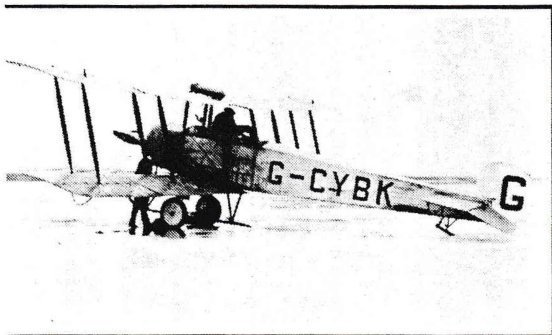


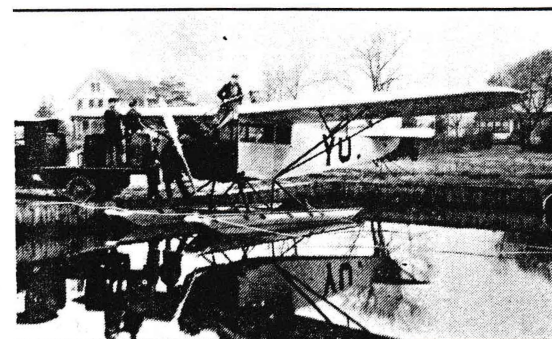
Sopwith Dolphins of the Canadian Air Force, 1918: Note the maple leaf emblems behind the roundels.



Govt. Avro 504K on civil work, 1920-22, displaying its markings directly on the fuselage in large letters.



Bristol F2B on Government civil work, still with wartime roundels as well as Air Board markings.



Same Fairchild FC2-W1 appears above & below with different markings. In later photo below, national markings have been added.



Marks of Distinction

IDENTIFICATION MARKING OF CANADIAN AIRCRAFT THROUGH THE YEARS

By **K. M. MOLSON**

AS WAS THE case in all other countries, pioneer aircraft in Canada carried no identification markings and it was not until after the end of World War I that the Canadian Government adopted a marking system for its civil and military aircraft. However two markings used prior to this are of interest and should be included in any story of the marking of Canadian aircraft.

The Royal Flying Corps began a training program in Canada in 1917 using Canadian JN4 aircraft for instructional purposes. These aircraft were clear doped, which maintain the natural fabric color, and carried no national markings. The reason for the absence of national markings is not known and it is apparent that a few pilots thought some markings should be used for an occasional aircraft was seen with small roundels on the fuselage and fin only.

However each aircraft was allocated a serial number by Canadian Aeroplanes Ltd., and this was carried on each side of the rudder. These numbers started with C101 on the prototype Canadian JN4 and continued until about C1460 but all these numbers did not appear in Canadian skies as 680 Canadian JN4's were exported to the United States. A new series of numbers starting at C1501 was allocated for Canada Aeroplanes Ltd.'s productions of the Avro 504 but only the first two numbers were used. Squadron markings often appeared on the sides of the fuselage and individual pilots sometimes had their own distinctive markings added.

Birth of the Air Force: The Canadian Air Force came into being in the latter part of 1918 and consisted of Nos. 1 and 2 Squadrons based at Upper Heyford and later at Shoreham in England. No. 1 Squadron was equipped with S. E. 5A's originally and later Sopwith Dolphins, and No. 2 with D.H.9A's; in addition No. 1 also had one Bristol F2B which was probably considered the personal prop-

erty of its C.O., Major McKeever. The CAF overseas adopted the roundels and rudder markings of the RAF as their own and the registration numbers remained unchanged from their original British numbers but a large maple leaf emblem was added on each side of the fuselage.

For about eighteen months after the Armistice, there were no requirements for any identification of aircraft in Canada. However in the spring of 1920, the Air Board, which had been set up to control both military and civil flying in Canada, required that all aircraft be registered to comply with the Convention relating to International Air Navigation which was drawn up at the Versailles Peace Conference in 1919. Two separate registers were set up, one, G-CA—, for civil aircraft and the other, G-CY—, for Government owned aircraft.

In 1920 all Government owned aircraft were operated by the Air Board. These could be considered as being divided in two groups. One group being those employed on civil government work and the other those used for refresher training by the Canadian Air Force, which was the extent of military operations at that time. The first group bore G-CY— registrations which were displayed in full and normally appeared as large as possible on a white panel on the fuselage sides and on the upper surface of the top wing and on the lower surface of the bottom wing. In addition the nationality marking letter G appeared on the

A FIFTIETH ANNIVERSARY FEATURE



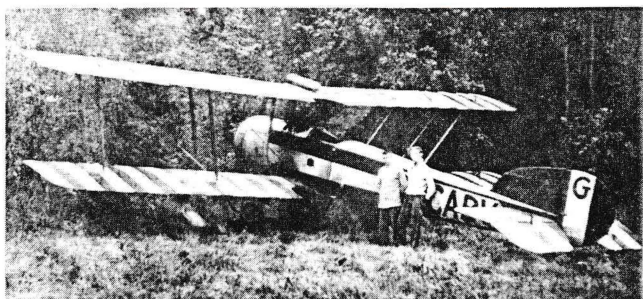
Dec 59 AIRCRAFT



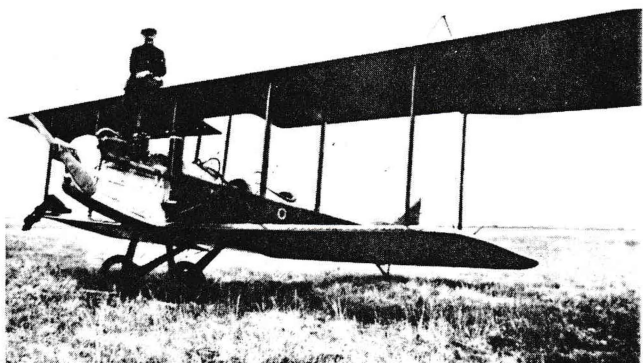
G-CABI The paint job on this JN-4 attests to its Ericson ancestry. (N.A.M.)



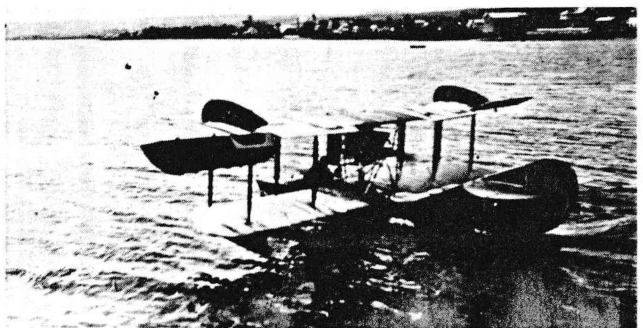
G-CABT Note 'turtle-deck' of this JN-4 resting on tailplane at Edmonton. (N.A.M.)



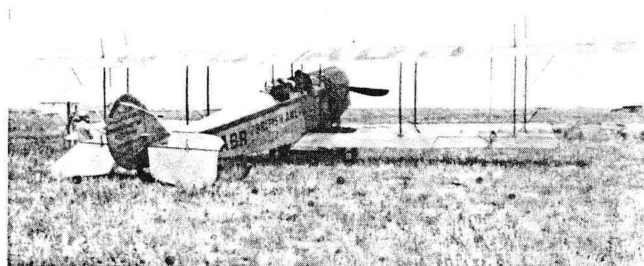
G-CABV This Avro 504K sometimes flew with float gear; hence 504L fin. (W.J. Straith)



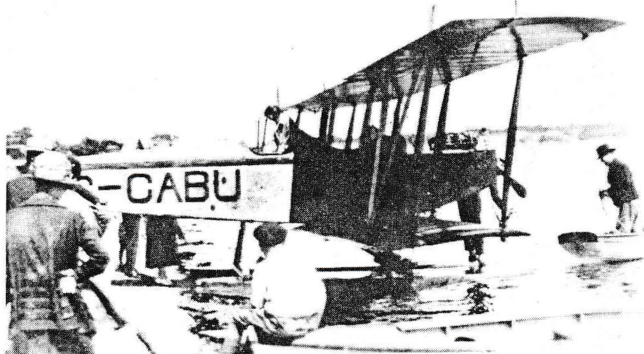
G-CACA 'CA the Second with Hispano-Suiza engine; E.A. Alton on wing. (E.A. Alton)



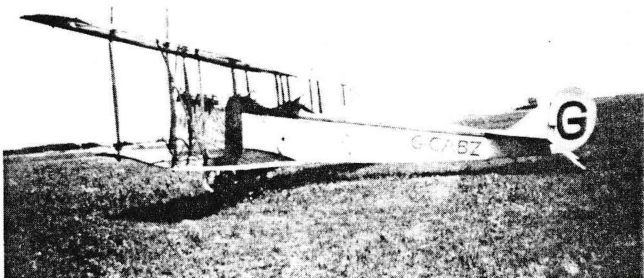
G-CACC The Norman Thompson N.T.2B taxiing at Foberval Que while with D.A.E. (PCAF)



G-CABR In the early days, some JN-4s looked like flying billboards! (N.A.M.)



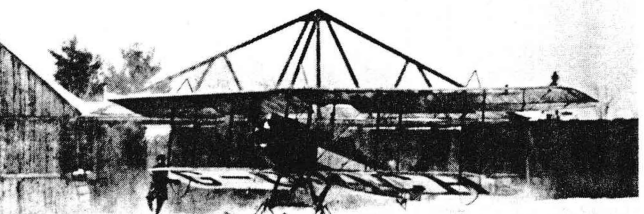
G-CABU One of the few float-equipped JN-4s to appear in Canada. (via D. Anderson)



G-CABZ Yorkton Aerial Transportation's Curtiss JN-4 at Yorkton 'airport'. (P.H. Ellis)



G-CACA 'CA, now re-engined with OX-5, at start of abortive air mail flight. (Alton)



G-CACH Hall-Scott engined Standard fitted with Eric in winter of 1924. (?)