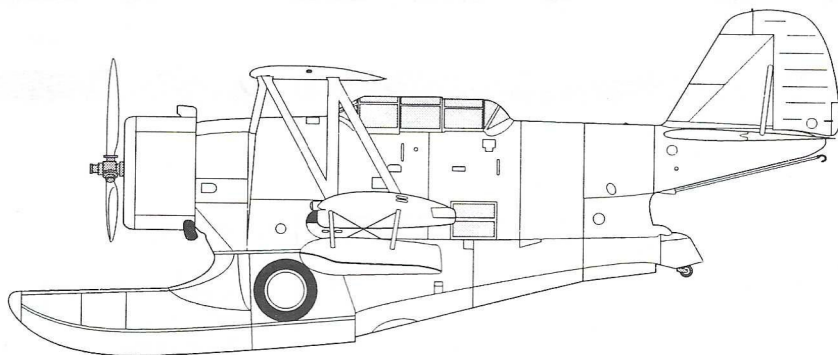




# Classic Airframes



## J2F Duck

The unique J2F Duck series descended directly from earlier Loening amphibian aircraft. Initial production versions were designated as the JF series; production commenced in 1934. As the design matured, more powerful engines were fitted to command higher performance. The ultimate of the JF series, the JF-3, ended its production run in late 1935.

A few months later, the Navy ordered an improved variant, designated J2F. The J2F had a one-foot extension to the main float, and also was fitted with many internal equipment upgrades to make the aircraft more versatile. Among the duties performed by the Ducks were target-towing, medical evacuation, smoke-laying and light transport. Twenty-nine J2F-1s were produced, being superseded in 1938 by the J2F-2 model, which again featured an upgraded engine and armament fit. The last of the 'early' Ducks was the J2F-4, thirty-two were produced.

The first wartime production version of the Duck series began production in 1941, 144 J2F-5s being produced. This variant had a 950hp Wright R-1820-50 engine which was housed in a longer, streamlined cowl. Columbia Aircraft Corporation produced 330 Ducks under the designation J2F-6, which carried a 1,050hp Wright R-1820-54 engine.

A number of Ducks were used for search and rescue operations by the US Army under the designation OA-12.

The ubiquitous Duck also served with the air forces of Argentina, Columbia and Mexico.

Squadron/Signal's JF Duck 'Mini in action' is an excellent reference for this model.

### Grumman J2F Duck Specifications

Powerplant:	J2F-5 950hp Wright R-1820-50	Armament:	.30 cal. machine gun in rear cockpit
	J2F-6 1050hp Wright R-1820-54		2 x 100lb. Bombs
Wing Span:	39'		2 x 350lb. Depth Charges
Length:	34'		(Some aircraft did not carry any armament)
Maximum Speed:	190 mph		

This model kit is intended for *experienced* modelers. The nature of low-pressure molded kits such as this require additional time and effort to clean up and fit the parts, as well as experience with the various media utilized to provide the most accurate effect on the finished model. Use CyA ('super') glue to assemble Resin parts.

Classic Airframes  
P.O. Box 577580 Chicago, IL 60657-7580 USA

Assembly Instruction Symbols



Paint Reference Guide

**A** Interior Green FS 34226  
**B** Flat Black FS 37030

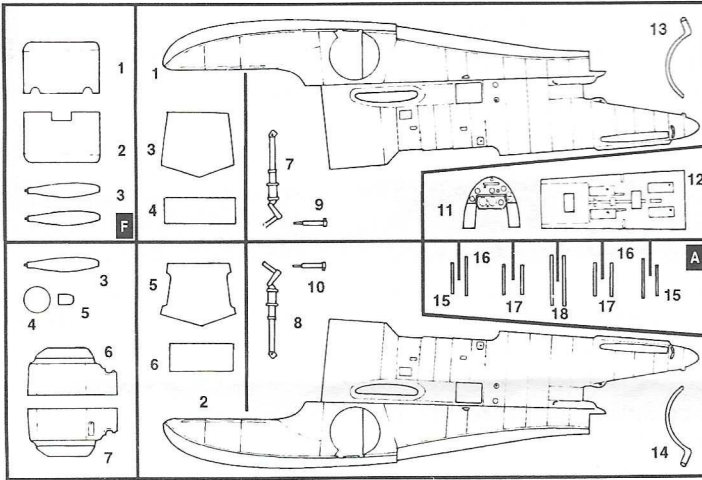
**C** Aluminum \_\_\_\_\_  
**D** Rusty Brown \_\_\_\_\_

**E** Dark Brown FS 20122  
**F** Gunmetal \_\_\_\_\_

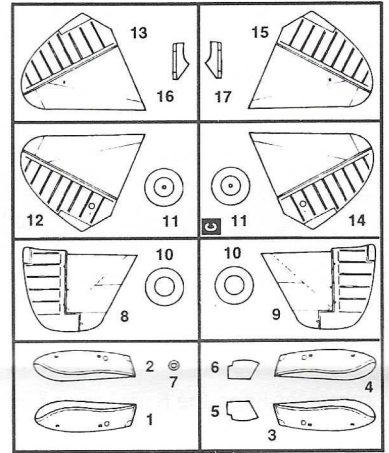
Parts

PLASTIC PARTS

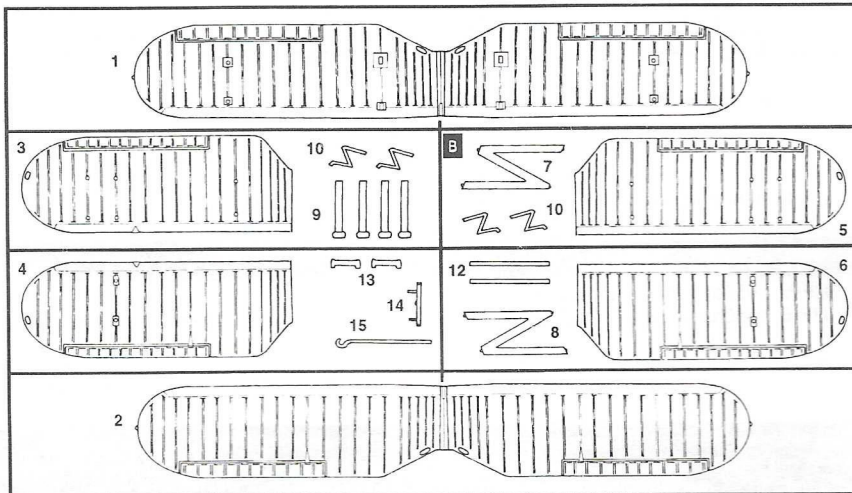
Parts A / F



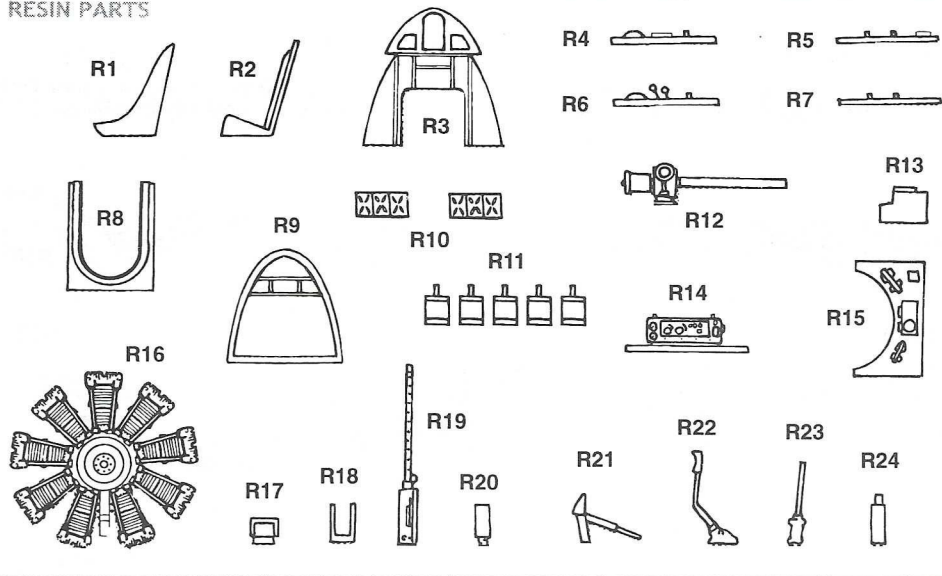
Parts C



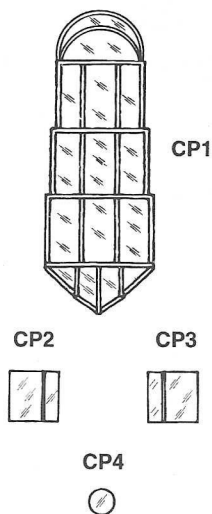
Parts B



## RESIN PARTS



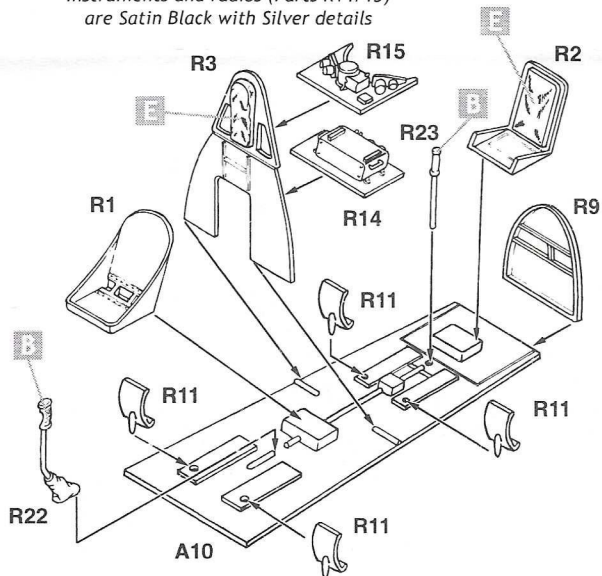
## CLEAR PARTS



**1**

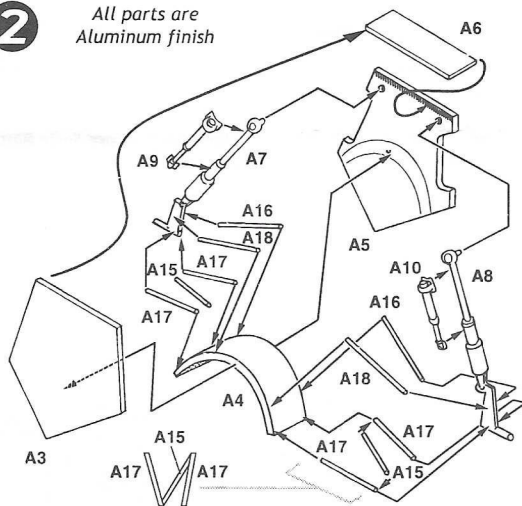
All cockpit parts are finished in Silver lacquer with a satin finish

Instruments and radios (Parts R14/15) are Satin Black with Silver details

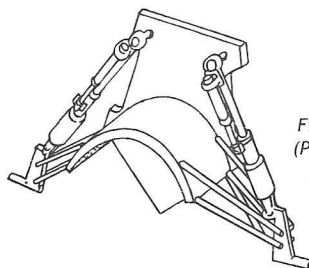


**2**

All parts are Aluminum finish






Assemble parts A4/A5/A6 first, then assemble and place struts A7/A9 and A8/A10.  
Assemble struts A15/16/17/18, then add part A3.



Finished assembly (Part A3 not shown for clarity)

### NOTE

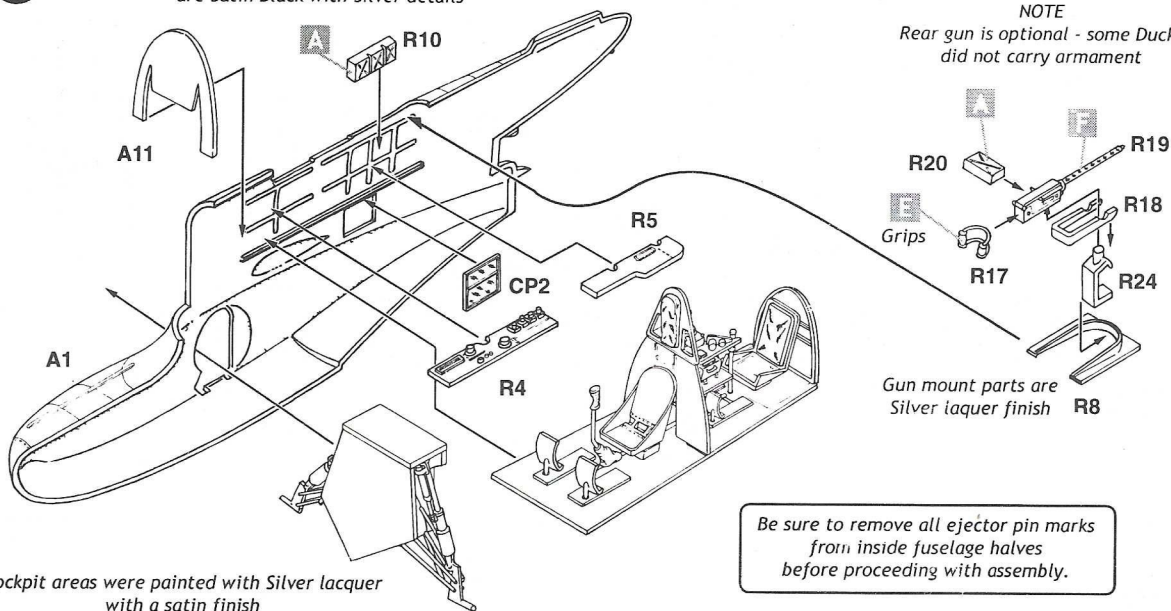
It is strongly recommended that you replace parts A15/16/17/18 with lengths of styrene rod or stretched sprue.

-  Part A15 3/8" (9mm)
-  Parts A16/18 13/16" (20mm)
-  Part A17 9/16" (15mm)



**3**

Instrument panel (part A11) and consoles (parts R4/5)  
are Satin Black with Silver details

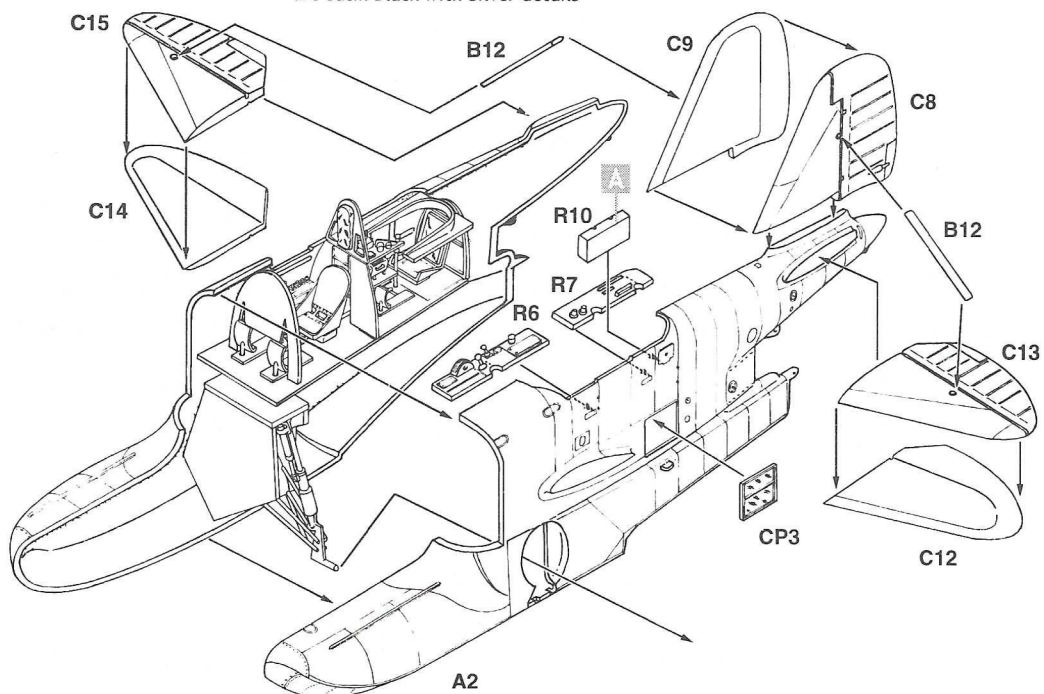


Cockpit areas were painted with Silver lacquer  
with a satin finish

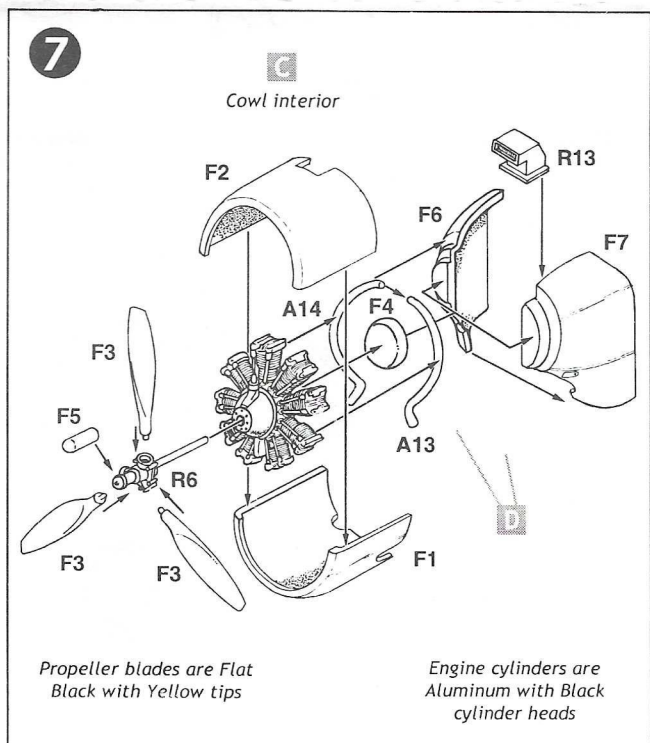
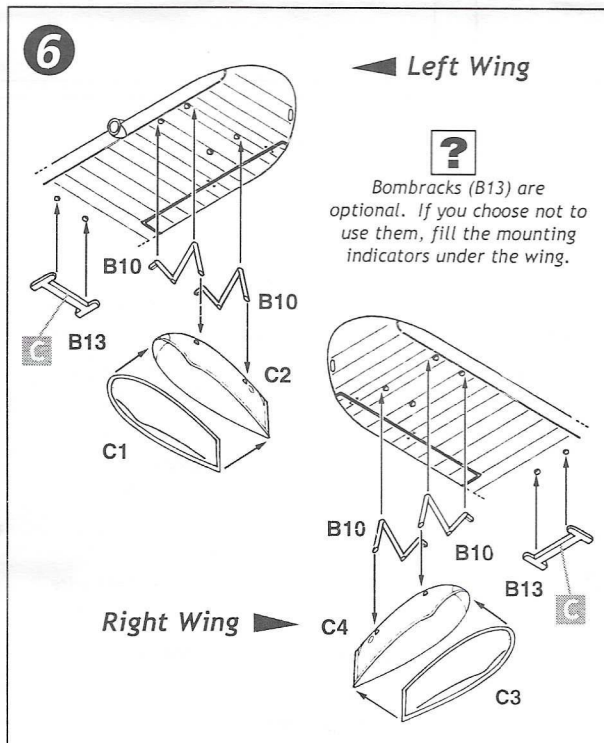
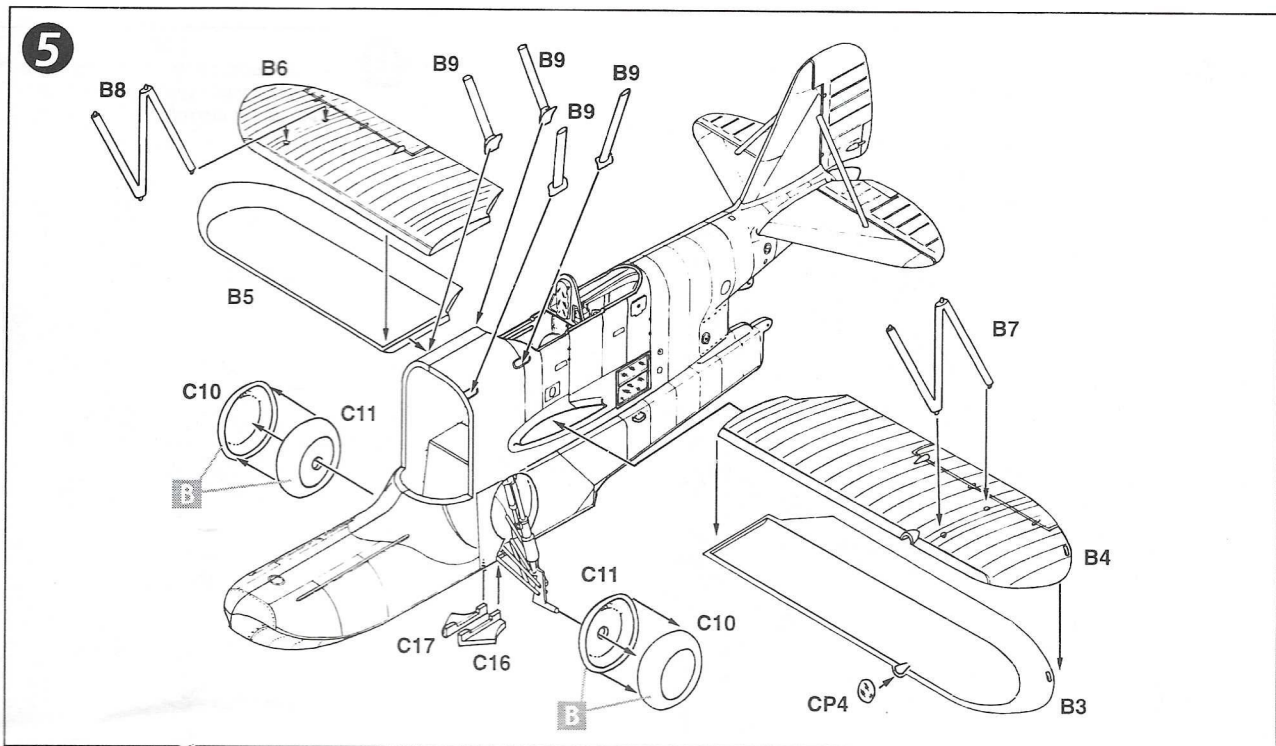
Be sure to remove all ejector pin marks  
from inside fuselage halves  
before proceeding with assembly.

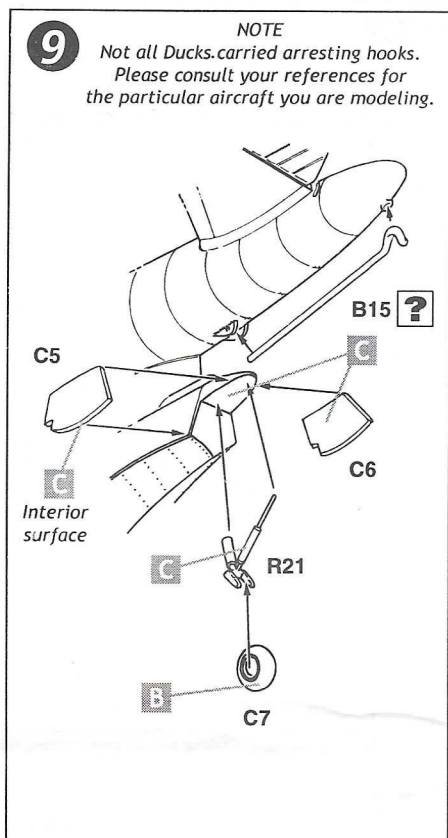
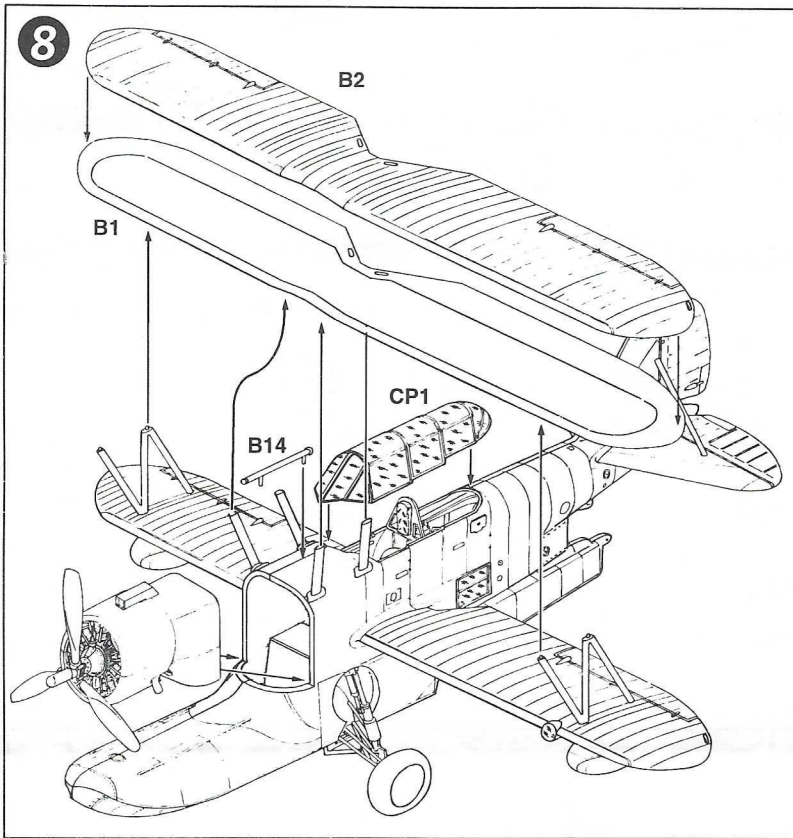
**4**

Consoles (parts R6/7)  
are Satin Black with Silver details



Cockpit areas were painted with Silver lacquer  
with a satin finish





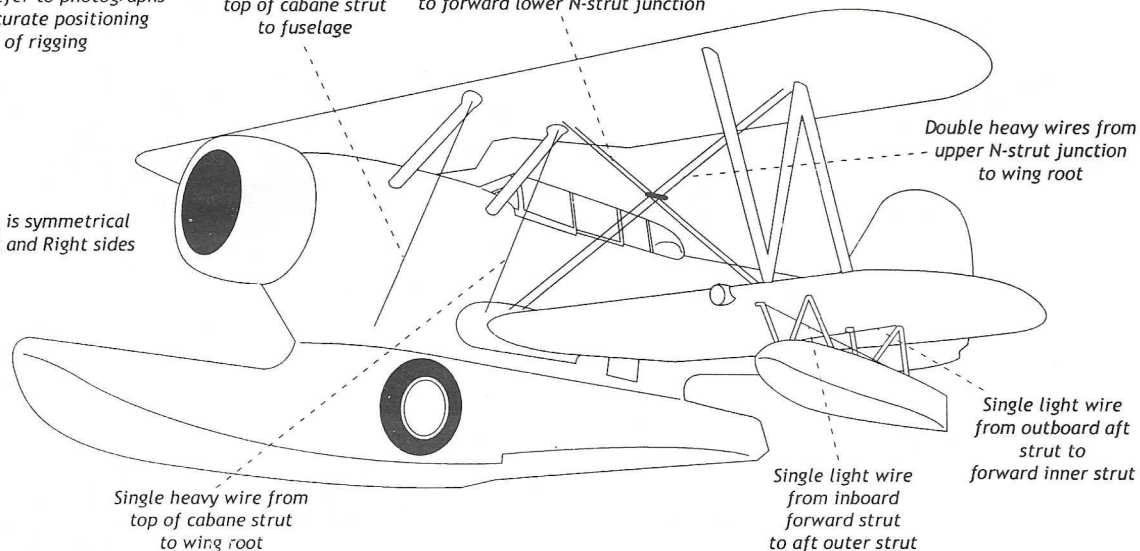
## Rigging Diagram

Please refer to photographs  
for accurate positioning  
of rigging

Single heavy wire from  
top of cabane strut  
to fuselage

Double heavy wires from  
cabane strut junction  
to forward lower N-strut junction

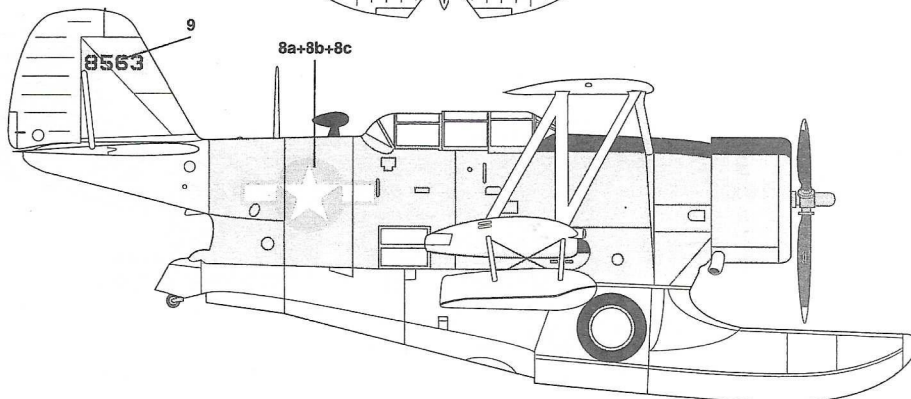
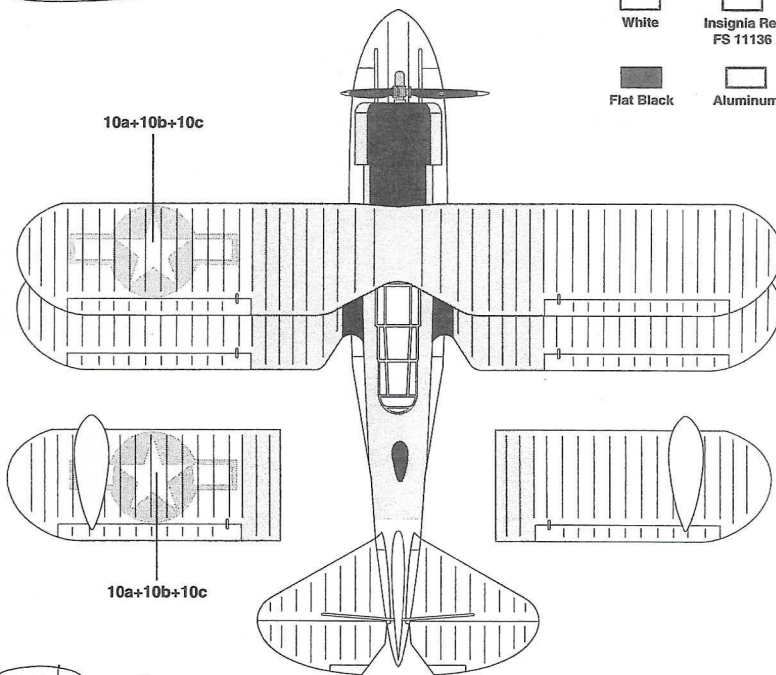
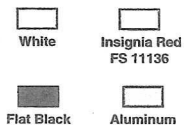
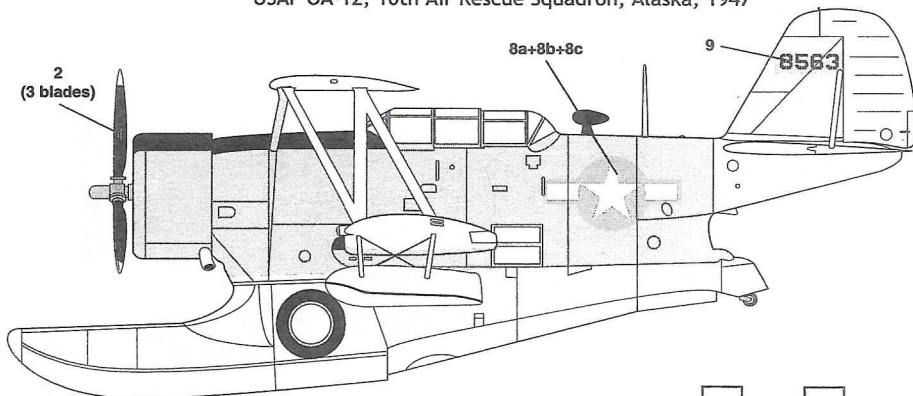
Rigging is symmetrical  
for Left and Right sides





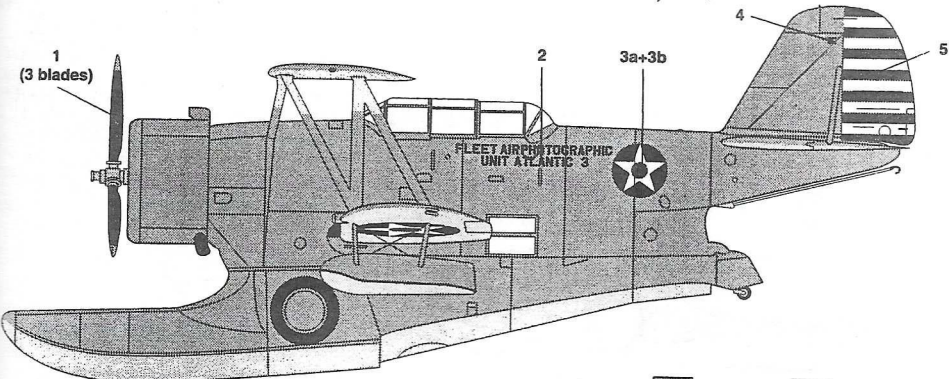
# Grumman OA-12 Duck PAINTING & MARKING GUIDE

USAF OA-12, 10th Air Rescue Squadron, Alaska, 1947



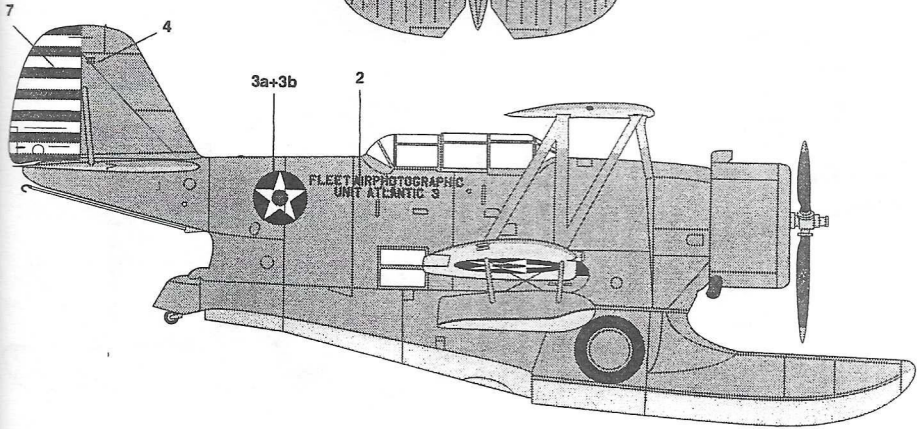
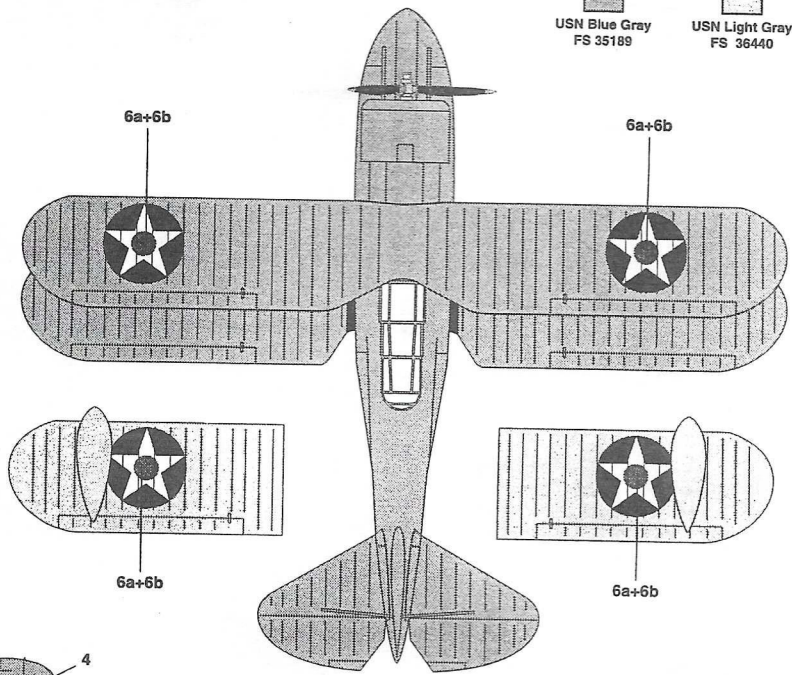
# Grumman J2F-5 Duck PAINTING & MARKING GUIDE

J2F-5, Fleet Air Photographic Unit Atlantic 3, 1941



USN Blue Gray  
FS 35189

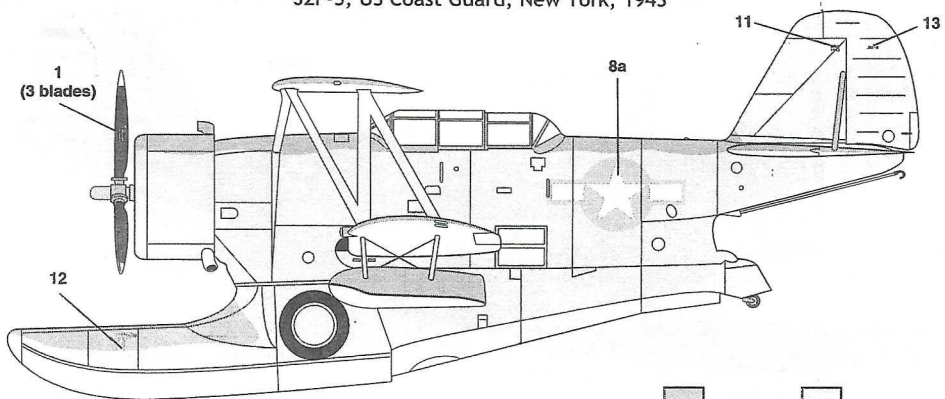
USN Light Gray  
FS 36440





# Grumman J2F-5 Duck PAINTING & MARKING GUIDE

J2F-5, US Coast Guard, New York, 1943



USN Sea Blue  
FS 35042

USN Intermediate Blue  
FS 35164

White

