

Grumman Albatross Research

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A Brief History of the Grumman Albatross

In order to help alleviate confusion and provide an accurate overview and explanation of the somewhat confusing and often misunderstood history of the various models and history of the Grumman Albatross, I have assembled the following summary. This document may be freely distributed with the following caveats.

- It must be distributed exactly as it is, and must be distributed in its entirety, with the header and footer information intact and unchanged.
- No compensation of any kind may be received in exchange for this document or the information contained herein.

A total of 466 Albatross airframes were built.

Of those, 2 were prototypes and the remaining 464 were production models.

Grumman Construction Numbers

The 464 production models were each assigned a Grumman construction number ranging from G001 to G464. This is the only identification number that can truly be used to identify a particular airframe without confusion throughout its service life. These serial numbers are often referred to as MSN – Manufacturer Serial Numbers. This number was stamped on a metal data plate that was fastened to the lower instrument panel near the co-pilot's left knee or sometimes on the right side wheel well locker area. When an aircraft underwent the Long wing conversion a new data plate containing the new designations and serial number was installed either replacing the original or in addition to the original.



Grumman Design Numbers

Each airframe was also built under a specific Grumman Design number, that identified the configuration of the airplane. For consistency and to avoid confusion, when referring to a Design number I insert a hyphen between the G and the number (e.g. G-262) and for Construction numbers the hyphen is omitted (e.g. G262). The first 443 airplanes were initially built under the G-64 Design number and then those that were later modified fell under various other design numbers. The last 21 airplanes built were manufactured under design numbers G-191, G-231 and G-262. See [Appendix A](#) for a listing of these Design Numbers

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Basic Configurations

There are 2 basic configurations of the Albatross, the original short wing version (80' 0" wingspan) which is quite often referred to simply as an A model and a long wing version (96' 8" wingspan) which is commonly referred to as a B model. As you read through this document you will see where these designations came from, but also how often they are actually less than accurate.

The primary difference between a short wing and a long wing Albatross is obviously the wing span along with larger horizontal and vertical tail surfaces, however there are additional minor system differences including an integral gust lock system and a number of electrical system changes. See [Appendix B](#) for dimensional specifications of each model and

Military Serial numbers

Each US Military branch uses a different identification number system for aircraft.

- The USN uses the Bureau Number (Bu No) system which is simply a sequential number that begin with #1 for the first USN aircraft and continues today. The first USN Albatross BuNo was 124374 and the last was 151265. For comparison, the most current USN aircraft being delivered that I could find was 169425 (a Lockheed F-35C Lightning).
- The USAF system is based on the year the contract for the aircraft was issued followed by a sequential number within that year (e.g. 49-097 was ordered in 1949 and was the 97th aircraft ordered in that year). USAF Albatross numbers range from 48-0588 to 52-0137. Note that this does not necessarily reflect the delivery date of the aircraft.
- The USCG uses a 4 digit numbering system that varies in its logic. Many of the USCG Albatrosses were either prior USAF aircraft or ordered by the USAF but delivered to the USCG. Generally the USCG used the last 4 digits of the USAF serial number as the new side no (i.e. 51-7255 became USCG 7255). Some USCG airframes were specifically ordered by and delivered to the USCG and had serial numbers assigned by the USCG presumably from a somewhat sequential list of other USCG aircraft.
- For a more detailed explanation of US military serial numbers visit <http://www.joebaugher.com/>

It is important to note that many Albatrosses were ordered by one service but delivered to another and many were transferred between services. Additionally, aircraft destined for foreign countries were often assigned a USAF or USN serial number for administrative purposes and may never have been operated by that service under that designation. Each foreign military used their own serial number system which can add tremendous confusion when trying to identify a specific airplane. See [Appendix E](#) for a summary of foreign Albatross operators.

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Military Model Numbers

All Albatrosses were built for military customers (primarily the US Navy, US Air Force and US Coast Guard, but also several foreign governments including Indonesia, Canada, West Germany and Japan) and therefore the military model numbers are the primary designations. At the time of the Albatrosses introduction each service used different model designations for a particular aircraft. In the case of the Albatross, they were designated as UF-1 by the Navy, SA-16A by the Air Force and UF-1G by the Coast Guard. Additionally the first 32 airplanes were initially ordered by the Navy as PF-1 but delivered to the USAF as SA-16A. In 1962, the Department of Defense instituted the *Tri-Service Aircraft Designation System* which standardized the model numbers of all Military aircraft. This system is covered in more detail later in this document under [US DoD 1962 Re-designation](#). See [Appendix B](#) for a table of the various model numbers.

Model number and serial number confusion and inaccuracies

There are a multitude of inaccuracies that have been perpetuated in the civilian world with regards to Albatross model and serial numbers. Some of these have some basis in the history of the specific airplane (e.g. an aircraft that was operated by both the USN and USAF in its history would have been assigned both a USAF serial number and a USN BuNo and either may appear in FAA records, etc). Others are simply incorrect information that has never been corrected.

Powerplants

The standard powerplant configuration for the Albatross was the Curtiss Wright R-1820-76 engine with a Hamilton Standard 43D50 propeller controlled via an Integral Oil Control Unit (IOC). This applied to all but 15 of the last 21 airplanes built. The RCAF CSR-110s were fitted with the Wright R-1820-82 engine and a Hamilton Standard 43D51 propeller also incorporating an IOC which was a very similar configuration to the Grumman S-2 Tracker. The West German airplanes received a commercial version of the R-1820-76 (1000C9) with the standard 43D50 Propeller. For the civilian G-111 conversion the 982C9HE (Similar to R-1820-82)/43D51 combination was used. Some civilian Albatrosses have had the R-1820-76 engines replaced with the R-1820-80 or other non-standard R-1820 configurations. These unique conversions are not listed on any of the Type Certificate Data Sheets.

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Triphibian version

Many of the USAF aircraft were built as triphibian models. This allowed the aircraft to operate not only on land and water, but also on snow/ice. It involved a strengthening of the hull structure particularly around the step area, installation of a large hydraulic strut which extended a large ski which ran from the aft end of the nose gear doors to the extension strut at the step and installation of outrigger skis which attached to the front of each wing tip float. The USAF versions did not receive any special designation for this modification, however the USN did order 2 triphibian versions which were designated as UF-1L (LU-16C). These 2 airplanes were ordered to support Operation Deep Freeze in Antarctica. Additionally, the Canadian CSR-110 models were also Triphibians. A Triphibian can be easily identified by the presence of a large square opening in the keel of the airplane just aft of the main step, however this opening may have been covered over on civilian airplanes.



Military Model differences

The differences between aircraft built for each specific service are generally very minor. A few of the more common were some of the cold weather modifications installed on USAF airplanes including Hot Fuel Primers and Oil Dilution along with a different style oil tank more suited to cold weather operations. The USAF Models incorporated a drop tank system that used explosive squibs for the emergency release while the USN models used an electrical solenoid system with a hydraulic backup. There were also some communication and navigation differences. Other minor differences were also present between various services. It should be noted that in civilian operation very few of these differences are relevant as most of these systems are removed when the aircraft is prepared for civilian use.

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Production History

Of the 464 production airplanes, the first 443 were delivered from the factory as short wing model Albatrosses. They consisted of a variety of specific models and were built for the USAF, USN, USCG and Indonesia. The original order of 32 short wing airplanes was placed by the USN and were given a designation of PF-1, however these were ultimately delivered to the USAF with the designation of SA-16A. The short wing airplanes delivered to the USN were designated as UF-1, and those for the USCG were designated as UF-1G. The USN also ordered and received 2 unique models of the Albatross. The UF-1T was a specially configured model for the US Naval academy and the UF-1L was a Triphibian version.

Short Wing Delivery Totals

<i>Model</i>	<i>Delivered</i>	<i>Qty</i>	<i>First Del</i>	<i>Last Del</i>	<i>C/N range</i>
SA-16A	USAF	288	Aug 1949	Feb 1954	G001-G241 (not sequential)
UF-1	USN	103	Dec 1949	Dec 1956	G010-G434 (not sequential)
UF-1G	USCG	37	May 1951	Nov 1955	G061-G362 (not sequential)
UF-1L	USN	2	Dec 1952	Dec 1952	G212 & G214
UF-1T	USN	5	Aug 1953	Oct 1953	G305-G320 (not sequential)
UF-1	Indonesia	8	Nov 1957	Jun 1958	G436-G443
Total		443			

As was common with many aircraft manufacturers during the period the Albatrosses were built, Grumman subcontracted the construction of many of the Albatross airframes to another manufacturer. These hulls were built at the Chrysler Corporation plant in Evansville, IN and then trucked to Bethpage, NY for final assembly at the Grumman factory. Construction number G116 was the first hull built by Chrysler and then for a period Grumman and Chrysler were both building the airframes until G151 at which point all airframe production took place at Chrysler. This continued until G364 which was the last hull built by Chrysler and then all subsequent hulls were built by Grumman at Bethpage. A total of 227 airframes were ultimately built by Chrysler.

The final 21 airplanes were built as Long wing models for foreign customers and delivered as follows:

Factory built Long Wing Delivery Totals

<i>Model</i>	<i>Delivered to</i>	<i>Qty</i>	<i>First Del</i>	<i>Last Del</i>	<i>C/N range</i>
UF-2	W Germany	5	Jan 1959	Apr 1959	G444-G448
CSR-110	RCAF	10	Sep 1960	Mar 1961	G449-G458
UF-2	JMSDF	6	Feb 1961	May 1961	G459-G464
Total		21			

That covers the construction and initial delivery of every Albatross built.

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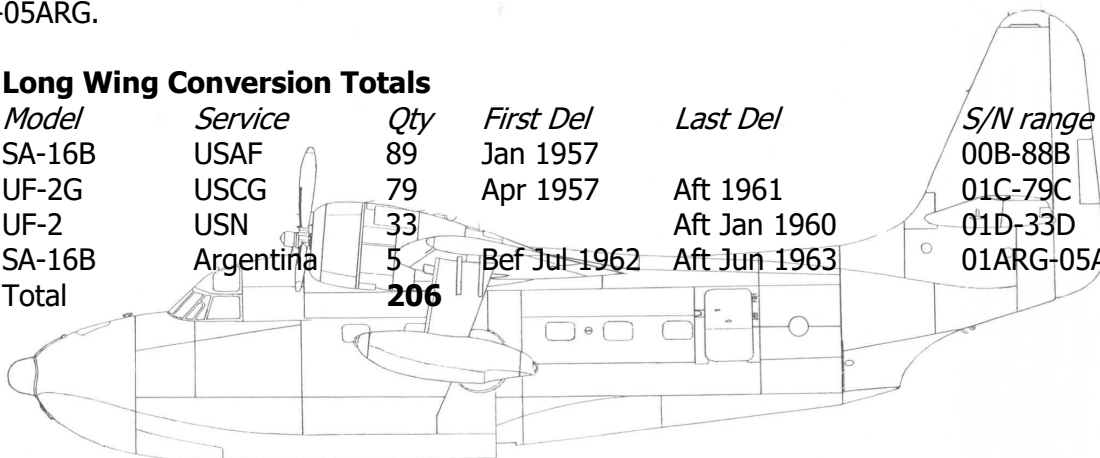
Long Wing Conversions

As the Albatross was operated by the various services, there was a desire for additional performance and so the Long Wing Albatross was designed by Grumman. This conversion installed a constant chord wing plug extension outboard of the engine between the wing center section and the wing outer panel and also redesigned the outboard section of the wing leading edge replacing the leading edge slot with a drooped leading edge cuff as well a slight extension to the length of the outer wing panel. Additionally, the tail surfaces were enlarged. The flight controls were all modified to accommodate the redesigned wing and tail surfaces. Additional system modifications were also installed, including electrical system changes and a flight control gust lock system among others.

With the exception of the last 21 airplanes built (as detailed previously), all long wing Albatrosses were converted from short wing models. When they were converted they were redesignated with a new model number. They were also assigned a new long wing serial number which was a sequential number indicating the order in which they were converted (within each service group) and a B/C/D suffix depending on the service. 5 additional airplanes were converted for Argentina as SA-16B and assigned 01ARG-05ARG.

Long Wing Conversion Totals

<i>Model</i>	<i>Service</i>	<i>Qty</i>	<i>First Del</i>	<i>Last Del</i>	<i>S/N range</i>
SA-16B	USAF	89	Jan 1957		00B-88B
UF-2G	USCG	79	Apr 1957	Aft 1961	01C-79C
UF-2	USN	33		Aft Jan 1960	01D-33D
SA-16B	Argentina	5	Bef Jul 1962	Aft Jun 1963	01ARG-05ARG
Total		206			



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ASW Long Wing Conversions

An additional group of airplanes underwent the same long wing conversion as well as additional modifications to convert the airplane into an ASW (Anti-Submarine Warfare) platform for several foreign militaries. The ASW conversion including a redesigned nose cone which housed a large search radar as well as the installation of a MAD (Magnetic Anomaly Detection) boom in the tail. Large high powered search spotlights were also installed on some ASW aircraft. These airplanes were designated SA-16B/ASW and were converted as follows.

Long wing / ASW conversion totals

<i>Model</i>	<i>Service</i>	<i>Qty</i>	<i>First Del</i>	<i>Last Del</i>	<i>S/N Range</i>
SA-16B/ASW	Norway	20	Jul 1961	Sep 1963	01N-20N
SA-16B/ASW	Chile	3	Jun 1962	Aug 1962	01CT-03CT
SA-16B/ASW	Chile	3	Oct 1963	Oct 1963	01CA-03CA
SA-16B/ASW	Peru	3	Oct 1963	Nov 1963	01P-03P
SA-16B/ASW	Spain	7	Nov 1963	Mar 1964	01SP-07SP
Total		36			

This makes a total of **242** short wing airplanes converted into long wing airplanes out of 443 which leaves **201** short wing airplanes that were never converted. With the 21 Factory Built Long Wings we have a total of **263** long wing airplanes

US DoD 1962 Re-designation

In 1962 all US Military aircraft were re-designated under the *Tri-Service Aircraft Designation System*. The Albatross received the designation U-16 – U denoting the aircraft basic mission as Utility. The basic aircraft was further designated as the HU-16 with the H denoting the modified mission code of Search and Rescue. Special variants of the Albatross received the TU-16 (Trainer), LU-16 (Equipped for Cold Weather Operations) and SHU-16 (Anti-Submarine Warfare / Search & Rescue) designations

The variants of the Albatross were designated by the following suffixes.

<i>Service</i>	<i>Type</i>	<i>Series Letter</i>	<i>Full Designation</i>
USAF	Short Wing	A	HU-16A
USAF	Long Wing	B	HU-16B
USN	Short Wing	C	HU-16C
USN	Long Wing	D	HU-16D
USCG	Long Wing	E	HU-16E

By this time all USCG short wing airplanes had been retired or undergone the long wing conversion so there was no USCG short wing designation created. This system applied to all the special variants as well (e.g. LU-16C, SHU-16B, etc.) See [Appendix A](#) for a complete list of the designations.

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Transition of the Albatross to civilian operation.

As the Albatross was phased out and retired most were placed in storage, initially at the USN Litchfield Park Facility and then later at the Aerospace Maintenance & Regeneration Center (AMARC) at Davis Monthan AFB with all of the Litchfield Park airplanes eventually being moved to AMARC. When the aircraft was ultimately declared surplus, the Albatrosses in storage at AMARC were sold at auction. Most of these were bought by Grumman for the G-111 project described below. At the completion of this project the remainder were sold to civilian scrap/restoration yards in Tucson and other civilian owners.

Ex-military aircraft that have a certified civilian counterpart (e.g. C-47 / DC-3) can be certified under the civilian type certificate after being bought as surplus. However, the Albatross did not have a civilian counterpart and thus there was no Type Certificate in existence. In this instance, the FAA has a process whereby an individual or company can develop a type certificate for such an airplane and then those aircraft can receive a Restricted Category airworthiness certificates. See [Appendix C](#) for a further discussion of Restricted Category. There are 5 such type certificates for the Albatross. 3 of these (A2GL, A20NM, T00003LA) are specific to a single serial number. The last 2 were used to certify the vast majority of civilian Albatrosses. A23NM covers short wing airplanes only and applies to 61 specific serial numbers. A33SO covers short wing and long wing airplanes and also applies to 61 specific serial numbers. Some serial numbers are listed on both of these Type Certificates but one or the other is used when applying for an Airworthiness certificate. Resorts International (Flying Boats, Inc) also developed a 6th Type Certificate (A22SO) for the certification of the G-111 models. See [Appendix D](#) for a listing of all the type certificates and the airframes they are applicable to.

Some aircraft are also operated under Experimental category airworthiness certificates. In those cases the Type certificates listed above are not relevant.

Long Wing Life Limit

As part of the development of the Type Certificate A33SO for the long wing Albatrosses, the FAA mandated a life limit on those aircraft due to the construction of the wing and the results of testing conducted by the US Navy. This testing was conducted in by the US Naval Air Development Center Johnville in Warminster, PA after the discovery of corrosion damage in the spar caps of several aircraft. The results of the testing were published 30 June 1970 as Report # NADC-ST-7007 "Determination of the Life Remaining in the Model HU-16E Airplane Wing" which has become commonly referred to as "The Philadelphia Report". As part of the Long Wing conversion process all 4 spar caps had steel reinforcing doublers installed which appears to have precipitated the corrosion that prompted the fatigue test. Additionally 2 rivet holes were plugged during the conversion and this is the spot where the cracks in the spar caps originated.

During the test a USCG HU-16E (USCG 1264 – G150) wing with 7,216 service hours was subjected to a total of 12,500 test hours. The right wing failed at 8,200 test hours at which point a Grumman designed steel doubler plate was installed on the left wing in the area of the jack pad holes. The failure originated in the Main Beam Lower spar cap in the area of the jack pad holes. The test was continued and the left wing accumulated an additional 4,000 test hours before catastrophic failure. It was determined that the

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presence of exfoliation corrosion was a definite factor in the origination of the fatigue cracks but the the amount of corrosion was not relevant (the wing with less corrosion failed first in the test)

The report recommended that all Long wing airplane spar caps be immediately inspected using eddy current NDI procedures and that the Grumman designed doubler be installed on all Long Wing airplanes followed by repetitive eddy current inspections every 200 hours or less. The recommendation was also made that all USCG aircraft be retired at 12,500 flight hours and all USAF, USN and Canadian aircraft be retired at 9,500 flight hours.

Based on the data I have accumulated, the USCG established a life limit of 11,000 flight hours for their aircraft. The vast majority of retired USCG HU-16E models were retired with somewhere between 10,500 and 10,999 hours. USAF airplanes generally seem to have been retired in the 7,000-8,000 hour range. Because of their shorter time in service before retirement, USN HU-16D's were generally retired with roughly 4,000-5,000 flight hours.

The specific life limit for each airframe as determined by the FAA is listed in the Type Certificate Data Sheet. See [Appendix D](#) for the various A33SO life limits and related airframes. The life limits under TCDS A33SO range from 7,371 hours to 9,855 hours. These limits do NOT apply to the short wing Albatross.

As part of the civilian G-111 conversion discussed below, the wing spars on 12 of the 13 G-111's were rebuilt with new titanium spar caps which eliminated the life limit on those aircraft. (1 of the 13 aircraft that was converted to a G-111 did not receive the spar cap replacement and thus retains a life limit. See the Type Certificate for more details)

The full "Philadelphia Report" along with the various Type Certificate Data Sheets are available on my website at www.hu-16.com under HISTORY and then WING LIFE.

It is very important that the full history of any long wing Albatross be determined through original military logbooks to ensure the life limit has not been exceeded before operating the airplane.

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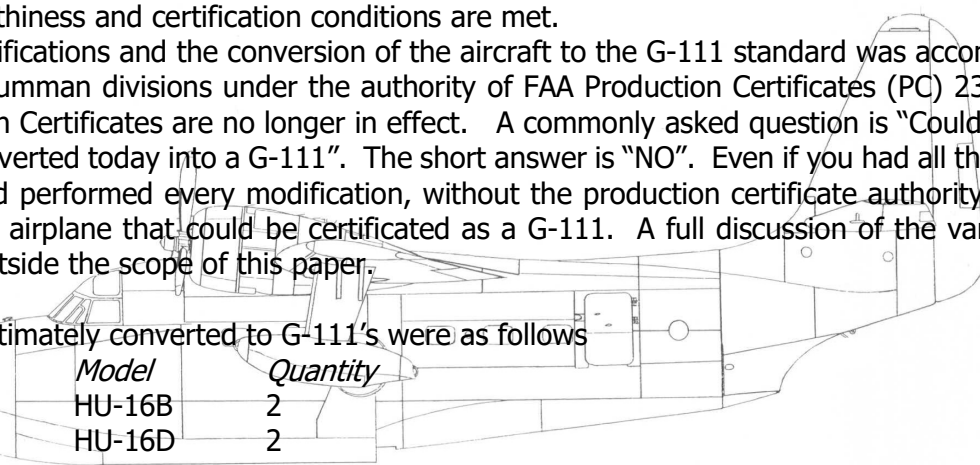
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G-111 Conversion

Because of the limitations of the Restricted Category airworthiness certificate, everybody onboard an Albatross certified under that category must be a required crew member necessary for the approved special purpose being performed, and in particular those aircraft cannot carry passengers for hire. In the 1970's Grumman was approached by Resorts International with a request to convert a number of ex-military surplus Albatrosses into Transport category aircraft capable of being operated in passenger carrying service for Chalk's Airlines. The designation G-111 was chosen for the modified airplanes, which can cause some confusion as G-111 was also the primary design number used for the USAF long wing conversions which were designated as SA-16B and then HU-16B. There are distinct critical differences between a military long wing conversion (i.e. SA-16B/HU-16B) and the civilian G-111 as certified under Type Certificate A22SO. Along with the spar modification discussed previously, additional exit doors were installed in the forward part of the cabin, and numerous system changes were also introduced. In addition, all G-111 aircraft were powered by the 982C9HE3 (R-1820-82) series engine and the 43D51 propeller. This project ultimately resulted in the conversion of 13 airplanes into the G-111 configuration which makes them eligible to receive Standard Transport Category US Airworthiness certificates assuming the other airworthiness and certification conditions are met.

All of these modifications and the conversion of the aircraft to the G-111 standard was accomplished by two different Grumman divisions under the authority of FAA Production Certificates (PC) 23 and 1050. These Production Certificates are no longer in effect. A commonly asked question is "Could a standard Albatross be converted today into a G-111". The short answer is "NO". Even if you had all the drawings, tooling, etc., and performed every modification, without the production certificate authority you would still not have an airplane that could be certificated as a G-111. A full discussion of the various G-111 differences is outside the scope of this paper.

The airframes ultimately converted to G-111's were as follows



<i>Service</i>	<i>Model</i>	<i>Quantity</i>	
USAF	HU-16B	2	
USN	HU-16D	2	
USCG	HU-16E	2	
RCAF	CSR-110	2	(Royal Canadian Air Force)
JMSDF	UF-2	5	(Japan Maritime Self Defense Force)
Total		13	

These aircraft were converted by Grumman in the early 1980's and several went into service with Chalk's airlines briefly. The remainder were ferried to Marana Air Park and placed in storage, with most of the the remaining operational airplanes joining them when they were taken out of service. Of the 13 aircraft, 1 or 2 remain at Marana and 5 or 6 have been reportedly relocated from Marana to Hannibal, MO (although one is reported to have had an off airport landing in New Mexico – N125FB), 3 are operating with private owners (VH-NMO, N51ZD, N121FB), 1 is stored disassembled in Fort Pierce, FL (N117FB), 1 is stored in Mesa, AZ (N115FB), and 1 was destroyed in an accident (120FB).

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Unique Conversions

There are three Albatrosses that warrant mention as unique or experimental conversions.

The first is an HU-16A MSN G77 (ex USA 51-0004) which was converted by Conroy corporation with turbine engines. Conroy is more well known for their various Super Guppy conversions for NASA. Their Albatross conversion incorporated Rolls Royce Dart Engines and special nacelles and exhaust modifications. The prototype was completed and first flown on 25 February 1970 but no further aircraft were converted to this configuration. The sole example registered as N16CA was stored at New Smyrna Beach, FL for many years and ultimately scrapped sometime around 2010-2017. As a side note the aircraft on Display at the Baltimore Air National Guard base is painted as USAF 51-0004 but is actually USAF 51-7193 (MSN G255).



A more recent specialized Albatross conversion was N44RD (MSN G405 – ex USN 137932) which was created by Reid Dennis for the specific purpose of recreating the route flown by Amelia Earhart followed by the completion of a circumnavigation of the globe. This aircraft was a USN HU-16C that was modified by installing the outer wing panels from a Long wing Albatross but omitting the constant chord plug of the Long wing conversion. This resulted in a wing span of 85'0". Additionally portions of the outer wing panels were modified to hold fuel. This modification also necessitated the installation of a fuel dump system. N44RD was recently retired and donated to the Hiller Aviation Museum in Northern California where it is currently on display.



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Certainly the most unique Albatross modification was undertaken by Shin Meiwa Industries in Japan. As part of the development process for their PS-1 / US-1 Flying boat they heavily modified an ex USAF HU-16A 51-472 (MSN G153) which was redesignated as the UF-XS. This aircraft was transferred to the Japanese Maritime Self Defence Force (JMSDF) under the Mutual Defense Aid Project and was assigned USN Bu No 149822 for the transfer. Shin Meiwa used the aircraft as a test bed for several concepts that were being developed for the PS-1. In particular they installed a compressed air system that channeled high pressure air over the top of the wing to improve boundary layer control and provide better short take off and landing performance. A GE T58 Turbine engine was installed in a fairing mounted on top of the center section of the aircraft to power this system. Two additional R-1340 radial engines with 2 bladed propellers were mounted on the wing outboard of the original R-1820's. Much of the lower part of the fuselage was reshaped, the Horizontal stabilizer was moved to a T-tail configuration and the aircraft was reconfigured with a tail wheel. This aircraft is currently on display with all the modifications intact at Kakamigahara Aerospace Museum in Kakamigahara City, Miho, Japan.



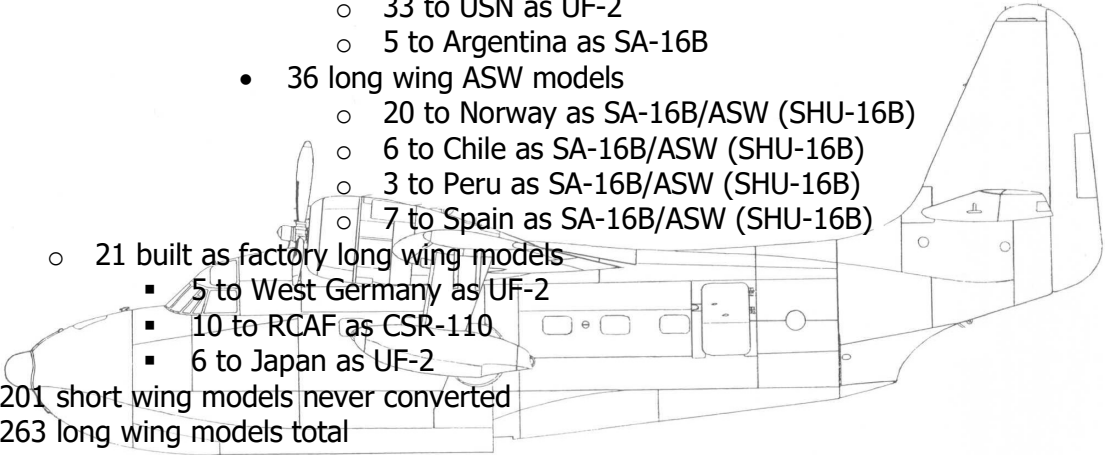
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Summary of Albatross Production and Conversions

- 2 Prototype airplanes
 - 464 Production airplanes
 - 443 built as short wing models
 - 288 to USAF as SA-16A
 - 103 to USN as UF-1
 - 37 to USCG as UF-1G
 - 2 to USN as UF-1L
 - 5 to USN as UF-1T
 - 8 to Indonesia as UF-1
 - 242 short wing models subsequently converted to long wing models
 - 206 standard long wing models
 - 89 to USAF as SA-16B
 - 79 to USCG as UF-2G
 - 33 to USN as UF-2
 - 5 to Argentina as SA-16B
 - 36 long wing ASW models
 - 20 to Norway as SA-16B/ASW (SHU-16B)
 - 6 to Chile as SA-16B/ASW (SHU-16B)
 - 3 to Peru as SA-16B/ASW (SHU-16B)
 - 7 to Spain as SA-16B/ASW (SHU-16B)
 - 21 built as factory long wing models
 - 5 to West Germany as UF-2
 - 10 to RCAF as CSR-110
 - 6 to Japan as UF-2
 - 201 short wing models never converted
 - 263 long wing models total
- 
- 13 airplanes converted to civilian G-111 configuration
 - 2 from USAF HU-16B
 - 2 from USN HU-16D
 - 2 from USCG HU-16E
 - 2 from RCAF CSR-110
 - 5 from JMSDF UF-2
 - 128 Albatrosses still in existence
 - 51 on Display in museums, as gate guards or in similar settings
 - 74 Flyable or Potentially restorable
 - 42 are actively flying or could likely be made ferryable
 - 32 would require major work / restoration
 - 2 are abandoned and unrecoverable

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Training Requirements

As the Albatross has a gross weight in excess of 12,500 pounds, a type rating is required to act as Pilot in Command. The type rating for all Albatrosses is issued as a G-111 type rating. Of course a Multi-Engine seaplane rating is also required. Additionally, each PIC must maintain currency in accordance with FAR part 61.58 - Pilot-in-command proficiency check: Operation of aircraft requiring more than one pilot flight crewmember.

The Albatross also requires a Second in Command. For domestic operations, the SIC does not require a type rating, but they would require a Multi-Engine Seaplane rating. There are some opinions that a Multi-Engine Land rating would suffice if no water operations are conducted. For international operations a SIC Type rating (FAR 61.55(e)) is required.

It should also be noted that primary type rating training for the G-111 type rating cannot be given in a Restricted Category HU-16 unless an exemption to the requirements of FAR 91.313 is received from the FAA or Flight Training is approved as a special purpose for that aircraft. Recurrent training (FAR 61.58) may be conducted in any HU-16/G-111.

International Operations

Generally, there are no special issues with operating a restricted category Albatross internationally, as long as the limitations of the Restricted category certificate are complied with and the aircraft is operated for a special purpose for which it is certificated. It must be noted, however, that a Restricted Category aircraft may not meet the applicable airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation and may require special permission from the civil aviation authority in the country you wish to operate the aircraft in.

Because an aircraft certificated under the experimental category is not required to meet normal airworthiness requirements, special permission must be obtained from the civil aviation authority of any foreign country you wish to operate the aircraft in.

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Manuals

All the manuals used to support the operation of the Albatross are ex Military manuals. There were also some additional manuals created for the G-111. Generally the USAF and USN manuals contain the same basic information but the USN manuals tend to be better organized and more useful. The USAF identifies their manuals using a Technical Order (TO) designation, while the USN identifies them using a NAVAIR Designation. The USAF System is more consistently logical when referring to the complete range of manuals relating to individual components.

You will often hear manuals referred to by a dash number (Dash 1, etc). This comes from the identification used for the primary manuals: -1 (Flight Manual), -2 (Maintenance), -3 (Structural Repair), -4 (Parts), -5 (Weight & Balance), -6 (Inspection).

Below is a listing of some of the most relevant maintenance manuals.

Description	USAF Identification	USN Identification
Aircraft Manuals		
Flight Manual (Short Wing)	1U-16(H)A-1	01-85AC-1
Flight Manual (Long Wing)	1U-16(H)B-1	01-85AD-1
Erection & Maintenance Instructions	1U-16(H)A-2	01-85AB-2
Structural Repair	1U-16(H)A-3	01-85AB-3
Illustrated Parts Book	1U-16(H)A-4	01-85AB-4
Weight & Balance Handbook	1U-16(H)A-5	01-85AB-5
Aircraft Inspection Requirements	1U-16(H)A-6	01-85AB-6
Engine Manuals		
R-1820-76 Service Instructions	2R-R1820-22	02A-35GH-2
R-1820-82 Service Instructions	2R-R1820-22	02A-35GN-502
R-1820-76 Overhaul Instructions	2R-R1820-23	02A-35GH-3
R-1820-82 Overhaul Instructions	2R-R1820-23	02A-35GN-503
R-1820-76 Illustrated Parts Breakdown	2R-R1820-24	02A-35GH-4
R-1820-82 Illustrated Parts Breakdown	2R-R1820-24	02A-35GN-504
Propeller Manuals		
43D50 Propeller Service	3H-12-2	03-20CC-38
43D50 Propeller Overhaul Instructions	3H-12-3	03-20CC-39
43D50 Propeller Illustrated Parts	3H-12-4	03-20CC-40

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Appendix A

Albatross Design Number Matrix – Short Wing

Des	Qty	SA-16A	UF-1	UF-1T	UF-1L	UF-1G	UF-1
G-64	443	288 USAF	103 USN	5 USN	2 USN	37 USCG	8 Indonesia

Albatross Design Number Matrix – Long Wing Conversions

Design	Qty	Conversions				Factory built long wings	
		SA-16B	UF-2 (conv)	UF-2G	SHU-16B	UF-2 (Orig)	CSR-110
G-111	89	89 USAF					
G-211	33		33 USN				
G-234	59			59 USCG			
G-251	20				20 Norway		
G-270	9			9 USCG			
G-288	11			11 USCG			
G-315	6				6 Chile		
G-333	5		5 Argentina				
G-340	?		? Argentina				
G-341	3				3 Peru		
G-342	7				7 Spain		
G-191	5					5 W Germ	
G-231	10						10 Canada
G-262	6					6 Japan	

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Appendix B

Albatross Model Number / Redesignation Matrix

Base Model	1962 Redesignation	Long Wing Conv	Comments
XJR2F-1	N/A	N/A	Prototypes – 2 built
USAF Numbering			
Base Model	1962 Redesignation	Long Wing Conv	Comments
SA-16A	HU-16A	SA-16B/HU-16B	USAF
SA-16B	HU-16B		USAF
SA-16B/ASW	SHU-16B		Foreign use
USN Numbering			
Base Model	1962 Redesignation	Long Wing Conv	Comments
PF-1	N/A	N/A	Del to USAF as SA-16A
UF-1	HU-16C	UF-2 / HU-16D	USN
UF-1T	TU-16C	N/A	USN – Trainer
UF-1L	LU-16C	N/A	USN – Triphibian
UF-2	HU-16D		USN
USCG Numbering			
Base Model	1962 Redesignation	Long Wing Conv	Comments
UF-1G	N/A	UF-2G / HU-16E	USCG
UF-2G	HU-16E		USCG
RCAF Numbering			
Base Model	1962 Redesignation	Long Wing Conv	Comments
CSR-110	N/A	N/A	RCAF
1962 Redesignations			
1962 Redesignation	Previously	Long Wing Conv	Comments
HU-16A	SA-16A	SA-16B/HU-16B	USAF
HU-16B	SA-16B		USAF
HU-16C	UF-1	UF-2 / HU-16D	USN
HU-16D	UF-2		USN
HU-16E	UF-2G		USCG
LU-16C	UF-1L	N/A	USN – Triphibian
SHU-16B	SA-16B/ASW		Foreign use
TU-16C	UF-1T	N/A	USN – Trainer

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Albatross Model Number descriptions

Model	Description
CSR-110	RCAF Long wing model
G-111	Civilian Transport category conversion
SA-16A	USAF Short wing model - Standard
HU-16A	USAF Short wing model after 1962
SA-16B	USAF Long wing model – Standard
HU-16B	USAF Long wing model after 1962
SA-16B/ASW	Foreign Long wing ASW (Anti-submarine warfare) model
SHU-16B	Foreign Long Wing ASW (Anti-submarine warfare) model after 1962
UF-1	USN Short wing model – Standard (replaced PF-1A designation)
UF-1G	USCG Short wing model - Standard
UF-1L	USN Short wing triphibian model
UF-1T	USN Short wing trainer model (specially equipped for USN Academy)
HU-16C	USN Short wing model after 1962
LU-16C	USN Short wing triphibian model after 1962
TU-16C	USN Short wing trainer model after 1962
PF-1A	Original USN Short wing designation (never delivered as this model #)
UF-2	USN Long wing model, Also used for West German and Japanese models
HU-16D	USN Long wing model after 1962
HU-16RD	Specially modified version assembled under TCDS T00003LA
UF-1G	USCG Short wing model
UF-2G	USCG Long wing model
HU-16E	USCG Long wing model after 1962
HU-16T	Grumman Super Albatross – 4 engine turboprop version – Never built
XJR2F-1	Prototype designation

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Albatross Model Specifications

Model	Wing Span	Length	Height	Engine	Propeller	# Built	# Conv
CSR-110	96' 8"	62' 9"	25' 10"	R-1820-82	43D51	10	
G-111	96' 8"	62' 9"	25' 10"	982C9HE	43D51		13
SA-16A	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	288	
HU-16A	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	Re-designation	
SA-16B	96' 8"	62' 9"	25' 10"	R-1820-76	43D50		89
HU-16B	96' 8"	62' 9"	25' 10"	R-1820-76	43D50	Re-designation	
SA-16B/ASW	96' 8"	63' 10"	25' 10"	R-1820-76	43D50		36
SHU-16B	96' 8"	63' 10"	25' 10"	R-1820-76	43D50	Re-designation	
PF-1	80' 0"	62' 1"	24' 5"	R-1820-76	43D50		
UF-1	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	103	
UF-1G	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	37	
UF-1L	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	2	
UF-1T	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	5	
HU-16C	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	Re-designation	
LU-16C	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	Re-designation	
TU-16C	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	Re-designation	
PF-1A	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	0	
UF-2 conv	96' 8"	62' 9"	25' 10"	R-1820-76	43D50		33
UF-2 original	96' 8"	62' 9"	25' 10"	R-1820-76	43D50	11	
HU-16D	96' 8"	62' 9"	25' 10"	R-1820-76	43D50	Re-designation	
HU-16RD	85' 0"	62' 1"	25' 10"	R-1820-82	43D51		1
UF-1G	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	37	
UF-2G	96' 8"	62' 9"	25' 10"	R-1820-76	43D50		79
HU-16E	96' 8"	62' 9"	25' 10"	R-1820-76	43D50	Re-designation	
HU-16T						Concept Only	
XJR2F-1	80' 0"	62' 1"	24' 5"	R-1820-76	43D50	2	

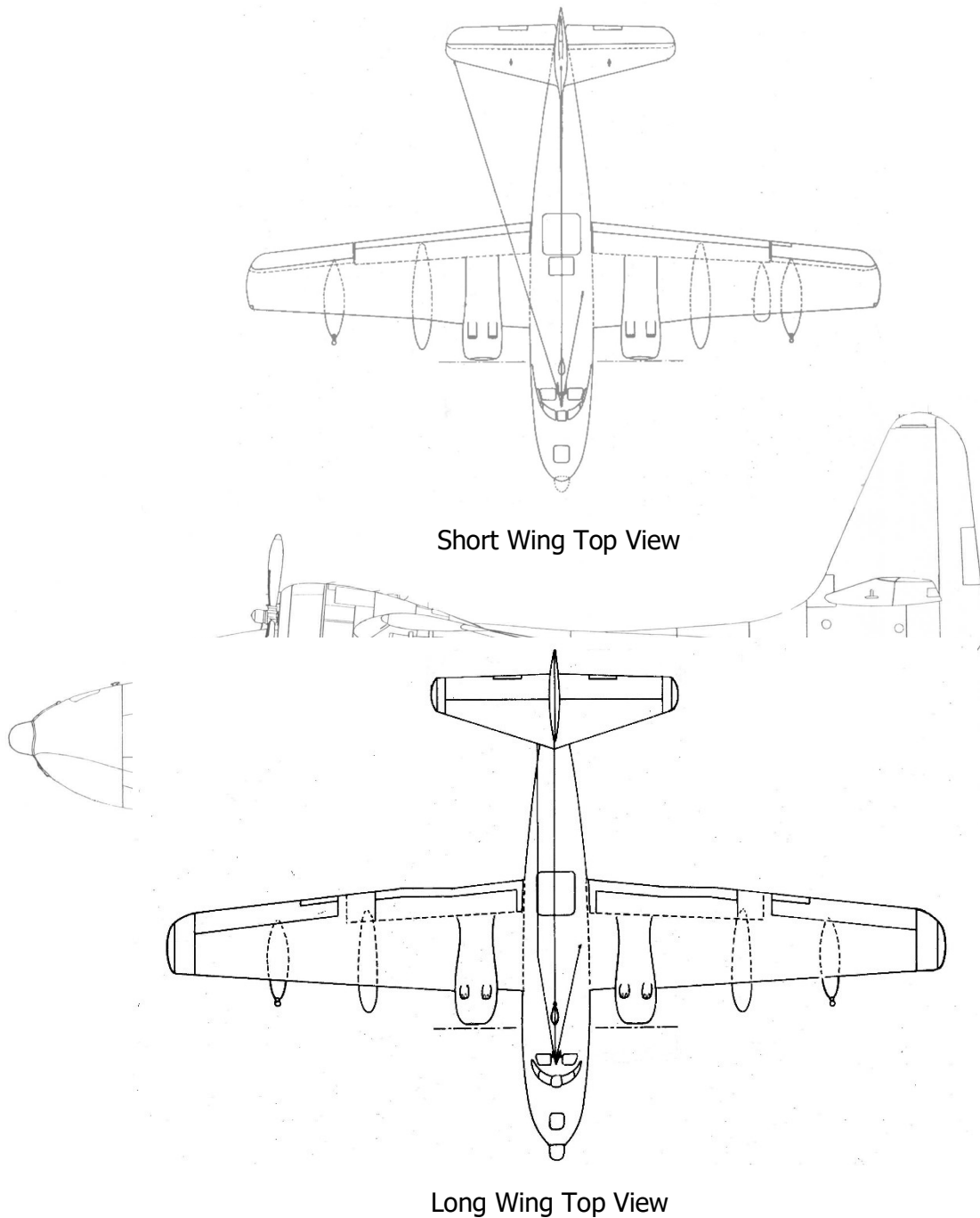
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Albatross Model 3 View Drawings

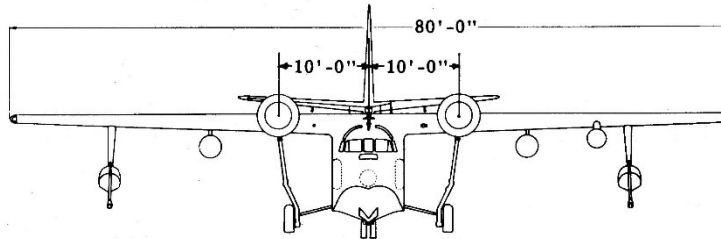


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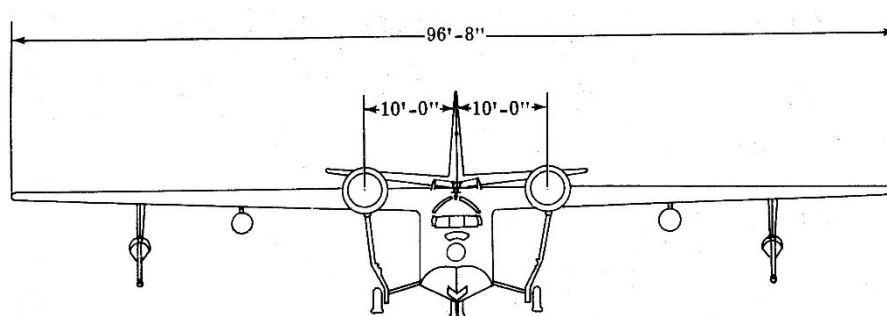
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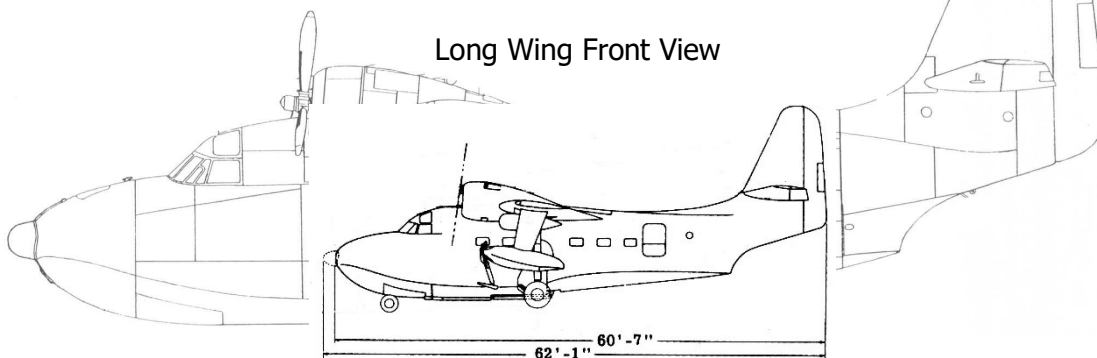
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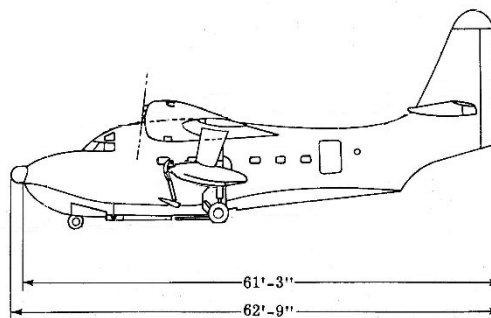
Short Wing Front View



Long Wing Front View



Short Wing Side View



Long Wing Side View

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Appendix C

FAA Airworthiness Certificate Definitions

The following is from the FAA Website (partial content only). Refer to the FAA Website, Federal Aviation Regulations or other official source for the most current and complete information

What is a standard airworthiness certificate?

https://www.faa.gov/aircraft/air_cert/airworthiness_certification/std_awcert/

A standard airworthiness certificate (FAA form 8100-2 displayed in the aircraft) is the FAA's official authorization allowing for the operation of type certificated aircraft in the following categories:

- Normal
- Utility
- Acrobatic
- Commuter
- Transport
- Manned free balloons
- Special classes

A standard airworthiness certificate remains valid as long as the aircraft meets its approved type design, is in a [condition for safe operation](#) and maintenance, preventative maintenance, and alterations are performed in accordance with 14 CFR parts 21, 43, and 91.

Special airworthiness certificates

https://www.faa.gov/aircraft/air_cert/airworthiness_certification/sp_awcert/

The FAA Special airworthiness certificate (FAA Form 8130-7) is an FAA authorization to operate an aircraft in the US airspace in one or more of the following categories

Category	Purposes	Title 14 CFR
Restricted	Aircraft with a "restricted" category type certificate, including: • Agricultural • Forest and wildlife conservation • Aerial surveying • Patrolling (pipelines, power lines) • Weather control • Aerial advertising • Other operations specified by the Administrator	21.25 21.185
Experimental	• Research and development • Showing compliance with regulations • Crew training • Exhibition • Air racing • Market surveys	21.191 21.193 21.195

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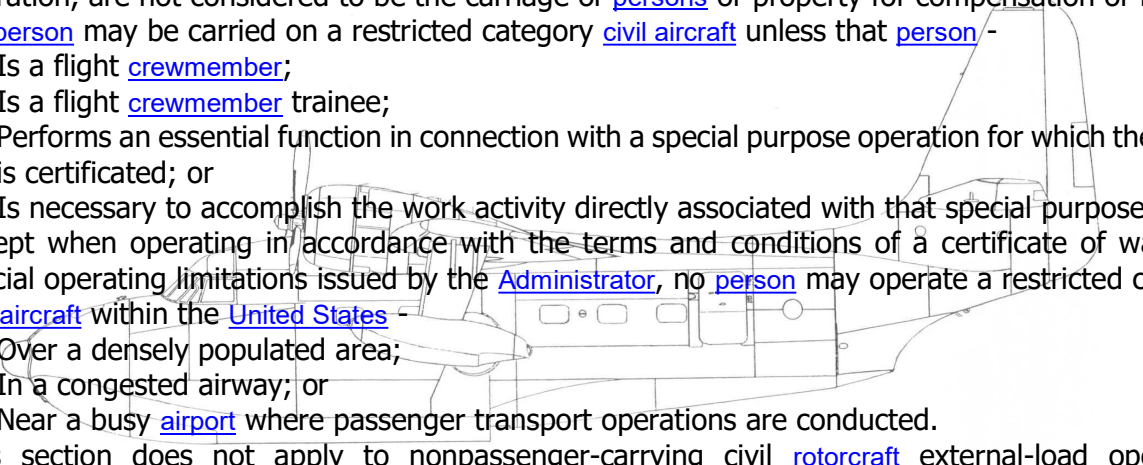
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Restricted Category Operating Limitations

§ 91.313 Restricted category civil aircraft: Operating limitations.

Link to an amendment published at [81 FR 96700](#), Dec. 30, 2016.

- (a) No [person](#) may operate a restricted category [civil aircraft](#) -
 - (1) For other than the special purpose for which it is certificated; or
 - (2) In an operation other than one necessary to accomplish the work activity directly associated with that special purpose.
 - (b) For the purpose of [paragraph \(a\)](#) of this section, operating a restricted category [civil aircraft](#) to provide flight [crewmember](#) training in a special purpose operation for which the [aircraft](#) is certificated is considered to be an operation for that special purpose.
 - (c) No [person](#) may operate a restricted category [civil aircraft](#) carrying [persons](#) or property for compensation or hire. For the purposes of this paragraph, a special purpose operation involving the carriage of [persons](#) or material necessary to accomplish that operation, such as crop dusting, seeding, spraying, and banner towing (including the carrying of required [persons](#) or material to the location of that operation), and operation for the purpose of providing flight [crewmember](#) training in a special purpose operation, are not considered to be the carriage of [persons](#) or property for compensation or hire.
 - (d) No [person](#) may be carried on a restricted category [civil aircraft](#) unless that [person](#) -
 - (1) Is a flight [crewmember](#);
 - (2) Is a flight [crewmember](#) trainee;
 - (3) Performs an essential function in connection with a special purpose operation for which the [aircraft](#) is certificated; or
 - (4) Is necessary to accomplish the work activity directly associated with that special purpose.
 - (e) Except when operating in accordance with the terms and conditions of a certificate of waiver or special operating limitations issued by the [Administrator](#), no [person](#) may operate a restricted category [civil aircraft](#) within the [United States](#) -
 - (1) Over a densely populated area;
 - (2) In a congested airway; or
 - (3) Near a busy [airport](#) where passenger transport operations are conducted.
 - (f) This section does not apply to nonpassenger-carrying civil [rotorcraft](#) external-load operations conducted under [part 133](#) of this chapter.
 - (g) No [person](#) may operate a small restricted-category civil [airplane](#) manufactured after July 18, 1978, unless an approved shoulder harness is installed for each front seat. The shoulder harness must be designed to protect each occupant from serious head injury when the occupant experiences the ultimate inertia forces specified in [§ 23.561\(b\)\(2\)](#) of this chapter. The shoulder harness installation at each flight [crewmember](#) station must permit the [crewmember](#), when seated and with the safety belt and shoulder harness fastened, to perform all functions necessary for flight operation. For purposes of this paragraph -
 - (1) The date of manufacture of an [airplane](#) is the date the inspection acceptance records reflect that the [airplane](#) is complete and meets the [FAA](#)-approved type design data; and
 - (2) A front seat is a seat located at a flight [crewmember](#) station or any seat located alongside such a seat.
- 

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Appendix D

Albatross Type Certificates

TCDS#	Current Owner	Revision	Rev Date	Models
A2GL	Trans America Air Transport Inc	Original	20 Jun 1978	HU-16B – 1
A20NM	Viking Air	Original	3 Oct 1986	HU-16D – 1
A22SO	Amphibian Aircraft Technologies, LLC	Rev 10	1 May 2016	G-111 – 13
A23NM	Dennis Buehn	Rev 4	10 Sep 1998	HU-16C – 56 TU-16C – 5
A33SO	Amphibian Aircraft Technologies, LLC	Rev 10	1 May 2016	HU-16A – 14 HU-16B – 15 HU-16C – 17 HU-16D – 9 HU-16E – 6
T00003LA	Reid Dennis	Original	3 Dec 1998	HU-16RD - 1

The information contained herein was correct at the time this document was created. The current Type Certificate Data Sheets and aircraft registration information are always available on the FAA website.

http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rqMakeModel.nsf/MainFrame?OpenFrameSet

Australian Albatross Type Acceptance Certificates

The Australian Civil Aviation Safety Authority (CASA) has issued the following Type Acceptance Certificates which allows conforming aircraft that are eligible for a Airworthiness certificate under the associated US Type Certificate to receive an Australian Special Certificate of Airworthiness in the Restricted Category (HU-16A) or Certificate of Airworthiness in the Transport Category (G-111).

CASA TAC	Current Owner	US TCDS	TAC Issue Date	Models
A176	Trans America Air Transport Inc	A33SO	21 Jun 2000	HU-16A - 14
A285	Amphibian Aircraft Technologies, LLC	A22SO	5 Aug 2013	G-111 - 13

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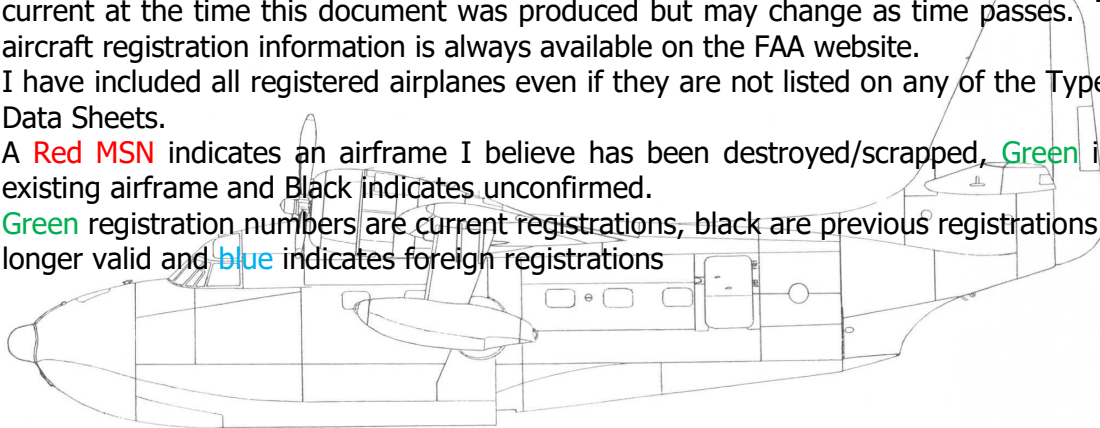
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The following table shows which airplanes are currently listed on each type certificate. The Type Certificate holder does have the ability to add additional aircraft to a type certificate.

Notes on the following table:

1. Under each column, the aircraft serial numbers that are listed on that particular TCDS will be noted. The Model number and serial number as they are listed in the TCDS will be included, along with the airframe life limit if applicable.
2. As discussed previously, model numbers and serial numbers were not always used in a consistent manner when describing aircraft in these documents and the FAA aircraft registration system. The FAA generally accepted whatever the owner/holder of the TCDS entered on the application. On entries that are, in my opinion, not entirely correct, I have highlighted the information with *italics*. The color coding is based on the information listed in the TCDS which is why you will see conflicting information on certain airframes between multiple TCDS entries.
3. The registration numbers in the first column below the Grumman Construction number were based on information retrieved from the FAA aircraft registration database. This information was current at the time this document was produced but may change as time passes. The current aircraft registration information is always available on the FAA website.
4. I have included all registered airplanes even if they are not listed on any of the Type Certificate Data Sheets.
5. A **Red MSN** indicates an airframe I believe has been destroyed/scrapped, **Green** indicates an existing airframe and **Black** indicates unconfirmed.
6. **Green** registration numbers are current registrations, **black** are previous registrations that are no longer valid and **blue** indicates foreign registrations

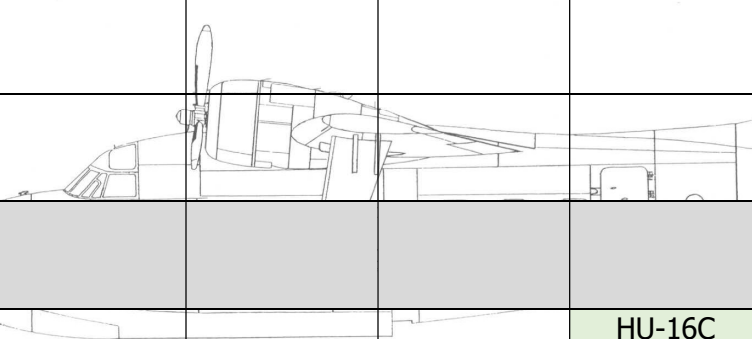


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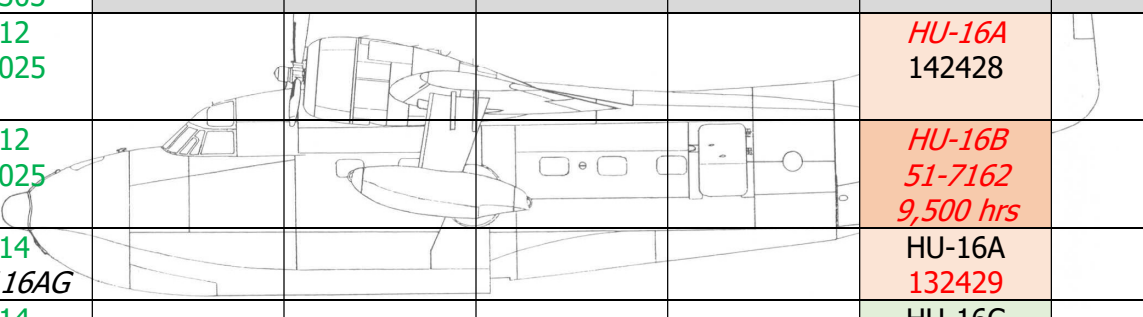
MSN / CN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G010				HU-16C 124374		
G016				HU-16C 124376		
G019				HU-16C 124377		
G022				HU-16C 124378		
G025				HU-16C 124379		
G032				HU-16A 49-074		
G033 <i>ex N98HU</i>					HU-16A 49-075	
G040 <i>ex N99HU</i>						
G055 N16HU					HU-16B 49-097 8,037 hrs	
G057 N8497J					HU-16B 9099 8,307 hrs	
G089 Scrapped <i>ex N10016</i>						
G090 N7026C				HU-16C 149836	HU-16A 149836	
G092 N10019					HU-16B 51-0019 9,630 hrs	
G099 N44HQ						
G100					HU-16B 0126 8,906 hrs	
G104					HU-16B 1030 9,505 hrs	

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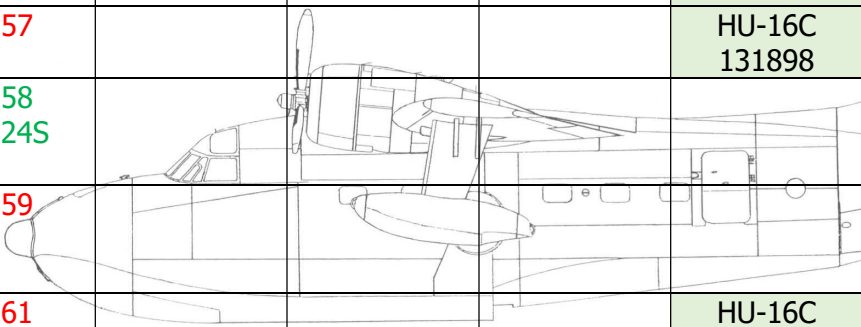
MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G108 <i>ex N866HA</i>						
G119					HU-16B 51-0043 8,696 hrs	
G146 Scrapped <i>ex N3395F</i>						
G160					HU-16E 1265 9,430 hrs	
G173 N291TC					HU-16B 51-5291 8,936 hrs	
G174 N211MC	HU-16B 51-5292 10,000 hrs					
G186 N85303						
G212 N51025					HU-16A 142428	
G212 N51025					HU-16B 51-7162 9,500 hrs	
G214 <i>ex N116AG</i>					HU-16A 132429	
G214 <i>ex N116AG</i>					HU-16C 17164	
G218 N122FB			G-111 51-7168			
G219 Scrapped <i>ex N113LA</i>					HU-16B 86B 9,855 hrs	
G233 <i>ex N1359Y</i>				HU-16C 131890		
G236				HU-16C 131891		
G239 <i>ex N7141H</i>				HU-16C 131892	HU-16A 131892	

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MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G242				HU-16C 131893		
G243 N98TP						
G244 Scrapped <i>ex N48318</i>					HU-16B 51-7187 8,254 hrs	
G245				HU-16C 131894		
G246 <i>ex MP-429</i>					HU-16D 7188 9,656 hrs	
G249				HU-16C 131895		
G252				HU-16C 131896		
G254				HU-16C 131897		
G257				HU-16C 131898		
G258 N7024S					HU-16B 51-7195A 8,646 hrs	
G259					HU-16E 1272 9,723 hrs	
G261						
G264				HU-16C 131900		
G269				HU-16C 131902		
G273				HU-16C 131903		
G278 <i>ex N7026N</i>				HU-16C 131905	HU-16C 131905	
G281 N3HU				HU-16C 131906	HU-16C 131906	
G284				HU-16C 131907		

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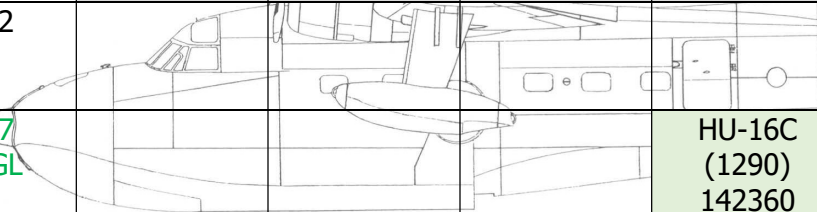
MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G286 Scrapped ex N10625						
G288					HU-16B 99-7213 9,593 hrs	
G289					HU-16D 7214 9,855 hrs	
G290				HU-16C 131909		
G293 N7025J				HU-16C 131910	HU-16C 131910	
G295 N7029F						
G296 N416C				HU-16C 131911	HU-16A 131911	
G305				TU-16C 131914		
G307 N226CG					HU-16D 7226 9,049 hrs	
G308				TU-16C 131915		
G309 N70263					HU-16D 7227 9,043 hrs	
G311 ex N55GH				HU-16C 131916	HU-16A 131916	
G311 ex N55GH				TU-16C 131916		
G314				TU-16C 131917	HU-16C 131917	
G320				TU-16C 131918		
G327 Scrapped ex N49115					HU-16B 51-7240 9,157 hrs	
G331 Crashed ex N120FB			G-111 51-7243			

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MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G332 N113FB			G-111 51-7244			
G333 N216HU				HU-16C 131904	HU-16C 131904	
G334					HU-16D 7245 9,855 hrs	
G335 N29853					HU-16B 51-7246 8,922 hrs	
G338				HU-16C 131908		
G339 N121FB			G-111 51-7249			
G295 ex N1026A						
G359 N226GR					HU-16B 2132 8,785 hrs	
G361 ex N4470W						
G362					HU-16E 2135 9,305 hrs	
G367 N43GL					HU-16C (1290) 142360	
G368 VH-MAH					HU-16C (1291) 142361	
G369 N1954Z					HU-16C (1292) 142362	
G371					HU-16E 1294 9,388 hrs	
G373				HU-16C 137900	HU-16A 137900	
G374 N51ZD			G-111 137901			

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MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G375				HU-16C 137902		
G377					HU-16E 137904 8,932 hrs	
G378				HU-16C 137905		
G381 <i>ex N43846</i>				HU-16C 137908		
G382				HU-16C 137909		
G384 N7027Z					HU-16E 137911 8,312 hrs	
G385				HU-16C 137912	HU-16C 137912	
G388 N4796U		HU-16D 137915 6,500 hrs		HU-16C 137905		
G389				HU-16C 137916		
G394 Crashed <i>ex N7026Y</i>					HU-16C 137921	
G396				HU-16C 137923		
G397				HU-16C 137924	HU-16C 137924	
G398				HU-16C 137925		
G399 N888AC				HU-16C 137926	HU-16A 137926	
G400 N7927				HU-16C 137927	HU-16A 137927	
G401 Display <i>ex N928J</i>				HU-16C 137928	HU-16C 137928	
G402				HU-16C 137929		

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MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G403 N70133				HU-16C 137930	HU-16A 137930	
G405 Display ex N44RD				HU-16C 137932	HU-16C 137932	HU-16C 137932
G406 Sunk N1955G				HU-16C 137933	HU-16C 137933	
G407 N7973B					HU-16D 1311 8,284 hrs	
G409 N7025N				HU-16C 141262	HU-16C 141262	
G412 Scrapped ex N265ES				HU-16C 141265	HU-16C 141265	
G413					HU-16A 131266	
G414				HU-16C 141267		
G418 Crashed ex N70258				HU-16C 141271	HU-16C 141271	
G420				HU-16C 141273		
G423 N43155				HU-16C 141276	HU-16A 141276	
G424				HU-16C 141277		
G425 N20861					HU-16D 141278 8,454 hrs	
G432 N125FB			G-111 141282			
G444 ex N695S					HU-16D 146426 7,871 hrs	
G445 N10GN					HU-16D 146427 8,371 hrs	

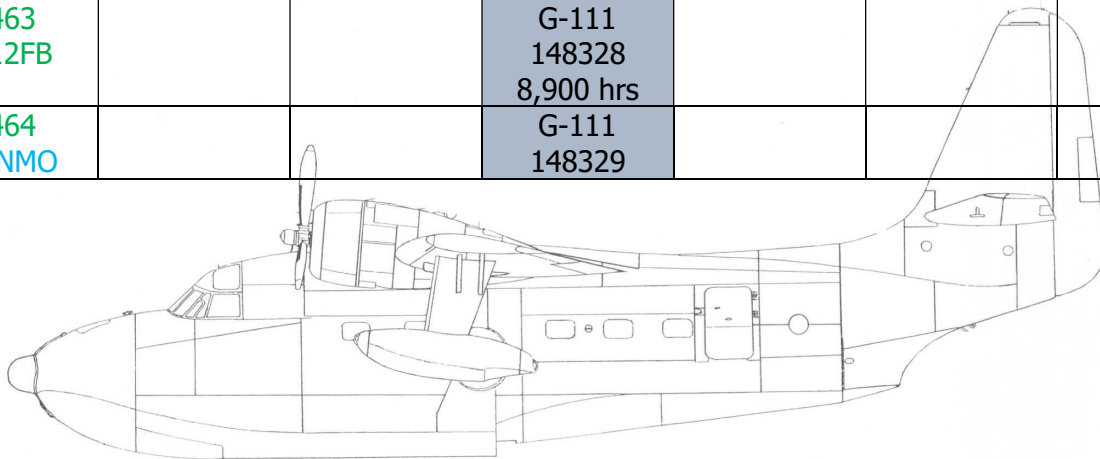
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MSN	A2GL	A20NM	A22SO	A23NM	A33SO	T00003LA
G446 <i>ex N125DA</i>						
G448 <i>ex N202DA</i>						
G452 N118FB			G-111 9304			
G456 N119FB			G-111 9308			
G460 N116FB			G-111 148325			
G461 N117FB			G-111 148326			
G462 N115FB			G-111 148327			
G463 N112FB			G-111 148328 8,900 hrs			
G464 VH-NMO			G-111 148329			



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TCDS Information corrections

TCDS	Const #	Information	Listed	Corrected	Comments
A33SO	G055	Model #	HU-16B	SHU-16B	ASW equipment removed
A33SO	G057	Model #	HU-16B	SHU-16B	ASW equipment removed
A33SO	G057	Serial #	9099	49-099	
A33SO	G090	Model #	HU-16A	HU-16C	
A33SO	G100	Model #	HU-16B	HU-16E	
A33SO	G100	Serial #	0126	1026	Assumed clerical error
A33SO	G104	Model #	HU-16B	HU-16E	
A33SO	G212	Model #	HU-16A	LU-16C	
A33SO	G212	Model #	HU-16B	LU-16C	Short wing airplane
A33SO	G212	Serial #	51-7162	142428	Delivered to USN not USAF
A33SO	G212	Life Limit	9,500 hrs	No limit	Short wing airplane
A33SO	G214	Model #	HU-16A	LU-16C	
A33SO	G214	Serial #	132429	142429	Assumed clerical error
A33SO	G214	Model #	HU-16C	LU-16C	Also listed as HU-16A
A33SO	G214	Serial #	17164	142429	Also listed as 132429
A33SO	G219	Serial #	86B	51-7169	Both are technically correct
A33SO	G239	Model #	HU-16A	HU-16C	
A33SO	G246	Model #	HU-16D	HU-16E	
A33SO	G258	Serial #	51-7195A	51-7195	
A33SO	G288	Model #	HU-16B	HU-16E	
A33SO	G288	Serial #	99-7213	7213	
A33SO	G289	Model #	HU-16D	HU-16E	
A33SO	G296	Model #	HU-16A	HU-16C	
A33SO	G307	Model #	HU-16D	HU-16E	
A33SO	G309	Model #	HU-16D	HU-16E	
A23NM	G311	Model #	HU-16C	TU-16C	Also listed correctly
A33SO	G311	Model #	HU-16A	TU-16C	
A33SO	G314	Model #	HU-16A	TU-16C	
A33SO	G327	Model #	HU-16B	HU-16E	
A33SO	G327	Serial #	51-7240	7240	
A33SO	G334	Model #	HU-16D	HU-16E	
A33SO	G335	Model #	HU-16B	HU-16E	
A33SO	G335	Serial #	51-7246	7246	
A33SO	G359	Model #	HU-16B	HU-16E	
A33SO	G368	Model #	HU-16A	HU-16C	
A33SO	G377	Model #	HU-16E	HU-16D	
A33SO	G384	Model #	HU-16E	HU-16D	

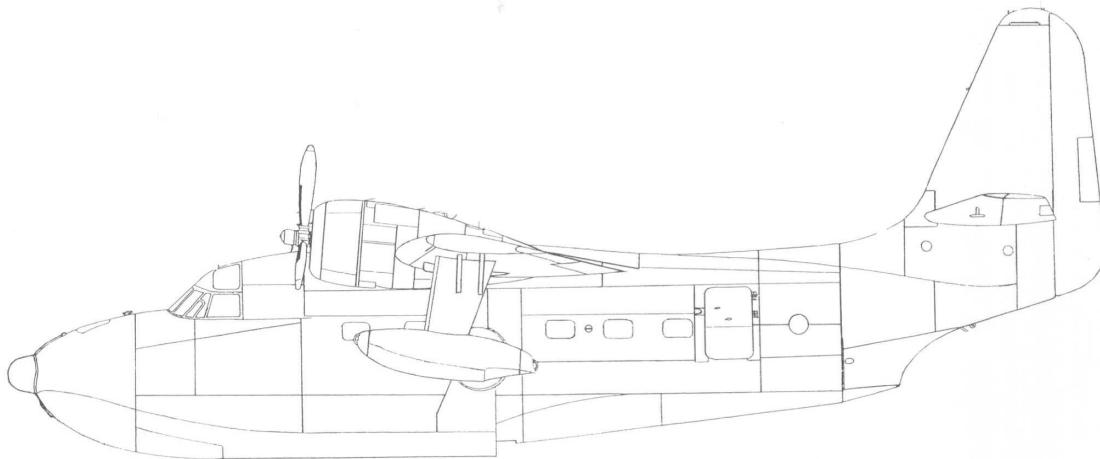
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TCDS	Const #	Information	Listed	Corrected	Comments
A23NM	G388	Model #	HU-16C	HU-16D	
A23NM	G388	Serial #	137905	137915	137905 also listed correctly
A33SO	G399	Model #	HU-16A	HU-16C	
A33SO	G400	Model #	HU-16A	HU-16C	
A33SO	G403	Model #	HU-16A	HU-16C	
A33SO	G407	Model #	HU-16D	HU-16E	
A33SO	G413	Model #	HU-16A	HU-16D	
A33SO	G413	Serial #	131266	141266	Assumed clerical error
A33SO	G423	Model #	HU-16A	HU-16C	



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Appendix E

Foreign Albatross Operators

The last foreign operator of the Albatross was Greece. They operated the albatross until sometime in the 1990's. The quantities listed below are based on the best available information.

Country	Military Branch	SA-16A/UF-1 HU-16A/C	SA-16B/UF-2/2G HU-16B/D/E CSR-110	SA-16B/ASW SHU-16B
Argentina	Air Force		3	
	Navy		5	
Brazil	Air Force	14		
Canada	Air Force		10	
Chile	Air Force		3	6
Greece	Air Force			13
Iceland	Coast Guard	2		
Indonesia		8	7	
Italy	Air Force	12		
Japan	Maritime Self Defense	1	6	
Malaysia	Air Force		2	
Mexico	Navy		17	
Norway	Air Force			18
Pakistan	Air Force	4		
Peru	Air Force			5
Phillipines	Air Force	4	11	
Portugal		3		
Spain		8	5	13
Taiwan (China)	Air Force	14	2	
Thailand	Navy		3	
West Germany	Navy	3	5	

Pan Am	Seychelles		6	
Pan Am	Transocean	3		

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Appendix F

Extant Albatrosses

These three lists include all Albatross airframes that are still in existence to the best of my knowledge. The First list includes all the aircraft (51) that are on display in museums or similar settings around the world. The second list includes all the aircraft (74) that are generally intact and are either flyable or potentially restorable. The final list includes airplanes that remain only as partial airframes, crash remains or that were recently scrapped or lost. I have categorized the aircraft as follows:

- Category 1 – Actively Flyable / In License
- Category 2 – Complete but not active
- Category 3 – Needs Moderate work
- Category 4 – Needs Major work/Restoration
- Category 5 – Needs Full Restoration
- Category 6 – Junk / Destroyed / Scrapped / Timed out – Not viable for rebuild
- Category 7 – Complete but in Museum - Not viable for rebuild

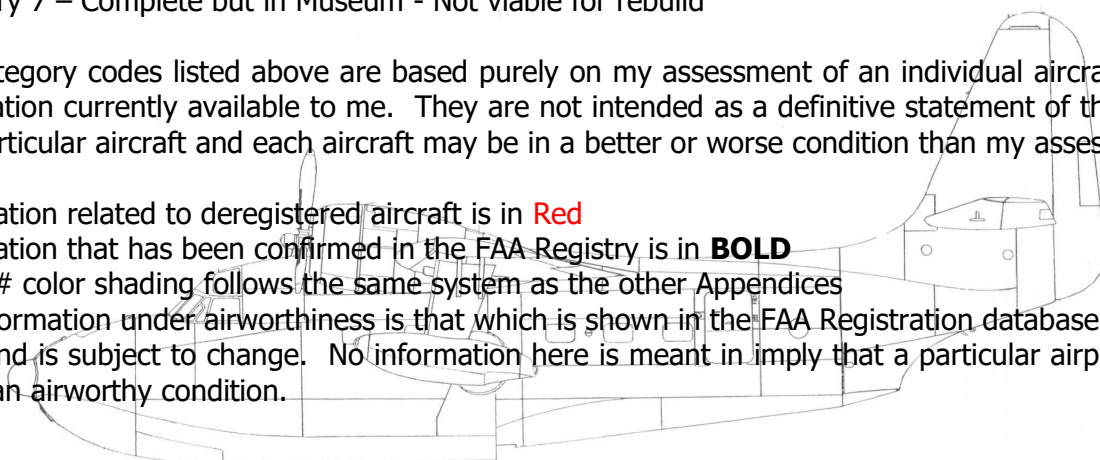
The category codes listed above are based purely on my assessment of an individual aircraft from the information currently available to me. They are not intended as a definitive statement of the condition of a particular aircraft and each aircraft may be in a better or worse condition than my assessment.

Information related to deregistered aircraft is in **Red**

Information that has been confirmed in the FAA Registry is in **BOLD**

Model # color shading follows the same system as the other Appendices

The information under airworthiness is that which is shown in the FAA Registration database as of June, 2019 and is subject to change. No information here is meant to imply that a particular airplane is or is not in an airworthy condition.



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Museum Displays

CN/MSN Reg #	Model Serial	Registered Owner Location	Condition/Status	Cat	Airworthiness Certification
G008 11012	SA-16A 48-595	RoCAF Chiayi, Taiwan	Museum Display	7	N/A
G026 48607	HU-16A 48-607	Phillipines AF Museum Villamor AB, Manila	Museum Display	7	N/A
G034 11023	SA-16A 49-076	Gang Shan Air Force Academy Taiwan	Museum Display Not on Google Earth	7	N/A
G037 6534	SA-16A 49-079	Rio de Janeiro, Brasil	Museum Display Painted as 6529	7	N/A
G047 11024	SA-16A 49-089	Chang Chen Aviation Museum, Taipei, Taiwan	Museum Display	7	N/A
G062 15-02	SA-16A 50-174	Cameri AB, Italy	Museum Display	7	N/A
G064 BS-02	SA-16A 50-176	Moron AB, Argentina	Museum Display	7	N/A
G065 15-04	SA-16A 50-177	Lampedusa, Italy	Museum Display	7	N/A
G068 15-05	SA-16A 50-179	Vigna de Valle, Italy	Museum Display	7	N/A
G069 15-06	SA-16A 50-180	Biscarosse, France	Museum Display	7	N/A
G077 <i>ex N16CA</i>	HU-16A 51-004	Florida	Nose used as traveling display, remainder scrapped	7	N/A
G079 51-006	HU-16B 51-006	SAC Museum, Offut AFB, NE	Museum Display	7	N/A
G096 51-022	HU-16A 51-022	Pima Air & Space Museum, Tucson, AZ	Museum Display	7	N/A
G098 570	SHU-16B 51-024	Santiago, Chile	Museum Display	7	N/A
G110 15-08	SA-16A 51-035	Ciampino AB, Italy	Museum Display	7	N/A
G112 15-09	SA-16A 51-037	Gorizia, Italy	Museum Display	7	N/A
G121 AD-1-9	SA-16A 51-045	Moron AB, Spain	Museum Display	7	N/A

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CN/MSN Reg #	Model Serial	Registered Owner Location	Condition/Status	Cat	Airworthiness Certification
G147 10068	SHU-16B 51-068	Hellenic AF Museum Tatoi AB, Greece	Museum Display	7	N/A
G153 9911	HU-16A 51-472	Kakamigahara Aerospace Museum, Miho, Japan	Museum Display	7	N/A
G163 51-5282	HU-16B 51-5282	USAF Museum Wright Patterson AFB, OH	Museum Display Chuck's Challenge	7	N/A
G187 AD-1B-8	HU-16B 51-5304	Museo de Aeronautica Madrid, Spain	Museum Display	7	N/A
G194 51-7144	HU-16B 51-7144	Warner Robins AFB, GA	Museum Display	7	N/A
G213 51-7163	HU-16B 51-7163	Castle Air Museum Merced, CA	Museum Display	7	N/A
G226 51-7176	HU-16B 51-7176	USCGAS Clearwater, FL Painted as 1023 (False)	Museum Display	7	N/A
G235 17183	SHU-16B 51-7183	Tangara AB, Greece	Museum Display	7	N/A
G246 MP-429	HU-16E 7188	La Paz, Mexico	Museum Display	7	N/A
G250 17190	SHU-16B 51-7190	Hellenic AF Museum Tatoi AB, Greece	Museum Display	7	N/A
G255 51-7193	HU-16B 51-7193	Maryland ANG Base, Baltimore, MD	Museum Display	7	N/A
G256 AN-1B-13	HU-16B 51-7194	Cuatro Vientos, Madrid, Spain	Museum Display	7	N/A
G282 7209	HU-16E 7209	McClellan AFB Sacramento, CA	Museum Display	7	N/A
G292 7216	HU-16E 7216	Floyd Bennet Field New York, NY	Museum Display	7	N/A
G302 51-071	HU-16E 1280	Kirtland AFB Albuquerque, NM	Museum Display False Colors – Memorial	7	N/A
G310 7228	HU-16E 7228	New England Aviation Museum, Windsor Locks, CT	Museum Display	7	N/A
G321 1265	HU-16B 51-7235	U-Tapao AB Bangcock, Thailand	Museum Display Gate Guard	7	N/A

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CN/MSN Reg #	Model Serial	Location	Condition/Status	Cat	Airworthiness Certification
G322 7236	HU-16E 7236	Naval Aviation Museum Pensacola, FL	Museum Display	7	N/A
G334 7245	HU-16E 7245	Pacific Coast Air Museum Santa Rosa, CA	Museum Display	7	N/A
G336 7247	HU-16E 7247	USCGAS Elizabeth City, NC	Museum Display Gate Guard	7	N/A
G340 7250	HU-16E 7250	USCGAS Cape Cod, MA	Museum Display Gate Guard	7	N/A
G341 51-7251	HU-16E 7251	Linear Air Park Dyess AFB, TX	Museum Display	7	N/A
G345 51-7254	HU-16E 51-7254	Travis AFB Museum Fairfield, CA	Museum Storage	7	N/A
G356 2129	HU-16E 2129	USS Alabama Memorial Mobile, AL	Museum Display	7	N/A
G370 1293	HU-16E 1293	March ARB Museum Riverside, CA	Museum Display	7	N/A
G401 ex N928J	HU-16C 137928	Deregistered <i>Strange Bird, Inc.</i> Margaritaville Restaurant Orlando, FL	Museum Display	7	<i>Restricted Aerial Surveying Carriage of Cargo</i>
G405 ex N44RD	HU-16RD 137932	Deregistered <i>Hiller Aviation Institute</i> Hiller Air Museum	Museum Display	7	<i>Restricted Aerial Surveying</i>
G413	HU-16D 141266	Orlando, FL	Display in lagoon at hotel	7	N/A
G436 IR-0117	SA-16A PB-517	Museum Dirgantra Mandal Yogyakarta, Indonesia	Museum Display	7	N/A
G451 M35-01	CSR-110 9303	Royal Malaysian AF Museum, Kuala Lumpur	Museum Display	7	N/A
G454 MP-501	CSR-110 9306	Vera Cruz Naval Base Mexico	Museum Display	7	N/A

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Intact airplanes – Flyable or potentially restorable

CN/MSN Reg #	Model Serial	Owner Location	Condition/Status	Cat	Airworthiness Certification
G038 PP-ZAT	SA-16A 49-080	Sao Paulo Brazil	Flyable	1	?
G040 ex N99HU	SA-16A 49-082	Deregistered AFB, Inc Carlisle, PA	Previously Flyable	2	Unknown
G055 N16HU	SHU-16B 49-097	Land Air & Sea Restoration, Inc Crescent City, FL	Previously Flyable	2	Experimental Exhibition
G090 N7026C	HU-16A 149836	Candlewood Clipper, LLC ?	Flyable	1	Restricted Agriculture & Pest Ctrl Aerial Surveying Forest Patrolling Weather Control Other
G092 N10019	HU-16B 51-019	William S Glover Houston, TX	Flyable	1	Experimental Exhibition
G099 N44HQ	HU-16B 51-025	N44HQ, LLC ? Used as testbed for inflight internet service	Flyable	1	Experimental Research & Development Market Survey
G173 N291TC	HU-16B 51-5291	Amleco, Inc Western Intl Aviation Tucson, AZ	Previously Flyable	3	Experimental To Show Compliance with FAR
G186 N85303	HU-16B 51-5303	Greatest Generation Naval Museum San Diego, CA	Flyable / Museum	1	Restricted Aerial Surveying Carriage of Cargo
G214 ex N116AG	LU-16C 51-7164	Deregistered Great Gulf Corp Anoka, MN	Previously Flyable	2	Restricted Aerial Surveying
G218 N122FB	G-111 51-7168	Barron Aviation, LLC Hannibal, MO	Previously Flyable	2	Experimental Eligible for Standard Research & Development
G239 ex N7141H	HU-16C 131892	Deregistered Dylan Enterprises, LLC Carson City, NV	Previously Flyable	2	Restricted Aerial Surveying

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CN/MSN Reg #	Model Serial	Location	Condition/Status	Cat	Airworthiness Certification
G243 N98TP	HU-16B 51-7186	TP Universal Exports Intl, LLC Anoka, MN	Flyable	1	Experimental Crew Training
G258 N7024S	HU-16B 51-7186	Charles Nichols, Trustee Chino, CA	Previously Flyable	2	Experimental Crew Training
G281 N3HU	HU-16C 131906	James Tuthill DuPage, IL	Flyable	1	Restricted Forest Patrolling Other
G293 N7025J	HU-16C 131910	Sky West Aviation, Inc, Trustee London, ON Canada	Flyable	1	Experimental Crew Training
G295 N7029F	HU-16E 7218	Christian K Harker Anoka, MN	Flyable	1	Experimental Exhibition
G296 N416C	HU-16C 131911	Lynn Hunt Santa Rosa, CA	Previously Flyable	2	Experimental Exhibition
G307 N226CG	HU-16E 7226	Wilson C Edwards Big Spring, TX	Flyable	1	Restricted Other
G332 N113FB	G-111 51-7244	Barron Aviation, LLC Hannibal, MO	Previously Flyable	2	Standard Transport
G333 N216HU	HU-16C 131904	Hans Lauridsen Glendale, AZ	Flyable / Museum	2	Experimental Exhibition
G335 N29853	HU-16E 7246	Flight Management Resources, LLC Tennessee Air Museum	Flyable / Museum Display	2	Restricted Aerial Surveying
G339 N121FB	G-111 7249	Flight Management, LLC Pacific Northwest	Flyable	1	Standard Transport
G359 N226GR	HU-16E 2132	Skybound, Inc Bealton, VA	Previously Flyable	2	Experimental Exhibition
G367 N43GL	HU-16C 142360	Cohen Aviation Leasing, LLC UT	Flyable	2	Unknown
G368 VH-MAH <i>ex N143DB</i>	HU-16C 142361	Deregistered <i>MM Inc</i> Australia	Previously Flyable	2	<i>Unknown</i>

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CN/MSN Reg #	Model Serial	Location	Condition/Status	Cat	Airworthiness Certification
G369 N1954Z <i>ex N2NA</i>	HU-16C 142362	Albatross Adventures, LLC Conroe, TX	Flyable	1	Experimental Exhibition
G374 N51ZD <i>Ex N2660L</i>	G-111 137901	Nimbus Aviation, LLC St Augustine, FL	Flyable	1	Standard Transport
G381 <i>Ex N43846</i>	HU-16C 137908	<i>Deregistered</i> <i>Skinner Transportation Services, LLC</i> Cancun, Mexico	Previously Flyable	2	<i>Experimental Exhibition</i>
G384 N7027Z	HU-16D 137911	Air Classics, LLC Placid Lake, FL	Flyable	2	Restricted Agriculture & Pest Ctrl Forest
G399 N888AC	HU-16C 137926	Rick Clemens Carson City, NV	Previously Flyable	2	Restricted Agriculture & Pest Ctrl Aerial Surveying Forest Patrolling Weather Control Carriage of Cargo
G400 N7927	HU-16C 137927	Adventures Albatross, Inc. Fort Pierce, FL	Previously Flyable	2	Restricted Aerial Surveying Carriage of Cargo
G403 N70133	HU-16C 137930	Deeside Trading Company, Ltd. Carson City, NV	Flyable	2	Restricted Agriculture & Pest Ctrl
G407 N7973B	HU-16E 1311	FFF Transportation, LLC Unknown	Flyable	2	Experimental Exhibition
G409 N7025N	HU-16C 141262	Sea & Air Adventures, LLC Carson City, AZ	Flyable	1	Restricted Carriage of Cargo
G423 N43155	HU-16C 141276	Rivero Fernando Alvarado Santa Rosa, CA	Flyable	1	Restricted Aerial Surveying Patrolling Other
G425 N20861	HU-16D 141278	Upper Limit, LLC Wasilla, AK	Previously Flyable	2	Restricted Aerial Surveying Carriage of Cargo

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CN/MSN Reg #	Model Serial	Location	Condition/Status	Cat	Airworthiness Certification
G432 N125FB	G-111 141282	Barron Aviation, LLC Unknown	Unknown Off Airport Landing Reported	2	Standard Transport
G445 N10GN	UF-2 146427	Heritage of Eagles Air Museum Chino, CA	Previously Flyable	2	Restricted <i>Agriculture & Pest Ctrl Aerial Surveying Forest Patrolling Weather Control Carriage of Cargo</i>
G452 N118FB	G-111 9304	Barron Aviation, LLC Hannibal, MO	Previously Flyable	2	Experimental Eligible for Standard <i>To Show Compliance with FAR Eligible for Transport</i>
G456 N119FB	G-111 9308	Barron Aviation, LLC Hannibal, MO	Previously Flyable	2	Experimental Eligible for Standard <i>Research & Development Eligible for Transport</i>
G460 N116FB	G-111 148325	Barron Aviation, LLC Hannibal, MO	Previously Flyable	2	Experimental Eligible for Standard <i>To Show Compliance with FAR Eligible for Transport</i>
G464 VH-NMO <i>ex N42MY</i>	G-111 148329	Deregistered <i>Bank of Utah, Trustee</i> Melbourne, Australia	Previously Flyable	3	<i>Standard Transport</i>

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G033 <i>ex N98HU</i>	HU-16A 49-075	Deregistered <i>Sale Reported</i> Santa Rosa, CA	Storage	5	<i>Experimental To show compliance</i>
G057 N8497J	SHU-16B 49-099	E-Commerce Education Foundation Riverside, OK	Storage	4	Restricted Forest
G108 <i>ex N866HA</i>	HU-16B 51-033	Deregistered <i>Ed Scott</i> El Paso, TX	Storage	4	<i>Experimental Exhibition</i>
G119 <i>Ex N7049D</i>	HU-16B 51-043	Deregistered <i>Western Intl</i> Tucson, AZ	Storage / Derelict Spars Cut – Unrestorable	6	<i>Unknown</i>
G120 10044	SHU-16B 51-044	Elefsis AB, Greece	Storage / Derelict	5	N/A
G149 10070	SHU-16B 51-070	Elefsis AB, Greece	Storage / Derelict	5	N/A
G171 15289	SHU-16B 51-5289	Elefsis AB, Greece	Storage / Derelict	5	N/A
G174 N211MC	HU-16B 51-5292	Floyd Stilwell, Trustee Mesa, AZ	Storage / Derelict	4	Restricted Other
G212 N51025	LU-16C 51-7162	Steve McGaugh Western Intl Aviation Tucson, AZ	Storage / Derelict	5	Unknown
G227 17177	SHU-16B 51-7177	Elefsis AB, Greece	Storage / Derelict	5	N/A
G233 <i>Ex N1359Y</i>	HU-16C 131890	Deregistered <i>Westernair of Albuquerque</i> ARM Tucson, AZ	Storage / Derelict	6	N/A
G268 17201	SHU-16B 51-7201	Elefsis AB, Greece	Storage / Derelict	5	N/A
G272 17203	SHU-16B 51-7203	Elefsis AB, Greece	Storage / Derelict	5	N/A
G274 17204	SHU-16B 51-7204	Tatoi AB, Greece	Storage / Derelict	5	N/A

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G278 <i>ex N7026N</i>	HU-16C 131905	Deregistered <i>Robert F Carlson</i> Specialized Aircraft Tucson, AZ	Storage / Derelict	5	<i>Unknown</i>
G279 17207	SHU-16B 51-7207	Elefsis AB, Greece	Storage / Derelict	5	N/A
G309 N70263	HU-16E 7227	Marsh Aviation International Falcon Field Mesa, AZ	Storage / Derelict	5	Unknown
G311 <i>ex N55GH</i>	TU-16C 131916	Deregistered <i>Glen Hyde</i> <i>Flight Data Inc</i> Roanoke, TX	Storage / Derelict	4	<i>Experimental To show compliance</i>
G314 <i>ex N7024Z</i>	TU-16C 131917	Deregistered <i>Charles Wootan</i> Specialized Aircraft Tucson, AZ	Storage / Derelict	5	<i>Unknown</i>
G316 7232	HU-16E 7232	Studio Operations Shreveport, LA	Dismantled, Storage	6	N/A
G323 <i>ex N330LL</i>	HU-16E 1275	Deregistered <i>Sean Scott</i> Specialized Aircraft Tucson, AZ	Storage / Derelict	6	<i>Unknown</i>
G357 <i>ex N1026A</i>	HU-16E 2130	Deregistered <i>Connie Edwards</i> Big Spring, TX	Storage / Derelict	6	<i>Unknown</i>
G361 <i>ex N4470W</i>	HU-16E 2134	Deregistered <i>Airpower, Inc</i> Lakeport, CA	Storage / Derelict	5	<i>Restricted Other</i>
G362 <i>ex N800AR</i>	HU-16E 2135	Deregistered Western Intl Aviation Tucson, AZ	Storage / Derelict	5	N/A
G373 <i>Ex N901DB</i>	HU-16C 137900	Deregistered <i>Sale Reported</i> Western Intl Aviation Tucson, AZ	Storage / Derelict	5	<i>Unknown</i>
G377 <i>ex N8523H</i>	HU-16D 137904	Deregistered <i>Sale Reported</i> Tepic, MX	Storage / Derelict	5	<i>Unknown</i>

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G379	HU-16D 137906	Gunter Island	Storage / Derelict Planned for Artificial Reef	6	N/A
G385 <i>ex N70270</i>	HU-16C 137912	Deregistered <i>Charles Wootan</i> Specialized Aircraft Tucson, AZ	Storage / Derelict	5	<i>Unknown</i>
G388 N4796U	HU-16C 137915	Tre Aviation Corp Globe, AZ	Storage / Derelict	4	Unknown
G408 <i>ex N13598</i>	HU-16D 141261	Deregistered <i>Westernair of Albuquerque, Inc.</i> ARM Tucson, AZ	Storage / Derelict	5	<i>Unknown</i>
G444 <i>ex N695S</i>	UF-2 146426	Deregistered <i>Omni Engineer Inc, Trustee</i> Columbus, OH (KOSU)	Storage / Derelict	4	<i>Restricted Aerial Surveying Forest Patrolling Unknown</i>
G446 <i>ex N125DA</i>	UF-2 146428	Deregistered <i>Four Square Ltd</i> Indonesia	Storage / Derelict	5	<i>Unknown</i>
G448 <i>ex N202DA</i>	UF-2 146430	Deregistered <i>Four Square Ltd</i> Indonesia	Storage / Derelict	5	<i>Unknown</i>
G461 <i>ex N117FB</i>	G-111 148326	Deregistered <i>United Capital Corp</i> Fort Pierce, FL	Storage / Derelict	5	<i>Standard Transport</i>
G462 N115FB	G-111 148327	Wildfire Aircraft, LLC Falcon Field, Mesa, AZ	Storage / Derelict	4	Special Flight Permit Eligible for Standard <i>Delivery or Export</i>
G463 N112FB	G-111 148328	Barron Aviation, LLC Marana, AZ	Storage	5	Standard Transport

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Recently or Unconfirmed Scrapped, Partial Remnants

CN/MSN Reg #	Model Serial	Location	Condition/Status	Cat	Airworthiness Certification
G009 <i>Ex N9942F</i>	HU-16A 48-596	Guam Ex TransOcean Airways	Abandoned / Derelict	6	N/A
G032 <i>XB-JHH</i> <i>ex N97HU</i>	HU-16A 49-074	Ventanilla, Mexico	Crashed on beach. Remains partially visible	6	N/A
G072 15-07	SA-16A 50-182	Ditellandia Air Park, Italy	Dismantled Storage Possibly Scrapped	6	N/A
G089 <i>ex N10016</i>	HU-16E 51-016	Deregistered <i>Robert P Ryan</i>	Believe Scrapped	6	<i>Unknown</i>
G100 <i>ex N7027T</i>	HU-16E 1026	Deregistered <i>Island Flying Boats</i> Tucson, AZ	Possibly scrapped	6	<i>Unknown</i>
G104 <i>ex N7027L</i>	HU-16E 1030	Deregistered <i>Sale Reported</i> Tucson, AZ	Probably scrapped	6	<i>Unknown</i>
G146 <i>ex N3395F</i>	HU-16B 51-067	Deregistered <i>Jerry Weaver</i> Carson City, NV	Storage / Derelict Possibly Scrapped	6	<i>Unknown</i>
G160 <i>Ex N7027J</i>	HU-16E 1265	Deregistered Western Intl Aviation Tucson, AZ	Storage, Possibly Scrapped	6	<i>Unknown</i>
G219 <i>Ex N123RK</i>	HU-16B 51-7169	Deregistered <i>Sea & Air Adventures, LLC</i> Carson City, NV	Scrapped	6	N/A
G225 15-11	SA-16A 51-7175	Brindisi, Italy	Possibly Scrapped	6	N/A
G244 <i>Ex N48318</i>	HU-16B 51-7187	Deregistered <i>Sale Reported</i> Tucson, AZ	Reportedly scrapped due to corrosion	6	<i>Experimental Crew Training</i>
G267 51-7200	HU-16B 51-7200	Chanute Air Museum Rantoul, IL	Scrapped when museum closed	6	N/A
G286 <i>Ex N10625</i>	HU-16B 51-7212	Deregistered <i>Margaret S DeWitt</i> Florence, SC	Probably Scrapped	6	<i>Unknown</i>
G288 <i>ex N7029C</i>	HU-16E 7213	Deregistered <i>Pacific Flying Fish</i>	Forced Landing, Sunk Pacific Ocean	6	<i>Unknown</i>
G291 7215	HU-16E 7215	New Smyrna Beach, FL	Probably Scrapped	6	N/A

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CN/MSN Reg #	Model Serial	Location	Condition/Status	Cat	Airworthiness Certification
G303 <i>ex N712RV</i>	HU-16E 7223	Deregistered <i>Charles Wootan</i> Specialized Aircraft Tucson, AZ	Probably Scrapped	6	<i>Unknown</i>
G327 <i>ex N49115</i>	HU-16E 7240	Deregistered <i>John Parsons</i> Opa Locka, FL	Probably Scrapped	6	<i>Restricted</i> <i>Agriculture & Pest Ctrl</i> <i>Aerial Surveying</i> <i>Forest</i> <i>Patrolling</i> <i>Weather Control</i> <i>Carriage of Cargo</i> <i>Other</i>
G331 <i>ex N120FB</i>	G-111 7243	Deregistered <i>Albatross Adventures, LLC</i>	Crashed Fort Pierce, FL Remainder Scrapped	6	<i>Standard</i> <i>Transport</i>
G344 15-14	SA-16A 51-7253	San Pelagio Castle Montegrotto, Italy	Scrapped 17 May 2013	6	N/A
G351 <i>ex N16ZE</i>	HU-16E 2124	Deregistered <i>Conroy Albatross, Inc</i> New Smyrna Beach, FL	Scrapped	6	<i>Unknown</i>
G353 <i>ex N333CV</i>	HU-16E 2126	Deregistered <i>Charles Wootan</i> Specialized Aircraft Tucson, AZ	Probably Scrapped	6	<i>Unknown</i>
G371 <i>ex N7028L</i>	HU-16E 1294	Deregistered <i>Island Flying Boats</i> Western Intl Aviation Tucson, AZ	Possibly Scrapped	6	<i>Unknown</i>
G394 <i>ex N7026Y</i>	HU-16C 137921	Deregistered <i>Robert F Carlson</i>	Crashed Aircraft crashed and destroyed in Mexico	6	<i>Restricted</i> <i>Carriage of Cargo</i>
G406 N1955G	HU-16C 137933	Stargazer Aero, Inc	Sunk in Atlantic Ocean S of Bermuda	6	Restricted Carriage of Cargo Aerial Advertising
G412 <i>ex N265ES</i>	HU-16C 141265	Deregistered <i>James Doane</i> Opa Locka, FL	Scrapped	6	<i>Restricted</i> <i>Aerial Surveying</i> <i>Carriage of Cargo</i>
G418 <i>ex N70258</i>	HU-16C 141271	Deregistered <i>Corsair Aviation Holdings</i>	Crashed Fort Pierce, FL, Remainder Scrapped	6	<i>Restricted</i> <i>Aerial Surveying</i> <i>Carriage of Cargo</i>

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Appendix G

Inspection Requirements

In accordance with **FAR 91.409(e), (f), (g)** the Albatross requires an FAA Approved Inspection Program (AIP). Below is an excerpt of the relevant sections of FAR 91.409.

The following is from the FAA Website (partial content only). Refer to the FAA Website, Federal Aviation Regulations or other official sources for the most current and complete information.

(e) **Large airplanes** (to which part 125 is not applicable), turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine-powered rotorcraft. **No person may operate a large airplane**, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the **replacement times for life-limited parts** specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, **is inspected in accordance with an inspection program selected under the provisions of paragraph (f)** of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of §91.409(a), (b), (c), or (d) in lieu of an inspection option of §91.409(f).

(f) Selection of inspection program under paragraph (e) of this section. **The registered owner or operator of each airplane or turbine-powered rotorcraft described in paragraph (e) of this section must select, identify in the aircraft maintenance records, and use one of the following programs for the inspection of the aircraft:**

(1) A continuous airworthiness inspection program that is part of a continuous airworthiness maintenance program currently in use by a person holding an air carrier operating certificate or an operating certificate issued under part 121 or 135 of this chapter and operating that make and model aircraft under part 121 of this chapter or operating that make and model under part 135 of this chapter and maintaining it under §135.411(a)(2) of this chapter.

(2) An approved aircraft inspection program approved under §135.419 of this chapter and currently in use by a person holding an operating certificate issued under part 135 of this chapter.

(3) A current inspection program recommended by the manufacturer.

(4) **Any other inspection program established by the registered owner or operator of that airplane or turbine-powered rotorcraft and approved by the Administrator under paragraph (g) of this section. However, the Administrator may require revision of this inspection program in accordance with the provisions of §91.415.**

Each operator shall include in the selected program the name and address of the person responsible for scheduling the inspections required by the program and make a copy of that program available to the person performing inspections on the aircraft and, upon request, to the Administrator.

(g) **Inspection program approved under paragraph (e) of this section. Each operator of an airplane or turbine-powered rotorcraft desiring to establish or change an approved inspection program under paragraph (f)(4) of this section must submit the program for approval to the local FAA Flight Standards district office having jurisdiction over the area in which the**

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aircraft is based. The program must be in writing and include at least the following information:

(1) **Instructions and procedures for the conduct of inspections for the particular make and model airplane or turbine-powered rotorcraft, including necessary tests and checks. The instructions and procedures must set forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including survival and emergency equipment required to be inspected.**

(2) **A schedule for performing the inspections that must be performed under the program expressed in terms of the time in service, calendar time, number of system operations, or any combination of these.**

(h) **Changes from one inspection program to another. When an operator changes from one inspection program under paragraph (f) of this section to another, the time in service, calendar times, or cycles of operation accumulated under the previous program must be applied in determining inspection due times under the new program.**

