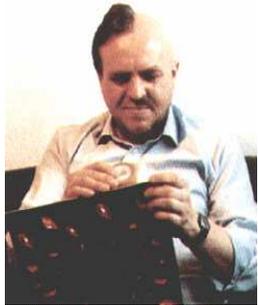


## SOFTWARE

I was born on September 14, 1947 in Ellwangen an der Jagst (St. Anna Clinic) and lived in Rotenbach near Ellwangen until 1951. This was followed by Eggenrot near Ellwangen - until the spring of 1958. The year 1952 witnessed my first only vow of matrimony - a pledge which was however, subsequently not kept. The first important task I had to fulfill in those days consisted of watching over Farmer Gantner's incarcerated cows. My first travel adventure took place on Farmer Frank's tractor.



**Peter Koppen - final microship assembly**



When, at the age of four or five, I was riding in a train along the river Main, I noticed that barges were tugging little boats behind them. Upon my request for an explanation, my uncle replied that the little boats were delivering little children. Indeed, the idea that the storks only executed the final phase of infant delivery suddenly seemed highly plausible to me, and I was proud of my new inside knowledge. In 1953, I learned from my father how to build paper ships when we were visiting relatives in Hannover.

I was intensely enthused by these first creations, so much so that they had to forcefully drag me back to lunch from the river Leine. Today, in light of modern behavioral research, I would call this my micro-ships characterization phase. In 1954, I was enrolled in Eggenrot Elementary School. My determination, after the first day of school, never to return to the establishment, was disdainfully disregarded, and so I spent the subsequent four years there.

Occasional busrides between Ellwangen and Eggenrot led me to the conclusion that being a bus driver must be the most sublime of earthly professions. But when new wooden line poles were put up in the village and I saw the electricians climbing up on them with their steel grapplers I immediately realized that being an electrician was the only job for me. Wooden poles, however, are nearly extinct nowadays. Later on I wanted to become an engine driver, and as a teenager I fluctuated between police man,

### **Peter Koppen - final inspection**

mercenary, and professional killer. I dispensed of the latter due to the related career irregularities and social risks. In the spring of 1958 I moved to Ellwangen-Jagst and attended the Peutingen High School until 1967. Crucial events of the time were: January 1960: My first attempt to leave the country in search of gold and economic independence. This flight to

Canada with my then 9-year-old brother, however, ended the following morning in Wört, 15 km east of Ellwangen. We were brought back by police car.

1961: My first independent activity in the armament industry - I sold handmade catapults to classmates. Occasionally I made paper ships at school, although not commercially and only for a short while. October 12, 1968: Emigration to Australia; arrival in Sydney on November 14, 1968 on a ship christened >Queen Frederika<.

### **Peter Koppen in the Passe-partout atelier of artistic consultant Alfred Weidenhammer**



In Alice Springs, Australia, I worked as kitchen driver, a crane operator, and a forklift driver. Back in Sydney I obtained a position as a bank employee and, finally, as a city bus driver in the Waverly depot.

When I was a bank employee I took the bus to work every day and would always fold the ticket into a paper ship. I brought 443 of these ships back to Germany in a small plastic bag. To this day they are the only remaining early works and are consequently safeguarded in a high-security area.

On November 24, 1970, I embarked upon my return voyage from Sydney on the >Achille Lauro< and arrived in Southampton on December 27, 1970.

I lived in Berlin from 1971 to 1976 and studied economics. It was here that my penchant for producing microships became highly pronounced. By the time a student sitting next to me would fill up three full sheets of paper during a lecture at the university, I'd have made approximately 30 microships out of one sheet of paper. Taking an examination under such circumstances was obviously out of the question, so I moved back to Munich in September of 1976 and produced more microships

October 1976 to September 1978: I was a night watchman in the computer center of the Bavarian Cooperatives (>Münchner Wach- und Schließgesellschaft< in the beginning), where I endowed the doorkeeper's quarters with microships.. October 1978 until September 2007 bus driver for the city of Munich at bus depot west, and equipped city busses with microships. In 1982 I was discovered by Susan Avilès.

From 1984 on I focussed on consistently converting microships into art objects. By 1988 I had become the leading manufacturer of microships worldwide. The objects are produced in mini-series.

The production limit for individual series is governed by the age of the microship producer. This is indicated by a fraction of, or one or more x's, with x representing the current age of the artist. If for example the limit indicated is /x, once the given quantity has been reached, each subsequent year may see only one additional object produced from that series.

In order to provide microship lovers with sound planning documents, I have indicated the date of my death as being the spring of 2033. Subject to change.

Munich, Germany, October 10, 1985.  
First revision: May 21, 1988  
Second revision January 1993  
Third revision June 2007  
Peter Koppen  
Microships® Producer

Member of the IKC '90 (Internationales Künstler Collegium '90 - International league of artists '90)

Member  
Munich artists circle  
Kaleidoskop

