.net
408-505-2993



CHAPTER DONATION LIST

If you wish, you can donate to the chapter. The chapter is currently accepting donations of \$15 for the 23-24 fiscal year.

You may pay via PayPal or by check. Make check out to SCV99s. Email Treasurer Maki Honda for PayPal instructions or mailing address:
nowasabiplease@gmail.com

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 January 11, 2023:

Carol Munch****
Debby Cunningham*
Janet Hitt
Joyce Willis*
Kathy Groves*
Kristen Tarabetz*
Laura Del Favero
Lisa Corsetti**
Louise Mateos ***
Maki Honda
Marian Harris
Mary McEnroe
Patricia Forbes
Tiffany Chao*
Sue Ballew*

SANTA CLARA VALLEY CHAPTER INFORMATION

CHAPTER BOARD 2023-2025

Chair

Louise Mateos

Vice-Chair

Mary McEnroe

Treasurer

Maki Honda

Secretary

Collene Melvin

Director

Debby Cunningham

Nominating Committee

Marcie Smith

Patricia Gregory

Immediate Past Chair

Sue Ballew

CHAPTER COMMITTEE CHAIRS

Forest of Friendship

Pat Gregory

Flying Activities

Pat Gregory

Legislative

Penny Blake

Membership

Mary McEnroe

Newsletter

Laura Del Favero

Scholarships

Debby Cunningham

Social Media

Maki Honda

Student Pilots

Mary McEnroe

99s News reporter

Carol Munch

Website/Google Docs

Brittany Sabol

Events/Programs

TBD



LAST CHANCE TO JOIN
US FOR OUR

Holiday Party

DECEMBER 14
AT 6:00 PM

THREE FLAMES RESTAURANT
1547 MERIDIAN AVE, SAN JOSE

RSVP BY DECEMBER 7 TO PAT GREGORY

Cost is \$54 per person.

RSVP by **December 7** to Pat Gregory with your name (and names of guests)

Choose your entree(s) for everyone in your party (indicate how many of each):

3 Flames Steak

Salmon

Mostacolli (vegetarian)

All meals come with bread and butter, water, coffee and dessert.

Please remember to bring a wrapped item for the gift exchange and an UNWRAPPED toy to donate; we also accept non-perishable food donations.

Contact Pat Gregory with questions at plowers@pacbell.net.

The Clear Lake Splash-In Provides Fun for Pilots and the Community

By Mary McEnroe

This year's Clear Lake Splash-In, held Sept. 22-24, kicked off with a dinner hosted by the Lake County Airmen's Association President, Tom Lincoln, and his wife, Ruth. Around 60 pilots and guests attended the dinner where everyone enjoyed good food, wine, and a fire dancing show by Pyro Phoria, sponsored by the Lakeport Main Street Association.

On Saturday morning, seaplane pilots flew in to Clear Lake and parked along the waterfront on Park Street and in front of Lakeport City Hall. Among the aircraft participating were a Grumman Widgeon, two Lake amphibians, a Seamax, a Cessna 185, and a Cessna 206 on amphibian floats. A static display included a Super Petrel, a Carbon Cub, a Searey, a Murphy Elite, a Quicksilver, a Zenith CH-701, and an Aircam. Land pilots, including Laura Del Favero and Pat Gregory, flew into Lampson Field and were shuttled to the event by volunteers.

Saturday included static displays, a fly over by the CalFire Attack Base in Ukiah, and a full day of seminars. The event was held during the Lakeport Main Street Association's Taste in Lakeport, a festival including several city blocks of vendors, food booths, wine tasting, and live music. The Lake County Historic Courthouse Museum hosted an evening reception for its exhibit Wings Over Water: An Aviation History of Lake County. The exhibit includes historic photographs, posters, news articles, and personal accounts of historic aviation events and memorabilia. It is on display through March 30, 2024.

On Sunday, Captain Brian Schiff, a 30-year pilot with American Airlines, provided a Rusty Pilot Seminar titled Getting Back to Flying is Easier Than You Think, sponsored by AOPA. This three-hour seminar provided pilots who have had a lapse in flying the information needed to brush up their knowledge and get started again.



The Clear Lake Splash-In CONTINUED

Seminars throughout the event included topics on seaplane safety, youth aviation programs, and earning scholarships for flight training, among others. Dr. Stephen Bateman from the Aircraft Owners and Pilots Association (AOPA) gave presentations on The AOPA High School Curriculum and Expanding Your Comfort Zones. There was also a discussion on the future of the Clear Lake Splash-In with plenty of exciting possibilities for the future. Mary McEnroe gave a presentation on How to Win Scholarships to Fund Flight Training.

Lakeport Mayor Pro Tem, Michael Froio, participated in the discussion and expressed his support for expanding seaplane facilities in Lakeport. He recognizes the benefits the Clear Lake Splash-In and general aviation bring to the community. With its large lake and seaplane-friendly community, Clear Lake is an ideal seaplane destination. This was refreshing to hear given the challenges general aviation faces at many airports.

Panelists and attendees discussed creating a public seaplane base on Clear Lake in the future, including construction of a seaplane ramp and seaplane docks. A committee was formed to evaluate these options and what will be necessary to move the project forward. In the interim, the Skylark Shores Resort in central Lakeport makes its docks available to seaplane pilots staying at the resort. It is conveniently located near the annual Clear Lake Splash-In and has the ability to accommodate seaplane parking on its property or at its beach.

The next Clear Lake Splash-In will take place April 12-14, 2024. Mary McEnroe participated in the planning committee for the 2023 event, primarily supporting content development and editing, as well as providing assistance at the event itself. The planning committee is looking to expand the event in 2024 and is looking for additional volunteers. If you're interested in helping out, please contact Mary McEnroe.



Ratings and Accomplishments

Nobi Buntin graduated from the Professional Pilot Leadership Initiative (PPLI).

Lilian Shen earned her instrument rating on September 10th at Aerodynamic Aviation located at Reid Hillview Airport.

She did the entire rating while on summer break from attending college at Cal Poly San Luis Obispo!



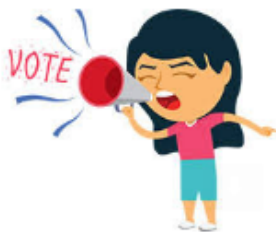
Update from Yi Li:

I started private pilot training when I was three months pregnant. Despite many challenges, I completed solo, written exams, and dual cross country before labor. I continued the training with my baby. Now, I have met all the requirements and am getting ready for the check ride. Eventually, I will work toward CFI license and teach the next generation. Also, as a software engineer, I will combine my passions and create a cutting-edge transportation software platform for pilots one day.

Palo Alto Airport Day



ARE YOU READY TO VOTE IN THE NEXT 99S ELECTIONS?



Voting online is easy, efficient, secure, and cost-effective. Make sure that you have opted-in for online voting (which is much less expensive than voting by mail). If you aren't sure of your status, please log in to The Ninety-Nines website, and go to ['Update Information'](#) in the Member Area. Look for this section (below) and select Yes! Then, make sure that you have listed your most current email address.

Online Voting

Online Voting: *Would you like to vote online (versus physical mail)?
☒ Yes ☐ No

[Link to update information for online voting](#)

2023 International Conference

By Carol Munch

Five members of our chapter were fortunate enough to attend the annual International 99s meeting this year held at the Dead Sea Marriott in Jordan on October 27 and 28, 2023.

My husband, Bill, and I flew to Doha, then on to Amman arriving on October 25. While we had planned to see Amman that evening and part of the 26th we were exhausted so satisfied ourselves with climbing to the top of our hotel across from the Roman theater for a drink and view of the city before heading to bed. Pat Chan joined us on Thursday, the 26th for the ride to the Dead Sea Marriott in Sweimeh which took about an hour.

The hotel was well set up for conventions and was huge, sloping down towards the ever-diminishing volume of the Dead Sea the depth of which continues to be decreased by about a meter a year since the repurposing of the Degania dam, constructed on the Jordan River in the 1930s for hydroelectric power. Since 1964 the flow of water from the Sea of Galilee to the river has been diverted for the benefit of agriculture.

About a third of the group (100 out of 300) who had signed up for the meeting canceled because of the recent and ongoing conflict in Israel only about 30 miles from our hotel. However, we saw no evidence of bombing and only heard a few dull thuds when down at the water's edge in the late evening which a Jordanian airline pilot told us were bombs.

Early in the afternoon, I found Minnetta Gardinier by herself stuffing envelopes for the registration check in so offered Bill's and my help which cut down the time it took for the task to nearly three hours. Imagine what it would have been had she done it all herself! With that task completed Minnetta was able to allow registration to begin nearly on time.

Once registered we were free to explore and meet with other attendees. Most were eager to try out their ability to float and trekked down to the water, changed into swimsuits, and plunked themselves down in the sea where they bobbed around a bit then emerged to cover themselves with mud and let it dry for about ten minutes before reentering the sea to wash it off. I just enjoyed floating and watching the mud clad gals deal with the slippery, silky mud. It was a strange feeling to float so high in the very warm water. Some chose to remain on the beach for a while after rinsing off with fresh water, but most took a jitney uphill back to their rooms to shower more thoroughly and change. Because the weather was HOT (above 90 degrees)!

We connected with Debby Cunningham, Leslie Ingham, Nancy Sliwa, and Mary McEnroe and decided to go for a drink. The only wine on offer was from Jordan and proved not up to our California palates. Nonetheless, we cheerfully sampled several types and then headed for the buffet for dinner.



On Friday more 99s arrived and many attended the Presidents/Governors Luncheon, Governors, and IBOD meetings while the rest of us continued to explore the huge venue. There was an outdoor reception in the evening with hot and cold hors d'oeuvres and cold libations – juices and bar drinks – which were very popular. The view from the Fishing Club where the welcome reception was held was lovely. One could see the lights of Jericho and Jerusalem over the darkened sea. Alia Twal, Governor of the Arabian Section and our host presented President Robin Hadfield with a beautifully embroidered long duster as a gift for having the meeting in Jordan. As it was both Robin's and Susan Larsen's birthdays a cake was brought out and shared by all.

Saturday's events began with Louise Cullinan presenting a workshop on "Critical Incident Stress Management (CISM) which turned out to be much more interesting than I'd expected. She has worked with the Air Line Pilots Association (34 airlines) and other non-ALPA pilots for over 15 years and was an airline pilot herself for over 24 years. Her chief message was that peer counselling works better than any other form of assistance to pilots following critical incidents or near misses. She has been involved in training pilots to be peer counselors which has enabled many to return to work sooner and has aided airline management in better understanding the types of stress, onset and duration. For many pilots or flight crew the initial response following an incident is just fatigue and it is only after several days that they have issues confronting the incident, then about a month for the initial resolution with the aid of peer counseling. Without peer counselling the resolution may take years, or may not occur so that the pilot is unable to return to work successfully. She also works with first responder groups who suffer many of the same types of post incident stress.

I attended the Life Member Luncheon with Debby and Leslie. There were lots of life members present from all over. We met some 99s from Africa and India, Canada and only a few from Europe.

The Annual Meeting followed which was a hybrid meeting with many attendees online. It went well and there was not much new to discuss. The elections had gone smoothly, though participation was low (16%). Janet Patton and Nivedita Bhasin were elected Directors. There was a 10% increase in membership over 2022. The redesign of the 99s International website has been forging ahead and is near completion. Policy documents have been updated and a new Section Leadership Manual has been created. There were quite a few first- time attendees and several student pilots present.

Next followed the AEMSF banquet with introductions of the winners.

It was a very congenial party. By 10:30 all had disbursed to their rooms to get ready for the post conference tour which began on Sunday. I did not participate in that, but joined some friends in Egypt followed by a similar tour of Jordan about ten days later. I'm sure the other SCV members will have lots to say about their tour.

Next year's International Meeting will be in Vancouver, British Columbia, not so far from home and over July 4, 2024. I encourage you to plan to attend as these meetings always bring you helpful information as well as the opportunity to meet pilots from all over the world who have amazing histories to relate. Why not plan to fly ourselves to that meeting?!

2023 International Conference

Photos







Alia Twal, Arabian section Governor, presents silk duster to International Preident Robin Hatfield



Floating in the Dead Sea



Leslie and Debby at Dead Sea



Bill Taylor at Dead Sea

2023 International Conference

Photos



Antonov-Jordanian King's airplane now parked at Wadi Rum camp



Wadi Rum



Camel ride at sunset in Wadi Rum



Train ride with reenactment of Arab uprising



Camel ride

Louisville Biplane Flight

By Rhonda Glennon

While visiting my father in Louisville, Kentucky in August, we took a scenic biplane flight together over the city. For several years, we'd occasionally hear the vintage biplane, with its distinctive radial engine, flying over my dad's house, and figured it might be fun to take a tour to celebrate our approaching birthdays.

I arranged the flight for a Wednesday evening. We met our pilot, Steve, at the city's general aviation airport, Bowman Field (KLOU; Class D airspace; elevation 546'). After taking a few photos with the plane, my 85-year-old dad climbed the step stool to the lower wing, and swung his legs into the front seat, and I crammed in next to him. After getting us settled in and giving a preflight briefing, Steve hand-propped the plane, hopped in the back, and callsign "Classic One" (N43016) was ready to depart.

The bright, red biplane was manufactured by WACO Classic Aircraft Corporation, and was actually a 1993 build of an original 1930s Waco model YMF with updated avionics and safety features. Because most of my flight hours are in 1970s-era Cessna 172s, this retro tailwheel biplane was, oddly enough, one of the newest planes I've been in.



Knowing it would be a breezy, open-air adventure, we rigged our cameras and phones with wrist straps. In flight, it was noisy, and the windy conditions kept pushing my headset back and tossing around my ponytail.

Most of the 20-minute, 25-nm flight was conducted at about 80 knots and 2,000 ft AGL. In contrast to my brown, California front yard, everything there was green. The grass around the airport was as manicured as a golf course and the trees were lush.

The first point of interest was Louisville Muhammad Ali International Airport (KSDF; Class C airspace; elevation 501'), which is the home of the United Parcel Service Worldport air hub. KSDF is the world's fifth busiest airport by cargo traffic volume, and there were dozens of white-and-brown UPS freighters on the ground. Other sites on the air tour included Churchill Downs, the race track that hosts the Kentucky Derby; downtown Louisville; the city skyline; and the Ohio River waterfront. We also spotted my dad's house from the air.

After experiencing the freedom and nostalgia of an open-air cockpit, I understand why airline pilots sometimes reply, "Wish I were flying that instead!" when they're issued a traffic advisory of, "Your traffic is a biplane..."

Chapter Fly-in Schedule



Come Fly With Us! Help plan and participate in our chapter fly-ins!

We hope to see you at the next fly-in.

We are flying to Willows on Saturday, December 16.

We will meet at Nancy's Cafe located on the airport at Willows/Glenn County Airport (KWLW). Lunch will be at noon. A reservation will be made, so please be sure to RSVP to Mary McEnroe (mmmcenroe@yahoo.com) with your tail number and the total number of people who will be in your plane.

Info for Willows (KWLW):

Elevation 141'

TPA 1200'

CTAF 122.8

No ASOS/AWOS

Self Service fuel is available next to transient parking/Nancy's Cafe.

If you can bring a student pilot or someone else who needs a ride, please let Mary know when you RSVP. The more the merrier!

2024 Schedule

In January 2024, we will have our annual whale watch flight. Look out for email announcements.

Please join us at our January general meeting to help us plan our 2024 fly-ins.



September Fly-in to Lampson Field

By Pat Gregory

Another successful adventure for the SCV 99s took place Sunday, September 17, as five planes carrying numerous women and one man made their way to Lampson Field near Clear Lake. Joining in the fun were Pat Gregory, Laura Del Favero, Marcie Smith, Nancy Sliwa, Nancy's friend Gloria, Louise and Miguel Mateos, new member and student pilot Nisha Radtke, Mary McEnroe, and Collene Melvin.

The planes came from San Jose, Reid-Hillview, Palo Alto, and Minden Nevada. We had a delightful lunch right at the airport and celebrated Louise's birthday in style. The weather had been dreadful the previous day but was full of sunshine for this beautiful flight over varied terrain. Hope to see you all at our future flyins - they're great fun and keep us in very good flying shape, honing our skills with each new one.

In October, we plan to fly to Shelter Cove (0Q5) on the north coast. It's a scenic flight along the ocean very near the California-Oregon border. Watch for announcements.



Mix and match these famous firsts with the year in which each took place.

answers on next page

- | | |
|---|---------|
| 1. First flight of a powered airplane | A. 1903 |
| 2. First powered flight of a manned helicopter | B. 1907 |
| 3. First flight across the English Channel in an airplane | C. 1909 |
| 4. First flight across the United States | D. 1911 |
| 5. First nonstop flight across the Atlantic Ocean | E. 1919 |
| 6. First flight across the United States in less than a day | F. 1922 |
| 7. First flight around the world | G. 1924 |
| 8. First flight over the North Pole | H. 1926 |
| 9. First nonstop flight from New York to Paris | I. 1927 |
| 10. First takeoff and landing using instruments only | J. 1929 |
| 11. First solo flight around the world | K. 1933 |
| 12. First flight of a jet-powered aircraft | L. 1939 |
| 13. First supersonic flight | M. 1947 |



2024 SWS WINTER WORKSHOP
Hosted by the Sacramento Valley Chapter

January 27th 2024
08:30am - 4:30pm

Luz Schaible
HOW TO HOST A SECTION MEETING

Susan Steeb
HOW TO KEEP CHAPTERS VIABLE

REGISTRATION IS OPEN \$80

Embassy Suites Riverfront Sacramento, CA

<https://conferences.sws99s.org/events/2024-winter-workshop/?>

Upcoming SWS and International Meetings

Date	Meeting	Host/Location
January 27, 2024	SWS Winter Workshop 2024	Sacramento Valley Chapter
May 3-5, 2024	SWS Spring 2024 Section Meeting	Hosts: Reno Area and San Fernando Valley Location: Carson City, NV
July 3-7, 2024	International Conference 2024	Vancouver, BC, Canada
Fall 2024 Pending	SWS Fall 2024 Section Meeting	Host: San Luis Obispo



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

ladelfavero@gmail.com

Answers: 1. Orville Wright 1903; 2. Paul Cornu 1907; 3. Louise Bleriot 1909; 4. Cal Rodgers 1911; 5. John Alcock and Arthur Brown 1919; 6. James Doolittle 1922; 7. J. Macready and O. Kelly 1924; 8. Richard Byrd and Floyd Bennett 1926; 9. Charles Lindbergh 1927; 10. James Doolittle 1929; 11. Wiley Post 1933; 12. Heinkel He-178 1939; 13. Charles Yeager 1947