

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 29/05/1937

XJ3F-1 07/09/1938

Factory production period: 1937 – 1945

Primary service period: 1939 – 1945

Last official flight: JRF-5 07/1956

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
1938	Model G-26	XJ3F-1	1	Total: 001
1938	Model G-31	OA-9	26	Total: 026
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
				<u>Total: 345</u>

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(34092), 1947-1949, Pantobase prototype with the EDO Corp. Assigned s/n: 48-128. Redesignated as ZA-9 in 1948.
ZA-9A	1	OA-9(38-564), 1948-1949, last OA-9 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

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	20	JRF-5, 1944-1955, transfers to the RN and RCAF. 4 assigned RN s/n: FP470 / FP473. 2 back to USN 1946 as BuNo. 66360, 66361. 16 assigned RCAF s/n: 382 / 397.

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 / 1205); **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 28/06/1940
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

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

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

WIDGEON CONVERSIONS

US Navy

XJ4F-2 1 J4F-2(32972), 1949-1954, test-bed with the NACA.

1942, civil aircraft impressed from commercial / private owners:

(Model G-44)	J4F-2	5	<u>Total: 5</u>
Assigned BuNo. 09789, 99074 / 99077.			

USAAF

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.
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British Royal Navy

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.
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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**.*