FEDERAL AVIATION AGENCY

WASHINGTON 25, D. C.

MS-186

FLIGHT STANDARDS SERVICE MEMORANDUM NO. 103   August 3, 1961

TO   : Assistant Administrator, EA-1
         Regional Managers, SW-1, CE-1, WE-1, AL-1, and HA-1
         ATTN: Chief, Flight Standards Field Division
         Chief, International Division, FS-700

FROM   : Director, Flight Standards Service

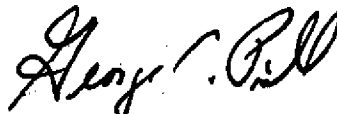SUBJECT: Marking of Exhibition Aircraft (Experimental Classification)

There has been increased activity in restoring antique (World War I vintage) aircraft with an attendant number of requests for special registration markings or the omission of registration marks, the aircraft to carry authentic markings of its day.

The Flight Standards Service field inspector is requested to review applications for special registration markings or omission of registration markings and to authorize same where operation of the aircraft is controlled to provide adequate identification. Example: The flight of a Spad at a controlled airport within sight of the controller could be authorized without the benefit of registration markings. The operation limitations could indicate the following:

> "This United States registered aircraft may be operated without benefit of registration markings provided identification for the flight is established by prior arrangements with the local traffic controller and the exhibition flight is within the pattern of the airport. The aircraft must be identified in accordance with Civil Air Regulations Part 1, section 1.100, for all other flights."

It is our desire that the field inspector be afforded the opportunity to use good judgment in these and similar instances, thereby getting the job done at the lowest level possible with a minimum of administrative handling. When the applicant desires additional consideration, he should be instructed to follow the procedure outlined in the Regulations of the Administrator Part 405.19.

Your wise and prudent handling of these work areas is anticipated.

George C. Prill, FS-1

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