

“Reaching New Heights of Success”



AERO CLUB D'ITALIA

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Varese, Italy 15-17 September 2006

Attend the
2nd AWE - Aviation and Women in Europe Conference
To network , to learn, to succeed

European Section of Women in Aviation, Int.l
non-profit organisation

A W E - Aviation and Women in Europe
Michelle Bassanesi mash@centropilota.it
www.aweu.org



CONFERENCE SITE

Villa Caproni di Taliedo – Via Roma 1,
Venegono Superiore (Varese)



Gianni Caproni

Born in Arco in 1886, Gianni Caproni studied engineering at Monaco di Baviera and Liegi. In 1909 Caproni built his first powered aircraft at Arco. It was a 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. Thanks to the support of Maj. Giulio Douhet, commander of the Aviators Battaglione, Caproni was able to dedicate himself in 1913 to projecting the three-engine biplane bomber, models Ca. 33-36 were used extensively throughout WWI.



The years in between the World Wars, Caproni manufactured many aircraft, from the gigantic esamotor bomber Ca. 9 (1930) to the small biplane used for training Ca. 100 (1928). In 1938 his Ca. 161bis attained the world record an altitude of 17.083 m. still unchallenged today for piston aircraft. Throughout the years Caproni expanded to other industrial areas, including motors buying Isotta Fraschini and Carraro. Bearer of 160 patents, in 1940 Caproni was nominated Count of Taliedo. His aeronautics career culminated in the fourseater prototype Ca. 193, but 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 acquired by Agusta in 1983. Special interest in Gianni Caproni and his aircraft has been shown even abroad. In 1986 to commemorate a century since the birth of this Italian pioneer in aviation from Trento the prestigious National Air and Space Museum of Washington had Caproni's Ca. 9 on display. The Ca. 9 was returned to Italy in 1988 and is on display at Trento. The Ca.20 (1914) first fighter is on display in Seattle.

Maria Fede Caproni



SPONSORS

Museo G. Caproni - Aeronautica, Scienza e Innovazione
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Friday 15h September 2006 2:30pm
Tour of premises. Booking necessary.



Before it was just a dream: 100 years of flight
Art Exhibition at Villa Cagnola during 2nd AWE Conference
put together by Grazia Chiesa and Simonetta Panciera
to celebrate the centennial of powered-flight
17th December 1903

Fondazione D'ARS-OSCAR SIGNORINI onlus
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tel. 02860290 www.dars.it dars@email.it

SPECIAL EVENTS



Broken Barons www.baronirotti.net

Saturday Banquet & Sunday morning

The first flying school in Italy for the disabled was founded in 1995 at Serristori, Arezzo! They have truly come a long way overcoming barriers to successfully flying solo in their own modified aircraft.



On Sunday morning you can fly with them in their modified “flying machines”.

Adele Orsi Mazzucchelli *Friday Welcome Reception*



Adele Orsi
and team-mate Guglielmo
Giusti
at the Worlds 1974

In Varese, Italy 14th October 1928 Adele was born into a wealthy Italian family. She discovered soaring in the fifties with her husband Giorgio, attended one of the first civilian flying schools in earned her glider license. In 1960, she created together with her husband Giorgio Orsi, Volovelistico Alta Lombardia, which has become gliding centers in Italy and Europe. In addition, Gliding Research Center which promotes scientific and meteorological research for alpine soaring. She was publisher of the only Italian gliding magazine “Volo a Vela”, founded in 1946 by Plinio Rovesti.



www.fly-net.org/csvva

She took part in several National and International competitions, winning 8 Italian championships and breaking many National and World records in different categories, including distance and speed. After retiring from competitive soaring, she flew throughout the Alps providing the [Alpine Gliding Research Center](#) with useful technical information for the development of the high mountain soaring. **SPONSOR**

She has been awarded the FAI Paul Tissandier Diploma and the Pela Majewska medal and is listed in the Italian Board of Aviation Pioneers.

Stories of Success *Saturday Banquet*

A unique opportunity to get to know each other and network in The Palace Grand Hotel. This building is an example of Lombard Liberty and rises in Varese within the green of a century old park on the Campigli Hill dominating the city. An ancient place where our guests can peacefully enjoy the historic furnishings without giving up the modern comforts. Whilst experiencing the exquisite local cuisine. www.palacevarese.it



Another opportunity for participants to meet the speakers, introduce themselves and share stories of success.

A truly special event: “It can be done!” Stories of Success
Anything is possible when you are committed to a goal.

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How the province got its wings - The extraordinary entrepreneurial success story that turned Varese into the heart of the aviation industry.

Man's age-old dream of flying, from the Icarus myth to Leonardo's drawings, came true in the century of Enlightenment, when for the first time on September 19th, 1783 the Montgolfier brothers flew over Paris in a huge hot-air balloon. The chemist Pilâtre de Rozier and the Marchese d'Arlandes took off in a balloon, 15m in diameter at 1.45pm on 21st November 1783. Jules Verne was inspired by this episode to write his novel "The Mysterious Island." It proved that the idea of flying, seen as fantasy, was actually something that could be transformed into reality in the future.

Man could fly!

In 1910 Giovanni Caproni imagined the green moors around Gallarate near an old farmhouse as the ideal place for his attempts at flying. He was followed by Giovanni Agusta who started off with biplanes – little imagining that one day the outcome would be a famous helicopter manufacturing firm where Leonardo's brilliant vision was put into practice.

The Caproni Hangers at Malpensa will be re-opening soon to host G. Caproni di Taliedo Aviation Museum. www.museocaproni.it

In 1913 it was Macchi's turn, not in the moors but in the heart of Varese. A few years earlier a "far-sighted" bicycle mechanic from Somma Lombardo found it

impossible to resist the lure of motors: Secondo Mona founded yet another of the companies destined to transform the anonymous province of Varese – until then known only as "The Italian Manchester" because of its numerous businesses operating in the textile sector – into the *Province with Wings*. The tag stuck and became a dominant feature, also by the fact that Savoia-Marchetti had added its name to the list of aviation industries.

The widespread network of expanding allied industries turned Varese and its province into a regular flying laboratory. Without exaggerating, the process was on a vast scale, because during those pioneering years on a strip of north-western Lombardy were laid the foundations that made great deeds possible in the years to come.

The danger of drawing from memory is that one runs the risk of forgetting heroic deeds, feats that played a role in building a history of aviation deeply rooted in the *province of seven lakes*, the *province of plains and mountains*, the *province of businesses*. On October 23, 1934 Francesco Agello on his Macchi-Castoldi racing seaplane, the legendary MC72, set the new speed record at over 700 kph. In 1920 Arturo Ferrarin – Venegono Inferiore's airport is named after him – accomplished the flight from Rome to Tokyo. In 1926 in

Norfolk the M39 racing seaplane won the Schneider Cup, and in 1933 Italo Balbo led a formation of 24 seaplanes, made in Sesto Calende, in the famous trans-atlantic crossing.

When Francesco de Pinedo flew to Perth, Australia in 1925, he set off from Sesto.

Stories of bygone times, romantic flying stories that go on happening in our global world. Varese and its province are no longer the only home of aviation industry. Yet historic names such as Agusta, Aermacchi and Secondo Mona are still the characteristic feature of a local heritage of business culture that has developed new resources, created new models and still stands fast, having weathered the storms caused by industrial shakedown processes. www.aermacchi.it www.agustawestland.com www.secondomona.com

In honor of Varese's flying tradition the provincial authorities have setup an impressive collection of aircraft models, the "Piazzai Collection", on permanent display at Malpensa Airport consisting mainly of scale reproductions of emblematic aircraft of the history of aviation, from Leonardo da Vinci's sixteenth century drawings to the latest aerospace models such as the Shuttle and state-of-the-art fighter planes – over 1000 unique handmade true to life models. www.piazzaimodels.com/index_eng.html

Enjoy Varese! Enjoy this weekend dedicated to aviation.

www.provincia.va.it/CartinaProvincia_grande.pdf





“Reaching New Heights of Success”

New opportunities arise for women wishing to take an active part in aviation

PROGRAM

Friday, 15th September 2006

- 9:30am - 1:30 pm Conference Registration - Villa Cagnola, Gazzada Schianno (VA)
- Tour of the Villa's private collection (booking necessary)
- First 100 years - Aviation Art Exhibition by Fondazione D'Ars
- 2:00pm - 6:00 pm Choice of tours: AgustaWestland Inc. (booking necessary)
Secondo Mona Systems Plant (booking necessary)
Piazzai Collection - 1200 models at Malpensa Int.l
- 4:30 pm - 7:30 pm Glider intro flights - “Adele Orsi” Airfield
- 7:30 pm - 10:00 pm Welcome Reception - Calcinante del Pesce “Adele Orsi” Airfield
Special Event “Adele Orsi Mazzucchelli”
Sponsored by Centro Studi Volo a Vela Alpino

Saturday, 16th September 2006

Sponsored by Museo Caproni di Taliedo, Trento

- 9:00 am - 1:00 pm Morning Session
(Uniform/business casual - Caproni Theatre, Villa Caproni di Taliedo)
- 1:00 pm - 2:30 pm Buffet Lunch - Villa Caproni di Taliedo
- 2:30 pm - 5:30 pm Afternoon Session
(Uniform/business casual - Caproni Theatre, Villa Caproni di Taliedo)
- 7:30 pm - 10:00 pm Banquet & Special Event “Stories of Success”
(Formal dress - Grand Hotel Palace Varese Restaurant)



Sunday, 17th September 2006

- 7:00 am - 8:30 am First Women in Aviation, Int.l - European Section Meeting Breakfast
(Villa Cagnola)
- 10:00 am - 12:00 pm Baroni Rotti - Italian Wheelchair Aviators
(Varese Venegono Airport - LILN)
- 2:00 pm - 6:00 pm AWEsome Fly-in - “Aviation and Women in Europe”
DH Moth, PA18S, experimental aircraft, SU31, CAP21DS, P3flyers
plus more (Varese Venegono Airport - LILN)



Saturday 16th September 2006

2nd AWE Conference Program

“Reaching New Heights of Success”

Caproni Theatre, Villa Caproni di Taliedo

(present: Maria Fede Caproni, Museo G. Caproni; Giuseppe Leoni, AeCI; Massimo Levi, AOPA IT)

- Chair: Amalia Ercoli Finzi

Morning Session 9:00am - 1:00pm

- History of International Gliding Championships for Women Gill Van den Broeck, BE
- Those amazing pre-WWI women pilots Karen Olsen, GR
- The First Women To Fly Military Aircraft Clare Walker, UK
- A New World-Class Standard in Maintenance Training Laina M. Reeves, US
- Aerospace: Space Missions to Comets Amalia Ercoli Finzi, IT

Afternoon Session 2:30pm - 5:30pm

- Volar V.I.A. - Joining University and Sport Luca Salvadori, IT
- SESAR-unprecedented action in the history of aviation policy Martin Robinson, UK
- Future of Private and General Aviation in Europe? Possible solution: An Airpark.
Rian Jacobs, NO
- Global Networking - Basic networking, culture differences and tips on how to get the most from international friendships Jane Middleton, UK

History of International Gliding Championships for Women

Gill Van den Broeck, BE

Gill Van den Broeck -Gebhard is one of the most well known and influential women in the European and International gliding community, especially in European and World Female Glider Championships. Not only has she been team member and team leader for Belgium but also, and perhaps more importantly, organiser and judge. Gill got her A license in 1954, her B in 1956, C in 1961, D in 1964, aerobatics and E (altitude) in 1965. She began making a name for herself and breaking records as early as May 1964 in Belgium, with a solo flight in a Mucha, flying for 7 hours and 29 minutes. December of 1965 she achieved the most altitude gain (4050m) to an absolute altitude of 4850m this time in a Ka6. On the same day in the tandem glider Bijave WA30 with M.me G. Defosse as co-pilot she gained 3080m to an absolute altitude of 4080m, again a record. Gill continued her record flights between 1969 to 1994 in duration, speed triangle over 100km, speed triangle over 300km and free distance in various gliders K7, twin astir and Janus B. Gill Van den Broeck's involvement with gliding goes beyond the pure joy of flying. She directed and organized 30 times the annual International "Concours des Ardennes", 5 of which were official Belgian Championships, she was secretary general of the Aero Club des Ardennes for 36 years, organised many outreach sessions to future women glider pilots and school children, she has also written many articles and is also an interpreter. In 1984 she received the FAI Paul Tissandier Diploma and in 2005 the "Golden Witch" Award from the German Aero Club.



Those Amazing pre-WWI women pilots

Karen Olsen, GR



The Pioneer Pilots In the opening decade of powered flight, many women took to the skies. Though they varied widely in personality, background and social class, they often shared significant characteristics that contributed to their success in this new field of aviation. When we look at the earliest European women pilots—those who earned the first licenses in France, Germany, Russia, Great Britain—we find remarkable parallels in their lives. And (despite loud claims to the contrary) we discover that in the air they possessed many distinct advantages over their male competitors.

Hear what made these pioneer women pilots in Europe tick: Raymonde de la Roche, FR; Lydia Vissarionovna Zvereva, RU; Helene Dutrieu, BE; Marie Marvingt, FR; Hilda Hewlett, GB; Amelie (Melli) Beese, DE; Lyubov Golanchikova, RU; Yevgenia (Eugenie) Schakhovskaya, RU.



Karen Yelena Olsen is a writer and a teacher of literature and mythology. An instrument-rated pilot, she has also logged many hours as a passenger, with her airline-pilot husband flying a 747 and later an Airbus 340. She lives in a small Greek village on the island of Crete, where she tends olives and vines, writes poetry and teaches online classes for the University of Maryland European Division. An anthology she compiled and edited--*On the Wing: American Poems of Air and Space Flight*--was published in 2005 by the University of Iowa Press. At present she is at work on a book of her own essays and poems to be titled *Island Almanac: Seasons of a Life on Crete*.

The First Women To Fly Military Aircraft

Clare Walker, UK

When the first eight British women pilots began flying for the Air Transport Auxiliary at the start of 1940, they entered the record books as the first women anywhere in the world to be officially employed to ferry military aircraft. None of these women could have visualised that they would soon also become the first women to fly fighter aircraft and four-engine bombers. By the end of World War II in 1945 when the ATA was disbanded, in total 166 women had joined its ranks, helping to ferry a grand total of 308,567 aircraft. These ranged from 25 different types of single-engine, 18 twin-engine, seven four-engine aircraft and two types of flying boat. Together, they had proved there was no aircraft they could not fly. But, with the return to peace, there were no jobs for the "Always Terrified Airwomen". It took more than 40 years before British Airways employed its first female pilot and nearly 50 years before a woman was finally accepted into the Royal Air Force. This presentation focuses on the achievements of the ATA women pilots, the difficulties they faced and the struggle by women to play their part in the fast-expanding aviation industry. Clare Walker discovered aviation later in life, gaining her PPL(A) in 1996 when 50 years old. After joining the British Women Pilots' Association (BWPA), she met and came to admire several of the women who flew for the Air Transport Auxiliary during World War II. Her interest in knowing more about their and other pioneering women aviators' achievements dates from this time. Clare's membership of Women in Aviation, International enabled her to attend this flourishing organisation's American conferences where she met many notable female aviators such as Commander Eileen Collins (the first woman to command a NASA space mission), Wally Funk and Jerry Cobb (two of the Mercury 13) and Captain Susannah Darcy-Henneman (Boeing test pilot). Clare is currently writing the history of British women aviators from the time when the first British woman became airborne in 1785 to the military and commercial pilots of the present day. In addition to being a past chairman of BWPA, past editor of its Gazette magazine and author of the BWPA booklet "A Career in Aviation", Clare has written a number of articles for the aviation media, including "Why More Women Don't Fly". In 1997, she was awarded the Faith Bennett Navigation Trophy by BWPA and two years later she won the Brabazon Cup, also from the BWPA, for helping to launch the Women in Aviation Exhibition at Brooklands Museum, the home of aviation and motor sport. In 1999, she gained her helicopter license (PPL(H)) and a year later her multi-engine rating.



A New World-Class Standard in Maintenance Training

Laina M. Reeves, The Boeing Co.

Laina is a Maintenance Training Developer/Instructor with The Boeing Co, assigned to the 787 Dreamliner program.

She earned her FAA Airframe & Powerplant certificate in 1983 and has worked in maintenance and quality control with Continental Airlines, Alaska Airlines, The Boeing Company, and in various positions with Goodrich Aviation Technical Services.

In 2002, she graduated magna cum laude with a Bachelor of Science degree in Professional Aeronautics, from Embry Riddle Aeronautical University. She also received a minor in Aviation Safety.

Laina has been a member of Women in Aviation, International (WAI) since 1996, and is a charter member of the Washington State chapter of WAI. She is also a member of AWAM, the Association for Women in Aviation Maintenance.

Laina and her husband Tom own two aircraft; a Beech Bonanza and a Cessna Centurion.



Aerospace: Space Missions to Comets

Prof. Amalia Ercoli Finzi, Politecnico di Milano



Amalia Ercoli Finzi was born in Gallarate (Varese). She is a well known figure at astrophysics Conventions and is renowned for her research on satellite orbits. Professor of Orbital Mechanics at the Politecnico di Milano, Amalia has been working on Flight Dynamics, Mission Design, and Systems applied to Spaceflight for over 25 years. Her significant contributions to National and International Projects include TSS (Tethered Satellite System), by Italian Space Agency (ASI) and NASA, the Italian SAX program for X-ray astronomy, the MITE experiment, and the SPIDER program of ASI, developing free-flyer robotics.

Past Director of the Aerospace Engineering Department at the Politecnico di Milano and member of the Board of Administration of the National Museum of Science and Technology "Leonardo da Vinci" in Milan, she is

currently Advisor for the Human Spaceflights Vision Group (HSVG) of the European Space Agency (ESA) sketching the future of manned space flights, as well as member of the Scientific Council for ASI and on the Mars Exploration Program Advisory Committee for ESA. She is a Advisor on several committees of National and International Scientific Associations, amongst which the American Astronautical Society, the British Interplanetary Society and the International Academy of Astronautics.

The lecture will present the most important space missions to Comets, with particular attention to GIOTTO (encounter with comet Halley) and ROSETTA, the European space probe that will orbit comet P67/Churyumov-Gerasimenko on 2014 and will send a lander for in situ analysis: comets study is a "key point" to answer some questions that are still open, such as the origin of the Solar System and the birth of life on Earth.



Volar V.I.A. - A university project where airplanes & students fly

Luca Salvadori, FSIVA

Politecnico di Milano, the most valuable university in Italy for engineering and architecture, every year activates several projects aimed to teach students in practical application of their knowledge while earning their university degree. This year the Aerospace Department launched an experimental project to design, build and fly a light aircraft destined to sport activity, specifically in aerobatics and pylon races. This project has been baptized VOLAR V.I.A. (VOLAR Velocità - Ingegneria - Acrobazia): the acronym means "Flying Speed - Engineering - Aerobatics" but in Italian means "Fly away", students will use the project work to gain their own wings and take off in their professional career.

The plane is to be built according to Italian rules for experimental/homebuilt aircraft and is inspired by LSA (Light Sport Aircraft) category: capability should include limited positive aerobatics, including fully-developed upright spins, as well as good speed performance to fly pylon races in a dedicated category. Components and systems should be drawn from automotive and UL market to keep costs down and verify "live" applicability of modern, but not yet applied in aviation, lower cost systems and concepts: eventually the project should extrapolate a sport formula to be offered to other individuals and institutions (typically universities) all over Europe to create a circuit of contests dedicated to this category and flown by students.

Luca Salvadori has been appointed tutor of the project and will take you throughout the foreseen phases.

Born 1961, Luca is an electronic engineer borrowed by aerospace. After working for nearly two decades in Italian space industry, he switched to professional activity focused on airplanes and education. Active aerobatic pilot, European commercial pilot, airshow performer and aerobatic competitor, and President of Italian Sport Aerobatics Federation (FSIVA).

VOLAR V.I.A. is a project created from his attempt to find an airplane to be run at a lower cost and effort, therefore eliminating the barriers to aerobatic practice at the entry level and allowing more pilots to be trained in basic maneuvers with the aim to find and increase, over the long term, the number of talented pilots in the sport aerobatics categories. Joining forces with air races enthusiasts Luca, as tutor of the project, offers his enthusiasm as well as his technical competence both in airplanes and management. Luca is co-owner and proud pilot of CAP-21DS "The Silver Chicken" (www.silver-chicken.it), homebuilt by Sergio Dallon and ancestor of a whole class of modern aerobatic aircraft. - 8 -



SESAR - an unprecedented action in the history of aviation policy **Martin Robinson, IAOPA**



Martin Robinson is IAOPA's European Region Deputy Vice President, AOPA UK Chief Executive Officer, Secretary General of The European General Aviation Safety Foundation and also GA representative for SES ICB, EASA Advisory Board, various Eurocontrol workgroups, ICAO EANPG, CAA/SRG, CAA/DAP. Martin also holds FAA and CAA pilot's licenses.

SESAR – Single European Sky ATM Research European airspace is fragmented and will become more and more congested, as traffic is forecast to grow steadily over the next 15 years. Air navigation services and the systems that support them are not sufficiently integrated and are based on technologies which are already running at maximum. In order to accommodate future air traffic needs, we must rethink the European Air Traffic Management (ATM) system. A “Paradigm shift” is required, supported by state-of-the-art and innovative technologies. SESAR – the Single European Sky Implementation Program – is the answer. SESAR is unique. For the first time in European ATM history the European aviation players (civil, military, legislators, industry, operators and users) have come together in defining, committing to and implementing a pan-European program. SESAR is the impulse needed to bring all the elements and actors together. The objectives of SESAR are to eliminate the fragmented approach to ATM, transform the European ATM system, synchronize the plans and actions of the different partners and federate resources. These objectives fully correspond to the *raison d'être* of EUROCONTROL, created 40 years ago to develop a seamless European ATM system. By engaging in this activity, EUROCONTROL brings to bear its proven track record in restructuring European airspace. It demonstrates its total commitment to the SESAR objectives. It will then further adapt its activities to realise the ATM transformation that will be recommended by SESAR. In order to take full account of the requirements of the various stakeholders, gather the necessary expertise and achieve maximum buy-in, a European ATM Master Plan is being developed by a consortium that is representative of the entire ATM community. It comprises 30 companies and organisations and a similar number of associated contributors. With SESAR, we will have a European ATM network re-engineered to become more efficient, better integrated, more cost-efficient and safer. SESAR will also result in environmentally sustainable ATM. The required changes will be supported and facilitated by accompanying regulatory measures. SESAR will be run in three major phases: Definition (up until 2008), Development (2008-2013) and Deployment (2014-2020).

Future of Private & General Aviation in Europe?

Rian Jacobs: Airparc Fyresdal

Rian Jacobs in 1994 graduated from the school of Tourism, Recreation and Management, The Hague. From 1994 to 1995 office manager at Toeristisch Nederland, Publisher of Business Leisure Magazines. 1995 – 1998 Cabin Attendant for KLM Cityhopper. 1998 – 1999 in Operations at Rainbow Aviation Flying School and 2000 – 2003 upgraded to Duty Manager Operations Eindhoven Airport, Eindhoven, The Netherlands. 2003 – 2004 Environmental Coordinator at Eindhoven Airport. In 2004 she started Airparc Fyresdal in Norway.

What's your destination when you fly just for fun? Why do business men use video conferences? Where do you take your friend for a nice dinner or lunch? Which airport will welcome you when you are with more than 10 small planes? Can small aviation survive in Europe?

What is the actual situation in Europe? Are Airparks a solution for the future?



Global Networking

Jane Middleton, Rockwell Collins



We all need to network or do we? Is international networking any different to networking in our own environments? Can we overcome the cultural differences? Networking is key to achieving your goals in life. Jane discusses how networking has helped in her career and increased her circle of international friends.

Since a small child growing up in England Jane has always been a keen aviation enthusiast and in her mid thirties decided she needed a career change. She set out to become a commercial pilot flying 747s. However, fate interfered and Jane was grounded after attending her class 1 medical. After the initial disappointment she decided that a career in aviation management would provide her the challenge she was looking for. Jane has now been with Rockwell Collins (UK) Ltd since 2004. A leading American aerospace company, Rockwell's business covers both the defense and commercial aviation industries. As Finance Director for the UK business her responsibilities include finance, commercial contracts, procurement and facilities. On the way to securing a senior position Jane worked for a private jet company before joining

American Airlines. She joined WAI as an international member in 1997 and attended her first conference in Dallas the same year. Within two weeks of returning to England she had been offered a job as the Financial Controller of a Virgin Atlantic subsidiary. She then went on to become a Cargo Operations Manager for Virgin Atlantic Cargo whilst gaining a Masters Degree in Air Transport Management at City University. Jane then went on to be a Finance Manager with TNT European Airline. She is a Member of the Royal Aeronautical Society, The Air League and The UK Aviation Club (a forum for leaders within the UK aviation industry). Jane served 8 years with the Royal Auxiliary Air Force and is now a Trustee of the Royal Air Force Museum. As the Chair of the Education and Research Committee at the Museum she is keen to promote aviation careers amongst young women.



Reaching New Heights of Success

It's when you give it your all and keep your head held high that good things are bound to happen. As women in aviation we are, by our very presence, agents of change. We live daily in environments that, in too many cases, are only slowly emerging from the assumption that it's a man's world. We've had the courage, just choosing to be here and stay here, to challenge and change these assumptions. It has to do with courage and balance and knowing what you really want to do.

To personally reach new heights of success get into a job field that lets you do what you love to do. To find what you love to do you first have to get other people's voices out of your head.

Each of us has a set of attitudes, values and skills we've used all our lives to accomplish everything we do. At the point we each discover that we have met the enemy and the enemy is us, change is possible. Our next shock comes when we realise what lousy results we've been getting and what better solutions are just lying there, waiting for us, once we move from a mindset of it's me against you to one of we're all in this together.

Culture change finally succeeds because enough people change their minds about the nature of reality. Individuals begin to act in these new ways.

A W E - Aviation and Women in Europe

Women in Aviation, International - European Section

AWE promotes women's presence in aviation at all levels: not only in the flight deck but in all other aviation professions and skills.

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 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.

www.aweu.org

AWE needs your contribution to grow:

opinions, information, facts and anything useful to increase female presence in aviation... and aerospace!



Aviation and Women in Europe

***Sunday 17th September be sure not to miss
the DH MOTH & PA18S FLY-IN at Venegono
airport - tribute to Stefano Rusconi***



***" Pushing our limits a bit further every day we
can, step by step, overcome the fear that stops us
taking hold of our true existence"***
Angelo D'Arrigo

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Special Thanks:

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- Official AWE Photographer Marco Tricarico darkstar@betam.it
- Renato Fornaciari. Architect and mountain pilot www.aipm.it Aviation pioneer. Creator of AWE logo.
- Aero Club Milan www.aeroclubmilano.it JAR-FCL I-FTO-004. Has been promoting aviation since it was founded over eighty years ago. Especially famous for aerobatics.
- CP Centro Pilota Srl www.eventservices.it Since 1969 offering professional corporate event and conference services for companies planning their events in Italy and sponsor to The Miracle Players www.miracleplayers.org.
- The Ninety-Nines www.ninety-nines.org promotes world fellowship through flight. Provides networking & scholarship opportunities for women and aviation education in the community. Preserves the unique history of women in aviation.
- Women in Aviation, International www.wai.org Over 7000 aviation professionals, students and enthusiasts. A dynamic organisation. Camaraderie and benefits. Helps women achieve their dreams.
- The International Society of Women Airline Pilots www.iswap.org An association of women airline pilots worldwide who meet to exchange ideas and information regarding their common professional interest.
- Women in Corporate Aviation www.wca-intl.org A group of aviation professionals who network and promote career opportunities in business aviation. Role models to the next generation of aviation professionals.
- Association for Women in Aviation Maintenance www.awam.org Championing women's professional growth and enrichment in the aviation maintenance fields by providing opportunities for sharing information and networking, education fostering a sense of community and increasing public awareness of women in the industry.
- Federation of European Women Pilots www.fewp.info
- FlightSafety International www.flightsafety.com the premier aviation and marine training company in the world.
- FCAP the Italian chapter of EAA Experimental Aircraft Association www.federazioneecap.it
- P3flyers www.p3flyers.ch

Michelle Bassanesi was born in Sydney (Australia) where her family had relocated. Her mother was the Secretary to the managing director of Alitalia's first Australian Branch and her father was a project supervisor for Australia's Electric Power Transmission Company. At the age of 16 she returned with the family to Italy. After completing high school in Rome Michelle began working as accountant in the business set up by her grandmother (www.eventservices.it). Over the years she has assumed the whole accounting responsibility for the company.

Almost by chance, Michelle was exposed to flight and began paragliding, both as a competitor and as a competition organizer. In 2000 she switched to airplanes and rapidly attained almost all the licenses available both sides of the Atlantic up to JAA Airline Transport Pilot (frozen) and FAA Certified Flight Instructor. She continues to fly in almost anything with wings including Ultralights. In the meantime Michelle keeps flying and her new frontier is aerobatics.

Whilst training she realised that something had to be done to help women in achieving their goals in aviation and aerospace, not only on the flight deck but also in aviation-related professions. For this reason she joined and volunteered in several associations (WAI, 99s, WCA, AOPA, NAFI) but noticed that everything was very USA oriented while Europe was almost silent on the issue. Trying to promote the whole theme within Europe she founded AWE – Aviation and Women in Europe www.aweu.org and in 2005 organised the first AWE Aviation and Women in Europe Conference in Trento, Italy, hosted by the G. Caproni Aviation Museum. The initiative was a resounding success with many attendees coming from several countries around the world to present their activities and discuss how to do more whilst promoting females within aerospace. April 2006 AWE became the European Section to Women in Aviation, International. Welcome to the 2nd AWE – Aviation and Women in Europe Conference and Varese, Italy, the Province with Wings. The province where the majority of Italian aerospace is concentrated. Thank you again to our sponsors and our many volunteers.

Enjoy your stay!

