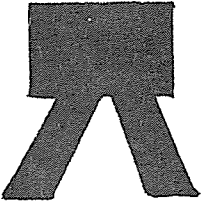
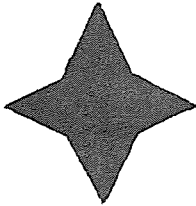
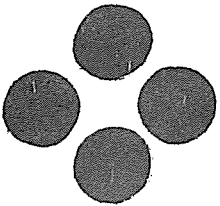
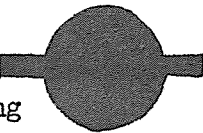
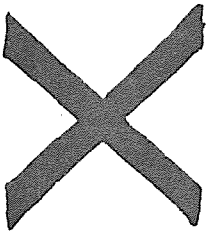
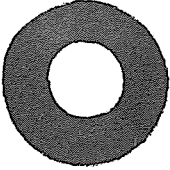
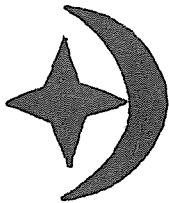
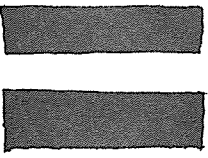
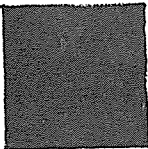
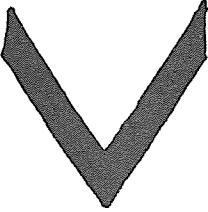
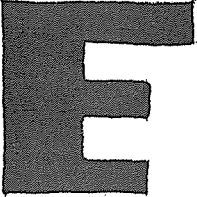
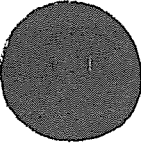
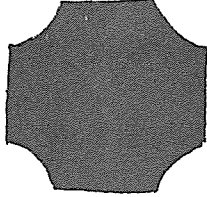
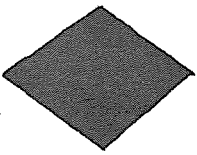
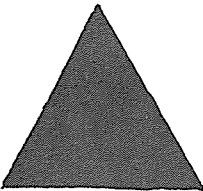
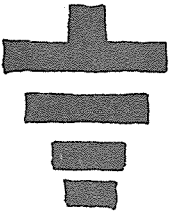
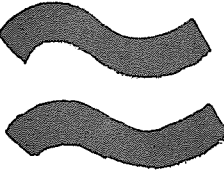
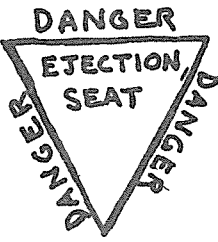


NATO AIRCRAFT MARKINGS AND SERVICING SYMBOLS

1. Jacking Point		7. Refueling		14. Air Conditioning	
2. Slinging or Hoisting Point		8. Rocket Oxidizers		15. Pneumatic System	
3. Towing		9. Rocket Fuels		16. Oxygen (Breathing)	
4. Mooring		10. Oil		17. Water Injection	
5. External Electrical Connects.		11. Hydraulic		18. Inerting System	
6. Fire Extinguish System		12. De-Icing		19. Grounding Receptacle	
Drawn by Geo. J. Letzter	13. Coolant		20. Ejection Seats		

GEORGE J. LETZTER

NATO Aircraft Markings

Agreements among the North Atlantic Treaty Organization (NATO) nations have resulted in standard aircraft servicing markings. These markings will facilitate servicing, eliminate possible errors in intercountry servicing, and give warnings about actions which may damage equipment or injure personnel. NATO markings are subject to international military standardization agreement and cannot be changed, except under emergency conditions, without prior coordination with the Air Standardization Coordinating Committee (ASCC). Markings containing information as required to supplement the NATO markings may be used in connection with the symbols and markings described in FIGURE I.

The standard servicing symbols approximately four inches in the longest dimension or four inches in diameter. However, if the item or the areas to which the symbol is to be applied will not accommodate a symbol of the desired size, the item can be identified by a symbol of the largest possible proportions. The symbol color is black for aluminum surfaces, yellow for camouflage finishes other than black, and red for black camouflage finishes.

Servicing instructions for hydraulic systems, landing gear shock struts, wheels and tires, hydraulic reservoirs and pneumatic systems, are provided on instruction plates or in a permanent and legible manner adjacent to charging points and test connections with letters not more than $1\frac{1}{4}$ inches high. Applicable NATO code numbers for the identification of fuels and lubricants are positioned directly below the servicing symbol.

Precautionary or warning markings are used in accordance with the following symbols and lettering:

- a. Fuel Nozzle Grounding - Electrical symbol for ground or earth with the notation "GROUND (EARTH) HERE".
- b. Storage Batteries - The notation "BATTERY" is plainly marked in red letters not less than $\frac{3}{4}$ inch or more than $1\frac{1}{4}$ inches high on battery access doors, and when the battery is not accessible via a panel the notation "BATTERY LOCATION" is placed on the left side of the fuselage as viewed from the rear of the aircraft.
- c. WALKWAYS - The boundaries of such areas are delineated by a border two inches wide in black, and have painted therein the word "WALKWAY". The surrounding area immediately adjacent to the walkway is marked "NO STEP" or painted red.
- d. Ejection Seats - A red equilateral triangle with 9-inch sides and with

the apex pointing downward with the word "DANGER" on each side of the triangle is placed on each side of the fuselage below the canopy hinge. The words "EJECTION SEAT" in white letters are painted in the triangle.

- e. Canopy Removers - Aircraft containing canopy removers are marked: "WARNING: THIS AIRCRAFT CONTAINS A CANOPY REMOVER CONTAINING AN EXPLOSIVE CHARGE", and such other notations referring to T.O. for complete instructions.

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The Flying Pioneers of Aviation (continued from page 216)

age 64 years. His body was returned to Dayton, Ohio, where he was buried in Memorial Park Cemetery between Dayton and Troy, Ohio. He was married in 1914 but later divorced and never remarried. There were no children.

During his flying career, Howard Rinehart was indeed one of the most colorful pilots of his time. His ability to judge the flying characteristics of a new airplane, analyze test performance data, and report accurately on the necessary corrections, made him extremely valuable as a test pilot. His colorful demonstrations of some of the early planes are still vivid remembrances to all who ever saw him fly. An expert pilot and truly one of the real pioneers of the early days, his courage and active interest in aviation will ever remain an inspiration for others to follow. He loved to fly and had very few accidents.

His name appears on the Wright Memorial Plaque at Dayton with the other pioneers who learned to fly there.

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"AIRLINES" BOOK DISTRIBUTED TO AAHS MEMBERS

Through the courtesy of the British Petroleum Company, and particularly by the efforts of member John Stroud, 500 copies of the book Airlines were sent to the American Aviation Historical Society. These were mailed out in July to all paid up members of the Society; the few left over copies will be mailed to delinquent members paying their 1959 dues or to new members on a first-come first-serve basis.

Airlines is a 5 x 8 booklet of some 96 pages with the insignia, description and statistics of each airline member of the International Air Transport Association (I.A.T.A.). It gives the number and type of each aircraft currently operated by each airline member plus those on order for expansion. The book, all in color and in four languages, with drawings by John Stroud, has beautiful reproductions on each page of airline insignia and a side view, with markings, of a typical airliner.

All expressions of thanks should be sent directly to the British Petroleum Company, Ltd., Britannic House, Finsbury Circus, London EC2, England.