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Schneider Trophy (1930-1939) Schneider Trophy Aircraft 1913 1931 Schneider Trophy aircraft. Schneider Trophy aircraft are the racing seaplanes that contested for the Schneider Trophy between 1913 and 1931. By winning its third consecutive contest in 1931, the United Kingdom won the trophy in perpetuity. ^ Two entrants in the 1913 race; both retired prior to finish. ^ Second entry in 1921 race; flown by Corgnolino, retired on 16th lap.

Schneider Trophy aircraft - Wikipedia

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Schneider Trophy Aircraft 1913-1931: James, Derek N ...

The Coupe d'Aviation Maritime Jacques Schneider, also known as the Schneider Trophy, Schneider Prize or Schneider Cup was a trophy awarded annually to the winner of a race for seaplanes and flying boats. The Schneider Trophy is now held at the Science Museum, South Kensington, London. Announced in 1912 by Jacques Schneider, a French financier, balloonist and aircraft enthusiast, the competition offered a prize of approximately £ 1,000. The race was held twelve times between 1913 and 1931. It was

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Schneider Trophy - Wikipedia

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A LARGE silver trophy was presented in 1913 to the Aero Club of France by Jacques Schneider, with the object of developing marine aircraft. This trophy was to be competed for annually by the fastest machines in the world. The war of 1914-18 interrupted the annual contests, which were resumed in 1920. After 1923 the annual regularity was interrupted and after 1927 the contests were held every two years.

The Schneider Trophy - Wonders of World Aviation

Schneider Trophy Aircraft 1913 1931 Book Description : At the end of 1912 Jacques Schneider announced his intention of presenting an annual trophy for an international seaplane contest. There were only twelve Schneider contests but they were major international events with the major rivals being Britain and Italy, followed by France and the US.

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Over the 18 years of its existence, the Schneider Trophy race did much to influence progress in aviation, most dramatically in the increase in speed — from 45.71 mph in 1913 to 340.08 mph in 1931. A.F. Sidgreaves, managing director of Rolls-Royce, declared that it had compressed 10 years of engine development into two years.

Aviation History: Schneider Trophy Race

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Timed to coincide with the one-hundredth anniversary of the Schneider Trophy, this book is a history of over one hundred different aircraft that contested the trophy between 1913 and 1931. The book includes amazing drawings and photographs of the aircraft that have never been seen before.

Schneider Cup | The Coupe d'Aviation Maritime Jacques ...  
Hirsch, Robert, Schneider Trophy Racers, Motorbooks International, 1993 ISBN 0-87938-616-9 James, Derek N., Schneider Trophy Aircraft 1913-1931 , Putnam Press 1981 Lembo, Daniele.

List of racing aircraft - Wikipedia  
history of flight. In history of flight: The headliners. For example, the Schneider Trophy races, conducted in Europe between 1913 and 1931, pitted single-engine racing planes equipped with floats against each other. With entrants carrying the colours of their respective countries, considerable international prestige and technological recognition was attached to the outcome.

Schneider Trophy | air race award | Britannica  
The M.C. 72 was built in 1931 for what turned out to be the final Schneider Trophy race, but due to engine problems was unable to compete. Instead of halting development, Macchi continued work on the M.C. 72.

Macchi M.C.72 - Wikipedia  
SCHNEIDER TROPHY, PART 1 THERE ' S A rich history documenting the Schneider Trophy, seaplane races held 11 times between 1913 and 1931. It began in Monaco and was to end—somewhat ignominiously—off the Isle of Wight, near Portsmouth, England.

SCHNEIDER TROPHY, PART 1 | Simanaitis Says  
Announced in 1912 by Jacques Schneider, a French financier,

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balloonist and aircraft enthusiast, the competition offered a prize of approximately £ 1,000. The race was held twelve times between 1913 and 1931.

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‘ Between the wars (1931) – the Supermarine S6B winning the Schneider Trophy for Great Britain ’ Illustration by Hardy for the article Fifty Fighting Years – Half A Century Of British Air Power by John Taylor.

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1913 – 1931 Painting by Ken Dallison In the dawn of aviation, Frenchman Jacques Schneider, son of a rich armament manufacturer, subscribed to the idea that aircraft would become an important method of transporting goods and people.

News | Schneider Cup

First held in 1913, Schneider ’ s intent for his eponymous trophy was that it should encourage the development of reliable, safe, waterborne aircraft. This being seen as a more practical proposition in those early days of sparsely distributed random muddy airstrips for land-borne planes.

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