

GRUMMAN JRF GOOSE

GOOSE SERVICE

Manufacturer: The Grumman Aircraft Engr. Corp., Bethpage, Long Is.,
New York, USA

Models: G-21, G-26, G-31, G-38, G-39

Designations: JRF; J3F, OA-9, OA-13, A-9

Name: Goose

First official flight: Model G-21 29 May 1937

XJ3F-1 07 Sep 1938

Factory production period: 1937 – 1945

Primary service period: 1939 – 1945

Last official flight: JRF-5 Jul 1956

GOOSE VARIANTS

| | | | | |
|------|--------------------|--------------------|----|-------------------|
| 1937 | Model G-21 | Model G-21 | 12 | |
| 1938 | Model G-21A | Model G-21A | 30 | |
| 1940 | Model G-21B | Model G-21B | 12 | Total: 054 |

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|------|-------------------|---------------|---|-------------------|
| 1938 | Model G-26 | XJ3F-1 | 1 | Total: 001 |
|------|-------------------|---------------|---|-------------------|

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|------|-------------------|-------------|----|-------------------|
| 1938 | Model G-31 | OA-9 | 26 | Total: 026 |
|------|-------------------|-------------|----|-------------------|

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|------|-------------------|---------------|-----|-------------------|
| 1939 | Model G-38 | JRF-1 | 10 | |
| 1939 | Model G-39 | JRF-2 | 7 | |
| 1940 | Model G-39 | JRF-3 | 3 | |
| 1940 | Model G-38 | JRF-4 | 10 | |
| 1941 | Model G-38 | JRF-5 | 184 | |
| 1942 | Model G-38 | JRF-6B | 50 | Total: 264 |

Total: 345

GOOSE PRODUCTION

Civil Aircraft

Model G-21

*Twin-engined, commercial 7-seater
amphibious flying-boat. Most later
to G-21A standard.
produced 1937*

Grumman Bethpage, New York
civil reg.

1001 / 1012

12 **Total: 012**

Model G-21A

*As Model G-21, modified hull,
engine upgrade. 4 to Peru military
as 2TP-1H / -4H.*

produced 1938 – 1942

Grumman Bethpage, New York

civil reg. mixed 1013 to 1188

30 **Total: 030**

Model G-21B

*As Model G-21A, flying-boat
version for Portugal military,
wheels removed. US civil
reg: NX97 / NX108.*

produced 1940

Grumman Bethpage, New York

(Portugal) 97 / 108 1088 / 1099

12 **Total: 012**

Military Aircraft**XJ3F-1**

*As Model G-21A, 8-seater utility
prototype for US Navy, engine
upgrade.*

produced 1938

Grumman Bethpage, New York (F)

BuNo. 1384 1021

1 **Total: 001**

OA-9

*As Model G-21A, observation version
for USAAC, engine upgrade.*

produced 1938 – 1939

Grumman Bethpage, New York

38-556 / 38-581 1022 / 1047

26 **Total: 026**

JRF-1

*As XJ3F-1, 7-seater utility
transport, engine upgrade.*

produced 1939 – 1940

Grumman Bethpage, New York (F)

BuNo. 1671 / 1680 1066 / 1075

10 **Total: 010**

JRF-2

As JRF-1, USCG version.

produced 1939 – 1940

Grumman Bethpage, New York (F)

(USCG) V174 / V176 1063 / 1065

(USCG) V184 / V187 1076 / 1079

7 **Total: 007**

JRF-3

As JRF-2, minor changes.

produced 1940

Grumman Bethpage, New York (F)

(USCG) V190 / V192 1085 / 1087

3 **Total: 003**

USAAF / USAF

| | | |
|---------------|----------|--|
| OA-9 | 6 | 5 Goose Mk. IA, 1942-1947, repossessed aircraft from Royal Navy. Assigned s/n: 42-106979 / 42-106983. 1 JRF-5 (BuNo. 34092), 1947-1949, Pantobase prototype with EDO Corp. Assigned s/n: 48-128. Redesignated as ZA-9 in 1948. |
| ZA-9A | 1 | OA-9 (38-564), 1948-1949, redesignated as "obsolete." |
| OA-13A | 3 | Model G-21A, 1942-1946, aircraft impressed from civil owners. Assigned s/n: 42-38214, 42-38215, 42-97055. |
| OA-13B | 2 | JRF-5, 1945-1946, USN transfers to USAAF. Assigned s/n: 45-49088, 45-49089. |

British RAF / RN / RCAF

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|---------------------|-----------|--|
| Goose Mk. I | 15 | Model G-21A, 1938-1945, transfers to the RAF and RCAF. 2 assigned RAF s/n: HK822, MV993. 13 assigned RCAF s/n: 796 / 798, 917, 924 / 926, 939 / 944. |
| Goose Mk. II | 22 | JRF-5, 1944-1955, transfers to the RN and RCAF. 4 assigned RN s/n: FP470 / FP473 with 2 back to USN 1946 as BuNo. 66360, 66361. 16 assigned RCAF s/n: 382 / 397. 10 s/n: FG738 / FG747 cancelled – 2 (FG740, FG742) were delivered but retained in US. |

FOREIGN MILITARY / CIVILIAN SERVICE

- *Goose amphibians in military service with Argentina, Bolivia, Canada, Cuba, England, France, Guatemala, Honduras, Indonesia, Japan, Paraguay, Peru, Portugal and Sweden.*
- *Three (BuNo. 37782, 37783, 37805) military experimental conversions by the EDO Corp., New York from 1950 – 1965.*
- *Kaman Aircraft Corp., Connecticut used one JRF-5 (BuNo. 04351) as the **Model K-16B** for tilt-rotor experimental development from 1956 – 1962.*
- *McKinnon Enterprises Inc., Oregon converted Goose aircraft from 1958 as the **G-21C** (new c/n: 1201 / 1204); **G-21D** (new c/n: 1251 / 1255); **G-21E** (new c/n: 1211 / 12025); **G-21F** (new c/n: 1206 / 1210) and **G-21G** (new c/n: 1203, 1205, 1226 / 1250) built specifically as the 4 piston-engined G-21C (1958, 2, c/n: 1201, 1202); G-21D (1960, 1, c/n: 1251) and twin turbo-prop G-21C Hybrid (1968, 2, c/n: 1203, 1204); G-21D Hybrid (1960, (1), c/n: 1251); G-21E (1970, 1, c/n: 1211) and G-21G (1968, 3, c/n: 1205, 1226, 1240). There were also general **G-21A Turbo Goose** conversions.*

GRUMMAN J4F WIDGEON

WIDGEON SERVICE

Manufacturer: The Grumman Aircraft Engr. Corp., Bethpage, Long Is., New York, USA

Model: G-44

Designations: J4F; OA-14

Names: Widgeon; Gosling (RN)

First official flight: Model XG-44 28 Jun 1940
J4F-1 1941

Factory production period: 1940 – 1949

Primary service period: 1941 – 1945

Last official flight: J4F-1 1945

WIDGEON VARIANTS

| | | | | |
|--------------------------------|--------------------|---------------------|-----|--------------------------|
| 1940 | Model G-44 | Model G-44 | 44 | |
| 1944 | Model G-44A | Model G-44A | 76 | Total: 120 |
| 1941 | Model G-44 | J4F-1 | 25 | |
| 1942 | Model G-44 | J4F-2 | 131 | Total: 156 |
| | | | | <u>Total: 276</u> |
| <i>Foreign built – France:</i> | | | | |
| 1949 | Model G-44A | SCAN Type 30 | 42 | <u>Total: 042</u> |

WIDGEON PRODUCTION

Civil Aircraft

Model G-44

*As Model G-21A, smaller 5-seater version, engine upgrade. Prototype (c/n: 1201), designated as **XG-44**.*

produced 1940 – 1942

Grumman Bethpage, New York

civil reg. 1201 / 1221

civil reg. 1230 / 1240

(Portugal) 119 / 130 1241 / 1252

44 **Total: 044**

Model G-44A

*As G-44, redesigned hull, minor changes. Prototype (c/n: 1401), designated as **XG-44A**.*

produced 1944 – 1949

Grumman Bethpage, New York

civil reg. 1401 / 1476

76 **Total: 076**

Military Aircraft

J4F-1

As Model G-44, 3-seater version for USCG. Upper fuselage hatch. V221 to USN as BuNo. 34585.

produced 1941 – 1942

Grumman Bethpage, New York (F)

(USCG) V197 / V204 1222 / 1229

(USCG) V205 / V221 1253 / 1269

25 **Total: 025**

J4F-2

As Model G-44, 5-seater version for US Navy. BuNo.

33952 to USCG as 221, 12 later to USCG in 1946.

produced 1942 – 1945

Grumman Bethpage, New York (F)

BuNo. 30151 1270

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|--------------------------------|---------------------------|-----|-------------------|
| BuNo. 32937 / 32986 | 1291 / 1340 | | |
| BuNo. 33952 / 33957 | <i>mixed</i> 1273 to 1282 | | |
| BuNo. 37711 / 37770 | 1341 / 1400 | | |
| (Brazil) FAB-01 / FAB-14 | <i>mixed</i> 1271 to 1290 | 131 | Total: 131 |
| <i>- Designated as UC4F-2.</i> | | | |

Total: 276

Foreign built – France:

SCAN Type 30

As Model G-44A, French built version, engine upgrade. First aircraft was the prototype. produced 1948 – 1949

Societe de Constructions Aero-Navales du Port Neuf (SCAN), La Rochelle, France

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|-------------------|--------|----|--------------------------|
| F-WFDM | 01 | | |
| <i>civil reg.</i> | 1 / 41 | 42 | <u>Total: 042</u> |

WIDGEON CONVERSIONS & TRANSFERS

US Navy

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| XJ4F-2 | 1 | J4F-2 (BuNo. 32972), 1949-1954, test-bed with the NACA. 1942, civil aircraft impressed from commercial / private owners: | |
|--------|---|--|--|

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|--------------|--------------|---|-----------------|
| (Model G-44) | J4F-2 | 5 | Total: 5 |
|--------------|--------------|---|-----------------|

Assigned BuNo. 09789, 99074 / 99077.

USAAF

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|--------------|-----------|---|--|
| OA-14 | 16 | G-44, 1942-1945, aircraft impressed from civil owners. Assigned s/n: 42-38216 / 42-38223, 42-38285, 42-38339, 42-38340, 42-38355, 42-38356, 42-43460, 42-53003, 44-52997. | |
|--------------|-----------|---|--|

British Royal Navy

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|----------------------|-----------|--|--|
| Gosling Mk. I | 18 | 17 J4F-2 / 1 G-44 (s/n unk), 1942-1945, transfers to the RN. Name changed to Widgeon Mk. I in 1944. Assigned RN s/n: FP455 / FP469, FP474, JS996. | |
|----------------------|-----------|--|--|

FOREIGN MILITARY / CIVILIAN SERVICE

- *Widgeon amphibians in military service with Brazil, Cuba, England, Israel, Portugal, Thailand and Uruguay.*
- *One J4F-2 (BuNo. 32976) for experimental tests by the NACA and EDO Corp., New York from 1947 – 1955, later designated as the **E-175**.*
- *Up to 70 conversions from 1953 by McKinnon Enterprises Inc., Oregon (and other companies) with engine / airframe upgrades as the **Super Widgeon**.*
- *Up to 15 Lycoming radial engine upgrades of SCAN-30 aircraft from 1953 by the Pacific Aircraft Engineering Corp. (PACE) / Lee Mansdorf & Co., California as the **PACE Gannet** and **Gannet Super Widgeon**.*