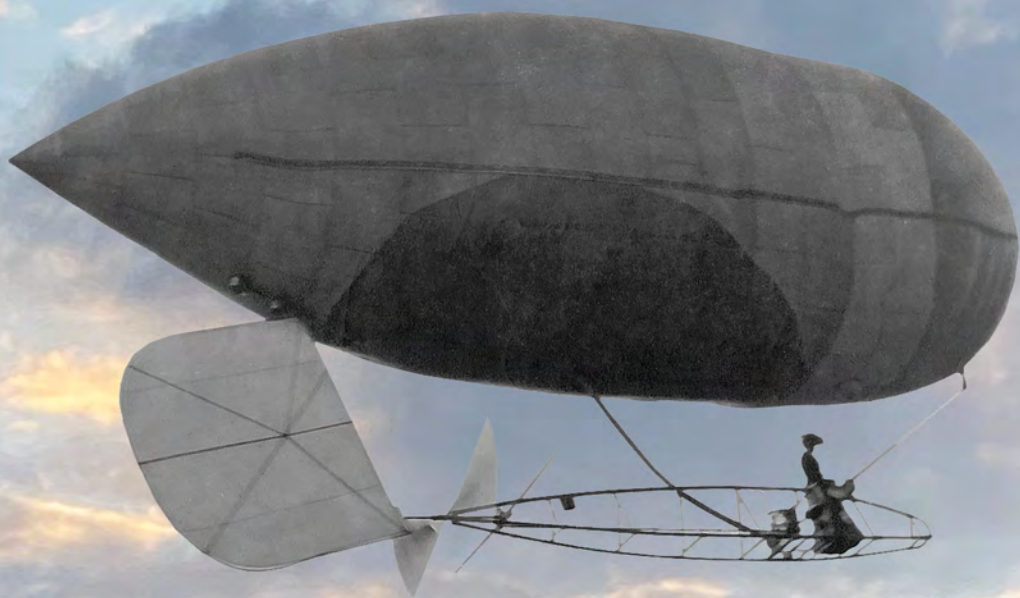


Renata Stih & Frieder Schnock
WOMEN AVIATORS



The Normandy Institute
Château de Bernaville
2025

For D-Day 81 and on the occasion of the celebrations of the end of the 2nd World War 80 years ago Berlin based artists Renata Stih and Frieder Schnock have created an exhibition about *Women Aviators* that will be shown during the D-Day 81 Commemoration year in the newly restored Orangerie at Château de Bernaville, the headquarters of The Normandy Institute in Normandy, France.

Renata Stih and Frieder Schnock are long-time friends of The Normandy Institute. For this special moment in time, they have created a series of picture collages that showcase the history of women in aviation from the 18th century to the present day and particularly commemorating the courage of women who actively participated in aerial combat against the Nazi regime and in the fight for freedom.

Renata and Frieder's unique approach to Art and Memory has placed them among the foremost artists questioning the meaning of history; their art and installations in museums and in public space ensure that we will stay forever vigilant preserving the legacy and passing on history for future generations.

Countess Dorothea de La Houssaye
Founder and Chairman
The Normandy Institute



www.NormandyInstitute.org

Renata Stih & Frieder Schnock

WOMEN AVIATORS



The Normandy Institute
Château de Bernaville
2025

Women Aviators And The Dream Of Flying

Renata Stih

To rise into the air, to fly freely like a bird, is an ancient human dream pursued by various daring women throughout history. The picture collages in the exhibition at Normandy Institute chronicle the female pioneers of aviation, from their beginnings to the present day. Who was the first doesn't really matter, as they all achieved extraordinary goals in their time.

Aviation and democracy are closely linked: In a period of social and political change, such as shortly before the French Revolution, when human rights were formulated and universal suffrage was demanded, new visions were born that embodied this form of freedom and fraternity – society was transforming and seeking shared values and adventures. At that time, Joseph and Etienne Montgolfier, sons of a French paper manufacturer, developed the hot-air balloon, called *Mongolfière*, and took to the air for the first time on June 4, 1783. This was a sensation that quickly spread throughout Europe, and its demonstrations attracted large crowds. Artists immediately documented these experiments, such as the Italian painter Antonio Guardi, who captured the flight of such a *Mongolfière* in Venice in 1784 (Gemäldegalerie Berlin).

Huge crowds attending flight performances proved the balloon mania sweeping France in the late eighteenth century. Risky balloon rides were even more attractive to the public when undertaken by a woman. It was reported that French opera singer Élisabeth Thible (1757-1785) was the first woman to make a flight in an hot air balloon (*Mongolfière*) called "La Gustave" in honor of King Gustav III of Sweden's visit to Lyon while singing arias from the air. Jeanne Geneviève Labrosse-Garnerin (1775-1847) was a French balloonist and parachutist, first woman to pilot an aircraft (hydrogen balloon) by herself in 1798. On 12 October 1799, Labrosse became eventually the first woman to parachute, from an altitude of 900 meters (3000 feet). She went on to perform numerous parachute descents across France and Europe. Her niece Élisabeth Garnerin (1791-1853), a balloonist, parachutist and entertainer performed at festivals all over France, in Spain, Italy, Germany organizing her parachute jumps as large public shows always attracting huge crowds and descended by parachute 39 times between 1815 and 1835. Sophie Blanchard (1778-1819), a French aeronaut was the first woman to work as a professional balloonist making more than 60 ascents over time. Napoleon Bonaparte promoted her to the role of "Aeronaut of the Official Festivals", and on the restoration of the monarchy in 1814 Louis XVIII named her "Official Aeronaut of the Restoration".

Wilhelmine Reichard was the first woman in Germany to take off solo in April 1811 in a hydrogen-filled balloon, which she constructed with her husband, the chemist Gottfried Reichard (1786-1844). Reichard is also considered a pioneer of scientific aviation, as evidenced by the precise observations and measurements she recorded during her balloon flights. Newspapers reported extensively on her balloon demonstrations in Prague, in the presence of the Austrian Emperor, and in Vienna in the summer of 1820, earning good money from them.

1898 in Paris, the Brazilian Alberto Santos-Dumont was the first to construct and fly a gasoline-powered airship, that one could also steer. He built several of those flying vehicles, maneuvering them regularly over the rooftops of Paris, and to his favorite restaurant parking the flying object in the street. He was the toast of Paris society, and that's when he met 19 year-old Aida de Acosta, who was visiting from New York. Fascinated by Alberto Santos-Dumont dirigible she convinced him to teach her how to fly

his aircraft. Acosta flew Santos-Dumont's aircraft solo from Paris to Château de Bagatelle while Santos-Dumont rode his bicycle along below, waving his arms and shouting advice, and became the first woman to pilot any kind of motorized aircraft on June 27, 1903, nearly six months before the Wright brothers. The newspapers reported about it, but were unable to determine the woman's name, which would have caused a scandal given the moral standards of female behavior at the time - her parents were appalled. It wasn't until 30 years later that Aida de Acosta admitted that she had been this pioneer aviator.

Raymonde de Laroche was a French actress and already an experienced balloonist when in 1910, she became the first woman to earn a pilot's license. The opera singer Božena Laglerová was one of the first female pilots in Europe, the first in the Czech Republic earning her international license in Germany in 1911 and completing many successful flights as an aerobatic pilot world-wide. Blanche Stuart Scott, who drove her father's car already at the age of 13 eventually became the first American woman to fly an airplane in the US in 1910. Bessica Raiche was also one of the first women pilots, but she made her solo flight in an aircraft she built herself out of piano wire, bamboo, and silk.

In order for women to be able to fly themselves, they had to break through social barriers, and this required a great deal of courage, willpower, enthusiasm and talent. Bessie Coleman (1892-1926) was such a pioneering American aviatrix. Coming from a poor farmworker family, she pursued an education and received flight training, learning French to obtain her pilot's license in France. The rest is history: On June 15, 1921, Coleman became the first American of any race or gender, the first black woman and first Native American to obtain an international aviation pilot's license from the Fédération Aéronautique Internationale FAI in France.

Amelia Earhart (1897-1937) became the first Transatlantic flight pilot and is probably the most famous American aviation pioneer who during the attempt to be the first to circumnavigate the globe disappeared with her navigator over the Pacific on July 2, 1937. Fighting constantly for women's rights she became also a lecturer and a best-selling author.

The first moon landing in 1979 and the Apollo and Mercury programs would not have been possible without female scientists such as Katherine Johnson (1918-2020) and Margaret Hamilton (born 1936). The brilliant mathematician Katherine Johnson faced persistent discrimination in the workplace as an African American woman in a predominantly white, male environment — a story portrayed in the popular film "Hidden Figures". From the Mercury missions to the Moon landing, Johnson did the math that made space exploration possible. During the Apollo 11 mission, she calculated trajectories and executed backup navigational charts in preparation for possible failures checking the math behind every part of the mission.

One of the most famous women behind the Apollo 11 moon landing is software pioneer Margaret Hamilton. The mathematician was a young employee at the Massachusetts Institute of Technology (MIT) in Cambridge when she joined the space project. Hamilton, who practically taught herself programming, quickly rose to become director of Apollo Flight Computer Programming. She was responsible for developing the on-board flight software used for navigation during the lunar flight and for the landing on the moon. Hamilton herself coined the term "software engineering" and developed concepts for a highly reliable software architecture: She relied on the interplay of hardware, software, and humans, allowing pilots to interrupt the automated system and take control at any time. This revolutionary concept was called "man-in-the-loop."

WOMEN AVIATORS

ÉLISABETH THIBLE
(1757 – 1785)

The first woman to make a flight
in a hot air balloon (Mongolfière)
on June 4th, 1784



JEANNE GENEVIÈVE LABROSSE-GARNERIN
(1775–1847)

French balloonist and parachutist, first woman to pilot
an aircraft/hydrogen balloon by herself in 1798.



ÉLISA GARNERIN
(1791 – 1853)
French balloonist,
parachutist and entertainer



SOPHIE BLANCHARD
(1778 – 1819)

French aeronaut and the first woman
to work as a professional balloonist

RENEATH STONE & FRIEDER SCHMIDT
© A&A, NYC 2005

AVIATION PIONEERS



AIDA DE ACOSTA (1884-1962)

June 27, 1903: The first woman to pilot a powered airship solo.



RAYMONDE de LAROCHE (1882-1919)

French pilot license March 8, 1910



HARRIET QUIMBY (1875-1912)

US pilot license August 1, 1911



LYDIA ZVEREVA (1890-1916)

Russian pilot license August 10, 1911



MELLI BEESE (1886-1925)

German pilot license on Sept 13, 1911

REYNATA STON & FRIDGER SCHROCK
© AAE, NYC 2025

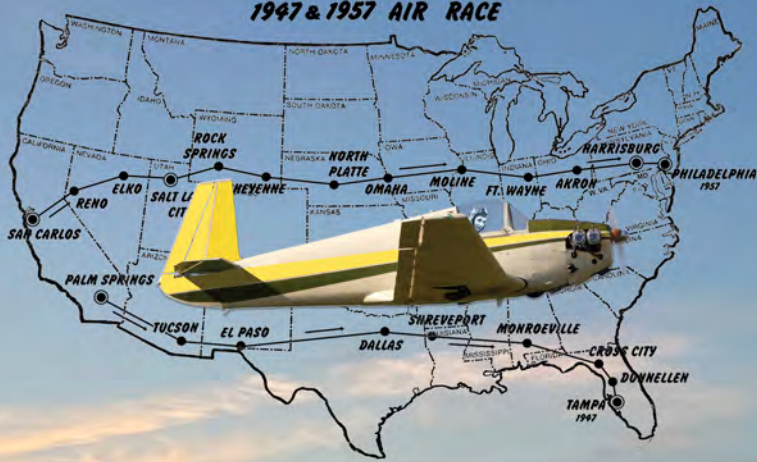
POWDER PUFF DERBY



LOUISE THADEN
(1905 Bensenville - 1978 High Point)

"The Powder Puff Derby" (1929 - 1977) was the world's first aerial derby for female pilots only. It took place between Santa Monica and Cleveland from August 13 to 20, 1929. Louise Thaden took first place, Gladys O'Donnell second, and Amelia Earhart third. On Nov 2, 1929 women aviators formed their own pilot organization, the Ninety Nines, "Club of the Ninety-Nine".

Annual All Women's Transcontinental 1947 & 1957 AIR RACE





J. COCHRAN



N. CREWS



B. GILLIES



N. LOVE

WOMEN AIRFORCE SERVICE PILOTS



RENEATA STON & FRIEDER SCHMIDT
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Marina Isakova
(1912 – 1943)

NIGHT WITCHES

The all-female Soviet air unit officially known as the 588th Night Bomber Aviation Regiment fighting in World War II.



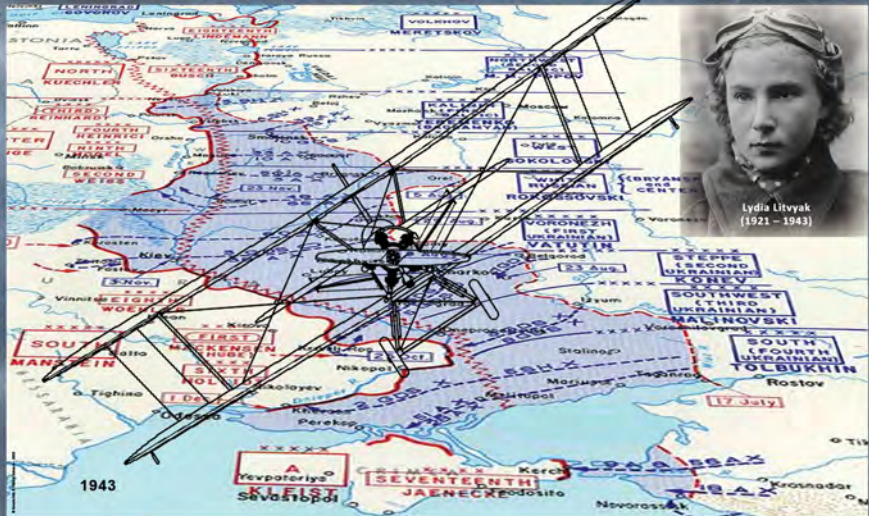
Yevdokiya Bershanskaya
(1913 – 1982)



Yekaterina Budanova
(1916 – 1943)



Irina Sebrova
(1914 – 2000)



Lydia Litvyak
(1921 – 1943)

REYNALD STON & FRIDDER SCHMIDT
© 2015, NYC 2023

**„THERE WAS NO CHOICE,
WE HAD TO BE PIONEERS“**



WOMEN AVIATORS

p. 6: French opera singer **Élisabeth Thible** (1757-1785) was the first woman to make a flight in an hot air balloon (Mongolfière) called "La Gustave" in honour of King Gustav III of Sweden's visit to Lyon.

Jeanne Geneviève Labrosse-Garnerin (1775-1847), French balloonist and parachutist, first woman to pilot an aircraft (hydrogen balloon) by herself in 1798. On 12 October 1799, Labrosse became eventually the first woman to parachute from an altitude of 900 meters (3000 feet). She went on to perform numerous parachute descents across France and Europe.

Élisa Garnerin (1791-1853), French balloonist, parachutist and entertainer, niece of Jeanne Labrosse-Garnerin and André-Jacques Garnerin. She performed at festivals all over France, in Spain, Italy, Germany, organizing her parachute jumps as large public shows always attracting huge crowds. She descended by parachute 39 times between 1815 and 1835.

Sophie Blanchard (1778-1819), French aeronaut and the first woman to work as a professional balloonist making more than 60 ascents over time. Napoleon Bonaparte promoted her to the role of "Aeronaut of the Official Festivals", and on the restoration of the monarchy in 1814 Louis XVIII named her "Official Aeronaut of the Restoration".

<https://centennialofwomenpilots.com>

P. 7: AVIATION PIONEERS

Aida de Acosta (1884-1962) was the first woman to pilot a powered airship solo on June 27, 1903 at the age of 19. She made her flight in Paris six months before the Wright brothers made theirs in December 1903.

Raymonde de Laroche (1882-1919), a French pilot and actor, first woman to pilot a plane. Significant world records setting a new women's altitude record and also a women's distance record. French pilot license on March 8, 1910

Harriet Quimby (1875-1912), American pioneering aviator, journalist, and film screenwriter and the first woman to pilot an aircraft across the English Channel. US pilot license August 1, 1911

Lydia Zvereva (1890-1916), aviation pioneer. On 19 May 1914, Zvereva was the first female aviator to execute a loop in the hippodrome in Riga in a Morane monoplane. Russian pilot license August 10, 1911

Melli Beese (1886-1925), German pilot license on Sept 13, 1911 as the first female pilot, founding a flying school at the Johannisthal airfield in 1911 and the first woman to patent an aircraft design in 1912.

<https://www.aeroclass.org/first-female-pilot/>

p. 8: **THE POWDER PUFF DERBY** (1929-1977) was the world's first aerial derby for female pilots only. It took place between Santa Monica and Cleveland from August 13 to 20, 1929. Eighteen Americans and two foreign pilots participated in the Women's Air Derby: Louise Thaden took first place, Gladys O'Donnell second, and Amelia Earhart third. "The Bentonville Municipal Airport - Louise M. Thaden Field" is named in honor of Bentonville native Louise Thaden.

Club of the Ninety-Nine: On Nov 2, 1929 the women formed their own pilot organization, the Ninety Nines.

In 1947, the organization founded the All-Woman Air Race from Palm Springs to Tampa. The last race of this type was held in 1977.

<https://dp.la/exhibitions/american-aviatrixes/daredevils/the-powder-puff-derby>

p. 9: The **Women Airforce Service Pilots (WASP)** were trained women pilots who tested aircraft, ferried aircraft and trained other pilots. Women pilots moved aircraft on the home front to free up more male pilots for combat duty during World War II.

https://en.wikipedia.org/wiki/Women_Airforce_Service_Pilots

Jacqueline Cochran (1906-1980) was an American pilot and business executive. She pioneered women's aviation as one of the most prominent racing pilots of her generation. She set numerous records and was the first woman to break the sound barrier on 18 May 1953. Cochran (along with Nancy Love) was the wartime head of the WASPs (1943–1944), employing women as pilots in non-combat roles.

Nancy H. Love (1914-1976), an airplane commander during World War II. She earned her pilot's license at age 16. She worked as a test pilot and air racer in the 1930s. During World War II she convinced William H. Tunner of the U.S. Air Force to set up a group of female pilots as Women's Auxiliary Ferrying Squadron. Love commanded this unit and later all ferrying operations in the newly formed WASP. She was awarded the Air Medal and was appointed lieutenant colonel in the US Air Force Reserve in 1948.

Betty Gillies (1908 -1998) was an American aviator, and the first pilot to qualify for the Women's Auxiliary Ferrying Squadron, later WASP. On August 15, 1943, Love and Gillies qualified as first pilots (aircraft commanders) on Boeing B-17s

Nancy Batson Crews (1920-2001) Her assignment was to ferry P-47s from the factory to embarkation points to later be moved to war zones. She often would travel one coast to the other at heights up to four miles high at three hundred miles per hour. She was one of the first twenty-eight women to pilot a United States plane in World War II.

p. 10: **NIGHT WITCHES**

"Night Witches" was a German term for the all-female military aviators of the 588th Night Bomber Regiment in World War II of the Soviet Air Forces. The regiment, formed by Marina Mikhaylovna Raskova and led by Major Yevdokiya Bershanskaya, was composed primarily of female volunteers in their late teens and early twenties. The women pilots would bring the engines of their planes down to idle speed and glide over their targets before dropping their bombs and bringing the engine back to full power. Collectively, they flew over 23,000 sorties, and dropped over 3,000 tons of bombs on enemy forces gliding to the bomb-release point with only wind noise left to reveal their presence. Due to the weight of the bombs and the low altitude of flight, the pilots did not carry parachutes until 1944. From its formation until its disbandment in October 1945, the regiment remained totally female.

https://en.wikipedia.org/wiki/Night_Witches

p. 11: **THE SPACE RACE**

Katherine Johnson (1918-2020), mathematician and "human computer", a character described in the film "Hidden Figures" (2016). She played a pioneering role as main mathematician who calculated the trajectories for the Mercury program and the Apollo 11 mission. John Glenn, the first American astronaut to orbit the Earth in Feb 1962, wanted to be absolutely certain that the trajectories were calculated correctly by the computer and had the data checked again by Katherine Johnson. "If she says they're good," Katherine Johnson remembers the astronaut saying, "then I'm ready to go."

<https://science.nasa.gov/people/katherine-johnson/>

Margaret Hamilton (born 1936), software engineer and computer scientist. She and her team at MIT created the flight software for the Apollo rockets. This gave rise to a completely new profession - software development - today an industry worth billions.

<https://science.nasa.gov/people/margaret-hamilton/>



POWDER PUFF DERBY



"The Powder Puff Derby", 1932 - 1977, was the world's first annual derby for female pilots only. It took place between Santa Monica and Cleveland from August 15 to 20, 1932. Louise Thaden took first place, Gladys O'Donnell second, and Amelia Earhart third. On Nov 2, 1939 women aviators formed their own pilot organization, the Ninety-Nines "Club of the Ninety-Nines".

*An annual All Women's Transcontinental
1947 & 1957 AIR RACE*



POWDER PUFF DERBY



"The Powder Puff Derby", (1929 - 1977) was the world's first aerial derby for female pilots only. It took place between Santa Monica and Cleveland from August 13 to 20, 1929. Louise Thaden took first place, Gladys O'Donnell second, and Amelia Earhart third. On Nov 2, 1929 women aviators formed their own pilot organization, the Ninety Nines, "Club of the Ninety-Nine".

Annual All Women's Transcontinental 1947 & 1957 AIR RACE



WOMEN AIRFORCE SERVICE PILOTS







**ROSIE WON THE WAR &
THE HOLLYWOOD CANTEN**

Renata Stih & Frieder Schnock
CHÂTEAU DE BERNAVILLE
D-DAY 80
2024









"Women should wake up and take a serious, intelligent, articulate, practical interest in what makes the world tick."

Blanche Stuart Scott in an interview for the New York Herald in 1911



Images: 20th & Century Fox
© 2005, 2007, 2008

BESSIE COLEMAN



*"The air is the only place
free from prejudices.
I knew we had no aviators,
neither men nor women,
and I knew the Race
needed to be represented
along this most important
line, so I thought it my duty to risk my
life to learn aviation..." (1921)*

Bessie Coleman



Bessie (Elizabeth) Coleman
early American civil aviator
(1892 - 1926)



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AMELIA EARHART



"I feel that women now and then have to do things to show what women can do."

"The stars seemed near enough to touch and never before have I seen so many. I always believed the lure of flying is the lure of beauty, but I was sure of it that night."



Božena Laglerová

BOŽENA LAGLEROVÁ

OPERA SINGER & FIRST FEMALE
CZECH PILOT IN 1911



Božena Laglerová & her biplane
© 1999, 2001, 2003

TAMMY DUCKWORTH
Helicopter Pilot & Politician



Reprints: John & Patricia Johnson
© 1999, 2011, 2013



REUTERS/STPA & PHOTON SCIENCE
© APH, 2015, 2016

WOMEN AVIATORS

p. 22

Blanche Stewart Scott (1885-1970)

Stunt pilot, cross-country automobile driver, scriptwriter, radio show producer, curator. The first American woman aviator flying a plane in 1910: "I learned in two days," Blanche recounts. "The plane had a 33-horsepower motor and we sat out in front. The technique was for the instructor to say 'good bye and God bless you,' and you were on your way. They had you cutting grass – flying just above the ground – which we know today is very dangerous." Seated in what she called "an undertaker's chair" in front of "a motor that sounded like a Whirling bolt in a dish pan," Blanche wore specially-made bloomers filled with three petticoats. She performed the lead role in the first movie made about flying, "The Aviator's Bride".

<https://www.womenofthehall.org/inductee/blanche-stuart-scott/>

p. 23

Bessie Coleman (1892-1926)

is a Pioneering American Aviatix. On June 15, 1921, Coleman became the first American of any race or gender, the first black woman and first Native American to obtain an international aviation pilot's license from the Fédération Aéronautique Internationale FAI in France as she had no flight training opportunities in the United States. She is also the first American of any race or gender to be awarded these credentials directly from the FAI, as opposed to applying through the National Aeronautic Association. Returning to the United States in Sept 1921 she became a media sensation, but returned to Europe right after to complete her aviation training in France, the Netherlands and Germany in 1922. In order to make a living as a civilian aviator Coleman worked as a stunt flier (barnstormer) for high-profile air shows in the United States, performing dangerous tricks in the air for paying audiences and became known as "Queen Bess". Bessie Coleman died in a plane crash in 1926 and would not live long enough to establish her envisioned school for young black aviators.

Bessie Coleman: "The air is the only place free from prejudices. I knew we had no aviators, neither men nor women, and I knew the Race needed to be represented along this most important line, so I thought it my duty to risk my life to learn aviation..." (1921). <https://www.womenshistory.org/education-resources/biographies/bessie-coleman>

p. 24

Amelia Earhart (1897-1937), American aviation pioneer and author

She became the first female Transatlantic flight pilot in 1932, and the first person ever to fly solo from Hawaii to the US in 1935, wrote best-selling books about her flying experiences, and was instrumental in the formation of The Ninety-Nines, an organization for female pilots. During the attempt to be the first to circumnavigate the globe in a Lockheed Electra, she disappeared with her navigator over the Pacific on July 2, 1937. DONT WORRY STOP NO MATTER WHAT HAPPENS IT WILL HAVE BEEN WORTH THE TRYING STOP LOVE-A

Education of women was important to her and she advised graduating girls to try a certain job but not be afraid to make a change if they found something better. "And if you should find that you are the first woman to feel an urge in that direction, what does it matter? Feel it and act on it just the same. It may turn out to be fun. And to me fun is the indispensable part of work".

<https://www.womenshistory.org/education-resources/biographies/amelia-earhart>

p. 25

Božena Laglerová (1886-1941), opera singer and aviator

She was a graduate of the Prague Conservatory, but contracted vocal cord inflammation and her brother-in-law, a professor at the Czech Technical University, awakened her love of flying. Despite resistance and prejudice against women, she strove to obtain an international pilot's license and succeeded at the flight school in October 1911. Božena Laglerová became the first Czech female pilot, winning the silver cup at an air show in Hanover in 1911 and completed many successful flights as an aerobatic pilot. Because she received insufficient support in the then Austro-Hungarian Empire, she tried her luck in Cuba and the Dominican Republic in 1912/13, and later in New York. She returned to her homeland before the outbreak of World War I.

Božena Laglerová tried unsuccessfully to become a fighter pilot in WW I or flight instructor, and therefore gave up her career as a pilot after the war.

https://en.wikipedia.org/wiki/Bo%C5%BEna_Laglerov%C3%A1

p. 26

Senator **Tammy Duckworth** (born 1968) is an Iraq War Veteran, Purple Heart recipient and former Assistant Secretary of the U.S. Department of Veterans Affairs who was among the first handful of Army women to fly combat missions during Operation Iraqi Freedom. Duckworth served in the Reserve Forces for 23 years before retiring at the rank of Lieutenant Colonel in 2014. She was elected to the U.S. Senate in 2016 after representing Illinois's Eighth Congressional District in the U.S. House of Representatives for two terms.

In 2004, Duckworth was deployed to Iraq as a Blackhawk helicopter pilot for the Illinois Army National Guard. On November 12, 2004, her helicopter was hit by an RPG and she lost her legs and partial use of her right arm.

<https://www.duckworth.senate.gov/about-tammy/biography>

p. 27

Portrait of a female **Ukrainian Drone Pilot** fighting against Russian invaders in 2025

<https://www.dw.com/en/how-ukraine-uses-drones-against-russia-transforming-warfare/video-71848353>

CV

Renata Stih (painting, sculpture, art theory, College of Art in Karlsruhe/Germany)

Professor Stih is teaching on art and technology, film and media at Beuth University of Technology in Berlin, and has published widely on art, film and architecture. She is also an Honorary Professor at the Institute of Philosophy and Sciences of Art at Leuphana University, Lüneburg, the Chair of the Art Advisory Board to the Senate of Berlin, a member of the Advisory Board of Normandy Institute in Paris; co-founder of the Human Rights Watch Committee in Berlin.

Fellowships and awards (selection): The German Federal Grant at the Cité des Art in Paris, the Berlin Art Grant; the Freund Fellowship at Washington University, St. Louis; the Rockefeller Fellowship at the Rockefeller Research Center in Bellagio/Italy; the Obermayer German Jewish History Award; the Whitney J. Oates Fellowship, Humanities Council and Department of Comparative Literature at Princeton University (2019-2020).

Frieder Schnock has studied art and art history at the College of Art in Karlsruhe/Germany, TU Karlsruhe, FU Berlin, College of Art Braunschweig, where he received his PhD in art history. Professor Dr. Frieder Schnock was the manager of the Institute of Advanced Studies at the Artists Association in Berlin and lectures Visual Studies at Beuth University of Technology in Berlin. He is also an Honorary Professor at the Institute of Philosophy and Sciences of Art at Leuphana University, Lüneburg, and has worked as a curator in public and private collections, such as at the Museum Fridericianum in Kassel (Documenta). Schnock is the co-founder of the exhibition organisations Gesellschaft für Blickschulung and Loft 44/45 in Berlin.

Fellowships and awards (selection): Rockefeller Fellow at the Rockefeller Research Center in Bellagio/Italy; Freund Fellow at Washington University, St. Louis; the Obermayer German Jewish History Award, the Whitney J. Oates Fellow, Humanities Council and Department of Comparative Literature at Princeton University (2019-2020).

Renata Stih and Frieder Schnock were multiple artists-in-residence and have also lectured at major US universities, including Amherst, Brown, GSD, Princeton, Cooper Union, Columbia, CUNY, SUNY, RISD, Yale, Emory, WUSTL, SAIC, MICA, UCLA, USC, UCSB, Stony Brook, Oberlin, Bard, Williams, Dartmouth, George Mason, UBuffalo, UW-Madison, Vanderbilt, Harvard, ZHdK, among other.

Exhibitions and Installations (selection)

Stih & Schnock have exhibited at numerous European and American galleries and museums including: *CTRL Space*, Center for Art and Media (ZKM), Karlsruhe, Germany (2001-2002); *RAF. KW/ Kunstwerke - Institute for Contemporary Art Berlin*, Joanneum Graz / Austria (2005); *Reality Bites*, Mildred Lane Kemper Art Museum, Washington University, St. Louis (2008); *Capital Offense: The End(s) of Capitalism*. Beacon Arts, Los Angeles/ USA. By reflecting on museums as containers of memory they questioned the collections of the Saint Louis Art Museum with the exhibition project *The German Connection- Raft with Stranded Objects*. It featured various works of art like collages, prints, photographs, and video, including site-specific interventions focusing on the legacy of German Emigrants in this collection. Other museum projects are: *Show Your Collection, Jewish Traces in Munich Museums* (2008); *The Art of Collecting - Flick in Berlin* (2004); their curatorial concept *LIFE~BOAT*, which they developed at the Peabody Essex Museum in Salem, MA (2005-08); the environmental installation *Who Needs Art, We Need Potatoes* for the Staatsgalerie Stuttgart (1998-2008), and a corresponding video program for the media façade of the Museum of Contemporary Art in Zagreb, Croatia (2011/12). One of their eminent bodies of work-in-progress on the history of philosophy, called *Lacan Doesn't Live Here Anymore*, was shown at Platform L.E.S. Gallery, New York (2012), *Philosophy and Supermarket* realized with students of Leuphana University in Lüneburg (2016); the series *Smoking Emigrants* were conceptualized for the collection of the Saint Louis Art Museum (2014). *Rosie Won The War*. Boca Raton Museum of Art (2015/16) and at Kimmel Gallery/ NYU (2019). *documenta 15*, Kassel (2022). *Hermann Levi Lab*, Giessen (2023/24), *Bus Stop*, Melbourne Holocaust Museum (2024), *D-Day 80*, Château de Bernaville / The Normandy Institute (2024), *Nach Hitler*, Haus der Geschichte Bonn (2024-26), *Places of Remembrance - The App*, Berlin 2024/25.

<https://www.stih-schnock.de/>

Renata Stih & Frieder Schnock

WOMEN AVIATORS

Opening June 3, 2025

List of Artworks by Stih & Schnock

p. 6 Mongolfière / Balloon Pilots and Parachutists

p. 7 Aviation Pioneers:

Aida de Acosta, Raymonde de Laroche, Harriet Quimby, Lydia Zvereva, Melli Beese

p. 8 Powder Puff Derby

p. 9 Women Airforce Service Pilots (WASP) in WW II

p. 10 Night Witches in WW II

p. 11 Katherine Johnson, outstanding NASA scientist / orbital mathematician

& Margaret Hamilton, software engineer / Apollo 11

All works above: print on fabric, size 180 x 213 cm

p. 22 Aviatrice Blanche Stewart Scott, US Aviation Pioneer

p. 23 Bessie Coleman, US Aviation Pioneer

p. 24 Amelia Earhart, US Aviation Pioneer

p. 25 Božena Laglerová, Czech Aviation Pioneer and Opera Singer

p. 26 US Senator Tammy Duckworth, Helicopter Pilot, Veteran, Politician

p. 27 Ukrainian Drone Pilot

All works above: print on fabric, size 116 x 152 cm

p. 18+19 D-Day 80 exhibition in 2024 by Stih & Schnock

ROSIE WON THE WAR & THE HOLLYWOOD CANTEEN

Orangerie @ Château de Bernaville

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The Normandy Institute - Château de Bernaville

- D-Day 81 & 80th Anniversary End of WW II -

50360 Picauville, France

<https://bernaville.org/>

***„There was no choice,
we had to be pioneers.“***

Margaret Hamilton, Apollo 11 mission

***“Women should wake up and take a
serious, intelligent, articulate,
practical interest in what
makes the world tick.”***

Blanche Stuart Scott in an interview for the New York Herald in 1911

***“I feel that women now and then
have to do things to show what women can do.”***

Amelia Earhart, aviator