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AERO CLUB OF IRELAND
present
Air Display and Pageant

WESTON AERODROME, LEIXLIP, Co. KILDARE
20th and 21st MAY, 1956
OFFICIAL PROGRAMME 1/-



if it's in the air it's in
THE AEROPLANE
EVERY FRIDAY
ONE SHILLING AND SIXPENCE



PROGRAMME OF EVENTS

10.00 Gates Open: Ground Exhibition and Pleasure Flights till dusk.

FLYING PROGRAMME

Item	Time		Item	Time	
1	2.15	OPENING by An Tanaiste, Mr. W. Norton, T.D.	8	4.15	Martin Baker Parachute Seat Ejection from Gloster Meteor MK VII (Jet Fighter).
2	2.30	Vickers Viscount Demonstrations by Aer Lingus.	9	4.20	Balloon Demonstration (First time in Ireland) by the Balloon Club of Holland.
3	2.45	Club Aircraft Formation Take-off.	10	4.50	Thrilling Demonstration of Aerobatics by Ranald Porteous in his Auster Aiglet.
4	3.00	Aerobatics by Light School Aircraft.	11	5.00	"General" George Donohoe Under Fire. A realistic mock air attack on an enemy stronghold.
5	3.10	Gliding and Demonstration by SIPA 1000 "Coccinelle."	12	5.15	Massed Aerobatics by Aero Club Members.
6	3.30	Flying Programme by Army Air Corps, Fighter Aircraft and Advanced Trainers, by kind permission of the Minister for Defence.	13	5.30	Balloon Flights.
7	4.00	Sensational Parachute Descent by M. René Vincent.			

In the interests of safety, it is ESSENTIAL that members of the public do not encroach on the taxiing and flying areas; please keep behind the barriers and obey the instructions of the Marshals, otherwise the Display may have to be abandoned.

THIS PROGRAMME IS LIABLE TO ALTERATION WITHOUT NOTICE

9 to 2 ★ DANCING EACH EVENING ★ Pat Jackson's Orchestra
FULLY LICENSED ADMISSION 5/- TEAS, ICES, REFRESHMENTS

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A view of part of the vast crowd that attended the display last year

AIR CORPS

The Air Corps was formed in 1922. Its first Commanding Officer was Major General W. J. Sweeney. In its early days it was closely associated with some of the Pioneering Flights, many of which either started from or finished in Ireland. Likewise, it was closely associated with the growth and development of Civil Aviation in this country, and in fact, still makes a substantial contribution, especially in manpower, to *Aer Lingus*.

The first cadets for regular commissions were recruited in 1926. Further intakes for pilot training have been obtained by volunteers from Officer Graduates from the Army Cadet School, and by the Short Service Scheme, which was initiated in 1939.

The Air Corps maintains a Technical Training School which was established in 1936. Two types of personnel are recruited — boys under 18 years of age and men under 28 years. The former undergo a two-year course and the latter a one-year course before they are selected for a special trade.

The Corps co-operates with the ground forces during manoeuvres and various exercises, carries out target towing duties for the Anti-Aircraft Artillery.

It operates from two stations, Baldonnel (Headquarters), and Gormanston, and is at present equipped with De Havilland Chipmunks, Percival Provosts, Andon XIX's, Spitfire Trainers and De Havilland Dove. Vampire Jet aircraft will be delivered shortly.

The present Commanding Officer is Colonel P. Quinn, who succeeded Colonel W. P. Delamere in 1946.

Don Voysey, this month so busy on his long solo flight to Malroby, the 6,000 mile trip will be made in easy stages and will take about two weeks. Various committees are being formed to organise the Air Display which is now less than three months away. Some club members are pointing up solo teams for the programme, whilst formation flying practices and aerobatics are providing some interesting and at times unexpected thrills. Captain Kennedy and Ken Strong, few two new fliers from Wolverhampton, and the Skipper made a separate trip to collect another. The Aero Club became affiliated to the Irish Aviation Club, the controlling body of the private flying movement in Ireland.

April

Aero Club pilots are now setting down aerobics in business districts in groups of three or more are to be seen at the Dublin and Rathfriland Aerodromes. David Kennedy, David Montgomery, Messrs. Waver, and Hon. Sec. David Kennedy have conferences with Government Ministers and army participation in the Air Display. A new British parachutist will take part and that the Swedish Seah Aircraft Co. will send one of its best pilots to demonstrate the Seah para pilot instruction has now been almost suspended except midweek evenings and afternoons, all training being concentrated towards bringing participating pilots to a high standard of flying.

May

Until a few days before Whit, rain and high winds did not release the Air Display early. The keen types have now reached a high standard and formation aerobics are being rehearsed. Pilots Gary A. Kennedy, David Montgomery, George Honohan, Tom O'Garra, and John Kennedy, officiated five more times from Station Coxford which has now flown in formation via B.A.F. Station Valley to Weston Aerodrom. On Whit Sunday the Air Display was opened by Mr. Norton, Minister for Industry and Commerce, who accompanied by Colonel Patrick Quinn, Commanding Officer of the Air Corps, inspected a military guard of honour, then paraded the Club pilots.

The display, which is now history, was seen by 90,000 people, 40,000 would-be spectators who failed to gain admission on the first day caused the greatest traffic jam ever in Ireland. Highlights of the display were the Aer Lingus Viscount demonstration; the smiling parachute drop by the French Air Force and the precision drop by the British parachutist Peter Ragner; the ground attack demonstration by Spitfire fighters of the Air Corps; Captain Louis Tracey in the Chipmunk; the aerobatic display by the C.F.I.'s daughter Rosemary Kennedy; the sensational Sadri Rosemary Kennedy by Test pilot Leidersdorf; the mass formation flights; but all aircraft taking part in the display, but all no means least the attack on and final destruction of Fort Donnogh by a formation of Club fighters.

June

Weather improving steadily throughout the month. The comparative quiet after the Air Display is broken by a busy run by the popular Ken Brown (Assistant Chief Flying Instructor) which proceeded a training party at which he was presented with an inscribed watch by Ken's wife, accompanied by his wife, leaving Ireland to take up an appointment in South Africa.

July

Exceptionally good flying conditions available by all and sundry to all parts of the country for holidays with a difference. Formations of aircraft are occasionally giving to various beaches along the coast for having parties and generally speaking owner pilots are at last beginning to get the full value from their machines. Student pilots are hard at it again on circuits and bumps.

DUBLIN FEVER HOSPITAL

For the **19th** relations and friends the Evening Staff will report daily the condition of patients at Fever Hospital.

planning next year's Air Display. Many items are already booked. The social committee is again making its presence felt organising parties, dances, etc.

December

Details of the Shell Trophy Competition announced, following a meeting of the Irish Aviation Club with Aero Club representatives. Many parties at the clubhouse, including the children's Christmas party attended by nearly 60 members, children, and Santa Claus, who arrived in a green Mike Messenger. Student pilots and instructors kept unusually busy on circuits and bumps.

The following is a list of officers and officials of the club who held office during the past year: President, Capt. Darby Kennedy; vice-pres., Col. P. Quinn; chairman, Mr. Harry Egan; hon. sec., Mr. David Montgomery; hon. treas., Mr. Ernest Waver; hon. sec., Mr. David Kennedy; chief instructor, Mr. Harry Egan; David Montgomery; hon. sec., Mr. Morgan; George Donohoe; hon. sec., Mr. O'Rourke; technical school instructor-in-charge, Mr. Patrick O'Hara; Capt. Weston; Mr. Patrick O'Hara; assistant, Mr. Paul Martin. No account of Aero Club activities is complete without a tribute to the ground staff who throughout managed to keep our flying. During the Air Display not a single aircraft was grounded through engine or other failure whatsoever on the part of the ground crews.

Dublin Gliding Club Notes

All arrangements for flying an A.L. repairs at Baldonnel last Monday and Tuesday were upset by the weather. Our Chief Instructor, John Byrne, has now arranged for the Petrel trailer at Baldonnel. He hopes for a good try-out at an early hour to complete the job before darkness. The Cadet can then be moved over next week ready for a resumption of flying on Sunday week. Meanwhile it is hoped that the keen band of Greenan aerobats will, under the leadership of Sean O'Brien and Tom Mackay, have the Silver Gruna also worthy again for next week-end. I am told that our Club magazine, "Skytalk", will be on sale early in January, so watch out for a bumper New Year edition. The editor is now awaiting copy for the following issues: supporters and write up those article stories, anecdotes, in fact, anything connected with aerobatics.

ANNUAL BALL

Our fortnightly "get together" at the Aerobics Social Club rooms, at Heineze heading the arrangements that will continue to improve. Fred tells me that if he could ensure a large attendance of members and potential members he could lay on some extremely interesting, instructive and entertaining evenings. Some of the older members may recall the discussion and lectures that were held in the writer's flat at 50 Merrion Square when the old club was formed. Those evenings provided an opportunity for discussion on a kind of topics relating to gliding, and at the same time gave new and prospective members a chance to meet the old timers.

Our Hon. Secretary, Michael Hart, has a new scheme for a monthly ball arranged at the Dublin Airport restaurant booked for January 30, and tickets are available from the secretary, St. Lawrence Manor, Clonsilla, Dublin. Hon. Treasurer Con McNulty, aided and abetted by Noel O'Connell, will shortly be closing the accounts of another year. What this will mean at the annual general meeting on February 23 I cannot say, but here hoping that next year we have more flying, more members, more aircraft and more money. — Ken J. Mellis, Chairman.