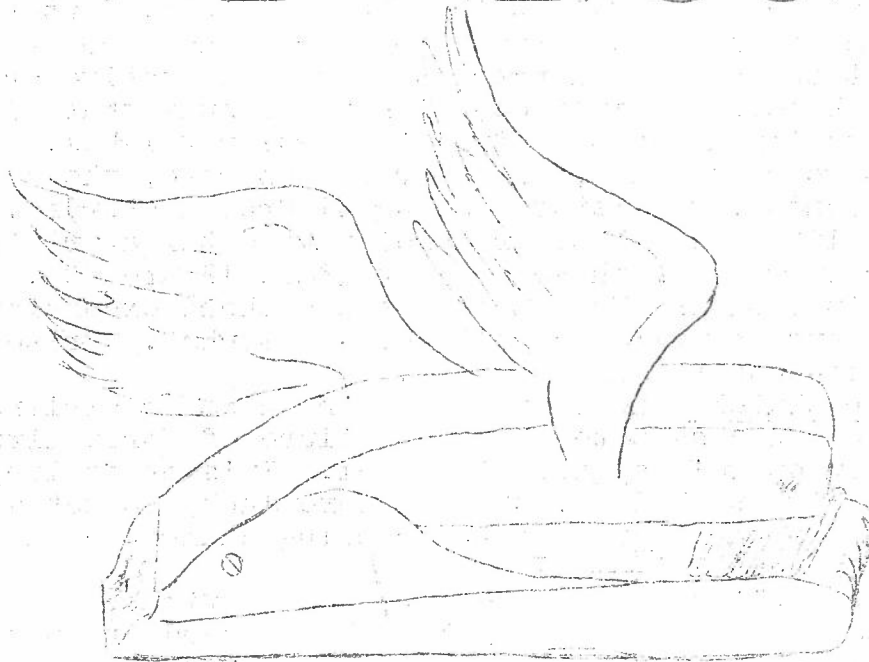


THE HEICON



FLYER

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Publishing facilities Charlie Brown
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Contributors Bob Vardeman
 Dena Benatan

This issue is being sent to members of the charter flight and other interested parties. Any reference to the charter flight is meant only for those who have been members of the HEICON '70 convention since February 1. The flight will be flying under CAB regulations concerning affinity groups so if you haven't joined by now, you can't go on the charter flight. Contrary to what may be said elsewhere in the letter column, the balance of the money is due May 1, not April 1.

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HEICON CHARTER NEWS

The most important news this month is the final, definite commitment to the charter flight from the airlines. After waiting for the contract with World Airways to be returned from them, it was decided not to wait any longer but make alternative arrangements. So I talked with several airlines, with the result that KLM has booked 100 seats for us on one of their regular flights. In order to take advantage of the low, shoulder season rate, the departure is Aug 10 for London, the return is Aug 31 from Amsterdam. The fare is a low, low \$196 (plus whatever foreign head taxes are involved). Children under 2 are 10%, those between 2 and 12 are 50%. For people traveling in from the West Coast, the weekend excursion rates should apply, thus lowering overall costs somewhat. Write Allen Nourse for cross-country arrangements.

This is absolutely the last change in dates or airlines. This last revision was necessitated by the failure of World Airways to return the contract we'd signed with them. It's my feeling from all the people I've talked to, that we were lucky to get seats at this late date, so the chance of their being changed even if we wanted to is miniscule.

Now that the flight times and airline are final, we are asking for the balance of the fare by May 1. Please send it on to Allen Nourse, Tradewinds Travel Bureau, Fall City, Washington, 98024. If it's sent to me, I'll only forward it on to him. At this time, assume the total amount is \$200 and send that, less your deposit. Most of the early signups put down the deposit for \$50, so the balance for you people is \$150; later ones put down a deposit of \$75, so for them the balance is \$125. The deposits have been cheerfully gathering interest, so this makes the exact amount we'll all wind up paying hard to figure; thus the request for a nice even figure of \$200. Refund checks for the proper difference will be going out shortly before the departure of the flight to all those leaving on the flight.

There has been some question as to why the plane was going to London, in view of the desire shown in the questionnaire for Frankfurt. About half the people who responded to the questionnaire wanted Frankfurt, while 25% wanted to arrive in London, and 20% wanted to leave from London. What isn't apparent from the raw figures is that the people who wanted London, wanted it on one end or the other, but not both. Those who chose Frankfurt either wanted to arrive and depart from there or else weren't that rigid in their requirement for Frankfurt. A further factor was that those who were going to Europe for the first time, might be reluctant to land in some country other than an English speaking one. I know when I went over for the first time I was really afraid of being able to get around and communicate. It turns out to be absolutely no problem, but there is still a psychological barrier to be overcome. All these factors influenced the choice of London for the landing site. The flight with KLM will land briefly in Amsterdam, where we change planes to continue on to London. While in Amsterdam, there will be tax-free shopping available at the airport before we continue on to London. Luggage will be checked through to London.

MAKE HOTEL RESERVATIONS -- NOW

What has a blue cover and is constantly being lost, or mutilated? What indispensable document do travelers convert into a shopping list, autograph book, or memo pad? What makes a favorite coloring book for a traveler's child?

You guessed it: a passport.

The fate of thousands of passports issued each year to American travelers isn't a happy one. Normally congenial officials in the Department of State's Passport Office are now so concerned with the fate of passports, and the travelers who use them, that a special campaign has been launched this Spring to inform travelers of the proper care and handling of their most important possession.

A passport is designed to identify a person as a citizen of a particular country. It contains not only a photograph of the person, but basic information on his place of birth, residence, age, nationality, and the places he or she may visit. A passport is an official government document to be used only by the person or persons to whom it is issued. It is not a toy.

The use of a passport requires signing your passport as indicated on page 2 of the passport. It is not valid unless it is signed by the bearer.

1. Fill in all information required on the inside front cover. In case of accident, or other circumstances, it may be necessary to contact the designated agent of the next of kin.
2. Notify the Passport Office, Department of State, Washington, D.C. 20524, if your passport is lost, stolen; or, if abroad, notify the nearest American Consul.
3. Check the visa requirements of the countries you plan to visit. This is the travelers own responsibility.

Among the things you should never do is to loan the passport for use by a friend or stranger. Don't use it as collateral or modify it in any way. It is not a notebook, scrap book, or autograph book. The only entries that can be made in it are by customs and consular officials to note arrival or departure in a country or to insert a visa. You should keep it with you at all times; don't pack it in the luggage. You'll probably be required to show it when you register for the night and when you cross borders.

To obtain a passport you must present yourself in person at a passport office or, as in some cities, at a Federal Courthouse, with someone who has known you for at least two years. It is also wise to bring proof of birth to establish citizenship and naturalization papers, if needed. Travelers should also have two duplicate photographs not more than six months old. These photographs may be either in black and white or color and approximately 2 1/2" by 2 1/2" in size.

In case you think that it is only the average citizen who has trouble with the government bureaucracy, here's an excerpt from the annual combined Christmas greeting and annual report distributed by Miss Frances Knight, director of the United States Passport Office. This is undoubtedly the most efficient government operation currently in business. Yet for all its efficiencies, it is hampered by the requirement of Congressional approval on any increase in staff or investment in new offices to better serve the public. The letter speaks for itself. . . .

If this Christmas letter is late reaching you, chalk it up to the fact that I have had a hard time getting into a "Merry Christmas and Happy New Year" mood.

The Passport Office ends 1969 in a bruised and battered condition, thanks to arbitrary budget cuts resulting in reduced personnel; lack of administrative support; lack of an understanding of the changing travel patterns of United States citizens and a total indifference to the predictable results of the forthcoming mass travel capability of the jumbo jets and the supersonic transport plane.

In 1969, the Passport Office issued 1,810,000 passports. That was a 17.9 per cent increase over 1968. At the peak of our busy season, June, 1969, we were 45 per cent over June, 1968. In addition, we renewed 184,000 passports to full five-year validity without charge.

Our budget was \$5,676,132 for the fiscal year 1969, and we brought into the United States Treasury \$16,554,703 in fees -- a net profit of \$10,874,571.

Despite our increased workload and our pleas for assistance, authority to hire 22 permanent employes required in fiscal 1969 was denied for over a year. Then, under the pressure of public criticism, authority was reluctantly granted, but too late to rescue us from costly overtime and a heavy backlog of work. Now, a year and a half later, most of these positions still remain unfilled. Twenty-four more permanent positions requested for fiscal 1970 were denied outright. Passport Office regulars put in 17,000 hours of overtime, resulting in employe fatigue, sickness and a high percentage of errors.

Virtually every recommendation for improvement in our personnel and fiscal positions has been turned down. Our third request for three additional passport agencies, sorely needed, has been denied. We have been denied funds for research into a new passport concept for the future; we have been denied the minimum personnel required in 1970 to operate this office and its 10 field agencies.

Currently, the outlook for 1970 is dismal indeed. As a result of a totally inequitable fiscal policy, the issuance of passports will be delayed at least two weeks, if not more, in the forthcoming year.

It is increasingly difficult for us in the Passport Office to figure out why a Federal Government operation making a net profit of over \$10 million annually cannot get sufficient funds for staff, equipment and expansion to serve United States citizens who are paying for such services.

Under these circumstances, it is mighty difficult to develop a "Merry Christmas" and "Happy New Year" spirit. However, we hope the New Year will bring you health and happiness and all the other good happenings that seem destined to pass us by.

Frances G. Knight,
Director, Passport Office
Washington, D. C.

LETTERS

Jack Chalker:

511 Liberty Heights Ave., Baltimore, Md., 21207

Dear Don,

Enclosed my \$ for the flight deposit; I frankly suspect that the charter will fall through like so many in the past for lack of people actually paying, but I won't let it fail because I delayed. Please refund if the trip falls flat.

My best to you,

Cordially,

Jack L. Chalker

I'm glad to see support for the flight. A few more people laying their money on the line and the charter will be a success. Conversely, a few people holding back and the predictions of doom will come true. The money is completely refundable up until final signing of the contract, which will be about April 1.

Jack Williamson:

Box 761, Portales, New Mexico, 88130

Dear Don,

You ask for comments about European travel. In the summer of 1965, Blanche and I spent 11 weeks in Europe. A week in Madrid. Across North Africa to Cairo. Five days in Athens. A week in Italy. A few days in Lucerne. Munich and a steamer down the Rhine. Paris and London. A Russian tour -- Russian liner to Leningrad, with a stop at Helsinki, and a return by conducted tour (motor coach) through Novgorod, Moscow, Poland, Berlin, Holland. The London convention. Four days in Ireland.

Altogether a pretty fabulous trip, which we thoroughly enjoyed. For about half of it, we had arrangements made in advance. The rest of the time, we made our own. I think there is little or no advantage in making complete reservations. At any big city we found efficient organizations conducting local tours, which you can take as you like with no reservations. If arrangements are paid for in advance, you feel compelled to go in spite of weather or exhaustion. Of course it is necessary to arrange in advance for Russian travel -- but the Russian trip was fascinating to me, and one of our best bargains.

As for suggestions: travel light. Carry wash-and-wear garments. Europe is likely to be cool, even in summer. You need some warm clothing. Learn what you can about geography, history, local customs, language. (Dover sells low-cost language courses with phonograph records, and you will find that people appreciate the effort to learn a little of their language, even if you don't do it well.) When you're taking pictures, try to keep some kind of record of what they are -- otherwise you may not remember. Altogether, we found people generally friendly and helpful, and we're eager to go back.

TWA sells -- or did sell -- low-cost pocket guides to various countries, which we found useful. If you carry American Express travel checks, you can have mail forwarded and held by the

American Express agencies in various cities. We found this service more reliable than that provided by hotels -- even expensive ones.

On a doctor's prescription, I carried a big bottle of something called polymagma that is almost miraculously comforting in case of intestinal difficulty.

With all the best,
Jack Williamson

Thanks for the info. It's always a good idea to carry a small kit of medical necessities such as aspirin, etc. A good stomach upset remedy is almost a must.

I recall Grace (my wife) suddenly having to buy a belt for Kotex. The Kotex was no problem; it's a well known brand sold all over the world. But the belt is something else. It's not sold with the Kotex at all; you have to go to a drugstore and ask for it. So there is my wife, in her non-existent Italian trying to pick out words from an English-Italian dictionary for the salesgirl while I stand modestly in the background trying to appear interested in Italian aspirin. After struggling with the Italian for belt (cintura) and mangling it since she can't roll her R's, I threw politeness to the winds and stepped forward. Not too sure how a salesgirl would react to a man asking for a napkin belt, I pronounced the word and added "Kotex." At this, her face lights up and she turns to my wife: "Ah, CINTURA HYGENICA."

Robin E. R. Johnson:
33/100 High St., North Sydney, N.S.W. 2060

Dear Don,

Dates for the charter sound ideal for me. Money sounds to me a little high, but you are picking a week end in the peak season both ways, but I think you certainly should be able to get the price down. I've no idea how the numbers are going, but I assume you are working on a Boeing 707 with around 160-170 seats. I would like to know a little more about departure dates for the west coast effort as well. If, as seems possible, I will only have a few days in the States, it might be a better idea to spend less of them on traveling about within the country. I haven't yet got around to writing to Dr. Mourse, but intend to Realsoonnow. One possibility I might investigate would be one way with each, which if not too many people do it ought to be possible without breaking CAB rules.

You really are much better off as regards charters than we are in this benighted country. As QANTAS is (a) Australia's only overseas carrier and (b) Government owned, some idiot of a Federal politico has found it easy to get the IATA rules made part of the Legal Code or somesuch, and the Feds now control charter prices. Not the actual price paid to the carrier, but the minimum fares paid by an individual, which at this time are 55% of the IATA return fare. To London from here that means \$A685, about US\$760. I'm a member of a couple of clubs that do this, and as they give

no excursion fares from here to Yurp, this also cuts down on possibilities. I cannot remember if I mentioned that the exc. fare from here to the West Coast is \$A675, with a time limit of 28 days, but even with regular 21-day excursion fares US-UK on last summer's rates I come out ahead of the regular fare by around \$150.

Very sincerely,
Robin.

I had to cut the letter slightly to get it in this month, but the above was too interesting to hold over. Apparently there are other governments even more fouled up than ours.

Bob Vardeman:

PO Box 11352, Albuquerque, N. M. 87112

Dear Don,

Enclosed is some material for Heicon Flyer. The clipping is from the Denver Post, and I doubt if they'd much mind it if you wanted to reprint it or parts of it. In case you don't get the Denver paper (why should you? NY Times is closer. Out here, Denver Post is the only good paper for 1000km), I'll continue to send clippings related to this type thing. E.g., travel in Europe, tour suggestions for sightseeing in Germany and stuff like this.

I'd also think it might be worthwhile to mention the availability of student credentials at most if not all colleges. I understand such ID is good for all sorts of free admissions to museums, etc., and is good in appeasing die Polizei when you commit some heinous boo-boo like ignoring a road sign.

Also, is anyone interested in polishing up their German by corry? If so, let me know. My German is rotten and perhaps misery can find some company and we could help each other get a bit more fluent before next August. It just takes too long even via air-mail (besides being expensive) to correspond to Europe. I've carried on a half-way corry with Manfred for about six months or so. He always replies in English and I can never quite be sure just how good my previous letter was. Any takers?

Ich muss gehen. Haben Sie fröhliche Weihnacht und glückliche Neujahr.

Auf Wiederschreiben!

Bob Vardeman

Thanks for the material. I'm running it next issue. The student ID is a must in order to travel cheaply. Be sure you have the International Student Identity Card. No matter what your credentials look like with full color portraits and engraved signatures in plastic, etc., most places will accept only the official international student ID. Write to the

Council on Student Travel
777 UN Plaza
New York, NY 10017
Phone MO 1-0310

Robert W. Buechley:

Route 4 -- 504 Chateau Apts, Chapel Hill, N. C. 27514

Dear Don,

"The Budget Guide to Europe" by Howard and Adelaide Stern -- I used it in my last trip in '62 -- two friends also.

Why did you stop with #44? OR why aren't my wife and I on your list? OR was gibts? (Please reply individually and quick.) I must have my billing by March 21 as I will be in Tucson for the week and can't pay if I'm not home.

R. W. Buechley

Fret not. I assumed it would be obvious there were more on the list from my statement elsewhere that there were 70 signed up and from the fact that the last person listed was at the bottom of the page. I didn't feel it was necessary to state the list would be continued next issue.

The next billing will be done from the travel bureau for those who haven't already sent it in. Fear not -- I shall let you know when it's due. And please remember when quizzing me for personal replies that I don't get a dime out of this. Except for subs and trades for the Heicon flyer. All you people on the charter who have not subbed or contributed are getting the Heicon Flyer either cause I like you or I like the sound of your name.

Ethel Lindsay:

Courage House, 6 Langley Avenue, Surbiton, Surrey,

Ethel Lindsay writes (to Charlie Brown).

Dear Charlie,

....Briefly there are two ways/travel to Heidelberg from London/ can be accomplished. One is an economy flight arranged by American Express that costs £48 /approx. \$108.80 -- DWL/ and includes four nights' hotel bed and breakfast. The other is to go by train. The return fare is £21 /approx. \$51.60 -- DWL/, but a party of ten or more people can go at reduced rates...in fact reduced as far as £16.15s /approx. \$40.20 -- DWL/. That is second class fares I am quoting. I haven't had the quote yet for first class fares, but should imagine they would run about £20 /approx. \$44.80 -- DWL/. The whole point about either is that people must get a move on. For August everything is well booked out. I hope no Americans are fondly imagining that they can book anywhere or anything casually. Billy tells me that the hotel situation in London is getting to be quite fantastic! So if you know of anyone going -- give them a shove, huh? They ought to get in touch with me and let me have a look at their plans so that I can tell them if they are feasible or not. Of course, Billy may be wrong, maybe they are making their arrangements with local Am. Express people. In which case...panic stations over!

Best,
Ethel.

Dear Charlie,

Billy Pettit has just phoned me telling me the latest news about the charter flight leaving the East coast. He says that this will arrive early August. He is anxious that folks realise that they must book early if they hope to stay in London. He is willing -- as I am -- to help in any way. Billy reckons that he could do the booking given enough notice of who are coming and what they want. Could you put a note in LOCUS asking folks to write to me if they are coming and telling me what they want? It will be easier than writing to Billy, as he goes backwards and forwards to Europe so much. Also we would like to plan at least one get together for anyone coming to meet all the London fans. Again we must have some idea of just who and how many are coming. If they all write to me with any problems, we can sort it out between us.

I have also managed to get my hands on a list of the hotels for Heidelberg itself. These can all be booked through American Express. I enclose the list.

I hope you are one of those coming?

In a rush...I am at work on my 15th anniversary issue of SCOT and have just cut the 72nd stencil! I am thinking of having a collating party!

All the best,
Ethel

Name of Hotel	Double Room	Single Room	Supplement
Europaeischer Hof	62.00-68.00	34.00-38.00	19.00-34.00
Goldene Rose	42.00	23.00	3.50- 5.00
Ritter	52.80	26.40	7.60
Schwarzes Schiff	35.00	18.00	7.50
Neckar	44.00	31.00	9.00
Bayrischer Hof	49.00	28.00	6.50
Eden	48.00	27.30	10.00-18.00
Schrieder	54.00	27.00	10.50
Rotor Hahn	33.00-39.00	20.00-23.00	6.00- 8.00
Gerne	34.00	17.00	10.50
Diane	38.00	21.50	6.00- 8.50

Supplementary amounts are for rooms with bath -- per night.

For a double room figure twice the amount per person.

A light fluctuation is possible.

Rates include bed, breakfast, service and taxes.

Rates are in deutsche marks; figure $8\frac{1}{2}$ DM to the pound.

American Express, Travel Division, Haymarket, London SW1 offer:
Economy flight:

Four nights' accommodation in medium priced hotel in twin-bedded rooms without bath, bed and breakfast.

Transfer from Frankfurt Airport to Heidelberg and return by private coach.

Tips, taxes and portorage at hotel.

A supplement of £1.8s per person per night for rooms with bath.
Total cost £48.

Write to Mr. Ward c/o above address.

PERSONALS:

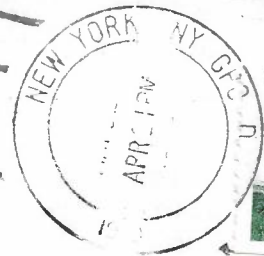
"I'm picking up a car while I'm in Germany -- is anyone or even two or three willing to split the cost of gas, please let me know."

Bob Vardeman
P. O. Box 11352
Albuquerque, NM 87112

"Books on all topics for sale. European travel books at special reduced rate for Heicon Charter members. (Actually, it's the same rate for all books, but we wanted to make you feel good.) A.BIG 20% off list price, plus 25% for postage and handling.

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512 W. 169th Street
New York, N.Y. 10032

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