

EO 05-1-2U

ROYAL CANADIAN AIR FORCE



**AIRCRAFT FINISH SCHEMES  
AND  
MARKINGS**

(This EO replaces EO 05-1-2U dated 8 Mar 57, Revised 10 Jun 59)

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

10 FEB 64

# LIST OF RCAF REVISIONS

**DATE**

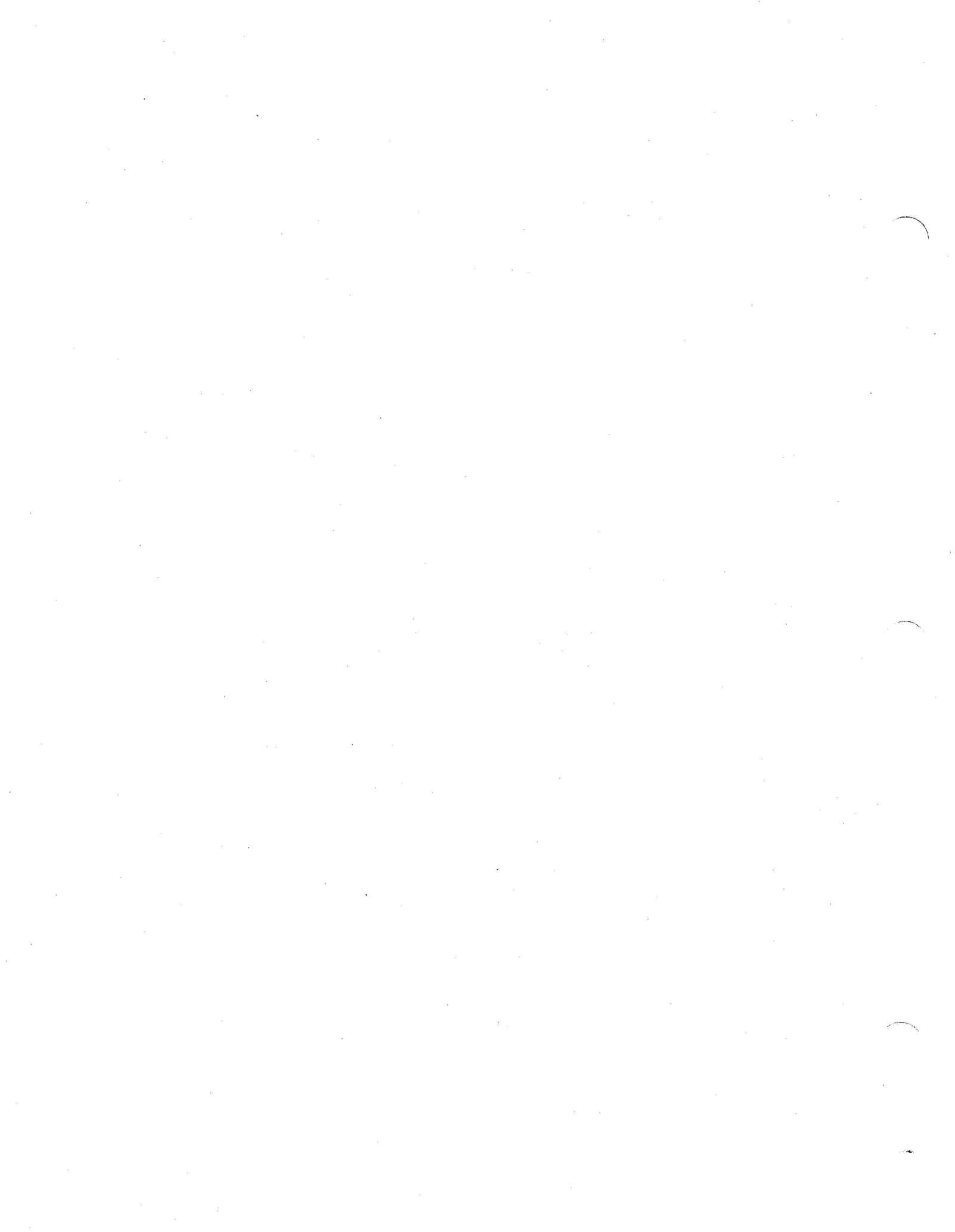
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# AIRCRAFT FINISH SCHEMES AND MARKINGS

## PURPOSE

1 The purpose of this Engineering Order is to provide general information on the markings of RCAF aircraft.

## GENERAL

2 Aircraft markings include:

- (a) Identification markings;
- (b) Maintenance, servicing and emergency markings;
- (c) Finish schemes (anti-corrosion, fuel/oil resistant, etc.);
- (d) Special marking (anti-collision, tow targets, search and rescue aircraft etc.).

3 RCAF aircraft markings have been standardized in order to economize and provide a distinct identification scheme. The identification marking drawings have been prepared with the view to improve and standardize the appearance of RCAF aircraft. The basic paint scheme is for appearance and to reduce corrosion due to salt sprays, fuel, oil and exhaust gases. Special markings have been prepared to increase aircraft visibility tow targets and search/rescue purpose.

## POLICY

4 Aircraft marking drawings are prepared in accordance with general policies set forth by AFHQ. Maintenance, servicing and emergency markings are prepared in accordance with ABC and NATO symbols and standards (EO 00-60-11/1) and applicable aircraft -2 Engineering Order.

5 AMCHQ/SOED is responsible for the preparation of drawings for all aircraft markings and is responsible for the co-ordination of information with the applicable AMCHQ/aircraft specialist officers and AFHQ.

6 Requests for deviations or waivers from this Engineering Order or the applicable air-

craft drawings shall be submitted to AMCHQ/SOED who will co-ordinate any changes and secure final decisions on questions affecting the marking policy.

7 It is important to apply up-to-date markings at the earliest opportunity and to ensure that all markings and finishes are maintained in a presentable and legible state.

8 The marking and finishing of aircraft is detailed in RCAF drawings prepared by AMCHQ. These drawings are presently distributed as the RCAF aircraft identification drawing Zerox book but will be published as EO 05-1-2W in the near future. Full size drawings may be procured from AMCHQ as outlined in CAP 16, Vol. 1, Art 21.6.02.

9 In the event of conflict between this Engineering Order and specific aircraft engineering orders the problem(s) shall be forwarded to AMCHQ for evaluation and clarification.

10 Inspection - All aircraft shall be inspected at each periodic inspection for finish and marking deterioration.

## APPLICATION

11 Units will apply aircraft markings and finishes:

- (a) As changes in the relevant aircraft drawings dictate.
- (b) When deterioration is detected.

12 Repair Depot and Contractors will apply markings when specified by AMCHQ.

13 The method of application of paints and decals is to be in accordance with current engineering order and specifications.

## SPECIAL MARKINGS

### SEARCH AND RESCUE AIRCRAFT

14 Aircraft used for search and rescue operations are marked with a band of fluor-

escent paint with a blue border on the rear portion of the fuselage. Helicopters, not conducive to this type of marking, are marked on the top with a fluorescent paint. Large capital letters RESCUE in fluorescent paint are marked on the sides of the fuselage.

#### COMBAT AIRCRAFT

15 Aircraft used in operational roles are marked with a minimum of identification and special markings. Aircraft marked with camouflage schemes, in accordance with AFHQ direction, shall be finished in accordance with latest RCAF aircraft identification and marking drawing.

#### UN MARKINGS

16 Identification markings for RCAF aircraft serving in "direct" support of the UN are white with a contrasting UN emblem, letters and numerals. Aircraft serving in "indirect" support of the UN are finished the same as the standard RCAF scheme with the addition of the UN emblem above the Canadian Ensign (located on the vertical stabilizer).

#### SQUADRON MARKINGS

17 Squadron badges approved by AFHQ shall be centrally located on the port side of the nose of the aircraft. Squadron markings are applied by the squadrons at the discretion of the Commanding Officer.

#### DECALCOMANIAS

18 Decalcomanias shall be applied in accordance with EO 05-1-2X.

#### LINE IDENTIFICATION MARKINGS

19 The last three numerals of the aircraft registration number may be applied to the front of the aircraft to facilitate identification on the ground, as shown in the latest identification and marking drawing for the particular anti-collision aircraft.

#### ANTI-COLLISION

20 Anti-collision markings are used to increase aircraft visibility. These are now accomplished by the use of fluorescent paint in lieu of red paint.

#### WING WALKS AND FLAME RESISTANT AREAS

21 The coating of the wing walks and flame resistant areas shall be applied in accordance with applicable drawing.

#### AMBULANCE MARKINGS

22 Ambulance aircraft are to be marked conspicuously with the Geneva Red Cross on a white background when so directed by AFHQ.

#### SPECIAL IDENTIFICATION MARKINGS

23 Special identification markings such as on the Golden Hawk aircraft and tow-target aircraft; insignia, roundels, letters and numerals are included in the related identification and marking drawing.

### EMERGENCY, MAINTENANCE AND SERVICING MARKINGS - EXTERIOR AND INTERIOR

#### GENERAL

24 Maintenance, servicing and emergency markings are markings specified by engineering requirements in accordance with NATO and ABC Standards - Ref. EO 00-60-11/1. These markings may be exterior or interior, painted or affixed to the surface as a decal.

#### SPECIAL MARKINGS

#### BASIC WEIGHT

25 The basic weight figures of an aircraft shall be marked next to the entrance in black letters. Passenger aircraft need not be marked as this information is available in the RCAF Form L36 or L38.

#### PRESSURE FASTENERS

26 Safety marks are to be applied in the form of lines painted across the head of pressure fasteners continuing on the skin of the aircraft fuselage or components when pressure fasteners are in the locked position. The paint shall be of a colour that will give a distinct contrast to the basic metal or painted surface. EO 05-1-2Q outlines the applicable contrasting colour.

## EXTERIOR EMERGENCY MARKINGS

27 Examples of exterior emergency markings are: Fire Axe, First Aid Kit, Fire Extinguisher, Dinghy Survival Kit etc. These markings are located on the fuselage. A dotted line should be applied with the letters "CUT HERE" in two inch letters to indicate the areas which should be cut. The applicable letters "Axe stowed inside here" or "Fire extinguisher inside here" shall be located inside the dotted lines.

## AREAS NOT TO BE MARKED

28 Due to the hazard of chipping paint, areas around fuel filler caps shall be left unpainted at least one inch surrounding the caps. The entire cap shall be left unpainted.

29 Para. 28 is also to apply to lubricating oil filler caps.

30 Areas subject to severe chipping such as

wing tip seams and aileron hinges are to be left unpainted. The size of the area not to be painted should be approximately one inch in width, the exact dimension to be determined by the width of the hinges or seams.

31 Areas not affecting the appearance of the scheme, which for reasons of paint stripping or labour time are difficult to handle should be left unpainted. Approval not to paint such areas shall be granted by CTSO or his delegated representative.

32 Transparent panels or windows are not to be painted.

## SAFETY PRECAUTIONS

33 Not only the fire hazard but also the human respiratory hazard must be considered when painting aircraft. All personnel engaged in refinishing shall be familiar with EO 00-80-4/19.

