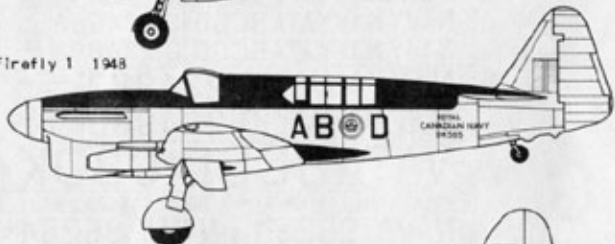


Seafire 15 1948



Firefly 1 1948



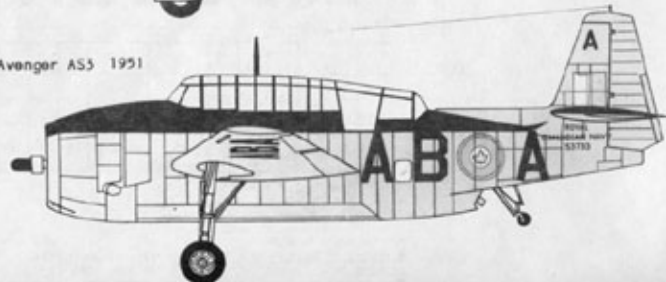
Seafury 1949



Firefly 5 1949



Avenger AS3 1951

Markings

Aircraft of the Royal Canadian Navy showed, in their marking schemes, the progression from being part of the Royal Navy Fleet Air Arm to finally becoming a part of the integrated Canadian Armed Forces. These two sheets cover the period 1948-1964, with the following text describing the 'standard' schemes, there have been exceptions and anomalies. Consult references for specific aircraft.

In general, marking schemes for RCN aircraft can be broken into two groups. In 1947, Canada adopted the ICAO method of aircraft identification. Each aircraft was identified by a 5 letter code (i.e. YG-MAC). YG was the identifier for the Royal Canadian Navy, the next two letters were the squadron designator and the last was the aircraft designator, these last three forming the radio call sign.

Aircraft carried YG under the starboard wing and the call sign under the port wing (no roundels were carried under the wings). On the upper surfaces were roundels on each wing. On the fuselage, the markings were the two letter squadron code to the left of the roundel, and the aircraft code to the right. Further back on each side was Royal Canadian Navy and the aircraft serial number.

In the fall of 1952, a new system was instituted to replace the ICAO method. Above and below each wing, three number code on the right. This three number code no longer identified the squadron, as the first number indicated how many aircraft the plane carried (i.e. 1 for single seaters, 2 for Avengers).

There were, of course, exceptions. Aircraft that came from RCAF stocks (i.e. T33, S55, Expeditors) usually carried the last 3 of the serial number as the three number code. Later, Harvards and T33's of V140 had numbers in the 800 series, while Harvards of the Reserve squadrons were 900 series.

Colours

Generally, operational aircraft were camouflaged while non-op types were not. Camouflage colours followed FAA practices initially, being Dark Sea Grey over Sky. There is some controversy about whether this 'sky' is the same greenish shade as FAA 'sky', but it must have been close. Later this was changed to Dark Grey (Dark Sea Grey) over Light Grey (Sea Grey Medium). Non operational aircraft were either overall yellow for trainers or natural metal for other types.

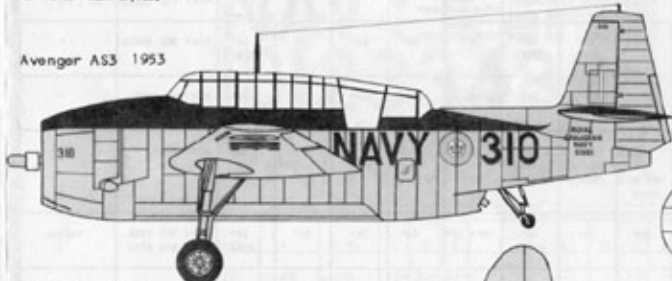
Roundel

Between the end of the war and 1947, when Canadian squadrons were still part of FAA, the aircraft remained in FAA markings, with the addition of a blue maple leaf on the red center of the RR CI type roundel.

The later RCN roundel, however, was unique in that it had the same proportions as a British C or CI type roundel, but the red centre was replaced by a red maple leaf. The RCN roundel resembled the RCAF roundel, but the blue ring was thicker, and the leaf was a different shape. Actually, standardization on leaf shape was not great, and certain variations in style were seen, but the goal shape gives the most common shape. As a footnote, it was not uncommon to see RCAF style leaves in RCN roundels on T33's and S55's, both types being maintained initially by the RCAF.

As well, it was initially the policy of both RCN and RCAF that only camouflaged a/c would carry the red/white/blue roundel, while non-camouflaged types would use a red leaf on a blue disc. This was seen on early RCN Harvards, Seafuries and Avengers. However, the red/blue combination was hard to distinguish from a simple blue disc and this system was dropped from both the RCAF and the RCN. Even on these, though, the RCN and RCAF used different leaf styles.

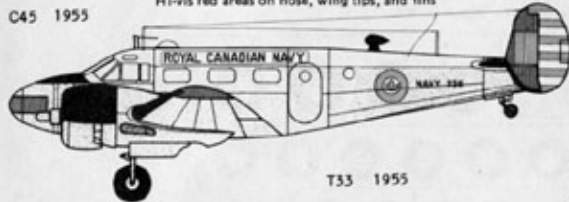
Avenger AS3 1953



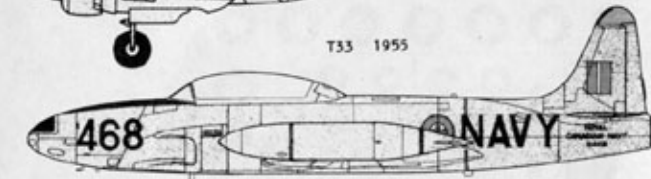
Seafury 1955



C45 1955



T33 1955



Harvard 1957



Red cowling

Tracker 1957



HO4S 1953

Red/white rudder stripes



Banshee 1956

Hi-vis red areas on nose, wing tips, and fins

Blue/white rudder stripes