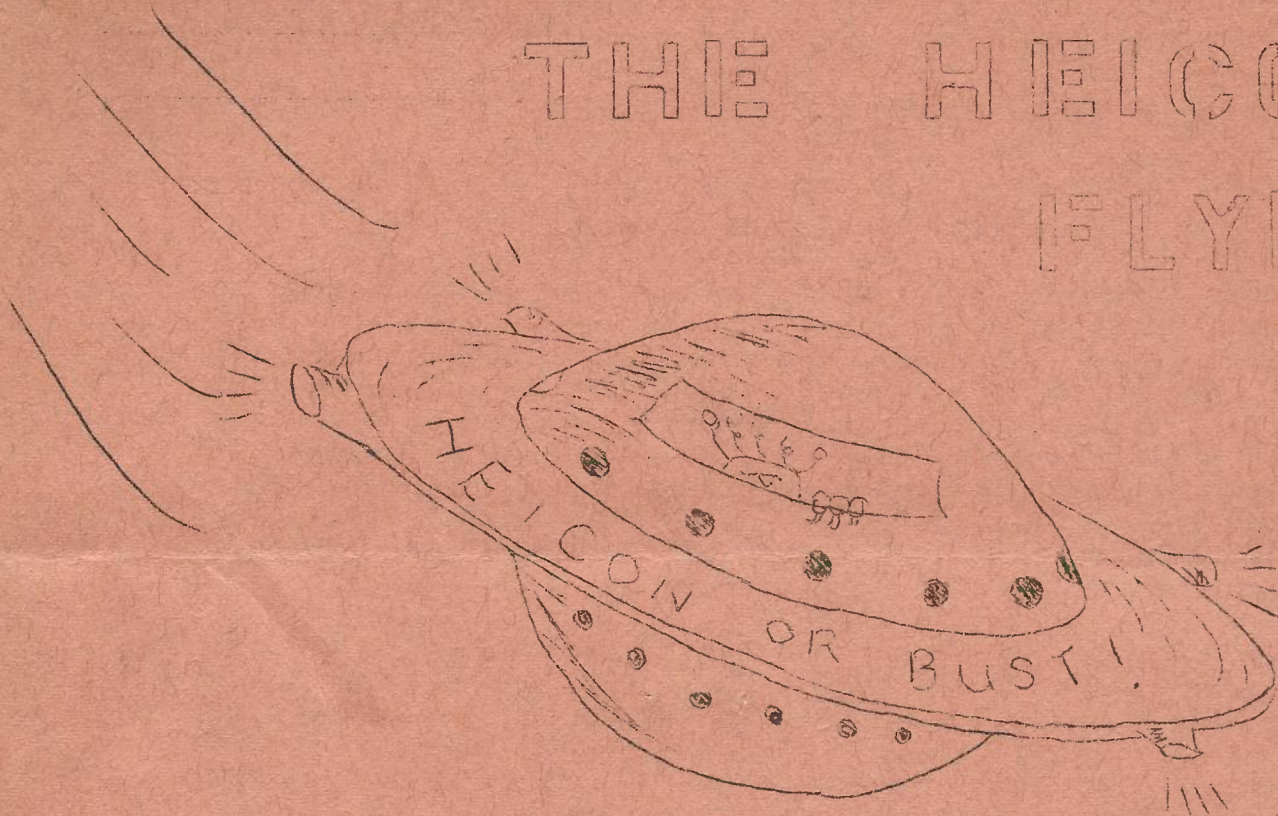


# THE HEICON FLYER



Dec - Jan

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# 3

- Editor	-	Donald Lundry
Art Editor	-	Amy Brownstein
Direc. of Typing Staff	-	Marsha Brown
Facilities Manager	-	Charlie Brown
Printing	-	E. Shorter & Co.

This issue is being mailed to 1) anyone who has enquired of me for information, 2) Heicon Charter East members, and 3) subscribers. The next issue will include passport information, and the forms for getting them. (Assuming I can pry 200 copies out of the passport office). Also scheduled are more letters, an article Bill Vardeman sent in and miscellaneous other items. The Heicon Flyer copyright 1970 by D. W. Lundry. Single copies on request, subscription for remaining issues \$1.00.

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Hightstown, N.J., 08520

HEICON CHARTER NEWS  
(for Heicon members only)

At the time of writing this, we have 69 people signed up for the East Coast charter. All the people going on the West Coast charter have (apparently) sent their deposits directly to Allen Nourse so I have no precise count available on that flight. With this number of people we are assured of a reduced rate as an affinity group. The only question now is whether it will be on a chartered plane which offers the lowest rate possible, or whether it will be on a regularly scheduled airline at a slightly higher rate. Regardless of which it is, we have enough people to be sure of some sort of low fare.

Allen Nourse, of Tradewinds Travel Bureau, has talked to World Airways and they feel quite confident that with 60 to 70 people at this early date, we will eventually have enough to fill a plane. Even if we don't fill the plane, they can double up charters so that there may be up to two other groups in the same plane with us. This naturally presents some problems. First, we have to contend with mundanes. There is no way of knowing who we would double up with. It could be members of the American Legion or a student group from Miskitonic U. Second, we can no longer be sure of the dates and time we want to leave. Some discussion must now be done between the groups to set the dates. However, this is probably a minor problem during the summer season.

In spite of all these uncertainties we feel confident enough about filling the plane to be looking at a contract. World Airways has tentatively set aside a plane for us with a confirmed departure of Aug 8 for London, and a return on Sept. 1 from Frankfurt. These are not the dates I set or I feel the majority of the people want, but they are apparently the only openings World has available. They have placed us on a wait list for the earlier August 29 or 30 return. The full price is \$37,538. which works out (for a 183 seat plane) to around \$206 per person.

The result is that we are once again accepting deposits on the flight but they must now be \$75. There are still an awful lot of regular convention attendees who have not yet signed up. Reservations on either flight may be transferred to the other in the event that one does not go. We now have a plane committed - we're seeking to fill the entire plane, not just part of it.

March 15 is the key date. By March 15 we must know whether or not to continue with plans for a full plane or allow World to put us with another group. The full amount of the fares is due from the passengers April 1. Deposits are fully refundable before the April 1 date, after that there must be a replacement available.

*The Flying Word -*

A miserable title, but I can't think of anything better to describe a set of random, jumbled mutterings on topics other than the Heicon flight. Typed directly on the stencil too.

I had intended originally to stick closely to Heicon charter activities and touring Europe. However, the lure of a semi-captive audience has captivated me. So, if you feel you can't tolerate my talking about some of my interests and what I hope to do in Europe this summer, feel free to turn the page to sample the other information more directly related to the flight activities.

Christmas has been both a period of relaxation and of almost epidemic flu illness. The two week period started off with a round of science fiction parties in the New York City area. This was a nice change of pace for me since I'd been busy trying to catch up since falling behind in October. October was the month my grandmother died and my parents had two weeks to go on a European trip where they had left no addresses they could be reached at. That necessitated a quick trip out to Illinois for the funeral. (Canton, Illinois for all you fans in Peoria). Then, about two weeks later, I got some mutant flu bug that had me in bed for three days, but in a daze for 14 more. About Christmas, I was finally catching up and I really enjoyed the relaxation. Unfortunately, I got laid out by the same flu bug again. The clincher was when I heard that some of the November Heicon Flyers I'd mailed around the first of December had not arrived until after Christmas. I got enough problems getting this thing out on time - I don't need help from the U. S. mails. So rather than fight it, this is the j-i-ant December/January issue. That is, it *will* be giant if I can find someone to cut the stencils who has a better rapport with the typewriter.

My basic problem, I found out, is that I don't have any slack in my schedule. I moved to New Jersey about a year ago and moved right into a house that required a great deal of work to make it liveable. The house was only five years old but it's amazing what the combination of two teenage boys, a dog, cats, canaries, a sloppy housewife and an inept do-it-yourself type can do to a house in only five years. The do-it-yourself type was, by the way, a high school instructor in manual arts (carpentry, etc.) which did nothing to help my feelings towards the typical high school teacher. (This is a long dissertation on my feelings towards the typical graduate of a state teachers college and will undoubtedly anger all you high school teachers out there. On the other hand, maybe not. You wouldn't be reading science fiction if you were the *typical* teacher.) Anyway we've got the house fixed up after scraping sanding and painting every surface in the house. Now the project is to add the study, library and recreation room to the basement. So, at odd moments I've been working on this study with bookshelf walls, plaster ceiling, and stone wall complete with fountain. You see, I get carried away with grandiose ideas and tend to overlook the amount of work involved.

That's the house. Then on Tuesday and Thursday nights I teach at a local college, while Monday nights I sally forth in a dirty green suit to play soldier for an evening. (You can sleep tonight - you're National Guard's awake. -ME?-) Wednesday night was originally reserved for going to school, but I keep putting off registering. Probably because I know I wouldn't have the time. Friday night I collapse and the weekend is spent taking care of the mail, Heicon flight and whatever I've put off all week. In theory it all works fine. Except when you get sick for more than a day or two. And I seem to have been horribly flu-prone

lately. I'm getting the feeling I'm a sample culture for some big biological lab in the sky ...

Along with all this I acquired a wild enthusiasm for mechanical musical instruments. This I blame on the St. Louiscon committee. After all, they held the con in St. Louis which happens to have one of the finer collections of nickelodeans, calliopes, and band organs in the country. This was down by the stadium at the Gay 90's Melody Museum. (The calliope playing at the poolside meet-the-authors party was from this museum.) Obviously, I snapped at the opportunity and toured the museum. Not only because I was interested, but because my wife had picked up a melodeon in an antique store. It was in poor working condition, but soon after we got back, I recovered the bellows and it works like a charm. It and the Chataqua Roller Organ she'd bought four years ago and the reed organ she'd had me lug home two years ago. After I'd refinished the organ, we started talking about player pianos again . . . The next thing I knew I found myself bidding for a Steinway player piano at an auction in New York City. Thank heaven I didn't get it since it went for \$1000 even! But at the auction I got to talking to a fascinating person who's a piano tuner and player piano rebuilder in his early 20's or so. After the auction when we commiserated over the god-awful price and how we'd missed out, he filled me in a little more on player pianos. It seems there are straight run-of-the mill player pianos which play the standard 88 notes and there are also *reproducing pianos*. These pianos not only play the piano, but do so with the same expression as the original pianist who recorded the roll. The *forte* passages are played loudly and the *pianissimo* passages are played softly. In addition, the soft and sustaining pedals are activated. There were three major types of expression pianos; the Duo-Art of which Steinway was the foremost user, the Ampico which Knabe and others used, and the Welte-Mignon which some 110 different makes used. So having learned all this, nothing would do but that I must have one of these. Pronto, I find myself with a Steinway Duo-Art which needs complete reconditioning. And another project is born. Then before I know it this fantastic grapevine of mechanical music people leads me to other similar items. I managed to resist these but finally succumbed when an antique dealer casually mentioned that she had a player piano in her home that was for sale. As it turned out, she had a Knabe Ampico baby grand which had been completely reconditioned except for the player part. New strings, pins, the works. However, the expression mechanism was in such bad adjustment she didn't realize she had anything but a common player piano. So I got it and picked up another project. At the present moment my wife Grace, is laying out all the musical museums in Europe and trying to figure out how we can get to them all.

That's where I've been at lately. This week I'm giving the finals for the two courses I teach nights and anticipate teaching only one course next term. Maybe not even that if there aren't enough people enrolled. So that should leave me more time to titillate you with the delights of Europe via this Flier. And if you've got any immediate questions that can't wait till I get the letter column out in the next issue, call me. The phone number is (609) 448 - 6198. If you're passing by, Hightstown is near Princeton and is exit 8 on the New Jersey Turnpike.

## READ ALL ABOUT IT

The most important book you can read about Germany and the one you'll want with while you tour, is the Michelin Green Guide. This may sound like too emphatic a statement, but I mean it to be. Of all the guide books I've looked at, only the Michelin Green Guides have given me the information I wanted when I wanted it. And only the green guides have consistently recommended sights which have turned out to match my expectations. I consider these guides to be in a class of their own with no competitors anywhere around.

The Michelin Green Guides should not be confused with the Red Guides. The Green Guides are designed for the tourist who wants to figure out what to see, and desires a little background on what he is seeing. The Red Guides are the ones famous for their rankings of places to eat. This is the source of the five-star rating which the restaurateurs in Europe take such pride in. Not only do the Red Guides rate restaurants, they also list hotels and give them a similar rating. People who have used the Red Guide consider it the most reliable guide available, far superior to Fieldings or any others. Unfortunately, it appears only in a French edition so that unless you read French, there is little chance for evaluation.

The Michelin Green Guides, though, are available in English as well as German and Italian. About 8 to 10 years ago, the Michelin Tire Company started translating these guides and has continued adding two or three translations a year to the list. They're only about half done, but the ones we'd be interested in are available. Obtainable from French and European Publications, Inc., at 610 Fifth Avenue, New York, N. Y. are the guides on Austria, Germany, Italy and Switzerland. They cost \$3.50 each. The books are soft cover, about 3 by 10 inches and are published by the Dickens Press Ltd. in Great Britain. If you know a book dealer in England, you might be able to get them for less than the American price.

Each volume includes an introduction giving you an idea of the country's special features. There are several selected touring programs which enable one to see the most beautiful buildings and the most characteristic areas of the countryside in the time available. And of course there is the information you need to plan your tour. The bulk of the guide is taken up with an alphabetical listing of the principle tour places of the country with a brief description of the major items to see. There is usually a brief historical background included as well. And by each place name is a star ranking to indicate its noteworthiness. Their rankings run about as follows:

- \*\*\* Worth the journey to see
- \*\* Worth a detour to take in
- \* Interesting
- (none) See if possible

If they don't mention a place at all they feel it's not worth bothering about. For your information, Heidelberg gets a three star rating right along with Cologne, Berlin and Munich.

Taking the Green Guide on Germany as a specific example, I'll outline the general form of the guides. The first ten pages include a foreward on how to use the guide, a brief sketch of the German Federal Republic, the usual abbreviation and symbology table common to maps, and, on the next few pages, several maps showing various places and sights to visit as well as several suggested tourist routes. The maps give a great deal more information than a quick glance would indicate. The type size used on the place name is directly related to its rating in the guide. This is not obvious at first since the big cities do tend to get a higher rating than smaller ones but when you see Heidelberg in the same type size as Berlin, you suspect it. Checking back to the front you find out that this is the practice throughout the book - the type size is an indication of its value to the tourist.

Page 11 of the German guide shows the principal motorways and pages 12 and 13 contain a large map of West Germany having shaded areas denoting local maps to be found in the guide. A listing on the same page gives the map title and page number. The following two pages contain useful information on crossing the frontier, the hours for most shops, a few current prices and the rules of the road. There are also some important signs which can save you some embarrassment when driving. I didn't have this guide when I entered Germany and was pretty much going on hunch. But I did notice that when I got to Berlin, the first large city in Germany I'd been in, there were an awful lot of tourist signs pointing to the same site. All I could think of was that this place, 'Einbahnstrasse', must be quite a sight since there were signs all over Berlin for it. Later I found out it meant "One Way Street".

Pages 16 to 37 give introductions to the various tours and cover such topics as the appearance of the countryside, the economy, a chronological history, some of the picturesque activities, the German arts, literature, and their food and drink. The next 15 pages give specific day-by-day programs for 4, 5, 10, and 12 day tours.

The remainder of the 285 pages is filled up with the towns, things to see, and tourist areas, all in alphabetical order. Generally, if the town is fairly important, there will be:

- the principal facts of local history
- a description of "Chief Things to See"
- a description of "Other Things to See"
- under the title "Envirions", a choice of walks and excursions from the chief centers.

Besides the green guides already mentioned there are 16 others covering France, although not all have been translated into English from the original French. According to the clerk I talked to at French and European Publications, they are available for \$3.00 if there is an English edition, I don't know what the price is for the French edition. The guides available in English are:

Paris	Chateau of the Loire
Britanny	French Riveria
Normandy	Dordogne

The guides on Paris and the chateaux are also available in German if you're feeling truly adventurous. If you want to try out your French, there is also:

Alpes	Environs de Paris
Auvergne	Burgandy
Jura	Cote de l'Atlantique
Gorges du Tarn	Provence
Pyrenees	Vosges

If you are planning tours of the areas covered by the Michelin Green Guides, it is definitely worth while obtaining these. You should, of course, get the guide to Germany.

Also recommended:

The Michelin Green Guide on Germany also contains a recommendation on the following books. All of them appear to be United Kingdom publishers. While I have not read any of them myself, my faith in the Michelin guides is strong enough that I'm going to try and obtain them. If anyone has any comment about these books, or any others, I'd appreciate hearing about it from them.

Germany, Martin Hurlimann, Thames & Hudson, 1957  
German Cathedrals, Julius Baum, Thames & Hudson, 1956  
Munich Pinakothek, Ernst Buchner, Thames & Hudson, 1957  
An Illustrated History of Germany, Andre Maurois,  
Bodley Head, 1967  
The Course of German History, A. J. P. Taylor,  
Methuen, 1961  
A Short History of German Literature, Gilbert Waterhous,  
Methuen, 1959  
Small Boat Through Germany, Roger Pilkington,  
Macmillan, 1963  
Motoring Holidays in the Rhineland & Black Forest, Austria  
and Bavaria, A. Lascelles, Barker, 1964,65  
German Writing Today, Penguin, 1967

\* NOTICE \* Any one interested in either a shorter or longer period in Europe than the three weeks of the charter flight, please contact the editor, Don Lundry. If enough people speak up, an affinity group can be made up for travel at a reduced rate.

HEICON CHARTER EAST  
- membership -

The people who have joined the charter flight are listed below. Remember, seats will be assigned with first choice being given to those sending in deposits earliest. So get your \$50. deposit in now.

1. Donald W. Lundry Old Yorke Estates
2. Grace C. Lundry Hightstown, N.J., 08520
3. Evelyn Del Rey 581 W. Front St.
4. Lester Del Rey Red Bank, N.J. 07701
5. Banks H. Mebane P. O. Box 938  
Melbourne Beach, Fla. 32951
6. Elliot Kay Shorter 512 W. 169 th St.  
New York, N.Y., 10032
7. Frank R. Prieto, Jr. RD 1 - Box 255  
Warners, N.Y., 13164
8. Anthony Lewis 33 Unity Ave.
9. Susan Lewis Belmont, Mass., 02178
10. Andrew A. Whyte Riverview, Apt. 303  
221 Mt. Auburn St.  
Cambridge, Mass., 02138
11. Gregory E. Moore Box 446  
3 Ames St  
Cambridge, Mass. 02139
12. Beresford Smith 306 Emmons Drive  
Princeton, N.J., 08540
13. Edward E. Bielfeldt 6066 South Blvd.
14. Kathleen Bielfeldt Evanston, Illinois, 60202
15. Ron Bushyager 5620 Darlington Rd.
16. Linda Bushyager Pittsburgh, Pa., 15217
17. Paul F. Galvin 219 Harvard St.  
Cambridge, Ma., 02139
18. Mary A. Young P. O. Box 91  
Royal Oak, Mich., 48068
19. Lee Burwasser 3683 Severn Road  
Cleveland, Ohio, 44118
20. Gary J. Buck 246 Pleasant St.  
Canandaigua, N.Y., 14427



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- |     |                         |  |
|-----|-------------------------|--|
| 21. | George Nims Raybin      | 1367 Sheridan Ave.<br>Bronx, N.Y., 10456           |
| 22. | Jack L. Chalker         | 5111 Liberty Heights Ave.<br>Baltimore, Md., 21207 |
| 23. | Bob Vardeman            | Box 11352<br>Albuquerque, N.M., 87112              |
| 24. | Patrick Kennedy         | 8 River Hill Apt. T-C                              |
| 25. | Margret (Peggy) Kennedy | Albany, N.Y., 12204                                |
| 26. | Tom L. Sherred          | 1425 Bertha  |
| 27. | Mrs. Sherred            | Ferndale, Maine, 48220                             |
| 28. | Watson Miller           | 201 S. 14th Street                                 |
| 29. | Audrey Miller           | Herrin, Ill., 62948                                |
| 30. | Ed Meskys               | Box 233  |
| 31. | Nan Meskys              | Center Harbor, N.H., 03226                         |
| 32. | Jack Williamson         | Box 761  |
| 33. | Blanche Williamson      | Portales, N.M., 88130                              |
| 34. | Jacob M. Waldeman       | 25 Broadway Terrace<br>New York, N.Y., 10040       |
| 35. | George R. Heap          | Box 1487   |
| 36. | Sherry Heap             | Rochester, N.Y., 14603                             |
| 37. | Frank C. Olbris         | 284 North Farms Rd.<br>Florence, Mass., 01060      |
| 38. | Ben F. Keifer           | 1440 Inglis Ave.                                   |
| 39. | Margaret Keifer         | Columbus, Ohio, 43212                              |
| 40. | Norman Codner           | 1810 Cortelyou Road<br>Brooklyn, N.Y., 11226       |
| 41. | Neal D. Tarshis         | 5711 N. Drake<br>Chicago, Ill., 60645              |
| 42. | Edmund F. Galvin        | 219 Harvard St.<br>Cambridge, Mass., 02139         |
| 43. | Alan Rachlin            | 1 West 182nd St.<br>Bronx, N.Y., 10453             |
| 44. | Ronald W. Bounds        | 13 Brookes Av.<br>Gaithersburg, Md., 20760         |

Linda Bushyager, Pittsburgh PA

Dear Don: I am confused, and I imagine a lot of other people are too, on just where the charter flight is going. Is it landing in London or Frankfurt? I think we will go with either, but I would like to know.

Actually, at this point I'd rather land in Frankfurt. Three weeks is really not a long time to travel around Germany, let alone France and England too. Also, won't boat and train costs add about \$100 to the cost per person. You really ought to publish that information, since many people who have joined the charter or are about to are traveling on a limited budget (one kid has \$300-\$400 only)...

Another point I've questions about, how cum the plane won't return to the USA until Tuesday? One big problem is that Ron and I have only two weeks vacation and will have to get an extra week off as is. With the new return date, that's two more work days gone. Also, some people are supposed to return to school August 31. What goes?

Well, good luck anyhow!

Bye, Linda Bushyager

P.S. If you can't fill both planes, would it be possible to combine them? I have doubts that 360 some people in the U.S.A. will go.

Current planning is to land in London. As for getting to Heidelberg, I called the German Federal Railroad and found that London to Heidelberg first class is \$37.30. If you go second class it's only \$27.80. If you travel with a group there is a slightly greater reduction. As for the date, we're trying like mad to coerce the airlines into return Sunday for no increase in fare. At the time this is written we return Sunday, August 30. See page 2 for the latest information. And, as you suggest, if we don't fill both planes, we'll combine them. Right now the east coast charter is definite. I'm not sure on the west coast one. Word is awaited. (Before anyone thinks I called overseas to Germany, the German Federal Railroad has an office in New York. Just write to 11 West 42nd Street, New York, N.Y. 10036 or call 212 565-7545)

Bob Vardeman, Box 11352, Albuquerque, N.M. 87112

Dear Don: Many thnaks (thnaks?) for the info. Couldn't ask for a better deal since I'll have accumulated over five weeks vacation by then. I can now get in a regional con during the spring and then still have enough time left for 3 weeks in Europe. Whee!

I'm putting in for the east coast flight since it appears it will be easier to fly east rather than west and then east, tho I don't suppose it matters. I suppose which airlines will be announced later on (or is it to be Pan Am)? Not that it matters. In fact, if you can arrange it at Cape Kennedy for a Saturn launch to lift over to Germany, I'd gladly book passage that way. Even if we had to detour by the moon.

Wieder, Vielen Dank für dies Auskunft.

Auf übers Jahr! Bob Vardeman

Yeah, Wieder and all that. I hope you called me something nice.

Henry P. Durkin, Publicity Director, Walker and Co., 720 Fifth Ave, N.Y., N.Y.

Dear Don: Sorry to be so late with the check, but the holiday rush at the office prevented me from getting to your letter earlier.

So, here it is, our check for \$50.00 as a deposit towards one round trip flight to Heicon. I'll be sending you a personal check for \$50.00 in a couple of days. This will be for my wife's ticket, while the enclosed company check is for me.

I had not known that I should also give a St. Louiscon membership number. I don't have one and neither does my wife. What's the quickest way of getting them and how much will it cost. We'd hate to lose out on the special airline rate just

because we didn't pay a buck for a membership card. Please let me know how to get two numbers, OK?

Please keep in touch and let me know all the developments. Walker wants to present its books to the European fans in the best possible way, so all details are important to us. If you know anything about who to get in touch with about a booth for our exhibit, please let me know that too. I want to get all the details ironed out as far in advance as I can. Mainly because I want to send our materials ahead--I don't like the idea of having to shlep all the stuff three thousand miles.

Cordially, Henry P. Durkin

The reason for the St. Louiscon and Heicon membership numbers being wanted is to make sure everyone on the flight is truly a member of an affinity group as the FAA requires. Since science fiction fandom is so loosely organized, we're using it as a criterion we can point to if questioned. If you're absolutely sure that you're a recognized member of Heicon it's not that necessary. It just makes life easier for us in checking, that's all. But remember, you must be a member of Heicon as least six months before the flight departs or the FAA will not consider you a member of an affinity group under any circumstances.

George W. Price, 1439 W. North Shore Ave., Chicago, Ill. 60626

Dear Don: There is a small possibility that when Heicon time rolls around, I will be married. The rule says that to be eligible for the charter flight one must be a Heicon member at least six months before departure. Can my wife -- if I get one -- travel on my membership, or must I get a membership for her now? You understand, I would feel kind of funny explaining to her how her name got on the membership list, when we're not even engaged yet!

Very sincerely yours, George W. Price

You pose an interesting question, since I presume you don't want to tip your hand to the femfan by getting her a membership in Heicon. However, you're covered by the fact that "The immediate family of any bona fide member of a charter organization may participate in a charter flight..." See Chapter II, Subchapter A, Paragraph 295.32 for those who care. This includes "The spouse, dependent child or parent of a bona fide member who lives in such member's household." So good luck; I just hope I didn't blow your cover by printing your letter.

Sue A. Ward, 246 Miller St., Iona, Mich. 48846

Dear Don: Why do you say Fielding's books are a bunch of slop? For a person who has never traveled abroad, I'd say they contained a surprising amount of valuable information. Of course, you've been there and I haven't, so...

Will the plane still land in London, or hasn't it been decided? If my opinion counts any more, I'd much prefer landing in Frankfurt because we would like to see as much of Germany as possible.

Thanx for everything Don, especially for arranging this nice cheap charter.

Yours, Sue A. Ward

I guess I was a little harsh in my condemnation of Fielding's books. I certainly didn't mean to set myself up as an authority on European travel. I've been over there twice; the first time for 2 1/2 months, the second for 4 1/2 months. Both trips were spent in nothing but travel -- as cheaply as possible. My desire was to see as much of Europe as possible on a limited budget. Of necessity I had to pass up the sort of places preferred by Fielding. I camped, slept in youth hostels, stayed with people I'd met, etc. I feel as a result that I know far more about the people of Europe than about the tour sights and market places. And this is what I wanted. If others have different desires, by all

means indulge them. Fielding's books give a little insight into the things I wanted to get out of my visit. I just feel he doesn't cover enough of what I'm really interested in.

Alan Nourse, Tradewinds Travel Bureau, Fall City, Wash.

Dear Don: The affinity group status approval is a legal opinion from World Airways' lawyers, but it was carried through to their legal staff in Washington, D.C., so it represents the opinion of those individuals in the company who are dealing every day with officials of the CAB. This is as far as we go until we are ready to make a formal application for the charter with World or with some other carrier. At this point we don't have enough people lined up nor are we certain enough of the carrier to take that step... I don't want to be making an application with one carrier and then scratching it and making one with another, etc. I'm not suggesting we wait until the last minute by any means, but rather until we have a manifest of charter passengers large enough for various carriers to get enthusiastically competitive about. Given 100 or so, we may...repeat may... be able to get a carrier to pin down a charter or bulk fare for us in writing which will be firm for next August. But the fact that rates are bouncing all over the place right now doesn't provide us with any particular advantage, since any quote we get from any airline is going to be very carefully hedged in terms of "subject to change without notice." We too have been soliciting quotes from various scheduled airlines and I am convinced that the gal on the phone has instructions from on high to tell the customer what she thinks he wants to hear. And nobody knows yet what the ultimate fares offered for next August will be. There are two cheering aspects to this. First, I wouldn't scratch World Airways as a prospect. They are waiting to see how things will turn out rather than just giving us some magic figure which might have no relation to the actual fare when the time came. Second is that the cut rate fares from the schedules have not yet been disallowed by the CAB and the IATA discussions have failed to come up with compromise fares that would quiet down the renegades like Alitalia, so the summer fares will be up for grabs and will begin to appear, I think, very soon. At this point the under \$200 figure appears more reasonable than ever. I'll be keeping closely abreast of this and will keep you posted..

Sincerely, Alan Nourse

The above letter was written December 4. Since that time IATA had finally settled their differences and very shortly the airlines will make definite quotes. When we get them we'll pass them on to everyone.

Mr. Don Lundry  
RD 1, Old York Estates  
Hightstown, N.J. 08520



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New York, NY 10527

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