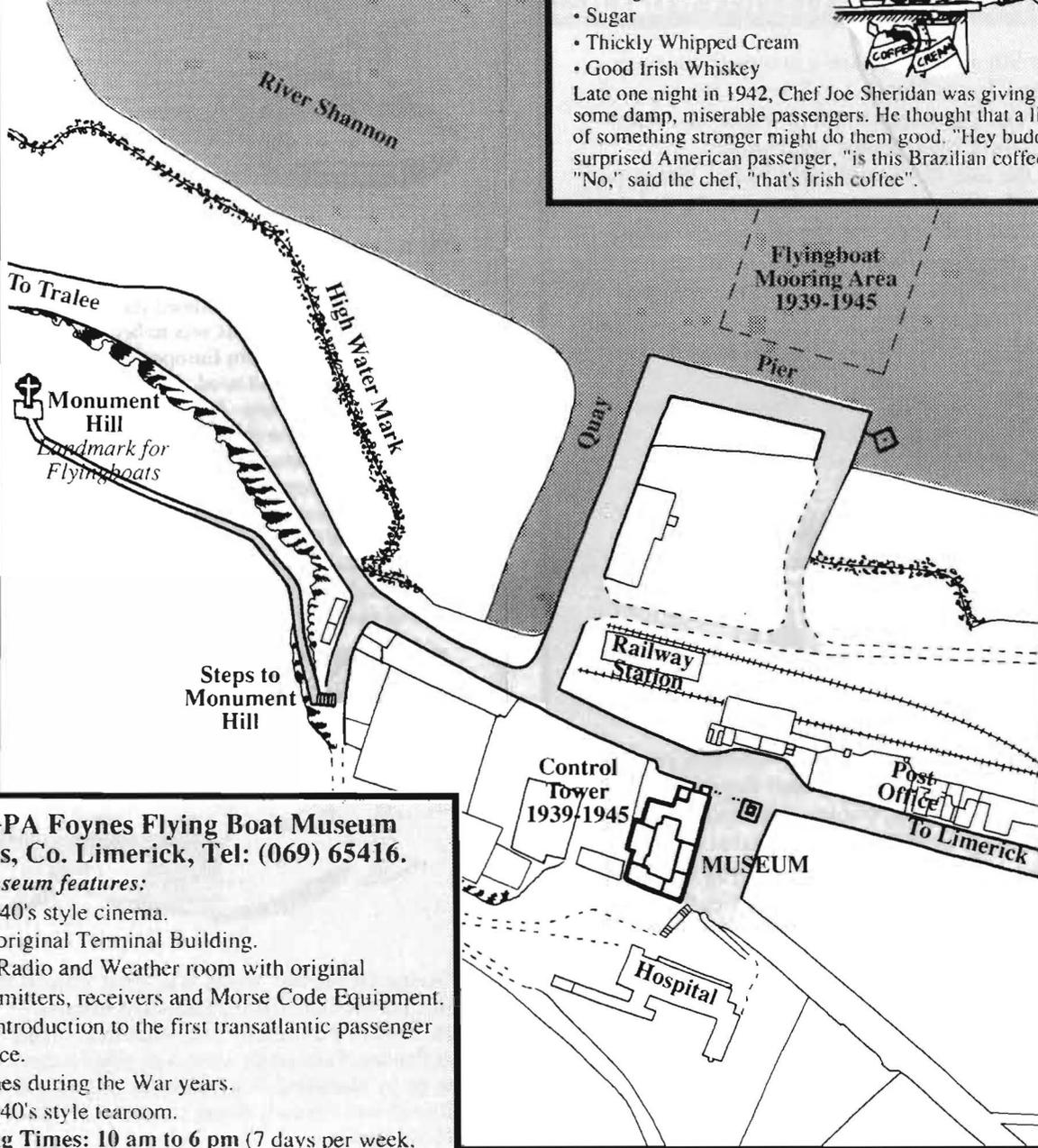


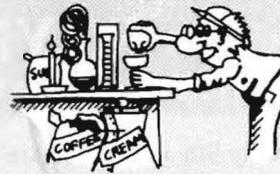
Foynes, Co. Limerick.



IRISH COFFEE

Invented at Foynes:

- Strong Black Coffee
- Sugar
- Thickly Whipped Cream
- Good Irish Whiskey



Late one night in 1942, Chef Joe Sheridan was giving coffee, to some damp, miserable passengers. He thought that a little drop of something stronger might do them good. "Hey buddy," said a surprised American passenger, "is this Brazilian coffee?" "No," said the chef, "that's Irish coffee".

Designed by: John Harrison & Associates.
Printed by: Fitzsimons Printers (069) 76226

The GPA Foynes Flying Boat Museum
Foynes, Co. Limerick, Tel: (069) 65416.

The museum features:

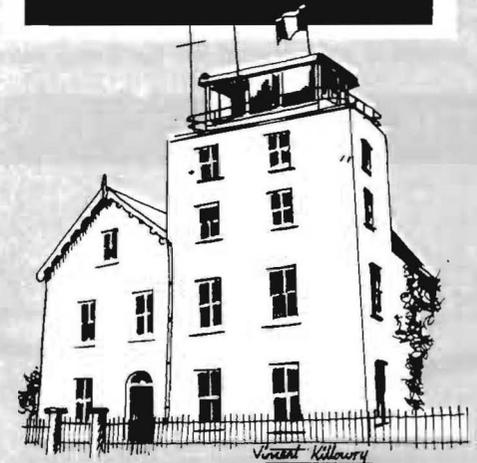
- A 1940's style cinema.
- The original Terminal Building.
- The Radio and Weather room with original transmitters, receivers and Morse Code Equipment.
- An introduction to the first transatlantic passenger service.
- Foynes during the War years.
- A 1940's style tearoom.

Opening Times: 10 am to 6 pm (7 days per week, March 31st to October 31st).

Brochure sponsored by Aer Rianta, Shannon Airport.



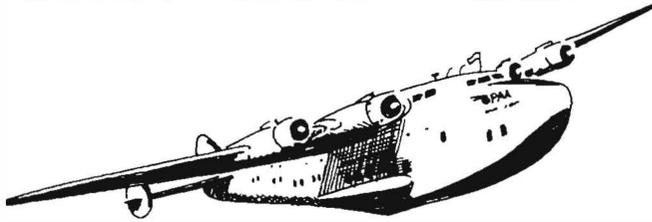
GPA FOYNES FLYING BOAT MUSEUM



FOYNES

*The Centre of
the Aviation World
1939-1945*

THE BOEING B 314



The Boeing B314, designed in 1936 for Pan American Airlines, could carry 35 passengers from New York to Foynes in ocean liner luxury.

- It could seat 14 in a dining room serving 7 course meals.
- Passengers could stroll and enjoy the views on the internal promenade deck.
- There was a private honeymoon suite at the rear.

(This luxury flying boat had one bad habit. If, during take-off or landing, the pilot dipped a wing into the sea, gallons of water poured into the dining room).

THE SHORT S 30 "C" CLASS



The sheer romance of the conquest of the Atlantic will always be associated with Foynes. But this small Irish village also played a major part in the allied air routes to West Africa and Cairo.

Short S30 flyingboats travelling, for example, from Poole Harbour to Lagos in Nigeria, flew first to Foynes, then to Lisbon and down the west coast of Africa. A direct route to Lisbon would have brought the aircraft close to the coast of occupied France and within range of German fighters. As a further precaution these flights always took place at night.

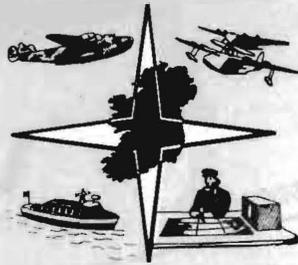
- FOYNES - CENTRE OF THE AVIATION WORLD

On July 9th 1939, Pan Am's luxury flyingboat "Yankee Clipper" landed at Foynes. It was the first commercial passenger flight on the direct route between the United States and Europe.

During the late 1930s and early 1940s, this quiet town on the Shannon estuary became the focal point for air traffic on the North Atlantic. Many famous politicians, international businessmen, film stars, active-service men and wartime refugees passed through Foynes.

From 1939 to 1945 Foynes was the centre of the aviation world.

The GPA Foynes Flyingboat Museum commemorates this exciting period in world aviation.



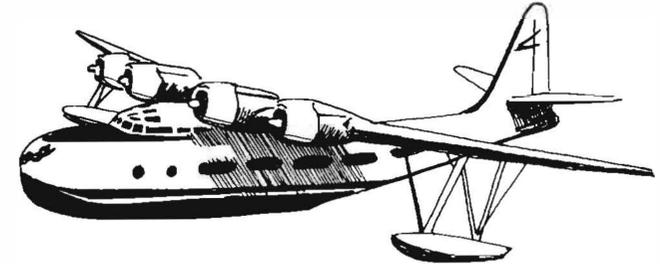
FOYNES AND THE WAR

Practically all the activity at Foynes took place during World War II. This meant that, though Ireland was a neutral country, most passengers coming through Foynes were top level military and diplomatic personnel with high priority on transatlantic flights. Many were on active duty and travelling with false passports.

At first the airlines were careful to hide the true identity of these passengers on their way through neutral Ireland, but as the war dragged on there were countless reports of American military uniforms at Foynes.

The flyingboat base - with the quiet blessing of the Irish authorities - had clearly become an important transport link in the allied war effort.

THE VOUGHT-SIKORSKY VS44

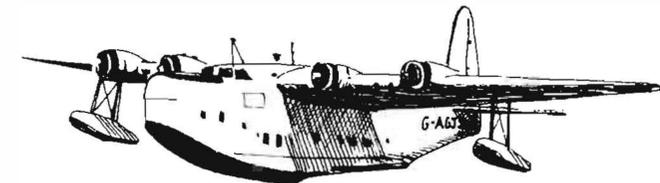


On June 22nd 1942 Charles Blair, chief pilot for American Export Airlines, took off from Foynes for the United States. His flight plan included the usual refueling stop at Newfoundland - but this was to become the first non-stop commercial flight from Europe to New York.

The VS44 flyingboat needed a little less than one gallon of fuel to fly one mile. Approaching Newfoundland Blair had about a thousand gallons of fuel left and as many miles to go to New York but, as he wrote later, he was "beginning to toy with the idea of going all the way." As he taxied into dock at New York, 25 hours and 40 minutes after leaving Foynes, there were just 95 gallons left in the reserve tank.

"Remarkable voyage" said passenger Admiral Cunningham of the British Navy as he left the aircraft.

THE SHORT S 25 SUNDERLAND



During the Second World War, most Atlantic air traffic was between the United States and Britain.

Because of the security risk, eastbound flights terminated at Foynes. Passengers were then either transferred by bus to go by landplane from Shannon, or took BOAC shuttle flyingboats - usually Short Sunderlands - from Foynes to Poole Harbour.

The Sunderland was the flyingboat most often seen at Foynes.