



The Windsock

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

Push To Talk

It's hard to believe that summer is practically over and we will be moving into fall. I don't know about all of you, but this year has really flown by for me (no pun intended). My instrument training was put on hold in late April due to a long annual inspection on the plane followed by some issues starting the plane that took time to diagnose and repair. I'm happy to report that the plane is flying again and I have had the chance to get up in the air three times to do some practice with a safety pilot in preparation for starting up my instrument lessons again. I'd like to give a big thank you to Sal Valdes (pictured) for being my safety pilot for that first flight after a 3 month break in instrument training. I am coordinating with my CFII and hope to be flying with her again in October. I'm hoping that the weather will cooperate so I can finish this rating this year.

Despite not flying much, I've continued to stay engaged with aviation and had the opportunity to visit the Hill Aerospace Museum in Salt Lake City on a recent trip. I also attended Arlington Skyfest in Arlington, WA where I tagged along with another pilot. Weather wasn't great, so we had to file an IFR flight plan for both directions, which was a great opportunity for me to review my flight planning skills and I got to handle the radios for part of the flights.

In June, I learned about the Debbie Franceus Memorial Aviation Scholarship two days before its deadline and I spent a full day answering over a dozen essay questions and getting letters of reference to meet the deadline. Applying for scholarships can be like a job if you want to submit a strong application, and the hours paid off.



Push To Talk, Continued

In July, I was notified that I was one of the recipients of a \$1,000 scholarship to help toward my instrument training. I am thankful to Mike Franceus and the Debbie Franceus Memorial Aviation Foundation for making this scholarship possible and for opening it up to women pilots across the U.S.

Debbie Franceus was a fellow Ninety-Nine who started flying later in life, although she flew along with her husband for years before pursuing her own private pilot rating. She passed away from breast cancer in January 2023 and her family established this scholarship in her name. The scholarship began in 2023 with two recipients and has grown through community donations to nearly 20 recipients this year. If you'd like to learn more about Debbie and this scholarship, visit www.DebbieFlies.com. Her story and involvement with the Ninety-Nines is inspiring. It is an honor to have received a scholarship in her name.

Speaking of scholarships, our Chapter has set aside some money to start a scholarship, and we are looking for volunteers to help set this up and discuss future fundraising efforts to keep it going. If you're passionate about helping those with limited resources obtain their dreams, or if you've received a scholarship from the Ninety-Nines in the past and are looking for a way to give back, this is a great opportunity to help with this effort. Reach out to me, Sal Valdes, or Candace Le if you're willing to volunteer a little time on this effort.

As both the Chapter Chair and the Membership Chair, I'd also like your input on how we can get members more involved with our Chapter. If you have heard of something interesting another chapter is doing, or have an idea for something you'd like to do, please send them to me or to one of the other board members. We are looking for ways we can connect outside of the meetings and monthly fly ins to build friendships and support each other in our aviation pursuits. We're looking for volunteers to form a small subcommittee to discuss ideas and help kick off this effort by coordinating at least one activity.

Celebrating member achievements with cupcakes has been a big hit at our monthly meetings. If you're working on a rating, let us know when you pass so we can celebrate your success! And don't forget to provide a brief write up and a photo to Laura Del Favero for the Windsock.

I hope to see you at the upcoming meetings.

Mary McEnroe
Chapter Chair
mmmcenroe@yahoo.com
(408) 386-7369



Upcoming Fly-in

Sept 20, Oceano



First 99s Adventure

This month I had the honor of attending my first 99s meeting, which just so happened to be the 71st birthday of the Santa Clara Valley 99s Chapter. I had a great time meeting everyone and experiencing what it is like to be in a room full of people who share the same interest and hobby as me for the very first time.

I came to the 99s looking for community and support, mixed with fun, storytelling and adventures. My career as a female in the male-dominated aviation industry has not been the most polite thus far, so being welcomed so warmly was like a breath of fresh air.

I was invited to come on the monthly flyout adventure, which I am incredibly grateful for. I back seated Louise and Sue as we flew up north to Minden which is right outside of Lake Tahoe. I had never before been mountain flying, experienced IFR flying, been higher than an altitude of 5,500 feet, or experienced an untowered airfield. Seeing a new side of Tahoe and getting to fly through the mountains and the clouds for the first time gave me memories I will take with me forever.

I have met so many kind people in this Chapter, and I am so excited to continue showing up to meetings at West Valley and supporting them in any way I can. Thank you to the 99s for being so kind to me and giving me such an amazing experience. I hope that when I eventually get my licence, I will be able to return the favors.

-Libby



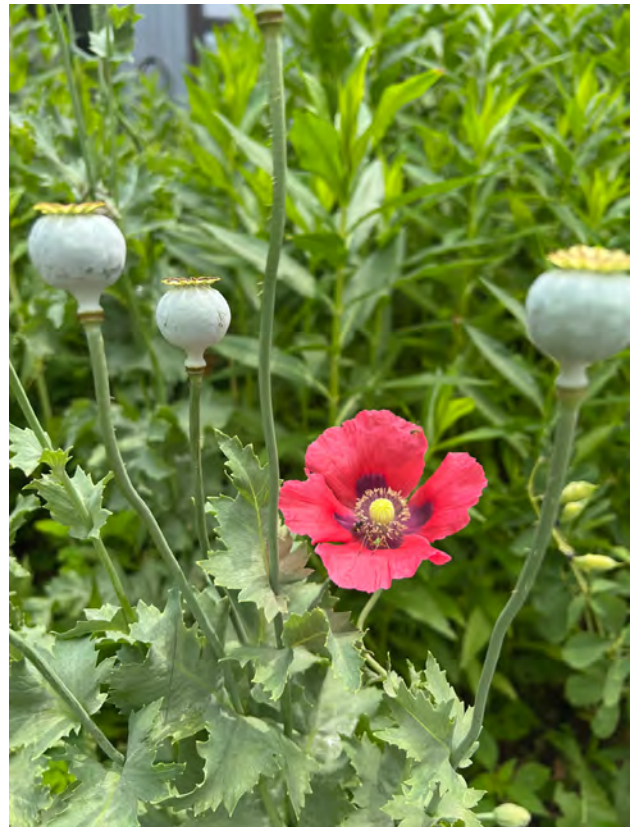
Editor's note: Libby is one of the newest and youngest members of the Santa Clara Valley chapter. She won the San Carlos Flight Center's Upwind Scholarship, trained this past summer, and plans to take her checkride in September.

First International Conference

The 99s International Conference was a rare opportunity to meet the most interesting women in the world. I started conversations with everyone: the woman next to me on the tour bus, at my dinner table, at breakfast. Every single time I felt like I was opening the door to another world. Military pilots, airline pilots, engineers, lawyers, a Pulitzer prize winner, and the chair of TSB of Canada all tolerated me for longer than I would have expected.

Burlington was so cute it hurt. I've included a photo of one of our scenic bike rides (thank you Sue B for excellent company), and the Wormdogs, a Bluegrass band, at a local bar.

Sal



International Conference, Burlington, VT

by Sue Ballew

The New England Section and all of the volunteers hosted a fabulous international conference in Burlington, VT this July.

By arriving late afternoon on Tuesday in order to attend the all day tour on Wednesday to Stowe, VT., I was lucky to meet up with Leslie Ingham and Sal Valdez to take a stroll down to the waterfront of beautiful Lake Champlain and enjoy delicious fish tacos.

The next day we drove through the green hills in our motor coach to Stowe where we visited the Trapp Family Lodge. We learned about the Trapp Family, made famous by The Sound of Music, their exit from Austria and how they made their way to Vermont. We were treated to an authentic Austrian lunch at the Trapp Family Brewery.

That evening, as we cruised on Lake Champlain on The Spirit of Ethan Allen, we spotted a seaplane making several passes at our ship and also a gorgeous lighthouse at sunset.

The next day we were off to Barre, the Granite Capital of the World, with our very colorful and amusing guide, to visit the Rock of Ages Museum and the Hope Cemetery with only granite headstones. I guess they are very famous as a 99 friend, Laurie Strand of the Connecticut chapter, said she had ordered one for a relative.

There were many interesting seminars and speakers on a variety of topics, including Women Build Planes, Flying for Conservation of Protected Species, and Flying to Greenland. A round table discussion called Laugh, Learn, Lead, I was a table facilitator, was a popular one to inspire and energize chapters and sections.

The Hotel was in an ideal location – 5 miles from the airport, overlooking Lake Champlain, and around the corner was the historic downtown. Sal and I decided to take a bike ride on the trails next to the lake. After our bike touring and on the way up a very narrow street to the hotel, a fire engine came screaming around the corner with sirens blaring. It was me or the fire engine and I wasn't going to wait to see who won. So, a big dive onto the grass settled that. No injuries, just a little shaken.

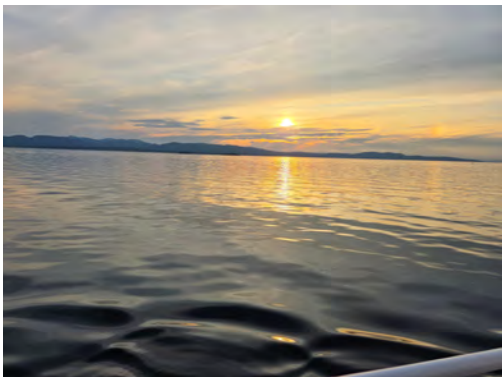
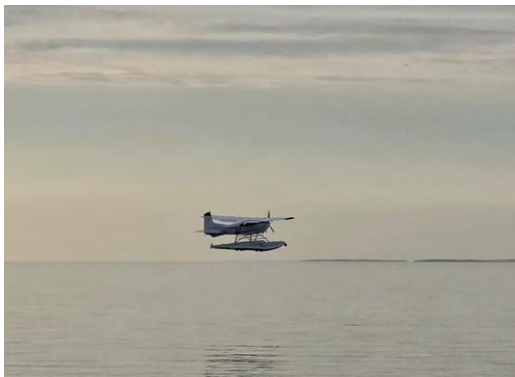
Later, Irene Engard, a longtime friend from my old chapter – Orange County, and I roamed the streets of downtown, Church Street Marketplace, and stopped into Vermont Distillers. We met a very nice young man who poured several petite samples of their Smugglers Notch - Maple Cream Liquor. We were sold! That evening, several of us from the SCV Chapter, OC Chapter, and Connecticut Chapter walked to town and had a tasty dinner at a pizza and flat bread restaurant.

The Hospitality Suite had delicious clam chowder, our chapter and other invited guests congregated in one of the rooms for a pre-banquet get-together, and of course, the Awards Banquet was inspiring.

I would be remiss if I didn't mention the business meeting. We had two important bylaws to discuss. The definition of a Woman, and the definition of a Pilot. We all thought "easy peasy" to vote on. But, there were numerous comments and points of view that got us thinking. In the end the one defining a woman didn't win but the pilot definition did.

It was great to connect with old friends and make new ones and see beautiful Vermont. Next year is San Diego, then Australia in 2027. You know where I will be.

International Conference, Burlington, VT - Photos



99s International at Burlington, VT – getting there and back!

by Marcie Smith

This year's International Conference was in Burlington, VT – a real cross-country flight! Nancy Sliwa and our friend Wendy Whitsell (from Columbia Coast chapter), and I started planning.

Wendy lives in Portland, and she and her husband flew down to Nancy's airport in Minden, NV, on July 5 in their SR22T. I flew up from Palo Alto on the 6th in my C182. Nancy's husband Steve flew with me in their SR22T to get some landings in since it had been a while since I flew the Cirrus. We had lunch and dinner at Nancy's and put together a flight plan, knowing it would probably change.

We departed about 7:30 am on Monday, the 7th. I had the first leg, and we planned for Montrose, Colorado. It was a good leg over the Nevada mountains at 15,500 with little turbulence or weather. Wendy had the leg over the Rockies, again at 15,500 (so nice to be in a turbocharged plane with O2) where we dodged a few more buildups but generally good weather. We landed at Manhattan, Kansas for fuel. Nancy had leg 3, baselined for Bloomington, IL, but we knew we probably wouldn't get there since it would be dark and a very long day if we continued that far. We had been texting Susan Larson who was flying out with a fellow 99, Marianne, from her Santa Fe airport. She had decided to stay overnight at Peoria, IL and we decided to join them. Nancy's leg was at 9,500 between several big buildups but we didn't have to deviate much and we got in for a late dinner, thanks to Steve making hotel reservations for us all as we flew.

We got to sleep in Tuesday morning since there was weather that was clearing. We had our first IFR leg, departing in the rain and going through only a few clouds before flying up along the east coast of Lake Erie for our stop in Erie, PA. Susan was there also and we had lunch with food we brought. Wendy had the leg into Burlington, also on an IFR flight plan, mostly above a solid layer before landing in good weather in Burlington. They had nice goodie bags for the folks who flew in and we Ubered to the meeting hotel. We had dinner at the hotel and Nancy and Wendy enjoyed their best dinner of the trip – lobster.

I won't say much about the conference itself because others have written about it. All 3 of us did the Stowe tour of the Von Trapp farm and the apple cider factory. Wendy and I did the dinner cruise on the lake; I did the National Guard tour at Burlington airport (very cool); Nancy did the granite tour, Wendy toured ... and went sailing. And we had a good time getting to know Burlington.

Our flight home was definitely not direct. We had relatively firm plans to visit friends and family in Albany, NY; Cape May, NJ; and Lake Norman, NC, with vague thoughts of a couple of other destinations. Sunday morning we went to take off and we got some unusual error messages. Database mismatch and we were unable to set the altitude bug to an IFR value (would go to 6900 but not 7000). Since we were at a Cirrus center and we were going to have to rent a car in Albany anyway, we decided to drive and have them look at the plane on Monday. It was just under a 3 hour drive to my friends who live on the Mohawk river, very lovely!



First Day - Manhattan, KS



Marianne, Susan, Nancy, Wendy and Marcie in Peoria, IL



Marcie and friends in Albany, NY

99s International at Burlington, VT – getting there and back!

We had a BBQ dinner on their patio overlooking the river, it was lovely, with homemade wine and limoncello. We toured their new house and saw the wood shop Tom had built, really impressive. In the morning, Wendy and I went for a walk along the now defunct Erie Canal, while Nancy drove into town to get a digital card to update the database if needed. After lunch with Barb, went to Saratoga Springs and window shopped, passing through a good downpour on the way back to Albany. Better in the car than in the plane! Tuesday we drove back to Burlington, stopping at a funky Star Trek Set Museum, a small place with sets from the original Star Trek series. Of course we got pictures of us sitting in the captain's chair on the bridge!

When we got back to Burlington, we found that there was just a reset issue with the databases and the plane was good to go. Wendy had the IFR leg from Burlington to Cape May and loved that we got routed directly over JFK at 6k. We initially had a routing that sort of folded back on itself, but when we questioned it in the air, it got cleared up. We were in and out of clouds but no big buildups and had lovely weather by the time we got to Cape May. The FBO was completely redone since I was there last, although the ramp was still under construction. We Ubered to town, where my brother has a house and although we were sorry that he wasn't there, we were able to stay there and enjoy the beach. A lovely dinner at a restaurant Tuesday night was a great kickoff. Wednesday, we rode bikes to the grocery, spent the afternoon on the beach and in the ocean and had dinner on Bob's lovely screened-in porch.

Thursday morning we had brunch at the Flight Deck Diner at the airport – written up in a recent article online of 15 “not to be missed” airport restaurants. I then had the leg to Richmond, VA where we landed at RIC to meet my brother. Bob and his wife were in Richmond, where their daughter had just had her 3rd child. We got to meet little Elsie along with her 2 year old sister before heading off to lunch to meet their dad and the 5 year old – who is completely into the planets and had to tell me all about them, especially his favorite: Neptune. A great stop.

Nancy had the next leg to Lake Normal, NC (14A), dodging the afternoon Tbs. Here we were visiting friends of Nancy's. Their house is right on the lake with a big deck, very nice although it was too hot to spend much time outside. Debbie is a crafter and her rooms for crafting were amazing. We had a lovely dinner there with home made ice cream as a treat for dessert.

We headed out reasonably early in the morning wanting to get as far west as reasonable. Wendy had the first leg, a short leg since we didn't fuel up all the way to be sure we could get comfortably off the airport, surrounded by trees on a warm humid morning. First stop Chatanooga, TN where they had free snacks and ice cream. I had the next leg to Fort Smith, AR, where we got a courtesy car and went to get real food at the Calico County diner. Nancy took the longer leg to Santa Fe where we spent the night at Susan Larson's house. There were Tbs on either side of the pass coming into Santa Fe but the airport was open and Susan is always welcoming. We had a really good thunderstorm that night (something we miss here in CA) but enjoyed visiting with her and her cats and dog.

We did one leg back to Minden (Wendy at the control) which got us back before winds picked up. We passed over Monument Valley and just south of Bryce Canyon – Utah is beautiful from the air! Steve welcomed us (as well as Brandy and Beckett, their two dogs). Saturday, I flew home and Bill flew down and picked up Wendy to get her back to Portland. A wonderful adventure!

99s International at Burlington, VT – getting there and back!



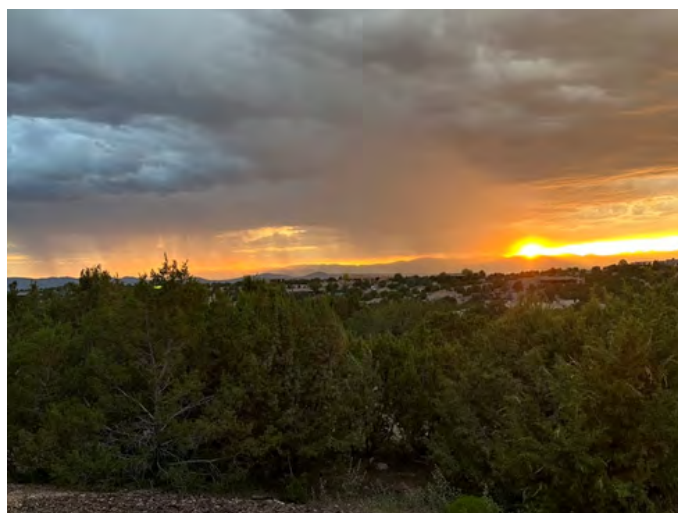
Marcie in the Captain's chair at the Star Trek Set Museum in Ticonderoga, NY



Dinner by the beach in Cape May



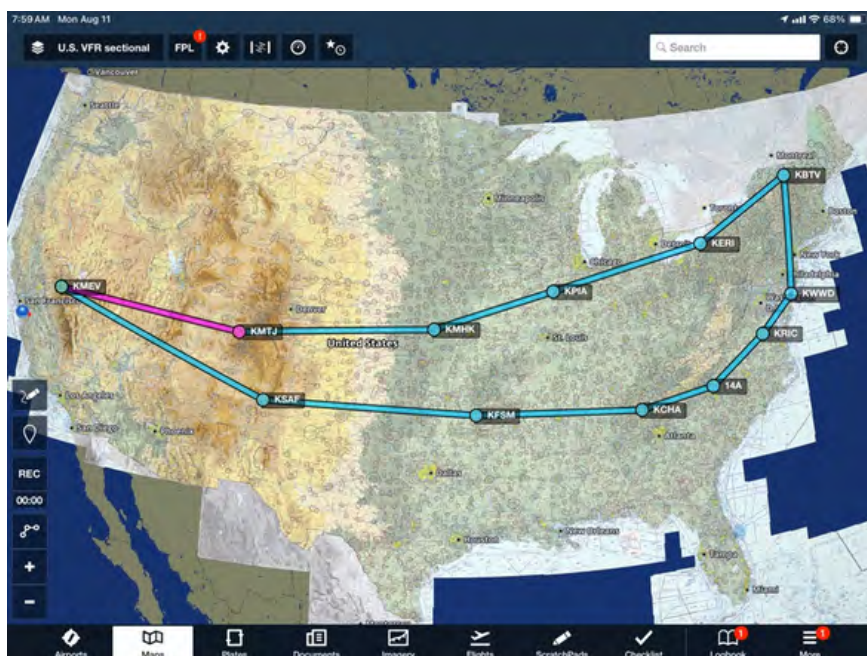
Lake Norman, NC



Sunset in Santa Fe, NM



Monument Valley



Trip Summary

Annual Chapter Anniversary Picnic

Our chapter picnic this year was a success, as usual. It's so much fun to catch up with pilot friends we seldom see as well as new members. About 25 people attended Portal Park on Thursday, August 14. With plenty of food and a delightful carrot cake, we celebrated our 71st chapter birthday in style. The short business meeting was conducted by Vice-Chair Louise Mateos and featured giving the Woman Pilot of the Year Award to Louise, herself, for her many years of service to the chapter and community. As a ranking member of CAP, Louise engages the whole community while achieving more rankings, such as CFII. We are proud of Louise and love having her in our chapter.



Much thanks go to all who attended and brought nibbles and news. We congratulated Maki on the new addition to her family - a sizeable baby boy (9 lb 4 oz). Hope to see you all again next year.

Pat



Congratulations to Maki and her family on their new arrival.
Welcome to the world baby Sora.



National Park Visits

by Marcie Smith

I found a fabric panel of all 63 of the US National Parks and started marking where I had been. A friend of mine and I visited the Pinnacles park (just south of Hollister) in January by car, and when I realized that our spring section meeting wasn't too far from the Utah parks, I talked him in to meeting me there and visiting those parks. After the section meeting, I flew to St. George and we visited the 5 parks (Zion, Bryce, Capital Reef, Canyonlands and Arches) in 5 days and then went through Monument Valley on the way back to the airport. It wasn't really a flying trip although there are airports near all of the parks; this was back at the end of March and it was blowing sideways most days and we had snow and some light rain – not good flying weather. But we had a great time and I include a picture to get you inspired to go too.

When my brother (who lives on the east coast) heard, he invited me to join him, his wife, and his friends at Glacier National park in August. My first thought was – great excuse to fly to northwest Montana! Laura Del Favero joined me and we did the flights in her C182 and had a wonderful time. We managed to find 4 days with not much wind. Leg 1 from SJC to BNO. Burns doesn't have much there but there are crossed runways (not much taxiways), self-serve fuel, and a room to eat the lunches that we brought. There were guys playing frisbee there; I think working the fire planes and waiting for a call. The next leg was over the mountains but the tail winds made up for the afternoon turbulence. We saw a smoke column to the east of our course, but we had good visibility. We arrived at Kalispell shortly before my brother's commercial flight and after a grocery stop, had dinner at the hotel. Early night since we wanted a very early morning departure.

Yup. 5am we met Bob et al to head to the park. That's 4 am Pacific time mind you. We had heard (correctly) that you need to get to the top before 7 if you want a place to park there. The road becomes quite harrowing as we climbed, cliff down on one side of the 2 lane road, cliff up on the other side. Luckily in the morning, not much traffic coming down yet. We found a parking spot just short of the top and had a wonderful hike with mountains, wildflowers, lakes and big horn sheep in the distance.

We stopped for lunch on a turn-off on the road to see one of the only 20 glaciers still in the park (there were over 100 when the park formed 100 years ago). Didn't get up close to it, but at least we saw it! Then we did another hike on the eastern side to a small waterfall where there had been a fire about 10 years ago. The dead trees gave us a view of a lake where we saw a bear fishing and a moose and her calf. Both pretty far in the distance (not a bad thing necessarily, with wild animals!)

We had dinner that night with more of Bob's friends – one of whom had made a delicious huckleberry pie for us. Huckleberry is the big thing there so of course we had huckleberry ice cream on the trip as well and folks were drinking huckleberry margaritas.

Next day we weren't going to the top so we didn't have to meet until 6 am, so much better. We walked the avalanche trail which seemed to go through 3 different kinds of forest before getting to a lovely lake with 2 long but skinny waterfalls. Bob and his friends went to a rodeo that night, but Laura and I relaxed at the hotel since we wanted to sleep better before heading home the next day. Bob's group was heading up to Banff and Lake Louise to do a Backroads trip up there.

We managed to get wheels up at Kalispell by 9 am and flew over smoke most of the way to our stop at Nampa, just west of Boise. Nampa had a café at the field so we could pick up lunch. We wanted to hurry through there since the airport was closing from 1-2pm for a practice airshow and we wanted to get home before too late. We found out they had an air museum on the field and it must be a good one: we saw a Stearman and T-6 taxi out and they told us a P-38 would be doing a fly-by with an F-35 as part of the show. We managed to get fuel, food and depart with 30 minutes to spare for the airport closure but we were sorry to miss the show. The last leg was smoke free and we got a good view of Burning man getting set up. No airplanes on the runway yet and the circle was about half completed but it was interesting to think of the party that was to come. We got home after a warm day of flying and recovered with popsicles!

I recommend seeing our National parks and the airplane certainly helps!

National Park Visits - Photos



Pinnacles National Park



Bryce Canyon National Park



A glacier at Glacier National Park



Avalanche Trail, Glacier Park



Glacier Airport, Kalispell, MT



Burning Man setup, Black Rock Desert

Bird Strikes

by Louise Mateos

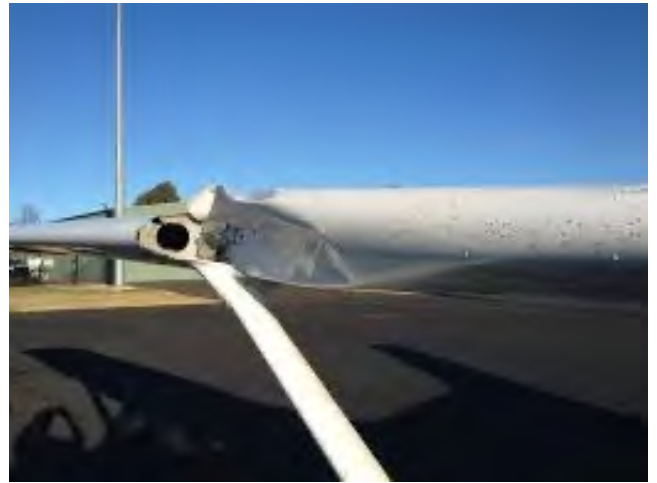
Great
Acronym!

Bird strikes, also known as bird hits or Bird Aircraft Strike Hazard (BASH), are collisions between an aircraft and one or more birds or other airborne animals—think bats. These strikes are recognized as a significant safety risk in aviation. They happen quite frequently—close to 20,000 annually across the U.S. While they can occur at any altitude, the majority take place during takeoff or landing.

Airports located near areas attractive to birds, such as landfills, bodies of water, nesting areas or migration routes, are at increased risk. You will often hear that warning in the ATIS recording at many of our SF Bay Area airports. According to the Seabird Protection Network

<https://seabirdprotectionnetwork.org/pilots>, the greatest risk is within 1000 AGL, our traffic pattern environment.

Any type of bird can be a hazard, but the larger they are, the more damage they can cause. There was even a golden eagle killed in the pattern at RHV a few years ago—the C172 survived, albeit with serious damage to the wing.



Bird strikes can damage aircraft engines, windshields, wings, or other critical components such as the propeller or landing gear. If you hit a bird on the runway before taking off or after landing, that still counts as a bird strike. On a recent instructional flight, there was a Canada goose on RWY 31 at PAO that I later found out was

acting delirious, possibly due to some illness. We were unable to avoid it on landing roll out when it did not move out of the way as expected. Such strikes require inspection of the aircraft to ensure no damage was done and a conversation with airport operations who will report it to the FAA. Luckily, we just collected some feathers on the landing gear—but the bird didn't make it.

Bird Strikes, Continued

How can the aviation community avoid bird strikes? Some of the following measures are used to mitigate bird strike risks:

—Bird Deterrence: Using techniques like pyrotechnics, bird-scaring balloons, lasers, or bioacoustics to disperse birds from airport areas. At PAO, airport operations has been known to chase birds off the runway with one of their vehicles.



—Habitat Management:

Modifying the airport environment to make it less attractive to birds by removing food sources, nesting sites, and water bodies. Unfortunately, at PAO, there isn't much we can do being so close to the bay.

—Aircraft Design: Designing aircraft to be more resilient to bird strikes, including reinforced windshields and engine components. This doesn't help protect older aircraft however.

—Reporting: Encouraging pilots and airport personnel to report bird strikes to the FAA wildlife strike database to help track and analyze incidents. In fact, PAO airport operations wants to hear about your experience—so let them know if you strike a bird or it strikes you.

So as a pilot, what can you do specifically?

—Fly at higher altitudes—more than 1,000' AGL at a minimum, but more than 3,000' AGL is better. In fact, there are many coastal areas where NOAA requires we fly more than 1,000' AGL to minimize impact to nesting bird populations. These areas are outlined in solid/dotted blue lines on the sectional.



Bird Strikes, Continued

- Increase your visibility—turn on all your lights, including pulse lights if you have them. This is thought to potentially deter some birds.
- Be aware of bird activity, migration patterns, and seasonal bird concentrations especially near airports. Also, bird activity can vary by time of day and with differing weather conditions—foggy or sunny, calm or windy.
- Adjust your flight path to avoid areas of higher bird activity when possible.
- Decrease your speed to reduce the severity of any possible bird strike.
- Don't forget to report your experience. If you are not reporting through airport operations, use this form: <https://www.faa.gov/documentLibrary/media/Form/ faa-form-5200-7-wildlife-strike-report-2024.pdf>

Some final thoughts

You may accumulate thousands of flight hours without ever experiencing a bird strike, but if you happen to do so, don't forget the all-important imperative: Fly the plane! Or, Aviate, Navigate, Communicate—in that order.





Girls in Aviation Day

October 4th

We are partnering with WAI to host a Girls In Aviation Day event. We hope to educate and empower youth to pursue career journeys in aviation and aerospace to support workforce development. We believe that events like Girls In Aviation Day promote equity and equality in the aviation and aerospace industry.

Date: October 4th, 2025
Time: 9 AM - 12:30 PM
Ages: 8 yrs - 17 yrs
Cost: Free!
Location: KPAO Clubhouse
Food: Lunch will be provided/bring your own lunch

Event Highlights:

- Flight simulators for the kids
- Access to multiple aircraft
- Interactive activities
- Lunch to cap off the excitement

We Need Volunteers!
If you would like to sign up to volunteer with us for GIAD, please fill out [this form](#).

Register for Free Today!



Chapter Flyout Schedule

Date	Location	Host
September	Oceano (L52)	Louise Mateos
October	Shelter Cove (0Q5)	Nicole Laberta
November	Harris Ranch (3O8)	Pat/Laura/Marcie
December	Nevada County (GOO)	Diane Gaskill

July Fly-in to Minden, NV



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

- Membership & Student Pilots:** Mary McEnroe
- 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: nowasabiplease@gmail.com



Upcoming SWS and International Meetings

Date	Meeting	Host/Location
October 2-5, 2025	2025 Fall SW Section Meeting	Host chapter: Monterey Bay Location: Monterey, CA Registration link
January 31, 2026	2026 Winter Workshop	Host chapter: Palomar Location: Carlsbad, CA
July 8-12, 2026	2026 International Conference	Location: San Diego



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