

THE FIRST OFFICIAL LIST OF CIVIL AIRCRAFT REGISTRATIONS

Students of the history of civil aircraft registrations should find the following information of great value as it is not known to have been published within recent years. The following are excerpts from the Convention For The Regulation of Air Navigation adopted by a Commission appointed by the Paris Peace Conference, October the 13th, 1919. (Authorized by the Versailles Peace Treaty).

APPENDIX II, ANNEX A, "THE MARKING OF AIRCRAFT".

Section I, General

(a) The nationality mark shall be represented by capital letters in Roman characters, e.g., France ----- F. The registration mark shall be represented by a group of four capital letters; each group shall contain at least one vowel, and for this purpose the letter Y shall be considered as a vowel. The complete group of five letters shall be used as a call sign of the particular aircraft in making or receiving signals by wireless telegraphy or other methods of communication, except when opening up communication by means of visual signals, when the usual methods will be employed. The nationality and registration marks are assigned in accordance with the table contained in Section VIII of this Annex.

(b) On aircraft other than State and commercial, the registration mark shall be underlined with a black line.

(c) The entry in the register and the certificates of registration shall contain a description of the aircraft and shall indicate the number or other identification mark given to it by the maker; the nationality and registration marks mentioned above; the usual station of the aircraft; the full name, nationality, and residence of the owner and the date of registration.

(d) All aircraft shall carry affixed to the car or to the fuselage in a prominent position a metal plate, inscribed with the name and residence of the owner and the marks of nationality and registration.

Section II, Location And Marks

The nationality and registration marks shall be painted in black on a white ground in the following manner:

(a) Flying machines - The marks shall be painted once on the lower surface of the lower main planes and once on the upper surface of the top main planes, the top of the letters to be toward the leading edge. They shall also be painted along each side of the fuselage between the main planes and the tail planes. In cases where the machine is not provided with a fuselage the marks shall be painted on the nacelle.

(b) Airships and balloons - In the case of airships the marks shall be painted near the maximum cross section on both sides and on the upper surface equidistant from the letters on the sides. In the case of balloons the marks shall be painted twice near the maximum horizontal circumference, as far as possible from one another. In the case both of airships and balloons the side marks shall be visible both from the side and ground.

Section III, Additional Location of Nationality Marks

(a) Flying machines and airships - The nationality mark shall also be painted on the left and right sides of the lower surface of the lowest tail planes or elevators and also on the upper surface of the top tail planes or elevators, whichever is the larger. It shall also be painted on both sides of the rudder, and on the outer sides of the outer rudders if more than one rudder is fitted.

(b) Balloons - The nationality mark shall be painted on the basket.

Section IV, Measurements of Nationality and Registration Marks

(a) Flying machines - The height of the marks on the main planes and tail planes respectively shall be equal to four-fifths of the chord, and in the case of the rudder shall be as large as possible. The height of the marks on the fuselage or nacelle shall be four-fifths of the depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.

(b) Airships and balloons - In the case of airships the nationality marks painted on the tail plane shall be equal in height to four-fifths of the chord of the tail plane and in the case of the rudder the marks shall be as large as possible. The height of the other marks shall be equal to at least one-twelfth of the circumference of the maximum transverse cross section of the airship. In the case of balloons the height of the nationality mark shall be four-fifths of the height of the basket, and the height of the other marks shall be equal to at least one-twelfth of the circumference of the balloon.

(c) General - In the case of all aircraft the letters of the nationality and registration marks need not exceed 2.5 meters in height.

Section V, Measurement, Type Of Letters, Etc.

(a) The width of the letters shall be two-thirds of their height and the thickness shall be one-sixth of their height. The letters shall be painted in plain block type and shall be uniform in shape and size. A space equal to half the width of the letters shall be left between the letters.

(b) In the case of underlined letters the thickness of the line shall be equal to the thickness of the letter and the space between the bottom of the letters and the line shall be equal to the thickness of the line.

Section VI, Spacing Between Nationality And Registration Marks

Where the nationality and registration marks appear together a hyphen of a length equal to the width of one of the letters shall be painted between the nationality mark and registration mark.

Section VII, Maintenance

The nationality and registration marks shall be displayed to the best possible advantage, taking into consideration the constructional features of the aircraft. The marks must be kept clean and visible.

Section VIII, Table of Marks

The nationality mark of each State named below applies to the aircraft of its dominions, colonies, protectorates, dependencies, or of countries over which it is the mandatory State.

<u>COUNTRY</u>	<u>NATIONALITY MARK</u>	<u>REGISTRATION MARKS</u>
U.S.A.	N	All combinations made in accordance with the provisions of Section I(a) of this Annex, using a group of 4 letters out of the 26 of the alphabet, each group containing at least one vowel, e.g., ADCJ, PURN.
British Empire	G	Same as above.
France	F	Same as above.
Italy	I	Same as above.
Japan	J	Same as above.

(Table of Marks continued)

<u>COUNTRY</u>	<u>NATIONALITY</u> <u>MARK</u>	<u>REGISTRATION MARKS</u>
Bolivia	C	All combinations made with B as first letter.
Cuba	C	All combinations made with C as first letter.
Portugal	C	All combinations made with P as first letter.
Rumania	C	All combinations made with R as first letter.
Uruguay	C	All combinations made with U as first letter.
Czechoslovakia	L	All combinations made with B as first letter.
Guatemala	L	All combinations made with G as first letter.
Liberia	L	All combinations made with L as first letter.
Brazil	P	All combinations made with B as first letter.
Poland	P	All combinations made with P as first letter.
Belgium	O	All combinations made with B as first letter.
Peru	O	All combinations made with P as first letter.
China	X	All combinations made with C as first letter.
Honduras	X	All combinations made with H as first letter.
Serbia-Croatia- Slavonia	X	All combinations made with S as first letter.
Haiti	H	All combinations made with H as first letter.
Siam	H	All combinations made with S as first letter.
Ecuador	E	All combinations made with E as first letter.
Greece	S	All combinations made with G as first letter.
Panama	S	All combinations made with P as first letter.
Hedjaz	A	All combinations made with H as first letter.
Nicaragua	A	All combinations made with N as first letter.

Additional material from Article 5, Appendix III, RULES OF AERIAL WARFARE.

"Public nonmilitary aircraft other than those employed for customs or police purposes shall in time of war bear the same external marks, and, for the purposes of these rules, shall be treated on the same footing as private aircraft". Private aircraft must in time of war bear marks to indicate their nationality and character and to enable the aircraft to be identified. It would be inconvenient that the marks to be borne in war time should differ from those in time of peace. For peace time the marks which a private aircraft is to bear are prescribed in the Air Navigation Convention of 1919. This convention, however, is not universal in character, and account must be taken of the position of States which are not parties to it. Nevertheless, all States, whether parties to the convention or not, will before long have enacted legislation as to the marks which aircraft of their nationality are to bear. The commission has, therefore, felt that it will be sufficient to lay down as the rule for time of war that aircraft must bear the marks which are prescribed by the legislation in force in their own country. Foreign powers, whether belligerent or neutral, are not concerned with the enforcement of that legislation as such; that is a matter for the municipal courts of the country concerned. The object of the articles is to afford to belligerent and neutral authorities a guide as to the marks which a private aircraft must bear. Article 7 states further "The external marks required by the above articles shall be so affixed that they can not be altered in flight. They shall be as large as practicable, and shall be visible from above, from below, and from each side."

Source: "International Aerial Regulations", Air Service Information Circular, Vol. VI No. 566, July 15, 1926, pages 47-49, 68.