



# THE HEICON FLYER

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NOVEMBER 1969

NUMBER 2

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With the second issue of the Heicon Flier, the charter starts falling into place. The first issue went out to everyone who filled out a questionnaire on the charter at St. Louis and to everyone who was a member of Heicon but not on the Locus mailing list. An insert was added to Locus in the last mailing. In addition various fan publications are publicizing the charter. LUNA carried a brief mention and information also sent out in CRY.

The response has been gratifying. From the number of people who have said they will definitely be going, we can easily fill one plane from the east coast and can start worrying about a second. HOWEVER, I have a tendency to believe only what I can see, and the \$50. deposits have been sparse. In order to be sure we have people willing to pay for the charter trip (as opposed to people willing to go on the trip) we must have the deposit by December 15. The plane is being chartered from a firm whose business is flying, and business firms are well known for not accepting promises, but only money. So pony up or we may all have to swim over.

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This 'fanzine' is put with the aid and assistance of numerous New Jersey and New York fans. Headed up by Elliot Shorter (at least a half-head higher than any other), there is Stu and Amy Brownstein, Charles Brown, Marsha Brown, and even Anita Gail Lundry whose outstanding contribution was to stay out of daddy's way while he collected issue #1. Subscriptions are 1.00 or the usual. Artwork and articles gleefully received. Copyright in the year 1969 by Donald Lundry

## HEICON CHARTER NEWS

Some people are probably wondering at this point just when and where the charter is going. In the previous issue, I stated the dates as Friday, August 7 to Sunday, August 30. Allen Nourse, as the Tradewinds Travel Bureau, circulated an information sheet giving the dates as Saturday, August 8 to Tuesday, September 1. Obviously we were not singing the same tune. I called Allen to find out how our communications got crossed and the answer is really simple.

It turns out that the departure date really cannot be set more precisely until a contract with an airline is signed. With the current traffic problems at Kennedy Airport, the CAB is assigning departure times. After we have signed the final contract, the airlines will request a departure assignment within the limitations we set. Only then will we be able to be precise. However, we will make sure the departure time will be late enough to allow people from Boston and Washington to leave after work Friday and make the plane. This means departure will undoubtedly be sometime after 10:00 PM Friday.

The discrepancy on the return date comes about from Allen's attempt to get the cheapest rate possible. If we return on a Sunday or before noon on a Monday, there is an extra charge of about \$5. to \$10. When Allen and I set this up, I made it clear that economy would be a large consideration to the average fan. However, I didn't realize that more fans are limited by the amount of time they can get off from work. So after we discussed the various alternatives on the phone we decided on the return on Sunday even though it meant a slightly higher fee.

To make sure that everyone has a chance to be heard, we will be asking for comments about late January before signing the final contract. At this time we'll consider other arrangements to assure that everyone has a chance to go on the charter. But for now the dates are: late Friday (or early Saturday) and return Sunday. Considering the number of people who have already sent in their deposits and indicated they cannot get more than three weeks off, I do not in all honesty foresee any change. I'm open to suggestions, but will consider seriously only those from people who have anteed up the deposit.

The one big problem we have in setting up the charter is telling you what the price is going to be. The airlines, in their rate setting meetings, have gone from ridiculous to ludicrous. At this point no one (and that includes the presidents of the airlines) knows what the European rates will be. At the last IATA meeting, an agreement was in sight which was finally torpedoed. It is still open season on the North Atlantic flights and rates range from a low of \$140. (winter season) to \$834 regular first class. Current quotations are running about \$215. to \$220, but we're reasonably sure these rates will not hold up in the current price warfare.

As is mentioned elsewhere we are long on people who say they want to go and short on people who've put up the deposit. Deposits are being accepted and seat assignments will be made with preference given to those who have sent their money in early. So if you're particular about where you sit, get the money in. We would like to have all deposits in by December 15 but can, if absolutely necessary, hold off until January 1.

## EUROPE INEXPENSIVELY by Grace Lundry

Traveling in Europe can be fun, adventuresome, exciting, educational, wonderful -- and cheap. Don and I proved this when we traveled in Europe for four and a half months, visiting over twenty countries and spending less than \$2200.00. This included everything -- round trip air fare, a Vespa motorscooter, gas and oil, food, lodgings, admission fees, souvenirs, film, and a pair of slacks from a Paris department store. (I never saw the outside, much less the inside of Dior's.) We may not be able to tell you what the inside of the Amsterdam Hilton looks like (or even if there is one) or what the nightclubs of Rome are like, but we can tell you about beautiful scenery, cathedrals, museums, gardens, sculpture, fountains, and architecture.

Transportation in Europe ranges from very cheap (bicycle) to very expensive. Don traveled around England by bicycle once. According to him it is cheap and easy to park but slow and hard work. On our honeymoon we probably travelled the second cheapest way -- motorscooter. Josie, as our scooter was named, had her disadvantages (no protection from the rain, little room for luggage) but we have many great memories of the approximately 11,000 miles we traveled on her.

When in Europe we met many young Americans who were traveling by train with a Eur-rail ticket and were quite satisfied with it. With a Eurail ticket one is allowed unlimited train travel around the continent (England is not included) for a flat fee. This ticket must be purchased in the States before you leave though. Passenger service in Europe is good, far and away superior to American rail travel. We did some traveling by train and enjoyed it.

Hitch-hiking is another cheap means of traveling. During the summer months there are a great many students on the roads of Europe hitching from one spot to another. About 25% of these were women, either with a guy or another girl. Quite often a person will pick up a hitch hiker and then show him around the town and buy him a meal. Europeans are interested in Americans and will go quite a bit out of their way to get to know them. In fact, one evening in Lourdes we stopped to ask directions to the local youth hostel from an elderly couple and instead of getting directions were invited to spend the night with them.

Renting a car can be economical. England in October is too cool for scooter travel so we rented a car for one week. Since the car seats folded flat and we had our sleeping bags, we simply pulled off the road and slept in the car every night, which saved us money. For the Heicon trip we will probably rent a camper, which will eliminate hotel bills.

Speaking of hotel bills, would you believe that during our four and a half month trip we considered 80¢ a night an outrageously high price for an evening's sleep? On the front of our scooter we carried a canvas bag containing sleeping bags, air mattresses, and a pup tent. Camping grounds are very plentiful and well marked. Sometimes we didn't even bother with camp grounds -- just pitched our tent in vacant fields or on vacant beaches. On rainy nights we stayed at youth hostels, another rather inexpensive means of lodging.

We carry some staples -- sugar, butter, jam, cheese, and corn flakes -- with us. By buying fresh bread and milk we made out rather well for breakfast and lunch. Then we only had to find a restaurant for one meal a day. It is usually cheaper to eat a big meal at noon rather than in the evening.

Anyone who has a student identification card will find he saves a great deal of money on admission to museums, etc. This is especially true in Italy, where we found that every state operated site was free to students. We didn't even have to pay admission to the Blue Grotto on Capri, although we did have to pay the boat that took us into it.

I guess the amount one spends traveling in Europe depends simply on one's philosophy about why he is traveling in Europe. Don and I wanted to see as many of the natural and man made wonders as possible. The Italian lakes and the Coventry cathedral are wonders. A Hilton hotel is not. So while our travel was not plush, our memories of what we saw and did are.

Heicon Member # \_\_\_\_\_  
Charter EAST (New York) \_\_\_\_\_

St. Louiscon Member # \_\_\_\_\_  
Charter WEST (Calif.) \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

Make checks for \$50 deposit payable to "Tradewinds Travel Bureau" and send them to:

Heicon Charter East  
Donald Lundry  
R.D. 1  
Hightstown, N.J. 08520

HEICON '70 INTERNATIONAL  
28TH WORLD SCIENCE FICTION CONVENTION  
Heidelberg, Germany 21-24 August 1970

People wishing to join the 1970 Heicon should forward their money to Mario Bosnyak. As usual there are both attending and supporting memberships. If you are planning to travel on the charter flight, you must join Heicon at least six months before the flight departs. This is not an arbitrary rule put down by the travel bureau or by myself but is a requirement of the CAB.

Payments should be mailed to:

Mario Bosnyak  
6272 Neidernhausen  
Feldbergstrasse 26A  
West Germany

If you get your money in by December 31, attending memberships are 16DM. After that they are 20DM. If possible send Deutsch Marks, since it costs the committee 35 to 50¢ to cash a check in U.S. dollars.

## READ ALL ABOUT IT . . .

Yep. It sounds like the sort of advice your high school teacher might hand out, but it's true that if you know a little bit about a country before you arrive, you'll enjoy your stay a lot more. Read all you can get your hands on, particularly in regard to the people and customs. Avoid like the plague those books which treat Europe as one great open market bazaar and advise you where to buy silks and how to purchase leather cheaply. You're not going to Europe to go shopping. If you are, this is a pretty expensive way of getting to Saks'. As fans you're probably more interested in the people - how they think, what they feel. In short, understanding them.

After all, isn't that the way you read a science fiction story? By innuendo, insight from a casual word or phrase. From a choice word or key action, you're trying to picture a completely alien civilization. The challenge of Europe (at least to me) is the complete subtlety of it. Just as you think you understand them, something throws you completely out of focus. I remember spending an entire evening with a British friend discussing compulsory auto insurance - New York state versus the United Kingdom. Just as I thought I understood how it worked he'd mention something which completely turned me upside down. And every so often I'd do the same to him. Like when I mentioned that other states didn't have compulsory insurance or else had a different version. He couldn't understand how our states could be allowed such variation on such a fundamental law. We finally agreed politely to forget it - and to this day I have no idea of how British auto insurance laws work. (But that's really a problem for the British anyway.)

All this is by way of saying that Marboro Books in New York is currently remaindering some travel books. Most of these are dated 1968 but these things are seldom updated as extensively as the publishers would have you believe. They should serve admirably. The books are part of the Fodor guides which are somewhat of the 'shopping guide to Europe' variety. But at least they're not the 'Fieldings guides to ...' Avoid buying these in the same manner you would avoid a tree full of 270 roosting birds. If you're interested in a charter flight you can't afford the places Fielding recommends and if you could there's not much point in traveling to Europe. To paraphrase Spiro, 'If you've seen one Hilton hotel, you've seen them all'. It's all very nice to go first class when you can afford it, but the Fieldings insist that you also wear blinders so you don't see anything but quaint, antiseptic tourist attractions.

The books may be ordered from Marboro Books, 131 Varick St., New York, N. Y., 10013 for the price listed plus 50¢ for postage and handling. Add N.Y. taxes if you live in New York state.

Fodor Guide to Europe 1968	\$ 1.98
Fodor Guide to Germany 1968	1.98
Fodor Guide to Italy 1968	1.98
Fodor Guide to Belgium & Luxembourg 1968	1.98
Touring the Gardens of Europe	1.00
Enjoy Europe by Train	1.00

I have not read the last two and have no idea whether they're worth while or not. These books are only a few of the many available. I'm sure someone could recommend from their own experience some other worthwhile books to read.

F\*I\*N\*A\*L\*\*N\*O\*T\*I\*C\*E\*

It will be IMPOSSIBLE to arrange a charter flight for HEICON unless a sufficient number of deposits (minimum 50 deposits) is received by no later than December 15, 1969. You cannot talk to an airline about chartering a plane unless you're willing to come up with the money that they want.

The reasons for choosing December 15, 1969 as the cutoff date are: most airspace for Europe is booked by early January; the C.A.B. allots flight space to and from Europe on a first come - first served basis; and we will have to present evidence of being an "affinity group" in order to qualify for a charter. It is therefore imperative that all arrangements be completed by January, 1970.

IF THE MINIMUM OF FIFTY \$50.00 DEPOSITS IS NOT RECEIVED BY DECEMBER 15, 1969, PLANS FOR HEICON CHARTER EAST WILL HAVE TO BE CANCELLED AND YOU WILL HAVE TO PAY STANDARD AIRLINE RATES!!!

REMEMBER THAT THE \$260 to \$290 AIRFARE BEING QUOTED BY MAJ OR AIRLINES APPLIES ONLY TO FALL AND WINTER TRAVEL. SUMMER FARES ARE USUALLY \$150 to \$200 HIGHER.

Please communicate with DON LUNDRY  
R.D.1 - OLD YORK ESTATE  
HIGHTSTOWN, NEW JERSEY 08520



*Ed. Cohen*  
*65 - 46 160 street*  
*Flushing NY 11365*



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