



The Netherlands 2011



***7th AWE – Aviation and
Women in Europe
Conference***

23rd - 25th September 2011

***“Don't fear to leap to
achieve your dreams”***

Aviation Dream



Conference Venue & Hotel information:
Htel Amstelveen
Laan van de Helende Meesters 421,
1186 AL Amstelveen NL Tel: +31 20 426 64 00



info@htlapartments.com

www.htlapartments.com/en/amstelveen

Prices per apartment per night including 6% VAT):
Corneille Apartment for 2 persons € 130,00
(Free Internet connection and indoor swimming pool)

How to get there from Schiphol Airport: www.htlapartments.com/en/location-hotel-amstelveen

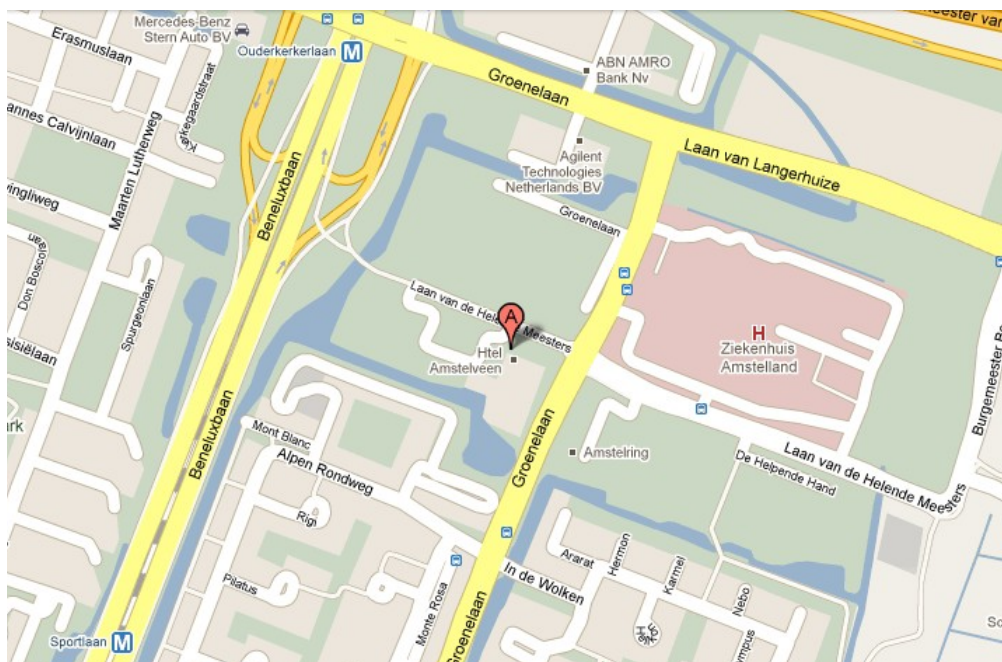
Train from Schiphol to Hengelo, get off at Amsterdam Zuid (takes 8 minutes and costs Euro 2,50)

Metro 51 to Westwijk, get off at Sportlaan or Ouderkerkerlaan and walk 10 minutes (takes 13 minutes and costs Euro 1,83)

GVB Information – Public Transport in Amsterdam.

www.gvb.nl

Trams, buses, metro operated by GVB within Amsterdam.



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Available Tours – “Journeys of inspiration lead to successful dreams”

Bataviawerf (wharf) – Lelystad. This visit is for those who have always been curious to know what it must have felt like to be on an East India Company ship in 1628. www.bataviawerf.nl/startpage.html



House of Bols – Cocktail & Genever Experience. Visit the world's oldest distilled spirit brand Bols, in Amsterdam since 1575. Experience a fantastic journey through the world of cocktails and genever. Taste, smell, see, hear, touch and become familiar with the exciting world of bertending and enjoy a delicious cocktail of you choice. www.houseofbols.com



Canal Bike – Have Amsterdam your own way! A unique way to explore Amsterdam by yourself. Amsterdam is at its best from the water and famous for its bikes. Combine the two and you have Canal Bike! www.canal.nl/bike



Canal Hopper – Sightseeing by boat. Open boats with the best view of the city. The skipper is your local guide. **Canal Bus** – Hop On, Hop Off. www.canal.nl

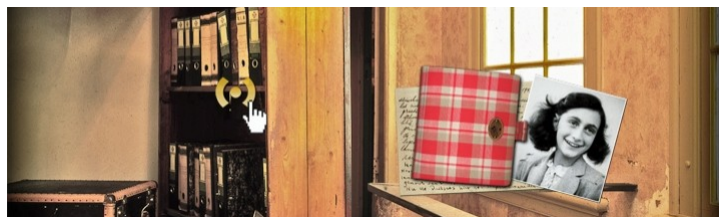
Van Gogh Museum. The world's largest collection of works by Vincent Van Gogh. www.vangoghmuseum.com



Madurodam, the Hague. All of Holland in miniature! All of Holland in just one city! Welcome to Madurodam! For almost 60 years Madurodam has been the smallest city in the Netherlands. Canals, gabled houses and all kinds of other typical Dutch scenes: the miniature city offers you the highlights of the Netherlands on a scale 1:25. www.madurodam.nl



Anne Frank House. A visit to this infamous hiding place brings home the terrors of being Jewish in the Nazi era. The museum promotes cultural understanding and freedom from persecution. www.annefrank.org/



The Royal Palace - www.paleisamsterdam.nl/en/

The Houseboat Museum - www.houseboatmuseum.nl/engels/index.html

The Dutch Frisian Islands - www.dutch-frisian-islands.com

Bicycling in the Netherlands - <http://bicyclemania.nl/links.htm>

Blue Boat Cruises – www.blueboat.nl

Old Windmill “Klein Kalfje” - www.restaurantkleinkalfje.nl

GVB Information – public transport. www.gvb.nl

Tourist Information – www.amsterdamtourist.nl

De Oude Toren Old Control Tower Schiphol www.oudetoren.nl





A Brief History of The Netherlands

THE ANCIENT AND MEDIEVAL NETHERLANDS

Farming was introduced into the Netherlands about 4,500 BC. At first farmers made tools and weapons of stone. After 1,900 BC they used bronze. About 750 BC the inhabitants of the Netherlands learned to use iron. In the 1st century BC the Romans conquered Belgium and the southern Netherlands. They built roads and towns. However, they did not colonise the northern part of the Netherlands. In the late 4th century the Romans withdrew from the Netherlands as their Empire crumbled. The Netherlands was left then to Germanic peoples, Franks, Saxons and Frisians. In the 8th century AD the Franks conquered the others and became masters of the region. Meanwhile the area was converted to Christianity although a missionary, St Boniface was martyred by the Frisians in 754.

In 768 Charlemagne became ruler of the Franks and he created a great empire in Europe. Under him the Netherlands was divided into cantons, each ruled by a count. When Charlemagne died in 814 his empire was divided into three parts, roughly modern France, Germany and the region between. At first, the Netherlands was part of the Middle Empire, and in 925 was absorbed into the German Empire. During the 9th and 10th century the Netherlands suffered from Viking raids. During the Middle Ages town life and trade flourished in the Netherlands. In the 14th century Dutch towns enjoyed considerable freedom. In the 15th century the Dukes of Burgundy gradually took control of the region.

RENAISSANCE NETHERLANDS

Eventually the Low Countries including the Netherlands became the possessions of the powerful Habsburg family. In 1555 Phillip II of Spain became ruler of the region. Meanwhile the Reformation was sweeping the Netherlands despite rigorous persecution. Calvinism, the teachings of John Calvin, became popular in the Dutch towns. In 1556 Calvinists destroyed religious art in many churches in a movement called the Iconoclastic Fury. In 1567 King Phillip sent his servant the Duke of Alva with an army to suppress the Calvinists and impose his will on the Netherlands. Alva set up the Council of Blood, which tried and condemned to death 12,000 people for taking part in the riots of 1566.



Then Prince William of Orange, known as William the Silent, became the champion of Dutch freedom. In 1572 William led pirates called the Sea Beggars against the Spanish. From the sea they sailed up rivers and captured Dutch towns. The Dutch flocked to join the rebellion. The Spanish fought back and a terrible war ensued.

In 1579 seven provinces of the Low Countries signed the Union of Utrecht. In 1581 they declared independence from Spain. In 1588 they formed the Republic of the Seven United Netherlands. The Spanish fought to hold onto the region and in 1584 William the Silent was assassinated. The English sent help and Spain was weakened by the defeat of the Spanish Armada in 1588. Phillip finally died in 1598.

During the 17th century the Netherlands became a prosperous trading nation helped by a 12 year truce with Spain from 1609 to 1621. The Dutch East India Company was formed in 1602. The Dutch West India Company was formed in 1621 and in 1625 the Dutch founded New York (later New Amsterdam). In 1652 they founded a colony in South Africa.

Meanwhile, Dutch sailors went on long voyages. In 1606 Willem Jansz discovered Australia and in 1642 Abel Tasman discovered Tasmania. The Spanish finally recognised the independence of the Netherlands in 1648.

Trade rivalry with England led to three wars in 1652-54, 1665-67 and 1672-74. In 1672 the republic was under siege by the largest armies in the world, France, England and the bishops of Münster and Köln declared war. The French army of Louis XIV invaded the southern and eastern provinces, but the Dutch flooded the land between Utrecht and the western provinces and thus prevented total occupation of Holland and defeat. In the north, after a long siege, Groningen held out against the armies of the German bishops. On the high seas the Dutch fleet under the famous admiral Michiel de Ruijter kept the combined French and English navys from invading Holland by sea in a series of naval battles in 1672 and 1673. A winter attack by the French army over the iced flooded fields was repelled. The English parliament no longer would finance the war and forced their King Charles II to start peace negotiations. A peace treaty with the English was signed in 1674 and with the French in 1678. The republic had survived. William of Orange, Stadholder (ruler) of the Netherlands made peace with England and married Princess Mary of England. In 1688 William became king of England.

In the late 17th century science, art and philosophy flourished in the Netherlands. However, as an economic and political power Holland declined in the 18th century. The Dutch were involved in the War of the Spanish Succession against the French. The long war left the Netherlands exhausted. Increasingly Britain and France dominated world trade.

THE NETHERLANDS IN THE 19TH CENTURY

At the end of the 18th century Europe was thrown into turmoil by the French Revolution. In 1795 the French invaded The Netherlands and founded the Batavian Republic. In 1806 Napoleon made his brother Louis king of the Netherlands. However the brothers fell out and Louis was forced to abdicate in 1810. The Netherlands was then absorbed into the French Empire.

However by 1813 Napoleon was facing defeat and in that year William of Orange returned to the Netherlands. In 1814 he was made King William I. In 1815 Belgium and The Netherlands were joined together as one country under King William I. However the two countries were too different to be united. In 1830 the Belgians rebelled and in 1839 the great powers forced William



I to give Belgium its independence.

William I died in 1840 and in 1848 his son introduced a new liberal constitution. For the rest of the 19th century the Netherlands was a prosperous and stable country. However everybody did not share the prosperity. Some industrial growth took place. (In 1839 a railway was opened from Haarlem to Amsterdam). However conditions in 19th century factories in the Netherlands were terrible.

THE NETHERLANDS IN THE 20TH CENTURY



During the First World War The Netherlands remained neutral but the German Kaiser fled to the Netherlands in 1918 and was granted asylum there.

During the 1930s like the rest of the world the Netherlands suffered from the Depression and there was mass unemployment. Yet despite the depression living standards rose during the 1920s and 1930s.

In 1940 the Dutch tried to remain neutral but on 10 May the Germans invaded. On 14 May the Germans bombed Rotterdam. The Netherlands was forced to surrender. However Queen Wilhemina escaped.

During World War II the Netherlands suffered terribly. Thousands of Dutch men were deported to work in Germany and 23,000 people who resisted the Germans were shot. The worst suffering was during the Winter of Hunger in 1944-45 when the Germans looted the Netherlands of food, reducing the people to near starvation. Furthermore the Nazis murdered a huge number of Jews. In 1940 about 140,000 Jews lived in The Netherlands but less than 25,000 survived. The Germans the Netherlands recovered from the war and a new welfare state was created. In 1949 the Dutch colony of Indonesia became independent. It was followed by Suriname in 1975. Meanwhile the Netherlands was a founder member of the EU in 1957. In 1999 the Netherlands introduced the euro.

Like the rest of the world the Netherlands suffered in the recession of 2009. Nevertheless today the Netherlands is a prosperous country. Flower growing is still an important industry. Today the population of The Netherlands is 16 million.

Source: www.localhistories.org/netherlands.html



2011 - 102 Years of Motorised Aviation in the Netherlands

Source: www.dutch-aviation.nl/index3/index3-0.html



Aviation played an important role in the Netherlands, due in part to the work of aviation pioneer and aircraft manufacturer Anthony Fokker (1890-1939) and the founding of Schiphol (1916) and KLM (1919). Schiphol has developed into one of Europe's key airports and one of the driving forces behind the Dutch economy.

Among KLM's founders was Albert Plesman. 2009 marked the centenary of the first motorised aircraft flight in Dutch airspace.

1900-1913 Almost a month before Bleriot completed his first historic flight over the English Channel, the first flight over Holland took place. On occasion of the 40-year celebration of the founding of his sugarfactory, the Dutch businessman S.C.J. Heerma van Voss sr wanted to do something special for his staff and personel. The idea was to organise a flying demonstration on June 27 1909.

1919 The ELTA Aviation Exhibition in Amsterdam was officially opened on 1st August. It was a resounding succes for Albert Plesman.



1920 Pilot Jerry Shaw brought a small bundle newspapers from London to Amsterdam and opens KLM's first services to London and Hamburg.

1921 The re-opening of the service to London and Hamburg was attended by Prince Hendrik of the Netherlands.

1922 By the end of 1922, KLM had flown one million accident-free kilometers and was flying in winter, but still not on Sundays

1923 KLM flew summer and winter. The full year services were applied with regularity and security that the Dutch aviation would give his excellent reputation abroad

1924 The KLM called itself "Royal Dutch Airlines for the Netherlands and its colonies".



1925 In this year KLM took the icy plunge...a winter service with heated cabins

1926 KLM regularly added new destinations to its network

1927 Van Lear Black came from Baltimore, via London, to the Low Countries. He came to fly to Batavia

1928 The six experimental journeys of this year to Batavia took 12 days each, with 9 flying hours per day

1929 KLM was encouraged to commence regular but experimental scheduled services.

1930 On September 25 1930 finally the moment was there to start a regular service twice a week to the East-Indies

1931 By now, KLM offered a weekly service to Batavia. The first flight for KLM was on 5 March 1931.

1932 The F-XVIII was introduced in 1932. This Fokker whittled down the travelling time to Batavia to nine days

1933 During a special Christmas flight, Captain Iwan Smirnoff flying the Fokker F-XVIII 'Pelican', set a new record

1934 Albert Plesman entered the first KLM DC-2, the 'Stork', for the great London-to-Melbourne race, and placed overall second

1935 On May 23, 1935 the first official Indië-flight in a Douglas DC2 was flight 238 with PH-AKK "Koetlang". It left Schiphol with 325kg mail.

1936 The DC-2 was succeeded by the DC-3 for flights to the Orient

1937 In this year flight frequency increased to three flights a week

1938 KLM introduced mail and passenger services directly to Australia

1939 As the 1930s drew to a close, the era of the 'great flights' came to an end in a troubled world

1940 The bombardment of Schiphol Airport brought KLM services to an abrupt end.

1945 KLM in fact had to be rebuilt all over. Albert Plesman took control over the company again, with the same ambition as he had shown in the years before the war. In September KLM resumes services, initially only on domestic routes.

1946 14 February, a McDonnell Douglas DC-4 "Skymaster" with Commander Viruly departs from Schiphol for a flight to the Dutch West Indies, just like the flight of the "Snip" in 1934. KLM launches its scheduled service between AMS and NY

1949 January: two KLM Constellations arrive at Schiphol from a flight from Batavia via a new route due to the actions of the Dutch military in the Dutch East Indies. Adriaan Viruly is interviewed by journalists.

1954 Albert Plesman dies

1955 December 30, a Fokker F-VII-a landed on Schiphol. This aircraft is used as a museum aircraft and is still exposed in the Aviodome.

1956 Participants of the second European congress for Aviation Technology, visit Schiphol Airport where the new Fokker F.27 Friendship is shown.

1958 First KLM flight over the Northpole. First KLM flight via the polar route to Japan

1960 March: Dawn of the jet age with the introduction of the Douglas DC-8

1966 September 12: NLM (now KLM cityhopper) was founded

1971 February: Introduction of the Boeing 747 heralds, the start of the "wide-body" age of KLM.

1975 November: Introduction of Boeing 747 Combi marks an important milestone for airfreight.

1978 KLM "Human Factors Awareness Course," large scale in-house indoctrination of staff

1979 Fokker factory 60 years

1989 June: KLM's introduction of the Boeing 747-400 is an important milestone in preparations for the 1990's. July: KLM takes an important step towards being a global airline by acquiring a 20% share in Northwest Airlines

1991 April 1, KLM founds new strong regional airline: KLM Cityhopper, by amalgamating NLM Cityhopper and NetherLines. October, KLM extends its share in Transavia from 40% to 80%

2001 KLM is the first European Airline to introduce the 737-900s

2005 KLM starts adding the first of 12 Airbus A330-200 aircraft to its fleet

2008 KLM's first 2, out of 6, Boeing 777-300ERs are put in operation

2008 KLM begins a gradual introduction of the Embraer 190 to its Cityhopper fleet, replacing some of its Fokker 100 aircraft





History of Amsterdam

Amsterdam, the greatest planned city of northern Europe, has always been a well-known name in world history and played a central role in the history of the Netherlands. In the 17th century Amsterdam was the centre of world economy, and nowadays the city is known for its tolerant character.

1200-1585: The Early History: Amsterdam was founded as a fishing village around the thirteenth century. Amsterdam developed round a dam in the Amstel river at the end of the 12th century. The name Amstelredamme occurs for the first time in the toll concession of Floris V, Count of Holland, dated October 27, 1275. During the 14th, but especially the 15th century, Amsterdam underwent a rapid development, which laid the foundation for the Golden Age. Only very few medieval buildings survive today. Some examples: the Old and New Churches and the Houten Huis (Wooden House) at the Begijnhof. Throughout the Middle Ages houses were generally built of wood, a vulnerable type of construction material. The famous Houten Huis is no exception to this rule. Consequently, most of them were destroyed. Nevertheless, a surprisingly large number of Amsterdam dwellings still have timber frames.

1585-1672: The Golden Age of Amsterdam: the hey-day of Amsterdam's commercial success. At the time Amsterdam was the staple market of the world. During this period the characteristic Amsterdam cityscape developed; the 1613 and 1663 urban expansions still determine the city's characteristic appearance. Some of the most important historic buildings date back to this period, e.g. the town hall in the Dam Square (now the Royal Palace), the Westerkerk, Zuiderkerk, as well as a large number of canal houses among which De Dolfijn (Dolphin), De Gecroonde Raep (Crowned Turnip), the Bartolotti Huis, the Huis met de Hoofden (House with the Heads), the Poppenhuis, Kloveniersburgwal 95 (commissioned by the Poppen family), the Trippenhuys (built for the Trip family), the Van Raey-huizen, Keizersgracht 672-674, and Sweedenrijk, Herengracht 462.

1672-1795: An Age of Gold and Silver: The year 1672 was a year of disaster for the Dutch Republic with the French and English attacking simultaneously. The Golden Age had come to an end. Nevertheless, Amsterdam managed to consolidate its prosperity during the period 1672-1795 in spite of the predicament the Republic found itself in. The city remained a major staple market and managed to retain its position as the financial centre of Europe. Whereas the Golden Age was primarily a period of pitch and tar, the new era is better characterised as an age of gold and silver. The large number of dwellings built at this time, both simple ones and rich canal houses, reflect the city's prosperity. As a result the majority of the houses located in the city centre date back to the 18th rather than the 17th century. Some examples: Huis Van Brienon, Herengracht 284, Huis De Vicq-De Steur, OZ Voorburgwal 237, Zeevrugt and Saxenburg, Keizersgracht 224.

1795-1813: Recession and Decline: In 1795 the government of the patrician oligarchies was overthrown and the old Republic ceased to exist. Soon the French were to occupy the country. During the period 1795-1813 Amsterdam suffered badly from the economic recession, a state of affairs reflected by the stagnation of the demographic development. Many houses were vacant and some even collapsed for lack of maintenance. Fortunately some facades and interiors dating back to the Empire period survive today.

1813-1940: Recovery and Expansion beyond the Singelgracht and is marked by economic recovery and, from 1870 onwards, by expansion. The increasing wealth brought about a rapid population growth. This development was primarily the result of the Industrial Revolution which triggered off a New Golden Age. The city now ventured into the area beyond the Singelgracht. Large poorly built working-class neighbourhoods were built. The period 1920-1940 was a time of economic recession. Therefore it is all the more remarkable that the so-called Ring 20-40 compares favourably to the 19th century jerry-building. This was also the period of large-scale damage to the historical city centre; canals were filled in and new traffic breakthroughs were realised.

Source: www.bma.amsterdam.nl/adam/index_e.html



Eastindiaman Amsterdam
www.scheepvaartmuseum.nl/english

Secrets of the map-makers. How 17th century Dutch cartographers opened up the world. By Andy Round.
<http://andyround.com/?p=1461>

AWE11 SCHEDULE

subject to change

7th AWE - Aviation and Women in Europe Conference ***"Don't fear to leap to achieve your dreams"***

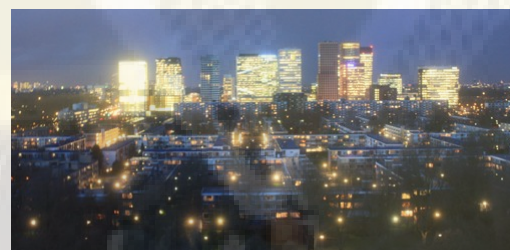
Thursday 22nd September 2011 Tours - Canal bikes (on request)
Bicycle tour of Amsterdam (on request)
free time

Friday 23rd September 2011 Arrivals
2 pm - 4 pm Conference Registration
Htel lounge
5 pm Bols Museum Welcome Reception - Mirror Caffè'
Bols cocktail and tasting! www.houseofbols.com
6.30 pm (subject to change) Cruise



Saturday 24th September 2011

7 am - 8 am AWE11 Breakfast
9 am - 1.15 pm Conference - Htel Lounge
1.15 pm - 2.15 pm Lunch - Htel Lounge
partially sponsored by Swan Heights
2.15 pm - 5.30 pm Conference - Htel Lounge
7 pm Champagne Tasting - Skylounge
(from Htel by Metro 51 Ouderkerkerlaan or Sportlaan to Central Station, get off at Van Boshuizenstraat € 1,64, takes 10 minutes, 8 stops, then a 5 minute walk)
8 pm Banquet - Skylounge
partially sponsored by Swan Heights and Htel Serviced Apartments
(from Skylounge by Metro 51 Van Boshuizenstraat to Westwijk get off at Sportlaan or Ouderkerkerlaan € 1,64, takes 10 minutes, 8 stops, then a 10 minute walk)



Sunday 25th September 2011

8 am - 9.30 am AWE - Aviation and Women in Europe Breakfast
9.30 am Bus from Amsterdam to Lelystad - confirmed participation needed

All day event

Tour - 'Early Birds' Foundation <http://earlybirdsmuseum.nl/en>
- confirmed participation needed
Tourist flights on DC3 or Fokker Friendship
- confirmed participation needed
Lelystad Airport - Aviation Museum Aviodrome www.aviodrome.nl
with English Guide - confirmed participation needed



Tours & Activities



non-profit organisation
AWE - Aviation and Women in Europe
*Coordinating and promoting aviation education
Encouraging women to seek opportunities in aviation*
AWE2011 Organising Committee
Michelle Bassanesi, Jaap Mesdag, Heidi Smale
www.aweu.org



AWE11 Speaker Profiles – morning session

“Don't fear to leap to achieve your dreams”

9:00 - 9:15

WELCOME

9:15 - 9:55

JAAP MESDAG. Studied civil and public law and currently works for the municipality of The Hague. He is a volunteer for the Early Birds in Lelystad. He is involved in the team Bleriot of Early Birds. Jaap also is a member of the Harriet Quimby 1912-2012 Centennial Committee. Jaap will speak about the Early Birds museum collection, and the dreams of the founders and volunteers to keep aviation history alive.



10:00 - 10:40

HARRY VAN HULTEN, Major RnethAF. Born and raised in Amsterdam, After he finished the Atheneum (B) in 1986, he joined the Royal Netherlands Air Force. He studied at the Royal Military Academy in Breda, where he graduated in 1990 with a bachelor degree in engineering. Following his study, he completed three of the most challenging and prestigious courses in (military) aviation, like Euro NATO Joint Jet Pilot Training (ENJJPT), F-16 (Dutch) Weapons Instructor Course (DWIC) and USAF Test Pilot School. Currently Harry has the rank of major and has flown over 3000 hours grand total, of which over 2600 hours in the F-16. Harry has flown as pilot in command in 42 different types of aircraft ranging from light single engine aircraft to

heavy multi engine types, to include various high performance fighters.

In 2008 he founded the company Space Experience Curacao (SXC), together with Lt-Gen ret. Ben Droste. SXC wants to make space accessible for tourists, scientific research and for launching micro-, and nano-satellites by executing commercial suborbital spaceflights. The company has been able to successfully raise funding and government support. SXC also formed various strategic partnerships with KPMG, KLM and others. SXC is now called Space Expedition Curacao and recently launched its ticket sales campaign.

11:00 - 11:40

FRENCHESZ PIETERSZ. Lecturer Aviation Studies. Amsterdam University of Applied Sciences. Inspiring People to Consider technology/aviation as an opportunity for achieving goals. Frenchez Pietersz has a decade of experience in lecturing in aviation related topics such as MRO lean maintenance, airport processes, logistics, aerospace materials and management skills. Frenchez is also chairman of the Alumni Society of Aviation Studies, works with the student-association Amsterdam Aviation Association and coordinates activities to motivate young people to study technology in aviation.

Before he worked at the Amsterdam University of Applied Sciences he worked at the KLM Engineering and Maintenance department on the Boeing 747, afterwards he joined Transavia.com at the Operational Department concerned with business development.

Frenchez is also the founder of Aviation Platform a networking and sharing platform for aviation professionals and students, with the ambition to be the first stop for sharing aviation related knowledge.



11:45 - 12:25

DIANA GOMES DA SILVA was born in Lisbon, within a family with a strong tradition in challenging sports. Very early she start practicing tennis, diving, athletics and has even been a instructor in bodyboard and snowboard. As a great communicator who has a particular pleasure for writing she has a degree in Media and Cultural journalism by the Portuguese University Catolica. However at the very young age of 19, a greater passion was growing, so while she was studying in College she was also studying to pursue her dream, to become pilot, in OMNI Aviation school. Diana is now the youngest airline pilot SATA International, in which she flies the Airbus 320. As a perfect alliance between passion for aviation and this enthusiasm for sport, aerobatics appear early in the life of Diana. This way she becomes the first and only woman stunt pilot in Portugal, the second youngest in the world, and the youngest in Europe. With only 24 years she heads to the U.S. to take a course in advanced

aerobatics in Tutima Academy of Aviation Safety - School of the most famous aerobatic pilots in the world, Sean Tucker. Proactive and dedicated to everything she does, she became a flight instructor. Combining this mode of life with the pleasure of writing, Diana accepted the invitation to write about flight safety for Sirius, The biggest Aviation magazine in Portugal. Result of her dedication she bought a plane wich she considers the best aerobatic plane she flew, the distinguished Pitts S2-B. So passionate and dedicated to aerobatics, with her plane who affectionately calls the “Dream Chaser”, Diana presents herself as a strong and unique sports bet.



12:30 - 13:10



KAREN ROSIER. In 1986 started her career in aviation as a Flight Attendant with KLM Royal Dutch Airlines. A few years into the job she began having an interest in flying herself and spend more and more time in the cockpit. Starting with just the PPL wouldn't be that difficult and, after a series of inquiries, she ended up at a flight school for professional pilot's training located at Schiphol Airport. Karen did the evening school version. Her PPL was in the pocket, the written ATPL almost. She was close to start preparation for the CPL V-ride and then due to a very serious fatigue, had to call it quits in 1992.

It wasn't until 1996 that Karen started flying again. It was the start of what became one of the most exciting periods of her life; living in the USA where she could make her dream come true. She quit her job as a Flight Attendant, sold her apartment, got a student visa and moved to Atlanta for a year. She returned to The Netherlands with her PPL SE ME & IR license. She was

rehired by KLM as a Flight Attendant and used unpaid leave and vacations to get the CPL SE and ME license. Due to several circumstances she hasn't flown since. At this moment Karen is working at the KLM office besides being a Flight Attendant; the Flight Attendant Planning and Scheduling department. Karen's other current activity in aviation is being the newsletter editor of the Ninety-Nines Ambassador Chapter 'The Leading Edge'.



LIEUTENANT COLONEL JILL A. LONG commands the 2d Air Support Operations Squadron, Rose Barracks, Vilseck, Germany. She leads 65 combat airmen in their primary mission of providing tactical close air support to the 2d Stryker Cavalry Regiment, 172d Heavy Infantry Brigade Combat Team and other Army and NATO ground forces. Along with her airborne qualification she is also a qualified Joint Tactical Air Controller-Instructor, Air Liaison Officer and Forward Air Controller.

Lt Col Long is a 1991 graduate of the University of Portland. After graduating from Undergraduate Pilot Training in 1993 she flew the multiple variants of the KC-135, A/OA-10, T-37B and T-6II. She served as Director of Air Refueling Operations during Operation ALLIED FORCE and flew more than 100 combat-hours over Afghanistan during Operation ENDURING FREEDOM. While assigned as Chief, Wing Plans and Programs, she organized ACC's most aggressive peacetime tactical deception exercises since SE Asia. As a staff officer at 9th Air Force, she organized the USAF's first pre-deployment Urban Close Air Support conference, served as Senior Operations Duty Officer and Executive Officer to the Commander of the Combined Air Operations Center at Al Udeid AB, Qatar, and as Chief, Commander's Action Group for COMUSCENTAF, planned and organized the Commander's activities in the Middle East. Lt Col Long also served as NATO's 80th Flying Training Wing Chief of Staff, instructor, and evaluator for the instructor cadre of the wing's new aircraft the T6 Texan II. She served as the Director of Operations of the 8th Air Support Operations Squadron in Aviano, Italy prior to taking command of the 2d Air Support Operations Squadron.

Live Life on the Ragged Edge ... and Follow Your Dreams!" How one woman translated her dream of flight into a successful military career and airshow performer.



AWE11 Speaker Profiles – afternoon session

"Don't fear to leap to achieve your dreams"

14:20 - 15:00

FRANK VERSTEEGH, has flown under the Erasmus bridge in Rotterdam and the Chainbridge Budapest during the air race. He has raced in: Rio de Janeiro, Abu Dhabi, at the Golden Horn in Istanbul, and at Navajo territory in Monument Valley. Frank has flown more than 1350 aerobatic displays in 38 countries. On december 17 2003 Frank landed at 27 Dutch airports in one day, to commemorate the first powered flight by Orville and Wilbur Wright, 100 years ago. He has made a touch and go in a ship at the Rhine river near Rhenen during an airshow. Frank Versteegh has been chairman of the working group writing new airshow rules and regulations for the Dutch CAA. He is an airshow evaluator, and trains airline pilots to recover from upset situations. Frank has been expert aviation commentator at the Air Race Wolrld Wide TV program. His involvement producing and improving the Air Race TV program (135 countries) resulted in a Emmy Award in 2009. He has taken VIP's and top sporters up in his cockpit. His Royal Highness Prince Willem Alexander, Astronaut Wubbo Ockels, and many top sporters and



VIPS have enjoyed the professional sensation of High G forces and precision flying. Frank is a perfectionist with passion and devotion, a man who does not take no for an answer. A man with a story to tell and a good sense of humor. He loves to cook, has saved lives, caught thieves and written a book for children about the life of his dog Joe the Co. Frank is a specialist in risk management. Despite protocols, standards manuals and rules, accidents and incidents happen. The question is WHY? Safety systems used in aviation can be a guideline for others. In his key note speeches he points out that that there is a human factor in 75% of all accidents.





15:05 - 15:45

Captain DOMINIQUE SCHREINEMACHERS. Dominique grew up in the city of Venray, in the south of Holland, together with her sister. At the age of 13 she told her mother that she wanted to become a military pilot in the airforce, which, fortunately her parents always supported.

With a very sportive background she was dedicated to being the most fit student on the whole selection and training process. Dominique started with the selections for the military pilot training when she was 16 years and 9 months old, only because earlier was not aloud, and attended, in 2002, the officers training in Breda.

She went to the USA in 2004 to become a helicopter pilot at the training facility in Ft. Rucker. In 2006 she finished her cougar helicopter AQC and IMQT. Thereafter she went through Combat training and was sent twice to Afghanistan.

Now, a 29 year old captain, she has been training for new missions on ship operations and more national security in Holland with search and rescue operations. This time with the marines for operations against pirates in the gulf of Aden or narcotics control in the west.

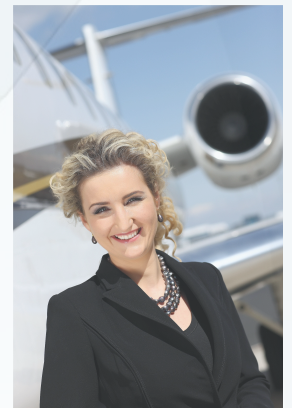


16:05 - 16:45

ANTONIA TOMKOVA. Commercial Director at ABS Jets, has worked in professional sales and marketing more than 12 years. Throughout her broad career she has gained experience in various fields and developed a deep knowledge of business and marketing, PR and sales. She has worked not only in agencies and in the media industry, but also as an entrepreneur.

Antonia started her career at 18, as an Event Supervisor for Storm promotions. She arranged marketing events for major clients from the FMCG (Nestle, Procter & Gamble, Heineken), as well as the cosmetics (Coty, Gillette) and automotive industries (Citroen). After four years at Strom, Antonia was appointed Marketing Manager at local radio. After that she worked as Supervising Manager at Juba. Antonia then participated in the inception of Grossmann Jet Service, first as Sales & Marketing Manager, and then broadening her role to Commercial Director. At Grossmann Jet Service she successfully led team of 20 employees.

Antonia also established the **professional association CEPA** (Central Europe Private Aviation), to foster the development of private aviation in Europe. She also organized one of CEPA's first events, an international conference in Prague in April 2010. In 2009 Antonia was nominated for the prestigious **Manager of the Year** award in four categories: Young Managerial Talent (under 35); Manager of the Year in the Services Sector (collected between TOP3); Manager of the Year; and Small Business Manager. In mid-2010, Antonia founded her own company **MEDIA Tribune**. Her experience and skills are now available to benefit her clients.



16:55 - 17:30

SIMONETTA DI PIPPO. Appointed Director of Human Spaceflight in April 2008 and took up duty on May 15th 2008 becoming the first woman director within ESA and the first one leading a Human Spaceflight directorate within worldwide space agencies. She holds a degree in astrophysics and space physics.

From April 1st, 2011, she has been appointed Special Advisor to the ESA DG. She held several strategic positions in the Italian Space Agency raising up to the level of Secretary General and served as Italian delegate in several ESA Programme Boards, including the Chairmanship of the Aurora Board of Participants, until she was elected Chairperson of the Human Spaceflight, Microgravity and Exploration Programme Board (PB-HME) in July 2005.

Before joining ESA she was responsible for the ASI directorate in charge of managing scientific missions as well as ASI's the participation in European and international exploration missions and in the ESA exploration programme Aurora. During her career in ASI and thanks to her capabilities of negotiation with international partners, she was responsible for the Italian astronauts and she was entrusted the responsibility to coordinate the first mission of an Italian astronaut onboard the Russian Soyuz ("Marco Polo" mission, April 2002).

Entrustment renewed for the mission of an Italian astronaut on board a Shuttle Mission ("Esperia" Mission, October 2007). Her extensive and long-standing relationship with NASA, and with other space fairing nations agencies, as well as her well-know visionary approach to space exploration, were instrumental in creating a 14 space agencies group (ISECG) providing a coordination framework for space exploration as a global endeavour (GES). Her dedication to space culture and its divulgation is a high priority also in her private life, authoring several articles and a book. In March 2006, She was knighted with the title of *Cavaliere Ufficiale al Merito* by the Italian President and in May 2010 with the 'Silver Medal' (Prize: "*Professore Ingegnere Luigi Napolitano*") for her contribution to the space sector. The International Astronomical Union named asteroid 21887 "Dippipo" in recognition of her outstanding contribution to space exploration.

She is presently the President of WIA-Europe, the European organisation she recently founded, dedicated to expanding women's opportunities for leadership and increasing their visibility in the aerospace community.



Scholarships available through: Women in Aviation International, the Guild of Air Pilots and Air Navigators, Women in Corporate Aviation, The Ninety Nines Inc., International Aviation Womens Association, International Society of Women Airline Pilots, Association for Women in Aviation Maintenance, Whirly-Girls International Women Helicopter Pilots, Careers in Aviation, Wolf Aviation Fund, The Airline Dispatcher's Federation, the Aircraft Owners and Pilots Association, Sporty's Foundation, Women Military Aviators, National Business Aviation Association, British Women Pilots' Association, Air Traffic Control Association, National Aeronautics and Space Administration, Experimental Aircraft Association.

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A W E - Aviation and Women in Europe
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Encourages women to seek opportunities in aviation

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AWE operates exclusively for charitable, educational or scientific purposes.

- To foster, promote and engage in aviation education, particularly as it relates to women in aviation. This includes encouraging women to seek opportunities in aviation.
- To cultivate, foster, and promote interest and understanding among the public in the accomplishments and contributions of women to the aviation industry.
- To establish, acquire and maintain information and materials, acting as a depository for historical and scientific interest which pertain in any way to the science of aviation, especially as it relates to women in aviation.

AWE wishes to honor the achievements of the European strong-minded, pioneering women, knowing that we stand on their shoulders. Through websites like this one - we can recognise their strengths, develop them in ourselves, and build on them - together.

AWE coordinates the promotion of women and their work in aviation.

AWE looks to spread aviation knowledge and culture amongst women.

AWE's long term goal is to create a source of information and professional opportunities for women in European aerospace and aviation.

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