



De Valera (left), Lindbergh, at Baldonnell in 1936, for the then Taoiseach's first flight.

# **ANNACOTTY** SPORTSMEN'S **CLUB**

Please take notice that all lands in above club are strictly preserved, fur and feather.

# Corporation of . LIMERICK Bardas

## SUPPLIES FOR SCHOOL MEALS

Tenders are invited for the supply of the following:

COFFEE DRINKING CHOCOLATE POWDERED MILK DISPOSABLE CUPS

for the year ending 31st December, 1986. Copies of Regulations, Tender Form and Specification may be obtained at Finance Department, Sarsfield House, Limerick. The lowest or any tender need not necessarily be accepted and the acceptance of any tender will be subject to the sanction of the Minister for Social Welfare.

Completed Tender Forms in sealed envelopes marked "Tender for School Meal Supplies" will be received by the City Manager and Town Clerk up to 4 p.m. on Friday, 15th November, 1985.

## **ELECTRICAL TRADES UNION**

LIMERICK NO. 1 AND 2 BRANCHES

# SPECIAL BRANCH MEETINGS

For the Nomination of Branch Officers and

Limerick No. 1 Branch will meet on Wednesday, October 30, at 8 p.m. Limerick No. 2 Branch will meet on Monday, November 11, at 8 p.m.

Both meetings will be held at the Mechanics Institute.

> J. M. Dempsey, P. Mackey (Branch Secretaries)

## CAPPAGH SPORTSMEN'S GAME PROTECTION CLUB

All the lands of the club are preserved again as in previous

PLEASE NOTE: Bogs are also preserved. We wish to thank the landowners for their kind support.

SANCTUARIES: Ballintredida, Ballingrane, S. White's. Nantenan; Mrs. Hawke's, Kilbeha. Signed: JOHN HEALY.

## **BALLYSHEEDY AND** DISTRICT GUN CLUB

Townlands preserved for insured members, 1985: Ballysheedy, Lisnalty, Rathuard, Donoghmore, Rosbrien, Knockea, Roxboro, Ballinagarde, Raheen, Bohermoore, Cahernorry, Ballyneety, Drombanna. We thank all landowners.

MICHAEL CASEY, Hon. Secretary. (f26c)

GASTROGNOMES RESTAURANT MAIN STREET, KILLALOE

SPECIAL BANK HOLIDAY MENU

4 Courses £10.95 and full a la carte.

**BOOKINGS 76566.** 

# LANDS PRESERVED

Take Notice that my lands at Granard, Askeaton, are strictly preserved against hunting on horseback. Trespassers will be prosecuted. Signed: Denis Kelly. (f26-6277)

APPLICATION TO PLANNING AUTHORITY Co. Limerick: Planning Ballyneety Service Station at poison. Glen, Ballyneety. - J. Keogh.

#### LANDS PRESERVED Take notice that my lands at Templeglantine West is strictly preserved against hunting

Michael A. Morrisroe (6163 LANDS PRESERVED

Take notice that my lands at Ballyanrahan, Patrickswell. Permission for canopy to are preserved and laid with

# Lindbergh role in rise of Rinneanna

THE LATE Col. Charles Lindbergh, who laid the trail for trans-Atlantic air travel by his historic nonstop flight from New York to Paris, is sometimes named erroneously as the man who 50 years ago selected the marshlands of Rinneanna to be the site for Ireland's international

Lindbergh did "okay" the location at a later date but the "discovery" was made by two young civil servants - one an Irish-man, Mr. Richard W. O'Sullivan, the other an Englishman, Mr. F. G. "Andy" Hancock - out on a survey at the behest of the Irish Government. The date: November 23, 1935.

#### Taoiseach

But the trail-blazing American airman was involved intrinsically with Shannon's development and indeed with Ireland's entry into the air age. In 1936, he took the then Taoiseach, Mr. de Valera, on his first flight. In the summer of the same year he accompanied a team of experts on a further survey of the 'wild and desolate water meadows on the banks of the Shannon" and in December alarmed the wildfowl when he vetted from the sky the early work on the new airfield. The first sod had been turned on October 14, 1936.

Over the years until his death in August 1974, "Lindy" (the sobri-quet he favoured - there were many others during his turbulent years in politics that he disliked intensely) made many trips to Shannon during his time with Pan

Lindbergh, apart form his distinguished career in aviation, had a fascinating even if sometimes disappointing and frustrating life, which is recorded in a number of biographies.

Born in Detroit on February 4.

1902, of Swedish background, he grew-up in Little Falls, Minnesota, an area his Republican father represented in the United States Congress. He left school at an early age and had a rather solitary life as a young boy on the banks of the Mississippi. He was a keen wildfowler and in his teens could shoot duck through the head in full

Although at first he aimed at a career in farming, having de-veloped his cow herd on the family's 100-acre holding to an extraordinary high rate of produc-

By RICHARD W. O'SULLIVAN\*

THE OFFICIAL brief issued by the Government in late October 1935 said that a survey was to be made in conjunction with tech-nical experts from Britain "with the object of finding bases in the

Shorstat suitable for the opera-tion of seaplanes and landplanes on a trans-Atlantic service."

The secretary of the Depart-

ment of Industry and Commerce gave this brief to the Department of Defence, which at that time provided all technical advice on

aviation to the Civil Aviation

Corps. (The aeronautical en-

the first Atlantic crossing, aban-

ted when Alcock and Brown

Industry and Commerce.

Experts

Lindbergh relaxes at Knockbeagh Point during a survey of Rinneanna, in 1936.

But Charles Lindbergh was a restless boy and the daredevil adventures of the pioneering airmen then touring American with "flying circuses" beckoned. And hefore he was 21, he was among the "barnstorming" elite. Lindbergh's non-stop New York-Paris 3,400 mile 33½-hour flight in the Spirit of St. Louis was meticulously planned - although he dropped to 500 feet to shout at a trawlerman off the Kerry coast: Which way is Ireland?"

The hero worship that followed this flight made Lindbergh, for a time at least, America's most popular airman.

In the years that followed Lindbergh was twice mentioned as a probable White House candidate. In the meantime he had married Anne Morrow, the daughter of the U.S. Ambassador in Mexico, who was also among those being considered for the Presiden-

Despite the harrowing personal tragedies they had to endure -firstly the kidnapping of their baby, affectionately known as "the

fat lamb", in 1932, followed by many bitter political feuds because of his stand against America entering World War 2 - it was an

Anne became a noted airwoman in her own right and accompanied her husband on many of his round-the-world trips, exploring new routes for Pan Am.

ideal marriage.

There is no doubt, according to some of his boigraphers, that Lindbergh, who they claimed was a believer in White Race supremecy, became infatuated with German achievements prior to the outbreak of the War

After the kidnapping saga, Lindbergh and Anne lived in England for three years and only returned to the U.S. in mid-1929. It was during these years that he visited Germany and was impressed with the enormous developments in the aircraft building

The Lindberghs even considered for a time in 1938 living in Lindbergh was presented with a medal for his services to aviation by Herman Goring and cherished it so much that despite ridicule from Washington he refused to hand it back.

Forty years ago this Thursday - on October 24; 1945, the first trans-Atlantic commercial flight touched down at Shannon.

His constant battle with President Roosevelt in the early war years captured more headlines in America than some of the big war events in Europe.

Lindbergh wrote, preached and broadcast - appealing to America to stay out of the War. This led to a period of humiliation and although he had been commissioned in the U.S. Army Flying Corp in 1925 he was turned down by Washington when he volunteered for service when America eventually entered the War.

However, unknown to the White House, Lindbergh had a period of glory fighting the Japanese in the South Pacific. And even General MacArthur was unaware of his presence in the war

ON JULY 7, 1976, Captain Charley Blair, accompanied

by his Irish filmstar wife,

Maureen O'Hara, and 25

relatives and associates took

off from outside his home in

On the same day, same time, in 1941, the first commercial trans-Atlantic flight had similarly land-ed, heralding the trans-Atlantic air

transportation world of to-day and

the ultimate death knell of ocean

For those present at Foynes on these two historic occasions, the 25-year span reflected dramatic changes in all phases of air travel

but rather than dwell on the highly

velopments during the period it

might be more interesting to reflect briefly on the basic varia-

tion in passenger handling and

more general aspects of the overall

On July, 1976, the bands were

playing, the crowd cheering and informality was the keynote of the

occasion. But in July 1941 there

was but one word which domin-

ated the entire proceedings:

buildings were out of bounds to the

public and strict customs and

The then temporary terminal

ophisticated technological

travel by luxury liner.

the Virgin Islands in a four-engined Short Sunderland Lindbergh despised the press and his lifelong battle with mem-bers of the Fourth Estate is legendary. It is thought that the Flying Boat. Their destination: Foynes, Ireland, with enroute fuelling stops at Boston and Botwood, Newfoundorigins of this feud occurred when photographers broke into the morgue in New Jersey and opened On July 8, 14 hours later, their big graceful grey bird touched down gently at Foynes and taxied to her moorings as scheduled — thus turning back the clock 25 his son's casket to take pictures but the row began long before this incident.

On many occasions when the hero of the Spirit of St. Louis visited Shannon he always in-structed the Pan Am staff to ensure that local reporters were kept at bay.

But my col' ague, Arthur Quin-lan, recalled for me recently that he had a pleasant enough interview with the great airman on one

#### Getaway

Louis Galvin, a long-time member of the Pan Am staff, recalled another occasion when he helped Lindbergh to dodge the pressmen by whisking him through a door near the duty office and on to his

waiting aircraft. During most of these visits, Lindbergh stayed in Corbett's Hotel in Bunratty.

gious dining area is known as the Lindbergh Room, a worthy tribute to the man who not alone played a major role in making Shannon the Crossroads of the World but whose overall service to aviation remains unrivalled.

In this article CON McGOVERN, M.A. one of the best-known and respected personalities in the air travel business for almost half a century spans the develop-ment of the industry from the days of the flying boats in Foynes to the jet travel of

**BOATS TO JUMBO JETS** 

Pan Am Shannon staff, 1956.

FROM FOYNES FLYING

A graduate of U.C.G., he hails from Drumlish, County Longford. He was manager in Ireland for Pan American World Airways for many years.

He began his career in aviation in Foynes - first with the Army, where he was based as an officer in G.2 attached to headquarters — the late Col. Dan Bryan's famous intelligence service. He won All-Ireland senior football and

national league medals with Galway and also played for Limerick.

With his wife, the former Tess Dore of Newcastle West, he lives in retirement in Lahinch.

ecunty checks for all passengers and crew landings were the order of the day with the Irish Army Seventh Motor Squadron, based in Mount Trenchard, maintaining an ever-watchful eye on the scaplane Sabotage was always a threat while

the flying boats lay at anchor and accordingly strict security and continuous controls had to be The flyingboats generally ar-rived at dawn and departed at undown, each in order to avoid

most reliable navigational aids the celestial way. The non-pressurised flying boats flew at an average height of 5,000 feet and cruised at 120 m.p.h. — as against the jets of to-day averaging 32,000 feet and travelling in excess

# Pioneering

Each trans-Atlantic crossing in the early '40s was a pioneering

The Army officers, the writer being one, from G.H.Q. G.2 were based full-time as security officers in Foynes, with the responsibility in conjunction with the immigra tion authorities of checking passports and identity documentation of each passenger and crew mem-ber and providing G.2 headquar-ters daily with details and information concerning dignatories and high-ranking Government international personnel travelling,

usually incognito.

Every flight had its quota, such as the King of Greece, Prime Minister of Canada, British Foregn Minister, Secretary of the U.S. freasury, and numerous brilliant scientists from both sides of the Atlantic, most of whom on the west bound flights were escapees from Nazi Europe. In addition Hollywood movie

stars and musical entertainers such as Bob Hope, Jimmy Durante, Frank McHugh, Walter Brennan. Kay Francis, Mitzi Mayfair, Patricia Morrisson, Duke Ellington, and Tommie Dorsey and a host of other stars and starlets were regular passengers proceeding to or returning from troop moraleboosting shows.

On their way to England and Europe, these entertainers were glamorous and loquacious and full of enthusiasm for their mission ahead, but on their way back they were tired, listless people as a result of the highly intensive troop entertainment itinerary which they would have completed. A general retort from many of

these dedicated troop morale

boosters was: "glad we came but sure glad to be heading west." Another function of the Foynesbased officer was to ensure that there were no violations of the postal regulations as strict postal censorship was operated on a national basis and Foynes, as the only air gateway of the North Atlantic, had obvious appeal to the

world of censorship evaders. The PNR

In those pioneering aviation days there was a highly critical long-range enemy patrols out in the Atlantic and to provide the period on all flights east bound but captain and his crew with the then especially westbound known as the P.N.R. (point of no return). Thirty minutes prior to reaching this point, which was variable dictated by winds, icing and general weather conditions and the amount of fuel remaining - the

captain had to decide to proceed or return and many, many flights did return, aggravating the security problem. The passengers had to be accommodated in hotels, some-times up to 48 hours, awaiting favourable weather conditions

On May 1, 1943, I was granted leave of absence from the Army to join American Export, one of the three airlines operating into Foynes, the other two being Pan American and British Imperial

By early 1945, the airlines were praying for the end of the war with the view to an immediate move into a commercial trans-Atlantic land-plane operation.

September, 1945, with peace in the world once again, saw the beginning of a smooth, rapid transition from flying boats to Douglas DC4 land-planes to be followed rapidly by the age of pressurisation craft — Lockheed Constellations, DC6s, Boeing Doubledecker Stratocruisers. Douglas DC7s and, some years

later, the jets to to-day. As the last American Export seaplane was taking off fron. Foynes—on October 22, 1945—1 was enroute to Rineanna, already designated Shannon Airport, to set up and man the first flight operations office of the airline.

## Transferred

On October 23, office equipment, furniture and aircraft supplies were transferred from Foynes, to finish the complete suite of office allocated to American Export, and on Oci er 24 the first trans-Atlantic pr.ssenger flight landed at Shannon, to be followed a couple of hours later by another passenger-carrying DC4. American Export had clocked-

nauties Board, was taken over by American Airlines, a very large domestic operation in the States, and designated American Over-seas Airlines (AOA), which maintained a very high flight frequency through Shannon, until merging with Pan American World Airways in September 1950.

From 1946-50, the years of dramatic expansion at Shannon, the taxiing strips were laid down,

p first and second in the trans-

Within a month, however,

Atlantic commercial aviation race.

American Export, with the approval of the U.S. Civil Acro-

The second second

runways and aircraft parking areas extended, hotels built to accommodate staff and delayed passengers, and complete aircraft maintenance facilities erected to house aircraft spare parts. Restaurant and waitingroom

tacilities capable of catering for several hundred passengers at any given time were provided and and extensive flight kitchen with the most modern catering equipment available was installed to provide in-flight meals for each airline. The employment necessary to

service all of the foregoing developments was very substantial indeed and hailed mainly from County Clare and County Limerick, with a sizeable imput from other counties. I might add here that a high

percentage of these employees were ex-Army personnel who had been demobbed at the end of 1945, and were highly suited to a new exacting industry, requiring strict decipline, dedication and an

### To Limerick

Transportation to and from Limerick and Ennis, was provided on a scheduled basis by C.I.E. with each airline maintaining a fleet of station wagons for the transport of whose work schedule was outside operating time of the bus service. The early days at Shannon Airport were the romantic days of a young industry and an airport which was rapidly to become a world leader for its innovativeness.

Many of the pioneering em-ployees associated with the growth and development which took place in the early years are sadly no longer with us, but for those who are still engaged at Shannon, and for the many enjoying their years of retirement, when they meet socially conversation invariably turns to recounting very happy memories of the many cherished and happy events which contributed so much to the years spent in the great aviation academy. Shannon Airport.

## LANDS **PRESERVED**

Lands preserved and laid with poison. We, the undersigned, strictly forbid fox hunting on our lands at Riddlestown. Tallyho. and Ballylin.

LANDS

PRESERVED

Take Notice that the follow-

Rathmale, Ballyduane,

Ballymacashel, Ballybrown,

Signed by: J. Madden, F. Fitzgerald, M. Bradfield, S.

ing lands are strictly preserved

for fur and feather. Trespas-

sers will be prosecuted:

Carrig West.

Signed:

Frank Stackpoole. Peter Stackpoole. Con O'Sullivan. Joe Stackpoole. John Donovan. Michael Kennedy. William Mulcahy Liam Mulcahy. Thomas Woulfe James Harold.

(f26c)

## ST. JOHN'S HOSPITAL, LIMERICK

Tenders are invited for the following Contracts for 12 months commencing 1st January, 1986.

(1) CLEANING CONTRACT (2) SUPPLY OF HEATING OIL

(Consumption 290,000 litres per annum (3) GARDEN MAINTENANCE CONTRACT

Specification for each contract may be obtained from the Secretary/Manager, to whom completed tenders should be returned to reach him not later than 5 p.m. on Friday, 8th November, 1985.

#### TIPPERARY (NORTH RIDING) COUNTY COUNCIL

Applications are invited from persons in need of housing for tenancy of a vacant house at 5 Marian Application forms may be

obtained from the undersigned to whom completed applications should be submitted not later than 4.30 p.m. on Friday, 8th November, 1985.

Estate, Newport.

T. P. GRIFFIN.

'CHROMESH' Surplus stocks available at attractive prices. For detailed list Tel. 01 -745841.

FOR SALE

'BEANSTALK

# LANDS PRESERVED

Take Notice that all my lands at Enniscouch, Rathkeale, are strictly preserved fur and feather. Hunting on horseback strictly prohibited. Signed: James D. Walsh.

# House, 3 b/rooms, double glazed, central heating.

Large open area, 10,000 square ft. Covered area 8.500 sq. ft. Petrol and diesel on site. BOX 6136.

Street, Kilmallock, in the County of Limerick, intends to make Application for a Certificate of Fitness to hold a Betting Licence and Certificate of Suitability of Premises at Kilmallock, in the County Dated the 18th day of

Signed:

(126/6349)

# for fur and feather.

AND POISONED

Daniel McSweenev. (6175)

of a map survey showing possinear what seemed to be likely areas of water on the Shannon below Limerick, Lough Corrib, Lough Ree, Lough Derg, Tralee Bay, Kenmare Bay and Valentia. These were quickly reduced to a short list of Shannon, near Lough Derg and Lough Ree, in that order of preferences.

The possibility of finding a land aerodrome site adjacent, that is within fifteen minutes by road, to one of these three was next investigated. It had been agreed by the delegation that Foynes on the Shannon offered a very promising site for a sea-plane base, having a good sheltered anchorage close to long open runs on the water in severa directions relatively free from heavy swells (the major factor ruling out the open sea har-bours).

There was a possible land site at Askeaton in County Limer-ick, which could have been

# 'Discovery' of Shannon Airport

developed to meet the specifica-tions, but only at what in thise days would have been astrono-mically expensive cost involving diversion of roads and rerouting the railway. Nevertheless, the site was thought to be marginally suitable, though probably not capable of any

The experts from Britain were beaded by Mr. Ivor McClure, who had been head of the Automobile Association (A.A.) There was one more site remaining on the map survey aviation section, before joining the Civil Aviation Department of which the senior members of the the Air Ministry. He was sup-ported by Mr. Maurice Banks who was a technical officer and party deemed scarcely worth visiting since it was on the north bank of the Shannon. It was seaplane expert of the Air Ministry, Major F. G. Brackley, deceded to let the two juniors, Hancock and myself, have a look chief pliot of Imperial Airways, and Mr. F. G. Hancock, a junior at it. It was at Kilconry or technical officer of the Air Ministry. To meet them were Fergus River. We took one of the Commandant G. J. Carroll, director of military aviation, Department of Defence, and myself, Richard W. O'Sullivan, newly appointed assistant aeronautical engineer to the Air cars while the others left for Athlone to have a further look at Lough Ree. We were to rendezyous at the prince of Wales Hotel

in Athlone in the evening.

Rough going

gineer having just resigned, the last named was, in fact assistant When Hancock and myself reached a point on the road nearest to the site at Kilconry we Thus it was that these six men left the car and set off across set off for the West of Ireland on some pretty rough going over the kind of terrain that sportsmen the evening of November 21, 1935, in two black 24 h.p. Ford saloons, driven by N.C.O. drivand wild fowlers call "very close ers of the Army Transport Section. One car contained Mr. The small fields had high hedges of thorn and bramble. They were interlaced by a Ivor McClure, Mr. Maurice Banks and Commandant Carnetwork of deep flooded ditches, crossed by "Shticks," these being timber planks or logs of not more than four or five inches rell. The other car was manned by Major Brackley, who had been the pilot of the Handley Page four-engined aspirant to wide, slimy and very slippery. We crossed about six of these

without mishap and then made the trip to Clifden, and was now Chief Pilot of Imperial Airways, "Andy" Hancock and "Dick" O'Sullivan. emerged onto what seemed to be a vast area of flat land through which wound a sizeable stream. But the most remarkable The first stop was at Athlone, where Maurice Banks set out with a local boatman to assess feature of the scene was a truly enormous flock of wild geese spread widely over the land. Most of them had their heads the merits of Lough Ree. A violent squall punctuated his efforts almost permanently down feeding, but here and when the boat was nearly capsized in the suddenly choppy waves. The lack of any area near there on the perimeter of the flock were single birds standing on the alert, with heads up, rapidly turning, this way and that and keeping the whole area under surveillance. the lake capable of meeting the very exacting specification for the land nerodrome was a

#### Every now and then the sentries would be relieved by others which popped their heads up as the original ones resumed other places had been seen.

Locations We crept forward as inconspi-cuously as possible. Long before we could have got within firing The Ministry experts had brought with them the findings range - assuming that we had had guns — a snapping twig or a sudden unguarded movement on our part set off the alarm, and the air became dark with wings The flock took off, never to return, as we were told later by Gradients

## However, we were not there to

study ornithology, but to assess the site. It soon became apparent to us as we tramped along that the specification in respect of freedom from obstructions and excessive gradients could be met. The load-bearing quality of the surface of the various fields looked fairly promising even in its flooded state; there was water everywhere. That, however, was something which would have to be confirmed later by specific tests after draining some test We climbed up on the slightly

elevated ground at Knockbeagh

Point and it seemed to us that the

The survey team in Shannon, 1936. Included are Col. Lindbergh, Major General Michael Brennan, a native of Meelick; Mr. John Leyden, then secretary of the Department of Industry and Commerce, and Mr. T. J. O'Driscoll, later head of Bord Failte. It ran approximately NE-SW. hill at Knockbeagh Point. Riiser Larsen, Scandinavian pilot of renown also visited the site. All

area to the west of the point could be dredged out to provide a seaplane anchorage. If not as olg as the area at Foynes, it might well prove adequate. It was, therefore, with feelings of high optimism, but externally with dead-pan caution that we reported to the rest of the party at Athlone, now well into their

They heard us out rather grudgingly, agreeing to have a look next day, especially at the possibility of providing a sea-plane harbour adjacent to the and site. When they did see the place, some of the previously expressed scepticism began to At a later date Maurice Banks

returned and accompanied by Commandant Carroll, Colonel Gleeson, Officer Commanding the Army Corps of Engineers, and myself, sailed down the Shannon in the Limerick Harbourmaster's launch to see the site from the water side. Maurice Banks gave his verdict that a contiguous seaplane anchorage was feasible. Incidentally, this was never completed owing to difficulty in obtaining a

#### dredger in war time. Soldier

satisfactory.

Our next operation was to run lines of levels across the proposed aerodrome site from north to south. This was done by Colonel Gleeson and myself, with the assistance of a soldier staff-holder (levelling staff, that is). One day the poor fellow took a jump over one of the wider and, as it transpired deeper ditches. He sank almost without trace in mid stream, nothing remaining above the surface, but his cap and one arm loyally holding the staff aloft! We sent him off to dry out and he was none the worse for his ducking The overall gradients proved

the choice of site and directed that work should begin immediately on the development of the airport. There were many comings and going between Dublin and Limerick during 1936. Foynes went ahead as a temporary seaplane base while work was begun on drainage of the area at Kilconry (Rineanna). For this

purpose, over one hundred miles

of pipes were laid. Four grass surfaced runways were set out,

the longest one being a mile long and four hundred yards wide.

The Government approved

The other three grass runways were two hundred yards wide, laid out so that there was an angle of 45° between each

This arrangement ensured

that no runway would be more than 221/2" out of wind. Wind data for the particular area was not available but, nks to the Irish Lights office, wind data taken over many years at the Beeves Rock Lighthouse near the mouth of the Fergus River provided some results of climatological observations made on the site. These, of course, would not be reliable until at least several years after the initiation of

# Frank Aiken

During a visit to Ireland in December 1936 Colonel Charles Lindbergh flew over the selected site at Rineanna in his Miles Mohawk aeroplane, and later walked over part of the area, expressing satisfaction with it. On this occasion Lindbergh, Mr. Frank Aiken, the Minister for Defence, Commandant Carroll and myself went ashore from a launch at Knockbeagh Point. The tide was high and we had no difficulty in making firm

When we returned to reembark the tide was out and we had to cross about one hundred yards of the famous Shannon mud. We were about half way to the launch when Mr. Aiken, whose weight per square inch of foot print area exceeded the bearing capacity of the mud, began to sink, Lindbergh got under one of his arms and I got under the other and we manag to get him to the boat, aided by the other persons present! Once aboard the launch I

firmly stuck, and all my efforts to remove them were unavailing. Lindbergh came to my rescue. Heedless of the Shannon mud with which they were liberally plastered, he seized the obstinate boots and quickly wrenched Thus it was that I had the honour of having my boots pulled off by Colonel Lindbergh!

found that my rubber boots had

A fitting memorial might. more appropriately take the form of a couple of sculptured wild goese who after all were the real discoverers! \* Richard W. O'Sullivan, the

these experts' opinions endorsed the choice that had been made.

It is amusing to note that to

mark the occasion of the 21st anniversary of the opening of

Shannon Airport, it was proposed that a plaque be mounted in the Terminal Building to the

effect that the site had been

"discovered" by Juan Trippe and Charles Lindbergh. Howev-er, when it was pointed out that the original and true "discover-

ers" were no two distinguished aviation celebrities, but were

only two junior civil servants, one Irish and the other English,

the idea of a commemorative plaque faded into oblivion!

author of this article, is a former aeronautical inspector with the Department of Transport and Power (now Communications). He is a regular feature writer with Irish Aviator magazine. Halloween

#### Limerick branch of the Asthma Society are holding a family Halloween party at Na Piarsaigh Clubhouse on Friday, November 1st, from 8.30 p.m. to midnight. Fancy dress is optional and there will be a disco. Tickets: telephone

51728/51429.

family fun

Lands preserved for insured members only. Trespassers will be prosecuted. Signed: Michael O'Connor, Chairman; Gerard Breen, Hon. Secretary.

ARDAGH GUN CLUB

NOTICE TO SHOOTERS

#### LANDS PRESERVED Take notice that the lands at

Ballyvalley House, Killaloe, Some time later, when on a are preserved as sanctuary for trip to Foynes in a Pan American Boeing 314 flying boat, Juan Trippe, head of Pan American fur and feather. Poison laid. Poachers will be prosecuted. Arways also visited the site, Signed: Stephen Carway. regarding it from the top of the

County Secretary. Courthouse,

Nenagh.

(f26c)

TAKE NOTICE that Patrick McAuliffe of Sarsfield

BETTING ACT, 1931

of Limerick. October, 1985.

Hare, P. Kiely, J. Kiely, C. Leahy, J. O'Sullivan.

> FOR SALE OR LEASE

Patrick McAuliffe.