

GRUMMAN SA-16 / UF ALBATROSS

ALBATROSS SERVICE

Manufacturer: The Grumman Aircraft Engr. Corp., Bethpage, Long Is.,
New York, USA
Models: G-64, G-87, G-88, G-106, G-111, G-191, G-211, G-231, G-234,
G-251, G-262, G-270, G-288, G-315, G-340, G-341, G-342,
G-333
Designations: A-16 (SA-16); UF; JR2F, PF, U-16 (HU-16), CSR-110 (RCAF)
Names: Albatross; Pelican (JR2F-1), Triphibian

First official flight: JR2F-1 01/10/1947
Factory production period: 1946 – 1961
Primary service period: 1949 – 1976
Last official flight: HU-16E 10/03/1983

ALBATROSS VARIANTS

1947	Model G-64	XJR2F-1	2	Total: 002
1949	Model G-64	SA-16A	305	Total: 305
1949	Model G-64	UF-1	107	
1951	Model G-64	UF-1G	26	
1953	Model G-64	UF-1T	5	
1958	Model G-191/G-262	UF-2S	11	Total: 149
1960	Model G-231	CSR-110	10	Total: 010
				<u>Total: 466</u>

ALBATROSS PRODUCTION

XJR2F-1 Pelican

Prototype twin engined, amphibious utility transport.

produced 1946 – 1947

Grumman Bethpage, New York (F)

BuNo. 82853, 82854 G-01, G-02 2 **Total: 002**

Model G-87 – Proposed land-based version of XJR2F-1, cancelled.

SA-16A

As JR2F-1, USAF search and rescue version.

*Original designation was **OA-16A**.*

*5 to USN as **UF-1**, BuNo. 149822 / 149824,*

149836 (later to USCG 1017), 149837.

produced 1949 – 1954

Grumman Bethpage, New York (GR)

48-588 / 48-607 mixed G-1 to G-26

49-069 / 49-100	G-27 / G-58		
- Ordered as USN PF-1A , BuNo. 124292 / 124323.			
50-172 / 50-182	mixed G-59 to G-72		
51-001 / 51-071	mixed G-74 to G-151		
- 4 to USCG as UF-1G , 1015, 1016, 1026, 1030.			
51-471 / 51-476	G-152 / G-157		
51-5277	G-95		
- 1 to Portugal as 7101.			
51-5278 / 51-5306	mixed G-158 to G-189		
51-7140 / 51-7255	mixed G-190 to G-346		
- 34 to USCG as UF-1G , mixed 7176 to 7255.			
51-15270, 51-15271	G-238, G-241		
- 2 to Portugal as 7102, 7103.			
52-121 / 52-135	mixed G-347 to G-362		
- 15 to USCG as UF-1G , 2121 / 2135.			
52-136, 52-137	G-363, G-364	305	Total: 305
- 2 to Spain.			

UF-1

As SA-16A, US Navy utility version.
Original designation was **PF-1A**.
5 SA-16A also transferred.

produced 1949 – 1961

Grumman Bethpage, New York (F)

BuNo. 124374 / 124379	mixed G-10 to G-25		
BuNo. 131889 / 131913	mixed G-230 to G-348		
BuNo. 137899 / 137933	G-372 / G-406		
BuNo. 141261 / 141288	G-408 / G-435		
- 5 to USCG as UF-1G , 1313 / 1317.			
BuNo. 142358 / 142362	G-365 / G-369	99	
- 5 to USCG as UF-1G , 1288 / 1292.			

(Indonesia)

PB-517 / PB-524	G-436 / G-443	8	Total: 107
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UF-1G

As UF-1, US Coast Guard version.
53 SA-16A / 11 UF-1 also transferred.

produced 1951 – 1955

Grumman Bethpage, New York (F)

(USCG) 1240 / 1243	mixed G-61 to G-73		
(USCG) 1259 / 1267	mixed G-106 to G-180		
(USCG) 1271 / 1280	mixed G-247 to G-328		
(USCG) 1293, 1294	G-370, G-371		
(USCG) 1311	G-407	26	Total: 026

UF-1T

As UF-1, trainers fitted with dual controls.
produced 1953

Grumman Bethpage, New York (F)

BuNo. 131914 / 131918	mixed G-305 to G-320	5	Total: 005
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Model G-88 – Proposed UF-1 ASW version, cancelled.

Model G-106 – Proposed UF-2 development, cancelled.

UF-2S

As SA-16B, US Navy version for export.
Alternatively designated as **UF-2**. Japanese
order had engine upgrade.
produced 1958 – 1961

Grumman Bethpage, New York (F)

BuNo. 146426 / 146430 G-444 / G-448

- 5 to West Germany as SC+101 / SC+105.

BuNo. 148324 / 148329 G-459 / G-464

- 6 to Japan as 9051 / 9056.

11 **Total: 011**

CSR-110

As SA-16B, RCAF version, engine upgrade.
produced 1960 – 1961

Grumman Bethpage, New York (GR)

60-9301 / 60-9310 G-449 / G-458

All delivered to:

(RCAF) 9301 / 9310

10 **Total: 010**

Total: 466

ALBATROSS CONVERSIONS

USAF / US Navy / US Coast Guard

SA-16A Triphibian	1	SA-16A(48-588), 1953, addition of skis for operations on snow and ice. 154 ski kits were delivered.
UF-1L	2	SA-16A(51-7162, 51-7164), factory conversions for cold weather Antarctica operations. Assigned BuNo. 142428, 142429.
(Model G-111) SA-16B	94	SA-16A, 1956, performance upgrade with hull, wing and tail modifications, updated avionics, various improvements. 5 to Argentina 1961 (Model G-333). 2 to Thailand 1962, via USN as UF-2 BuNo. 151264, 151265.
(SA-16B/ASW)	37	SA-16B, 1961, ASW conversions for foreign export. 20 to Norway (Model G-251), 1 to Greece (Model G-251), 5 to Chile (Model G-315), 1 to Chile (Model G-340), 3 to Peru (Model G-341), 7 to Spain (Model G-342).
(Model G-211) UF-2	39	33 UF-1 / 6 SA-16A, US Navy conversions to SA-16B standard. SA-16A aircraft assigned BuNo. 148240 / 148245.
(Model G-234, G-270, G-288) UF-2G	79	78 UF-1G / 1 SA-16B, USCG conversions to SA-16B standard. SA-16B aircraft assigned USCG s/n: 1023.

USAF / US Navy / US Coast Guard (1962 redesignations)

HU-16A	144	1962, redesignation of the SA-16A.
HU-16B	57	1962, redesignation of the SA-16B.
SHU-16B	37	1962, redesignation of SA-16B/ASW.
HU-16C	60	1962, redesignation of the UF-1.
LU-16C	2	1962, redesignation of the UF-1L.
TU-16C	5	1962, redesignation of the UF-1T.
HU-16D	50	1962, redesignation of the 39 UF-2 / 11 UF-2S.
HU-16E	79	1962, redesignation of the UF-2G.

HU-16F - 1967, *Super Albatross*, proposed turbo-prop upgrade.

Foreign Conversion

UF-XS 1 UF-1(149822), 1962, heavily modified 4-engined prototype for Japan.
JMSDF s/n: 9911. Conversion by Shin Maywa Industries Ltd., Kobe, Japan.

FOREIGN MILITARY / CIVILIAN SERVICE

- *Albatross aircraft in service with the military forces of Argentina, Brazil, Canada, Chile, Greece, Iceland, Indonesia, Italy, Japan, Malaysia, Mexico, Norway, Pakistan, Peru, The Philippines, Portugal, Spain, Taiwan, Thailand, Venezuela and West Germany.*
- **Conroy Turbo Albatross**, 1970, single civil conversion with RR Dart turbo-prop engine upgrade by Conroy Aircraft Corp., California.
- **Model G-111**, 1979, 40 civil conversions with airframe upgrade and executive interiors by Grumman Aerospace Corp., Florida.
- *Some civil conversions to airliners and private aircraft etc.*