

PRIZE



John O'Neill, final year Industrial Design undergraduate, working on plans for a mobile portable workstation.

Marketing, and Brendan Scanlon. Finance. They were also successful in the IDA Student Enterprise Award Scheme and featured on RTE Television as one of the top four projects.

The NBST made an award towards work on a programmable microcomputer interface, designed by Donal O'Riordan, Electronics, with market research conducted by William Gannon, Marketing. This is a versatile control unit, capable of switching mains, logic lines and analog signals at the will of the programmer. The NBST award will enable the purchase of a M2700 personal computer and disk drive, essential items of equipment to develop the prototype.

Another NBST award will go towards the commercialisation of a new rice product, which has already been tested and tasted and favourably received. Hon Wang Chan, Industrial Chemistry, used special rice as the basic ingredient for rice wine, showing that it is possible to manufacture high quality rice wine in Ireland. It will be launched initially in the domestic market, while export potential is researched.

Workstation

John O'Neill, final year Industrial Design, received an award towards the cost of designing and developing a mobile portable workstation. This would take the form of a trailer with the necessary tools for site work and a small generator to draw power tools and lighting system in the absence of electricity. The trailer incorporates a large fold-out work surface useful for site work. John is currently completing details and, with the assistance of a team, is preparing a business plan.

Other projects being researched and developed by NIHE undergraduates include food products, programming aids, leisure vehicles, cleansing solutions, cooking units, car components, wrist data bases and medical supplies.

AL THER K HIER

"The stories of the saints' lives and indeed our own observation bear ample witness to a scripture saying that whom the Lord loves He chastises. St. Teresa is credited with the remark that the God of love should not be surprised that He has so few friends considering the way He treats them.

"The opposite of going soft, however, ought not to mean going excessively hard. If the hard life develops into a hard heart, what becomes of the God of mercy and compassion? There is a risk here, and it can certainly be said of our times, whatever else we may think of them, that we are not inclined toward that mistake. We tend to be all heart. But the head must come into it also. Perhaps that is why Father Boucher preached as he did.

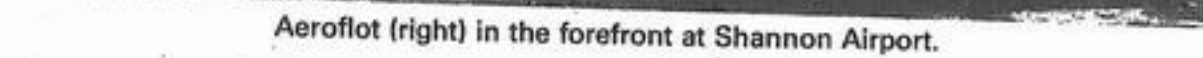
"Surely what he was preaching was this, that however we may bring up our young we do have to insert into the backbone some sort of steel if they are to face with equanimity the hardships of life, not to mention the Christian challenge. When we hear so often of marriages broken down and old people beaten up and try to cope with the arithmetic of these misfortunes, we do have to ask what has become of our Catholic moral fibre.

Good humour

"Father Frank kept asking that question. And it may appear a strange thing but his sermons were highly appreciated. He had a fine following and not only from among the older folk but from all the parish, including the young and the children.

"Much of this appeal was due to his comfortable presence, to his good humour and the funny little stories he could tell, and he was such an amiable man. But I think went deeper.

"He was striking a cord in the Catholic heart. He was touching something latent in the faith, that we dare not water-down the harder teaching of the Saviour, that we have to put up with abuse, take being touched at in the



Aeroflot (right) in the forefront at Shannon Airport.

Last week two of the four nominations selected for the prestigious Innovator of the Year competition run by the Chartered Institute of Transport were from Shannonside

Aer Rianta-Shannon won the competition and C.I.E. Limerick also had the distinction of being chosen for the final adjudication. EUGENE PHELAN looks at both entrants...

How the East was re-won by Shannon

AER RIANTA Shannon's remarkable achievement of winning back the Russians has earned the company a national award.

The Taoiseach, Dr. Garret FitzGerald, presented deputy general manager, Aer Rianta Shannon, Mr. Michael Guerin, with the Innovator of the Year prize in the competition organised by the Chartered Institute of Transport.

Fittingly, it was Mr. Guerin who accepted the award as it has his brainchild back in 1977 of setting up a fuel farm in Shannon that was basis for the accolade.

In 1977 Aeroflot, the Soviet airline, decided to pull out of the airport and use Gander instead for the re-fuelling of flights between Moscow and Havana.

It was simply more economical for the Russians to use Gander as they needed less fuel for the flight.

Big loss

Aeroflot was a big loss to Shannon but soon the Aer Rianta team boss, Mr. Liam Skelly, and Mr. Guerin had the staff at the airport chirping that well known film title: "The Russians are coming. The Russians are coming."

Aeroflot were approached and told that they could use their own fuel supply at Shannon. The fuel farm was built and Aer Rianta and Aeroflot have not looked back since.

Instead of having to buy fuel in hard currency, the Russians now have their own fuel supply. Now there is a massive total of 1,200 landings by the Russian airline at Shannon every year.



Michael Guerin.

The rest of business is seasonal but the Soviets are in Shannon all year round.

Three tankers come from Russia every two months bringing a total of 20 million gallons of fuel for flights each year.

Asked how much the Aeroflot deal was worth in straight terms, Mr. Guerin said this week: "It is worth about £5 million to the region. This includes the airport, landing fees, Tedcastle, Aer Lingus, hotels and so on."

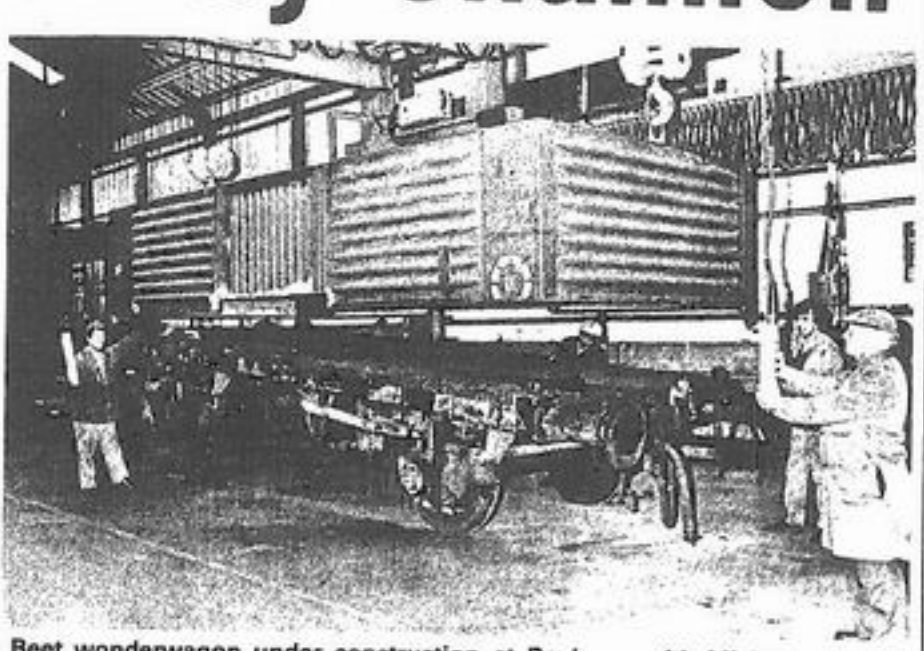
Bartering

And he explained that they have now ventured into a bartering with the Russians.

Instead of Aeroflot paying for costs incurred at the airport they give fuel instead. Aer Rianta sell the fuel to the airlines, making a profit.

The idea of a fuel farm, formally put to Aeroflot in February, 1978, was quite revolutionary in that not only was it unheard of for an airport authority to become involved in the aviation fuel business but at that time the multi-national oil companies held a vice-like grip on all facets of the oil industry throughout the world and would do all in their power to block it.

There was quite a lot of planning and agreements to be drawn up including a bilateral agreement between the Governments of the USSR and Ireland covering the operation of flights between USSR



Beet wonderwagon under construction at Roxboro, with Michael Halvey, charge hand; Sean Geoghan, fabricator; Jimmy Ryan, viceman, and Jim O'Connor, viceman.

New wagons carry CIE into limelight

A BRIGHT IDEA by CIE in Limerick which saved the company "millions of pounds" got national recognition from the Taoiseach, Dr. Garret FitzGerald.

And the decision to build new wagons in Limerick for transporting beet was one of the four nominations from around the country to be selected for the prestigious Institute of Transport Innovation of the Year Award.

Area manager, CIE, Mr. Donal Mangan, explained that they used the materials from old wagons to build the new ones which can carry twice as much beet.

The 165 wagons which cost about £350,000 were built between April and September - on time and within the budget. If CIE had to order the wagons they would have cost "millions" said Mr. Mangan.

Transporting beet to the sugar factories is big business for CIE and they can now do

so more efficiently, more quickly and in a more effective manner thanks to the new wagons built at Roxboro, Limerick.

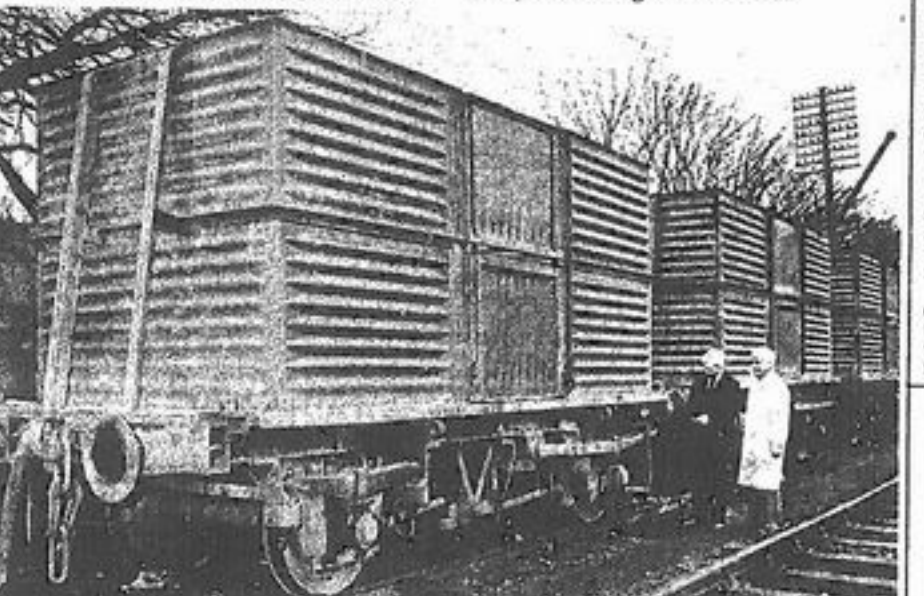
"We used contractors locally as well for the work. You could say it was public and private enterprise coming together to get a job done," said Mr. Mangan.

Previously the old wagons could bring only nine to ten tonnes, but the newly-built versions can carry 20 tonnes.

They have a more sophisticated braking system and springs and a complete new design. "They are a credit to CIE and to all involved and are of great benefit to the company", the area manager added.

He explained that because each wagon had its own braking system, they could now have longer trains.

"Limerick has a long tradition of wagon making and it was great to be able to carry it on," Mr. Mangan commented.



Donal Mangan, area manager, CIE, and Paddy Hyland, assistant rail manager, discussing the performance of their Limerick-built beet wagons.

and countries in the western hemisphere with technical landings at Shannon.

Apart from the formal agreements concluded, the planning involved financial approval for the expenditure of £1.2 million for the construction of fuelling facilities. These facilities included adaptation at Dermish Island to accept fuel from Russian tankers, pipeline to fuel farm, construction of four one-million gallon tanks and pipelines from fuel farm to aircraft

apron where a new hydrant refuelling system was installed.

It was on July 3rd, 1980, that the first Aeroflot flight was fuelled with Soviet fuel in Shannon. Up to the end of last year 4,799 flights had stopped off at Shannon with over £10 million generated for Aer Rianta. The total spent by Aeroflot to different companies has come to £17.53 million.

Arising from the experience gained in marketing Soviet fuel, further plans are in hand to expand

this market by Aer Rianta expansion of the fuel farm facilities at Shannon to service both Western fuel and Soviet fuel.

Last May a new five-year agreement was negotiated with the Russians for an extension of the main agreement up to July, 1990. In view of the further developments which took place during the first five-year period, the estimated financial benefit arising from the new agreement is £60 million.

JOHN P. WALSH

DOCTOR JOHNNY is dead. This message fell on a disbelieving North Kerry at the week-end. The man whose medical skill and care had crossed almost every threshold in the community died suddenly after undergoing a hip replacement operation in Mount Carmel Hospital in Dublin.



The late Dr. Walsh.

Dr. John P. Walsh, 69, stood out in every sense with his big athletic figure and engaging personality. Doctor Johnny's caring nature knew no boundary. As a doctor he was always on duty for everybody.

A whole generation of Listowelites first saw the light of day at the private maternity home, Green Lawn, which he ran for many years. His skills as a gynaecologist were such that mothers from other counties travelled to Green Lawn for their confinement.

The babies who went out into the world through the front gates of Green Lawn grew up with the watchful eye of Doctor Johnny always eager to see their progress not alone health-wise, but as fellow citizens.

Like a village schoolmaster, Doctor Johnny kept up contact. And few returned emigrants departed without contacting Doctor Johnny. He loved to know the whereabouts of the children he saw grow and tended to as a doctor. He had a tremendous capacity to make small children feel like very brave people on momentous occasions like the first BCG injection. He had a way with children that only he had.

He was always eager to see local children engaged in sport and he was instrumental in reviving the town's boxing club which, despite some bloody noses, was always great fun with Doctor Johnny urging on his young charges. He was also active in promoting rugby in the town.

Sportsman

His own prowess as a sportsman brought him many honours. He played rugby for Trinity, where he studied medicine, and in more recent years where he was conferred with an Honorary M.A. He then went on to play senior interpro rugby with Leinster. And his skill in the ring during his student days is still recalled.

When he opted for more sedate sporting pursuits he became a familiar sight on Ballybunton Golf Links with his faithful dog, "Sam," who had an uncanny knack of upsetting all others except his master.

His enthusiasm and eagerness was a major fillip to the development of the course and he was honoured by being Captain and

President of Ballybunton and in recent years he was further honoured by being elected a Trustee of the club.

As a member of the Southern Health Board he was a champion of the patient. And he was never one to hesitate when calling a spade a spade when fighting this cause.

Indeed it was his forthright manner and openness that many admired him for. He was also a charming man, and to get into conversation with Doctor Johnny was always a little adventure with plenty of laughs on the way.

He was liberal in his outlook and was never woolly in his thinking.

Dr. Johnny cured many with his medical expertise and his alertness in getting to sick calls saved many a life. And there were many for whom cure did not lie in medication and for them Doctor Johnny could lift anxieties and depression by just walking into a room and giving just the right words of encouragement and hope.

North Kerry paid its last respect to a great man when the remains arrived home to Listowel on Monday evening and at the funeral the following day.

The people

Colleagues from the medical profession including Dr. John Fennelly, former president of the I.M.O. were present. Among the many politicians and civic leaders present were the Tanaiste, Mr. Dick Spring, T.D. Members of the legal profession were led by District Justice Cyril Maguire. And above all his beloved people of North Kerry thronged to say their last farewell to Doctor Johnny.

Dr. John P. Walsh, Ivagh House, Listowel, is survived by his wife, Peggy; son, Mark; daughters, Eleanor, a consultant anaesthetist in London; Katrina, who is married in Cork; Ruth and Emer, and grandchildren.

—JIMMY WOLFE.

MYSTERY OF LOCAL BUILDING TENDERS

By EUGENE PHELAN

WHILE THE Construction Industry Federation in the Mid-West have been complaining of little work, Limerick Corporation are finding it difficult to get people to tender for construction jobs.

And after advertising the work, Limerick Corporation contacted small building firms but they were all too busy on other jobs, it was revealed at a recent housing meeting.

"This makes nonsense of the claims by the Construction Industry Federation that they can't get work—I would like to hear a reply from the C.I.F.," said Alderman



Ald. Kemmy: I would like to hear a reply from the C.I.F.

Jim Kemmy, who raised the matter.

He said that jobs the Corporation put out to tender were receiving very little response from builders. Alderman Kemmy noted that for two jobs—one at Colbert Park of three housing units and another at Pairc de Valera for one unit—the Corporation after advertising only received one tender.

Alderman Kemmy feared that the whole system was open to abuse with only one tender. He said that sometimes there were wild fluctuations on tenders and if they were on the higher side the Corporation could lose. "It looks suspicious to me that very few are putting in tenders", he commented.

However Mr. S. Cooke, senior executive architect, pointed out that the Corporation had a "Cost Plan Agreement" if the tenders were considerably bigger than projected. He also pointed out that the

Speakers' Corner at Game Fair '86

By LEADER REPORTER

DEPUTY DES O'Malley and Ald. Jim Kemmy are set to face each other at this year's Limerick Game and Country Fair on Sunday, May 11th, at Adare Manor.

For the first time ever the Fair, which is expected to attract up to 30,000 spectators, will have a Speakers' Corner.

Secretary Mr. Peter Iretton has invited Alderman Kemmy and the Progressive Democrats