

MOST MODERN CARRIER DESTINED FOR CANADA

"MAGNIFICENT" COMPLETES DECK LANDING TRIALS, ARRIVES HERE THIS MONTH

By R. G. Worcester
London Correspondent

HMCS "Magnificent" was commissioned by Commodore H. G. De Wolf, C.B.E., D.S.O., D.S.C., of the Royal Canadian Navy on April 7 and soon afterwards started her steaming trials. Later she sailed to Portsmouth, where three days were set aside for her initial deck landing trials and the acceptance tests for the flying equipment on board.

On the first day it was stormy but despite the rough sea, some 24 landings were made by representative aircraft of the RN Carrier Trials Unit based at Royal Naval Air Station at Ford near Portsmouth. Flying went on till dusk and then the ship returned to anchor at Spithead.

Early on the second day I arrived before the trials (to make what I think was the 29th landing) in an civil aviation; unhooked lightplane. The ship Harvey, RCAF; steamed gently into wind giving 26 kts, Royal Canadian knots over the deck and the Auster touched down at 15 knots.

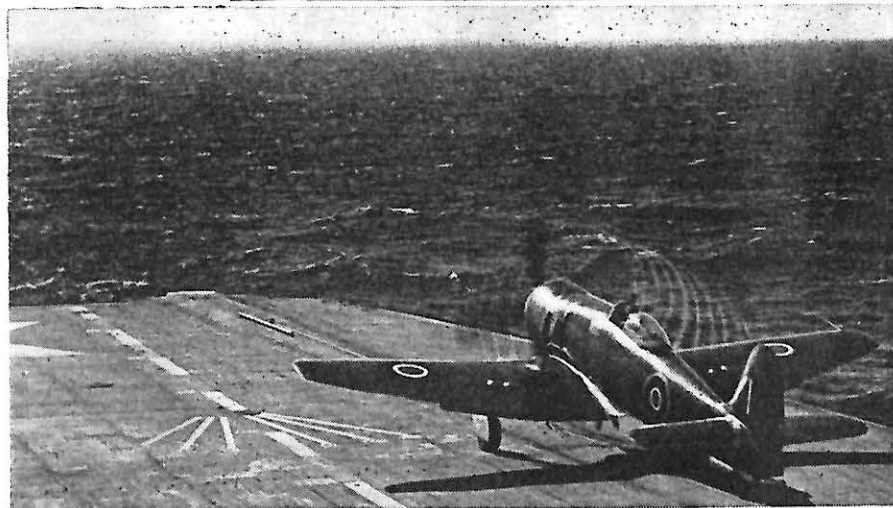
Soon afterward, trials were resumed with the deck arrester gear and the CTU pilots were briefed to exercise each of the six aft wires as many times as possible. No. 1 wire (close to the roundout) was a

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RIGHT—A Sea Fury over the Magnificent during initial deck landing trials.

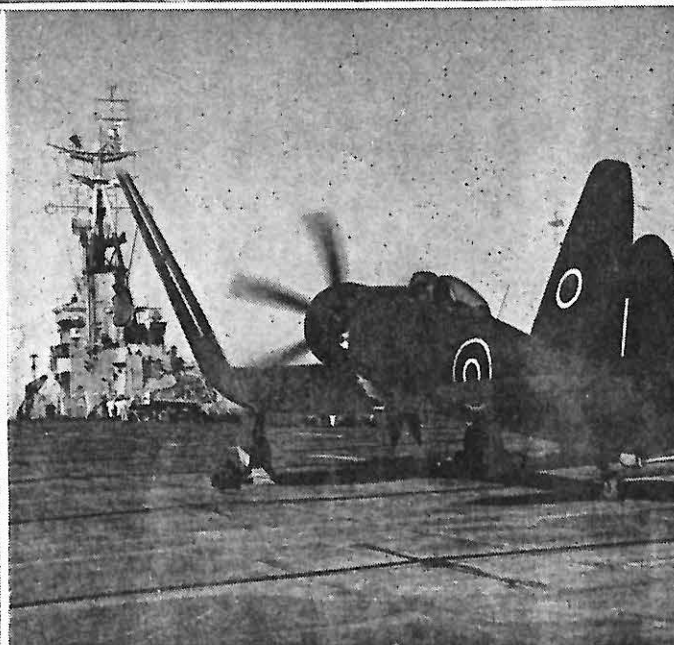
BELOW—Sea Fury being catapulted from flight deck.

LOWER RIGHT—Power folding wings being spread before take-off.



BELOW—Fairey Firefly ready for catapulting from the deck.

—Photos by Charles E. Brown.



nners

"Matt" Berry, ys.

eo Vachon, ys (now Air).

ating Personnel

M. A. Seymour, Flying Clubs

. D. McLean, port.

W. Siers, CP

M. "Pat" Reid, o. Ltd.

I. A. Wilson, sport.

ant McConachie,

'C Z. L. Leigh,

it. B. A. Rawson, Air Lines.

New Carrier For Canada

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difficult one to pick up but the boys pulled it out on schedule. The last four wires, 7, 8, 9 and 10, were not exercised in the trials as they mean the aircraft will enter the barrier.

During the trials, the windspeed over the deck was gradually reduced so that the entry speed of the aircraft became progressively higher until the CTU pilots were landing Sea-fire XV equipment with a mere 18 knots over the deck and they were recording some fairly big G figures during the decelerations. A typical recording was 1.8 G.

In charge of flying on board was Commander John C. Reed DSC, RCN. With him was Lieut.-Commander H. J. Hunter, RCN head of the Air Group still based in Northern Ireland.

The "Magnificent" is one of the "Improved Light Fleet Carriers" which means that the ship is more thoroughly insulated and is fully "tropicalized" and "polarized" so she can operate anywhere in the world. She has comfortable accommodation and has a number of refinements embodied in the design which make her probably the most modern aircraft carrier in the world. She will be able to operate with the Fairey Firefly V antisubmarine aircraft and with the new Hawker Sea Fury XI strike-fighters.

The Sea Furies have power-folding wings and there is ample head room in the hangar for them, the height

of the compartment being some 17 ft 6 in. She has a standard displacement of 14,000 tons and can steam some 25 knots.

Her dimensions are probably the same as the Warrior with a draft of 23 ft., length of 695 ft. (extreme) and maximum beam of 80 ft.

The ship is sailing for Halifax as soon as she is ready—and although the date mentioned at her commissioning was "June" it is possible that she may leave Britain in May and arrive in Canada in June. The prevailing British view is that the RCN have chosen the finest British aircraft of its type, the 450 mph Sea Fury, which has a slight edge on performance over the Bearcat. Also, the Firefly, although it was not designed as an antisubmarine aircraft, can probably fulfill these duties.

Ottawa Report

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for the west coast area was formed. Other such committees have already been set up within AITA and meetings have been held in Vancouver, Edmonton and Montreal. The function of the regional committees is to bring forth recommendations for study by AITA's main Air Transport Committee. Ap-

proved recommendations will become the subject of future submissions to the Government.

As an indication of the way the operators are thinking, here is a brief summary of the recommendations stemming from regional meetings already held:

(a) Private pilots should be licensed by horsepower rather than by types;

(b) Establishment of "C" classification for licensing of rolled grass strips serving aircraft of 3,000 lb. and under should be considered;

(c) The requirements for radio licensing of personnel and aircraft should be simplified;

(d) The monthly financial statement filed by charter operators and schools should be replaced by a yearly audited statement;

(e) Operational statistics should be filed yearly instead of each month.

Cadet Flying Program Ready—

From the Ottawa offices of the Royal Canadian Flying Clubs Association and the Air Cadet League of Canada comes word that the 1948 Air Cadet flying program is ready to roll. The full quota of 225 cadets has been met by the League this year and training will get under way at more than 30 clubs on July 3.

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