4	1	1	2	3
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4	1	0	3	2
1	0	0	1	0
3	0	0	3	0

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P	W	D	L	Pt.
5	4	1	0	9
4	3	1	0	7
5	2	1	2	5
4	2	0	2	4
4	0	2	2	2
4	1	0	3	2
4	0	1	3	1
6	5	1	0	11
6	5	0	1	10
5	3	2	0	8
6	1	0	2	8
5	2	0	2	6
4	3	0	1	6
4	1	1	2	3
3	1	1	1	3
5	0	2	3	2
6	1	0	5	2
5	0	1	4	1
5	0	0	5	0

LBOYS

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14 League: No. ey R. v Sum- n, S. Dean.

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OR. CUPS

ound—Wembley s Hyde R. ilde; 2nd round: v. Weston R.; v. Summerville Pike R. "A" v. Wembley R. or v. Boro.'

p. 1st round— Summerville; ro'; Pike R. v. Wembley R. v.

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The Pan-American Clipper which made the first commercial flight from the United States to Ireland in September, 1945.

When P.A.A. made Aviation History at Shannon

Twentieth Anniversary of First Commercial Flight from America to Ireland

SHANNON AIRPORT, so much in the news during the past week, will celebrate this year the twentieth anniversary of an historic flight from America to Ireland sponsored by Pan American Airways. The flight was made on Sunday, September 16, 1945, in the latest addition to the Company's fleet, a Skymaster.

It was the first commercial plane to fly from America to Shannon, and it signalised the opening up of commercial flying on the route by P.A.A.

A few weeks earlier the vast possibilities of the new air base at Rineanna were referred to by Brigadier Thomas B. Wilson, Chairman of the Board of T.W.A. He had arrived by air at Foynes and later visited the land base at Rineanna which would replace Foynes as the Irish terminal for trans-Atlantic traffic.

The Brigidier forecast that Rineanna would be one of the finest land bases in the world when the construction works, then in operation, would be completed.

All T.W.A.'s trans-Continental flights would be made through Rineanna and they would use the great Constellation four-engined land 'planes. "I can visualise the time when there will be a steady flow of tourists from the New World to the old land," he said "There are literally thousands of Irish-Americans waiting the first opportunity to visit the land of their fathers; the tourist traffic for Ireland has great possibilities; the future is full of vast possibilities and potentialities for this country."

The Clipper Arrives

The pioneer flight of Pan American Airways on that historic Sunday of September 16 was made in a 40-seater 'plane which left Gander some 5 hours earlier.

It was guided to rest at Rineanna from the new control station tower, around which were clustered the groups of buildings which at that time formed the air base.

The Clipper a long grey body, circled three times, and then, guided by Capt. [illegible] Dyer, alighted on the main runway. Groups of prominent people from Limerick and Clare watched as the machine, glistening with a new coating of silver and blue, came to rest a few yards from the Airport buildings.

Applause greeted the technicians as they alighted, led by Captain Harold Grey, Operations Manager of the Atlantic Division, who, in 1939 commanded the first scheduled trans-Atlantic flight from Newfoundland to Ireland.

Mr. Jesse L. Boynton Pan American District Representative; Mr. H. Eggar, Operations Manager and Mr. E. B. Alexander, Traffic Superintendent, were present to greet the crew.

On board was a crew of nine, with ten Pan-American observers, and Mr. Andrew Miller, a U.S. aeronautics inspector. As they walked from the 'plane to the Customs office, they were saluted in Irish by an official of Aer Lingus, speaking through the transmission system which connected with every part of the buildings.

They were greeted by the Mayor of Limerick, Alderman M. Hartney; Deputies Dan Bourke, James Reidy and Mick Keyes, representing Limerick, and Senator T. V. Honan and Very Rev. M. Hamilton, P.P., representing Clare.

The entire gathering, numbering about 100, was then escorted to the crimson and white restaurant, where Mr. Boynton played host at a delightful luncheon

VISION JUSTIFIED

V. Rev. Fr. Hamilton, speaking in Irish and English, welcomed the aircraft and its crew, and expressed the hope that the pioneer efforts of Pan American Airways would be the origin long and successful connection of the company with Ireland.

The Mayor of Limerick, Ald. Mick Hartney, first welcomed the crew in Irish, and then went on to express the great pleasure it gave him and his fellow citizens from Limerick to be present at such a historic venture. The arrival of the first commercial plane at Rineanna on behalf of an American company was yet another link in the long chain of associations between the two countries.

Senator Honan and Mr J. J. Walsh State Solicitor, Ennis, also spoke, as did Captain J. F. Caul, Chief Control Officer of the Department, one of the first fliers to make the crossing. The day's event, Captain Saul said, clearly justified the people who had the vision to make those early flights. He had tried to interest commercial people in the project of regular flights on the route, but had met with no success. It was due to the Department of Industry and Commerce and its officers that Rineanna had been built to put Ireland on the air map of the world.

Later in the afternoon Pan-American guests were shown over the aircraft, with its maze of instruments and luxurious accommodation for passengers.

The trip was a routine one to inspect landing facilities, weather reporting and radio co-ordination, and was found most satisfactory.

No By-Passing

During his visit, Captain Gray predicted a great future for Rineanna. "It is right out in front as the preparation of international airports," he said. "It is due to the foresight of the Irish Government. I can not see any land to the south their of passengers which can be dealt with here."

Pan-American's confidence in Rineanna can be judged from the fact that within ninety days we expect to have larger 'planes landing here. These will be Lockheed Constellations, capable of carrying 100 to 400 passengers."

On the possible by-passing of Rineanna, Capt. Gray said that the future of the airport was assured by the fact that it was more economic to break the flight at the first available spot. Long trips were more costly.

The Skymaster which made the historic flight had a ceiling of 25,000 feet, at which she was above the influence of the weather. She cruised at 10,000 feet at a speed of about 230 m.p.h.; was fitted with de-icing equipment; was over 93 feet long, 27 feet 6 inches high, and had a wing span of 117 feet 6 inches. Her normal crew was five.

The attendance at Shannon on the occasion included: Lord Inchiquin, Lord Headford, Dr. J. Devane, Mr. J. M. Flood, B.L., District Justice; Mr. M. F. Donnellan, Acting City Manager; Captain C. J. Hanrahan Mr. M. P. Riordan, Mrs. Ryan, Miss Ryan, Miss Hayes (Arthur House Hotel), Supt. Kelleher (Ennis), District Leader P. C. McMahon (L.D.F., Ennis); Mr. McEvoy, Irish American Oil Co.; Mr. J. Kenny, District Agent do.

Alcoholics Anonymous

(Limerick Group)

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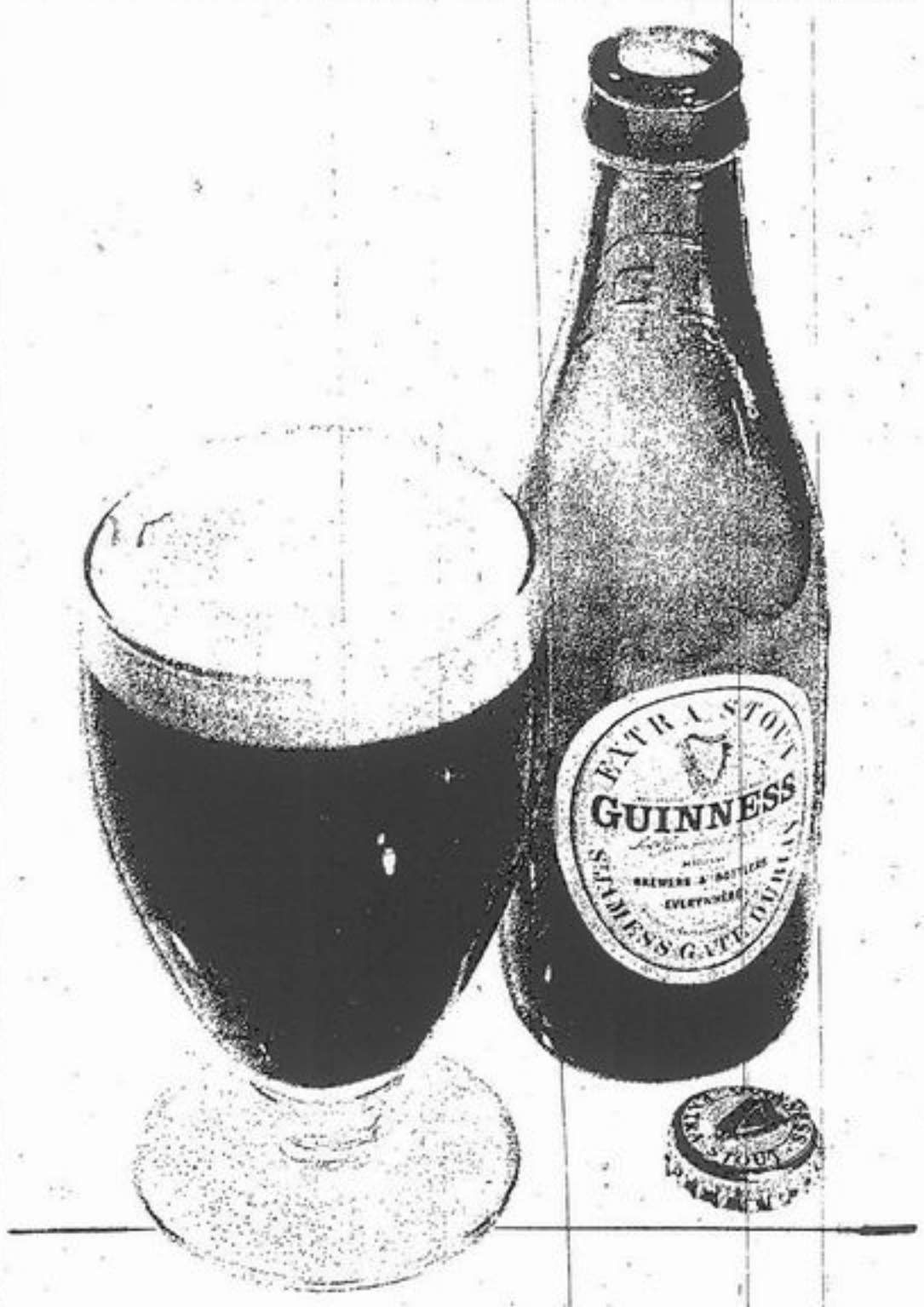

THAT'S A DRINK AND A HALF!

GD318