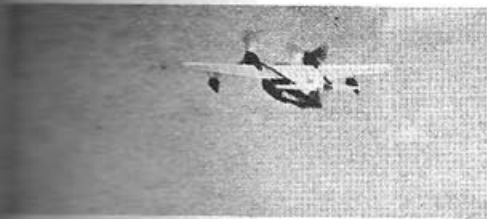


"Widge" takes to water (and off)  
like a duck. Use pine, bass, or balsa,  
and wait now for early-spring flying.

# The Grumman Widgeon

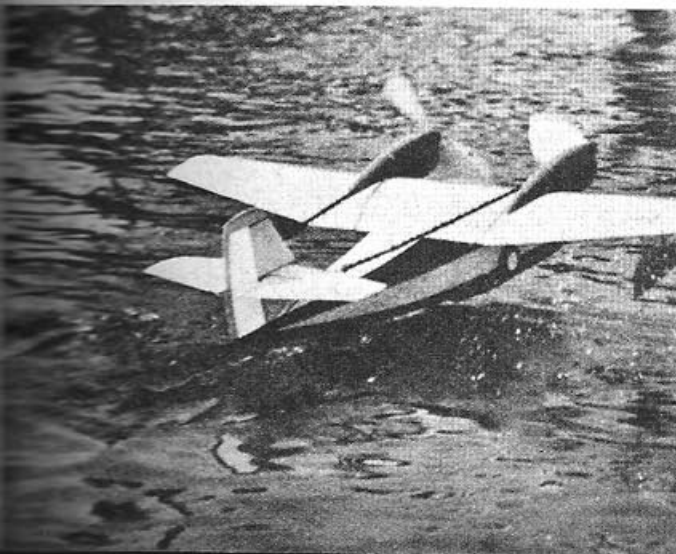
BY PAUL PLECAN



When she goes, water dripping off the floats, heading for  
the clouds. Propellers rotating in opposite directions elimi-  
nate torque problems, making Widgeon a swell performer.

**F**LYING scale seaplanes aren't "duds"! Take a look at the action shots on this page, brother, and you'll agree. Getting a model off the water under its own power is considered quite a trick in the modeling game, but this Widgeon does it with ease. Combining easy construction, flyability, and excellent take-off characteristics, this model is really one in a thousand. It isn't often that one is able to find such perfect proportions in a scale model. It seems the engineers at Grumman designed it with an eye toward making a flying scale model themselves. Take another look at the pictures to see how effortlessly the Widgeon skips off the water and into the air.

You can start your model right now by laying out the basic  $\frac{1}{8}$ " square framework indicated by dotted lines on the fuselage plan. Do not bother drawing up detailed full-size plans, just be sure that the few dimensions given are followed exactly. Make the rear portion of the fuselage first; that is, everything aft of Station 5. Before removing the framework from the plan, cover the exposed side with  $\frac{1}{32}$ " sheet to keep it from warping once it is removed from the workbench. After that one side has been covered, remove the framework from the workbench and cover the other side. Now pry both apart with a razor, and you are ready to insert the cross braces. Start at both ends and work toward the middle, using rubber bands around the fuselage



# Widgeon

to hold the cross braces in place while the cement dries. Since the smaller nose framework attaches to the main framework at a low point, an extra cross-brace  $2\frac{3}{4}$ " from the bottom will be needed to support it. The small nose frame is simple, but temporary diagonals should be included to keep the shape rigid until it is partially covered. Since the top of the nose section contains compound curves, you will have to plank it. Use  $\frac{1}{16}$  x  $\frac{1}{4}$ " soft-balsa strips for this. Naturally, you can't plank without formers, so go ahead—cut them out and cement them in place. Leave the planked portion alone after completion to allow the cement to dry well. Meanwhile, the top of the hull can be covered with  $\frac{1}{32}$ " sheet aft of Station 8.

Grab a piece of  $\frac{1}{16}$ " sheet and hack out parts H-1 to H-12. Note that two formers are necessary where a "step" occurs. The smaller formers are indicated by dotted lines on H-6 and H-10. Once all of these parts are cemented to the proper stations, the fuselage covering may be finished. Note that the bottom nose portion is semihard  $\frac{1}{16}$ " sheet, as this portion of the model takes the shock when accidental landings occur on ground, trees et cetera. A block cemented to the nose is now trimmed to conform with the fuselage lines. After cutting out two cabin roof formers from 1" thick soft-balsa stock, cement them in place and fill the intervening space between them with  $\frac{3}{32}$ " or  $\frac{1}{8}$ " sheet. (Grain should run across fuselage, parallel to cross braces.) After shaping the cabin portion to rounded contours with knife and sandpaper, add the celluloid windshield and side windows. Sand the fuselage to remove all rough projections and cover the top and sides with tissue.

After cutting out the ribs, lay out a simple wing plan consisting of rib spacings and a line across the span to indicate proper spar positions. Since the spar is 38" in span, splice an extra length to the standard 36" sheet balsa which you have before cutting out the two identical spars. The center section is built first, and after the sheet covering has been applied, tip one wing panel down so that the spar tip is resting on the workbench. Assemble the tip, and after covering with  $\frac{1}{32}$ " sheet, tip down the other wing panel until it contacts the bench so it in turn can be completed. By applying the  $\frac{1}{32}$ " sheet while the wing is still on the bench, you reduce the chance of warpage once the wing is removed. Sand the rear edge of the leading-edge sheet covering so that a knife edge results. This allows a better covering job. So, without further ado, you cover the wing.