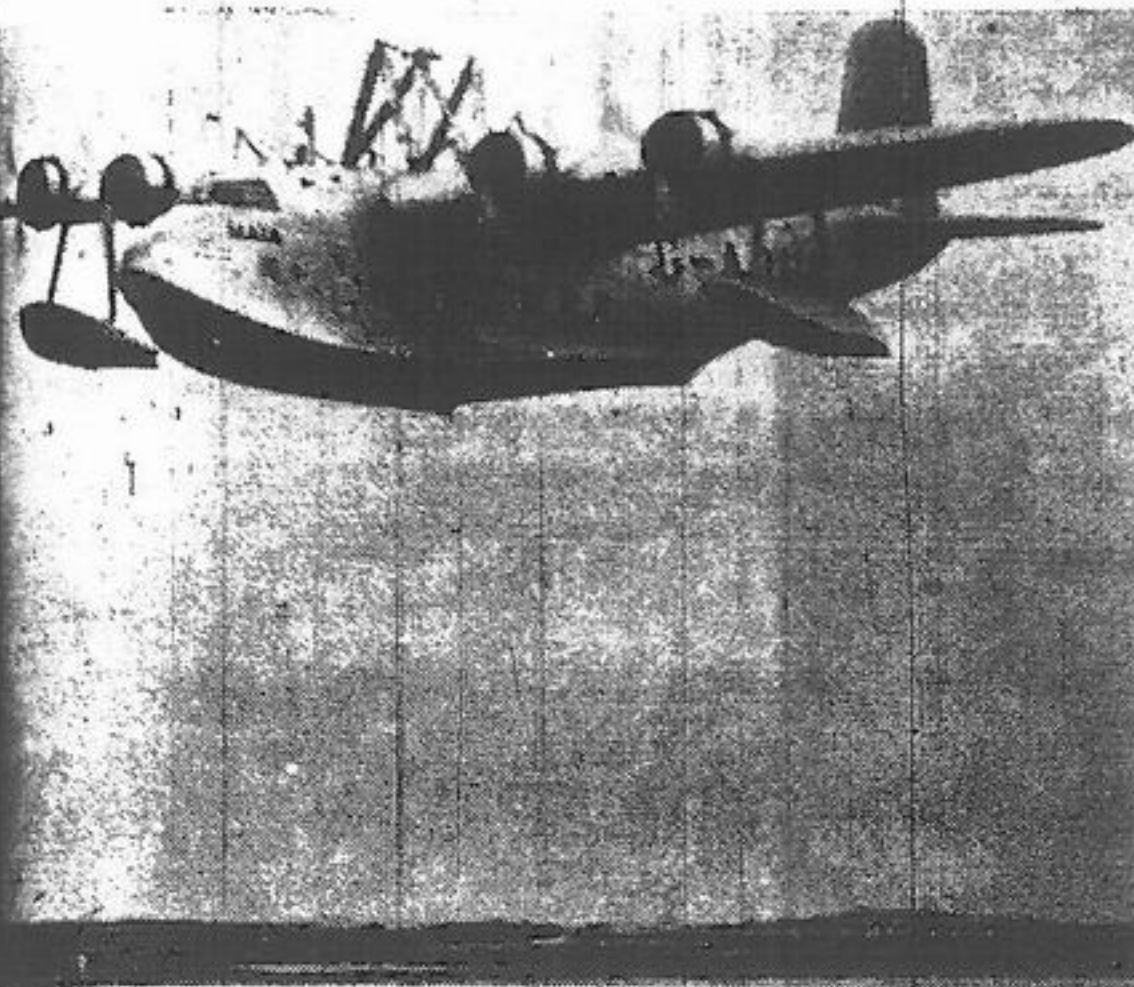


Shannon pioneers can look back with pride



25th milestone in a march of progress . . .



an Aladdin's Cave is open to travellers in search of high-quality goods at bargain prices. More important, the Irish Government, through the Shannon Free Airport Development Company Ltd. offers many inducements to businessmen to set up industries in the nearby industrial estate.

Shannon's first National School for the children of the growing town. The new £36,000 school marks the beginning of a new era at Shannon Airport. By 1970, it is expected that 4,000 people will be living there and over the next 15 years that figure should grow to 20,000 . . . maybe more.

young priest stood on the hill above the river and looked . . . It was hard to . . . that the wilder- . . . Rineanna could be . . . but there were . . . among people . . . should know" that

One of the earliest trans-Atlantic flying boats takes off from Foynes.

fly above the river, the fantastic dream has become the wonderful reality that is Shannon International Airport—the most important link between the

there, with increasing frequency. Its history since then has been one of continuous growth.

NEVER SLEEPS

It might be said that one of Shannon's most outstanding claims to fame is that in 1947 it became the world's first Customs-Free Airport. As such, its free-trade zone is exempt from the existing laws relating to the import and export of all sorts of goods—with the obvious exceptions of such items as narcotics and arms. Merchandise and raw materials can be brought into this area free of all customs duties and taxes. They can be stored there indefinitely, J. Rodgers, D.D. People assembled, packaged and exported with equal faci-

Expansion of the industrial estate continues. A further eight standard factory bays are in the course of construction, which,

FAITH

Changing patterns have had their effect on Shan-

It was the Chairman of Shannon Free Airport Development Company, Mr. Brendan O'Regan — the man who pinned his faith on the importance of

By TOM TOBIN

old world and the new.

For the priest who stood on the hill 26 years ago, Shannon has become the parish of to-morrow . . . And one that will be dear to him always, because he is Clare's, beloved Bishop of Killaloe, the Most Rev. J. Rodgers, D.D. People from fourteen nations have come to make Shannon their home, new life is being born in the little town that is growing up beside the river—a town that will be home to 20,000 people or more within the next fifteen years . . . And across the fields, where cattle grazed a short time ago, there are thirteen factories and seven business concerns employing 2,500 men and women.

HISTORY

It is just 25 years ago that the International Airport on the banks of the River Shannon had its beginning . . . It came with

Shannon Airport never sleeps. Its restaurant, bank, duty-free shop, medical and other services operate right round the clock. Operationally speaking, Shannon's facilities are the equal of those on any modern airport in any part of the world. The latest landing aids, visual and electronic, are provided, and its five concrete runways, including a special 10,000 feet one for jets, can accommodate the largest airliners flying to-day.

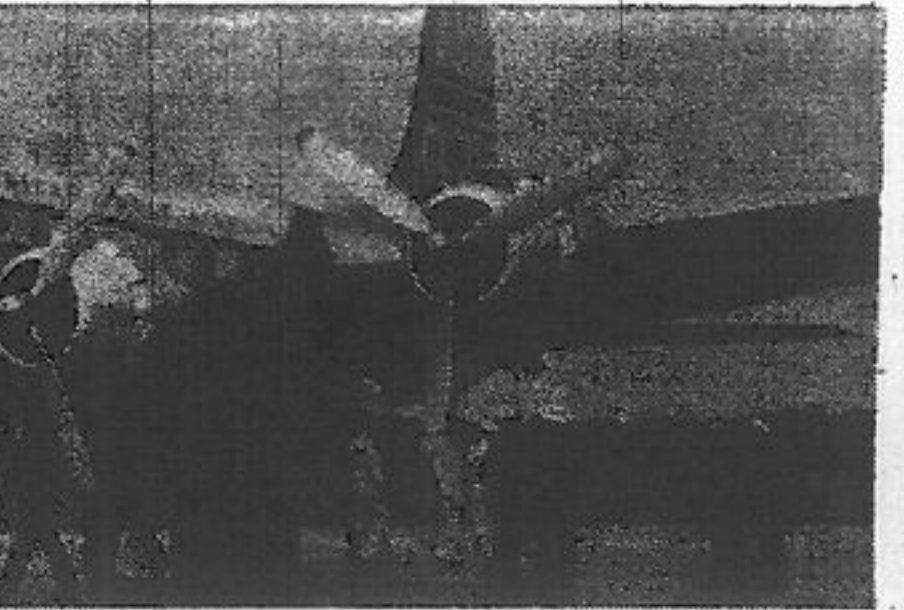
will bring the total factory space to 647,000 square feet. Another important benefit resulting from Shannon's geographical position is its suitability as an international warehouse.

THE AIRLINES

But it must be stressed that it was the airlines

The Constellation St. Brendan the beginning of the Irish International Airlines' service linking Ireland and America.

non . . . but instead of the ghost-town that so many forecast with the advent of the jet-age, the airport has thrived and continues to expand. This Silver Jubilee year will be remembered as one of the busiest in the jet-age period. More and more



The first of the trans-Atlantic airliners lands at Shannon Airport—the Pan American Clipper.

limit of Irish air space) is controlled directly by Shannon Oceanic Area Control in co-operation with its British counterpart at Prestwick (Scotland). Close liaison is maintained with Gander Oceanic Area Control so as to ensure both east-bound and west-bound traffic passes from one area to another with adequate separation of aircraft.

SHOP WINDOW

Shannon has become Ireland's shop-window, duty-free area,

that made Shannon Airport the crossroads of the world. Shannon was not long in existence when it became known as the Gateway to Europe—an obvious title in view of its geographic position between two great continents.

REGULAR STOP

The visionary concept to establish Shannon came at a time when there was no commercial air service across the Atlantic. Among those who recommended the present site were Col. Charles A. Lindberg and Juan Trippe, President of Pan American World Airways. The location has a very low fog incidence and no terrain obstacles. The

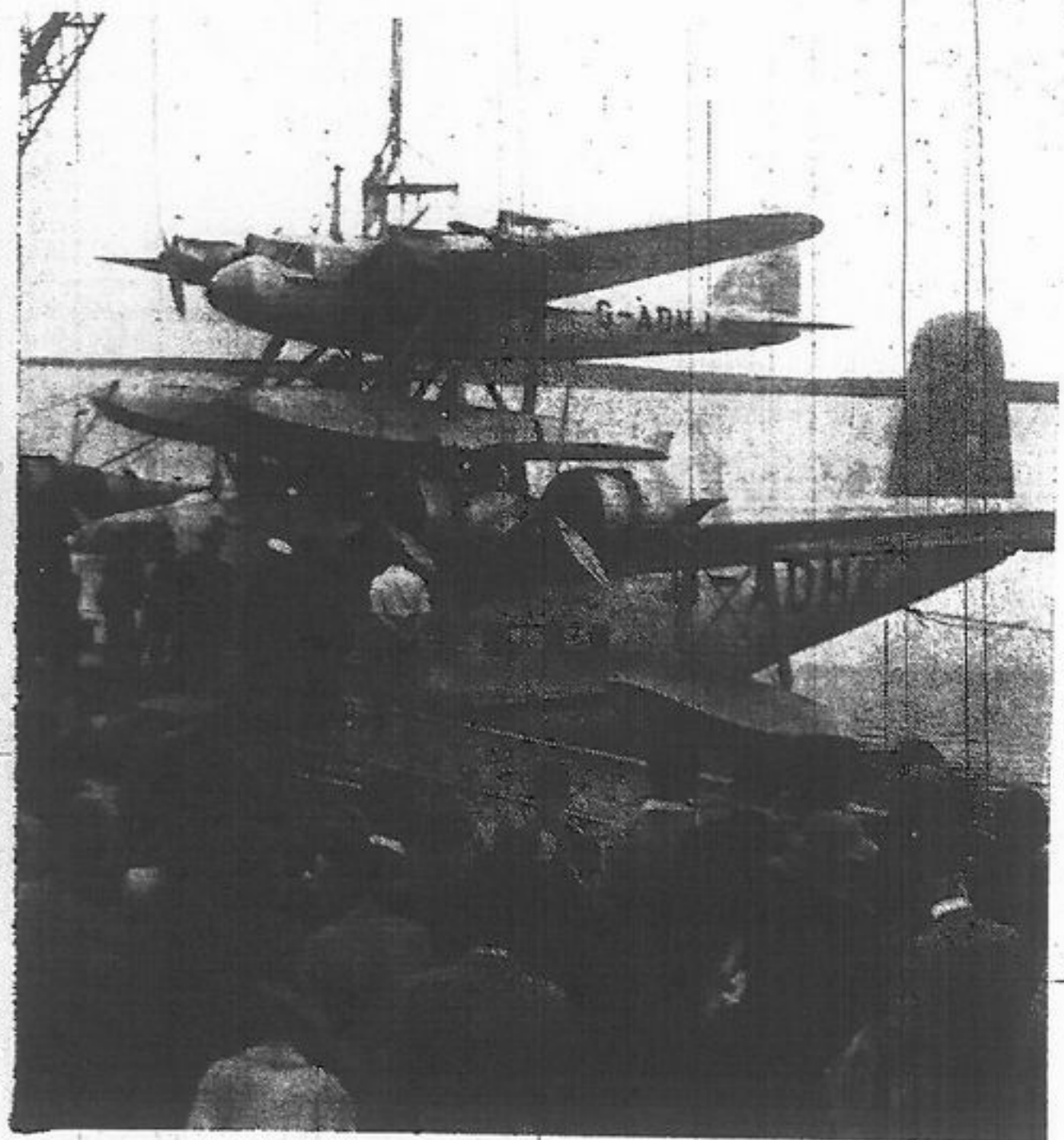
aircraft from all parts of the world are flying in and out of Shannon and there are even greater prospects for the future. B.O.A.C. are using the airport as a training centre for their V.C. 10 crews—a scheme that will mean much to Shannon over the next few years and one that upholds the solid faith that Imperial Airways placed in Shannon in the early days of its development.

The Duty Free shops were never busier. In fact, all previous records will be broken by the end of this year. New hotels have sprung up to surround the great complex and provide every facility for the growing numbers of tourists.

THE DREAM

And on the hill above the river, His Lordship, Most Rev. Dr. Rodgers, saw yet another phase of the "fantastic dream" of quarter of a century ago come true recently when he

The beginning of Trans-Atlantic flying



The Mayo Composite, one of the earliest trans-Atlantic flying machines, being prepared for "take-off" at Foynes in the early days of 1938. In those pioneering days, the big problem was getting the flying boats into the air with sufficient fuel to take them across the Atlantic . . . the Mayo was looked upon as the answer. It was specially designed to carry another plane on its back . . . both using full throttle for the take-off. When they were safely in the air out over the Atlantic, the smaller plane would be released and would return to Foynes.

It did not prove 100 per cent successful, however, and it was decided to fuel the big flying boats in the air—a task that called for the greatest skill in flying. Group Capt. Geoffrey Dyson was the daring pilot to perform the operation . . . and piloting the pioneering flying boats were Capt. Kelly-Rogers and Capt. Donald Bennett—who became personalities in aviation history.

ment the great dé- . . . Mr. Brendan O'Regan. . . plains of Clare . . . become an inter- . . . airport. . . down towards . . . bank, the young

atched the long . . . in the strong . . . that swept across . . . while the . . . call of the cur- . . . above the . . . He stood . . . ment to look . . . then walked on . . . the hill and back . . . It was . . . dream.

in 1938 . . . the scene has . . . while the . . . through . . . the curlews

to recall memories . . . of the . . . at Foynes. A . . . in the . . . ground.

