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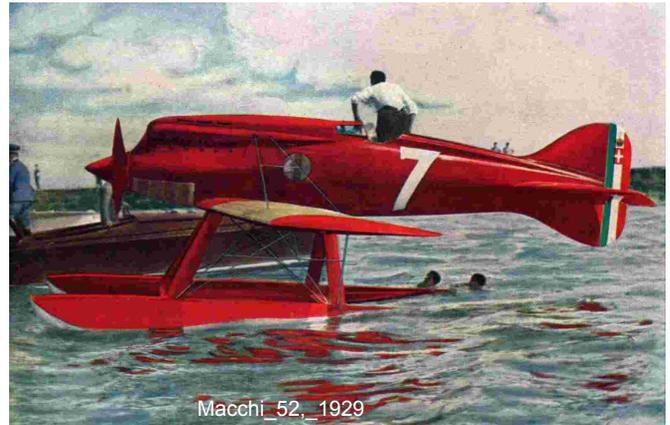


Verein Deutscher Ingenieure  
Hamburger Bezirksverein e.V.  
Arbeitskreis Luft- und Raumfahrt

Invitation to an RAeS lecture in cooperation with the DGLR and VDI

# The Schneider Trophy Air Races 1913-1931

Mike Marsden, former Head  
of Wind Tunnels, Airbus Filton



Lecture  
followed by discussion

Entry free !  
No registration required !

**Date:** Thursday, 27th October, 18:00  
**Location:** HAW Hamburg  
Berliner Tor 5, (Neubau), Hörsaal 01.12



A competition to encourage the development of commercial marine aviation was announced by Frenchman Jacques Schneider in 1912. For the time this was far-sighted thinking, because in 1912 only a handful of seaplanes existed worldwide. However Schneider's hopes for his contest were not realised, and commercial marine aircraft developed quite independently of the Schneider Trophy. The speed element of the Schneider Trophy soon overshadowed other aspects, and led to the production of specialised and impractical racing seaplanes. But the aircraft were undeniably exciting, and captured the imagination of the public. In later years, winning the Schneider Trophy contest became a matter of national pride and prestige between America, Britain and Italy. The Schneider Trophy competition may not have fulfilled the original hopes of Jacques Schneider, but it did help to push the boundaries of high speed aircraft design. The lecture looks at the 12 Schneider Trophy contests held between 1912 and 1931, and considers the associated advances in propulsion, structures and aerodynamics.

*In 1956 Mike Marsden started a Student Apprenticeship with Bristol Aircraft at Filton near Bristol. He had always been interested in aerodynamics (he built his own small wind tunnel when he was 16 – it was not a success!), and at the end of his apprenticeship he worked in the Aerodynamics Office and the Wind Tunnel Department. He was involved in much of the wind tunnel testing of Concorde, particularly the air intake. Between 1977 and 1980 he was seconded to Amsterdam as part of a Technical Group carrying out the preliminary design of a new European cryogenic wind tunnel – this became ETW and is now sited at Porz-Wahn, near Köln. Between 1988 and 1998, when he retired, he was Head of the Wind Tunnel Department of British Aerospace-Airbus at Filton. Since retirement he has, with his wife, been writing a book on the history of one of Bristol's lost metal-working trades. He also enjoys driving, as well as working on, old cars.*

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