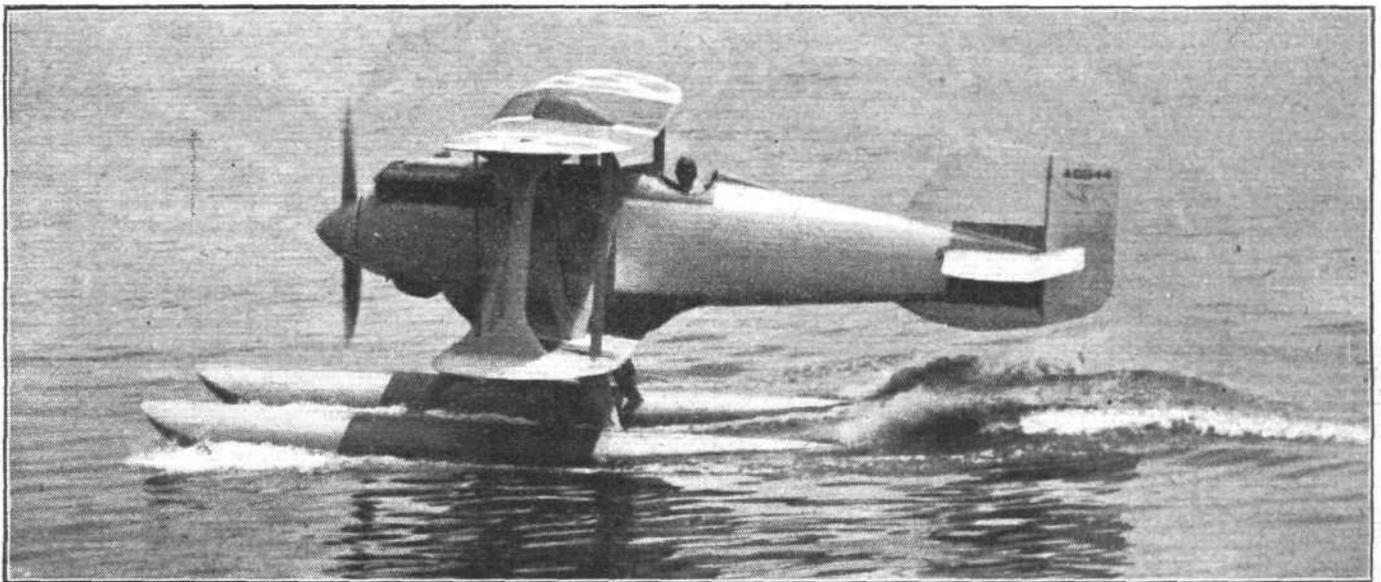


THE SCHNEIDER CUP SEAPLANE RACE

THE American team which will represent the United States of America in the forthcoming seaplane race for the Schneider Cup at Cowes on Friday, September 28, have now arrived in this country, and are installed at the Cowes works of S. E. Saunders, Ltd. The Americans have brought over four machines, two of which are of the Curtiss-Navy Racer type, C.R.-3, illustrated in *FLIGHT* recently. These machines are numbered A-6080 and A-6081, and will be flown by Lieuts. Rutledge Irvine, U.S.N., and Lieut. D. Rittenhouse respectively. On tests recently one of these machines did 175.3 m.p.h. over a measured course. The third American machine is a Navy-Wright, N.W.-2, carrying the identification number A-6544. This machine, which will be piloted by Lieut. A. W. Gorton, is credited with having attained a speed of 177.5 m.p.h. in recent trials. By way of a stand-by the Americans have brought over a Curtiss-Navy seaplane, which has already been out for tests over the Solent. We understand that the floats

The Blackburn "Pellet" is an unknown quantity as far as actual performance goes, although her lines look promising. The accompanying silhouette, taken from the Blackburn house organ, *The Olympian*, shows in some small measure the general arrangement of the "Pellet," which is a flying boat biplane, or rather *sesquiplan*, as the bottom plane is of less than half the area of the top plane. The wings are separated by V-struts, and the Napier "Lion" engine is mounted above the top plane. The machine is of the tractor type, and the pilot sits in front of the wings, in fact immediately ahead of the tractor screw. In the race the "Pellet" will be piloted by Mr. Kenworthy, the well-known Blackburn pilot.

Little is known about the French and Italian competitors. The former country has entered three machines and the latter two. The French team will probably include one Latham twin-engined machine and one C.A.M.S., although at the moment of writing no official information has been received



ANOTHER AMERICAN CHALLENGER : The Navy-Wright (N.W.-2) is to be piloted by Lieut. A. W. Gorton, U.S.N. The American machines have arrived, and are "stabled" at Saunders' of Cowes. The pilots will take every opportunity of getting in some flying practice, becoming familiar with the course, etc.

were slightly damaged in hauling up the machine, and that the spare ones have been substituted. A lot of gear has been brought over, and the "expedition" filled one-fifth of the hold of the "Leviathan."

The machines are all very clean, as will be seen from the photograph of the N.W.-2 published herewith, and all are fitted with wing radiators. They are all float seaplanes, and if the weather is very calm will form formidable opponents. If, on the other hand, the sea should be fairly rough, it seems likely that the float type of machine may suffer in the navigability tests on Thursday, September 27. In the meantime the American pilots are getting in a lot of useful practice, becoming familiar with the course, practising alightings and get-offs, etc., and in that respect may be at an advantage compared with some of the other competitors.

The British team has been robbed of one of its members by the unfortunate accident to the Sopwith-Hawker machine last week. It appears that Lieut. Longton was out for a trial flight when the spinner blew off, as spinners have a habit of doing, and he had to alight in a very unsuitable spot. The machine turned over in landing, fortunately without injuring Lieut. Longton, and was completely smashed. This is extremely regrettable, not only because it robs the Hawker Engineering Company of their chance to fly in the great international race, but also because it reduces the British team to two representatives, the Supermarine "Sea Lion" flying boat and the Blackburn flying boat, also with Napier "Lion" engine.

The Supermarine machine is similar to that on which Capt. Biard won the race at Naples last year, and is a very fine machine indeed. It has been "cleaned up" since last year's model, and is now probably considerably faster than it was then. Seaworthiness has always been the chief aim of the Supermarine works, and in this respect the "Sea Lion" may be assumed to be up to usual Supermarine standard. If the day of the race should prove at all rough it is likely the Southampton boat will show to her best advantage.

from the French Aero Club. M. D. Lawrence Santoni, managing director of the latter firm, is almost sure to have a really fast machine in the race, and we look forward to seeing a C.A.M.S. competing side by side with our own machines in this classic contest. M. Santoni has many friends in this country from the old days when he was associated with the late Commander Porte in the British Deperdussin Company, and last year, it may be remembered, the C.A.M.S. was finished too late to take part in the race at Naples.

The Italians will probably be a Savoia and a Macchi,



THE "PELLET."

THE BLACKBURN SCHNEIDER CUP DEFENDER : A silhouette of the "Pellet" flying boat entered by the Blackburn Aeroplane and Motor Company, Ltd., which we reproduce from "The Olympian," the B.A.M.Co. house journal. The "Pellet" is fitted with a 450 h.p. Napier "Lion," mounted just above the top plane, the area of which is more than twice that of the bottom plane.

although here again great secrecy is being maintained. The competition promises some very fine flying, and, although the course is somewhat inaccessible, it is to be hoped that a great number of spectators will gather at Cowes and Southsea to watch the fight for the coveted Cup.