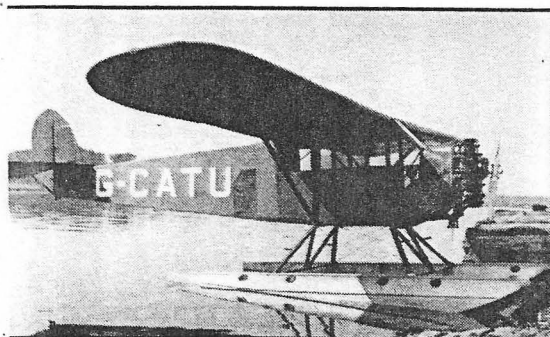


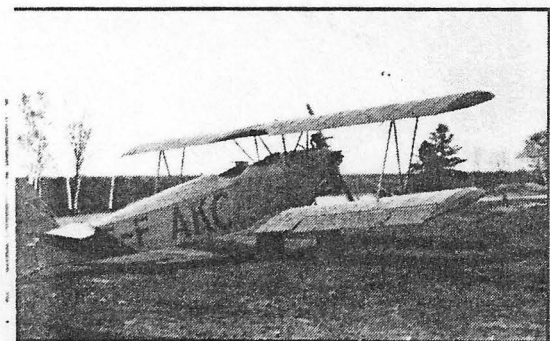
This Dayton-Wright F.P.2 has its Canadian registration combined with the American national markings.



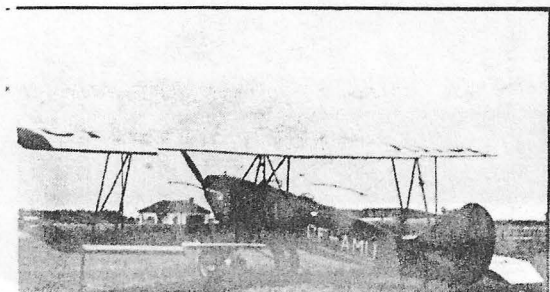
Fairchild FC2-W2 with G-CA—markings in the 30's. Nationality marking is no longer carried on rudder.



A Fairchild 22B is shown carrying typical Canadian civil markings of the late twenties and early thirties.



A unique presentation of CF-registration on a Fleet 2. Below, a private Alexander Eaglerock; note the underlining of the registration.



of the Fokker Universal and the Fokker C II although the upper wing markings of the latter are grouped closely about the center of the wing, which is not usual.

The first Canadian fleet markings came into use at this time when the G-CAO- series was assigned to the Ontario Provincial Air Service who used it for their first 26 aircraft and then started in the G-CAP- series.

Several cases occurred in the early twenties of Canadian registration appearing in conjunction with the American nationality marking letter 'N'. The reason for this is not known but in each the aircraft originated in the U.S. In all probability it was an error on someone's part as the two Junkers JL-6's owned by Imperial Oil Ltd. appeared originally as N-CADP and N-CADQ but were changed to G-CADP and G-CADQ later. An example of this curious marking is shown on the illustration of the Dayton-Wright F.P.2, N-CAED. This aircraft is also of interest as it was the first twin engined aircraft on the Canadian civil register and in addition it appears probable that it was the first aircraft to be designed to suit a Canadian requirement.

Change of Pattern: At the end of 1928 the Canadian registration was changed to the CF- series in order to conform to the requirements of the International Air Conference held the previous June. The registration letters were painted prominently in contrast-

ing colors on the fuselage sides and on the upper and lower surfaces of the wing. No marking normally appeared on the rudder although one or two aircraft did carry the nationality marking CF on the rudder. Privately registered aircraft displayed the registration letters underlined.

Little in the way of irregularities occurred in this system but the marking on the American produced Fleet Model 2 in the accompanying illustration show one example.

During World War II Canadian registered civil aircraft that were engaged in flying into the war zone followed British practice by underlining the registration letters with a red, white and blue bar.

Following World War II the Canadian marking practice was brought into line with American practice which resulted in a reduction in size and a relocation of markings. The wing markings now appeared only on the upper surface of the right wing and on the lower surface of the left. The fuselage marking was first reduced in size and later replaced by a marking on the rudder.

It is interesting to note that light aircraft in the United States are now displaying their registrations in large letters on the fuselage in a similar manner to early Canadian markings in order to facilitate identification by USAF fighter aircraft. In view of this it seems quite possible that Canadian aircraft might be required to follow suit in the near future.



Avro Aircraft's ill-fated C-102 Jetliner displaying the markings of 1950.