



The Windsock

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

Push To Talk

Hello to my community of fellow aviators!

And welcome to any new members who may be getting this publication for the first time—we are glad you could join us!

As I start logging instruction time, I'm spending some time recalling what it was like to be a student pilot. All the questions, the new language, the things I didn't know that I didn't know... At the same time, the excitement to be learning something new, to be developing new skills, to be part of the very small percentage of people who know how to actually fly a plane. One of the great things about our 99s community is the opportunity for students/learners to be able to ask those questions and for our pilots to be able to answer those questions and mentor the next generation of pilots. We all win when we make those connections.

Some pics from our January flyout, courtesy of my daughter, for attention.

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A Birthday to Remember!

By Pat Gregory

Saturday, January 11, 2025, was the Annual Whale Watching Flyout for my Santa Clara Valley 99s chapter. Each year we fly down the CA coast from Monterey to Point Sur and back looking for migrating whales.

This year I thought there might be more than usual because of the devastating wildfires still burning in southern California – my idea was based on no facts whatsoever, but it seemed reasonable that whales would not want to breathe the heavy smoke covering the area. The fires had traveled all the way to Malibu and coastal areas, so maybe the whales would head north to get away from the heat and smoke. They usually migrate in that direction this time of year anyway.

Our plane had 4 people scheduled to fly – me, Laura, Maki, and Sal. Sal is fairly new to the chapter; I just met her last month. I met her at the San Jose airport entry gate for the general aviation planes. At SJC (San Jose Int'l Airport), rules are you need a badge and code to get in and your passengers must be escorted by someone with a badge while on airport grounds. Well, Sal turned up on her bicycle so I 'escorted' her in through the vehicle gate as I drove in. I drove to our hangar and told her she could put her bike in the hangar. She said she wanted to ride around as she was speeding away around the corner of the hangars. I yelled 'NO!' but not loud enough and in a flash she was gone. Maki was already in the hangar, and Laura was just pulling up in her car. We had no idea where Sal went but we knew the security folks at SJC were very vigilant and in a few minutes Sal returned, escorted by 3 security vehicles. Anyone caught wandering around the airport without a badge is considered a breach of security and potential terrorist. The officer chewed me out thoroughly and very kindly did not report me or arrest me or kick us out of our hangar (all possible outcomes). Needless to say, I apologized profusely and groveled as best I could. I really had no idea Sal would go off like that and they took pity on me. Also I did not know that a bicycle was NOT considered a 'vehicle' and therefore had to use the pedestrian gate to get in, which means I needed to enter, park and walk back to the pedestrian gate and 'escort' her in.

So, we finally got organized, pre-flighted and headed to the Monterey coast for our whale-watching adventure. We headed out into Monterey Bay, spotted a boat and went to take a look. Often people go out on boats to see the whales. And that's when we spotted a small group of whales cavorting in the mild waters of the bay. What a treat. After ogling them for a while, we noticed a fellow pilot's plane heading down the coast and decided to go with her; it was Louise in 5KP. We did a few laps keeping each other in site at all times and managed to see a lone blue whale very near the shore close to Point Sur and a few stray whales out a bit farther into the ocean. All in all, quite a successful flight.



Look! A whale.

A Birthday to Remember!

Continued

We all headed to Watsonville (KWVI) for lunch. Laura was flying this leg and got to experience the wacky Watsonville pilots. It's a non-towered airport, very popular and with many inexperienced pilots. So, Laura got to do 360 loops on downwind to avoid planes just entering the pattern whether or not someone was already there (we were the someone). Then when we got the chance to approach and land, another plane that was on the ground decided they wanted to take off and taxied onto the runway when we were on short final. So Laura got to practice her 'go around' maneuver. We did finally manage to land and are very thankful for Laura's ability to keep us safe. We even managed to get the last parking spot in the transient area.

I had made reservations so we were seated immediately and delighted to be joined by several Monterey 99s who drove there and were hosting an information booth in front of the restaurant. After a delightful lunch, we were treated to a delicious tiramisu cake that Maki had brought to celebrate my birthday.



A Birthday to Remember!

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Next, we fueled the plane and it was my turn to fly us back to SJC. Nothing was easy about this flying day, so I taxied out toward the runway and proceeded to sit while several planes came by and landed. I finally asked the next person on downwind to please extend their downwind course so I would be able to taxi onto the runway and take off. The pilot graciously obliged and we headed to the coast and a turn north toward the Santa Clara Valley, where SJC is located. Finally a weather forecast that was actually true as we encountered pretty heavy turbulence and got tossed around a bit while I tried to keep the shiny side up and climb out of the mountain wave we were in. At 5000 ft the air smoothed out enough to get over the Santa Cruz mountains and into the more serene valley. But as fate would have it, we were not done yet!

As I approached the reporting point for the airport (San Jose is a towered airport and I was talking to controllers all the way) we were having issues with static and clicking noises on our radios – both of them. We were unable to hear what the controllers were saying, and therefore unable to comply. I am very familiar with all sorts of approaches to SJC and the tower folks know me well so after a comedy of errors with me flying up and down the valley a few times, we settled on using light signals and I was cleared to land with a steady green light emanating from the control tower. I was very glad we had fueled up at Watsonville or I might still be circling around the area today 😊 Once on the ground, amazingly the radios became clear and I was able to talk and be heard by the ground controller and got back to my hangar.

You might think this was the end of the excitement for that day, but NO, there is more. We pulled into our hangar row and there was a large plane pointing our way waiting to taxi out. They had not turned on their engines yet, thankfully. It's a one way street situation in that we'd have to get our plane into our hangar before they could taxi out of the aisle. Normally, this is a simple operation that takes a few minutes.

Since there were four of us mighty women, we decided we could push the plane into the hangar and not bother with the electric tow device we owned. So there we went, but it was not to be. We pushed our tushes off and could not move the plane. We opted to use the electric tow and still couldn't move the plane. After scratching our heads over how this could be the case, we noticed that the pilot side main gear tire was COMPLETELY FLAT. Now, I would definitely have noticed that while taxiing so it cannot have gone flat until we pulled up to the hangar. We are thinking we hit a nail or sharp object which punctured the tire and deflated it during the short taxi toward the hangar until the tire became flat. Meanwhile, the other plane was still waiting to turn on and get going. That pilot came over to help and Ron and Penny Blake pulled up and came to help and another guy as well. It took all 8 of us to get the plane into the hangar and in the process the tire came off the wheel and we scraped our way into the hangar. We are fairly sure there was no significant damage to the wheel but that will be confirmed as soon as our mechanic can get there on Monday. (Of course this happened late on a Saturday and no one works on Sunday).

So, as far as birthday flights go, I think I'll stay home next year and just enjoy the fact that I am actually having another birthday. Cheers, Pat



Santa Clara Valley 99s Board Elections! What can you do for the chapter??

Every two years we have an election to name the members of the chapter board. We encourage all of you to consider running; it's a great way to get involved. It's expected that the board will attend the business meetings (live or via zoom). Positions that will be offered are:

Chair:

- Conduct the meetings
- Submit reports as required to section and international
- Act as the representative to section and international in communications
- Ensure information on 99 activities is communicated to chapter members
- Appoint committees for chapter activities

Vice Chair:

- Support the chairwoman with her responsibilities
- Assist in identifying speakers or programs for monthly meetings

Secretary:

- Take and keep minutes of all meetings.

Treasurer:

- Receive, manage, and distribute the money of the chapter.
- Generate an annual budget for review and approval by the chapter
- Present an accounting at each business meeting
- File reports as required by section or international

Director:

- Assist the chairman as requested

Nominating Committee:

- Identify members to run for office for the next term

Please consider running for office to support the 99s and our chapter. No experience necessary (treasurer should have some basic accounting knowledge). Terms are for two years and student pilots are eligible. The chapter offers support and mentoring for anyone needing it.

Please reply by April 1, 2025 to Marcie Smith (marcie.smith.home@gmail.com) or Pat Gregory (plowers@pacbell.net) if you can run for an office.



2025 Flyout Planning and Hosting

From Pat:

Thanks to everyone who jumped in to create a flyin schedule for 2025 - we really appreciate you making the effort. Here is what we came up with. It shows the month, the event, and the Host. Where the Host is blank are months we need someone to step up and offer to take that on.

Many will ask what is involved in hosting a flyin so here is an explanation of the duties involved. Many thanks to all who offer to help keep this tradition alive.

Hosting a flyin: You are not required to attend that flyin if you are hosting (but if you possibly can, it would be nice)

1. Decide what the day you want the flyin to occur. We usually fly on the 3rd Sat of the month, but this is not mandatory. If a Sunday or different Sat works best for you, that's fine. We keep flyins on weekends as most of our members work during the week and it's hard for them to get away to fly somewhere.
2. Look for conflicts with holidays, SW Section meetings, International Conferences. We can't avoid every possible conflict but do your best. Remember, you don't have to attend, just organize it.
3. Check out the nearest restaurant (on the field is always preferred). Call them and make sure they are still in business and will be open that day. Ask if they need reservations (we usually have 4-10 people show up, but it can vary) If there is no restaurant on the field, judge how far one is (for example, Oceano has some in easy walking distance) Remember we have some aging members who can't walk far (NOT referring to me! If you can, arrange for transportation. I.E., scouts, CAP kids, spouses, friends, etc. Call me if you need help with that.
4. Get airport info: Airport code, location, tower/Ctaf frequency, runway length, pattern altitude. Avoid non-paved runways as some insurances won't cover landing on grass or gravel.
5. Create a small writeup - one paragraph is fine with all of the airport information you collected and a date and time, and location on the airport to meet. Include your contact information (email and phone) Also include fuel availability and prices, especially now that some airports no longer carry 100LL and most planes still require it.
6. Make a list of who signs up, the plane ID, so we can watch for them, and how many passengers so you can make reservations.

THAT'S IT. Easy, peasy. And anyone can do it - you don't have to be a pilot, just use this email to organize it. Any and All who are willing to Host are VERY welcome and I'll gladly help you as much as I can.



Chapter Flyout Schedule

Here's the list for 2025:

Date	Location	Host
March	Petaluma (O68)	Pat Gregory
April	New Cuyama (L88)	Debby Cunningham
May	Mojave (MHV)	OPEN
June	Willow (WLW)	Sal Valdes
July	San Luis Obispo (SBP)	OPEN
August	Minden (MEV)	Nancy Sliwa
September	Oceano (L52)	Louise Mateos
October	Shelter Cove (0Q5)	Nicole Laberta
November	Harris Ranch (3O8)	Pat/Laura/Marcie
December	Nevada County (GOO)	Diane Gaskill

February Fly-in Report

On February 15, 3 SCV99 airplanes met at the Breezy's Wings and Wheels Restaurant for lunch. Marcie Smith and Debby Cunningham flew with Marcie's friend Bruce. Mary McEnroe flew with safety pilot Sal Valdez and was able to get four practice approaches in that day. Louise Mateos flew with student pilot Sandra in Sandra's airplane. The service was great, the food was delicious and filling and the company was excellent!





(At least one out of these three is actually helpful)



FAA reinstates 'Notice to Airmen' name

The FAA announced on February 10 that “Notice to Air Missions” will revert back to “Notice to Airmen”



FAA Announces Charting Changes

The FAA also announced that it will be updating aeronautical charts and databases to include the names The Gulf of America and Mount McKinley, replacing the Gulf of Mexico and Denali, respectively.



CBP releases guide to assist general aviation with reentry

The guide spotlights four steps: feasibility check, pre-arrival processing, arrival processing, and post-arrival analysis of the CBP experience. The highlights include frequently asked questions as well as areas of discussion and required forms and procedures.

Download the guide:

https://www.cbp.gov/sites/default/files/2025-02/25_0206_cbp-ga-lifecycle-fact-sheet.pdf

CHAPTER BOARD 2023-2025

Chair Louise Mateos
Vice-Chair Mary McEnroe
Treasurer Maki Yu
Secretary Collene Melvin
Director Debby Cunningham
Nominating Committee
Marcie Smith
Pat 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 Yu
Student Pilots Mary McEnroe
99s News reporter Carol Munch
Website/Google Docs Brittany Sabol
Events/Programs

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: nowasabiplease@gmail.com



venmo

Upcoming SWS and International Meetings

Date	Meeting	Host/Location
March 28-30, 2025	2025 Spring SW Section Meeting	Hosts: Rio Colorado Chapter Location: Laughlin, NV Registration link
July 9-13, 2025	2025 International Conference	Location: Burlington, VT Registration link
October 2-5, 2025	2025 Fall SW Section Meeting	Host chapter: Monterey Bay Location: Monterey, 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

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