

# IDENTIFICATION OF REPAIRED AIRCRAFT COMPONENTS

(This EO replaces EO 05-1-3K dated 11 Jan 60)

1 Aircraft parts, components and accessories which bear serial numbers (generators, oleo legs, fuel and oil tanks, etc.) which are not provided with Log Books or RCAF Form L14-8 Component History Form, when repaired and/or overhauled by civilian contractors are permanently identified as such in accordance with EO 120-00-12 (Inspection Marking of Aircraft and Associated Equipment).

2 In cases where these items are reconditioned by a Repair Depot and in order that they may be identified as such in a like manner as outlined in paragraph 1 above, a permanent record of the Repair Depot accomplishing this work and date of reconditioning is to be affixed to the part by the Depot concerned. As an example: R/6/1/56 would indicate reconditioning by 6 RD in January 1956.

## METHODS OF MARKING

3 The methods of marking are:

### STEEL STAMP

(a) Information may be steel stamped on a small metal plate and attached to article repaired. Caution is to be taken to ensure no damage is caused in the stamping operation.

### TRANSFER, DECAL, METALCAL OR SCOTCHCAL

(b) Transfers are to be suitably marked with India ink and the transfer, decal, metalcal, or scotchcal protected with a coating of clear varnish or shellac. Wooden parts may also be treated in this manner.

### PAINT

(c) Wooden parts may be marked by a patch of white paint affixed adjacent to original data plate and pertinent data shown in a contrasting colour transcribed on the patch of white paint.

4 Subsequent reconditionings should be indicated by a second and third marking. Past markings are to remain legible.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

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