



# **Aviation and Women in a fast changing Europe**

Trento, Italy 17<sup>th</sup> - 18<sup>th</sup> June 2005

**19th June - AirShow & Special Event**

Promoter: Michelle Bassanesi [mash@centropilota.it](mailto:mash@centropilota.it)

### Opening Hours

From Tuesday to Friday **9.00-13.00 / 14.00-17.00**

Saturday and Sunday **10.00-13.00 / 14.00-18.00**

Closed Monday, 1° November, Christmas and New Year's

### How to get there by car

From Brennero Highway A22 Trento Centro exit to statale 12 towards Verona. After about 3 Km, there is a road on the right that takes you to the airport. The address of the **Museum G. Caproni - Aeronautica, Scienza e Innovazione** is Via Lidorno 3, Trento, right by the airport.

### How to get there by other means

[www.apr.trento.it/English/ENG\\_ComeRaggiungerci.htm](http://www.apr.trento.it/English/ENG_ComeRaggiungerci.htm)



## Conference Location Information



## Contacts

Museo G. Caproni - Aeronautica, Scienza e Innovazione  
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## 1<sup>st</sup> AWE Conference Souvenir program

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# Welcome to: 1st AWE Aviation and Women in Europe Conference

A word from the Promoter Michelle Bassanesi:

I had a dream ... It all started as a wish last year at the WAI Conference in Reno, Nevada USA. After attending my second Int.l Conference I realised that one geared towards Europe and the European realities was missing. I asked the president about it and she replied that they are interested in a European Chapter and to organise a WAI Conference in Europe in the Fall of 2006 ... so I decided to begin working to make this happen, and this is the first outcome.

This is not technically a WAI Conference, it's a start up initiative that will benefit all of us.

The Italian National Aero Club (Aero Club d'Italia), through Giuseppe Leoni, soon became enthusiastic about my idea and offered patronage without hesitation from the very beginning.

So ... here I am asking you ladies (and gentlemen related to you as well, of course) to help me put together this Conference by attending in Trento.

You would probably ask why Italy and Trento. Italy because this is where I live. Trento, besides the renowned hospitality and beauty of its mountains and valleys, the support of the AIPM (Italian Mountain Pilots Association) of Trento, the airport manager being very active towards making GA flying more user friendly, and last but not least, because Trento is homebase for ItalFly Srl, an excellent JAA helicopter school and to the Museum Gianni Caproni. Both organizations have offered their financial and logistical support for the event.

This has been possible mainly through our hostess, Contessa Maria Fede Caproni. She comes from an Italian family of aviation pioneers and runs the best aviation museum in Italy, which we will have the pleasure of touring on Friday afternoon and also to admire the "all women pilots exhibition" permanently on show at the museum. Maria Fede is always on the lookout for photos and resumes of women in aviation ... and she loves collecting pins! Joking aside, the best quality of this lady is to be an excellent and never tiring promoter of aviation in all aspects, and I would like to thank her for the momentum she has given to the whole initiative.

During the Conference Angelo D'Arrigo, better known as birdman, will present for the first time to the press his Wings of the Condor 2005 Project. Aviation and Science in the pure sense.

Several side events will complement our stay: On Sunday morning the Italian women pilot's annual meeting will take place, chaired by Fiorenza de Bernardi, the first Italian woman airline pilot, whilst Sunday afternoon will be filled by an AWESome Airshow, featuring Italian Airforce aircraft as well as several Italian and European attendees showing their skills and flying machines. Finally, and this is a theme really close to my heart, the Italian Disabled Pilots Association representatives will fly-in on their purpose-modified aircraft to celebrate the 10<sup>th</sup> anniversary of their organization on their way to Brussels where they will be attending "Paraflight", the first European Fly-in for Disabled Pilots combined with a European disabled pilot Conference.

That's why Trento is the perfect site for a relaxing and stimulating aviation weekend, and I hope you will enjoy your visit.

Thanks to all of you for your help in making this event a great success! See you in Trento!



## Gianni Caproni



Born at Arco in 1886, Gianni Caproni studied engineering at Monaco di Baviera and Liegi.

In 1909 Caproni built his first powered aircraft at Arco, the biplane Caproni Ca1, powered by a Miller 25 hp engine. He moved to Italy for the test flights and flew the craft to Vizzola Ticino the 27 May 1910, the Ca1 was damaged on landing. Maj. Giulio Douhet was very supportive, commander of the Aviators Battaglione, Caproni dedicated himself in 1913 to projecting the bombardier trimotor biplane, used extensively throughout the First World War models Ca. 33-36.

During the years between the World Wars, Caproni made many aircraft, from the gigantic bombardier esamotor Ca. 9 (1930) to the small biplane used for training Ca. 100 (1928). In 1938 the Ca. 161bis attained the world record an altitude of 17.083 m. still unbeaten today for piston aircraft.

Throughout the years Caproni expanded to other industrial areas, amongst which motors buying Isotta Fraschini and Carraro. Bearer of 160 brevetti, in 1940 Caproni was nominated Count of Taliedo. Even if he really wished to continue in aeronautics, culminating in the fourseater prototype Ca. 193, the Second World War forced him to drastically re dimension his industrial group.

Gianni Caproni died in 1957.

The Caproni Vizzola, last aeronautics section still active was bought by Agusta in 1983. The special interest shown in Gianni Caproni and his aircraft has been very keen even abroad. To Commemorate a century since the birth of this Italian pioneer in aviation from Trento in 1986 the prestigious National Air and Space Museum of Washington had Caproni's Ca9 on display. Returned to Italy in 1988, the Ca.9 is on display at Trento. The Ca.20 (1914) first fighter is on display in Seattle.



# 1st AWE - Aviation and Women in Europe Conference

## Trento 17 - 18 June 2005

### 19th June AirShow & Special Event

#### “Aviation and Women in a fast changing Europe”

The aviation scenery in the Old Continent is rapidly changing its shape and new opportunities arise for women wishing to fly or take active part in the aerospace world.

PROGRAM Friday, 17th June 2005	
9:30am - 1:30 pm	Conference Registration - G. Caproni Museum
2:00pm - 4:00 pm	Tour of G. Caproni Museum & Special Women Pilots Exhibition <a href="http://www.museocaproni.it">www.museocaproni.it</a> tour guide F. Volpi (P. Graffer, interpreter)
4:30pm - 8:00 pm	Wine Tasting and Tour of Balter Winery (bring a cardigan)
8:30 pm - 10:00 pm	Welcome Reception at L'Osterietta (bring a cardigan)
PROGRAM Saturday, 18th June 2005	
9:00 am - 12:00 pm	General Session (Conference Hall, G. Caproni Museum)
12:30 pm - 1:30 pm	Buffet Lunch - sponsored by Maria Fede Caproni & Larry Pisoni (Glider Hanger)
2:00 pm - 7:00 pm	General Session cont. and guest of honor (P. Graffer, interpreter) (Conference Hall, G. Caproni Museum)
8:00 pm - 10:00 pm	Banquet at “Barone Rosso” Restaurant and awards ceremony Sponsored by Maria Fede Caproni (AerHotel, Trento - Formal dress)
PROGRAM Sunday, 19th June 2005	
10:00 am - 12:00 pm	Special Event: “Broken Barons” at Trento airport
12:30 pm - 1:30 pm	Buffet Lunch - sponsored by Maria Fede Caproni (outdoors G. Caproni Museum)
2:00 pm - 6:00 pm	AWESome AirShow over Trento - “Aviation and Women in Europe” aerobatics, gliders, S.A.R., Police, Dofin, AW8 M.M., mountain pilots, historic planes, helicopters, balloons, ulm Sponsored by Aeronautica Militare, Contessa Maria Fede Caproni

# **1st AWE - Aviation and Women in Europe Conference**

## **Trento 18th June 2005**

G. Caproni Museum Conference Hall

Present: Arch. G. Leoni, Contessa M.F. Caproni, Italfly Srl, M. Bassanesi

### **PROGRAM - Morning Speakers 9am - 12am**

- ✓ **WAI Europe "One World, One Sky" Chapter**  
Presentation and discussion: European Chapter & WAI Europe Conference, Fall 2006
- ✓ **Trish Beckman - WAI Board Member & Test Flight Navigator The Boeing Co.**
- ✓ **Women in the Flight Deck - How have things changed in the last 30 years?**  
Speaker: Liz Jennings Clark, NL
- ✓ **More Women in Aviation Maintenance:  
A Way of Reducing Maintenance-related Accidents and Incidents?**  
Speaker: Yvonne Ward, UK
- ✓ **Women in Aviation Maintenance**  
Speaker: Robin Lamar, US

### **PROGRAM - Afternoon Speakers 2pm - 7pm**

- ✓ **On the Wings of the Condor 2005**  
Guest of Honor: Angelo D'Arrigo, IT
- ✓ **Aviation in Journalism: Why it is better to be a flyer as well as a journalist**  
Speaker: Georgina Hunter-Jones, UK
- ✓ **Dispatching in Modern Aviation**  
Speaker: Sevda Tantan, BE
- ✓ **"Working for Aerospace" in a changing world - re entry vehicles**  
Speaker: Michèle Lavagna, IT
- ✓ **Women in Science and Engineering:  
Female aeroplanes i.e. how a woman would design a plane**  
Speaker: AWISE, UK

**Awards presented:** Friday dinner  
Saturday banquet

Special AIPM Recognition  
AWAM & CAE SimuFlite's Horizon of Air Art Contest  
Recognition of Flying Career  
"Broken Barons" 10<sup>th</sup> Anniversary



# ABSTRACTS

## ✓ WAI Europe "One World, One Sky" Chapter

**Presentation and discussion: a European Chapter and WAI Europe Conference, Fall 2006**

## ✓ WAI Board Member & Test Flight Navigator The Boeing Co.

**Trish Beckman, US**

Commander Trish Beckman, USN (retired), currently flies for Boeing Commercial Airplanes Group, Seattle, Washington. She holds FAA licenses as an Aircraft Dispatcher and a Flight Navigator. She flies as a System Operator (similar to flight engineer) for production and engineering test flights of the Boeing 737, and as a Flight Navigator for ferry flights and engineering test flights.

Trish spent over 28 years on active duty in the US Navy (8 years enlisted and 20 years as an officer). As a Naval Flight Officer (NFO, or Navigator), she flew in 67 types of aircraft. Her primary aircraft qualifications were in the EC-130Q, F/A-18D, E-6A, S-3A/B, and F-15E. She was the first woman to qualify as a crewmember in the F-15E (1992), and she was the first American woman to qualify as a crewmember in the F/A-18D (1990).

Besides being a graduate of the US Naval Test Pilot School, Trish also instructed there. She holds a BS in Aerospace Engineering (North Carolina State University), an MS in Aeronautical Engineering (Naval Postgraduate School), and a Masters in Business Administration (MBA, Webster University).

Trish is a Past President of Women Military Aviators, Inc. (WMA), is a founding board member of Women in Aviation, International (WAI), and is also a founding board member of the Sino-American Aviation Heritage Foundation (SAAHF). She volunteers as a workshop presenter for Sally Ride Science, at festivals around the country, to encourage girls to pursue careers in math and science.



## ✓ Women in the Flight Deck - How have things changed in the last 30 years? Liz Jennings Clark, NL



In the 1970's women were only just beginning to break into the male domain of airline flying. Thirty years later we are still just a fraction of the total number of pilots – between 3-7% in most airlines with 10% being a rare exception. Why is it that female participation in this sector has remained so low?

Are conditions similar for co-pilots starting in 2005 as they were for their predecessors? Is there discrimination from colleagues or passengers or are these issues a thing of the past? Is it possible for women to combine the wish to have a family with an active airline career? Why, our male colleagues ask, do we feel the need to have women only meetings like this one? What does the shift from legacy carriers to low cost carriers mean for the appeal of a career in aviation to the average woman? What does it mean for our career prospects?

As a line pilot with some 20 years experience I have built up a wealth of anecdotal evidence and theories on these and similar issues and hope to provide the conference attendees with some food for thought.

## ✓ More Women in Aviation Maintenance:

**A Way of Reducing Maintenance-related Accidents and Incidents?**

**Yvonne Ward, UK**

More Women in Aviation Maintenance: a Way of Reducing Maintenance-related Accidents and Incidents?

The integration of Human Factors principles within the aviation maintenance system is currently at the top of the agenda due to its incorporation into EASA/ JAR Part-145 requirements. A number of high profile accidents have propelled the risks associated with maintenance error firmly into the spotlight (UK CAA, 2002). Furthermore, it is widely accepted that the significance of maintenance human error is increasing (JAA, 2001; UK CAA, 2002).

The latest European research has shown that violations represent a major factor in maintenance-related incidents (ADAMS, 1999). Women are not as prone to violations as men (Reason and Hobbs, 2003). This paper argues, therefore, that an increase in the number of female technicians and managers within aircraft maintenance organisations may possibly reduce the amount of violations, and hence reduce the numbers of maintenance-related occurrences. The employment of female personnel would also go some way towards addressing the skills shortage which is seen as long-term potential danger to aircraft safety (UK CAA, 2002; JAA, 2001). However, the potential benefits of increasing the numbers of female employees in the aviation maintenance sector would have to be balanced against issues such as female physical limitations, design that takes female maintenance technicians into account and the attractiveness of current maintenance organisation cultures to women.



## ABSTRACTS cont.

### ✓ **Women in Aviation Maintenance:**

#### **Aviation Technology – Diversity, Opportunities and Challenges Robin Lamar, US**

Explore the world of Aviation Technology. There is more to aviation than being a pilot. Discuss diverse career opportunities, challenges, and the satisfaction of maintenance and technology with Robin Lamar, a professional aircraft mechanic and past president of AWAM. Included will be training options, career paths, and industry acceptance of women, plus scholarships and networking support. Equally important are the subtle lessons learned to make life work in a non-trad world. Lamar leads this talk from a vast and complex set of experiences. She is a wrench turning line mechanic at a major airline, (currently on lay-off), has taught Aviation Maintenance at Colleges, and is a founder of the Association for Women in Aviation Maintenance and an applied anthropologist. Representing AWAM, she attends the major US aviation conferences, from Women in Aviation International, the Professional Aviation Maintenance Association, Helicopter Association International, to name only a few. Life brings her into close discussions with many of today's aviation leaders. In 2001 she was honored with the prestigious 'Aviation Maintenance Technician of the Year' Award at the Women in Aviation Conference, she also won a coveted Pratt & Whitney International Training Scholarship. She is well known as a speaker and communicator in the aviation community. She brings a unique perspective to her talk, both technical and intellectual with the bird's eye view of a woman!



### ✓ **Aviation in Journalism:**

#### **Why it is better to be a flyer as well as a journalist**

**Georgina Hunter-Jones, UK**



This talk is a light-hearted look at the life of a pilot who is also a journalist. Georgina Hunter-Jones is a commercial pilot, in both helicopters and fixed wing, and a flying instructor, but she is also a journalist and has been writing articles even longer than she has been flying (more than 20 years).

Georgina started as a trainee with the Evesham Journal in England, while she was at university, and at the same time started learning to fly. For many years Georgina has test-flown planes and helicopters for articles in various flying publications including the Financial Times! This put her in a unique position and has allowed her to do several articles that would be denied to non-pilots.

In 1988, she and her mother did the World's First All Female WingWalk, with Georgina flying. In 1994, Georgina broke the Women's World Altitude record for light helicopters and in 2004 Georgina founded Helicopter Life magazine, which she now edits. Her background in flying and journalism makes this publication one of a kind.

Her talk will include flying with Louis Bleriot (the grandson!) and escorting the ill-fated Bleriot XI Monoplane on its 80th anniversary flight across La Manche (in this case ending in it). Flying a Huey in the Brunei jungle for an article about the British army, flying a R22 to Russia for the World Helicopter Championships, and taking part in films, including flying a Cessna 172 wearing a wig as the double for a blond woman and many other stories.

### ✓ **Dispatching in Modern Aviation**

**Speaker: Sevda Tantan, BE**

Introduces the role of dispatchers in the European theater, since airlines are operating regularly without having qualified and certified dispatchers to authorize flights and produce flight plans.

Every airline operating in the US is required to have dispatchers certified by the FAA to authorize and follow the progress of every flight during the entire operation. The dispatchers are the ones that have joint responsibility with the captain in authorizing, dispatching, initiating and terminating a flight. Obviously one of the dispatcher's main functions is to support the pilot with all the information she has access to, weather changes and updates, notams, security alerts, passenger issues, airport or runways closures and everything else that might affect the safety, security or simply the regular course of the flight. She must also assist the flight in the event of any mechanical issues, both on the ground and in the air, coordinating with maintenance and the pilots any following action and applying any eventual performance correction and limitation. A dispatcher is also fundamental in analysing weather and field conditions. Going back to the European reality, having certified and so highly qualified personnel would be a great asset to any airline's operation and it would guarantee a safe operation in compliance with both the national aviation regulation and the policies and procedures of the single airlines. In the US the FAA is the only authority that can certify dispatchers after a written, oral and practical exam. In order to be qualified to take this exam, the applicant must have achieved an accurate knowledge of navigation, regulations, a/c systems and performances, meteorology obtained through an FAA approved school or course of a 200 hours minimum. This might seem tough but it is so critical for the future dispatchers to be well prepared and ready to face the widest variety of situations and issues. The introduction in Europe of such a role as mandatory, will become fundamental and necessary in a world where air transportation becomes an every day reality.





## ABSTRACTS cont.

### ✓ "Working for Aerospace" in a changing world – re entry vehicles

**Speaker: Michèle Lavagna, IT**

The current space projects are definitely ambitious both according to exploration and science and a key element is represented by the launch/entry systems that represent a determinant constraint for the space conquer. Reusable Launch Vehicles (RLV) are the solution currently investigated to reduce both costs and time between two sequential launches: however such solution is quite complex to be designed as multidisciplinary aspect are heavily involved: starting from the shape, going through the materials, ending with the up/downward trajectory definition.

Planetary Entry Probes represent another hot spot for the space research community, being technologically demanding. Some of the different studies Europe is developing on the topics will be presented.

### ✓ **Women in Science and Engineering: Female aeroplanes i.e. how a woman would design a plane**

**Speaker: AWISE – Association for Women in Science & Engineering, UK**

### **Angelo D'Arrigo – First man to overfly Everest in a hang glider**

#### **On the Wings of the Condor 2005**



Angelo d'Arrigo has flown all over the world over the course of his sporting career, at the highest international level of competitive flying. He has flown across seas, deserts, volcanoes, glaciers and mountain chains in some of the remotest parts of the planet, flying with eagles and all kinds of birds of prey. Since graduation from the Parisian University of Sport, Angelo d'Arrigo has devoted himself to "extreme" sports. A licensed instructor for hang-gliders and



paragliders, a ski instructor and Alpine guide, he is fortunately able to make a living from his passions in life.

After years of professional sports and two world titles, Angelo decided to withdraw from the competitive circuit and devote himself to record flights. He became part of the No Limits Sector Team where he plans, organizes and realizes free-flight sporting events. Angelo took naturally to observing, studying and imitating the instinctive flight of the great birds of prey, allowing him to perfect his own flying technique. He has totalled more than 15,000 hours of experience to serving science, project "Metamorphosis": to fly with the Earth's great soarers in order to discover their flying technique and which migration paths they take. By taking advantage of thermals, like



energy at high altitudes to travel by gliding slowly. Angelo's research has led him to unique achievements in the skies of each land he has flown over. By following desert hawks he became the first man to cross the Sahara and the Mediterranean in free flight without using an engine, he crossed Siberia with Siberian cranes and, more recently, in the Himalayas on May 24<sup>th</sup> 2004 he flew over Everest, the highest mountain in the world, with Himalayan eagles. Today is one year! Let's celebrate! This is an incredible human experience, and Angelo is the star of extraordinary events in hostile and often unexplored places that have become the subject of documentaries and have rewritten history.

His next project? "On the Wings of the Condor 2005". Soaring over the condor's natural habitat in the Andean Cordillera.

### **Records flown by Women Aviators in Caproni aircraft**



1<sup>st</sup> Italian licensed woman pilot - Rosina Ferrario

Altitude record 15,500m in 1934 - Marchesa Carina Negroni



World Record glider FAI triangle - Adele Orsi





## AWARDS & RECOGNITION

### Francesco Volpi

Only pilot in the world that has 70 years of flying as PIC under his wings as is still current!  
Born in Trento in 1915 and a licensed pilot since 1935.  
Is an aviation hero and enthusiast ... will be our guide through the Caproni Museum on Friday.  
Founder and past director of the Trento Aeroclub as well as promoter of the Italian National Mountain Flying Association (AIPM), attained his mountain flying endorsement in Aquila in 1973.  
In 1991 was elected Honorary Member of AIPM.



### Erich Abram



Born in Vipiteno in 1922. Has a great passion for the mountains. Has opened many routes on the Dolomites and Mt. Blanc e.g. Spigolo Abram on Pizzo Ciavazes, Gruppo del Sella.

At war on the Russian front till 1947, he specializes in refrigerant systems and techniques. This and his exceptional climbing ability made him an important member of Ardito Desio's 1954 Italian expedition on K2.

Besides mountain climbing his other passion is flying. He took his aeroplane rating with Herman Geiger, the father of mountain flying, and then attained his helicopter rating as well. He was part of the first rescue team on a PA18 on skis and the first mountain flying school in Trento. He has always taught respect for the mountain.

In 2004 was elected Honorary Member of AIPM. Erich Abram the "true free spirit" of the mountain!



### AWAM & CAE SimuFlite's Horizon of Air Art Contest



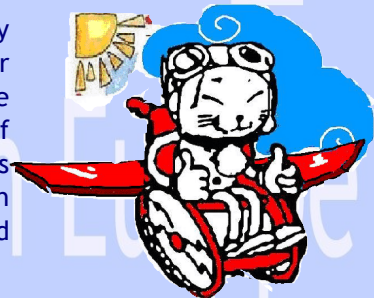
Each year AWAM works with CAE SimuFlite Horizons of Flight Aviation Art Contest, to offer the AWAM Art Award "Women at Work in Aviation Technology".

Congratulations to Artist Allison Boyle, for her painting entitled "A Women's Place". Ms Boyle lives and works in Germany and has been invited to attend AWE to receive her award from Past President and AWAM Ambassador Robin Lamar.

### Broken Barons

[www.baronirotti.net](http://www.baronirotti.net)

The first flying school in Italy for the disabled ... this year turns 10! Not only will it be possible to meet some of them in person but there is also a chance to fly with them in their modified "flying machines".







### BALTER WINERY - ROVERETO TN

Leaving Trento by bus we will drive through some of the beautiful valleys and mountains the area has to offer. Tour of facilities and wine tasting. Possibility of buying local products. We suggest to bring a cardigan, it may get chilly. Bring your cameras!

## AIPM - Associazione Italiana Piloti di Montagna

[www.aipm.it](http://www.aipm.it)



Flight safety in the mountains is not an elusive or difficult concept, but it does require an awareness and understanding of the hazards associated with mountain flight to reduce the risk and bring about an enjoyable experience. We have been promoting mountain flying aviation safety through courses, endorsements and various events each year for over 20 years. Come and enjoy flying these very unique Italian Alps ... not to mention the spectacular view!





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# 1<sup>st</sup> AWE - Aviation and Women in Europe Conference - Organising Committee

**Promoter:** Michelle Bassanesi +39 348 3383813

[mash@centropilota.it](mailto:mash@centropilota.it)

**Logistics:** AIPM - Ass. Italiana Piloti di Montagna

[www.aipm.it](http://www.aipm.it)

**Patronage:** Aero Club d'Italia, Federazione delle Federazioni

[www.aeci.it](http://www.aeci.it)

**Sponsors:** Maria Fede Caproni (Hostess)  
Italfly Srl



[www.museocaproni.it](http://www.museocaproni.it)

[www.italfly.com](http://www.italfly.com)

**Book:** "Caucasus" written by Piera Graffer

## Special Thanks:

Ass. It. Piloti Montagna <a href="http://www.aipm.it">www.aipm.it</a> Italian Mountain Pilots Association. Promote mountain flying aviation safety through courses, endorsements and various events each year for over 20 years.	CP Centro Pilota Srl <a href="http://www.eventservices-italy.com">www.eventservices-italy.com</a> Since 1969 offering professional corporate event & conference services for companies planning their events in Italy and sponsor to the Miracle Players
Airport G. Caproni <a href="http://www.aeroportocaproni.it">www.aeroportocaproni.it</a> Together with other minor Italian airports is working to simplify procedures for general aviation	Aero Club Milano <a href="http://www.aeroclubmilano.it">www.aeroclubmilano.it</a> JAR-FCL (I-FTO-004). Has been promoting aviation since it was founded 80 years ago. Especially famous for aerobatics.
Enzo Marchesi Mountain pilot with more than 20 years of experience has been promoting aviation ever since he started flying	Luca Salvadori <a href="http://www.silver-chicken.it">www.silver-chicken.it</a> Engineer and aerobatic pilot with many years of experience not only in flying but also as organiser and promoter of aerobatics competitions and events
Renato Fornaciari Architect and mountain pilot. Aviation Pioneer. Creator of AWE logo	Aeronautica Militare <a href="http://www.aeronautica.difesa.it">www.aeronautica.difesa.it</a> Italian Airforce
Notaio Guido Falqui Notary and mountain pilot. President of AIPM.	A.S. Baroni Rotti <a href="http://www.baronirotti.net">www.baronirotti.net</a> Italian wheelchair aviators who fly ultralights. This year celebrate their 10 <sup>th</sup> anniversary. Trento is an important event in their celebration calendar.
Fiorenza de Bernardi <a href="http://www.fiorenzadebernardi.it">www.fiorenzadebernardi.it</a> Daughter of Aviation Pioneer Mario De Bernardi. 1 <sup>st</sup> Italian Woman Airline pilot.	Turi Wideroe 1st Female Commercial Airline pilot for a major airline outside the Soviet Union
Women in Aviation, International <a href="http://www.wai.org">www.wai.org</a> Over 7000 aviation professionals, students and enthusiasts. A dynamic organisation. Camaraderie and benefits. Helps women follow their dreams	Arne Mathisen President of The Norwegian Aero Club
Martina Rannertshauser EBD Group, Inc.	Volunteers

