**Women's power in the sky - female pilots meet in Breda/Netherlands**

**Trip from North Hesse - Kassel-Calden to Breda-Seppe for the FEWP meeting**

by Bettina Jacobi and Jutta Scholz, VDP German Women pilot Association [www.pilotinnen.de](http://www.pilotinnen.de)

At the witches' meeting in Kircheim, Jutta and I decided to fly together to the FEWP (Federation of Women Pilots) meeting in the Netherlands in the summer. Now we are putting our resolution into action together.

Jutta is coming from Kirchheim to my place in Vellmar/Kassel on Thursday. I'll put her in the guest apartment and together we'll go through the flight plan again. The D-ENCO, our PA 28 Cherokee, is already waiting for us in the hangar in Kassel Calden.

Have we thought of everything? We check the changeable weather over and over again. There won't be a corridor until Friday afternoon, but that should be enough.

On Friday morning we drive to the airport early. Check the plane, fill up with fuel and submit the flight plan. This works very easily with Sky Demon. A group of Tiger attack helicopters have spread out on our parking space on the apron in Kassel-Calden. They have stopped off from Metz/France on their way to the North Sea for a training mission. We are impressed to see them take off from this close.

Our tasks for the flight are well distributed: Jutta will take care of radio and navigation, I will fly. We have 222 nm and 2 hours planned. The route takes us north of Paderborn towards Detmold at a good 3000 ft, then further west over the foothills of the Ruhr area. The industrial mines are clearly visible from a distance, and the Rhine soon comes into view.

We descend to 2000 ft and pass the German-Dutch border on the Lower Rhine near Emmerich and register on the Dutch Mill frequency.

The weather here is still mixed, but we get through better than expected. The route continues via Nijmegen and Hertogenboch. We meander past the control areas, follow a railway line VFR and finally reach Seppe. The approach procedure has recently changed here and we are glad to have the most up-to-date map.

When we receive the message on the radio, we are told that runway 06 is the right one and we merge into the landing approach at Breda/Seppe International Airport.

After 2:08 minutes we land smoothly on the 830 meter long asphalt runway and I am totally happy to have successfully completed the first flight abroad.

Due to the weather, only 4 of the 17 registered pilots were able to arrive by plane - almost all from western Germany. Kassel was the furthest away.

After we have sorted ourselves out and parked the D-ENCO on the apron, we join the other pilots in the club room of the Seppe Flying Club. There is a big "hello" with the other girls, some of whom we already know from the VDP meetings. A total of 67 female pilots and 13 men came from all parts of Europe. Whether Malta, Spain, UK, France, Slovenia, Croatia or Switzerland - we enjoy the babble of different languages ​​and the feeling of being among our peers here.

Monique is a great host and has come up with a great supporting program. Flying highlights such as paragliding, ballooning and skydiving were planned for Friday. Due to the limited weather conditions, however, only skydiving can take place.

In the evening we eat together in the nearby airport restaurant and treat ourselves to a delicious beer.

Afterwards we have the opportunity to visit the "Sterrenwacht Tivoli", the oldest observatory in the Netherlands, in Brabant. We marvel at the view, including the Basilica of St. Agatha and Barbara opposite, which looks like a miniature version of St. Peter's Basilica.

Full of impressions, we fall into bed on Friday evening - Saturday we continue with a great day program.

The bus provided takes our group to Zeeland, to the "Deltapark Neeltje Jans". Due to the change in the coastline and climate change, the Netherlands has to protect itself particularly against storm surges due to its location (partly below sea level).

Here, a mighty structure was built that partially raises the sea dikes to 7.65 m and is intended to better protect the inland. A mighty project, the construction of which impressed us all very much.

We then move on to the windmills of Kinderdijk, which, as a UNESCO cultural heritage site, are a symbol of water management in the Netherlands. We were impressed that these mills, some of which are very old and still inhabited, can pump a capacity of up to 50,000 l/minute. A real achievement!

Back at the hotel, the FEWP meeting took place. For the coming year, the pilots are inviting people to Malta and everyone is looking forward to participating and seeing each other again on this beautiful island in May 2025.

The highlight of the evening was the annual gala dinner, to which a all pilots had the opportunity for a cross-border exchange. Old acquaintances were renewed and new ones made.

On Sunday morning we all had the opportunity to visit the city of Breda.

In mixed weather we then set off home again in the afternoon.

Here, however, Jutta and I did not have such a good flight home, because after we had a technical defect on our PA28 with burning eyes, a burnt smell in the cockpit and the oil temperature in the red zone, we were forced to land in Wesel. As we left the FIS in a hurry and switched to the Wesel frequency because we had to land quickly, the FIS then called the airfield in Wesel and kindly closed our flight plan.

Our plane is now there with a defective exhaust, a burnt ignition relay and a broken oil temperature sensor.

At least we were able to land safely and soundly and had great support from the local pilots there!

Thanks for this great and successful event go especially to the Dutch hosts for the great organization. This was our first time attending the FEWP meeting and seeing how many other female pilots from all over Europe share the same passion warms our hearts. Invitations and visits to airfields of other FEWP pilots, including those abroad, have been extended and we are sure that cross-border flying strengthens the solidarity among women.