



The Windsock

Published by: The Ninety-Nines, Inc.
International Organization of Women Pilots
Santa Clara Valley Chapter
April-May 2024

Join us on our next flyout, May 18th Santa Maria

RSVP to Sunni Gibbons sunnig40@comcast.net or text to (805) 698-0534. Please include your name and N# in your reply as well as number of people in your party.

SMX: ATIS-121.15; Ground- 121.9; Tower -118.3; Approach and Departure -124.5

Upon Departure, Tower will get you a flight following frequency from the ground. Tell them on first call up that's what you'd like.

Transient parking is at the Restaurant - Pepper Garcias (Mexican food) or at the Radisson. Radisson is about a 5 or 10 minute walk, restaurant parking is right there. Diane Pirman and Patti Lynn will be your on-site hosts. I will give them a headcount for restaurant reservations at noon. Flight time from SJC or RHV is about 1 hour 20 min in a C182, not accounting for any winds. Saturday the 18th forecast is for sunny and a high of 72. We could invite Monterey and/or SLO chapters to join us. Those interested in seeing the Flight Museum should so indicate in their RSVP.



Registration is Now Open!

Click for detailed event information and to register:

[Fall 2024 SWS Meeting Registration](#)

Southwest Section of the
Ninety-Nines, Inc.

September 20-22, 2024
optional activities begin September 19

Paso Robles, CA
Hosted by the
San Luis Obispo County 99s

(click image for link)

Total eclipse of the heartland: Viewing the 2024 Great North American Eclipse from southern Indiana

By Rhonda Glennon

On Monday, April 8, 2024, much of North America, including California, experienced a partial solar eclipse, but a path of totality stretched from Mexico to Canada and across many states. Because that path ran through southern Indiana, just north of Louisville, Kentucky, where I grew up and where my father still lives, I planned a visit.

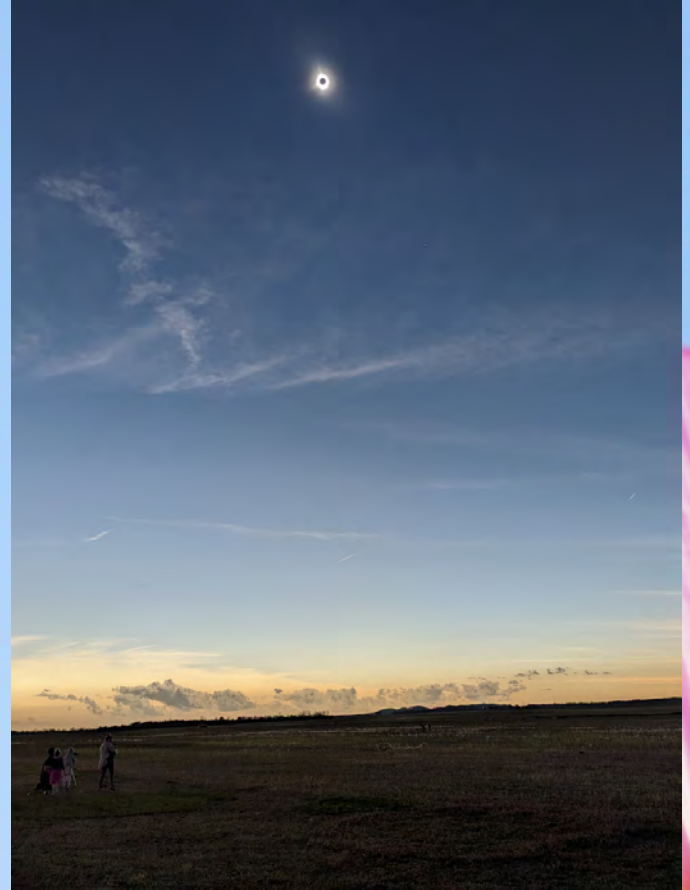
While Louisville was going to have a 99% partial eclipse, the one extra percent makes a difference in what you experience. To get into 100% totality, my dad and I drove to Seymour, Indiana, which is about 70 miles north by Interstate 65. The eclipse-day weather was pleasant, with light winds, scattered high clouds, and a high temperature of around 77 degrees. The warm, clear day was sandwiched between days of rain and thunderstorms.

Traffic from Louisville to Seymour flowed well, other than a backup where I-65 North is reduced from three to two lanes. We arrived in Seymour at around 1 PM, an hour before the start of the partial eclipse and two hours before totality. A sign in front of a Taco Bell greeted us with, "Total eclipse of the heartland".

The city of Seymour hosted its eclipse-viewing festival at Freeman Field Municipal Airport (KSER), which has a Ninety-Nines compass rose. Vehicle parking was among storage buildings and old tie-down areas leftover from its days as a WWII training field. The designated viewing area was along a decommissioned runway and grass field that are now used for radio-controlled model aircraft operations. To augment the painted X markings on the runway, the city placed a large, generator-powered flashing X nearby to ensure no aircraft attempted to land in the spectator zone. With the nice weather and the fact that KSER was a recommended fly-in destination on aviation-related eclipse websites, I was expecting lots of plane-spotting opportunities, but I saw only four planes taking off or landing and one powered paraglider flying around in the hours I was there.

Food vendors, a live band, and two Louisville television stations were set up in the viewing area. An astronomy organization offered educational activities and had several telescopes pointed at the sun. They projected the telescope images onto paper for safer viewing, and I understood why as I watched one of the members light a cigarette using the heat from the eyepiece!

In the minutes before totality, the crowd of a few hundred started cheering as the sky darkened. Lights turned on automatically around the hangars and other buildings on the airport property. When totality arrived at 3:07 PM, there was a 360-degree sunset and it got noticeably colder; the air temperature dropped by seven degrees.



Total eclipse of the heartland

Continued

During the period of totality, it's safe to look directly at the sun. There was a white ring of sun around the black circle of the moon, and Venus was visible just to the bottom right. The darkness, stars in daytime, and the wrap-around sunset were my favorite parts; you experience those only in totality.

After just over three minutes, sunlight started peeping out again and we were back to a partial eclipse. Within minutes of totality's end, people were packing up, and Google Maps showed heavy traffic on I-65 South.

To let traffic pass, my dad and I watched the remainder of the partial eclipse from the airport and then took in some tourist areas. Seymour is possibly best known for being the "small town" that John Mellencamp sang about in his 1985 song of the same name. We drove by Mellencamp's childhood home, which is a small brick house in downtown Seymour that is now an Airbnb, and Mellencamp Plaza, a park with mural on the side of a brick building with paintings of the musician and the song's lyrics, "I was born in a small town". We also spent time in the nearby Muscatatuck National Wildlife Refuge.

Despite departing Seymour more than four hours after totality ended, traffic was still slow on the interstate, so we took US Route 31, a two-lane highway, all the way back into Louisville. We got home just before 9 PM, making it a 10-hour day.

While total solar eclipses happen somewhere on earth every few years, it's another 21 years until the next Great North American Eclipse, which passes from California to Florida in 2045.



1967 V35 Bonanza, 1/3 share for sale SJC

N3799Q, hangared at KSJC \$350/month + \$110/hour dry

\$48.5K includes 1/3 share of \$12K engine reserve



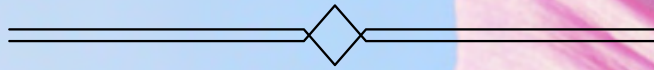
GNS 430W, STEC autopilot with altitude hold
G5 DG/HSI, G5 Attitude indicator, GTX 345 transponder
JP EDM engine monitor, Hartzell scimitar prop, yaw
damper, electric tow, Continental IO-520-B/BA, 300HP
2480 TTAF, 800 SMOH

Contact: Joyce Willis 408-340-3650
willis_joyce@yahoo.com



Update- Cherish Wurts

In March of 2022, I started training towards the Private Pilot License in a Cessna 152. Little did I know how challenging but fulfilling the journey would be. Two types of planes later, two instructors later, and nearly two years later, I came tumbling into Specialized Aviation a bit nervous on the morning of February 29th. Before I knew it, the checkride had begun and towards the end of the flight portion, my nervousness turned into excitement, thinking about the prospect of being a Private Pilot. Less than an hour later, I stood staring at my temporary airmen certificate, and I knew all of the ups and downs, sweat and tears were worth it.



Congratulations

Nobi and Maki



**on winning the 2024
Amelia Earhart Memorial Scholarship**



Tehachapi Flyout - March 2024

By Pat Gregory

Saturday, March 16 was a beautiful, clear sky day and ten 99s decided to fly to Tehachapi in the mountains near southern California. They came from Palo Alto, San Jose International, Santa Fe, and Arizona. The airport is at 4000 feet in a lovely valley south of Bakersfield and has a 4000ft runway. As you are landing on 29 you get to look at a hill covered with windmills spinning softly in the wind.

The skillful travelers were Laura Del Favero and Pat Gregory in 618MK, Nancy Sliwa, Marcie Smith, and Susan Larson in 868M, Debby Cunningham with two students - Yi and Valeria in 6161N, and Louise and Miguel in 53KP. It was a short walk through a neighborhood and across railroad tracks to a delightful restaurant called Village Grill where we were treated like royalty. The food was excellent and plentiful and the waitress delightful and efficient. I'm sure this will be on our next flyin list and hope others join us for a worthwhile experience.



Editor's Note: It was an overcast and very windy day in Tehachapi.

Cameron Park Flyout - April 2024

By Debby Cunningham

A beautiful CAVU day dawned on April 20, which brought three airplanes on a fly out to Cameron Park. In 6161N was Debby Cunningham and Carol Munch, in 618MK was Pat Gregory and Laura Del Favero, and in 8085W was Mary McEnroe and friend Nick.

The six of us hurried across the 2 Lane Hwy (after looking both ways) to a wonderful Thai restaurant. Robert was a great host, a highly recommended place for lunch or dinner.

We all enjoyed the challenge of the terrain, the sloping runway and the camaraderie of fellow aviators.



Spring 2024 Section Meeting Report

May 3-5, 2024
Carson City, NV

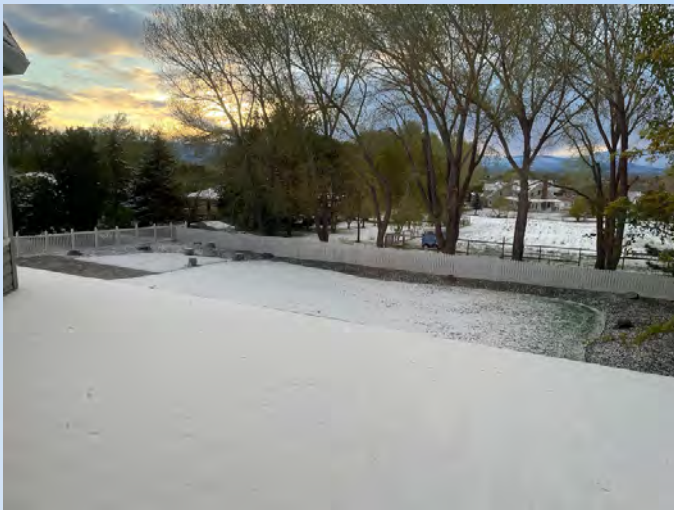
A Friday night welcome reception was held at the Nevada State Governor's Mansion

The Saturday morning business meeting was held in a hangar at Carson City Airport

- The Governor, Vice-Governor, and Treasurer gave reports on the SW Section
- Pat Pretiss gave a report from Ninety-Nines International
- Chapter reports were read
- The ratification of the changes to the standing committees in the Southwest Section Standing Rules was passed by the membership
- Kim Ernst read a tribute to Pat Chan, thanking her for her four years as Governor
- The new Southwest Section Officers were installed. These new Officers will begin their term on July 1, 2024

It snowed on Saturday!

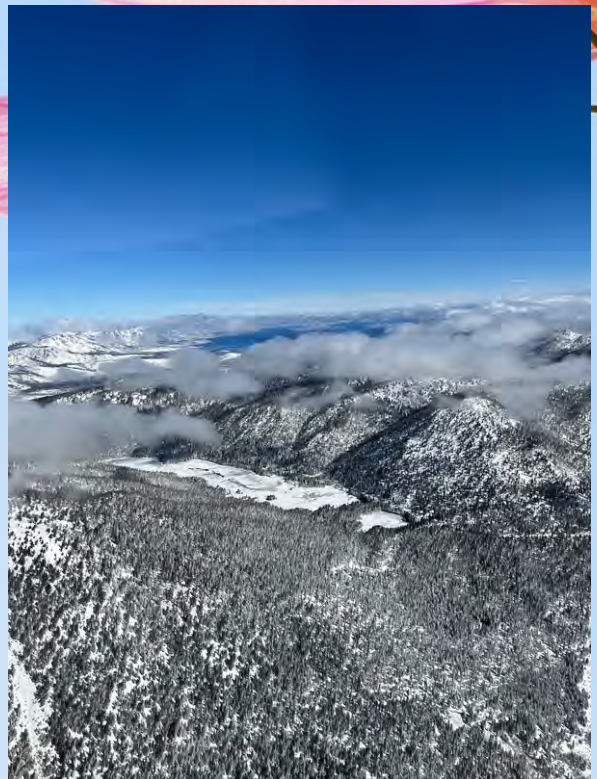
Saturday night we returned to the hangar at Carson City Airport for the banquet. The speakers at the banquet were from the Perlin Project - a non-profit climate and aerospace research project. They currently hold the world record of soaring to 76,124 ft in a specially built glider adapted for flight into the stratosphere.



Sunrise the morning after it snowed



735ZA getting ready to depart MEV



Snowy mountaintops with Lake Tahoe in the distance

Chapter Flyout Schedule



Come Fly With Us! Help plan and participate in our chapter fly-ins! We hope to see you at the next fly-in.

2024 Flyout Schedule

Date	Destination	Host
May 18	Santa Maria (SMX)	Sunni Gibbons
June 15	Red Bluff (RBL)	*need host
July 20	Minden (MEV)	Nancy Sliwa nancy@слиwa.com
September 21	Columbia (O22)	Carol Munch camunch2@gmail.com
October 19	Woodlake (O42)	Louise Mateos louise.mateos@sbcglobal.net
November 16	San Luis Obispo (SBP)	Marcie Smith marciesmithhome@gmail.com
December 14	Petaluma (O69)	*need host
January 18, 2025	Whale watch flight (WVI)	Pat Gregory plowers@pacbell.net

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

TBD



CHAPTER DONATIONS

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 Yu for PayPal instructions or mailing address: nowasabiplease@gmail.com



Upcoming SW Section and International Meetings

Date	Meeting	Host/Location
July 3-7, 2024	2024 International Conference	Vancouver, BC, Canada Registration Link
Sept 20-22, 2024	2024 Fall SW Section Meeting	Host chapter: San Luis Obispo Location: Paso Robles, CA Registration Link
January 25, 2025	2025 SW Section Winter Workshop	Host chapter: Antelope Valley Location: Lancaster, 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

ladelfavero@gmail.com