



The Windsock

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International Organization of Women Pilots
Santa Clara Valley Chapter
August/September 2023

Push To Talk

Hello to my community of fellow aviators! I love participating in our flyouts—whether it's flying myself, bringing a family member, or offering a seat to a student—and also getting to revisit airports I've seen in the past or explore the environs of a new-to-me airport. Plans through the rest of the year include Lampson Field (Lakeport) on September 17, and then tentatively Shelter Cove, Santa Ynez, Willows, and Watsonville (in January). I hope you can take advantage of these opportunities as well—let the host of the month know if you are coming, have extra seats, or are in need of a ride.



I find that being part of a community (or two) helps keep me motivated to stay current, make progress in my aviation pursuits, and provide an outlet for giving back. In addition to the 99s, I am deeply involved with the Civil Air Patrol and also support CalDART. What are some other communities you belong to that support your aviation goals? Come share your discoveries at one of our monthly meetings.

We do have some other community activities coming up this month as well. Girls in Aviation Day at Reid Hillview Airport on Saturday, September 23, and Palo Alto Airport Day on Sunday, September 24. I hope to see you there, whether as a volunteer or a participant. Bring a friend!

Louise Mateos
SCV 99s Chapter Chair
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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:

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Lisa Corsetti**

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SANTA CLARA VALLEY CHAPTER INFORMATION

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TBD

Oshkosh 2023

By Marcie Smith

This year, I was very happy to get to go to EAA's AirVenture, more commonly known as Oshkosh. It was not my first time but it had been 5 years and I was really looking forward to it.

Nancy Sliwa's husband Steve had reserved rooms in Appleton last year. (You have to plan about a year ahead of time because it gets so busy during AirVenture.) It turned out that he couldn't go and so it ended up being Nancy, me, and Wendy Whitsell, a 99 from the Columbia Cascade Chapter who had met Nancy through airplane purchase interchanges. Nancy and Wendy now both own Cirrus SR22T airplanes and I recently got signed off to fly one as well (thanks to flights with the Sliwas and some checkout flights at WVFC). The plan was that we'd share the flying; our destination being Green Bay since that's the closest we could get to Oshkosh/Appleton and rent a car.

Sunday, July 23 I flew my airplane to Minden, NV. Within about 10 minutes, Nancy and Wendy landed in Nancy's N868M (named Marshall). Nancy had been north visiting her daughter and so it was easy to bring Wendy with her. We coordinated a bit about logistics on Sunday afternoon. Susan Larson drove in later Sunday afternoon on her way back to Santa Fe. Wendy had brought tons of food and so we had a delicious curry chicken dinner thanks to her while we caught up with Susan. Susan was staying until Wednesday morning to watch the Sliwa dogs (her dog is good friends with them) until Steve came back from a trip Tuesday night.

Monday morning Nancy had the first leg from Minden to Rock Springs, WY. Nancy and I had stopped there on our very first trip to OSH back in 1991. This time they were giving out BBQ'd hamburgers to all folks on their way to Oshkosh and so it was a great stop. The flight was good; a few scattered showers over the mountains but good VFR. Wendy had the leg from RKS to Sioux Falls, SD with good weather and some tailwinds. We had tentatively planned on this as our overnight and so we went to a hotel downtown that Wendy had researched and went to dinner nearby. A very nice FBO and a good stop.

Tuesday morning, I had the leg from FSD to Green Bay, WI. No weather at all but the visibility dropped due to haze (and maybe smoke from Canada). Still, it stayed VFR and we had no trouble getting in. We picked up our car and drove to Appleton. While Nancy relaxed at the hotel, Wendy and I drove to Neenah, a small town at the north end of the lake that Oshkosh is on (Lake Winnebago) and walked along the marina, and visited a small but lovely glass museum. It was hot and humid – and stayed that way our entire time in Wisconsin. We had dinner at a lovely steak house in Appleton (Lombardi's – the Green Bay Packers are everywhere in WI).

Wednesday we aimed early to beat the traffic. (A blog we read said it took 2 hours to get there on Monday morning). A terrific thunderstorm made the drive challenging (thanks Nancy for being a good driver!) but it was mostly gone by the time we got there and there wasn't much traffic. In fact, we found that some things don't open until 10 am so we had lots of time to walk around. On the Boeing ramp for display aircraft, I especially liked the NASA Superguppy; the Boeing Dreamliner was the other big star that day. We went to a talk on flying to and from Canada (my big lesson was that Canada doesn't accept Basic Med L) and then met the other women pilots for the WomanVenture picture. Seems like more and more every year, which is great. After lunch, we visited the exhibit halls, and took advantage of the VIP room at the Cirrus tent which had snacks, cold drinks, and coffee – and Air Conditioning! 86-92° with humidity in the sun is pretty hot and we visited the Cirrus place a lot while we were there. We headed home fairly early (we did not stay for the evening fireworks I'm afraid) and ate leftovers from Wendy's food for dinner. A good day.

Thursday we took the time for breakfast before heading out and still had very manageable traffic. Wendy went to a talk on Garmin pilot and Nancy and I did the flymarket, the FAA tent, and the warbirds area. We talked to the Corsair pilots but they had no data about radio chatter we had heard as we flew north of Scottsbluff – there was a Corsair pilot who couldn't get his gear down and was burning off fuel. We never did hear anything about that so maybe the gear came down. Walking back from the museum, we got a ride from a nice guy in a golf cart and when we found out we were all going to the Seaplane Pilots Corn roast that night, we coordinated to get a ride from him for that as well. While relaxing at the Cirrus tent, we talked with Robin Hadfield (99 president) who was taking her break from the heat there as well. It wasn't as pretty as the seaplane base (which we made it to on Friday), but it was shady and fun. I had the typical WI meal – brats, fresh corn on the cob, and beer.

Friday morning, Wendy headed to the flight line to watch and listen to the planes taking off and landing. Folks departing and arriving while 2 Ford Trimotors were giving rides made it busy. Nancy and I did the NASA tent, the Embry Riddle tent, and some shopping at the EAA store before meeting Wendy for lunch. Then we took the tram and bus out to the seaplane base where it is shadier and cooler. Much quieter and less busy and we timed it well as several seaplanes took off and did flybys while we were there. That was the end of the day (and the end of Oshkosh) for us – another hot day. We had dinner at a nice restaurant and watched a very lit up thunderstorm from the hotel that night.

Saturday morning we had breakfast at the hotel. The NASA contingent was at our hotel and although there was no one there from Ames, it was fun to talk to them. We arrived at GRB about 8 a.m. but unfortunately, we had issues with the airplane. Turned out to be battery issues which we dealt with with GPU starts until we got to where there was a new battery for us. Nancy flew GRB – Aberdeen, SD; Wendy flew ABR to Billings, MT, and Marcie flew BIL to Logan, UT. Great weather the whole day and beautiful flights. The FBO at Logan had the battery waiting and gave us rides to a hotel in town where we caught a quick dinner.

Sunday morning there was some confusion about the mechanic (it was Sunday morning after all) but he showed up and got the battery in and we were off with Nancy in the left seat for home (MEV) by 11 a.m. Steve met us at the airport and we had lunch at the Taildragger café before touring the new hangar that the Sliwas are having built. Steven drove Wendy up to Reno for her flight back to Portland while Nancy and I napped. Dinner in town and then helped Steve put his sailplane away for its annual. A lovely sunset and a great trip. I flew home in my C182 Monday morning with no issues.

Oshkosh is about the airplanes, the talks, the airshows, the new products being shown (I may need a new headset); but it's really about the people. The people you chat with at a picnic table over lunch, at the airports, at the hotel – everyone has a great story on why they came and how they got there. The energy from the crowd is contagious and I am very happy I made it this year! Thanks Nancy and Wendy!

Oshkosh 2023 Photos



The WomanVenture photo with the Boeing Dreamlifter in the background.



The NASA SuperGuppy and the busiest Airport Control Tower in the world!



The Seaplane base.



Wendy and Robin in the Cirrus VIP room.



Marcie and Nancy at AirVenture!



JOIN THE SANTA CLARA VALLEY 99S
FOR OUR ANNUAL

Holiday Party

DECEMBER 14
AT 6:00 PM

THREE FLAMES RESTAURANT
1547 MERIDIAN AVE, SAN JOSE

Cost is \$54 per person. Please RSVP to Pat with the number of people in your party and the type of entree for each person.

Please fill out this form and send it with a check made out to SCV99 to Pat Gregory

RSVP by **December 7** to
Pat Gregory 1478 Primrose Way Cupertino 95014

Name: _____

How many people total in your party (family and friends welcome)? _____

Email or Phone # _____

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

3 Flames Steak _____
Salmon _____
Mostaccoli (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.

Chapter Fly-in Schedule



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

We have had an amazing turnout at our fly-ins this summer. It has been wonderful to see so many people and airplanes. We hope to see you at the next fly-in.

Date	Airport	Host
September 17	Lampson Field (Clearlake) (102)	Louise Mateos
October	Shelter Cove (0Q5)	NEED A HOST
November	Santa Inez (IZA)	Mary McEnroe
December	Willows (WLW)	NEED A HOST
January 13, 2024	Watsonville (WVI) - annual whale watch	Pat Gregory

LET'S GO
Flying

September Fly-in

We will fly to 102 - Clear Lake (Lampson/Lakeport) on SUNDAY, September 17. This is hosted by Chapter Chair Louise Mateos, so please contact her if you plan to attend, need a ride, or have seats. louisemateos@sbcglobal.net

Plan to arrive at 12 noon and meet in the transient parking area

102: elevation 1380; patten alt 2180 CTAF 122.8 AWOS 118.35

We'll have lunch in the Sky Room at the airport.



July Fly-in to Minden

By Nancy Sliwa

On Saturday, July 8, Nancy Sliwa hosted a successful fly-in for the SCV99s to Minden, NV. Pat Gregory, Laura Del Favero, Caroline Hoge, Marcie Smith, and Louise Mateos braved the flight over the Sierras to drop into the lovely Carson Valley where sits Minden Airport (KMEV.) Several other 99s from both the Reno Chapter and the Lake Tahoe Chapter joined the fun including Susan Harper, Neita Montaguw, Susan Kennedy, Nancy Sliwa, Linda Mae Hivert, Sandy Goetze, Penny Woods, Lynn Meadows, and Bliss Knight.

We had a table for 15 at the popular Taildragger Cafe adjacent to the Minden ramp. We basically took over the restaurant, and the waitress did an excellent job, even giving separate checks. Fortunately, it was a perfect day for flying, with light winds both at Minden and over the Sierras. Since that day, the Sliwa hangar, long under construction, has finally been finished. Perhaps next year we'll do a potluck there.





August Fly-in to Nut Tree

By Debby Cunningham

Photos courtesy of Caroline Hoge

Saturday, August 19 gave 4 airplanes and 11 99s and guests an opportunity to take a flight to the Nut Tree and a delicious meal and some creamery delights at Fentons Creamery - a short walk across the highway. Some tasting and sharing were common!

Those making the outing were Louise, Marcie, Aditya, and Caroline in a C182 N53KP. In a C182 N618MK were Pat and Laura. In another C182 was Diane and Chuck. And in a CT210 N6161N were Debby, Aish, and Nobi.

It was a bit warm but the ice cream and the fun conversations kept us all 😎



Editor's Note:
August 19 was National Aviation Day.



August Chapter Anniversary Picnic

By Pat Gregory

What a wonderful chapter picnic we had this year with over 20 members and family attending. We hosted it at the Portal Park in Cupertino where we have been convening for several years. The food was plentiful and interesting and the discussions were great. We are so fortunate to have a gaggle of new pilots joining our chapter and coming to our events. We even met Aish for the first time, who just got her license the day before and joined our chapter after moving here from the east.

We ate and talked until dusk and Judy Stark brought the chapter library to share. It was wonderful to get to know the new members and also see some old-timers who haven't been around much lately. This is always a favorite event for me because of the togetherness we share and how it energizes us. Please come next year - it's always the second Thursday in August.



August Chapter Anniversary Picnic Photos



August Chapter Anniversary Picnic Photos



REID HILLVIEW AIRPORT COMMUNITY DAY

Saturday September 23 10AM-3PM
2500 Cunningham Ave, San Jose
Free Parking and Free Tickets Online
Classic and Antique Aircraft
NASA, Robot Zoo, Culture Camp, Girls Village
Disaster Alley Emergency Vehicles
Radio Controlled Air Show
Education Exhibits and Career Information
Live Music and Entertainment
Classic & Electric Cars. Blvd Bombs!

FREE Tickets



tradewinds aviation | CASPO | Kaliente 1370 AM | SRHV | Wild Coins

**Sunday
Sept 24, 2023
10am – 2pm**



Palo Alto
Airport Day

1903 Embarcadero Rd | www.paloaltoairport.org

Community event, everyone welcome!
Free Parking | Free Admission | Food Trucks
Aircraft Displays | Control Tower Tours

Palms to Pines Air Race 2023

By Pat Gregory

The wonderful air race, Palms to Pines, is back in full swing, hosted by the Los Angeles 99s. I decided to fly it this year and partnered with Maki Honda, who has never raced before and is a new partner in our plane 618MK.

We coordinated our outfits to maximize our chances of winning with three lovely t-shirts. It didn't help but we felt good and enjoyed them. We spent time reviewing the course, which went from Santa Monica to a flyby at Salinas and then to Red Bluff, where we stayed overnight. The next day took us to Klamath Falls for another flyby and then to the destination – Madras, Oregon. Earlier we flew a handicap run to get a number for our plane (our handicap was 141.5); 8MK is a Cessna 182/g in pretty good condition with an engine less than 10 years old.

We flew down to Santa Monica and put our plane in the impound area, where it stayed until the start of the race. No one was allowed to go near their plane until race day. Fog covered Santa Monica and the entire southern Californian valley around it for several hours so we did not get off the ground until close to 2 p.m. on race day. It was a pretty painful wait, as usual hoping the fog would clear enough to call it VFR. Finally, we were sent to our planes. Maki and I quickly pasted our race number on the tail – we were Racer 9. And then we headed to Salinas for Maki's first-ever race flyby, which she executed superbly. We elected to land and get fuel before heading on to Red Bluff, which was my leg to fly. The weather was beautiful for that day and we were greeted on landing with a delicious BBQ and much camaraderie.

The next morning we headed to Klamath for the flyby. There was some confusion on the part of the tower controller who wanted us to do our flyby at 5500 ft (no chance of being seen by the timers on the ground). The race officials had asked us to do it at 4200 feet so it got a bit confusing and in the end the officials decided not to penalize anyone for being at the wrong altitude, since we probably all were. Then on to Madras, a delightful airport south of Portland, near Bend (which was the end point of this race in the 1990s.) The Madras 99s were very welcoming and helpful and they really fed us well (prime rib!). There were some activities during the day at a lake and in the town of Madras and then we all convened for the awards ceremony. Trophies were given to the top three contenders and our own Debby Cunningham and Mary McEnroe took second place! The organizers did not divulge any other information so the rest of us did not know how we did. After some questioning and griping, they decided to put the list of places on their website. So, Maki and I found out two days later that we had come in 5th place. Yea!

This is a fun and easy air race, especially for first-timers, and I highly recommend everyone give it a try next year. The course is the same (usually). Thanks to the LA 99s for all the hard work that goes into organizing an event like this. Give it a try!

Palms to Pines Air Race 2023 Photos

Courtesy Mary McEnroe and Maki Honda



Palms to Pines Air Race 2023 Photos

Courtesy Mary McEnroe and Maki Honda



Palms to Pines Air Race – A Great Learning Experience and Lots of Fun!

By Mary McEnroe

In April, Mary McEnroe saw an announcement about the Palms to Pines Air Race on social media. It reminded her of a presentation Pat Gregory gave on the Hayward Air Rally back in 2016 when Mary was still a student pilot. She was excited about the possibility of participating, but the schedule still hasn't worked out. Mary had been filling the year approaching her 50th birthday with "firsts". While the air race would fall after her birthday, it got Mary thinking about doing something that would be challenging and allow her to grow in her aviation skills. At the monthly Chapter meeting, Mary asked if anyone had done the Palms to Pines Air Race before, as she was considering it, and Debby Cunningham offered to join her.

Debby has completed around 15 races, including at least 10 previous Palms to Pines Air Races. She says "each one is unique, and yet similar. All are a blast and a wonderful learning experience. I'm amazed that each race that I've done has at least one light bulb that goes off for me." She goes on to joke "I would share what that was in this race for me, but then I wouldn't have that advantage."

This was Mary's first race and she was glad to be partnered with someone who had a lot of flying experience, as well as a lot of racing experience. "I knew this race would be out of my comfort zone, especially when flying over the mountains, not following roads, and adding higher elevation airports", says Mary. Flying full throttle was also something she's never done, as were the low passes at high speed.

Over the years, Debby has flown a number of air races with Pat Gregory, who signed up to race with Maki Honda in their Cessna 182, while Mary & Debby flew in Mary's Cherokee 180. There was a little friendly competition between the two former race partners who were now taking two new racers under their wings to teach them the ropes. Mary and Maki both learned a lot about racing and were excited to try something new. They both plan to compete again in the future and may even team up to get more experience before taking new racers under their own wings!

Debby and Mary were the 6th team to register and were therefore named "Racer 6" while Pat and Maki were "Racer 9". Before the race, a WhatsApp group was set up for all racers to communicate and teams began announcing their team names. Mary and Debby had matching outfits (because Debby let Mary know that you won't win if you don't match), but hadn't considered a name. Ultimately, they decided on "On Your Six". The other teams needed to watch out because Racer 6 was going to be on their six! Racer 9 became "The Pigtails" and wore their hair in matching pigtails on the first day of the race.

This year's race held some challenges. It started in Santa Monica on Friday, which meant flying down on Thursday to arrive in time for impound at 4:00 p.m. Thursday's weather included low clouds and reduced visibility, with some rain, which meant picking their way down to remain VFR. On the way, Debby showed Mary how to do a high-speed low pass over the airport in King City.

Palms to Pines Air Race – A Great Learning Experience and Lots of Fun!

Continued

Thursday night, all the racers and Los Angeles 99s volunteers went to dinner across from the Santa Monica airport where media were present to document the historic race. Everyone received a commemorative Palms to Pines hat as a souvenir.

Friday morning's departure was delayed until after 2:00 p.m. due to low clouds and reduced visibility. When a window finally arrived, everyone rushed to make it out, as all racers had to be in Red Bluff before sunset or be disqualified. In Salinas, it was challenging to make the mandatory calls before the high-speed pass, as everyone was arriving at about the same time. Penalties are given for a variety of things, including not making the required calls, so everyone was doing their best to be heard. Debby flew the first leg and Mary observed the high-speed pass while making the radio calls and tracking the team's time. Teams made a quick fuel stop and said hello to the volunteers from the Monterey Bay Chapter and our very own Leslie Ingham who was helping out. Then everyone was on their way to Red Bluff.

The second leg of the flight had clear weather with a lot of flat land, allowing teams to stay lower. Mary had the chance to do her first high-speed race pass, which was a lot of fun and a little nerve-racking trying to maintain the proper altitude in bumpy conditions to avoid a penalty. The Mt. Shasta 99s and community volunteers welcomed the racers to Red Bluff and shuttled them to a private hangar where a BBQ awaited. It was great to meet so many people and hear them encouraging all of the teams. It meant so much to all of the racers that this community of people stuck around until nearly sunset to meet us, feed us, and then shuttle us all to our hotel.

Day two of the race started with a briefing at the airport and then on to Klamath Falls with a planned fly by. After seeing how much fuel the Cherokee was burning at full throttle, Mary did the math and decided it would be safest to land for fuel in Klamath Falls, as it was going to be too close for comfort. Debby concurred, as you never know when there may be a need to divert from course or circle due to an issue on the runway. As it turns out, it was hot and smoky due to fires. The first team did their low pass and the tower at Klamath Falls could not see them. Dual fly bys were allowed at both airports in Oregon, so the tower decided that all teams would do their fly bys at 5500 feet for safety.

Following the fly by, Mary and Debby landed and were greeted by all of the 99s volunteers, as Racer 6 was the only plane to land for fuel. They then departed, climbed to 5500 feet, and did another pass before continuing on to Madras. This leg of the flight was the bumpiest by far. Mary gets motion sick when she can see the nose constantly bobbing up and down on the horizon, so it was a good thing Debby flew this leg. As things got nauseating for Mary, she watched the gauges to monitor temperature, manifold pressure, etc., checked in with the other racers on WhatsApp to see what visibility looked like at Madras, and ate multiple ginger chews. The backup plan was to have Mary fly under the hood, as she doesn't get motion sick when flying simulated instrument conditions in bumpy weather.

Palms to Pines Air Race – A Great Learning Experience and Lots of Fun!

Continued

Due to the gas stop in Klamath Falls, Mary and Debby were the last to arrive in Madras. They were greeted by Pat, who jokingly told them they would win the “Tail End Charlie Award”. Little did they all know how well Racer 6 actually did! Volunteers from the 99s met the teams and provided snacks and rides to the lake or downtown Madras so everyone could relax and explore. Mary and Debby joined a group at the lake for a boat ride before heading to the hotel. The awards banquet was held in the air museum where everyone got to check out the exhibits before dinner.

Mary’s goal going into the race was to do something she had never done before, push herself beyond her comfort zone, gain some new skills and experience, and hopefully earn at least place 6th. When Mary and Debby filled out their race application, it asked for the years previously raced in the Palms to Pines Air Race and how you placed. Debby had listed several races at 6th place and Mary didn’t want to come in any farther back than that. When they announced the winners, team “On Your Six” proved it was appropriately named, as Racer 6 got second place! Mary and Debby both could not believe it. It was the icing on the cake for an all-around great experience.

Following the awards ceremony, everyone enjoyed a beautiful sunset at the airport and had a chance to talk and get to know each other. The next day was a long, hot flight home, but at a more leisurely pace. Many teams took scenic routes home to enjoy the beauty of flying above places like Crater Lake or the Columbia River Gorge. Mary and Debby stopped for lunch at Nancy’s Café in Willows and upon arrival, they heard Maki and Pat departing. Racer 6 was still on their six.

Throughout the race, we all met so many wonderful volunteers who provided encouragement, and in turn, we encouraged them to race in the future. We met community members who heard about the race and came out to see us off in Red Bluff, and we met women at the hotel waiting to check in who were impressed to see so many women pilots all competing in an air race. There was great comradery amongst all the teams, as well as some friendly competition. Mary and Debby both learned new things on the race, as did the other teams. We developed friendships that will last and made connections in other Chapters. While only 11 teams completed the race, the Los Angeles 99s hope to double that number next year. The Santa Clara Valley 99s had two teams entered into the race this year. Who wants to make it four teams next year?

Flying Seaplanes in Moose Pass, Alaska

by Laura Del Favero

In August I traveled to Moose Pass, Alaska for a backcountry seaplane flying adventure.

Unfortunately, I didn't get any scenic pictures while flying. I was too busy fighting the winds and looking at the water. I never saw the sun and it rained a lot of the time. But it was the most fun I've had in a long time.

My second rating after my Private ASEL was an ASES add-on. Since then I've gone on to get Instrument then

Commercial ASEL and AMEL ratings, but that ASES was still listed under Private privileges on my license. So I booked a really expensive 4-day mountain lake seaplane course in Alaska and came away with my Commercial ASES and a better understanding of flying around mountains, lakes, and challenging weather.

I did my initial Private ASES add-on at NorCal Aviation in Calaveras County (since renamed Foothill Aviation). The airplane was kept on a pond located on a cattle ranch. We did landings on New Hogan Reservoir, New Melones Reservoir, and Lake Don Pedro. Mountain lake flying in Alaska is a very different experience.



Moose Pass welcome sign. I never saw a single moose.



Where is Moose Pass?

East of Kenai and north of Seward

Flying Seaplanes in Moose Pass, Alaska

Continued

I did the training with [Alaska Float Ratings](#) (check out their website) in a PA-18-150 Piper Super Cub on floats. They have a nice setup on Upper Trail Lake in Moose Pass. I stayed in a cabin right on the lake.

They have pictures with the sun in them on their website. I'm going to have to go back to get some of those views. Who wants to come with me?

The airplanes were old, but airworthy. The panel was minimalist. Our top speed was 80 mph (top of the white arc). The weather was gray and windy. But the instructors, training, and scenery were top-notch.



The instrument panel in the Super Cub.



The Super Cub is super cute.



The dock on Upper Trail Lake.



The school has one-room cabins right on the lake.



They had a sheltered area with chairs and a fire pit (and bug spray) to hang out while waiting for the weather to pass.

Flying Seaplanes in Moose Pass, Alaska

Continued

I did have one notable adventure on my last day in Moose Pass. We were supposed to go out at 8:00 for a quick 30-minute flight before my checkride. We didn't get back until noon. We got caught in a storm and had to beach on Kenai Lake to wait it out. That was the first (and hopefully last) time I encountered a microburst. We were over the lake when the winds hit us. It's a good thing I had an instructor in the airplane because I was struggling to fight against the downdrafts and keep our nose out of the water.

The flight school says it provides some of the most beautiful, yet challenging, terrain and weather in the world and they deliver. I left feeling like I earned my mountain flying and seaplane skills. I can't wait to go back.



Beached on Kenai Lake, waiting out the storm.



View from the front seat. It rained a lot.



The closest I got to a bear.



Lake Hood with ANC tower in the distance. On my last night in Alaska, I had dinner at the Lakefront Hotel right on Lake Hood. It was the perfect end to my trip.



Attention Student Pilots!!

The Amelia Earhart Memorial Scholarship Fund First Wings Awards are semiannual awards of up to \$6,000 based on the completion of specific training milestones. They are available to Student Pilot Members of The 99s who meet eligibility requirements.

To be eligible, applicants must hold a student pilot certificate (or provide evidence that they meet their country's flight training requirement), have been an official Student Pilot member three months prior to the application deadline, have logged five hours in the six months prior to the application deadline and show financial need.

The Fall 2023 First Wings deadline is **October 1**. The instructions and application are available on [The 99s website](#).



Fly to the Gold Coast • Ventura, California
September 28 - October 1, 2023
Hosted by the Ventura County 99s

Upcoming 99s Meetings & Conferences

Sept 28-Oct 1, 2023	Fall SWS Meeting Ventura
Oct 27-Nov 2, 2023	International Conference Amman, Jordan
January 27, 2024	Winter Workshop Sacramento
May 3-5, 2024	Spring SWS Meeting Carson City, NV
July 3-7, 2024	International Conference Vancouver, BC
Fall 2024 Pending	Fall SWS Meeting San Luis Obispo



The Windsock Information and Deadlines

To our members, please send me your ideas and most of all...articles and photos for the newsletter.

Article Due Dates:

- The Windsock is delivered bimonthly
- 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 document or body of email) preferred

Thank you,

EDITOR:

Laura Del Favero

ladelfavero@gmail.com