

Chapter 1 : Military Aircraft Markings

Military Aircraft Markings updated base list and codes lists Please note: You will need to use the User Name and Password listed below to access this file(s).

Edit These markings were effective within a mile of the viewer, but as the numbers of groups increased from sixteen to forty, assembly difficulties increased. In February the USAAF decided to discontinue further camouflage painting of its aircraft, and the 2nd Bomb Division devised a system for its Bs whereby the entire tail fin was painted in a color each of its five combat wings was assigned a color and a black or white band placed across the fin either vertically, horizontally, or diagonally to identify the group within that wing. The remainder of the 1st Air Division began using color schemes in September, but each combat wing adopted a different method, depicted in the link below under "External links". The 3rd Air Division, once converted to an all-B command, followed suit in the winter of , employing elaborate schemes which included colored chevrons and bands on the aircraft wings that required months of labor to convert all its aircraft. Those schemes are depicted in the B link below. When two additional groups joined the wing in April , the wing then identified its groups by a letter Y on the uppermost area of the tail fin, superimposed on the symbol previously used in a manner similar to the system used by the Eighth with the new rd BG using a cone-shaped device and the rd BG a five-pointed star that was displayed below the Y instead of underlying it. First B scheme Edit The more numerous B groups used a standardized scheme for its four bomb wings. On outer tail fins, above and below the aircraft serial, two white circles were painted. In the upper circle was painted a geometric symbol in black denoting the wing, with a triangle for the 47th Bomb Wing, a square for the 55th, a diamond for the th, and a circle for the 49th. The lower circle contained one of the numerals 1 through 4, painted in black, denoting the group. The upper tail surface and circle were red in color. In June, , the Fifteenth Air Force adopted a color-symbol scheme to identify its groups and wings. The 5th Bomb Wing painted the elevators and rudders of its Bs various colors but otherwise maintained its marking scheme. The B wings adopted a method by which color and symbol placement would identify its groups: The former triangle-circle symbol was retained in the upper half. Late in the war the upper rear stabilizer was painted black with a longitudinal yellow band in the center except for the elevators. Upper half of the fin painted red, and a red symbol in the lower half; used the same scheme on the upper rear stabilizer with the red on the right side and the symbol on the left. Large black square in upper half of the fin, lower half painted black with a yellow symbol superimposed. The rear stabilizer generally displayed only the black square outlined in yellow until late in the war, when the entire surface was painted yellow except for the elevators. Large black diamond in the upper half; lower half painted to group color. The rear stabilizer was painted the group color on the left half and had a diamond on the right. Twentieth Air Force tail markings Edit For a period of six months the Twentieth Air Force operated two bomber commands, each with a different method of identifying its B Superfortress groups. From April forward all twenty groups, organized into five bomb wings, were assigned to XXI Bomber Command, which standardized its markings. The 40th BG painted four horizontal stripes across the upper tail fin with the letter identification of the airplane below it. The th BG numbered its aircraft and placed it within a large blue diamond outlined in yellow on the tail fin. The nd BG painted its rudders but otherwise did not designate the group. The th painted two diagonal stripes on the rudders of its aircraft. When the wing and its groups transferred to Tinian in April the 58th Wing changed to a letter-symbol system. A letter denoting the group was painted on the upper third of the tail fin, with a square symbol in the center, and an aircraft identifier, known as the "victor number," in the lower third. Aircraft commonly used their tail identifiers as radio voice calls call signs , i. Its aircraft used a system identical to that of the 73rd Wing, with its symbol a triangle. The th Bomb Wing was based at North Field, Guam beginning in January , with some of its groups beginning combat operations in February. In order to quickly mark its increasing numbers of aircraft, the th Wing painted inch black boxes on the tail fins and stenciled the group identifier, either M, O, P or K in BMF inch block letters. The earlier system of marking aircraft was discarded in April by both the 73rd and th Wings. The symbol outline of the th Wing was a circle, that of the 58th Wing a triangle, and that of the th

Wing a diamond.

Chapter 2 : Aircraft Markings

*Military Aircraft Markings [Howard Curtis] on blog.quintoapp.com *FREE* shipping on qualifying offers. First published in the s, Military Aircraft Markings has become an indispensable annual publication for any aircraft enthusiast.*

One of the 1st Aero Squadron airplanes on the Mexican US border in marked on its rudder and wings with red stars as the US national insignia. Contemporary with the red star, the US Navy was using an anchor symbol on the rudders of its seaplanes. During the First World War and into the early post war period, US Marine Corps aircraft often had a WW1 style tri-color roundel with an anchor painted on the sides of the fuselage. Military had some of the most colorful aircraft ever flown. Military thought it had achieved during this period. In the months after Pearl Harbor it was realized that the red dot could be construed as being a Japanese Hinomaru from a distance or in poor visibility and in May the red dot was eliminated. The red dots were covered over with white paint on aircraft that were in service. The red dot in the center of the star was removed in the Pacific theater to eliminate confusion over the Japanese red disc which served as their insignia. The tail rudder stripes were also removed. These last two changes were accomplished throughout American forces by May of During November , US forces participated in the Torch landings and for this a yellow ring with varying thickness was temporarily added to the outside of the roundel to reduce incidents of Americans shooting down unfamiliar British aircraft, which could themselves be distinguished by a yellow outline on their fuselage roundels. The insignia was outlined in yellow for Operation Torch in North Africa, to help gunners distinguish it from the French roundel. It was later removed, except on aircraft that remained in the North African theater. British RAF Roundel In February of , one national insignia was removed from the upper right and lower left wing surfaces. So the probable problem was the circular shape, which could be seen at distances. After trying out several variations including an oblong roundel with two stars, they arrived at using white bars flanking the sides of the existing roundel, all with a red outline, which became official in June On US Navy aircraft painted in gloss midnight blue, the blue of the roundels was difficult to distinguish so the blue portion was eventually dispensed with and only the white portion of the roundel was painted on the aircraft. June - September It was determined that the shape of the insignia was an important distinguishing feature, so a horizontal stripe was placed in the background with a thin red outline. September , to January In the USN Navy would repaint all its aircraft from midnight blue to light gray over white and would use exactly the same roundel as the USAF again. Since then there have been some minor variations, mostly having to do with low-visibility versions of the star and bars roundel. Enter your Email to join My Mailing List:

Chapter 3 : Military Aircraft Markings | eBay

Military Aircraft Markings. K likes. A page devoted to the annual publication 'Military Aircraft Markings'.

Chapter 4 : USAAF unit identification aircraft markings | Military Wiki | FANDOM powered by Wikia

Military aircraft insignia are insignia applied to military aircraft to identify the nation or branch of military service to which the aircraft belongs. Many insignia are in the form of a circular roundel or modified roundel; other shapes such as stars, crosses, squares or triangles are also used.

Chapter 5 : History of US National Insignia Markings and Colors on US Military Aircraft

Military Aircraft Markings by Curtis, Howard J. Book The Fast Free Shipping See more like this Tell us what you think - opens in new window or tab Results Pagination - Page 1.

Chapter 6 : National Markings

DOWNLOAD PDF MILITARY AIRCRAFT MARKINGS

USAAF unit identification aircraft markings, commonly called "tail markings" after their most frequent location, were numbers, letters, geometric symbols, and colors painted onto the tails (vertical stabilizer fins), wings, or fuselages of the combat aircraft (primarily bombers) of the United.

Chapter 7 : Air-Minded: US Military Aircraft Insignia (updated/corrected)

Centre d'Intérêt Maquettiste (CIM) en français et en anglais. Special Interest Group (SIG) in both French and English.

Chapter 8 : military aircraft markings | eBay

Today, with the prevalence of low visibility markings (since Desert Storm nearly all nations use them on combat aircraft), you have to close to within 1, feet of an unidentified military.

Chapter 9 : Military Aircraft Markings Howard Curtis: blog.quintoapp.com: Books

Aircraft of the U.S. Navy and U.S. Marine Corps have carried distinguishing markings almost from the beginning of naval aviation. The earliest being the aircraft building number, preceded by a block letter A, painted on a vertical surface, usually the rudder.