Spain’s Aerial Proving Ground

War Provides Test for New Type of Fighters

BY WANEY THOMAS

This department today is devoted to photography and information from the adjoining world war in Spain. All the machines shown here are genuine, and their pilots are identified by Gen. Francisco Franco’s pilots. Generally on the loyalist side of the line is strict and that for an authentic photograph of the new Russian mass—neglect to be among the best—that have been available.

The information—whether, perhaps inaccurate, since there is no way to verify it—follows:

Visually all the air fighting is done in a formation. The day of the individual dog fight is past. Twelve countries or more have a few and very few. Strugglers who are unable to keep their plane from the formations usually are the monkeys. Maneuverability, always historically, is found in the principle of present machine, is giving away to more control speed and more important characteristics. Modern high-speed bombers, delivered from every angle, can fold on twin-engine planes. Two single-seat fighters and heat them, it takes a concert at a bomb or more, to destroy such a bomber.

Modern high-speed machine guns are present—both 750 and 2000 rounds a minute. The pilots are moving at 600 r.p.m. Almost all the air fighters carry at least four of the modern guns. The weapons are chiefly of Norwegians or Czechs, the origin. The Steeles plane of the latter country is capable of doing 400 m.p.h. The Germans have a few Kampfzeiten of 800 horsepower and their engine. The Italians use British liquid-cooled engines, Mercury or Fascia engines. The Germans use liquid-cooled engines. The Italians also use British liquid-cooled engines, with a 1900 h.p. double-bank engine. Its top speed is supposed to be about 250 m.p.h. at 16,900 feet. It bands at 70 m.p.h. with 200 horsepower.

The Italian machines in Spain are of these types—pontoon, light bomber-attack, or heavy bomber. Of the first type two machines are in the majority. One is the Fiat CR.32 biplane, with a 900 h.p. liquid-cooled engine, and has a top speed of 115 m.p.h. at 16,000 feet, and a maximum maneuverability and solidity built. One of these machines made fifty turns of a spin in the worst wind on the pilot bashed about 30,000 feet through oxygen mask failure but retained consciousness after falling into dense air. He was able to right the machine immediately, which speaks well for its construction and constructional

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