

THE EUROAVIA MAGAZINE

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THE EUROAVIA MAGAZINE

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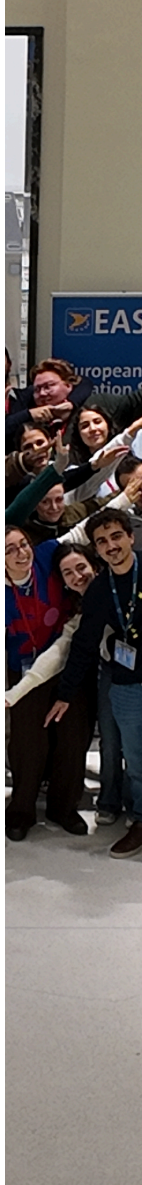
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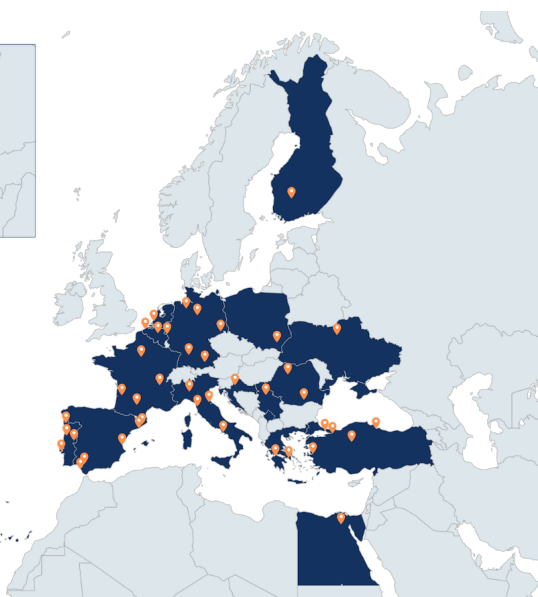
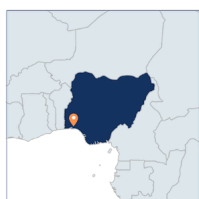
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Letter from the Editor

Dear readers,

It is with immense pride that I welcome you to the 10th Issue of the EUROAVIA Magazine.

Reaching this milestone feels like the right moment to look back at where the Magazine started, how it has changed over the years and all the people who contributed to making it what it is today. This is why this issue includes a section dedicated to its history and to the previous Editors-in-Chief who worked on it before us.

At the same time, this Magazine is about EUROAVIA as it is today. Inside, you will find reports from International Events and conferences, updates from our Working Groups and Local Groups, projects such as the Podcast and EUROAVIA News, technical articles, and so much more.

For me, however, this Magazine represents something even more personal: it is my last project in EUROAVIA. My journey began four years ago in AS Pisa, where I spent two years as President. In 2023, I joined the Communication Working Group, encouraged by the passion of a fellow EUROAVIAN, Chiara Pennuti, who sadly is no longer with us.

Since then, this Working Group has become a big part of my EUROAVIA journey. I had the chance to contribute to two - well, three now - editions of this Magazine, work on the EUROAVIA History Book, and even interview one of EUROAVIA's founders, Pino Pizzi. I also experienced the reorganisation of the Working Group into Press and Social Media, before becoming Press Coordinator and helping bring EUROAVIA News back after sixteen years.

More than anything, I will remember the people I met along the way and the experiences and memories we shared.

I want to thank all the editors who worked with me on this issue: Martina, Joana, Elif, Deniz, Lucia, Gerard and Sümeyye. I am truly grateful for all your work and, above all, for being such a great team to share this journey with. My deepest appreciation also goes to our Design girls, Lucia, Desiree and Erika, for your patience, creativity and all the hours spent turning our texts into the Magazine you are reading today.

Closing this chapter as Editor-in-Chief of the 10th Issue feels like the most meaningful way to say goodbye. EUROAVIA taught me to believe in myself, take opportunities and try even when I was not sure I could do it. So, dear readers, if I can leave you with one thing, it is this: put yourselves out there. Try. Say yes to opportunities, even when they scare you. You might be surprised by where they take you.

Happy reading, and see you around Europe!

Giulia 

The Editors



**GIULIA
GEMMA**



**E. DENİZ
BARAN**



**ELIF
UYAR**



**GERARD
LÓPEZ LÓPEZ**



**JOANA
SOUSA**



**LUCIA
RUOCO**



**MARTINA
NEZI**



**SÜMEYYE
NUR İPER**

Letter from The Design Team

Here we are, the 10th edition.

When you look back at how far we've come, holding this special issue in our hands feels surreal. It is a true pleasure and a profound honor to bring this milestone to life. Having worked on previous issues and coordinated the "design side" of things before, this edition feels entirely different — deeper, more personal, and undeniably treasured.

Steering the design direction meant navigating a constant current of new ideas, tight deadlines, and late-night calls. There were moments of doubt, endless revisions, *and a lot of coffee*, but every single hurdle taught me what it truly means to guide a team through a massive creative leap.

Yet, the truth is that none of this would have had the same colour without my people by my side, my proudly Parthenopean taskforce. This journey has been about sharing the process with friends who became a home away from home. Erika brought her veteran touch and invaluable layout experience — without her, we honestly would have been lost in the grid. Desiree joined us with fresh eyes and a creative spark that revitalised our energy from day one. Thank you, for this wonderful adventure.

Looking at these pages now, knowing every layer of work and emotion poured into them, fills me with immense pride. This magazine is as much ours to shape as it is yours to read. We hope you feel the heart, the passion, and the dedication woven into every single element, every colour choice, and every bold layout.

With ink, coffee, and lots of bright dreams,
Lucia Ruocco

The Design Team

(From left to right: Erika Aucelli,
Lucia Ruocco, and Desiree Altera)



FNS!

Letter From the IB

Dear EUROAVIANS,

Every mandate begins with an idea. Ours began with a dream: an ambitious vision of what EUROAVIA could become. We set out to challenge ourselves, rethink the way we worked, and build an Association that would be stronger not only for today, but for the years to come.

Looking back, we realise that our greatest achievement was never a single project or initiative. It was the team we became. Four individuals with different strengths, perspectives, and personalities who found in one another trust, friendship, and a shared purpose. Whenever one of us faced a challenge, another was there to lift them up. That unity became the foundation of everything we accomplished.

Throughout this year, we proudly continued some of EUROAVIA's flagship initiatives, from the Airbus Sloshing Rocket Workshop in Rzeszów, to the Rotorthon and to the Ideathon in Oostende. We also preserved the work of previous generations by supporting initiatives such as GEN Days and the Student Air Race while representing EUROAVIA at international events including Airspace World, ILA Berlin, the Farnborough International Airshow, the Airbus Symposium, the Cranfield Symposium, and many inspiring conferences organised by our Local Groups.

At the same time, we embraced innovation. Our focus was not only on what EUROAVIA is today, but on what it can become tomorrow. We laid the foundations for projects such as the EUROAVIA App, the Database, and Dropshipping. We introduced the Project Management Committee, creating a new structure to empower projects and ensure sustainable growth. We also launched EUROAVIA Shadows, bringing members closer to the International Board while inspiring the next generation of leaders.

None of this would have been possible without our Working Groups. Time and time again, Coordinators, Back-Up Coordinators, and members reinvented themselves, adapting to new challenges with creativity, resilience, and an unwavering commitment to EUROAVIA. To every volunteer who dedicated their time and passion to this Association: thank you.

Of course, the journey was not without challenges. As the aerospace industry evolves rapidly, so too must EUROAVIA. Remaining relevant, delivering high-quality opportunities, and strengthening our partnerships requires constant adaptation. At the same time, rising costs continue to make organising and participating in international events increasingly difficult for both members and Local Groups. Yet, these challenges only reinforced our determination to keep moving forward and finding solutions to keep sustaining our events became a priority.

As our mandate comes to an end, we leave behind more than completed projects. We leave new ideas, stronger foundations, and an ambitious vision for the future, including the EUROAVIA Conference, a format never before organised within our Association. But above all, we leave with the certainty that EUROAVIA's greatest strength has never been its events or structures; it has always been its people.

To our Local Groups, thank you. You are the heart of this Association, the purpose and goal of our work, and the reason EUROAVIA continues to inspire generations of aerospace students across Europe.

It has been the greatest honour to serve this community.

With gratitude,

Pedro, Gerard, Luigi and Bárbara
The International Board of 2025-2026

Bárbara Carmelo
Pedro
Luigi
Gerard



Letter From the DIB Officer



Dear EUROAVIAns,

As your DIB Officer and friend, I'm writing this letter with genuine sincerity and emotion, straight from the bottom of my heart.

If I were to tell you a little bit about myself, I would definitely say that I believe whatever happens, happens for a reason, and whenever I'm feeling down, I know that something great is on its way. Being part of DIB hasn't always been easy, especially at the beginning. But when you put your trust in me despite everything, I realised once again how lucky I am to be surrounded by such wonderful people. Having said that, I wouldn't be here if EUROAVIA hadn't become the family that helped me grow, learn, and become the person I am today.

Since becoming your DIB Officer in EMEAC, I have gained all the knowledge that my younger self in Bucharest was missing. At the same time, I have been genuinely proud of myself for coming up with projects that made their way into the business plan, as well as the vision I created.

The first months of this journey were just me, but I am sincerely grateful for the day our DIB candidates decided to step up and join the team on this journey. Coming from a bunch of different backgrounds and cultures, I believe we created a truly balanced team, just like the little sprinkles of salt on a chocolate chip cookie. We all brought something different to the table, and somehow, those differences made us work even better together. We worked incredibly hard to make this dream come true. Through sleepless nights and a rollercoaster of a journey, "we" are finally here.

And to my DIB team, I genuinely cannot thank you enough. Thank you for being there through every late night, every difficult decision, every small victory and every moment of doubt. You have made this journey so much more than just a position or a project. You have made it a team, a place where I could learn, grow, make mistakes and still feel supported. I am incredibly proud of what we have built together, and even more grateful that I got to build it with you.

Every single one of you is a part of this passion. We need you, your energy, and the unity of EUROAVIA more than ever. No matter where you stand in EUROAVIA, know that you are seen, you are appreciated, and you are an important part of what makes this community what it is.

Thank you for believing in me, in our team, and in what we are capable of building all together as EUROAVIA.

Love, DIB

Denis





The origins

The proposal to transform the former Press Working Group into the Communication Working Group was presented at AMEAC 2017 in Cluj-Napoca and officially adopted at EMEAC 2018 in Istanbul. This organisational change prompted a broader reflection on how the Association communicated with its members. Within this context, the idea for the magazine emerged during the Open Space Session of the 2017 Congress, when the need for a new form of communication between EUROAVIA's Local Groups and the international level was identified.

EUROAVIA already had a newsletter, used to share shorter and more regular updates throughout the year. At the same time, the idea of a printed publication was not entirely new: years earlier, EUROAVIA News had served as a printed newsletter, with copies distributed to the Affiliated Societies.

The creation of a new magazine therefore represented both a return to an earlier format and a new approach to communication. While the newsletter could continue to cover brief and recurring updates, the magazine would offer space for more in-depth EUROAVIA stories, special topics and content that deserved greater attention and a more carefully developed format.

TODAY

Reaching the 10th edition offers a chance to look at how far the EUROAVIA Magazine has come. What started as a new way to give more space to the Association's stories has gradually become a record of its people, projects and milestones. Each issue has captured a different moment in EUROAVIA's journey, shaped by the members who contributed to it. Ten editions later, the magazine continues to evolve, while keeping the same purpose: sharing what makes EUROAVIA worth remembering.



1964
2017

From the First Magazine to the Modern Series

The first EUROAVIA Magazine was published in 1964, sharing news from Local Groups, international activities and the aeronautical and aerospace fields. In 2017, Issue 1 launched the current numbered series. It introduced a modern structure that combined association news, interviews with professionals and professors, and technical articles written by EUROAVIANS, while continuing the magazine's role in connecting students with the aerospace community.



2019

Sixty Years of EUROAVIA

Issue 3 celebrated EUROAVIA's 60th anniversary through the Lustrum in Aachen, where the association's first constituent congress had taken place. The event connected EUROAVIA's history with discussions on AI, autonomous aviation, emissions reduction and space education. This edition also recorded the association's first Erasmus+ grants, its renewed corporate identity and a new collaboration with the Community of Ariane Cities.

2020
2021

Resilience Goes Digital

Issues 4 and 5 documented EUROAVIA's response to the COVID-19 pandemic. With physical events and travel suspended, congresses, conferences and training activities moved online. Issue 4 focused on lockdown experiences and digital adaptation, while Issue 5 recorded the first Online International Event, which combined technical talks, games and cultural exchange. These editions showed how the association remained active and internationally connected during an unprecedented disruption.



2022
2025

Return, Growth and Recognition

Issue 6 marked the return of physical International Events and celebrated EUROAVIA's first all-female International Board. Issue 7 introduced the association's first five-year plan, while Issue 8 celebrated its 65th anniversary and reported 42 Local Groups and around 3000 members. By Issue 9, EUROAVIA had reached a record number of International Events, and the magazine carried the official ISSN 3104-3607, reflecting its growing reach and established identity.

EDITORS IN CHIEF

A journey through the history of the magazine, told by the Editors who shaped it from edition one to today.



**VALENTINA
LUCHETTI**

First Editor in Chief

Current professional role:

Senior Sales and Business Development Manager at Dcubed. I lead the BD and Sales for the whole Europe, APAC, and Africa.

What inspired you to launch the EUROAVIA Magazine in the first place?

We wanted to create something more professional than the EUROAVIA Newsletter and that could really last. Something where not only the current members, but also Alumni, Sponsors and everyone else could be featured, and that is how we came up with the Magazine.

What was the biggest challenge or milestone your team overcame to bring your edition to life?

Collecting pieces required effort, but also putting together the full layout took a lot of time and craziness.

What is your favourite memory regarding the creation of the magazine?

Surely the teamwork and stronger friendship created along the way with the members of the Communication WG! A lot of hours spent together working and laughing!

How does it feel to see the project you founded reach this milestone 10 editions later?

Crazy! It makes me feel old for sure, but I'm also proud of myself and the team to see that something started 10 years ago made it through the years and all the changes that come with them. I'm also proud of EUROAVIA for continuing to create valuable memories and opportunities for its members.

**ANTONIO LUPERINI**

2018

Current professional role:

I currently work as a System Safety Engineer at Leonardo. I'm involved in the GCAP (Sixth Generation Combat Air Programme).

What was the biggest challenge or milestone your team overcame to bring your edition to life?

The biggest challenge, of course, was the last minute editing before Issue 2 came out.

What is your favourite memory regarding the creation of the magazine?

My favourite memory was to see for the first time the awesome pictures of the aircraft from Air Shows, which were extremely professional even though they were made by fellow EUROAVIAns.

**ANCA-MARIA STAN**

2019

Current professional role:

Project Manager at Indra Space, I lead satellite end-of-life and GNC programmes, specialising in atmospheric re-entry, ablation analysis and casualty risk assessment to ensure satellites return safely at the end of their missions.

What was the biggest challenge or milestone your team overcame to bring your edition to life?

I had the pleasure of being Editor in Chief for EUROAVIA Magazine Issue 3 back in 2019. It was a demanding, but genuinely lovely experience. That year, we celebrated EUROAVIA's 60th anniversary Lustrum in Aachen, and we wanted the magazine to reflect such an important moment. Looking back, what I remember most fondly is simply being part of the editorial team.

What is your favourite memory regarding the creation of the magazine?

During that year the whole Communication Working Group travelled to Pisa during the summer, where we would sit all together down putting the pieces of the magazine together, page by page. This is still one of the best memories!

**MATHILDE ZANI***Current professional role:*

I'm a teacher-researcher at Ecole Nationale Supérieure des Arts et Métiers in Bordeaux. My research project focuses on developing digital tools for correlation and automation using finite element methods to address topological and multiphysical optimisation problems.

What was the biggest challenge or milestone your team overcame to bring your edition to life?

The issue for which I was editor-in-chief managed to overcome the difficulties caused by the Covid-19 pandemic and the inability to travel. This issue, filled with online conferences and virtual meetings, helped to keep the spirit of EUROAVIA alive and paved the way for many new events, as well as new ways of communicating and connecting.

What is your favourite memory regarding the creation of the magazine?

It was a chance to exchange ideas with the editors and the various contributors. It was also very rewarding to see the magazine come to life.

**ELENA TONUCCI***Current professional role:*

PhD candidate in astronomical instrumentation at the Astronomy faculty of Leiden University (Netherlands).

What was the biggest challenge or milestone your team overcame to bring your editions to life?

The biggest challenges my team had to overcome were motivating people to contribute after the long COVID period and establish a collaboration with the Design WG for the creation of the magazine. Before the 6th edition, the magazine was almost fully made by the Communication WG, and we used an old design made in Latex that didn't leave much space for creativity and was difficult to change.



ELENA TONUCCI

2023

Having led two separate editions, what was the biggest difference or improvement you noticed between your first and second issue?

I think the biggest difference was that the second time the team was more experienced: we had learned what worked and what didn't from the previous edition and had enough time to make improvements in both the content, the design, and even the printing format. For example, my favourite add-ons in the 7th edition were the Working Group contributions and the blank greetings page at the end of the magazine where people could write messages for each other during the conference.

Was leading the magazine a second time easier or more challenging for you?

Definitely, the experience I gained with the first magazine I coordinated helped during my second edition to improve the magazine, but in terms of difficulty I think the two editions were pretty comparable. Maybe this was also facilitated by the fact that my team was very similar during the two years, and I believe we were working together very well and effectively.

What is your favourite memory regarding the creation of the magazine?

My favourite memory from the creation of the magazine is definitely the process of finding the small mistakes throughout its different versions and iterating back and forth to fix them together with Pedro, the head designer, to refine the magazine as much as possible. I know someone might think I am a bit crazy for liking this, but sitting with Pedro hunting for mistakes was fun, and I have great memories from those sessions together!



**CHRYSANTHI
SARASITI**

Current professional role:

Production and Materials Planner at Colgate-Palmolive.

What was the biggest challenge or milestone your team overcame to bring your edition to life?

One of our biggest milestones was introducing new sections, such as Exhibitions & Conferences and Alumni contributions. We worked hard to manage our own high expectations, and seeing those ideas come to life was incredibly rewarding.

What is your favourite memory regarding the creation of the magazine?

After countless revisions, my favourite moment was when our team finally looked through the completed magazine together. I felt incredibly proud and grateful to be part of a team that achieved something so meaningful.



**ATHINA MARIA
ATHANASAKI**

Current professional role:

I am currently finishing my master's in mechanical engineering at the National Technical University of Athens. At the same time, I am working at the CAMO Department of a Greek aviation company.

What was the biggest challenge or milestone your team overcame to bring your edition to life?

It was a constant struggle of trying to include as many things as possible without skyrocketing the price of the magazine! From one side, we were super happy we had a lot of contributions, from the other one we felt so bad when we had to shorten something down!

What is your favourite memory regarding the creation of the magazine?

I will never forget when I received the printed product. It was a print test and didn't even have the cover, but I felt so emotional holding it in my hands as an actual magazine!

THE EUROAVIA PODCAST

ON SPOTIFY



The *EUROAVIA Podcast* brings together **voices from across the aerospace community** to discuss ideas, challenges, and people changing the future of aviation.

Through conversations and debates with professionals, we *aim to spark curiosity, share insights, and inspire the next generation of aerospace talent.*

▶ **EPISODE 1 - “BREAKING BARRIERS IN AVIATION: THE POWER OF DIVERSITY AND INCLUSION”**

We explored the **importance of diversity and inclusion in the aerospace industry** with our guest **Snezana Tomcic**. An aviation enthusiast and an air traffic and transport engineer. Drawing from her work with the non-profit *Aviation for All*, she shared how mentorship programmes, initiatives like *Aviation 4 Girls* and stronger representation can open doors for future aviation professionals.

▶ **EPISODE 2 - “A DEEP DIVE INTO GLOBAL AIR TRAFFIC MANAGEMENT”**

We dove into the world of **Air Traffic Management with Angy Odysseos**, Media Relations Manager at **CANSO**. Together, we discussed what it really takes to keep global air traffic flowing safely, the growing talent gap in the sector, and the need for a more diverse workforce. Recorded ahead of the 2025 edition, the episode also sets the stage for *Airspace World 2026* in Lisbon (May 26-28) and highlights the inspiring campaign “*The Guardians of the Skies*”, celebrating the professionals safeguarding our skies every day.

HAVE AN IDEA FOR A TOPIC OR WANT TO JOIN US AS A GUEST?

We’re always looking for new perspectives and stories from the aerospace community.

Feel free to reach out to us via email: press@euroavia.eu.
We’d love to hear from you!



Author: Joana Sousa

HOW TO

SURVIVE A EUROAVIA CONGRESS

A field guide for first-timers (and a nostalgia trip for veterans)



So, your Local Group picked you to go to Congress. Congratulations and good luck. You're about to spend several days in a room with 60 aerospace students from across Europe, debating bylaws, voting motions, and somehow also dancing on a table by midnight. Here's how to come out the other side with your sanity, your voice, and a suitcase full of new friends.

BEFORE YOU EVEN PACK

☐ Read the prep package.

Yes, the one sitting unread in your inbox. It's not just bureaucratic filler, it's the difference between confidently raising a point of order and staring blankly while the room votes on something you don't understand. It has everything: the legal documents, the bylaw changes on the table, the motivation letters from DIB candidates, all of it. Nobody will judge you for skimming it on the flight, but please skim it.

☐ Pack your flag.

Country, region, football club, doesn't matter, as long as you're ready to defend it. AS Napoli delegates will remind you, unprompted and often, that it's Forza Napoli Sempre. Bring something typical to drink and snack on too. The Cultural Night runs on whatever your country can bring to the table, literally.

☐ Pack your best outfit.

Congress runs business casual for the working days, but the Final Dinner is where everyone brings their A-game. This is not the night for your travel hoodie.

☐ Leave luggage room for the merch.

EUROAVIA merch turns up everywhere at Congress, from hoodies and jackets down to pens, pins, and stickers. You will buy some, trust us. Pack light on the way out so you've got space for the haul on the way home.

☐ Sleep while you still can.

You will be in a meeting room roughly 10 hours a day: presentations, motions, points, counterpoints, and then Cultural Night happens after that. Rest now, thank yourself later.



WHO'S GONNA WIN?

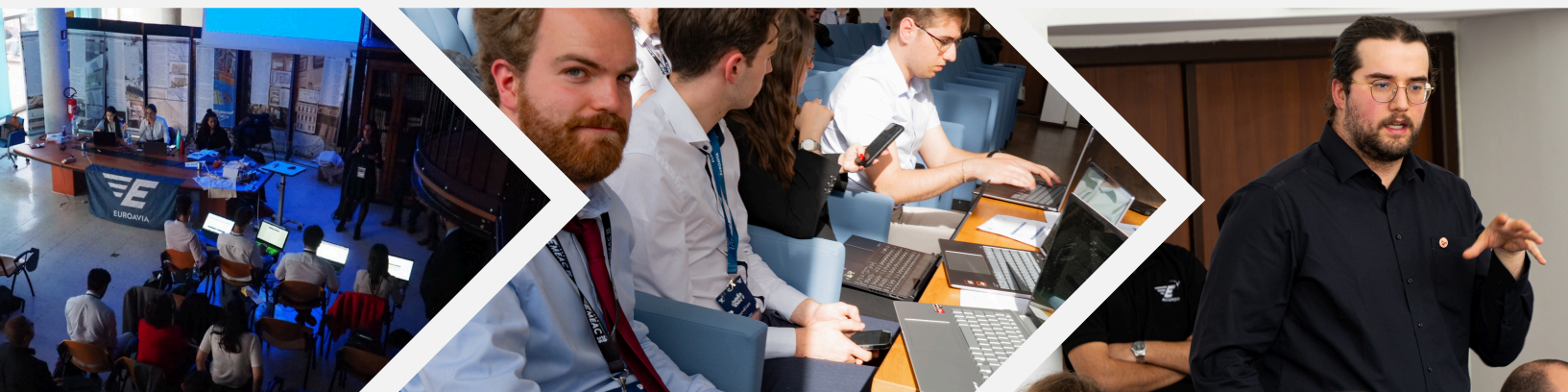


MAFIA SQUAD



SLEEPING BEAUTY





KNOW YOUR CONGRESS

There are two flavours, and they're not the same beast:

☛ **EMEAC** (Electoral Meeting), late March: the DIB candidates present, get grilled in Q&A, survive the off-minutes hallway lobbying, and then Congress votes in the candidates.

☛ **AMEAC** (Annual Meeting), late September: the sitting DIB presents its Business and Financial Plans, Congress votes on them, and the old board is formally exonerated to hand power to the new one.

Both involve long days of motions, votes, and raised points. So know which one you're walking into.

THE UNWRITTEN RULES OF THE ROOM

Speak English. It's the official language of Congress for a reason; otherwise nobody understands anybody. Slip into your mother tongue in the room and you will be caught by the Labber-Fish tradition: every foreign word earns you points, and whoever finishes Congress with the most points earns the "honour" at Cultural Night. Fair warning: Spain and Italy consistently dominate this leaderboard. There are just... a lot of you.

Respect the minutes takers. Somewhere in the room, exhausted Local Group volunteers are typing every single word anyone says. If you're talking too fast or unclearly, they can (and will) shout "MINUTES!", and the whole Congress pauses so they can catch up. Legend has it that at one Congress, the trams rattling past the venue were so loud and frequent that delegates started shouting "TRAM!" instead. Nobody remembers why it stuck. It just did.

Pick your side in the AS vs. BR rivalry. The AS and BR Working Groups have a not so old, entirely unofficial, entirely serious rivalry over who asks the most questions and raises the most points during sessions. Spectator sport included.

THE NIGHTS MAKE THE CONGRESS

Cultural Night: the evening before the city tour. It is where the flags go up, the snacks come out, and everyone gets a taste (literally) of twenty-plus countries at once. It's chaos, it's loud, and it's genuinely one of the best ways to understand why EUROAVIA feels like a family scattered across a continent.

Final Dinner is the payoff for surviving the long sessions: best outfits, good food, and a room full of people who spent the week arguing about bylaws and are now toasting each other instead.

THE REAL REASON YOU'RE HERE

Strip away the motions, the votes, the acronyms: a Congress is fundamentally about the people. It's where you'll debate fiercely over a bylaw change in the morning and share your grandmother's recipe for a national snack that same night. It's where you'll butcher three new languages, adopt a rivalry you didn't know you cared about, and leave with contacts in a dozen countries you'll actually use.

That's the spirit we're handing down to the next generation, one Congress at a time.

See you in the room. Bring snacks.

Gerard

INTERNATIONAL EVENT REPORTS



Immerse yourself in the “EUROAVIA Spirit” through our International Events, where members explore the world and build lasting connections.

In this chapter, discover the remarkable adventures and experiences from the past Business Year.

EXMEAC & AMEAC 2025

AS PATRAS | 21st - 28th SEP. 2025

Greetings, EUROAVIAns!

With another successful congress behind us, it is time to take a moment and relive what made it so special. In September 2025, AS Patras had the pleasure of hosting the ExMEAC & AMEAC, welcoming students from all over Europe and beyond for a packed week. From productive sessions to moments shared outside the official programme, the congress struck the right balance between work and enjoyment. Let's look back at the highlights that made it one to remember!

On September 20th the participants were welcomed to the Greek city. The Welcome Dinner brought old friends together and helped new connections form over a barbecue. Traditional Greek music filled the air, setting the tone for dancing, friendly conversations, and plenty of laughter. Monday 21st marked the first official day of the congress, with ExMEAC taking place. The two new DIB candidates presented themselves and were both elected as DIB Officers. After a strong start, the evening unfolded on a lighter note.

We had traditional Greek souvlaki, also known as pita gyros, before attending an outdoor concert in Patras' largest park, where the lush greenery meets the sea, creating a beautiful setting.

On Tuesday 22nd, AMEAC 2025 officially began, with all participants having arrived. After several important sessions and in-depth discussions, we headed to the city centre for a walk through its charming streets, full of life as students returned to Patras for their September exam period and the start of the new semester. We wrapped up the day with dinner, sharing stories, exchanging laughs, and spending quality time together.

The second day of the AMEAC kicked off at the University of Patras with a full agenda, keeping participants engaged from early morning until evening. Once the discussions and decision-making concluded, it was time to unwind. We gathered at a local pub to enjoy some rock music and catch up in a more casual environment.

On September 24th, the third Business Meeting was held, featuring an intense session on a wide range of important topics. With the formal part behind us, the evening turned festive with the much-anticipated Cultural Night at a local bar. We stepped away from the formality of the Business Meetings, relaxed, and tasted traditional delicacies from each participating country. Once again, Cultural Night, one of EUROAVIA's most cherished traditions, celebrated diversity, unity, and the bonds that bring us all together.





The following day unfolded at a relaxed pace, as well. A guided tour gave us the chance to explore the city, admire the view from Patras' Castle, walk along the seafront, and stroll through the pedestrian streets lined with cafés and restaurants where students and locals usually gather. After the tour, we returned to the university for Sponsor Day.



Insightful presentations by Ansys, EHA, and Apella were followed by networking sessions, allowing participants to interact with the company representatives and strengthen their professional connections. Later, taking advantage of the warm September weather in Greece, we had a night swim at one of Patras' beautiful beaches. The calm waters, the night sky, and the good company created the perfect setting for the evening.

The fifth day of the AMEAC featured the fourth and final Business Meeting. The Coordinators' Pins Ceremony, followed by the Handover and Closing Ceremonies, marked the end of a busy week in Patras.

The congress would not have been complete without the Final Dinner, held on a rooftop in the city centre. It was a bittersweet evening, as we reflected on the time we shared and the friendships we built before saying our goodbyes until the next international event.

Beyond shaping the future of our association, ExMEAC & AMEAC 2025 brought EUROAVIANS together, creating new friendships and strengthening existing bonds. At AS Patras, we hope everyone enjoyed their stay and made the most of everything the city had to offer, from Greek cuisine and hospitality to its local culture. We cannot wait to see all of you again in Patras, where you will always be welcome.

Until then, see you around Europe!



AIR, SPACE, AND MOBILITY SYMPOSIUM

AS BRAUNSCHWEIG | 6th - 10th OCT. 2025

From October 6 to 10, 2025, AS Braunschweig had the pleasure of welcoming EUROAVIAns from across Europe, bringing together students from Spain, Italy, Greece, Türkiye, Belgium, and Germany. The occasion for the gathering was the 2025 Air, Space, and Mobility Symposium, an international event focused on the topics of aviation, spaceflight, and mobility, as reflected in its title.



The first day of the event, October 6th, was the official arrival day. We welcomed the early birds, who had made their way to Braunschweig and gathered for lunch at the university cafeteria. In the afternoon, we waited at the hostel for the remaining guests to join us and complete their check-in. Once everyone had arrived, we had dinner together and headed to an initial get2gether event, where we introduced the Local Group's board responsible for the Symposium to the guests and played a few games to get to know each other.

The first full day of the Symposium, October 7th, focused on the topic of space. In the morning, we organised two presentations on space junk and launch vehicles, followed by a third session about planetary defence. After a full day at the university, we gave our guests the chance to relax and discover the city's highlights on a tour. We walked through Braunschweig's vibrant streets and admired its historical buildings and beautiful squares, before heading back to the hostel for dinner. In the evening, we made our way to the venue, where we organised a student pub. It was a great opportunity to unwind, have fun together, and strengthen our bonds.

The second day was all about aviation. The day commenced with two presentations on how to prevent bird strikes and how to build robust aircraft capable of withstanding them. After lunch, we headed to Hanover Airport, where we had the opportunity to visit ACC Columbia, a company specialising in the base maintenance of private jets and one of the Symposium's sponsors. We were given a tour of one of their maintenance hangars, and a presentation about their company. After the exciting excursion to Hanover, we had lunch back at the hostel in Braunschweig and then enjoyed the evening with a game of bowling.

The third day of the Symposium, October 9th, focused on mobility. In the morning, we visited the company Siemens Mobility at their premises in Braunschweig, where we were welcomed with an introduction to their company and a comprehensive presentation on train control and protection systems. Afterwards, we were given a tour of their premises, including a level crossing and a rapid transit simulator, followed by an informative presentation by Ansys, another sponsor of the event. We then headed to the university, where we had a brief tour and spent the rest of the afternoon in the botanical garden. Later in the evening, our Local Board gave a recap-presentation of the event and awarded our guests participation certificates. To wrap up this engaging event, we gathered for a final dinner at a popular local restaurant, enjoying one last evening together before saying our goodbyes until the next international event.

Looking back, the Symposium was much more than a week of technical sessions and company visits. It was an opportunity to exchange knowledge, discover new perspectives, and connect with students from different backgrounds. We are grateful to have shared this experience with everyone who joined us in Braunschweig.

STUDENTS AIRRACE

AS MUNICH | 14th - 16th OCT. 2025



The future of unmanned aerial mobility took shape from October 14th to 16th at the inaugural Student AirRace. Organised by EUROAVIA Munich, this thrilling new international event combined high-speed competition with the demonstration of critical technical competence. Bringing together ambitious student engineers from across Europe, the competition challenged teams to demonstrate the technical maturity of their self-developed aerial systems. The successful debut was praised across the network as an effective method for fostering technological expertise and attracting top talent to this globally significant growth field.

Around 30 dedicated participants, forming teams from universities in Munich, Bucharest, and Barcelona, took on the challenge. While the pursuit of speed and skillful piloting were at the heart of the race days, the core objective of the Student AirRace went far beyond fast laps: it aimed to motivate students toward active engagement with future-proof technologies and reward superior engineering. The judging criteria were deliberately designed to look past the stopwatch, forcing teams to optimise their designs for innovation, environmental sustainability, and robust safety protocols, serving as a crucial test of real-world operational maturity.



The final evaluation concluded in a decisive victory that proved the necessity of comprehensive engineering: Team NOVA from AS Bucharest emerged as the overall champion of the very first Student AirRace! Their success was defined by a complete commitment to the competition's core values. The team's UAV solution was recognised for having the best overall concept and incorporating the most sophisticated and thoroughly documented safety system. Delivering high-speed performance while excelling in innovation and reliability demonstrated a clear lesson: while speed opens the door, technical competence wins the title.



Beyond being a technical proving ground, the Student AirRace served as an invaluable forum for international collaboration. The EA network provided the essential foundation for intensive, cross-border knowledge exchange, while shared social activities fostered a warm atmosphere of constructive cooperation where participants built lasting friendships. Furthermore, the event offered attendees direct networking opportunities with industry partners, providing valuable insights into the professional aerospace field, building bridges to the industry, and giving these young engineers a decisive career advantage in the rapidly expanding UAV sector. The successful conclusion of this debut edition marks the definitive starting point for an annual tradition. Building on the incredible momentum for European technology and talent development, the organising team at EUROAVIA Munich is already hard at work refining concepts for next year's competition.

ROTORTON CHALLENGE

COLOGNE | 10st - 20th NOV. 2025

From November 17-20, 2025, Cologne hosted the European Rotors Aircraft Exhibition, bringing together over 5,400 exhibitors, 266 showrunners, and 23 static aircraft displays. EUROAVIA, represented by Athina Maria Athanasaki, Luigi Ammirabile, Marialena Poulaki, and Niccolò Faggiani, directly engaged with the latest developments in rotary aircraft engineering, unmanned systems, and Advanced Air Mobility. Industry giants such as Airbus, Leonardo, and Bell showcased their latest innovations, while the EASA Rotorcraft Symposium provided a high-level forum to discuss critical issues such as hydrogen propulsion, cybersecurity, and emerging certification standards for vertical take-off aircraft.

At Career Day, EUROAVIA delegates fulfilled the association's mission of bridging the gap between academic study and professional practice. Presenting to students, young professionals, and corporate stakeholders, the team highlighted how EUROAVIA prepares its members for careers in aerospace and enables them to gain valuable insights into safety solutions and strategic industry shifts by networking with research institutions and startups.

A highlight of the event was the ROTORTON Challenge, a multi-stage competition focusing on Vertical Take-Off and Landing (VTOL) technology, organised by EUROAVIA in collaboration with EASA and European Rotors. The journey began with the Online Challenge, where the EcoRotor team from EUROAVIA Izmir – Mehmet Uzun, Şebnem Varol, and Ekin Mesut Denizel – won first place with their case study, "AgriReach: The Future of Rural Air Transport for Agriculture." Their detailed market awareness and strategic vision for rural logistics led to their invitation to Cologne to present their work to leading industry experts.



The intensity culminated during the Rotorton Live Challenge in Cologne, where qualified teams participated in a high-pressure marathon to solve real-time technical and business case studies. EUROAVIA's PartenoRotor team, led by Apostolis Patelis from Naples, won first place with their Overwatch System, developed in collaboration with Dario Casola and Davide Ditomaso. This innovative Human-AI Teamwork ecosystem included OMA, an AI-active monitor designed to reduce pilot cognitive load, and OHR, a remote access feature allowing ground experts to assist via VR or take control in emergencies. European Rotors 2025 proved to be an exceptional platform for EUROAVIA; showcasing the technical expertise and strategic skills of its members while continuing to connect ambitious students with the future of aviation. Ultimately, this was precisely the aim of these events, and we can truly say that every effort invested in making it happen was worthwhile. We look forward to seeing you again at our future events across Europe!



GEN DAYS

COLOGNE | 26st - 28th NOV. 2025

From 26-28 November, EASA (European Aviation Safety Agency), in collaboration with EUROAVIA, hosted the first in-person event of GEN Days. Held in a dynamic and highly international setting, this three-day event brought together participants from across Europe, serving as a vital bridge between EUROAVIA staff, young professionals, and key stakeholders in the aviation industry.



Throughout the programme, participants engaged in hands-on workshops, expert talks, and interactive sessions led by industry leaders and EASA representatives. Discussions focused on the evolving challenges of the aviation sector, ethical responsibility in engineering, and the vital importance of continued collaboration between academia and industry.

Dialogue was central to the event. Instead of being passive listeners, participants actively contributed, questioned ideas, and offered new perspectives, creating a vibrant environment where the viewpoints of young engineers were truly valued.



The wide diversity of cultural and academic backgrounds among participants further enriched these interactions, reinforcing the inherently global nature of aviation.

GEN Days 2025 reaffirmed EUROAVIA's commitment to empowering tomorrow's leaders by offering a powerful platform for inspiration, professional networking, and personal development. After three unforgettable days filled with shared passion, lasting connections, and inspiring ideas, we couldn't be prouder of what we accomplished together. See you at the next stop on our European journey!



EMEAC 2026

AS BUCHAREST | 26th - 30th JAN. 2025

This spring, the skies over Romania's capital were busier than usual as aerospace students from across Europe touched down for the EMEAC 2026 to exchange ideas, contribute to the future of our association, and strengthen the bonds within our community. Hosting such an important event in Bucharest was both a challenge and a privilege, as well as a defining moment for our Local Group. After months of meticulous planning, late-night meetings, and countless cups of coffee, seeing the EUROAVIA Spirit come to life in the heart of the "Little Paris" was incredibly rewarding.

The official programme focused on the Business Meetings that define every EMEAC. Throughout the congress, the halls of our university buzzed with intense debates, strategic planning, and visionary ideas. Delegates took part in constructive discussions on the development of EUROAVIA, sharing experiences from their Local Groups while reviewing proposed statute updates and discussing the association's future direction. The exchange of ideas and different perspectives once again highlighted the strength of our international community.



One of the most significant moments of the week was the election of the new DIB. Watching the candidate present her ideas and commitment to EUROAVIA was both inspiring and encouraging, reflecting the dedication of students who are ready to shape the association in the years ahead.

But EMEAC is not just about official business, it's also about building lifelong connections. We wanted to make sure our European peers experienced the very best of Romanian culture and hospitality. When the congress sessions wrapped up, the adventure began.

From exploring the monumental Palace of the Parliament to strolling down the vibrant streets of the Old Town, our guests got a true taste of Bucharest. Of course, no Romanian experience is complete without our traditional cuisine! Sharing plates of Romanian BBQ during the cultural nights sparked conversations and friendships that transcended borders. Bringing EMEAC 2026 to life was only possible thanks to the dedication and cooperation of many people working behind the scenes. From the early planning stages to the final moments of the congress, every detail required commitment, flexibility, and teamwork. We would like to extend our deepest gratitude to our Board Members for their relentless energy, flawless organisation, and for always wearing a smile even on zero hours of sleep.

We would also like to express our sincere gratitude to our sponsors and university partners for believing in our vision and providing the support that made this congress possible. Above all, we thank every participant who travelled to Bucharest and helped shape our association's next chapter by sharing their ideas, culture, and positive energy. Your enthusiasm is what makes every EUROAVIA event truly special.

Looking back, EMEAC 2026 was an unforgettable experience for both the organising team and the participants. Throughout the week, meaningful discussions took place, new friendships were formed, and important decisions were made for the future of EUROAVIA. It was a week that reflected the values of collaboration, cultural exchange, and a shared passion for aerospace.



HOTWINGS 3 JET ENGINES SYMPOSIUM

AS KOCAELI | 26th - 30th JAN. 2025

The HotWings 3 Jet Engines Symposium officially kicked off as EUROAVIANS from across Europe arrived in Kocaeli! Guests were warmly greeted by the AS Kocaeli organising team, including Hakkı, who coordinated the first point of contact at the Marmaray station. After meeting the local team, participants checked into the Gebze Technical University Guest House, which served as their home base for the week.

To celebrate the start of this gathering, we hosted a "Welcome Barbecue" on the university campus. Featuring Turkish barbecue favourites prepared by our team, participants had their first taste of the local cuisine. Accompanied by traditional desserts, the gathering continued late into the night, setting an energetic tone for the upcoming days!



The second day focused on academic engagement and engineering. We began our formal academic programme at the Congress Center with a series of lectures. Prof. Dr. İlyas Kandemir delivered an opening session on "Aircraft Engine Failures: Case Studies and Engineering Lessons", followed by Dr. Öğr. Üyesi Mohammad Rahmanian's speech on "Vibration and Related Failure Preventions on Jet Engines". The morning concluded with Dr. Öğr. Üyesi Muhammed Ali Keçebaş, who presented "Engineering of Emissivity Towards Radiative Thermal Management and Camouflage".



After a lunch break, participants headed to the Aeronautical Engineering faculty building for a hands-on "ATA Model Aircraft Workshop", sponsored by the Turkish Aeronautical Association (THK). Working in teams of three, we designed and assembled our own model aircraft. The workshop concluded with an outdoor flight-testing session to evaluate the airplane's aerodynamic performance.

To unwind, the group traveled to the Maltepe district of Istanbul. We gathered at a venue featuring live music, where our guests enjoyed dinner, socialised, and experienced the modern musical culture of Istanbul's shoreline.

The following day, we embarked on a technical field trip to the "Fly-in Cockpit" Simulation Center, one of the sponsors of EUROAVIA Kocaeli. Participants had the opportunity to step into realistic Airbus A320 and Boeing 777 simulator cockpits, executing take-offs, maneuvers, and landings under simulator instructors' guidance.

In the afternoon, we returned to the Congress Center, where Mustafa Tuksal (TEI) shared industrial insights into engine component testing and manufacturing. Following the first presentation, Arş. Gör. Osman Giray Oğuzman gave a speech on "Flow Visualization and Geometric Modification of Aero-Engine Turbine Trailing Edges" and the engaging session concluded with Sedat Karakaş (İlge AI), who presented applications of artificial intelligence in aviation. To wrap up the day, we headed to a private bungalow villa in Gebze for the highly anticipated Cultural Night. Participants brought delicacies and beverages from their home countries, creating an international feast filled with traditional music and dances before returning late to the Guest House.

The fourth day was dedicated to exploring the Princes' Islands (Adalar) in Istanbul, offering attendees a chance to relax.



The group took a ferry ride across the Marmara Sea, accompanied by an official tour guide provided by İBB, who shared historical insights into the islands' unique architecture, multicultural heritage, and their vehicle-free ecosystem. Participants spent the day exploring the historic streets and enjoying stunning panoramic views, before gathering at a local restaurant for fresh seafood and delicious local dishes, complemented by a beautiful setting overlooking the sea.

After returning to the mainland, the organising team hosted a "Grand Finale Dinner" at a premium venue. The evening served as a closing celebration of the week, bringing everyone together to toast to the lifelong friendships formed and celebrate the success of HotWings 3!

On the final morning, we gathered for a farewell breakfast and took the opportunity to collect feedback from our international guests. Participants expressed their appreciation for the technical calibre of the lectures, the hands-on simulation sessions, and the warmth of Turkish hospitality.

With tight hugs and shared memories, HotWings 3 Jet Engines Symposium came to an end on a high note. Throughout the week, participants shared knowledge, discovered the Turkish culture, and built strong bonds.

As everyone headed home, they carried with them new friendships, unforgettable moments, and experiences they will always cherish.



FLY - IN

AS MINHO | 22nd - 28th JUN. 2026

From 22 to 28 June 2026, PAS Minho had the pleasure of hosting its first International Event, Fly-In Minho 2026. Throughout the week, participants had the opportunity to immerse themselves in Portuguese culture, explore the Minho region through several city tours, and gain valuable insight into the aerospace sector through company visits and engaging lectures. By bringing together cultural experiences and engineering, the event created a dynamic environment for learning and connection.

The event began with a warm welcome dinner at the university canteen on the evening of the 22nd, bringing the attendees together for the first time, while giving them a first glimpse of the university facilities. The local team joined the dinner to greet the guests and provide them with an overview of the upcoming programme. To round off the evening, the students, accompanied by the host team, strolled through the vibrant streets of Guimarães, experiencing the city's lively nightlife.



On the 23rd, participants traveled to Braga for a city tour. The visit began at the famous sanctuary of Bom Jesus do Monte, an iconic place of devotion where impressive architecture blends harmoniously with the surrounding nature. As they explored the beauty of this sacred place, students learned about its rich history and symbolism, before enjoying a canoeing activity and a picnic together. The afternoon continued in the heart of the Saint John's Festival, where the local team introduced the members to Portuguese culture. From traditional food stalls to the famous "hammer tradition", students fully embraced the festive atmosphere.

The following morning, participants continued their exploration with a tour of Guimarães, a city associated with the phrase "Aqui nasceu Portugal" ("Portugal was born here"). The hosts guided them through the famous landmarks, explaining the historical significance of each site, as well as the story behind the origins of what would eventually become Portugal. The afternoon offered a change of scenery, as everyone headed to the beach in Póvoa de Varzim to relax under the sun and swim in the refreshing waters of the Atlantic. The Cultural Night, at the end of the day, provided a pleasant environment for EUROAVIAns to introduce their home delicacies, play traditional songs, and share regional dances. Ultimately, it became a remarkable celebration of diversity, where different cultures came together in a vibrant atmosphere.

The Sponsors Day followed, shifting the focus from culture to innovation and environmental sustainability. The students spent the morning at the Landscape Laboratory, discovering the ongoing efforts to improve local air and water quality. They were introduced to several initiatives aimed at environmental preservation, broadened their knowledge of the city's ecosystem, and explored the applications of satellite image processing and drone technology in vegetation health monitoring and forest protection. The afternoon served as a dynamic setting for knowledge-sharing, filled with enlightening lectures by Mr. Alexander Costa and Engineer Roque Ferreira.





The cultural experience was completed by a visit to Porto on the 26th. The day began with an industrial perspective, as the members visited CEiiA and Gislótica to explore how mobility, aeronautics, and space intersect to meet the market needs. The tour then proceeded to the city centre, where participants admired some of Porto's main attractions and took in the breathtaking views over the river as the sun set. The day concluded with the group having dinner together and tasting the famous Francesinha, before enjoying Porto's nightlife at a local disco.

With the first signs of nostalgia already visible on their faces, everyone looked back on the moments they had shared and captured some final memories together in photographs.

Ultimately, Fly-In Minho 2026 was a fulfilling experience for its participants. Beyond networking with professionals and gaining valuable insight into the aerospace sector, EUROAVIAns had the opportunity to share their cultures with one another, form new connections, and strengthen existing bonds. Fly-In Minho 2026 offered a unique perspective on Portugal, showcasing the country through the lens of its vibrant lifestyle and industrial dynamism.



On the final day, the students met with Cerval for a unique opportunity to take to the skies alongside experienced pilots, flying small aircraft. To close the memorable week on a high note, the team gathered for a Final Dinner, where delicious Portuguese dishes were enjoyed in the company of friends, providing the perfect farewell moment.



FORMATION WORKSHOP

PAS İZMİR | 12th - 17th JUL 2026

From 12 to 17 July 2026, PAS İzmir had the pleasure of hosting the Formation Workshop (FoWo), welcoming aerospace students from Affiliated Societies across Europe to the shores of the Aegean. As one of EUROAVIA's training-focused events, FoWo is built around soft-skills development rather than technical lectures, while also providing participants with the opportunity to build an international network. Throughout the week, learning and exploration went hand in hand: days belonged to the trainers and their real-life cases; evenings belonged to İzmir, its coastline, its history and its people.

The heart of the week took place in the training room. Guided by the ETS trainers and led by the trainer Luigi Ammirabile, participants worked through a series of interactive sessions on teamwork, communication, leadership, problem-solving, and time and project management. Rather than sitting through slides, the groups tackled real-life cases: they were handed problems that never came with quite enough information, asked to organise themselves, and then to present their reasoning back to the room. Strangers on the first morning quickly became teammates arguing productively over a shared whiteboard. By the final session, each participant had turned the week's lessons into a concrete action plan to carry back to their own Local Board, exactly the outcome a Formation Workshop is designed to produce.



To match the occasion, PAS İzmir designed a custom event look: a shirt reading "Formation Workshop · İzmir '26"

wrapped around a grid of Anatolian tiles in EUROAVIA blue and warm red. Worn everywhere, from the training hall to the streets of Şirince, it turned a room full of strangers into one visibly shared team and gave the week a strong, recognisable identity.

Outside the sessions, İzmir did the rest. The week opened with a welcome dinner on the bay, where participants met for the first time as the sun set over the Aegean. Over meze and easy conversation, home societies were introduced and the first friendships of the week began to form.

Midweek, a cable-car ride lifted the group high above the city to a terrace with the whole bay laid out below — a well-earned break from the training room and an easy chance to get to know one another. It was one of those relaxed moments that quietly turn a group of colleagues into friends.



The cultural highlight came with a visit to the ancient city of Ephesus. Walking its marble streets after dark, the group stayed until the Library of Celsus stood glowing against the night sky: most participants agree they will remember this moment the longest. For many of the international guests it was their first time in Türkiye, and the ancient city left a lasting impression. The same cultural day carried the group to the hill village of Şirince, with its historic churches, cobbled lanes and local tastings.





The week closed as it began, around a long farewell dinner under the trees, where new friends exchanged contacts and plans to meet again at future EUROAVIA events. FoWo İzmir 2026 delivered on both promises of a Formation Workshop: genuine growth in the training room and genuine connection outside it. Participants left with sharper skills, a wider network across Europe, and a pocket full of İzmir memories. Our warmest thanks goes to the ETS trainers, to every participating LG, and to the PAS İzmir team whose work made the week possible.

EUROAVIA ON THE ROAD

A new era for EUROAVIAans embarks with our organisation's participation in exhibitions and conferences that shape the aerospace world! Learn more about this year's visits in this section of the EUROAVIA Magazine!

AVIATION4GIRLS

10 November 2025 · EUROCONTROL
HQs, Brussels, Belgium

EUROAVIA joined Aviation4Girls, an outreach initiative dedicated to bringing aviation and aerospace closer to young students, with a particular focus on encouraging girls to pursue STEM careers. The Association was represented by the Business Relations Working Group, who spent the day talking to students, teachers and company representatives, promoting aerospace opportunities and sharing contacts with schools for future collaborations. It was a reminder that our network's reach does not stop at university level: inspiring the next generation is part of the mission too.

QUICK FACTS:

- Represented by BR WG: Ruth Jurado and Victor Bernal
- Focus:** STEM outreach, gender balance in aerospace
- Outcome:** New school and company contacts for future outreach collaborations

EUROPEAN ROTORS 2025

17 – 20 November 2025 · Cologne,
Germany

Europe's premier vertical take-off and landing (VTOL) exhibition, co-hosted by the European Helicopter Association and EASA, welcomed EUROAVIA with a dedicated stand. Our Secretary, Luigi, delivered a formal speech during the event's Career Day, putting the Association in front of key aerospace stakeholders. The edition also marked the grand finale of the Rotorthon competition, with EUROAVIA moderating both the in-person physical challenge and the award ceremony.

QUICK FACTS:

- Co-hosted by EHA & EASA
- EUROAVIA presence:** Dedicated stand and Career Day speech
- Rotorthon finale hosted and moderated by EUROAVIA
- Member benefit:** Heavily subsidised tickets (€20) for the next edition
- Next edition:** December 2026, same level of engagement planned

64TH ENGINE SYSTEMS SYMPOSIUM

16 – 17 March 2026 · Cranfield University, United Kingdom

Organised by a student committee at Cranfield University, this two-day symposium is entirely dedicated to aircraft and aerospace propulsion, with presentations from both industry experts and students. EUROAVIA was represented by the President and the Secretary and was given a dedicated presentation slot alongside an information stand: a first for the Association in this environment. The participation opened valuable contacts within Cranfield, including interest in developing a future Local Group and in collaborating on an existing international project hosted by the university, where EUROAVIA's network and promotional capabilities could add real value.

QUICK FACTS:

- 64th Edition
- Represented by Pedro Moreira (President) & Luigi Ammirabile (Secretary)
- EUROAVIA presence:** Presentation slot and information stand
- Focus:** Aircraft and aerospace propulsion
- Outcome:** Potential new Local Group and project collaboration under discussion

NEW SPACE & SOLUTIONS 2026

14 – 17 April 2026 · Seville, Spain

New Space & Solutions looks at how space and satellite technologies solve everyday challenges for citizens, businesses and public institutions, covering sustainability, security, mobility, public services, education and talent development. EUROAVIA was present both in person and online, and contributed a full panel of its own: "EUROAVIA Women: From Students to Aerospace Leaders", bringing together members at different academic and professional stages to discuss the role of women in aerospace, leadership and the transition from university into the professional world.

QUICK FACTS:

- Format:** hybrid
- EUROAVIA contribution:** One dedicated panel
- Themes:** Space applications, sustainability, talent, leadership

PANEL SPEAKERS

- Ángeles Fuentes Rodríguez — FIB President
- Bárbara Carmelo — IB Treasurer
- Vania Ramos Rodríguez — IE WG Coordinator
- Athina Athanasaki — Former CM WG Coordinator, PMC Member
- Lola del Castillo — BR & HR WG Member

AIRSPACE WORLD 2026

6 – 28 May 2026 · Lisbon, Portugal

Airspace World is the global meeting point for the airspace and air traffic management community, gathering industry leaders, policymakers, innovators and aviation professionals around digitalisation, sustainability and the future of global airspace. Building on our long-standing partnership with CANSO, this edition was a week packed with activity: connecting with companies, attending panels, running interviews and showcasing what EUROAVIA brings to the industry.

The highlight came on Thursday, when EUROAVIA joined the Breakfast with the CEOs and proudly led the Interactive Tours: a joint initiative with Engage 2 as part of the Tomorrow's Voices programme. Guiding students through the exhibition and connecting them directly with inspiring industry figures is exactly what EUROAVIA is all about.

QUICK FACTS:

-  Organised by CANSO, long-standing partnership
-  **EUROAVIA-led activity:** Interactive Tours, with Engage 2 (Tomorrow's Voices programme)
-  **Joined:** Breakfast with the CEOs, panel sessions, interviews
-  **Team on site:** Marialena Poulaki (BR WG), Saad Benaicha (BR WG), Bárbara Carmelo (IB) and Gerard López López (IB)

AIRBUS SYMPOSIUM

17 June 2026 · Munich, Germany

An exclusive, closed-door event bringing together selected stakeholders from the aerospace ecosystem in the sloshing effect with industry representatives, partners and invited organisations, around collaboration, innovation and strategic discussion. EUROAVIA's participation was under discussion at the time of the Midterm Report, representing a valuable opportunity to strengthen the Association's relationship with Airbus.

QUICK FACTS:

-  Organised by Airbus
-  Represented by Luigi Ammirabile (Secretary)
-  **Format:** Closed, high-level stakeholder event

ILA BERLIN 2026

10 – 14 June 2026 · Berlin ExpoCenter
Airport, Germany

ILA Berlin is one of the world's leading aerospace trade fairs, covering the entire value chain from aviation and space to defence and advanced air mobility, and EUROAVIA took the stage with two stands, 300+ members and the next generation of aerospace leaders.

Our indoor booth in the Talent Hub served as the main EUROAVIA presentation point, while an outdoor tent gave three Local Groups the chance to show their work with real displays and drones: AS Munich presented the Student AirRace, and AS Lyon and AS Covilhã (UBIAT team) presented their Air Cargo Challenge models. During the Talent Slam on the ILA Stage Aviation, Anusha Aravind (BR) and Gerard López López (IB) shared their academic and professional journeys and the projects they are currently working on.

Between company meetings, reunions with EUROAVIA Alumni and former International Boards, and the show itself members could check the Emirates A380, the A310, the Beluga, helicopters, jets, spectacular flying displays and the latest industry innovations. Our exclusive ILA merch line (stickers and flags) proved a hit at the stand, letting members take a piece of the event home with them.

The days belonged to the exhibition; the evenings to Berlin. Together with several German Local Groups we built a full social programme, with a different activity each evening across the city: restaurants, bars and popular gathering spots. These informal evenings brought members, volunteers and guests from across Europe together to unwind after the fair, meet new people, strengthen connections and enjoy the city's nightlife in a friendly international atmosphere.



QUICK FACTS:

- 300+ EUROAVIA members on site
- 2 stands: indoor booth (Talent Hub) and outdoor tent for Local Group projects
- Talent Slam speakers: Anusha Aravind (BR), Gerard López López (IB)
- Nightly social programme co-organised with German Local Groups
- Aircraft spotted: Emirates A380, A310, Beluga, helicopters, jets, flying displays



FARNBOROUGH INTERNATIONAL AIRSHOW 2026

20 – 24 July 2026 · Farnborough, United Kingdom

Farnborough has long been one of the leading meeting points for the aerospace, aviation, defence and space sectors. Bringing together established companies, emerging technologies, industry leaders and future professionals, the airshow provides a unique environment to understand the latest developments shaping the aerospace world.

On 23 July, Bárbara Carmelo and Victor Bernal attended the airshow with a strong focus on networking and Business Relations. Throughout the day, they connected with representatives from different companies and organisations, introduced EUROAVIA's international network and explored potential opportunities for future cooperation.

Beyond the meetings themselves, walking through the exhibition halls offered a valuable overview of the scale and diversity of today's aerospace industry. From aircraft manufacturers and engineering companies to defence, space and advanced technology organisations, Farnborough brought together many of the stakeholders shaping the future of the sector.

On 24 July, EUROAVIA participated in Pioneers of Tomorrow, Farnborough's dedicated programme for students, young people and aspiring aerospace professionals. During this day, Bárbara and Victor represented the association at the EUROAVIA stand, welcoming visitors and sharing the opportunities available within the network.

The stand became a space for conversations with students interested in aerospace studies and careers. Visitors were introduced to EUROAVIA's international events, technical activities, competitions, training opportunities and professional development initiatives. These discussions helped students better understand how joining a student-led association can complement their academic education and provide practical experience beyond the classroom.

EUROAVIA also had the opportunity to engage with other student associations and youth organisations present at the event. These exchanges provided space to share experiences, identify common objectives and discuss possible areas of collaboration in student development and aerospace outreach.

QUICK FACTS:



One of the largest aerospace trade shows worldwide



Focus for EUROAVIA: visibility, networking, Technical Team exposure



WORKING GROUPS CONTRIBUTIONS

The Working Groups are a vital force behind EUROAVIA's success, fueling collaboration and creativity. This section highlights their achievements over the past Business Year, laying the ground for what's to come next!



Designing for EUROAVIA means translating a universe of energy, friendships, and projects into visuals. This year, that challenge took us on a whirlwind ride. From day one, our goal was simple: give a voice to every corner of EUROAVIA. And we did deliver! If we had to sum up our year, it would probably look like an endless spreadsheet of logos, templates, and midnight deadlines.

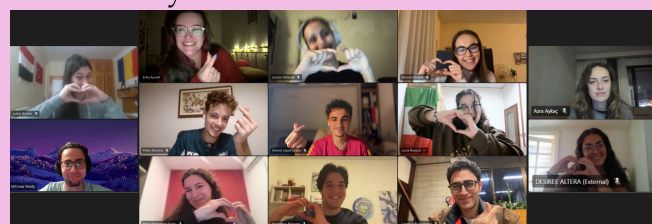
Throughout the year, we worked on branding and graphics for countless local and international events, new merchandise, updating assets and local group logos, and all the little details that make our association feel like home.

We collaborated with our fellow WGs to bring their projects to life: from the promotion through posts, reels, and logos for events like *ASRW*, *ILA Berlin*, *AirSpace World*, *Ideathon*, and *Rotorthon*, to internal adventures like the *Podcast* or *The Floor is Yours*.

We were lucky enough to leave our mark on tangible things, from fresh Remove Before Flight tags to brand-new jackets, a project the team poured a lot of love into. And to keep things exciting, we cooked up a little surprise for AMEAC 2026!

Then big institutional milestones came: updating brochures, crafting the IE Catalogue, and going all out on editorial and digital journeys. First with the EUROAVIA News, and then with the Magazine reaching its 10th edition, we

had to break the mold with bold layouts to celebrate a decade of stories. Over the summer, we even stepped into tech territory by working on the design of the EUROAVIA App, proving how our work is displayed in many aspects of our community.



Between task reports, joint projects, and team feedback, our bond grew stronger. Behind every layout across EUROAVIA's channels, there are hours of teamwork, shared laughs, late-night reviews, and a genuine passion for making our association look as vibrant as it feels.

A massive thank you to everyone who trusted us with their visuals this year, and to our incredible design team members who poured their creativity into every asset.

As we look ahead, we're excited to explore new formats, welcome the fresh energy of the new members who joined our ranks, and continue making EUROAVIA more visually inspiring than ever. Will next year finally be the one for our physical meeting? We're keeping our fingers crossed.

Until then, keep creating, keep exploring, look out for our next design, you'll definitely be seeing us around.

WORKING GROUPS CONTRIBUTIONS



Being part of the AS Working Group is certainly a unique experience. Without undermining the importance of our work, one of the greatest opportunities this Working Group has to offer is the chance to understand the power of high-quality communication between people. As regional responsables, we have the opportunity to connect with members across the association and reach out to potential new Local Groups, gaining a deeper understanding of the experiences and challenges they face. Guiding and supporting EUROAVIA members to the best of our abilities, and ultimately seeing them flourish, is one of our greatest achievements.



This approach and commitment are reflected in our accomplishments so far. We have reorganised EUROAVIA regions to enable clearer and more efficient data management, restructured the WG's internal structure, and organised the Board of Presidents, giving us a better understanding of the current situation of each LG. At the same time, we have created a unified workspace on Microsoft Teams and fostered a more welcoming environment where LGs can communicate openly with us through our 1-on-1 meetings. We also seized the opportunity to represent EUROAVIA at ILA Berlin Air Show, further strengthening our connections across the network.

Our efforts throughout the year also paved the way for new projects. During July we launched "Local Groups, The Floor is Yours", an initiative aimed at strengthening collaboration and knowledge sharing within the association.

Through its four sessions, Local Groups were provided with an open platform to exchange experiences, discuss common challenges, and learn from one another. Apart from helping the Local Groups, we create closer bonds with people from all over Europe, both with AS WG and LG members. The prospect of this happening would have been much less likely if we had not decided to take part in this Working Group. It is a special feeling to know that, wherever you go in Europe, you will always have someone to meet, thanks to the connections built during our weekly meetings. Even though this was never part of our "agenda", you will not find an AS WG member who has not formed strong friendships with the people they have been in touch with, simply through their role as the Point of Contact for a Local Group.



Our passion for communication was also evident during our Physical Meeting, held at the end of March. Every one of us had their own opinions and views, which we exchanged during our extended discussions. It is safe to say that every idea and concern raised helped shape the final decisions we made. Beyond the productive sessions, we did not miss the chance to have fun and spend quality time with each other. From fun outings and barbecues to recording music videos, we made the most of the short time we had together, creating countless memories that we will always cherish.

WORKING GROUPS CONTRIBUTIONS



What does it mean to be an HR Responsible in EUROAVIA? The role is still developing, but it goes far beyond tracking tasks and attendance. It means supporting members throughout their journey in the association, noticing communication problems before they grow, and helping create an environment where everyone feels welcome and comfortable speaking up.

This year, we focused on strengthening our role within EUROAVIA and providing better support to our members. We worked on integrating new members, we managed to improve recruitment processes and gathered feedback on how we, as HR Responsibles, could be more effectively involved in the Working

Groups. Another important part of our work was reviewing and updating key documents within EUROAVIA. We revised and rewrote the Harassment Prevention Policy, the Code of Conduct, and the Inactivity Policy, with greater attention to human rights and member welfare.

Although we could not organise a physical meeting, we continued working online. Above all, we learned that HR depends not only on policies, but also on trust, empathy and communication.

In the end, Human Resources is about the humans. And that is exactly what we want to keep at the core of our role as it continues to grow and develop within EUROAVIA.



The European Grants Working Group continues to expand EUROAVIA's influence by strengthening its links with external partners, exploring new funding opportunities, and creating long-term resources for our network.

A key highlight of this period has been the increased collaboration with European Young Engineers (EYE) and European Industrial Innovation Leadership (EIIL). Through these partnerships, EG WG actively supports initiatives focused on youth participation, leadership development, and international collaboration. In particular, EG contributions to EIIL projects such as ASOC and SOELSAF directly connect EUROAVIA members with valuable opportunities in the European youth sector.

In parallel, EG WG remains committed to its core mission: to explore European grants, foundations, and funding programs aligned with EUROAVIA's strategic vision and to lay the

groundwork for future training activities and international projects.

A significant ongoing milestone is the creation of a comprehensive Grants Database. Designed as a central repository for funding opportunities, deadlines, and application resources, this database will facilitate current applications and serve as a lasting knowledge base for future Working Groups and International Boards.

None of this would have been possible without the passion and dedicated work of the members of this Working Group. Their efforts reflect the true spirit of EUROAVIA and demonstrate the power of cross-border collaboration.

As EG WG grows, they remain committed to forging new partnerships, unlocking funding opportunities, and empowering EUROAVIA staff worldwide. We look forward to sharing even more exciting developments in the next edition of the magazine.

This year, the Business Relations Working Group started with the physical meeting in Barcelona in December. The team discussed its yearly goals, how to integrate new members more effectively, and how to improve the Ideathon to make it more attractive to companies. It was also an opportunity to discuss the upcoming EUROAVIA Conference with the International Board and the requirements for its success. Outside the working sessions, the team shared food from different countries, explored the city, and strengthened its internal collaboration.

From May 26th to 28th, BR members travelled to Lisbon to participate in Airspace World 2026, the world's largest international exhibition and conference for Air Traffic Management and Aviation, organised by CANSO. During the conference, the team held conversations with sector specialists, got acquainted with innovative technologies, and promoted EUROAVIA and the industry opportunities, such as the Ideathon and the upcoming Congress in Dresden. Fun fact: the BR representatives were also interviewed by the organisers and participated in a paper plane competition which, of course, they won!



The final day proved to be the most engaging. It started with an exclusive breakfast at the conference centre, where BR representatives had the opportunity to chat with CEOs from major companies in the ATM industry. The event then continued with a panel where the leaders answered questions from students, sharing insights into their career paths and offering advice on navigating the industry. The most important lesson learned was that it is okay to make

mistakes, put oneself out there, and embrace new challenges. The day continued with the "Tomorrow's Voices" tours, organised by Engage2 in collaboration with EUROAVIA. The tours transformed participating students into 'Career Investigators', who solved crosswords and engaged with specialists at various company booths to secure contact cards, ultimately winning a prize!



Following this, BR also took part in ILA Berlin from June 10th to 14th, alongside many EUROAVIA members and alumni. This year, BR secured two stands at ILA, as well as hundreds of tickets for Friday, allowing many EUROAVIANS to attend the event and connect with the aerospace industry. Gerard López López, the Vice-President, and Anusha Aravind, the current BR Coordinator, also attended the Talent Slam, one of the panels dedicated to students. Throughout the week, more than 250 EUROAVIANS were present, including members from all German Local Groups: Aachen, Braunschweig, Dresden, Stuttgart, Munich, and Bremen. This strong presence was valuable for Business Relations, as many companies were already familiar with EUROAVIA and were open to sponsoring our events.

Together, these activities highlighted BR's role both inside and outside the Association. The Barcelona meeting helped the team prepare its strategy, while Airspace World and ILA Berlin created direct opportunities to meet companies and present EUROAVIA's international network. Through these actions, this year the Business Relations Working Group continued working to build stronger links between EUROAVIA and the aerospace industry.



The International Events Working Group's work year started on a high note with the Rotorthon event in Cologne, Germany, organised in collaboration with leading organisations such as ESA. As there is no Local Group yet in Cologne, the task force played a significant role in making the event happen.

Then came EMEAC, hosted by the incredible AS Bucharest. A truly unforgettable event was successfully organised, where participants forged lifelong friendships and important decisions were made that will shape the future of EUROAVIA.



Later in the year, AS Kocaeli impressed us once again with the third edition of Hot

Wings. Could this become their signature tradition? Participants left the event extremely satisfied, having the opportunity to design and build their own aircraft.

The most sought-after event of the year was undoubtedly Fly-In, organised by PAS Minho. Everyone wanted not only to fly, but also the chance to pilot an aircraft. The atmosphere throughout the week was extraordinary; filled with laughter, new friendships, and unforgettable moments where the days flew by.

We are also delighted to officially welcome PAS Izmir to EUROAVIA. Last year, after countless challenges, they successfully organised their first International Event: a Training Workshop. However, organizing international events this year was far from easy. Despite the challenges we faced along the way, our Local Groups maintained their determination and worked countless hours to ensure the events could take place. It was through their commitment, perseverance, and hard work that these events became a reality.

STATUTES & BYLAWS



As the Statutes & Bylaws WG, we started the Business Year by reviewing our legislation to understand what needed improvement. Our goal was to build a stronger and clearer legal framework that will support EUROAVIA not only today but also in the future.

We first identified the weak points, inconsistencies, and outdated parts of our legislation. After that, we created a plan to improve the legal framework by making it more organised, easier to understand, and more consistent. We also updated unclear wording and structured the documents in a way that makes it easier to navigate.

Another important part of our work was correcting existing mistakes and making sure all articles and references matched correctly. We reorganised the legal framework so that future updates can be made more easily without affecting the entire document.

Finally, we started evaluating whether some obligations for Local Groups are practical and realistic. We are looking at whether these requirements truly benefit the association or create unnecessary work for Local Groups. Our aim is to build a legal framework that is clear, sustainable, and supports the long-term growth of EUROAVIA.



Dear Reader,

This year, Social Media Working Group is sending its greeting for the very first time as a Working Group, and what a year of learning and growth it has been!

BY in Numbers (Yes, We Counted): On Instagram, we published around 80 posts and 60 reels, alongside countless stories, to keep our audience informed and engaged. We reached nearly 16,000 accounts, with a total of 135,000 views every month!



Collaborating Across EUROAVIA:

Throughout the year, we also had the chance to create something collaborative. We celebrated Children's Day and New Year together with other EUROAVIANS, ran a colour-hunting activity during FoWo, and captured the best moments from our congresses to showcase the EUROAVIA spirit and the fun side of our association. We couldn't hold a dedicated physical meeting of our own this year, but we still had the chance to see each other at EMEAC and FoWo İzmir, and we thoroughly enjoyed creating content together there.

We also loved opening our platform to others: with the help of our dear EUROAVIA family, our Instagram account was taken over to highlight events across the year:

- European Rotors 2025, by Athina Athanasaki
- 10th CEAS Aerospace Europe Conference, by AS Napoli & AS Forlì-Bologna members

- Semana Aeroespacial 2026, by Pedro Moreira & Bárbara Carmelo
- Airspace World 2026, by Gerard López López
- ILA Berlin 2026, by Dimitris Carrer
- Fly-In Minho, by Zeynep Kirali
- Farnborough International Airshow, by Bárbara Carmelo & Victor Bernal



Behind-the-Scenes: Supporting Local Groups. Beyond content creation, we also invested in our people: in the first half of the Business Year, we prepared LG training sessions. We attended roundtables to share how we work and held dedicated meetings with Local Groups for IE promotion. Don't hesitate to reach out to us, dear reader; our door is always open to help with your Local Group's digital presence.

What's Next on Our Story? We want to continue developing and executing promotional campaigns for EUROAVIA's activities, projects, and events, because the best part of being in the Social Media WG is that you get to show the beauty of our beloved association through people with big dreams.

A heartfelt thank you to everyone who shared their lovely memories with us this year and thank you for following along. We're proud of how far SM WG has come, and we're excited to keep working on new contents ahead!



TRAINING

This Business Year, the ETS Working Group, with the assistance of the Local Group in Izmir, successfully organized a Training Workshop where participants improved their communication skills and increased their confidence in public speaking and presentations while learning through interactive games.



WORKING GROUPS CONTRIBUTIONS



Thanks to hands-on activities such as building Hook-Body-Landing structures for presentations, participants left with practical tools they can directly apply in their lives.

The ETS Working Group is now preparing to train the Designated International Board and equip them with the skills needed to lead this association in their roles.

Looking to the future, ETS is committed to bringing a soft skills culture to EUROAVIA. As we enter this new business year, they will continue to strive to make learning and self-development an integral part of every EUROAVIA member's life.

INFORMATION



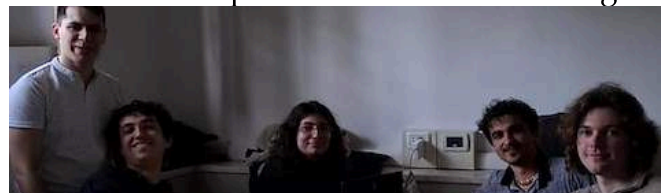
This Business Year once again proved that the IT WG works best when no one notices it. Working mostly behind the scenes, the IT remained the quiet and sensitive backbone of the EUROAVIA infrastructure, keeping the server, mail system and all subdomains running for the International Board, Working Groups and each Local Group.

The all-new EUROAVIA website went live shortly after AMEAC 2025, providing the Association with a faster, cleaner and much easier-to-maintain platform.

Security deserves an honest line. The Association has been the target of several attacks, one of which was successful. It was detected, contained and completely resolved, and significantly stricter security policies and access measures have been implemented across the entire infrastructure since then.

Two separate applications were developed. The voting platform, successfully used at EMEAC 2026 and improved until AMEAC 2026, and the EUROAVIA mobile application, a

completely different project, entered the active development phase and its first partial rollout was presented at AMEAC 2026. Support for Local Groups continued upon request; the year's biggest effort was devoted to the Airbus Sloshing Rocket Workshop, while internal support was provided via the ticketing system. The team now consists of eight members and has been reorganised into a more efficient structure to support app development. After several years of operating entirely online, the WG met in person: five members met in Forlì in March to work on issues and keep the association running.



We are always open to new members with a passion for technology. Whether you are an experienced coder or a curious beginner, if you are interested in solving real problems through software, the IT Working Group is the right place for you.

EUROAVIAns, this year was a special one for us! It was marked by the birth of our Working Group: Press!

After the reorganisation of the former Communication Working Group, Press started its first year as an independent team. We welcomed many new members on board, people who brought insightful ideas, new perspectives and, most importantly, consistency to our work throughout the year.

But what does Press Working Group actually mean? For us, it means telling people what is happening across an Association present in 16 countries, sharing the stories behind our activities and creating connections between Local Groups and the international level.

To do so, we worked on several projects during the year. The EUROAVIA Podcast continued to bring stories, experiences and conversations from within our community, while one of the most exciting projects was the return of EUROAVIA News after 16 years. Bringing it back meant giving new life to an important part of EUROAVIA's communication history, while adapting it to the Association we are today.

The Newsletter also played a key role in our work. After redesigning it, we managed to publish it every month, collecting updates from Local Groups and sharing what was happening all around EUROAVIA. At the same time, the Aeronautical Blog remained active throughout the year, with new articles dedicated to aerospace culture, history, technology and many other topics that we wanted to share beyond our own activities.



Another important moment came from 13 to 16 March 2026, when we met in Izmir for the first Press Working Group Physical Meeting. It was the first opportunity for many of us to work together in person, discuss our projects and ideas, and better understand how we wanted the new Working Group to develop. Of course, it was also a chance to get to know each other beyond our usual online meetings.



Throughout the year, we also tried to build stronger connections with the other Working Groups. Their projects and activities give us many of the stories we want to tell, so closer cooperation helped us give them more visibility and, at the same time, show more of what happens behind the scenes of EUROAVIA.

And finally, this year brings us to another important milestone: the 10th issue of the EUROAVIA Magazine. Ten editions mean ten different glimpses of our Association, its people and its stories.

Looking back, this first year as Press Working Group has been full of changes, new people and new challenges, but also many achievements. We are still learning and improving, but we are very happy with what we have built so far and excited to see where the next year will take us.

PS

LOCAL GROUP CONTRIBUTIONS



Local Groups are the heart of EUROAVIA, uniting aviation and space enthusiasts across universities in Europe and beyond. Explore their stories of unique events and projects and let them inspire you for the new Business Year!

AS ATHENS



ABOUT THE AS: **AS ATHENS**

Founded in 2006 by Mechanical Engineering undergraduates passionate about aerospace, EUROAVIA Athens is supported by the National Technical University of Athens. While most members study Mechanical Engineering, students of all backgrounds are welcome. AS Athens has hosted events like Fly-In, FoWo, and the Satellite Symposium, offering hands-on aerospace experience.

This year was especially meaningful for our Local Group, as it marked the 20th anniversary of our foundation in 2006. To celebrate this milestone, we organised a special career event, bringing students together with company representatives from the aviation and aerospace sectors. The event offered students the opportunity to explore career paths, expand their network, and gain valuable insight into the industry.

Our technical team also grew significantly this year through the introduction of new projects. For the first time, we participated in the Airbus Sloshing Rocket Workshop, while also launching a new side project that is currently in its early development stage. The project aims to advance a drone system based on the “human out of the loop” concept, focusing on high autonomy and minimal human intervention. At this stage, we are building the foundations of autonomy, perception, and computer vision. Our long-term objective is to develop a fully autonomous and reliable aerial system for applications such as infrastructure inspection, civil protection, and autonomous search and rescue missions.



Of course, the biggest challenge for our team this year was our participation in Air Cargo Challenge 2026, marking the sixth participation of our team in the competition. We started working very early in the year on the design and construction of our aircraft, HERMES VII, and we are looking forward to competing in Stuttgart.

Regarding the aircraft, all aerodynamic surfaces are manufactured using composite materials, mainly carbon fiber and fiberglass, along with several custom-made parts. For this reason, the proper preparation of the required molds is a vital step in the manufacturing process. All molds are female molds and are 3D-printed using equipment either acquired by the team or provided by the university.



The composite manufacturing method used is wet lay-up, combined with vacuum bagging. Wet lay-up allows better control of resin distribution, while vacuum bagging ensures improved shape accuracy and the extraction of excess resin. The carbon fibre sheets are individually placed on the molds to minimise the amount of resin absorbed by the Rohacell foam core. We are also very proud that we successfully completed a test flight before the competition, which was an important milestone for the team and a rewarding result of months of hard work.



Other projects throughout the year included the organisation of a 3D printing workshop for NTUA students, participation in multiple events with a team booth where we had the opportunity to showcase our aircraft, and, of course, numerous BBQs that helped strengthen team bonding and maintain the spirit of our Local Group.

AS MUNICH



ABOUT THE AS:

AS MUNICH

EUROAVIA Munich is a student organisation uniting aerospace engineering and aviation enthusiasts, founded in 1988. As part of the EUROAVIA network, it hosts workshops, activities, and industry connections for its members. A key project is the Student AirRace competition, fostering community, learning, and hands-on engagement in aerospace knowledge.



A lot has happened in Munich during the Business Year 25-26 so far, so let's talk about it!

Since the election of the new Local Board in December, EUROAVIA Munich has had one of its most active years yet, with at least 22 events taking place across the winter and summer semesters. From speaker events and company visits to international collaborations and competitions, we brought the EUROAVIAN spirit everywhere we went, connecting with people, sharing experiences, and learning from others in the aerospace and space industry.

The day after our Board elections, we visited Munich Airport, where we enjoyed an impressive tour through the airport and got a closer look at various aircraft, including an A380. We also worked on a case study about restructuring different airport sections to improve passenger flow and operational efficiency.

In January, we visited MTU Aero Engines, Germany's leading engine manufacturer. A major highlight was the production line tour, where we learned how highly complex engine components are manufactured with exceptional precision and quality. We also attended an exclusive lecture on MTU's Flying Fuel Cell concept, an innovative approach toward more sustainable aviation, and ended the visit with an engaging Q&A session about student opportunities at MTU. After the exam phase, we kicked off the summer semester in April with a speaker event in collaboration with the Romanian Space Initiative and Underline Ventures. The event brought together professionals from Airbus, DLR, and Trimble, as well as representatives from student technical teams such as WARR, Akaflieg, and Horyzn. It was inspiring to discuss the growth of the space sector in Eastern Europe and Germany and to see how much can be achieved through collaboration.

In April, we visited DLR in Oberpfaffenhofen, where we learned about DLR's fleet of research aircraft during a hangar tour and gained valuable insight into flight test instrumentation. We also had the opportunity to visit the Messerschmitt Museum in Manching, where we received an exclusive tour of a hangar filled with historic aircraft.



We started May with a visit to HENSOLDT in Fürstenfeldbruck. Later that month, our biggest event of the summer took place: Student AirRace, held from the 20th to the 22nd of May at the MGI Ismaning Airfield. Five teams participated: Gadir FPV Racing from Cádiz, Spain; UPC ATLAS from Terrassa, Spain; TUM Drone Racing Club from Munich, Germany; Avis Medica from Sofia, Bulgaria; and BEOAVIA from Belgrade, Serbia. Compared to last year's edition, we introduced a new challenge: teams flew powerful 10-inch class drones with a maximum weight of 5 kg.



Congratulations to the winning team, Gadir FPV Racing from Cádiz! A big thank you also goes to all participating teams and our industry partners who made the event possible. See you again in October!

June was nothing short of spectacular. We started with a roundtable with EUROAVIA International, during which our members learned more about how EUROAVIA connects Local Groups across Europe. Our appreciation goes to the representatives from the International Board, AS WG, BR WG, and IE WG for joining us! We also visited Tag der Bundeswehr, Rohde & Schwarz, and Flugwerft Schleißheim. In addition, we hosted our second speaker event of the semester, exclusively for our female members, with experts from DLR and the Max Planck Institute of Biochemistry.



One of our biggest highlights in June was ILA Berlin. We attended the fair with 25 participants and enjoyed an exciting trip full of aerospace highlights, industry insights, and networking opportunities. We met our sponsors MTU Aero Engines and HENSOLDT, gained a better understanding of their technologies and career opportunities, connected with other EUROAVIA Local Groups, and exchanged ideas with professionals from across the aerospace industry. Watching flight displays such as the Tornado, Eurofighter, Tiger, and many more made the experience even more memorable.

We are incredible grateful to everyone who helped make these events possible: our Local Board, our members, other amazing Local Groups, Working Groups, and the International Board. We have grown so much in the past year, and we are excited to continue carrying out the EUROAVIAN spirit throughout the rest of the Business Year!

AS NAPOLI



ABOUT THE AS:
AS NAPOLI

EUROAVIA Napoli "Umberto Nobile," founded in 1991 by Prof. Luigi Gerardo Napolitano at Università Federico II, is a non-profit, apolitical student association connecting students with the aerospace industry. As a leading Affiliated Society of our international network, it engages members through technical challenges, workshops, and hands-on activities that build engineering and teamwork skills.



University is not made solely of classrooms, exam sessions, and notes; it is where ideas take shape. The 2025-2026 Business Year of EUROAVIA Napoli "Umberto Nobile" was tangible proof of this. Our goal was clear from day one: to transform theory into experience, demonstrating how shared passion, teamwork, and initiative allow students to experience their academic journey as protagonists, getting hands-on with what is usually only studied in textbooks.

Our calendar focused on broadening our members' horizons, pushing them beyond their degree courses. In November, with the "Dual horizons: where sea and Sky collide" seminar, organised in collaboration with the UNINA Sailing Team, we explored surprising points of contact between naval and aerospace engineering. It was a moment of interdisciplinary exchange that enriched everyone, demonstrating how fluid dynamics and structures behave similarly in seemingly distant environments. Following this path, we built a bridge towards the professional future with the "Boost your career: insights from the industry world" seminar. Thanks to a roundtable and an intensive mini workshop, we offered students the unique opportunity to interact with the working world. We understood what companies look for in future engineers, how to enhance our skills, approach interviews with confidence, and write a standout CV.



While engineering is born in books, it truly takes shape through hands-on experience. The culmination of our technical commitment was the "FLIGHT CLUB" workshop, an ambitious initiative launched in March. The event presented students with a real engineering challenge: the design, construction, and wind tunnel testing of the wings and tailplane of the PROSIB, the aeromodel provided by our university.



Participants operated like a true industrial development team. Starting from sizing, they worked with advanced software like OpenVSP and Autodesk Fusion 360 for CAD modeling, tackling complex CFD simulations to validate airfoils. By exploiting rapid prototyping and Creality 3D printers, digital models became physical components ready for assembly. This journey allowed everyone to understand the complexity of aircraft design, managing tolerances, structural constraints, and material choices. Besides gaining valuable aeromodelling experience, students experienced the adrenaline of testing phases, understanding how to operate a wind tunnel. It was here that theory transformed into a working model.



However, an association is made primarily of people and the bonds created by shared experiences. This year we strengthened our community by experiencing aerospace in all its facets.



We entered the heart of research and production with engaging company visits to local excellences like NOVOTECH and CIRA, admiring up-close the technologies guiding the sector's future. At the same time, there was no shortage of team-building moments: original initiatives like FANTAEUROAVIANO and the adrenaline-filled MISSION: IMPOSSIBLE format ignited healthy competition, uniting members amidst unexpected challenges. We then tested our piloting skills during the EUROAVIA AIR RACE, a flight simulator event made more immersive through the use of VR headsets. Finally, an unforgettable milestone was the baptism of flight, allowing many to lift off for the first time aboard a light aircraft. These social events successfully built an extremely cohesive, motivated group ready to help each other.



Looking back, the balance of the 25-26 Business Year is one of a group able to make the most of every opportunity, demonstrating that engineering is a field we actively live through. With the same enthusiasm and confidence in the strong foundations we have built, our eyes are set on the next challenges: we are already working hard and warming up the engines for the major international event awaiting us in 2027. The journey of EUROAVIA Napoli continues, aiming ever higher!

AS PATRAS



ABOUT THE AS: **AS PATRAS**

Founded in 2001, EUROAVIA Patras has spent 25 years bridging the aerospace industry and academia. Revived in 2016 by three determined students after a period of inactivity, the society has grown into a thriving community of 100+ active members. This year, they celebrate a quarter-century of connection, growth, and partnership, and look forward to many more.



Following the successful organisation of the ExMEAC & AMEAC 2025 in Patras, the whole team was more motivated than ever to kick off an incredible year. From events and company visits to workshops and trainings, this Business Year was filled with opportunities to learn, connect, and grow together. So, let's dive into the highlights and achievements that made this year such a successful and memorable one for our members!

To review the Business Year month by month, we should begin by looking back at the hosting of the ExMEAC & AMEAC 2025 in September. Our Local Group welcomed EUROAVIANS from all over Europe and beyond, offering them seven days packed not only with important meetings, discussions, and elections that shaped the future of the association, but also with unforgettable memories. Attendees had the opportunity to experience the Greek cuisine and hospitality, get a glimpse of the local culture through a guided city tour, and strengthen their bonds during one of EUROAVIA's most cherished traditions, the Cultural Night.



With the congress behind us, our team turned its focus to October's recruitment campaign and the preparation of the Business Plan. This groundwork carried us into November, when we held our 1st General Meeting, welcoming new members and presenting the annual plan. Building on this momentum, December was dedicated to planning and coordinating the year's activities, complemented by an ANSYS Workshop that gave participants the chance to develop valuable technical skills.

Following the exam season, our Working Groups and Projects resumed their activities in January, and by the end of February, we participated in the 9th edition of the Patras Innovation Quest conference.

On March 6th we held “EUROAVIA Day” for the first time, an initiative aimed at informing attendees about EUROAVIA International, while also presenting the progress of each local Working Group and Project. During the event, all Local Group members who are also part of an international working group took turns presenting their roles and responsibilities, highlighting EUROAVIA Patras’ active involvement in the international scene. Following the event, the annual “Kopi Pitas” ceremony took place, celebrating the New Year. Wrapping up March, two company visits were organised to the Air Traffic Control Tower at Athens International Airport and to Megara General Aviation Airport. The month also featured two engaging workshops: “Design and 3D Printing Workshop” and “Leadership and Conflict Management Training.”

April kicked off strong with the Space Mics Podcast’s initiative to cover the Artemis II Mission. The live-streamed episode, attracting many views, featured the lift-off. The month concluded with EUROAVIA Patras attending the EMEAC in Bucharest and with a visit to Apella S.A., an aviation MRO organisation, where members gained valuable insight into the maintenance aspect of aviation.



Turning to May, months of hard work by its organisers finally paid off as the 9th edition of “20 Minutes of Innovation”, the annual engineering conference and EUROAVIA Patras’ biggest event, took place on May 16th. Over 150 students attended the event to listen to five presentations delivered by academics and engineers on a variety of topics, such as

green energy, aviation, and space. Participants also had the chance to network with the speakers during the breaks and test their aviation knowledge through a quiz designed by Space Mics Podcast. This year’s edition proved to be a great success! To close the month, we visited a wind turbine facility near Patras and on May 23rd the second General Meeting was held, during which the new Local Board was elected.



While exams were still underway in June, our ACC team, Atlas - M.ACH, was busy conducting test flights of its new UAV at Messolonghi Airport and optimising its design. After two years of hard work and dedication, the team’s journey came to an end, as it competed in Stuttgart, Germany and secured 14th place among 37 teams.



To make the Business Year even more special, it marked 25 years of EUROAVIA Patras connecting students with a shared passion for aviation. This year’s achievements were nothing short of incredible, and it is all thanks to our members’ dedication and active participation in competitions, projects, and both local and international Working Groups. In other words, EUROAVIA Patras celebrated 25 years as one of EUROAVIA’s most active Local Groups. Looking forward to the next 25 years!

AS FORLÌ-BOLOGNA



ABOUT THE AS:

AS FORLÌ-BOLOGNA

About Forlì-Bologna: AS EUROAVIA Forlì-Bologna is the Local Group of aerospace engineering students at the University of Bologna's Forlì Campus, founded on 16 January 2019. Through social events and company visits, it promotes EUROAVIA's mission across their community. They proudly won the EUROAVIA Cup for BY 2024-2025, celebrating its outstanding achievements.

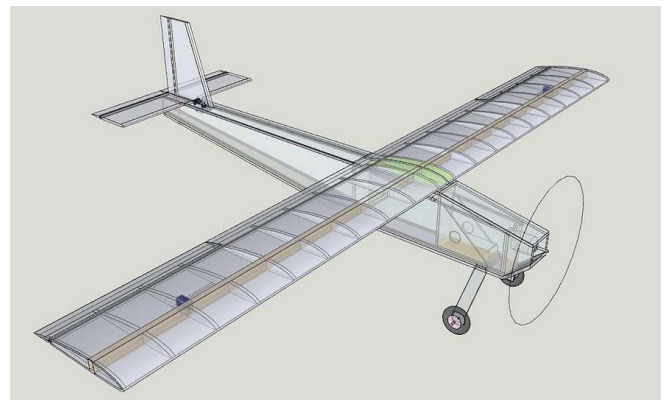


University technical teams, especially those competing against other universities, are hugely popular among students, offering great opportunities to network and learn new skills. But what can you do when there simply is no fitting technical team in your university?

That was my situation a few years ago, when my Local Group wanted to join the ACC but had no team, only a few eligible members, and barely any money. Given these constraints, we decided to start with a self-funded aeromodelling workshop to practice with before growing bigger.

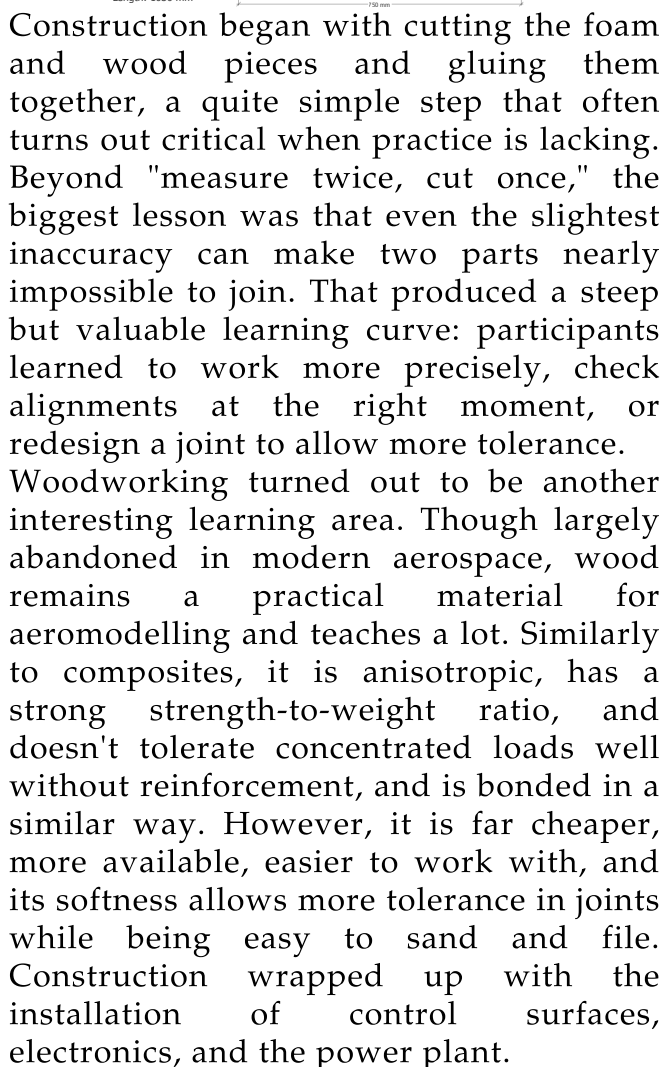
Since our faculty and association were small, we skipped a formal selection process entirely. All we needed was a small contribution to cover basic tools, materials, and rent for a hut near the airfield where we flew our planes.

We called the project "Flight Club." Starting in April 2023, we met once a week after classes for three months. The workshop consisted in designing and building a model aircraft from scratch, split into three phases: theory, construction, and test flights.



The theoretical sessions began with the fundamentals of flight mechanics and structural design, involving both the classical engineering notions but also some RC airfield rules of thumb and their proof, since they come in handy when quickly evaluating the feasibility of a certain design choice. Then came preliminary design, and it took about a couple sessions.

The final design was a high-wing, single-motor electric trainer, built mostly from Depron foam with wooden spars and longerons, reinforced by several poplar plywood doublers on the most stressed parts. The parts were simple on purpose, with a box-shaped fuselage, a plain untapered wing, and a simple taildragger landing gear made of a bent aluminium plate.



I don't think our starting point is unusual among Local Groups, which is why I wanted to share this experience. After all, if there is something I learnt, it is not to underestimate small achievements and to aim for what's realistically achievable rather than stay fixated on the ideal outcome. The risk of waiting forever for the perfect conditions is almost never worth taking.

PROSPECTIVE AFFILIATED SOCIETY PRESENTATION

The EUROAVIA Family keeps growing with the addition of new PAS! Stay tuned to discover their initiatives and get a glimpse of what they are preparing for the upcoming months!

PAS Aveiro is a student organisation at the University of Aveiro, active in the fast-growing aerospace sector. Our mission is to build the student aerospace community through technical workshops, such as the “Make It Fly” rocket workshop organized by our mother organisation, NAVEE, and through participation in international competitions like the European Rocketry Challenge (EuRoC). We also organise events such as Aerospace Day, bringing in speakers from engineering and aviation to inspire our members.

University of Aveiro Expands Aerospace Infrastructure

In May, the University of Aveiro inaugurated its new Aerospace Engineering Lab at the Department of Physics, funded by the Recovery and Resilience Plan (PRR), focused on sensors and devices to drive hands-on education and applied research. This was followed on July 3, 2026, by the opening of the Aerospace Electronics Lab, equipped with a Helmholtz cage generating magnetic fields of up to 450 μT in all three spatial directions to simulate in-orbit conditions, and an industrial-grade air bearing for satellite testing.

Together, these labs support in-house validation of attitude determination and control (ADCS) algorithms, structural and dynamic analysis, and testbed optimisation, reinforcing the University's position as a leader in space, science, and engineering.

The CorkSat

The University of Aveiro is developing the CorkSat, a CubeSat that demonstrates the potential of cork as a space-grade material. Conceived by Nuno Borges de Carvalho (Director of DETI) and Martinho Oliveira (Director of ESAN), the project unites researchers from DETI, ESAN and the Institute of Telecommunications, combining sustainability, science, and space technology. Its primary goal is to evaluate how cork withstands vacuum, radiation, and extreme thermal cycling, using onboard sensors to track the material's properties through the mission and re-entry valuable data given cork's low density, thermal insulation, vibration damping, and moisture resistance. CorkSat also carries a payload to characterise the radio-frequency environment of the Starlink constellation, contributing to spectrum coexistence research.

On July 3, during the “Satellites at the University of Aveiro” event, CorkSat completed its first development milestone: a drone-borne test flight to several dozen metres in altitude, successfully transmitting data to a ground station. The event also marked the inauguration of the university's new aerospace engineering laboratory. The technologies behind CorkSat have already been patented with support from UACOOPERA, the University's office for intellectual property and technology transfer, underscoring the mission's innovation potential and strengthening the University's presence in the New Space sector.

AeroCup

Aveiro also hosted another edition of AeroCup, a national university-level UAV competition held at the São Jacinto Military Air Base. Teams from across Portugal took part, including the University of Aveiro's Automec team, made up largely of aerospace engineering students, giving them a chance to apply their knowledge and reinforce Aveiro's role in promoting engineering innovation.

We are also proud to announce new roles within our team, created to strengthen the organisation and support the growth of PAS Aveiro.



LEONOR GOMES
as President



LUCKA ROSERO
as Secretary



DUARTE CARDOSO
as Treasurer



BEATRIZ GOMES
as Local Member



INÊS DIONÍSIO
as Local Member



AMINE MARTINS
as Local Member

TECHNICAL ARTICLES



The Quadcopter Project

AS ATHENS

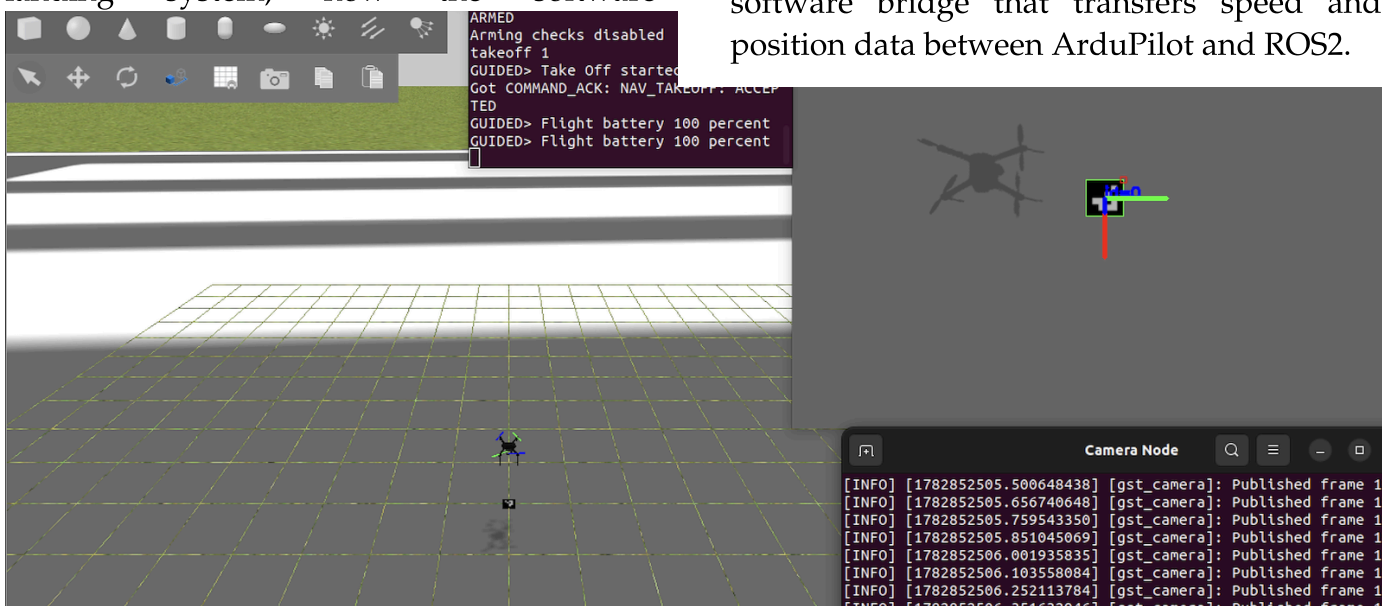
Bridging the gap between a flawless computer simulation and the messy real world is one of the biggest challenges in robotics. Here at EUROAVIA Athens, a technical team based at the National Technical University of Athens, we have a long history of designing and building fixed-wing UAVs. This year, we decided to expand our work into multirotor. For our debut quadcopter project, we set the bar high: to build an autonomous drone capable of identifying a ground target and landing on it completely unassisted.

After getting our code to work in the virtual world, we are now preparing to move our software onto real hardware. This article explains how we built our autonomous landing system, how the software

components fit together, and how we are preparing for actual flight.

To test our algorithms safely without risking an expensive real-world crash, we created a virtual training ground using Gazebo, ArduPilot, and ROS2. Gazebo served as our 3D physics simulator, reproducing gravity, drone movement, and onboard sensors such as GPS and a downward-facing camera. ArduPilot acted as the drone's flight-control brain, handling the complex stabilisation calculations needed to keep the aircraft steady. By using Guided Mode, our code could send simple movement commands, such as "fly left at 1 m/s," instead of directly controlling each motor. Finally, ROS2 provided the environment where our custom intelligent software could run, organised into separate nodes that exchange data in real time.

Getting these tools to communicate properly was one of the first major challenges. For flight data, we used MAVROS, a standard software bridge that transfers speed and position data between ArduPilot and ROS2.



TECHNICAL ARTICLES

The Quadcopter Project

However, the camera feed caused a major issue: Gazebo could not send the video stream directly to ROS2 using the standard tools available. To solve this, we built a custom camera bridge that manually captures the simulated video stream and feeds it into our computer-vision code.

The goal of the system was to locate a 20 cm × 20 cm ArUco pad, which looks like a simplified, high-contrast QR code, and land precisely in its centre. To achieve this, we divided the task between two custom ROS2 nodes.

The first is the Detection Node. This node continuously monitors the downward-facing camera feed. Using computer vision, it detects the ArUco pad and calculates the drone's position relative to the target along the X, Y, and Z axes. In simple terms, it tells the drone how far it is from the centre of the landing pad in the left/right, forward/backward, and altitude directions.

The second is the Landing Control Node, which contains the PID control loop. Once the drone knows its distance from the target, the PID algorithm calculates the movement commands needed to guide it toward the centre.

To keep the landing process simple and stable, the drone first maintains its altitude, moves horizontally until it is aligned with the pad, and then descends vertically.



The PID controller works by combining three effects. The proportional term reacts to the current distance error: the farther the drone is from the centre, the faster it moves toward it. The derivative term acts like a brake, using the drone's speed data to slow it down as it approaches the target and prevent overshooting or oscillation. The integral term corrects small steady errors that remain over time. During early tests, the drone would sometimes hover a few centimetres away from the centre without fully correcting itself. The integral term helped eliminate this offset and improved the final landing accuracy.

We tuned the controller manually in simulation. First, we adjusted the proportional response so the drone could track the pad. Then, we added derivative control to reduce wobbling and overshooting. Finally, we introduced the integral term to improve precision during the final approach. After tuning, the simulated drone successfully landed from several different starting positions.

Although the simulation results were very promising, we had to keep some limitations in mind. Since the landing pad is relatively small, the camera can only detect it from about 3 metres in height and roughly 2 metres to the sides. The simulator also assumes ideal conditions: a perfect camera lens, a generic drone body, stable sensors, and no wind. These assumptions make simulation extremely useful for testing the logic, but they do not fully represent the difficulties of real flight.

Now comes the exciting part: transferring our verified code onto physical hardware. Our real drone is built around a standard carbon-fibre frame, brushless motors, a power-distributing ESC, an ArduPilot flight controller, and a GPS module. To run the autonomous landing software, we are mounting a Raspberry Pi 5 on the drone as a companion computer.

In the real setup, the Raspberry Pi 5 handles the heavy computation. It runs ROS2, connects directly to a USB camera, processes the images, detects the landing pad, and runs the PID control loop. Unlike in simulation, the custom video bridge is no longer needed because the camera is physically connected to the companion computer. The flight controller, meanwhile, runs ArduPilot in Guided Mode. It receives data from the GPS and compass, streams flight information to the Raspberry Pi through MAVROS, and converts the Pi's movement commands into motor outputs.

Our main challenge during physical flight testing will be re-tuning the PID controller.

Unlike the simulator, the real world introduces wind gusts, ground-effect turbulence as the drone approaches the ground, vibration, imperfect camera images, and noisy sensor data.

Our simulation has shown that the logic of the system is sound. The next step is to see how well that logic performs when exposed to the friction of reality.

With this project, EUROAVIA Athens is taking its first steps into the multirotor world, combining simulation, computer vision, and autonomous control to bring a fully autonomous landing system from code to flight.

Online Monitoring and Verification of Dynamic System Performance Properties in MTL_P^F

Elia Ghisellini and Pierre-Loïc Garoche

École Nationale de l'Aviation Civile (ENAC),
Toulouse

Abstract

Runtime monitoring and formal verification are common strategies to argue about good behaviour of Cyber-Physical Systems (CPS). Monitoring can validate specification on actual signals of a system and can be performed online on black-box CPS, but offers statistical guarantees in the best case. Formal verification is exhaustive, but computationally expensive. Currently, no single framework provides a unified approach to address both strategies.

In this paper, we introduce MTL_P^F , a three-valued semantics and a fragment of Metric Temporal Logic for past/future - time reasoning.

We encode stateful past-time triggers and future-time operators expressing monitorable transient and tracking performance properties. The semantics is compiled into synchronous observers in the synchronous dataflow language Lustre, that are then compatible with both monitoring and verification. From the same artifact, we implement runtime monitoring, and a Reach+BMC exhaustive verification strategy using SMT solvers. We apply the approach to the verification of performance properties of a nonlinear system.

ABOUT THE AUTHOR



Elia Ghisellini started his journey in AS Forlì-Bologna after being *unwillingly* dragged in, and so rediscovered the love for aerospace, and the power and beauty of EUROAVIA.

After 1 year of presidency in the Local Board, he founded the European Grants WG and became coordinator for a year. He left a growing Working Group to dedicate himself to the Secretariat of the Intentional Board. Finally landed in Toulouse, after many strong friendships and unforgettable experiences, the fire and passion born in EUROAVIA still drive him everyday in meeting new interesting people, and discovering new horizons of aerospace.

The Importance of Aeroelasticity in Motorsport

Daniel Estévez Afán

Introduction

Formula 1 fans who followed the 2024 season know that, even though Red Bull Racing's Max Verstappen took the World Drivers' Championship, McLaren were the dominant force throughout the year. This dominance allowed McLaren to win the World Constructors' Championship, while their drivers finished second and third in the Drivers' Standings, with 21 podiums and six wins between them. Of course, many factors contributed to this, but one of them became the focus of one of the most controversial designs in recent F1 history: Aeroelasticity, the science that studies the interaction between inertial, elastic and aerodynamic forces and the response of an elastic body to a fluid flow.

Aeroelasticity and McLaren's 2024 Mini-DRS Controversy

In the previous F1 regulation cycle (2021-2025), active aerodynamic components were not allowed, with the exception of the DRS (Drag Reduction System), used only to facilitate overtaking on long straights when a driver was within one second of the car ahead.

However, at the Azerbaijan Grand Prix, both fans and teams were taken aback when McLaren's rear wing seemed to "open" under high aerodynamic load on high-speed straights, decreasing its angle of attack and thus its downforce and drag, allowing the car to reach higher speeds on short straights where the DRS use was not allowed. This gave them a speed advantage of approximately 3 km/h, which does not seem like much, but in the world of F1, every small advantage can be decisive. Of course, this sparked significant criticism from McLaren's competitors, who tried to argue that their wing was against the spirit of the law, which prohibits moving aerodynamic components. F1's regulatory body, the FIA (Fédération Internationale de l'Automobile), decided to subject McLaren's wing to a static flex test.



TECHNICAL ARTICLES

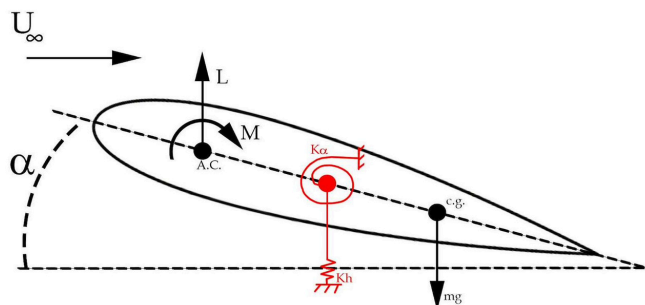
The Importance of Aeroelasticity in Motorsport

This test was carried out using weights that would flex the wing a certain amount. Due to the extreme opening shown in the Azerbaijan Grand Prix, everyone thought that McLaren would fail the test, similar to what happened to Aston Martin's front wing in 2023. However, under static load, McLaren's wing did not flex.

The reason? Aeroelastic principles.

Wings with two degrees of freedom (Flex and Torsion) are often modelled as having two “stiff springs”, with a certain torsional stiffness coefficient. The higher this coefficient is, the less movement the system will have under load. While the FIA's test measured the static load of weights, McLaren designed the wing and its carbon fibre matrix to twist under aerodynamic load, having a torsional stiffness coefficient much lower than its flex rigidity coefficient.

This meant that, since the wing passed the FIA-mandated flexibility test, the rear wing was technically legal.



This, however, was deemed to be against the spirit of the regulations and the structural components of the wing were stiffened to slightly reduce this torsion. This controversy shows the importance of CFD and structural analysis in the performance of aerodynamic surfaces. However, aeroelastic effects can also prove dangerous under certain conditions.

Flutter and Aeroelastic Divergence in Motorsport

Aeroelasticity has to be taken into consideration when designing the structure of aerodynamic surfaces, not only for its possible benefits but also for its downsides.

When a wing with a certain angle of attack is immersed in airflow, lift (or downforce in the case of motorsport) is generated. This lift is also accompanied by a certain moment around the aerodynamic centre of the airfoil. If this moment leads to an increase in the angle of attack because the structure's elastic restoring forces are unable to counteract it, this may lead to a higher angle of attack, which will then increase the moment. This effect, under static aerodynamic conditions, is called Aeroelastic Divergence, and it can lead to catastrophic damage to wings. Additionally, unsteady aerodynamic effects must also be considered.

When an unsteady aerodynamic flow interacts with a structure's flexibility, the structural deformation will change the airflow, causing further deformation, which in turn alters the aerodynamic forces again.

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The Importance of Aeroelasticity in Motorsport



This oscillatory response is called Aeroelastic Flutter and can lead to catastrophic structural failure. A famous example of this phenomenon was the Tacoma Narrows Bridge, whose collapse involved an unstable torsional mode that could not be sufficiently damped.

Flutter is commonly associated with aircraft and civil engineering, but its effects in Motorsport are also relevant. Firstly, flutter effects greatly alter the aerodynamic forces generated by the wing, making them extremely unpredictable and therefore dangerous at high-speed situations. Secondly, undamped flutter can eventually lead to structural failure, as illustrated by Daniel Ricciardo's wing failure in 2019 during pre-season testing for Renault.



All in all, aeroelastic effects, often studied in the context of aircraft design, are a relevant area of study in high-level motorsport such as Formula 1 and the World Endurance Championship.

This is why aerospace engineering students should see motorsport as a valid alternative alongside a more traditional aerospace career path.

ABOUT THE AUTHOR



My name is Daniel Estévez Afán, I am the president of AS Cádiz for the Business Year 2025-2026, and article writer for EUROAVIA's Press Working Group. I am a fourth-year Aerospace Engineering student from Spain, studying at the University of Cádiz.

New Generation Aircraft Engines

Muhammed Emin Özcan



Abstract

In order to reach zero emissions by 2050, the commercial aviation industry needs an unprecedented technological leap. Given that battery technology is simply too bulky to be considered a solution for commercial aircraft, engines will continue to use liquid fuels and gas turbines for decades to come, thus leading to the development of disruptive technologies in engines.

Leading the way for single-aisle aircraft, CFM International presents the RISE - Revolutionary Innovation for Sustainable Engines programme. The main innovation of this programme is the Open Fan concept, where the entire heavy aerodynamic nacelle is eliminated. This enables a much bigger fan diameter with higher efficiency due to increased size, while at the same time reducing weight and most likely necessitating

redesign of future airframes to account for ground clearance.

In the case of wide-body aircraft, GE Aerospace is focusing on hybridisation by installing megawatt-scale electric motors to assist gas turbines at take-off, allowing the creation of a smaller and more efficient thermodynamic core. In addition, GE is using Ceramic Matrix Composites able to withstand high temperatures in the core without needing inefficient cooling.

As an accompaniment to the above, Safran is developing the “More Electric Aircraft” (MEA). Through the use of electrical distribution networks, Safran guarantees that the main engines’ power is used exclusively for propelling the aircraft.

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New Generation Aircraft Engines

Also, with Rolls-Royce’s UltraFan, comes the Power Gearbox, which separates the front fan from the turbine so that each part operates independently at its own optimum speed. This innovative design has been tested successfully on 100% unblended SAF. In Germany, the Water-Enhanced Turbofan (WET), which recaptures exhaust water vapour and reintroduces it into the engine combustor as superheated steam, is being developed by MTU Aero Engines. The process increases thrust without any additional fuel, helps control the maximum temperature, and therefore decreases nitrogen oxide emissions and virtually eliminates climate-warming contrails.

Though these revolutionary designs and energy sources represent the immediate future, the long-term solution after the 2040s remains hydrogen propulsion.

The accommodation of the required large hydrogen fuel tanks will call for radical changes in the design of the plane, leading to revolutionary designs such as that of the Blended Wing Body.

ABOUT THE AUTHOR



I am Muhammed Emin Özcan and I am an aeronautical engineering student at Istanbul Technical University. I am passionate about researching and writing about sustainable aviation and innovative topics in aviation. Therefore, I am currently a member of the Press Working Group at EUROAVIA, and my aim is to connect EUROAVIAns with fascinating topics in aviation through my writing. I am very happy to work together and create something in an area that we are all interested in. Lastly, do not forget that the Press WG is the Best!

EUROAVIA *NEWS*

Giulia Gemma | Editor in Chief

New Edition · Issue 1 · MAY 2026

After a *sixteen-year absence*, **EUROAVIA News returns** with a renewed purpose, marking an important milestone for the Association and a major achievement for the Press WG.

The revival of EUROAVIA News was driven by the Press Working Group's goal to create a publication with a clear external focus. While the Magazine remains an important record of the Association's activities, EUROAVIA News was developed to communicate *EUROAVIA's impact* to sponsors, partners, collaborators, and other stakeholders within the aerospace sector. Its purpose is not only to report on recent developments, but also to demonstrate *the value EUROAVIA offers to students, universities, and industry*.

Coordinating the first Issue required the Press WG to select relevant topics, structure the content, edit articles, and maintain a coherent and accurate representation of the Association. The Design WG supported the project by creating a modern visual identity that distinguishes EUROAVIA News from other EUROAVIA publications and digital platforms while preserving the heritage of the original periodical.

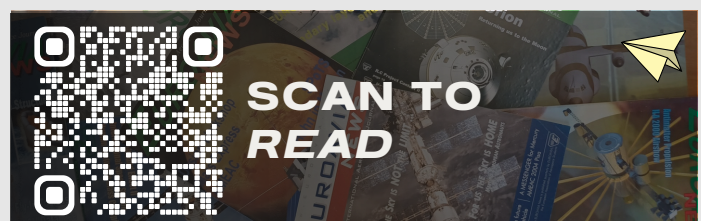
The first Issue reflects the diversity and *technical strength* of the Association. Readers are introduced to major competitions such as the **PACE Contest**, the **Airbus Sloshing Rocket Workshop**, and **Student AirRace**, alongside the work of *student technical teams* developing aircraft, unmanned aerial vehicles, and rocketry systems. A dedicated *Thesis section* presents research undertaken by EUROAVIA members in areas including aircraft design, control systems, orbital dynamics, and structural health monitoring. These contributions demonstrate the academic and technical competence of EUROAVIA members.

"From Pages of the Past to Voices of Today"

EUROAVIA News also places a strong emphasis on professional development. Career stories show how participation in EUROAVIA can lead to valuable industry connections, internships, and employment. Interviews with professionals and mentors offer guidance on leadership, networking, diversity, and the transition from university to the workplace. In addition, coverage of international exhibitions, conferences, and the EUROAVIA Podcast demonstrates the Association's active role in wider aerospace-related discussions.

For sponsors and partners, EUROAVIA News highlights a community of motivated students and young professionals who are developing the technical, interpersonal, and leadership skills required by the aerospace sector. It also gives visibility to the companies and institutions that support their development, strengthening the connection between industry and the next generation of aerospace talent.

By reviving a historic title while adopting a modern editorial approach, EUROAVIA News creates a bridge between the Association's legacy and its future. It is both a presentation of what EUROAVIA has achieved and an invitation to participate in what comes next.



INTERVIEWS

IDEATHON 2024 WINNERS TEAM AVAION

Elif Uyar | SM WG Coordinator

EU: Could you briefly introduce yourselves and tell us about your roles in the team?

AB: I study mechanical engineering at the University of Patras and I'm a member of a student group there. In 2024, I formed our beautiful team and we entered the competition.

AK: I study mechanical and aeronautical engineering at the University of Patras. My role on the team was creating the UI of the app, as well as designing the presentation. Another important role was dancing like crazy with Vicky when the presentation decided not to work properly, just to keep the judges entertained!

SV: I study mechanical and aeronautical engineering at the University of Patras. My role was to brainstorm and help generate creative ideas for our case study.

VK: I focused on helping us come up with fresh ideas and keeping the group's energy and eagerness to learn alive throughout the process.

EU: How was your team formed, and what was your team structure?

AB: It was an afternoon in July 2024. I had just seen a post about the competition's first phase happening in Toulouse. I called Spiros, Adonis, and Vicky and told them I wanted to form a team and give it a shot, and they all agreed, so we entered the competition. We're a group of friends who had worked together before, so we already knew how each of us worked best. That meant everyone naturally gravitated toward the tasks they loved doing, which made the whole process smooth and genuinely fun.



(FROM LEFT TO RIGHT) **ANTONIS KYVELLOS (AK)**, **VICKY KASOURIDOU (VK)**, **ANDREAS BIRMPILIS (AB)**, **SPIROS VANTARAKIS (SV)**

What inspired you to join the competition?

AB: Beyond the networking opportunities these competitions offer, we saw it as a great chance to travel around Europe, do something creative, fun, challenging, and hopefully create lifelong memories. That's what matters most, and I think everyone should give it a chance.

EU: Did you ever imagine you'd end up winning?

AK: For some reason, I was certain we were going to win, but not for the reasons you might think. It had nothing to do with the other teams, who all had amazing, prize-worthy material and absolutely deserved recognition. It had everything to do with the chemistry between us. I already knew my teammates as friends, but during the presentation I saw that they were also amazing colleagues, and we worked incredibly well together. We had fun doing it, even though it was intense, and I could feel the spirit of a winning team in us.

EU: How would you describe your overall experience throughout the competition?

AK: It was amazing. The whole concept of immersing yourself in a scenario that demands intense research, writing, and analysis fascinated me. On top of that, the organisation was excellent, the food was incredible, and the vibe from the whole organising team was fantastic. I'm grateful to them.

EU: What was the most challenging moment you faced, and how did you overcome it?

SV: I must admit, joining this team was one of the best experiences of my academic life, though it wasn't always easy. We didn't sleep much and had to push through a lot, but in the end, it was truly rewarding. Our toughest moment was rushing to submit our case study on time, which was incredibly stressful. But we pulled together and got it done.

EU: How did it feel when your team was announced as the winner?

SV: The moment was unprecedented. The feelings, the experience, how happy we were, is something I really can't put into words.

EU: What do you think was the key factor that helped your team stand out?

VK: I think it was our excitement as a group and our eagerness to learn new things while working to come up with fresh ideas. That energy is what made us stand out in the competition.

EU: What advice would you give to participants who are considering joining in 2026?

VK: Grab your friends or make new ones there, you'll have a blast in the most creative way. The hours are long, so be patient with each other.

SV: I'd also recommend visiting the host city while you're there. It's a great place, and you'll have a really good time.

AB: Just give it a chance. Between the travel, the challenge, and the friendships, it's an experience worth having.

ABOUT THE IDEATHON:

Ideathon is a student competition focused on aerospace innovation. Participating teams are challenged to develop the best solution to real-world problems proposed by companies in the industry: testing not only their technical skills, but also their creativity and ability to present under pressure.

With Ideathon 2026 coming up this November in Bruges, it is the perfect time to look back. Let's revisit Ideathon 2024 and hear from the winning team themselves!



ROTORTHON 2025 ONLINE CHALLENGE WINNERS TEAM ECOROTOR

Elif Uyar | SM WG Coordinator

ABOUT ROTORTHON:

Rotorthon is an event focused on the VTOL sector of the aerospace field. It centres on innovation and current hot topics, challenging students to develop groundbreaking solutions. At the online challenge, each team is assigned a problem related to VTOLs, which they must address and submit before the deadline.

Let's get a closer look at Rotorthon 2025 Online Challenge from the winning team's perspective!

EU: Could you briefly introduce yourselves and tell us about your roles in the team?

MU: I'm Mehmet Uzun, an Aerospace Engineering graduate. My role was to carry out the cost analysis, and I also contributed to brainstorming the concept of the project with the team.

SV: My name is Şebnem. I also graduated in Aerospace Engineering this year. On the project, I was responsible for risk management and for visualizing the concept, as well as checking our compliance with the regulations.

EMD: My name is Ekin. I also graduated in Aerospace Engineering this year. I worked on flight distance, flight time, and battery calculations, along with some efficiency calculations for our project.



(FROM LEFT TO RIGHT) EKIN MESUT DENİZEL (EMD), ŞEBNEM VAROL (SV), MEHMET UZUN (MU)

EU: How did your team come together, and what was your team structure? How did you divide responsibilities?

SV: We were already close friends, and when we saw there was a challenge like Rotorthon, we wanted to take part. When we decided to enter, we were living in different cities, so we held several online meetings together and recorded our application video separately before editing it into one. It was a lot of fun, even though we weren't physically together.

EU: What inspired you to enter Rotorthon, and why did you choose your specific concept or theme?

SV: When deciding on our concept, we naturally stuck to the requirements set by the organisers. Our idea was to reach the rural areas of Türkiye that are inaccessible for much of the year because of the country's high plateaus and harsh environmental and climatic conditions. We wanted to carry a 200 kg payload over a distance of at least 450 km. We decided to apply this UAV solution to Ardahan, a city in the Black Sea region of Türkiye that is difficult to reach, to help agricultural workers and producers receive more supplies throughout the year. With that goal in mind, we designed a UAV that is both climate-friendly and highly efficient.

EU: What was the most challenging moment your team faced, and how did you work through it?

MU: The most difficult part was settling on our concept. We initially had a different idea, but then realised it didn't meet the regulations, so we had to change direction. In the end, though, we managed to work through it.

EU: How would you describe your overall experience throughout the competition?

SV: Overall, it was a fun and educational experience. We had the chance to learn new things because of the requirements, since we didn't know everything about the project going in, and we also didn't have much time. We had only seven days from when we learned the requirements, so it was an intense working period. We worked hard day and night and were together the whole time, the three of us. It was good for our friendship, too, we became even closer through this project.

EMD: For me, the competition was nerve-wracking, informative, and challenging, because we had limited time and an important problem to solve. I'd say it was mainly defined by a lack of sleep, along with how informative and enjoyable the whole experience was, really a combination of all those feelings.

EU: Having experienced Rotorthon as an online challenge, do you think the virtual format helped or limited your team's creativity and collaboration compared to an in-person competition?

EMD: I'd say the online format worked better for us than an in-person event would have, because we had more time and could sleep at our own place, which made me feel more comfortable.



EU: Presenting and defending your concept in front of a jury can already be nerve-wracking. How did doing this online, rather than in person, affect your presentation and defence strategy?

EMD: We were already used to presenting online, so we didn't need to change our overall strategy. But since there was a risk of connection or microphone issues, we made sure our setup was solid and focused on getting the best possible audio. That was really the only adjustment we made. Otherwise, we didn't struggle with anything.

EU: How did it feel when your team was announced as the winner? Did you imagine you'd end up winning when you started out?

MU: We weren't too surprised, since we believed in our project, but it still felt great to hear that our team had taken first place.

EU: What do you think was the key factor that helped your concept stand out to the jury, was it the idea itself, the presentation, or how you defended it?

SV: I think what stood out about our project was a combination of everything. According to the jury's feedback, our defence of the project was well constructed, and they also liked the idea itself, especially since, as far as I remember, one of the other competing teams had an idea that wasn't technically correct. That distinction matters a lot when it comes to deciding the winner. I also think our presentation was strong, and the jury seemed to agree. Presentation matters because it's how you show the work you've put in and how you defend it.

EU: What did presenting and defending your concept in front of a distinguished jury teach you that you didn't expect?

EMD: We researched presentation techniques before preparing ours. We made a point of not reading from a script, since we wanted to sound fluent and natural, and we explained why we chose certain approaches over others. We also kept text and information to a minimum, including only key points and a few relevant figures about our project. When the jury asked a question, we didn't jump straight into an answer. We took a moment to think first, then explained our key points clearly. That's part of why we avoided mistakes when answering.

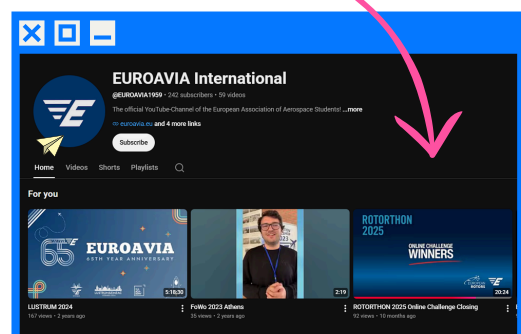
EU: What advice would you give to teams considering joining the next editions?

SV: My advice to new participants is to focus on having a strong presentation, that's the main thing. You can also watch the *YouTube video* of the results announcement for the detailed feedback the jury gave us.

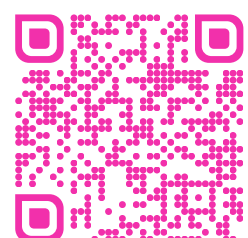
MU: My first piece of advice is to start early. The earlier you start, the more time you have to ask the jury questions about your chosen concept. My second piece of advice is to read the regulations very carefully.



THE VIDEO MENTIONED:



*It's available on our
YouTube channel:*



ALUMNI SUCCESS STORIES

Ever wonder what comes after? Here's a collection of proof that your degree and your EUROAVIA experience can take you anywhere.



LISA RIBECHINI

Active in EUROAVIA Pisa

My experience with EUROAVIA started almost as a game, with the idea of helping some university colleagues organise an international event in Pisa. I was part of the Events Working Group, in which our task was to coordinate activities and plan excursions or visits. Since then, I have never left this beautiful association.

Not only does it allow you to travel across Europe and its network, but it also helps you grow both personally and professionally. I learned how to lead and manage a team, as well as how to truly listen to and understand people.

EUROAVIA made all the difference. If today I am able to say that I am the Project Engineering Manager of an Earth Observation payload, it is thanks to the **courage** this association taught me to have in order to achieve my goals.





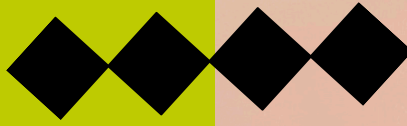
HEIDI GARCIA

Active in EUROAVIA Pisa

My journey with EUROAVIA Pisa began as an Executive Member in 2018 and led me to serve as President from 2019 to 2021 — one of the most formative experiences of my life. With a BSc in Computer Engineering and an MSc in Robotics and Automation Engineering, my passion has always been aerospace robotics. EUROAVIA proved that the association truly welcomes students from all disciplines who share a **love for space and aviation**.

Today, I work as a coordinator at a media strategy company, where I manage a network of websites dedicated to science and engineering outreach, bringing complex technical knowledge to a wider audience. The leadership, project management, and stakeholder communication skills I built in EUROAVIA — managing different teams and navigating complex multi-phase projects — are ones I use every single day. If you're wondering whether your degree “fits”, trust me, *it does*.





MANUEL AZEVEDO

Active in EUROAVIA Covilhã, President of AEROUBI, and member of AS, BR, and S&B WGs

EUROAVIA gave me something I didn't expect when I joined: friendships across Europe that shaped who I am today. Being a member of 3 WGs meant coordinating with Local Groups from Portugal to Poland, sitting in the same room as students who grew up with completely different backgrounds, languages, and ways of thinking, and realising how much we still had in common. Every event, every exchange, every late-night conversation at an EUROAVIA event built **connections** that went far beyond aerospace. Working with people from so many different countries taught me more about collaboration and patience than any classroom ever could. I learned to listen before leading, to adapt to different working styles, and to build trust with people I'd known for only a few days. Today, as a Propulsion Engineer at Tekever UAS, I still carry that mindset with me. But more than the professional skills, what stayed with me most are the **friends** I made across the continent, the kind of relationships that make Europe feel a lot smaller and a lot warmer.



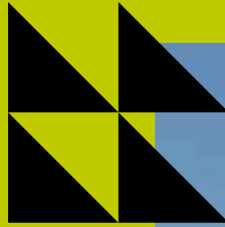


LEONOR PATRÍCIO

Active in EUROAVIA Covilhã, and member of S&B WG

EUROAVIA has had a huge impact on both my personal and professional journey. I was a member for several years and had the privilege of being the Coordinator of the *Statutes and Bylaws Working Group*, an experience that helped me develop leadership, teamwork, communication, and project management skills in an international environment. In this association, I built beautiful friendships, collaborated with people from different cultures, and gained experiences that **shaped who I am today**. Now that I am part of the professional world, it is always exciting to meet people who were also involved in EUROAVIA. There is an immediate sense of connection and mutual understanding because we share the **values and experiences** that the association gave us. Looking back, I can say that EUROAVIA changed my life for the better and played a fundamental role in my personal growth and professional development.





ATAKAN ERDEMLI

Active in EUROAVIA İzmir

I served as the ICM of EUROAVIA PAS İzmir during the 2023–2024 term. Throughout this period, I worked to help our PAS achieve full AS status.

Above all, EUROAVIA has given me an incredible **network of people**, and I am truly grateful for the meaningful friendships I built there. Secondly, the professionalism and commitment within the association helped me develop a strong **work ethic** before starting my career. In particular, the opportunities to connect with professionals from the aviation industry motivated me to continuously improve myself throughout my university years.

Finally, programs such as FoWo Athens and the mentoring program provided valuable guidance for my personal, social, and academic development. For all these reasons, EUROAVIA will always hold a special place in my heart and remain one of the most meaningful organisations I have ever been a part of.

Today, I am training to become a pilot through SunExpress's MPL Program. Before the end of this year, I will officially take my place in the cockpit and begin my career as a Boeing 737 First Officer.



SPONSORS

AIRBUS

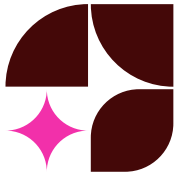
Airbus is a prominent European aerospace corporation, established in 1970 and headquartered in Blagnac, France. The company is renowned for its comprehensive activities in designing, manufacturing, and delivering a wide range of aerospace products. These include commercial aircraft, helicopters, and defence and space systems. Airbus is committed to innovation and sustainability, contributing significantly to advancements in global aerospace technology and infrastructure.

ANSYS

Ansys is a company that develops simulation software for various fields of engineering. Its headquarters are located in the USA, but it has offices worldwide. Its commercial policy places strong emphasis on students: Ansys provides benefits for students (e.g., free access to the student versions of certain software) and is also highly involved in student associations and competitions.

IGA ACADEMY

IGA Academy is an IATA Regional Training Partner located in Istanbul, Turkey. Its mission is to develop new and innovative ideas for global players in the aviation industry. It offers training courses and diplomas related to airport and ground operations, including topics such as A-CDM (Airport Collaborative Decision Making) and baggage handling services and systems. These programmes aim to train Istanbul Airport employees in line with industry requirements and to comply with national and international aviation standards.



BUSINESS EXPLORATION

Business Exploration has been helping industrial companies sell complex, customised solutions since 2009. As a Founding Member of the Cialdini Institute, Business Exploration brings the latest insights from behavioural economics to the commercial teams of companies in the Aerospace, Defense, Energy, Marine, Automation, and Medical Devices sectors—empowering them to influence sales scientifically and ethically.



EHA

Representing the VTOL community in 13 countries across Europe, their mission is to speak as the voice of the European VTOL industry at European institutions and elsewhere, promoting the best interests of all sectors. Since its establishment in 1980, EHA has focused on promoting the use of helicopters as vital tools for improving the safety of citizens, enhancing national security, and adding economic value to the European Union's collective wealth. Their members are rotorcraft operators, manufacturers, service providers, and suppliers, all working together for a common cause.



EUROCONTROL

EUROCONTROL supports European aviation by delivering technical excellence and civil-military expertise across the full spectrum of air traffic management. At the same time, it raises the key issues the industry faces and the solutions needed to address those challenges. Its activities cover operations, service provision, concept development, innovation, Europe-wide project implementation, performance improvements, coordination with key aviation players at various levels, as well as support for the future evolution and strategic orientation of aviation.



EUROPEAN ROTORS



EUROPEAN ROTORS, a four-day business-to-business event, stands out in the rotorcraft industry. It offers certified training sessions, seminars, and workshops, making it a hub for industry leaders to conduct business and share knowledge. Co-organised by the European Helicopter Association (EHA) and the European Union Aviation Safety Agency (EASA), and produced by Vertical Aviation International (VAI), it hosts the prestigious EASA Rotorcraft and VTOL Safety Symposium.

Since its launch in 2021 with a successful show in Cologne, Germany, the EUROPEAN ROTORS event has been on a trajectory of growth and success. The second edition also took place in Cologne. For its third edition, the show moved to Madrid, Spain, attracting over 5,400 industry attendees and 231 exhibitor companies from more than 80 countries, attesting to the show’s popularity. The fourth edition, in Amsterdam, the Netherlands, saw similar worldwide participation. In 2025, EUROPEAN ROTORS returns to Cologne for its fifth edition.

MATHWORKS



MathWorks is a leading developer of computational software. MATLAB, the language of technical computing, is a programming environment for algorithm development, data analysis, visualisation, and numerical calculations. Simulink is a graphical environment for simulation and model-based design of multi-domain dynamic and embedded systems. Engineers and scientists worldwide use these products to accelerate the development of research and innovation in automotive, aerospace, electronics, financial services, biotechnology and pharmaceuticals, and other industries.

PACE



Founded in 1995, PACE Aerospace & IT has built a reputation for developing cutting-edge software products, taking the company from a university spin-off to an international market player and partner of choice for leading aerospace and aviation companies. PACE Aerospace & IT engages in aerospace and aviation niches such as aircraft preliminary design, aircraft interior configuration, flight profile optimization, avionics HMI, extended reality (XR), and AI-based training.

HILLSBORO



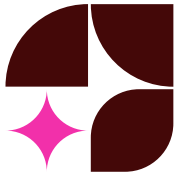
Hillsboro Aero Academy trains helicopter and airplane pilots from more than 75 countries, making it one of the largest international flight schools in the world. Since 1980, the Academy has guided students in turning their passion for flying into professional careers in aviation.

Based in Oregon, USA, Hillsboro offers one of the most diverse training environments anywhere, preparing pilots for real-world challenges and opportunities with airlines and helicopter operators. With approvals from multiple international aviation authorities and a reputation built over 45 years, the Academy is recognised for its safety, quality, and global outlook.

A unique advantage for international students is the extended visa option, allowing graduates to continue working in the United States for nearly two years after completing their licenses. Equally distinctive is the opportunity to obtain both FAA and EASA certifications at the same location, opening doors to careers across North America, Europe, and beyond.

At Hillsboro Aero Academy, the dream of flight becomes a pathway to a global profession.

PARTNERS



AERO



AERO Friedrichshafen is a trade show dedicated to European general aviation. It is held yearly in April on the shores of Lake Constance at the exhibition centre of Friedrichshafen, Germany, right next to Friedrichshafen Airport. During the show, participants can discover the variety of the aviation industry in 12 exhibition halls and a static display, ranging from gliders and ultralights to piston aircraft, helicopters, and business aviation. With more than 756 exhibitors from over 38 countries, 32,000+ attendees, and 500+ journalists from all over the world, AERO Friedrichshafen is the international community's annual meeting place.

CANSO



CANSO (Civil Air Navigation Services Organisation) is the global voice of the air traffic management (ATM) industry, representing air navigation service providers (ANSPs) and industry suppliers worldwide. CANSO drives the development of safe, efficient, and sustainable air traffic management solutions by facilitating collaboration, sharing best practices, and advocating for industry advancements. CANSO plays a critical role in shaping the future of global aviation, ensuring the skies remain safe and accessible while supporting the industry's growth and innovation.

EIIL



The European Institute for Industrial Leadership (EIIL) is a leading organisation dedicated to developing the next generation of industry leaders. By offering specialised training, mentorship, and networking opportunities, EIIL equips young professionals with the skills and knowledge needed to excel in industrial management roles. With a strong focus on leadership, innovation, and sustainability, EIIL partners with top companies and academic institutions across Europe to ensure that participants are prepared to meet the challenges of an evolving industrial landscape.

BOLT

Bolt for Business

Bolt Business is a mobility platform designed to simplify the management of business transportation. Through centralised ride booking, automated expense reporting, and flexible budget control tools, the platform enables organisations to coordinate employee and guest transportation more efficiently while maintaining transparency in travel expenses. Operating in more than 50 countries and over 600 cities, Bolt Business has become a widely used solution for companies seeking structured and scalable mobility services.

ICAS



The International Council of the Aeronautical Sciences (ICAS) is a global organisation dedicated to advancing the field of aerospace sciences. By bringing together leading experts, researchers, and industry professionals from around the world, ICAS fosters collaboration and the exchange of knowledge in aeronautics and astronautics. The organisation hosts conferences, publishes research, and supports the development of innovative technologies that shape the future of aerospace. ICAS plays a crucial role in promoting scientific excellence and driving progress in the aerospace industry.

ISU



The International Space University (ISU) is an institution dedicated to space education, research, and collaboration. Located in Strasbourg, France, ISU offers interdisciplinary programmes that cover all aspects of space science, engineering, policy, business, and law. With a diverse, global network of students, faculty, and alumni, ISU fosters innovation and international cooperation in the space sector. The university's approach combines academic rigour with hands-on experience, preparing graduates to lead and drive advancements in the evolving space industry. ISU is committed to shaping the future of space exploration and ensuring that space benefits all humanity.



JEE



Junior Enterprise Europe (JEE) is a network of student-run consulting firms across Europe that provides real-world business solutions while fostering entrepreneurial skills among students. These junior enterprises offer consultancy services in various fields, including management, marketing, finance, and engineering, bridging the gap between academia and industry. By engaging in hands-on projects and collaborating with companies, students gain valuable experience and insights into the professional world.

NEREUS



NEREUS is the Network of European Regions Using Space Technologies, an initiative by regions across Europe founded in 2009. The emphasis is placed on the use of space technologies. The network aims to explore the benefits of space technologies for regions and their citizens, and to spread their understanding and applications. It brings together 23 regions in European countries and a rapidly growing group of Associate Members, ensuring significant industry, SME, and research representation.

SEAC



The Space Economy Academy (SEAC) is a leading educational institution dedicated to advancing knowledge and expertise in the field of the space economy. The academy offers specialised programmes, workshops, and training sessions designed to equip students and professionals with the skills needed to navigate and thrive in the space industry. SEAC focuses on various aspects of the space economy, including space commercialisation, satellite technology, space policy, and market analysis. By fostering a deep understanding of the economic and strategic dimensions of space activities, SEAC plays a crucial role in shaping the future of space exploration and utilisation.

SGAC



The Space Generation Advisory Council (SGAC) is a global non-profit organisation dedicated to representing the interests and ideas of young professionals and students in the space sector. SGAC provides a platform for the next generation of space leaders to engage in discussions, develop policies, and contribute to international space initiatives. By organising events, workshops, and conferences, SGAC fosters collaboration and knowledge-sharing among students and young professionals, helping to shape the future of space exploration and development.

COLLABORATORS

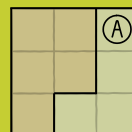


Games Corner

Be the first to solve them to receive a special prize!

OH NO! SOMEONE STOLE THE HAMMER FROM OUR POOR SECRETARY! WHO COULD HAVE DONE SUCH A THING? WHO COULD BE SO **HEARTLESS?** HELP US FIND THE CULPRIT SO WE CAN CONTINUE WITH THE CONGRESS! TO CRACK THE CASE AND IDENTIFY THE THIEF, YOU MUST SOLVE OUR CUSTOM **MURDOKU** GRID: READ EACH SUSPECT'S CLUE AND FIND THEIR **EXACT LOCATION** ON THE CRIME SCENE. THE **THIEF WAS ALONE** WITH THE VICTIM, IN THE SAME AREA.

Rule: One person per Row and Column



AS SOON AS YOU PLACE SOMEONE...



...BLOCK THEIR ENTIRE ROW AND COLUMN



Barbara

She was beside a plant.



Tanish

He was south of Giulia.



Giulia

She was on a carpet.



Joana

She was the only person sitting on a chair.



Eli

She was in the Library. She was not beside a shelf.



Luigi

The victim! He was in the last remaining square, alone with the thief.

The thief is...

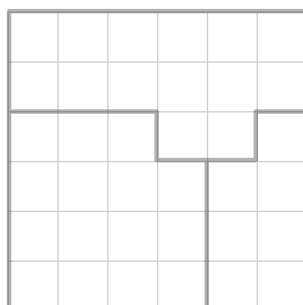


What does "beside" mean?
TO THE LEFT, RIGHT, ABOVE OR UNDER SOMETHING, AND IN THE SAME AREA

ARE BESIDE THE



ARE NOT BESIDE THE



Tip: People may occupy chairs and rugs, but not tables, plants, or shelves!

CAN YOU BELIEVE IT? IT HAPPENED **AGAIN!** ANOTHER THIEF STOLE THE **STAMP** FROM OUR PRESIDENT, AND THEY'RE RUNNING AWAY IN THE **UNIVERSITY!** FIND THEM BEFORE IT'S TOO LATE, BUT **BE CAREFUL** - IT MIGHT NOT BE SO *EASY* THIS TIME!

Tip: If you find a completely empty row or column, that's where the victim is!



Deniz

She was beside a plant. She was not sitting on a chair.

Saad

He was beside the computer.

Luce

She was in the second column.

Anusha

She was north of Luce. She was in the Main Area.

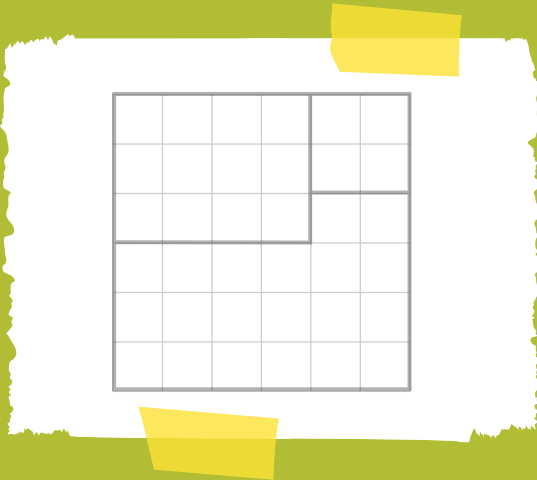
Gerard

He was sitting in a chair. He was not beside a table.

Pedro

The victim! He was in the last remaining square, alone with the thief.

The thief is...



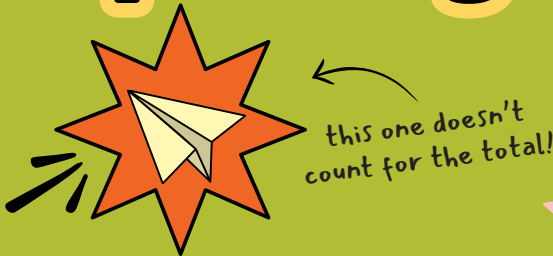
Pro-Detective notes:

SCAN THE LINES: EVERY ROW AND COLUMN HOLDS *ONE* PERSON. IF A LINE HAS ONLY ONE SPOT LEFT, SOMEONE GOES THERE!

CHECK THE ROOMS: TRACK WHO CAN OR CANNOT ENTER SPECIFIC SPACES, THERE SHOULD NOT BE EMPTY ROOMS.

CONGRATS!
Thanks to you the Congress is safe!

Plane Spotting



TO CELEBRATE THE MILESTONE OF OUR 10TH EDITION, WE'VE DEPLOYED 10 **HIDDEN PAPER AIRPLANES** SECRETLY FLYING ACROSS THESE PAGES. **CAN YOU SPOT THEM ALL?** SCAN EVERY CORNER, ARTICLE, AND INTERVIEW – OUR LITTLE FLEET LOVES TO HIDE WHERE YOU LEAST EXPECT THEM. TRACK THEM DOWN AND PROVE YOUR **ULTIMATE SPOTTER** CREDENTIALS!



GREETINGS

We hope you've enjoyed this 10th edition of the magazine as much as we loved creating it. We kept these pages empty so you can pass them around and fill them with greetings, signatures, doodles, and memories from your peers. After all, it's your magazine!

Press and Design WGs

LIST OF (P)ASI/(P)AM

AS Aachen	AS Dresden	AS Napoli
AS Ankara	PAS Eskisehir	AS Oostende
AS Athens	AS Forlì-Bologna	AS Paris
PAM Aveiro	AS Istanbul	AS Patras
AS Beograd	PAS Izmir	AS Pisa
AS Bordeaux	AS Kocaeli	AS Rzeszów
AS Braunschweig	PAS Kyiv	AS Samsun
AS Bremen	PAM Lagos	AS Sevilla
AS Bucuresti	AS Leuven	AS Stuttgart
AM Cairo	AS Lisboa	AS Tampere
AS Cádiz	AS Lyon	AS Terrassa
AS Castelldefels	AS Milano	AS Toulouse
AS Covilhã	PAS Minho	AS València
AS Delft	AS München	AS Zagreb

LIST OF ACRONYMS

AM	Adjunct Member
AMEAC	Annual Meeting of the EUROAVIA Congress
AS	Affiliated Society
ASRW	AIRBUS Sloshing Rocket Workshop
BR	Business Relations
BY	Business Year
DIB	Designated International Board
DN	Design
EG	European Grants
EMEAC	Electoral Meeting of the EUROAVIA Congress
ETS	EUROAVIA Training System
ExMEAC	Extra Electoral Meeting of the EUROAVIA Congress
FIB	Former International Board
FoWo	Formation Workshop
HR	Human Resources
IB	International Board
IE	International Event
IT	Information Technology
PAM	Prospective Adjunct Member
PAS	Prospective Affiliated Society
PS	Press
SM	Social Media
S&B	Statutes & Bylaws
WG	Working Group



SPONSORS

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Ansys
part of **SYNOPSYS**

Petrus Aviation
A PEROT COMPANY

EHA
European Helicopter Association

Business Exploration
Growth & Change Specialists

EUROPEAN ROTORS
THE VTOL SHOW AND SAFETY CONFERENCE

EUROCONTROL

MathWorks

HILLSBORO AERO
ACADEMY

TXT | **PACE**

PARTNERS

CANSO

INTERNATIONAL
ISU
SPACE UNIVERSITY

EIIL
European Institute for Industrial Leadership

JE
Junior Enterprises Europe

ICAS
International Council of the Aeronautical Sciences

nereus
network of european regions using space technologies

SPACE GENERATION ADVISORY COUNCIL

seac | **SPACE ECONOMY ACADEMY**

AERO
FRIEDRICHSHAFEN

Bolt for Business

COLLABORATORS

viAll
Aviation for All

CEAS
Council of European Aerospace Societies

EASA
European Union Aviation Safety Agency

EUROCAE

PIONEERS OF TOMORROW
24 JULY 2026

55th INTERNATIONAL PARIS AIR SHOW
SALON INTERNATIONAL DE L'AÉRONAUTIQUE ET DE L'ESPACE
PARIS - LE BOURGET

PEGASUS

