



The Windsock

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International Organization of Women Pilots
Santa Clara Valley Chapter

Push To Talk

As 2025 winds down, I am looking forward to attending my first Santa Clara Valley 99s holiday party next month. It's hard to believe that I have been a member for 10 years, and this is the first year I will be in town to attend. I hope to see many of you there as we gather to celebrate the holidays and the end of another year. I'd like to extend a big thank you to Pat Gregory, who has worked hard to coordinate with the restaurant and keep the cost reasonable. Maki, our Chapter Treasurer, was a big help with the budget. We've also had some generous donors offer to pay for a meal for someone who would like to attend, but can't afford to do so. If you're interested, please let me know. We will accommodate as many as our donations can cover.



Those who attended our October meeting heard a presentation from two San Jose State students who joined our membership committee even before they are eligible to join the Ninety-Nines. We love having them participate and look forward to when they can officially join as student pilot members. Shubkarman and Delaney did a nice job summarizing all the ideas the membership committee came up with to connect outside of the meetings and monthly fly ins to build friendships and support each other in our aviation pursuits. Following their presentation, the Chapter discussed ideas of interest and added a few new ones to the list. Overall, we received positive feedback and will be putting together a list of activities Chapter members (or friends of the Chapter) can volunteer to organize. We hope everyone will consider volunteering to host something that interests you. And if there is something you'd like to organize that is not on the list, we encourage you to do so! Watch for more information soon, as we would like to start filling out our Chapter calendar for 2026.

While my instrument rating has been delayed, I am excited that we have had so many member achievements this year. We celebrate the new ratings with cupcakes at our monthly meetings, which has been a big hit. If you're working on a rating, let us know when you pass so we can celebrate your success! And don't forget to send a brief write-up and a photo to Laura Del Favero for the Windsock and to me for our Facebook and Instagram accounts.

Our November meeting will be held on November 20th at the Palo Alto Airport. We will have a Thanksgiving-themed potluck at 6 pm, prior to the start of the meeting. I hope to see you there and at the annual holiday party.

Mary McEnroe
Chapter Chair
chapterchair@scv99s.org
(408) 386-7369



SCV99s ★ Annual Holiday Party

EVENT DETAILS

Date and time: Thursday, Dec 11, 2025 at 6 pm

Location: Three Flames Restaurant 1547 Meridian Ave., San Jose, CA 96125

Price: \$45 per person - advanced registration required

Click the link for more information and to register:

[Annual Holiday Party - Santa Clara Valley 99s](#)

Registration deadline December 1, 2025

Member Achievements

Sal: Commercial ASEL

Louise Mateos received the Woman Pilot of the Year award at the Fall SWS meeting



Joan Li: First Solo

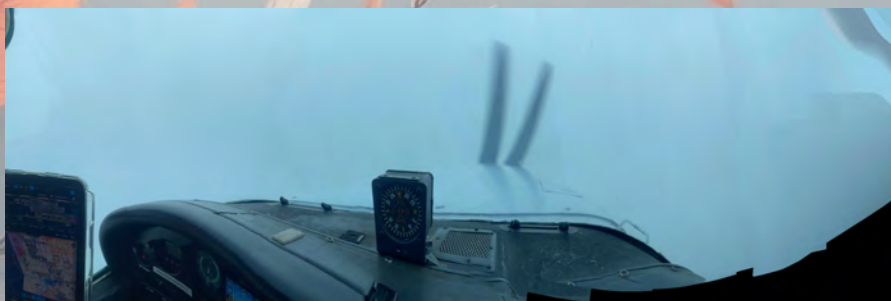


Nicole Laberta is our Chapter's newest CFI!

Nicole Laberta joined our Chapter as a student pilot just over a year ago. She has been actively pursuing her ratings and passed her CFI checkride on November 5, 2025. While the weather was beautiful for the checkride in Bakersfield, Nicole flew 2.5 hours each way in actual IMC to get there and back! (She took another instrument rated pilot along for safety. Great ADM!)

Nicole says "This journey keeps getting better and better!! I'm really looking forward to this next phase where I will get to teach people how to fly as they discover the joy of aviation. I'm feeling so grateful and thankful, and so blessed! I've learned from the best and am so excited to be here."

Let's all congratulate Nicole on this achievement!



Chapter Events

September Meeting with SJC Deputy Airport Director



Southwest Section Meeting in Monterey



Chapter Events

Palo Alto Airport Day

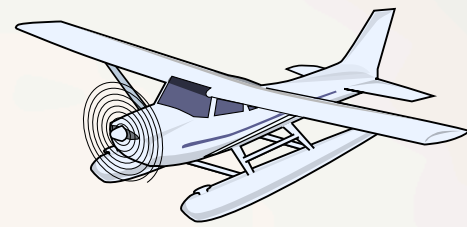


Paso Robles Fly-in



Seaplane Summer School

By Sal



After joining our chapter chair at Taplands for some liquid ballast, my partner and I toddled home with notions of higher education. Mary conveyed the unmistakable polish, the poise, of the old guard of aquatic aviation. The *éclat* of a Kenmore alumnus. Envious, we found ourselves contemplating the feasibility of matriculating at that elite institution. A call to the administrative offices assured us the criteria (or rather criterion) was about \$3500.

Come August, we abandoned the petty theatre of the Bay Area for Seattle, the preeminent cradle of seaplane mastery. From our dorms at the renovated middle school, we woke every day at the crack of 8, served ourselves coffee from the repurposed principal's office, mounted our borrowed 10-speeds to follow the river trail. With deer drinking from the riverbank and curtains of wild blackberries lining the trail, it was easy to forgive the bicycle's unilateral shifting and inexplicably sticky grips.

Upon arrival at the base, we occupied ourselves pumping the bilges of our respective aquadoodles, twiddling interconnect springs, and generally marveling at the confluence of plugs and pulleys that proposed to take us skyward.

After an amount of time, one or both of our instructors would arrive and begin the deliberation: licking a finger and holding it overhead, staring contemplatively at the fractional shiver of the waterline at the dock, and asking passers by "Pretty rough out there?". When it comes to aquatic aviation, ADM is a delicate meteorological communion, which we awaited like the supplicants at Delphi and exhaled in unison when our oracle proclaimed that we could ...see how it goes.

The planes were maternally forklifted off the parking lot and plopped onto the boat ramp like rubber ducks at bath time. Unlike land-based aviation, there's not a lot of waiting around once the ropes are off. It all feels a little transgressive. I invite you to close your eyes and imagine climbing into your plane and allowing it to drift organically across the tarmac as you start the engine. Still off the brakes, you jam on the pedals so as not to hit parked airplanes and roughly point toward the hold-short line while the wind makes most of your decisions for you. Now imagine you run-up the engine as you accelerate askew onto the active runway. Just for completeness, sunburned vacationers drift idly through the movement area, raising their beers as you pass. And you're off!

For the unfamiliar, I need to explain that airplanes have an innate desire, a primordial calling, that becomes stronger and more irresistible at: A. high angles of attack, B. high power settings, and C. low airspeeds. A seaplane climbing off a lake achieves the trifecta. You're best off accepting this and planning your navigation Zoolander-style. At one point, my instructor assigned a Dutch Roll. The result was like a live fish thrown onto a dock. I assume she was going for the touch-a-hot-stove pedagogy.

Seaplane Summer School, Continued

Landing a seaplane is simple. Align the plane with the centerline, a dynamic compromise between best-wind and fewest inebriated boaters. Now attempt to hold altitude. Emphasis on “attempt”. Channel the excruciatingly dense deer-in-headlights student that you buried in private training, and neglect your altimeter. As the inevitability of the water becomes imminent, give the throttle the apologetic nudges of a true novice. And there you have it. The sensation of contacting the water transported me to childhood: leaping off the diving board with careless abandon, the momentary silence of the other pool partiers, and the vast smoothness of my 8-year-old torso meeting the vast smoothness of the water’s surface. The point is, there’s no greasing it in.

After a few rounds of splash-n-goes I was ready to defend my thesis. Under the scrutiny of Jay Todhunter I explained the difference between a sister keel and nun buoy, the perils of not pumping your floats before a cold night, and the date on which Earl Dodge Osborn, sitting idly in his bath, discovered water displacement. The flight itself was awkward. Remember the visualization we did earlier? Drifting around the movement area with no brakes? Add a DPE. But. Minimum standards are, in fact, still standards. And now, printed between the majestic foreheads of Orville and Wilbur Wright, there for future flight school receptionists to look at and go “huh” are the words “SINGLE ENGINE LAND & SEA”.



Professional Pilot’s Leadership Initiative

by Sara Gagne



The 99's offers an incredible and affordable professional mentoring program known as the Professional Pilot's Leadership Initiative (PPLI). Open to any woman who holds a commercial pilot certificate or higher, the program has so many pilots from around the world with varying backgrounds to learn from. I recently graduated from this 18-month long mentorship program and it really changed my confidence and leadership skills.

The first 6 months are your "Captain's" phase, where you are the mentee, paired up with a primary mentor. The following 6 month phase is known as the "Captains Circle" where you engage in discussion posts about a variety of aviation topics. Finally, the program concludes with entering the "Navigator" phase, where you are now a mentor to a new mentee entering the program.

This 18 month long program helped me refine my leadership skills and feel confident in being a mentor for another woman pilot. I highly recommend any 99 members eligible to try the program. For a small cost of \$45, it has provided me with endless benefits and connections.

Flight Line Marshaling

by Louise Mateos



As a general aviation pilot, you most often expect to find your own parking at a new airport, navigate there safely, and avoid other aircraft and obstacles on the ramp. But, occasionally, you might find yourself confronted with a flight line marshaller—typically an FBO employee—who will direct you to park in a particular spot, which may or may not be marked. So, let's review how to follow those directions safely.

Flight line marshaling involves guiding aircraft safely on the ground using standardized hand signals, paddles, or wands. Marshaling helps prevent ground collisions, ensures proper parking alignment, and contributes to ramp efficiency and safety. While there are several hand signals listed in the Advisory Circular AC-00-34B, the ones you will see the most often are shown below:

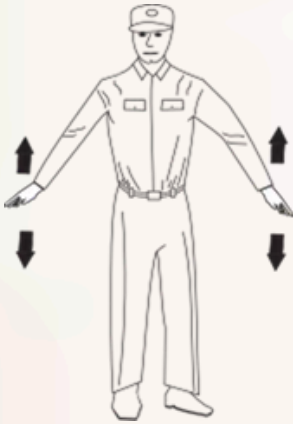


First, you will see a person put their hands up facing out in the direction of the designated parking spot. You may need to maneuver your aircraft 90 degrees or even 180 degrees so that you are facing that person. As you approach the parking spot, you may see that person move their hands forward and back in a “come here” motion or direct you to turn left or right by pointing to your left or right with the appropriate hand.



Flight Line Marshaling, Continued

When you get to the appropriate spot, the marshaller will signal you to stop by slowly putting their hands over their head in a big X. If they wave their hands back and forth over their heads in a big X, that's a signal to make an immediate/emergency stop.



One other signal to remember is this one, which means "slow down". Remember, you don't want to be taxiing faster than a walk, and you should be slowing down as you approach personnel on the ramp.

Pilot responsibilities

- Maintain a slow taxi speed
Taxi at a walking pace or slower. Be prepared to stop immediately.
- Keep eyes on the marshaller
Use clear sight lines and follow their instructions precisely. If you lose sight of the marshaller or feel unsure or unsafe, stop and request clarification via radio or signals.
- Confirm signals
Know the basic standard signals, or use radio as a backup to confirm intent (especially if visibility is poor or gestures appear to be non-standard).
- Watch for obstacles
Keep scanning for vehicles, personnel, tie-downs, cones, chocks, and other aircraft. Be particularly cautious of wingtips and prop clearance. You are still PIC.

Some closing thoughts

Good marshaling relies on mutual awareness and respect. The marshaller's job is to ensure safety on the ground, but it's up to us pilots to stay alert, professional, and communicative. A brief wave or thumbs-up after shutdown goes a long way in showing appreciation for their work. Some of them also like chocolate.

By understanding the basics of marshaling, maintaining vigilance, and supporting clear communications, you, as a pilot, contribute significantly to safe and efficient flight line operations, wherever you may land.

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 COMMITTEE CHAIRS

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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: treasuret@scv99s.org.

CHAPTER CALENDAR

Chapter Meeting Thursday November 20

Our next meeting is scheduled for November 20th at the Palo Alto Airport. At our October meeting, the membership committee presented some ideas to increase membership and build connections across our members. One suggestion was a Thanksgiving theme potluck. A sign-up sheet will be coming soon, but please mark your calendars to attend the potluck at 6 pm. We will also have a presentation from Sara Gagne on aeromedical factors at 7 pm.

Fly-in to Half Moon Bay Saturday November 15

Pilot Light Café – on the field
Plan to arrive at 11:30

Contact Pat Gregory if you will come.
plowers@pacbell.net

If we can't get into Half Moon Bay, we can drive to lunch at Eureka Restaurant in Cupertino. Let Pat know if you can make it.



venmo

Upcoming SWS and International Meetings

Date	Meeting	Host/Location
January 31, 2026	2026 Winter Workshop	Host chapter: Palomar Location: Carlsbad, CA
Spring 2026	2026 Spring Section Meeting	Host chapter: Coachella Valley Location: Palm Springs
July 8-12, 2026	2026 International Conference	Location: San Diego
Sept 24-27, 2026	Fall 2026 Section Meeting	Host chapter: Las Vegas



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