

...So, there was this War, see; and there was this Depression.

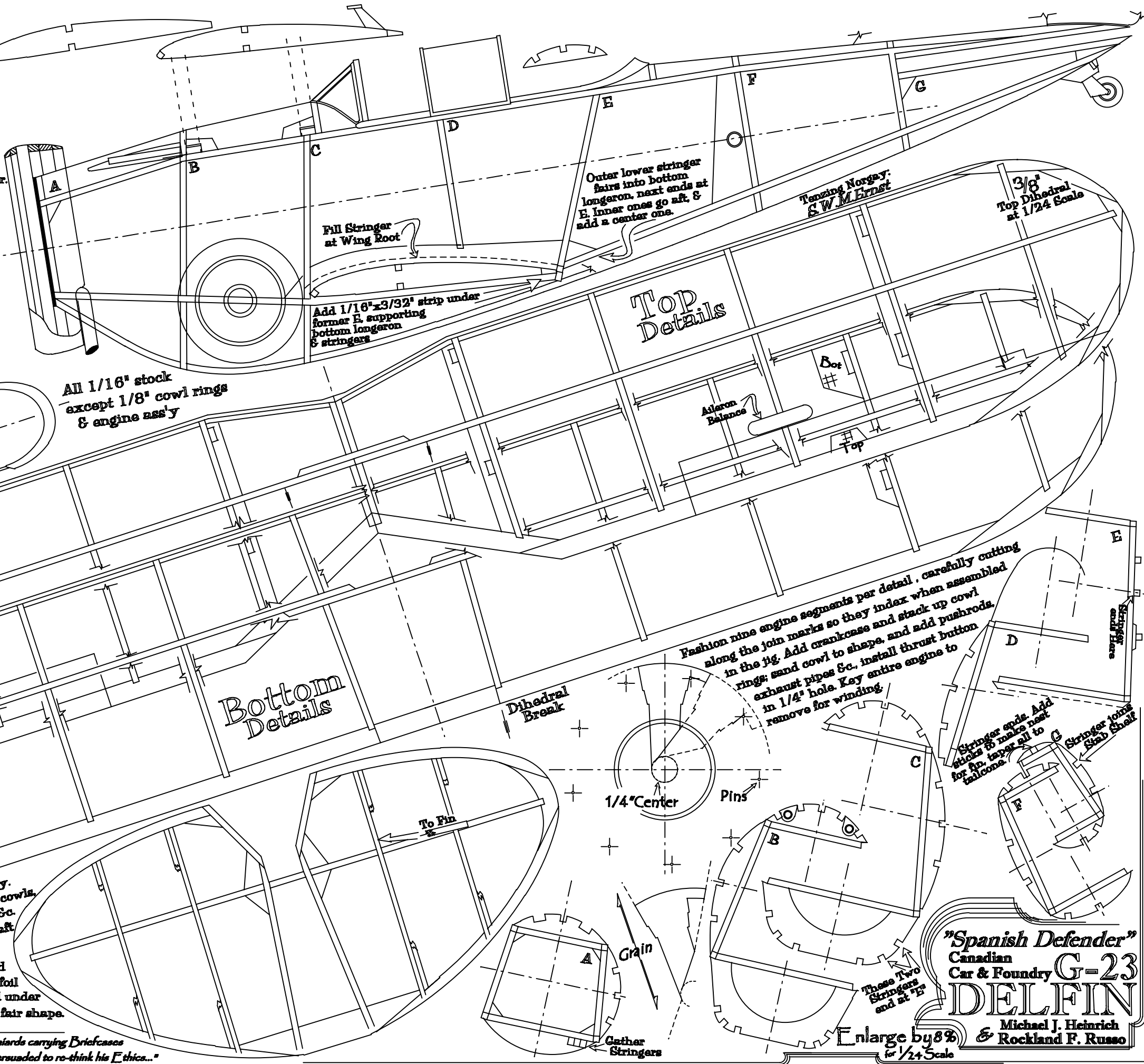
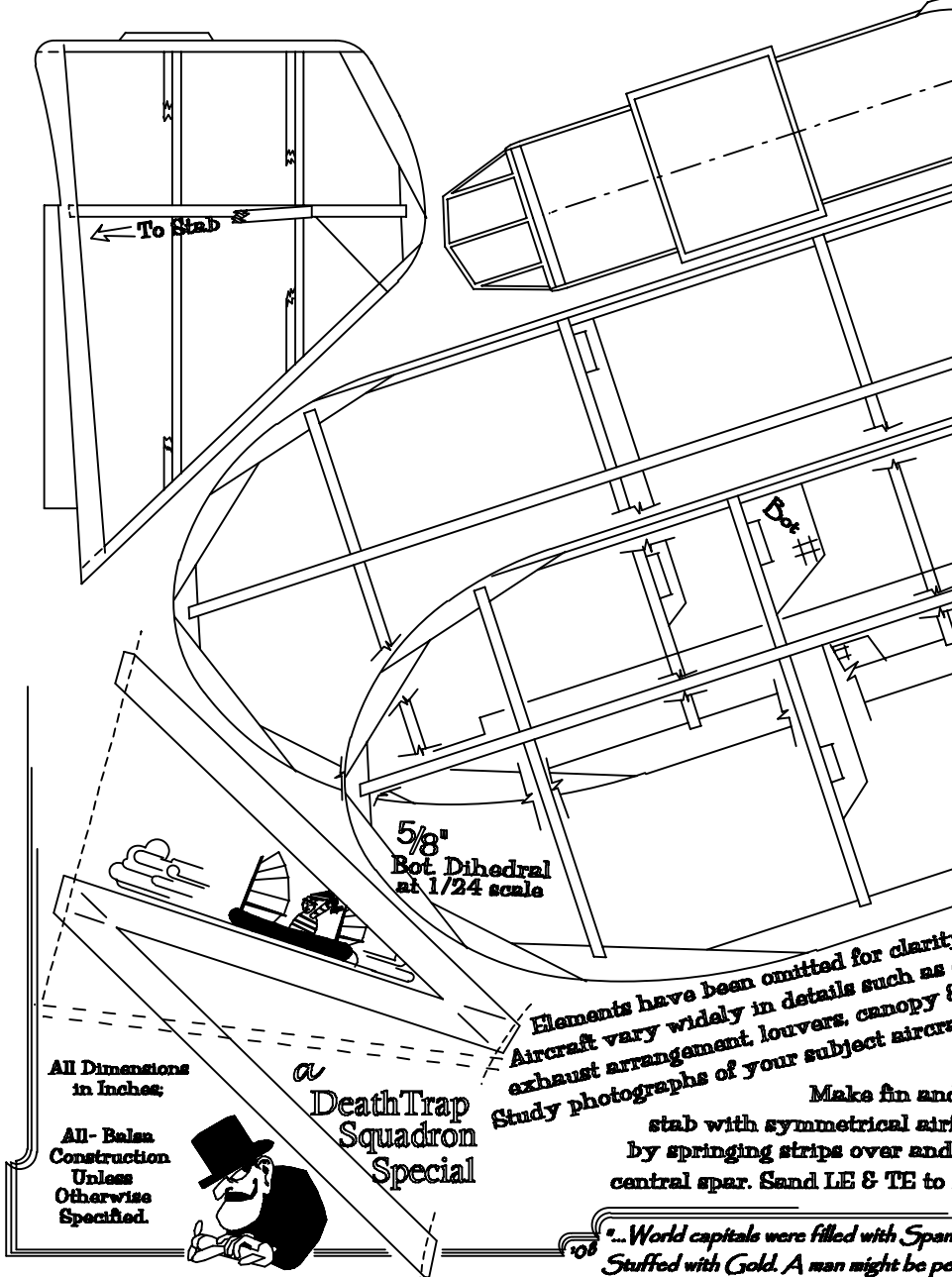
Still smarting from The Big One, the World nobly agreed not to get involved in the former. A little relief from the latter, though, that was attractive.

So Grumman, short of work like everyone, licensed Canadian Car & Foundry to produce its old FF1, now renamed G-23 "Goblin." And soon enough, Lo, an agent did appear with a forty-plane (later fifty) order for Turkey--and hurry it up. CCSF wasn't up to speed yet, and Grumman just happened to have kept their plants open by "warehousing" components, so a little business came South as well; everybody happy so far, right? Okay.

Well, planes got assembled and tested (the G-23, with a hotter mill and a lot less extra equipment, could whip its American brother) and in April '38, the first 34 planes were on the way to France, where they would be received by Dr. Leo Katz--wait, wasn't he looking for planes for Spain a few months back? And now he works for Turkey? Let me see those papers, the ones on official Turkish stationary--whose signature is this? Where's that CHECK??

Yup, folks, it was a put-up. While CCSF denied any knowledge of the caper, it appears that Spanish Republican operators had been talking with certain Turks with, um, personal financial needs, and that CCSF was on the line in at least some of the talk. Indeed, as we look back, everybody connected seems to have more than just one connection: Dr. Katz, politically well-intentioned perhaps, was probably a Soviet spy. The Turkish forgers apparently came on through the work of one Fuat Baban, not only an arms dealer but also the local Lockheed rep, and by the way Fatty Goaring's personal "painkiller" connection as well.

All in all, everybody made a little money, the beleaguered Spaniards got some much-needed hardware, everybody got a little something in this deal. Not enough, though, not for long. It's never enough. That's the thing about War.



All 1/16" stock except 1/8" cowl rings & engine ass'y

Fill Stringer at Wing Root  
Add 1/16"x3/32" strip under former B, supporting bottom longeron & stringers

Outer lower stringer flairs into bottom longeron, next ends at E. Inner ones go aft, & add a center one.

TOP Details

Bottom Details

Dihedral Break

1/4" Center Pins

Fashion nine engine segments per detail, carefully cutting along the join marks so they index when assembled in the jig. Add crankcase and stack up cowl rings; sand pipes &c. and add pushrods, exhaust pipes &c. install thrust bottom in 1/4" hole. Key entire engine to remove for winding.

Stringer ends. Add sticks to make nest for fin, taper all to tailcone.  
Stringer to Stab Shell

Grain

Gather Stringers

These Two Stringers end at 'E'

Enlarge by 8% for 1/24 Scale

Elements have been omitted for clarity. Aircraft vary widely in details such as cowl, exhaust arrangement, louvers, canopy &c. Study photographs of your subject aircraft.  
Make fin and stab with symmetrical airfoil by springing strips over and under central spar. Sand LE & TE to fair shape.

DeathTrap Squadron Special

All Dimensions in Inches

All-Balsa Construction Unless Otherwise Specified.



"...World capitals were filled with Spaniards carrying Briefcases Stuffed with Gold. A man might be persuaded to re-think his Ethics..."

"Spanish Defender"  
Canadian Car & Foundry G-23  
**DELFIN**  
Michael J. Heinrich & Rockland F. Russo