

GRUMMAN GOOSE INSTRUCTIONS

Come fly with me 🎵

In 1937, the Grumman Model G-21 was designed as a light amphibian transport. The typical Grumman rugged construction was matched to an all-metal, high-winged monoplane powered by two 450-horsepower Pratt and Whitney Wasp Jr. nine-cylinder, air-cooled radial engines mounted on the leading edge of high-set wings.

The deep fuselage served also as a hull and was equipped with hand-cranked retractable landing gear. The fuselage also proved versatile as

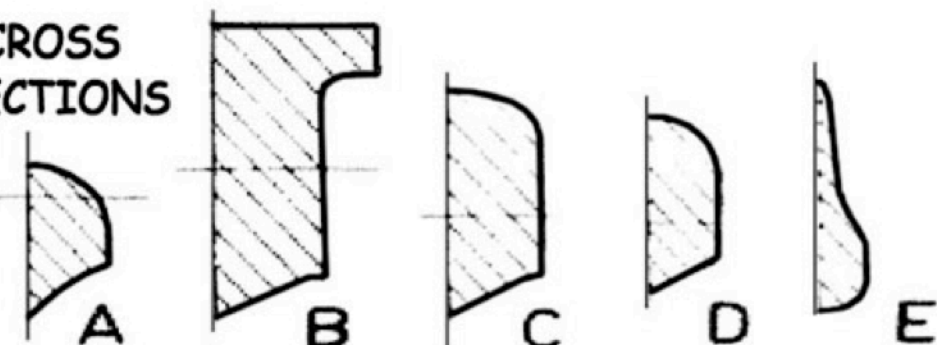
it provided generous interior space that allowed fitting for either a transport or luxury airliner role. Having an amphibious configuration also allowed the G-21 to go just about anywhere, and elaborate plans were made to market it as an amphibian airliner.

During World War II, the Goose became an effective transport for the US military and Coast Guard, as well as serving with many other air forces. During hostilities the Goose took on an increasing number of combat and training roles. In postwar use, the adaptable little transport continued in use.

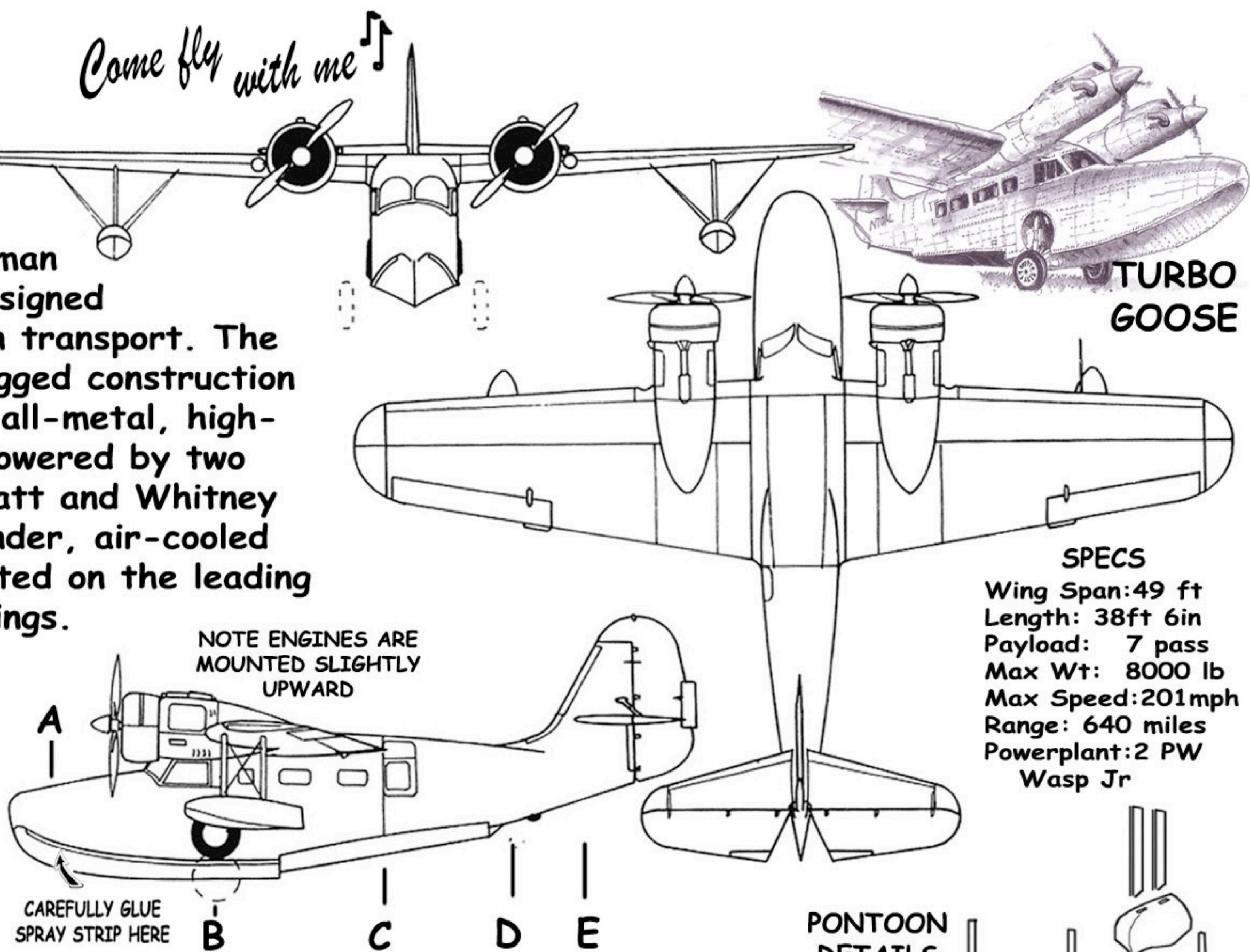
WHEREVER IT APPEARS GRUMMAN'S WONDERFUL WORKHORSE AMPHIBIAN PRESENTS A GLIMPSE OF THE ROMANCE AND ADVENTURE OF

TIMES PAST!

FYI.. CROSS SECTIONS

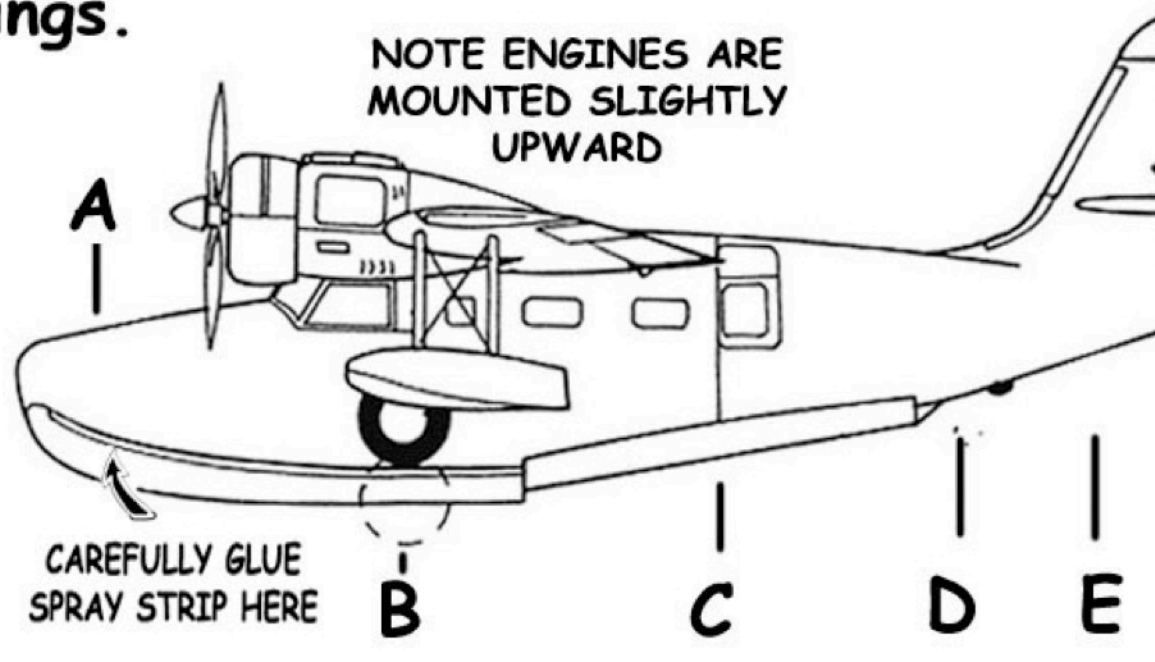


NOTE: ACTUAL FORMERS ARE NOT NEEDED FOR THIS CARD MODEL. PRINT WITH #110 WEIGHT PAPER

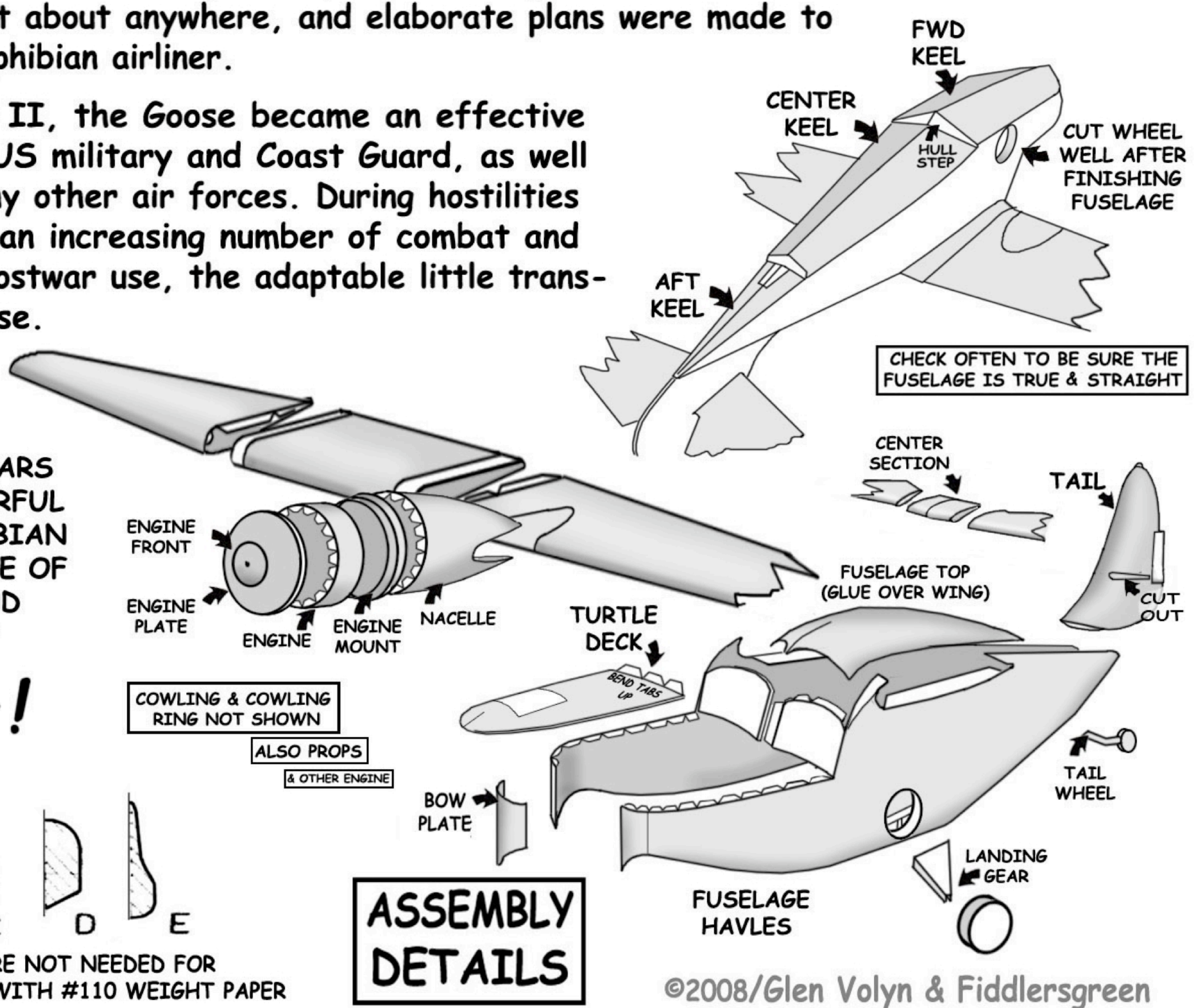
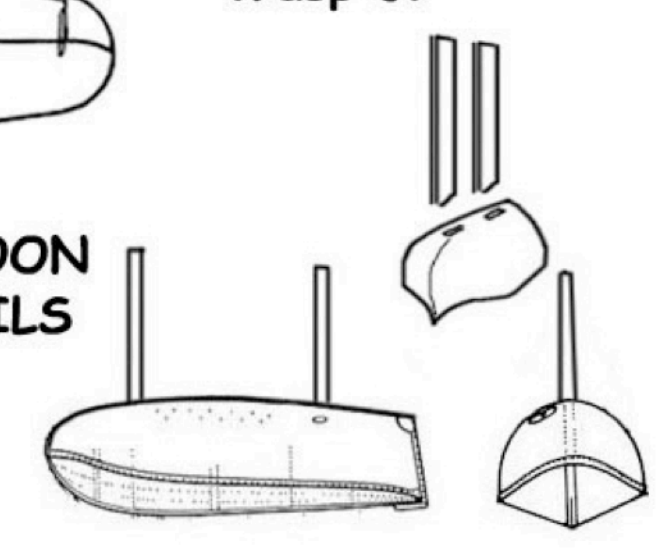


TURBO GOOSE

SPECS
 Wing Span: 49 ft
 Length: 38ft 6in
 Payload: 7 pass
 Max Wt: 8000 lb
 Max Speed: 201mph
 Range: 640 miles
 Powerplant: 2 PW Wasp Jr



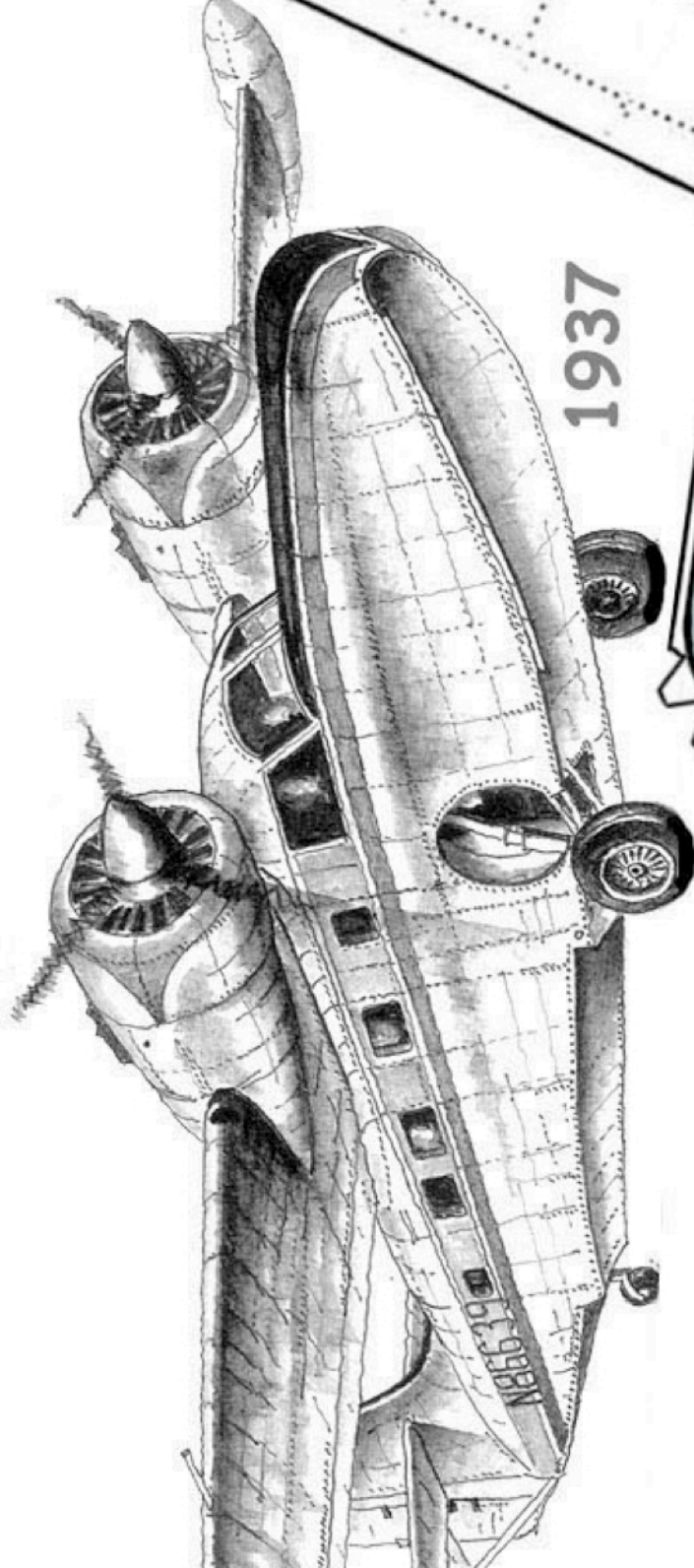
PONTOON DETAILS



GRUMMAN

GOOSE

AMPHIBIAN



1937

SCALE 1:40
WSAM=66%

FWD
KEEL

Affectionately nicknamed 'Grumman Goose', the G-21 was Grumman's first monoplane to fly, its first twin engine aircraft, and its first aircraft to enter commercial airline service.

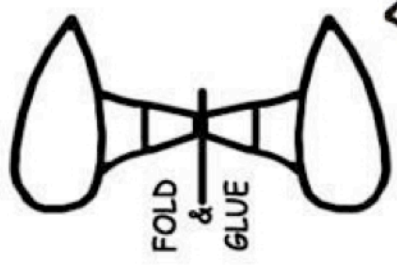
This remarkably versatile amphibian has served for over 50 years in a variety of roles that have confirmed the strength and durability of its

Original Design!



SCORE

SCORE & BEND IN



FOLD & GLUE

PP HERE

GENTLY
CURVE
TOP

©2008/Glen Volyn & Fiddlersgreen

GLUE TAIL FIN

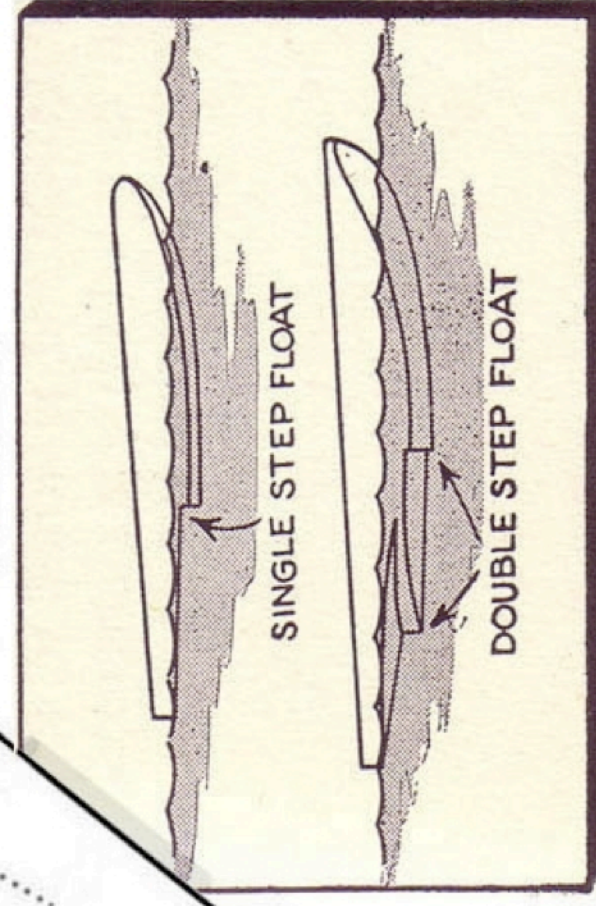
SPRAY
STRIP
(DARKEN
UNDER
SIDE)

THANKS TO
GLEN VOLYN
FOR HIS HELP
WITH THIS MODEL

CENTER
KEEL SECTION
(GLUE TOGETHER
AND THEN TO
FUSELAGE)

GOES
HERE

R.H.
FUSELAGE



SINGLE STEP FLOAT
DOUBLE STEP FLOAT

The inspiration for the G-21 came from a syndicate of ten wealthy New York businessmen and aviators led by Wilton Lloyd-Smith who were seeking a replacement for the Loening Air Yacht they used to commute from their Long Inland homes to their offices in Manhattan.

BEND DOWN

BEND DOWN

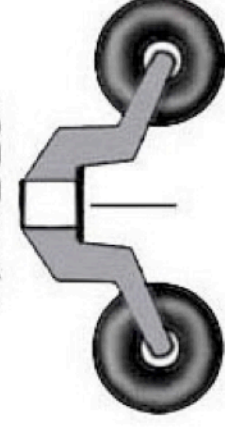
BOW PLATE GOES HERE

UPPER FUSELAGE

WE'VE TRIED HARD TO MAKE BUILDING THIS COMPLEX LITTLE MODEL AS EASY AS POSSIBLE...

SO GO SLOWLY, TAKE YOUR TIME AND THIS FUSELAGE WILL COME OUT JUST FINE

TAIL WHEEL

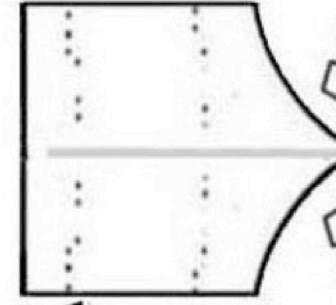


NOTE THE TAIL WHEEL IS RETRACTABLE

SCORE & BEND IN

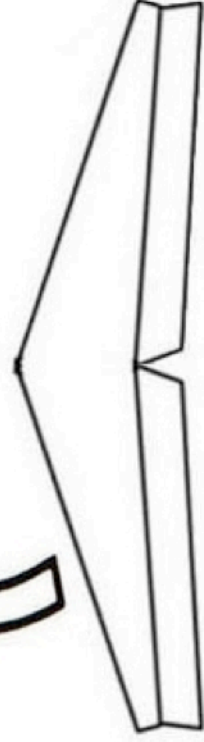
L.H. SIDE OF FUSELAGE

BOW PLATE



TURTLE DECK

HULL STEP



SPRAY STRIP (OPTIONAL) SEE INSTRUCTIONS (DARKEN LOWER SURFACE)

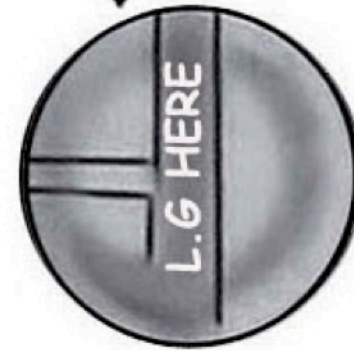
GLUE

ANTI-SUCTION VENTS

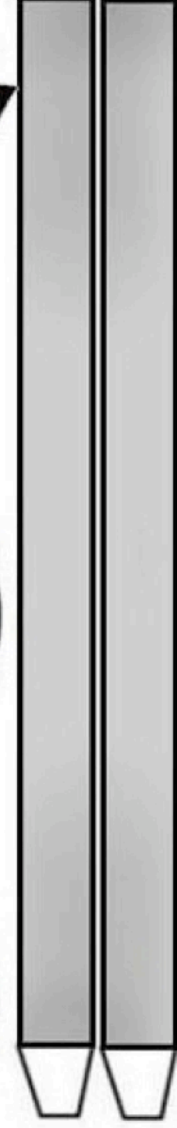


BOW PLATE

TURTLE DECK



WHEEL WELLS



THESE WHEEL WELLS ARE OPTIONAL- ADD THEM BEFORE THE WINGS ARE INSTALLED



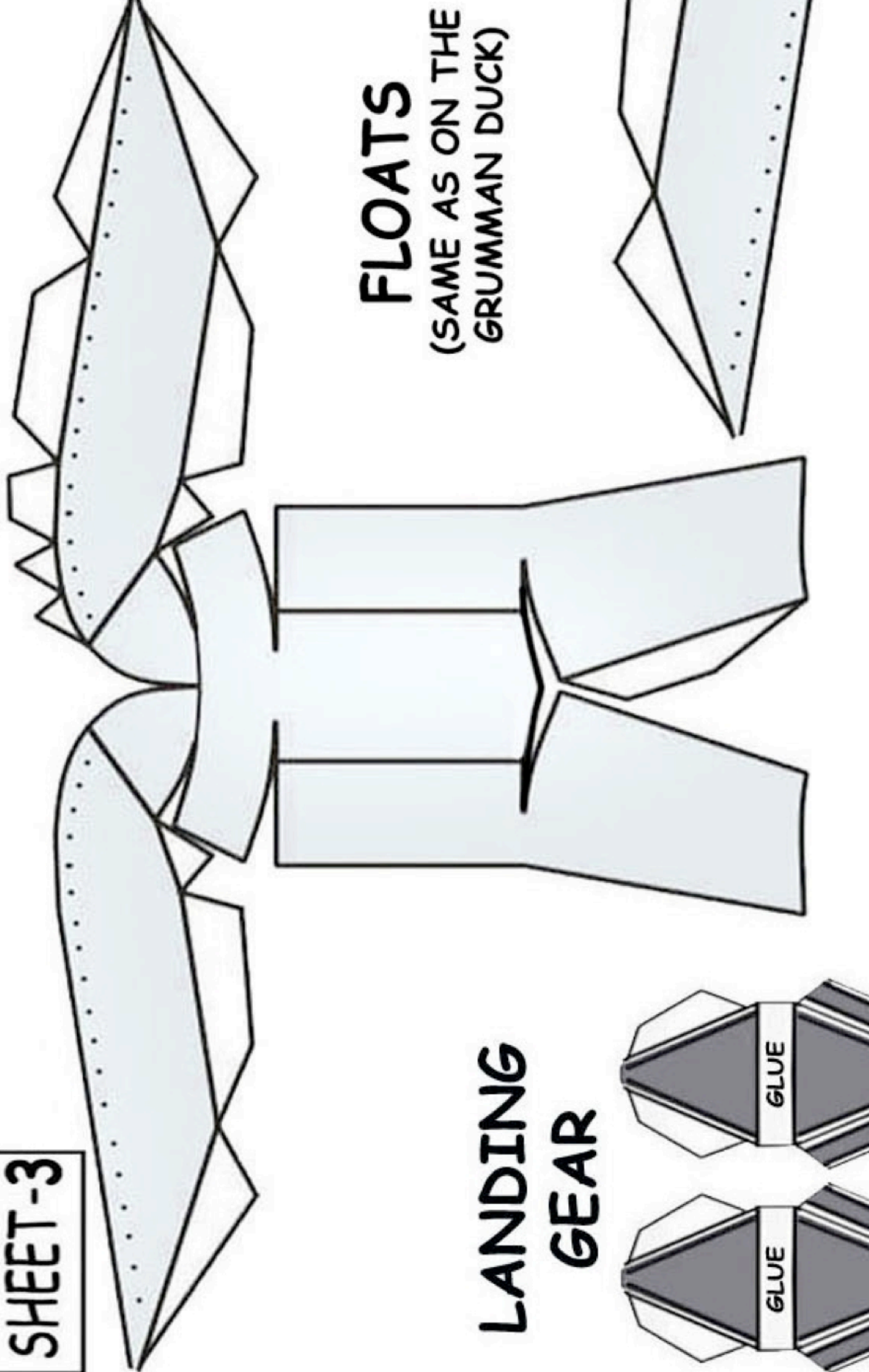
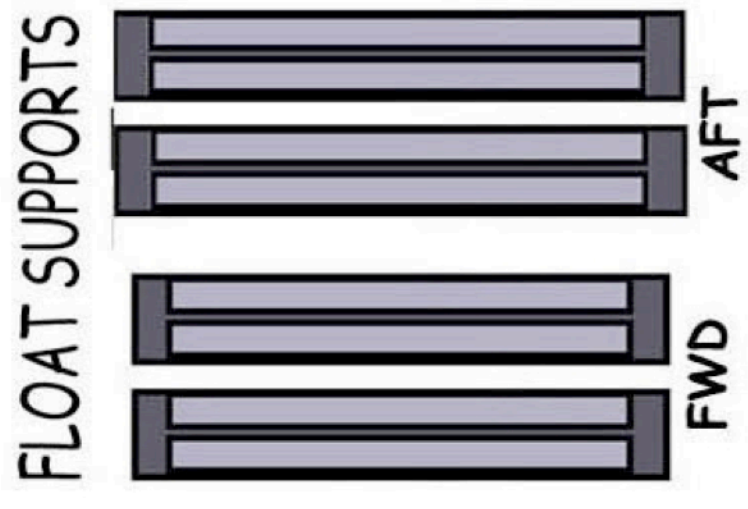
WHEELS

BEND TABS UP & GLUE TO THE BACK OF THE WINDSCREEN (DOING THIS 'BOWS UP' THE TURTLE DECK & TIES IT ALL TOGETHER)

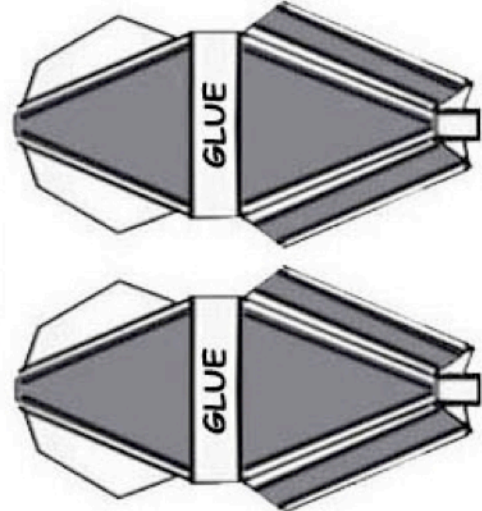
SLIGHTLY SCORE GLUE TAB

GLUE TAB

GLUE

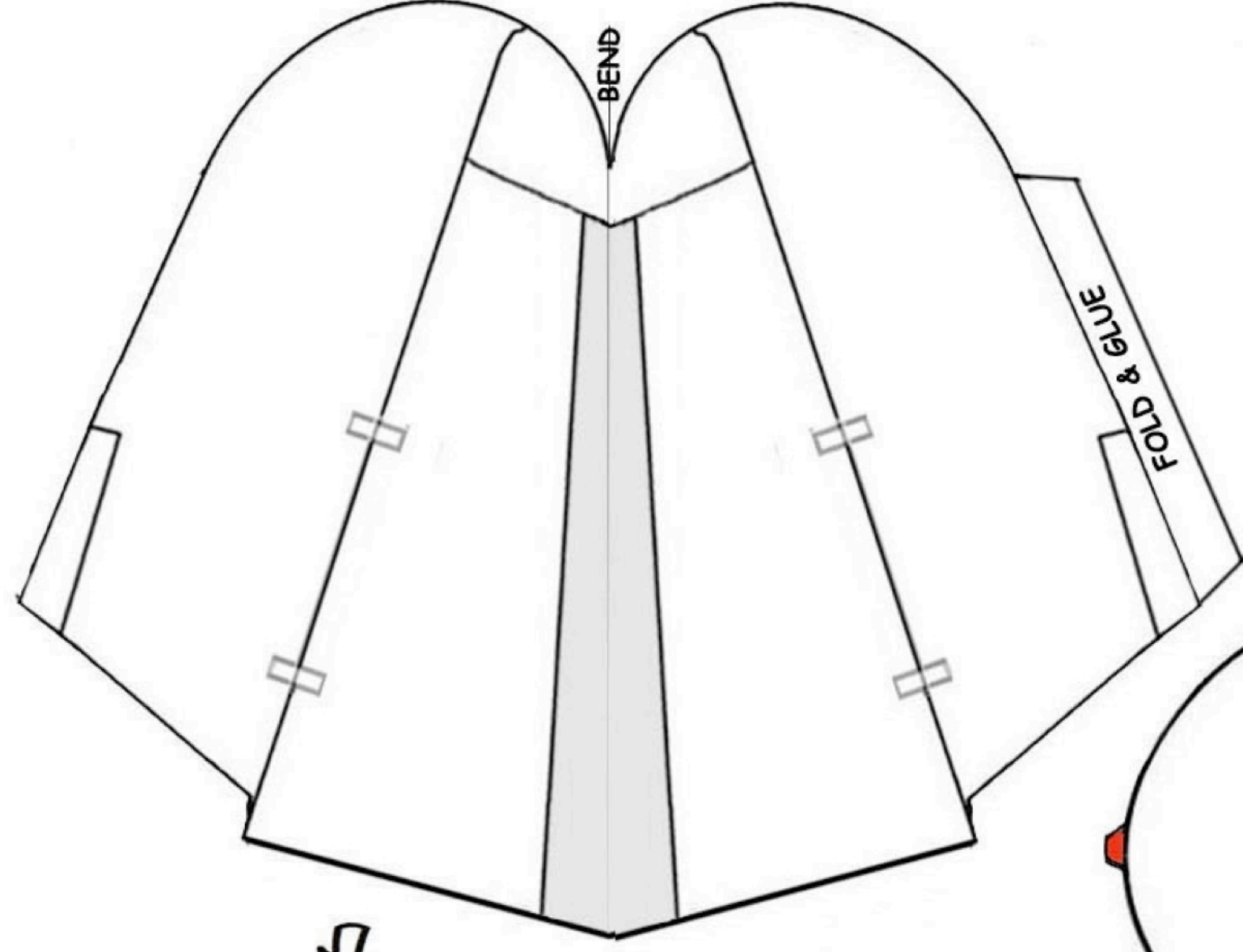
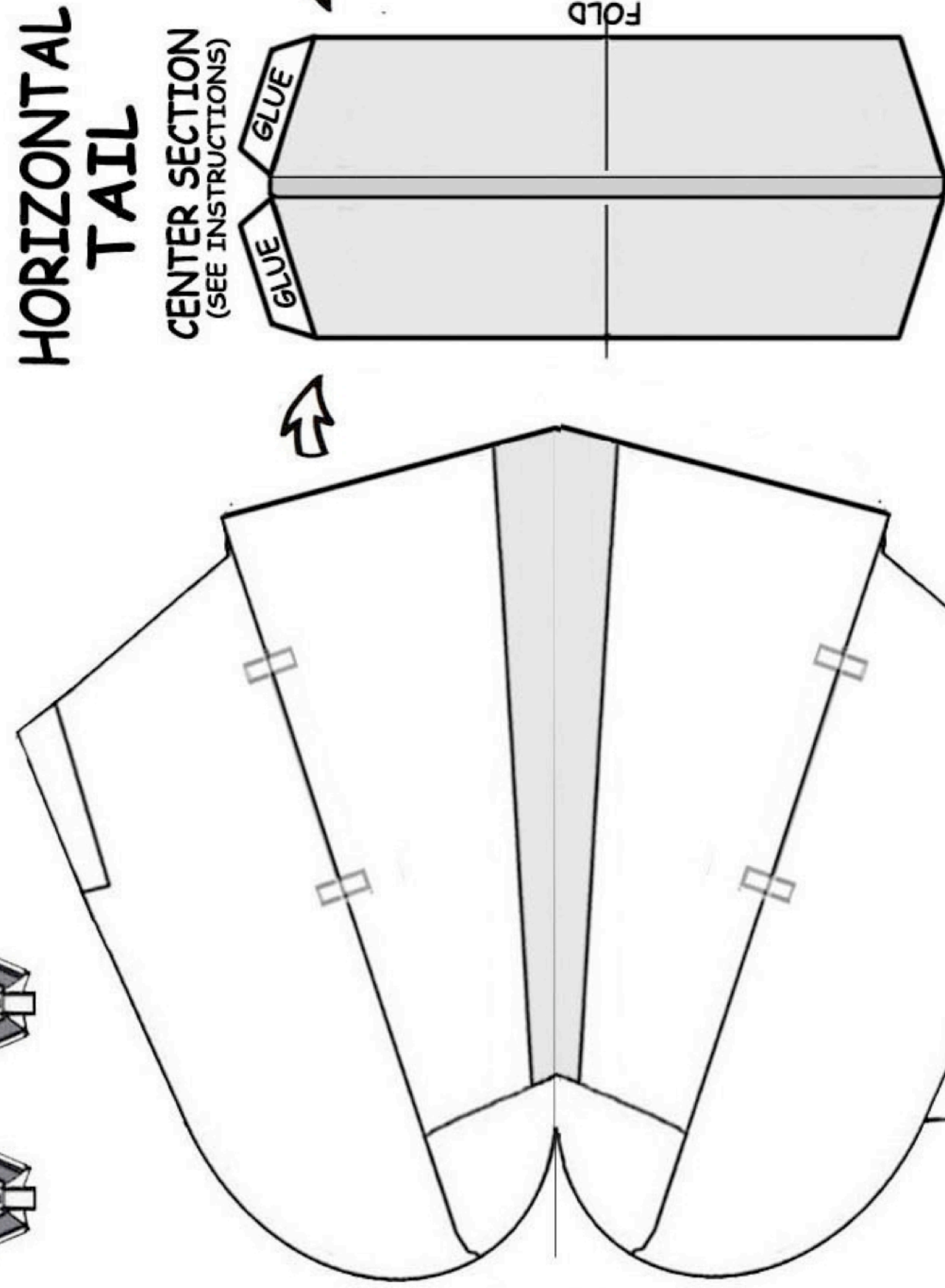


LANDING GEAR



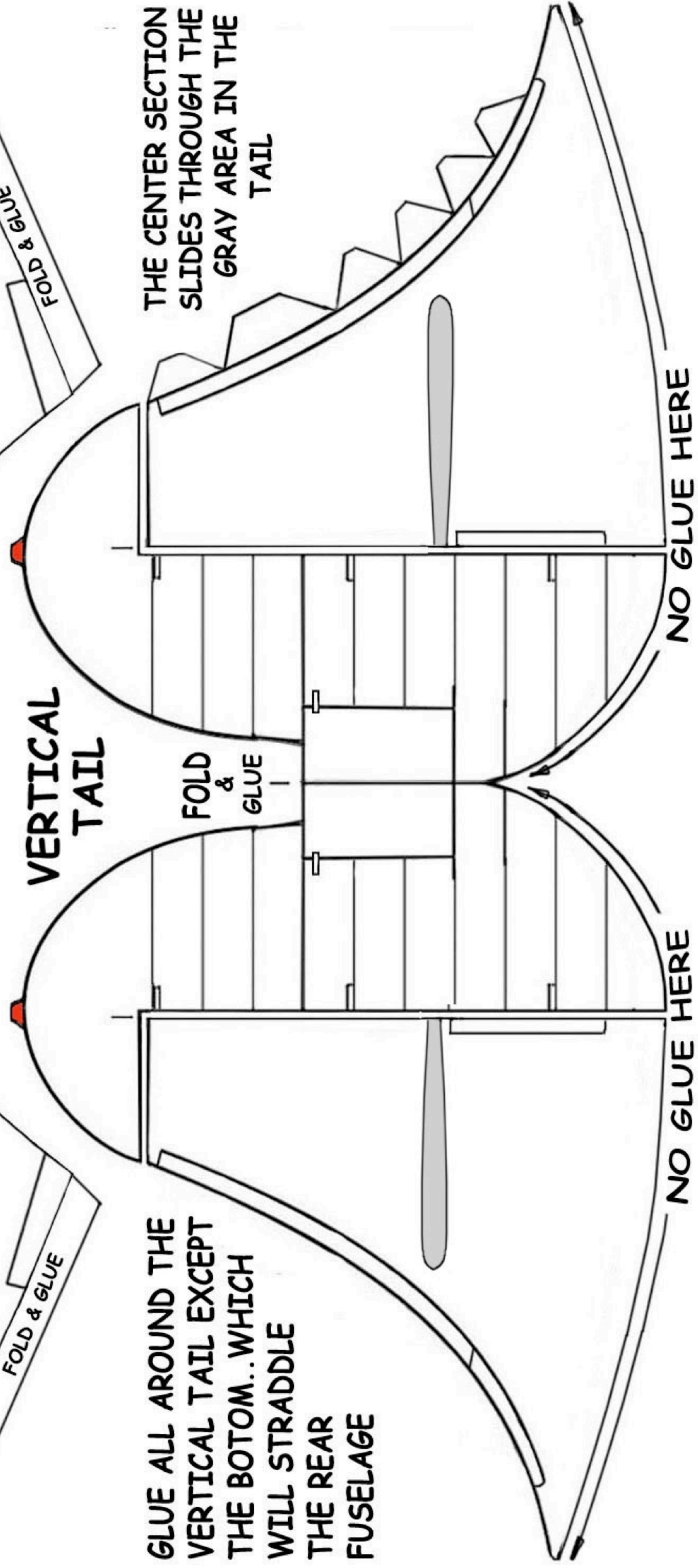
HORIZONTAL TAIL

CENTER SECTION (SEE INSTRUCTIONS)

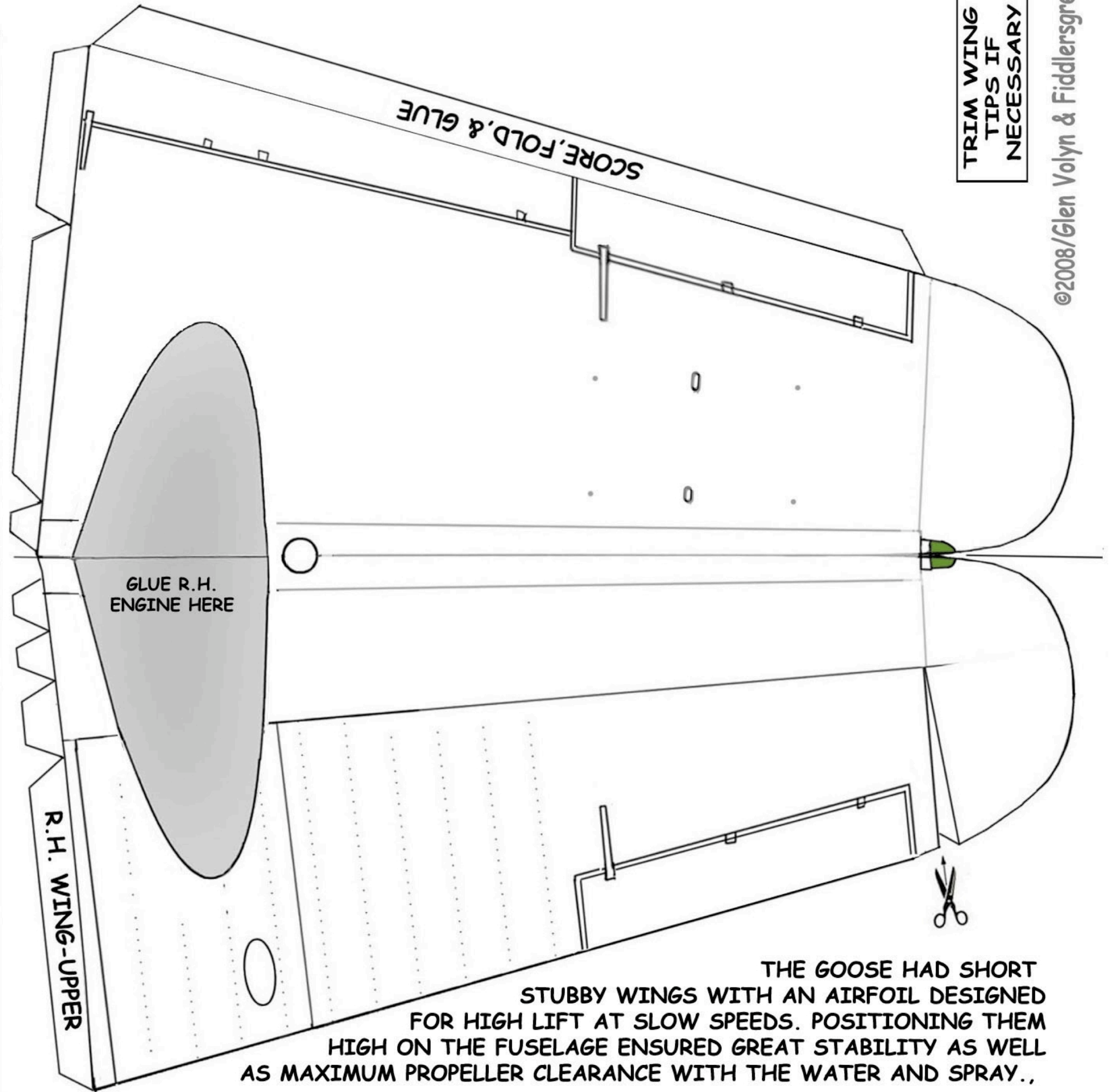
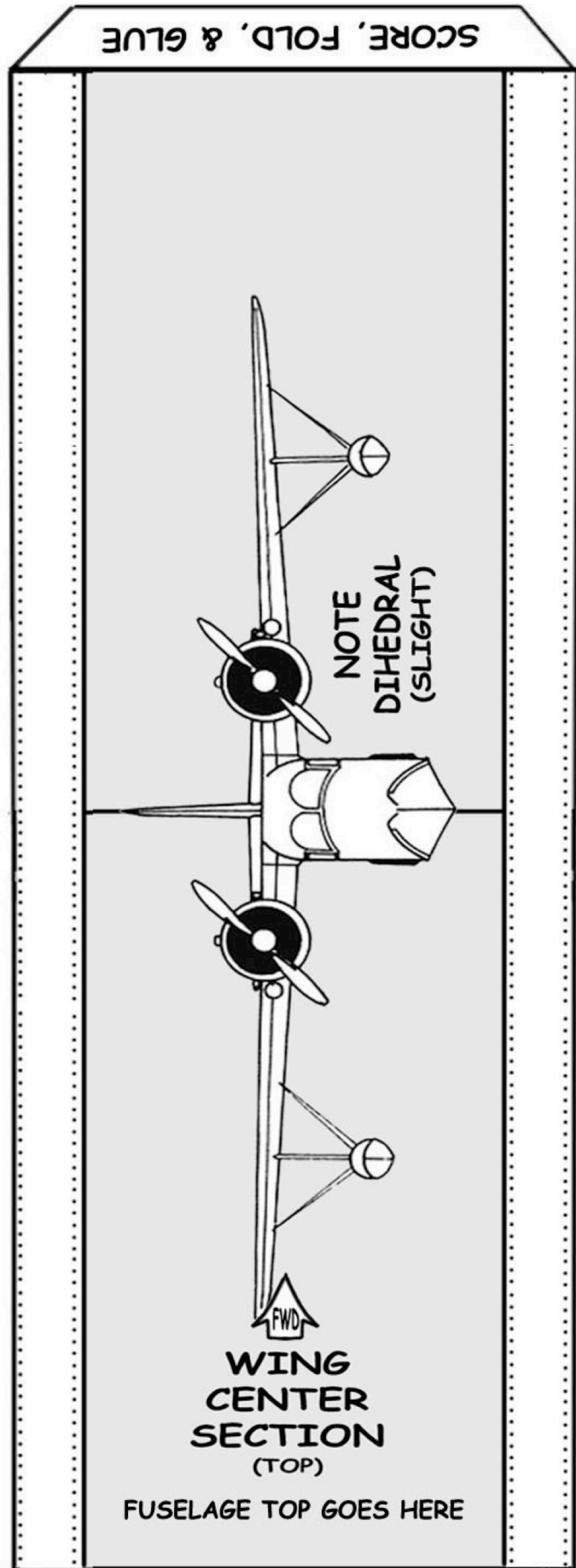


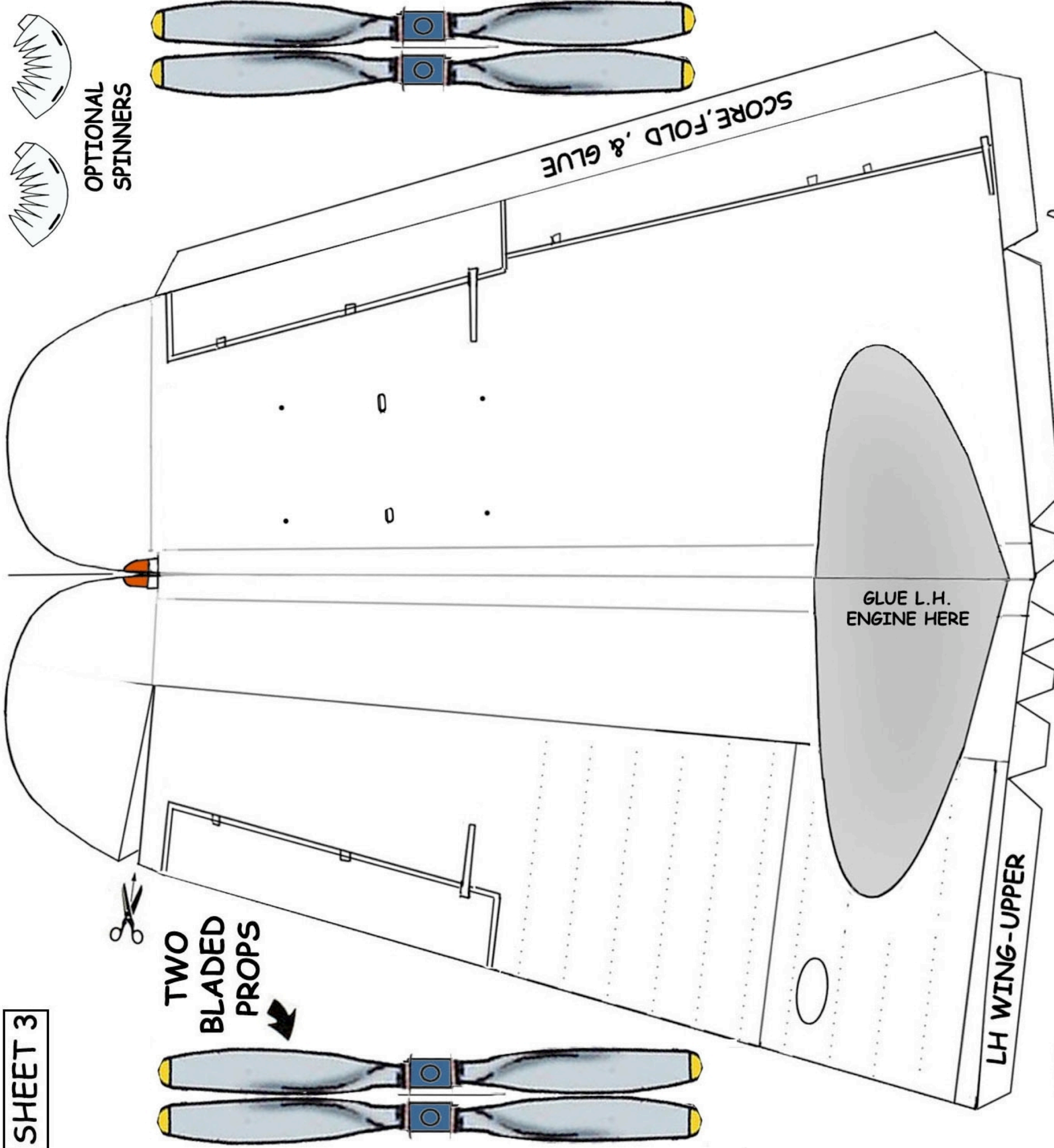
VERTICAL TAIL

GLUE ALL AROUND THE VERTICAL TAIL EXCEPT THE BOTOM.. WHICH WILL STRADDLE THE REAR THE FUSELAGE

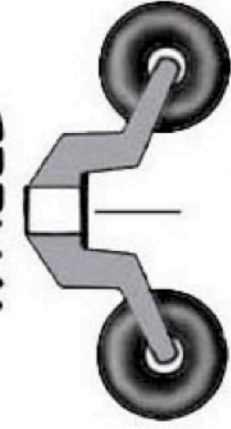


THE CENTER SECTION SLIDES THROUGH THE GRAY AREA IN THE TAIL

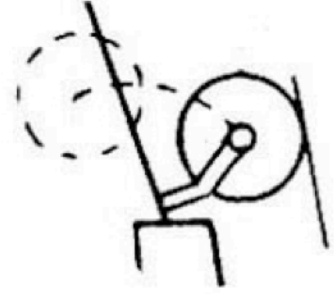




TAIL WHEEL



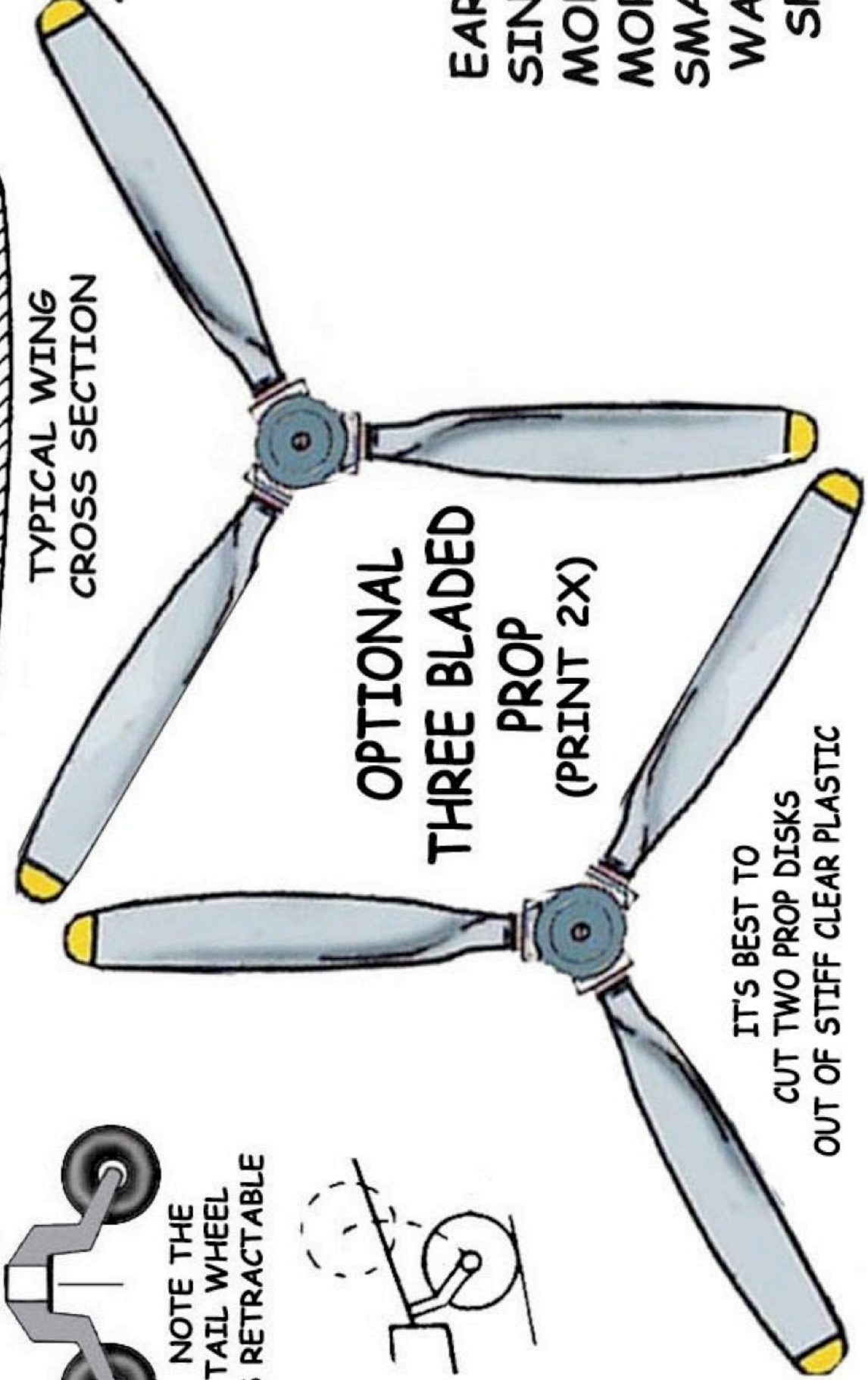
NOTE THE TAIL WHEEL IS RETRACTABLE



TYPICAL WING CROSS SECTION



OPTIONAL THREE BLADED PROP (PRINT 2X)

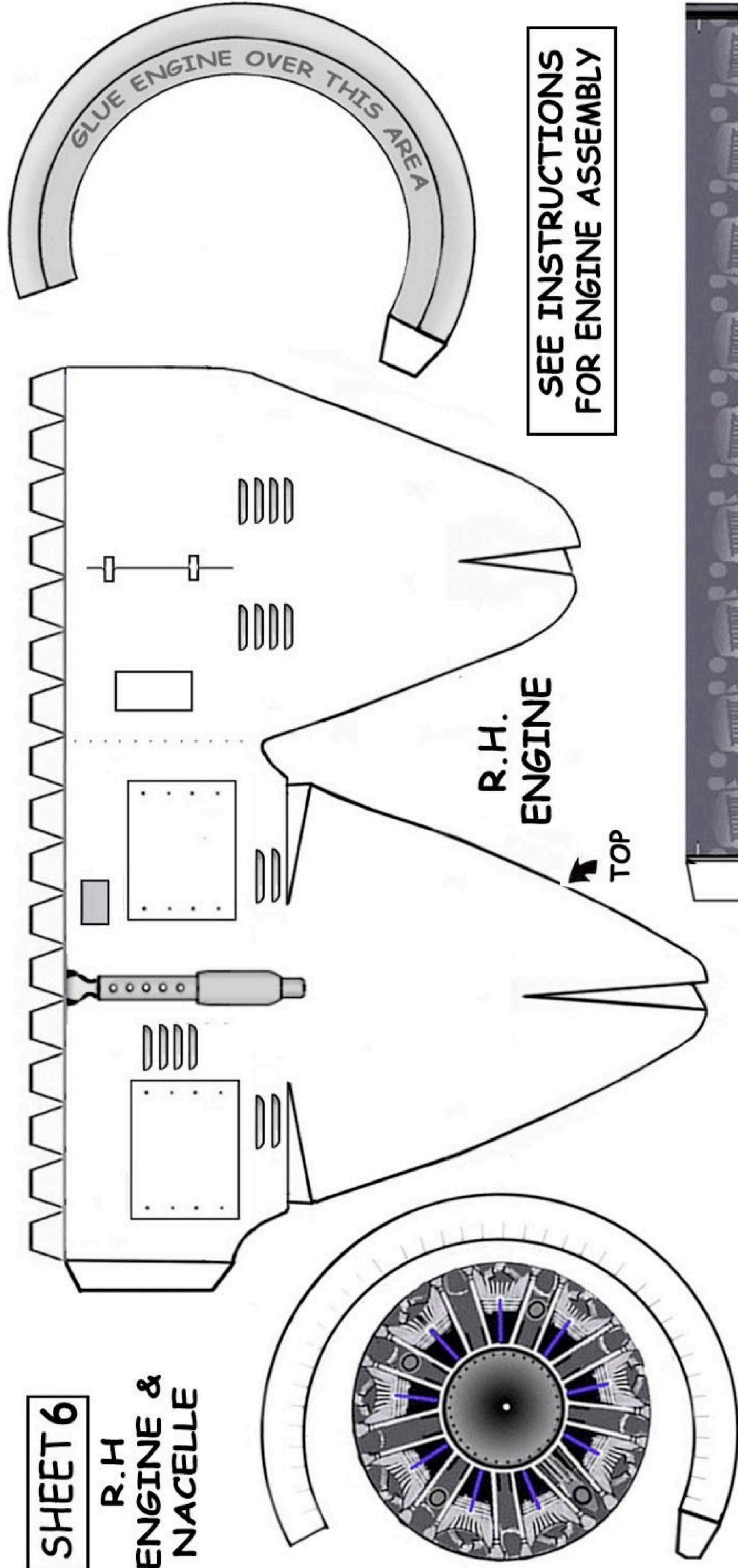


IT'S BEST TO CUT TWO PROP DISKS OUT OF STIFF CLEAR PLASTIC

EARLY GOOSSES HAD THE SIMPLER SINGLE BLADED PROPS. THE MORE MODERN THREE BLADED PROP IS MORE EFFICIENT AND WITH THE SMALLER DIAMETER IT CLEARS THE WATER SPRAY BETTER. NOTE THEY SPIN IN THE SAME DIRECTION!

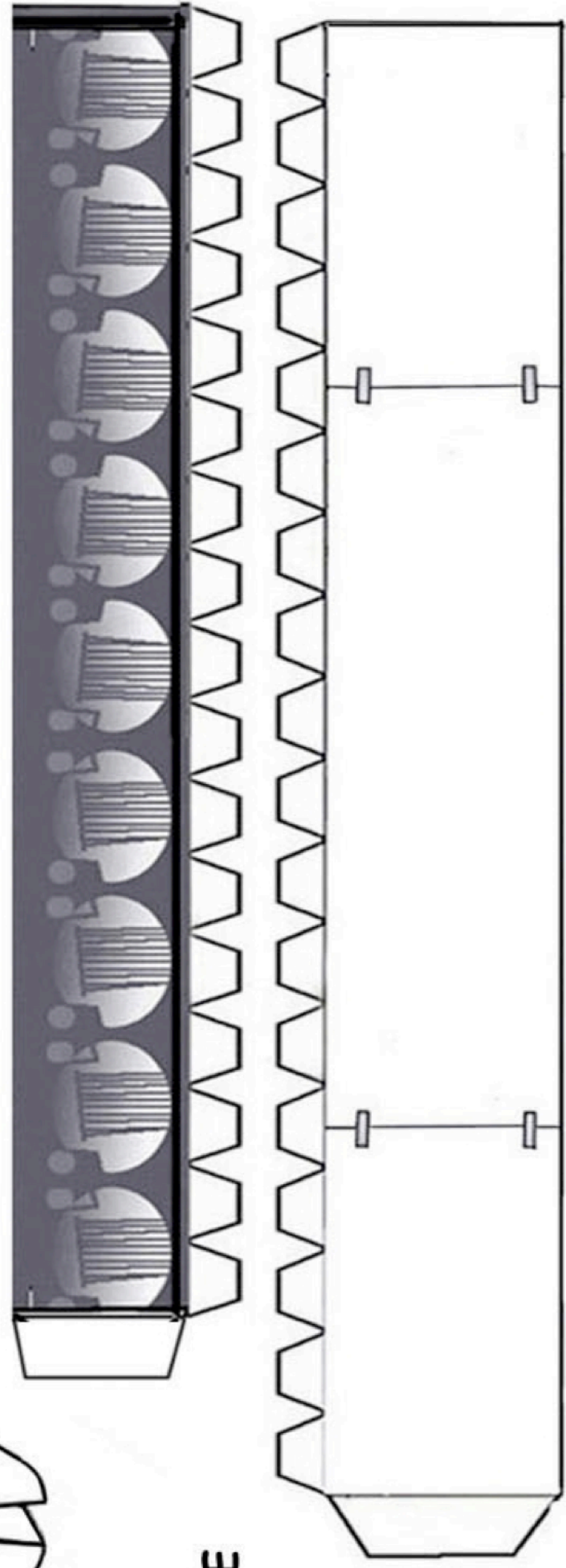
SHEET 6

R.H. ENGINE & NACELLE

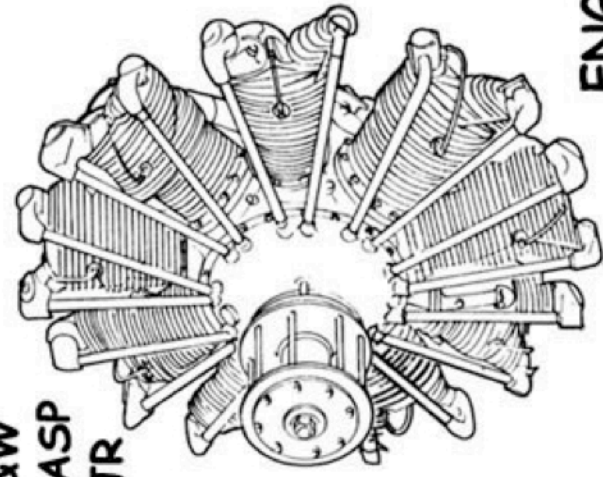


SEE INSTRUCTIONS FOR ENGINE ASSEMBLY

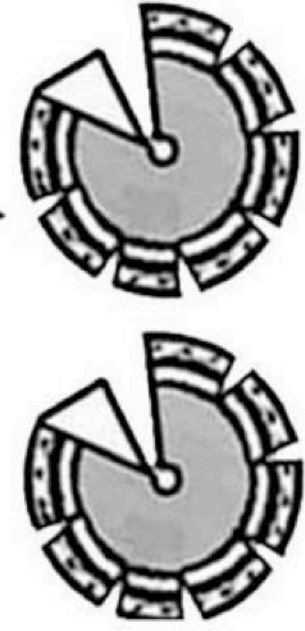
THE GRUMMAN GOOSE WAS A DRAG MAGNET BUT THE 900 HP WAS MORE THAN ENOUGH TO PULL IT OFF THE WATER AND DO AVIATION. WITH THE ENGINES JUST OFF THE COCKPIT, NOISE WAS SUBSTANTIAL.



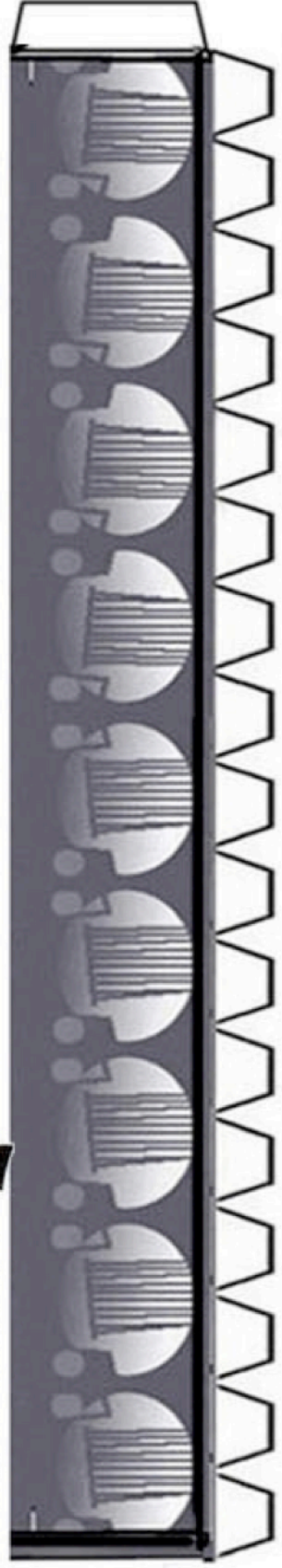
P&W WASP JR



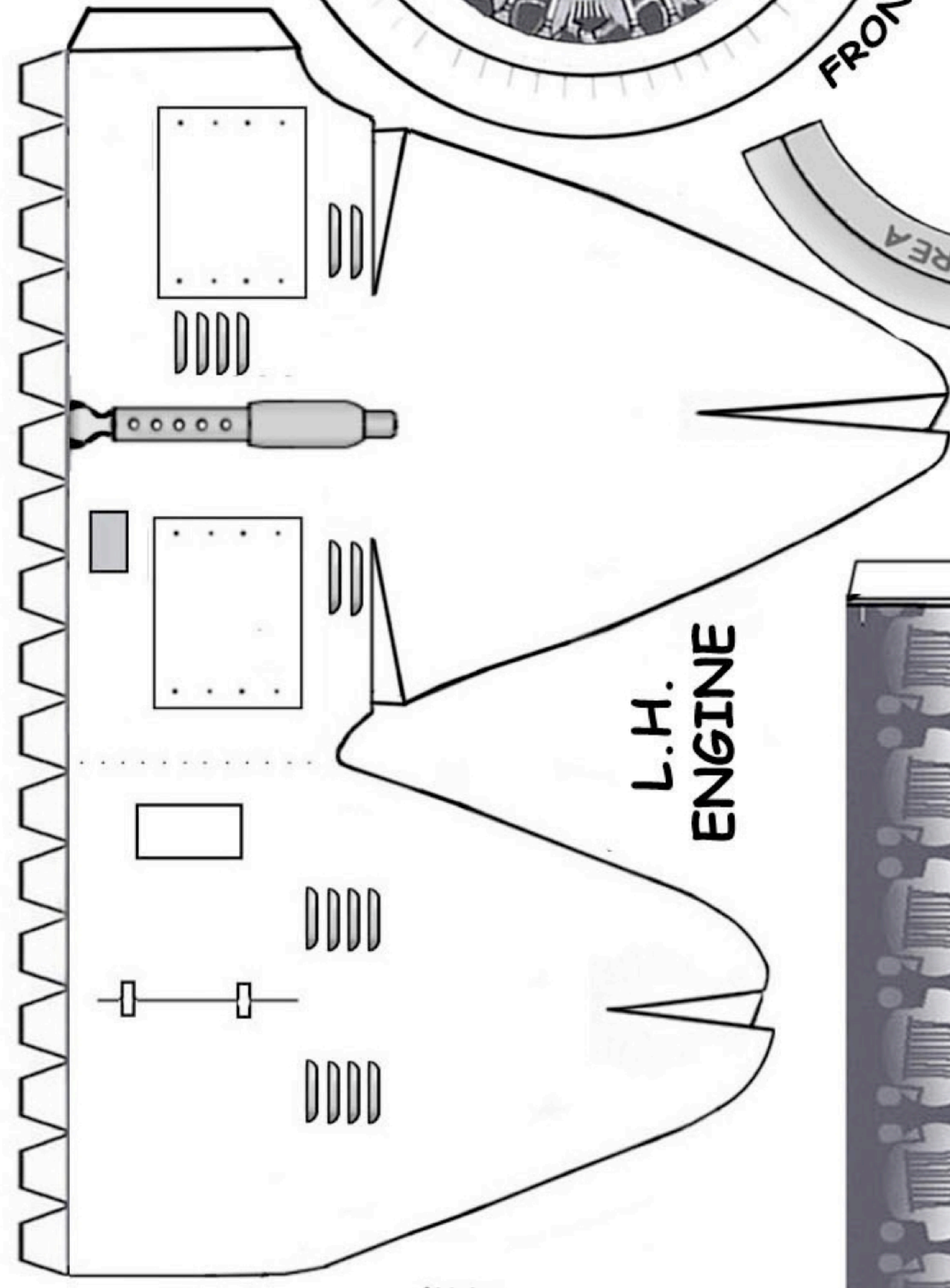
ENGINE FRONT



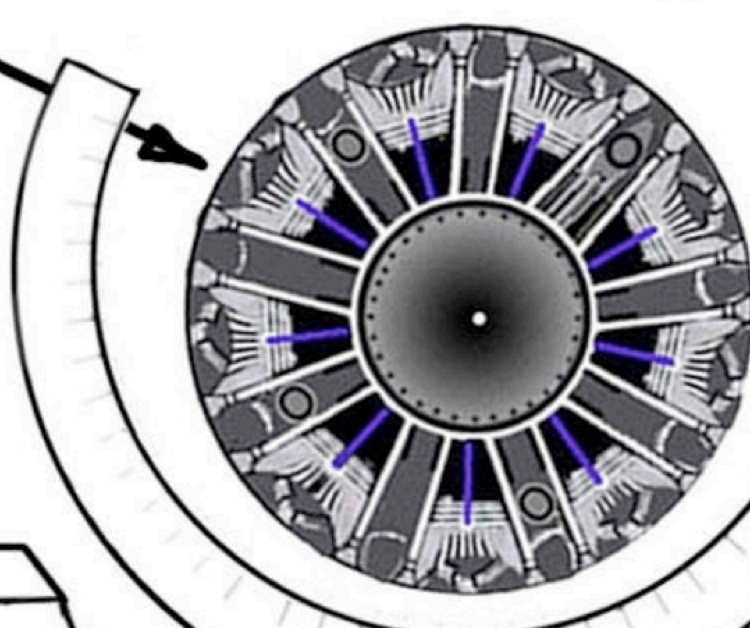
ENGINE



COWLING



ENGINE PLATE



FRONT OF COWLING

ENGINE MOUNTING (SEE INSTR)

