

HEICON CHARTER NEWS: FINAL, ULTIMATE FLIGHT ARRANGEMENTS

Everything was a bit rushed last issue since I was so long getting it out. I'm finding out that there is considerably more to organizing this charter flight than putting out a regular newsletter. The Heicon Flyer is only the tip of the iceberg representing all the work involved.

I mentioned only briefly a change in airlines in the last issue. Way back around February, Tradewinds Travel Bureau and I signed a contract with World Airways for a plane capable of carrying 183 people for a per person cost of \$206. In signing their contract, I modified it heavily, since it was rather one way in its benefits. For example, if the flight was cancelled by World for any reason -- mechanical failure, strike, etc. -- their only obligation was to return the money. They were not required to provide alternate transportation -- until I rewrote that section. In addition, if we changed our mind and cancelled with World for any reason, we were prohibited from flying with any other airlines for 30 days before and after our date with World. All in all, it struck me as a rather lopsided contract, and I proceeded to chew it up slightly, figuring we could always do some dickering later on.

The contract was never returned by them with their signature to complete it. And they also wanted the next payment which was due April 1. Needless to say, Allen Nourse's reaction, to which I heartily concurred, was essentially: no contract, no money. At this time, there were all kinds of rumors flying. Rumbles in the travel bureau industry suggested that they were having trouble getting approval to fly into England. They muttered something at us about improper advertising of the affinity group. Since the reason for that one was found to lie in some of their sales statements, it died. But whatever the reason, they still had not returned the contracts or suggested revising my changed wording.

Fortunately, I'd maintained a casual relationship with a New York sales executive for KLM. I'd also talked with Lufthansa, so there were other alternatives. After signing with World, IATA finally finished its mutual throat cutting and rate fixing sessions and came up with trans-Atlantic fares of \$245 round trip to Paris for peak season affinity groups of 80 or more. After considering alternatives, it became apparent that if we shifted the departure by two days, from Saturday to Monday, the rate would drop to \$196, less than the \$206 rate of World and in the \$190-200 range I felt committed to from when I started trying to organize this flight. The only problem was whether there would be places available at this late date.

The key factor was World. If they returned the contract, signed with my modifications, they were still to be considered. There would be, at that point, some bartering to improve the price, but otherwise they looked good. As it turned out, they did nothing, and Alan and I agreed to jettison them.

With the new arrangement, we are flying with KLM as an affinity group on a regularly scheduled flight. We no longer have an explicit contract providing for their getting us to Europe regardless of unforeseen circumstances, but since it is a regular airline -- and one of the better ones -- I anticipate no major problems. At this point we have 100 confirmed seats available to us. We not have between 88 and 96 signed up, depending on how many others swing over from the

HEICON CHARTER NEWS

Departure: August 10, 1970

Lv: 9:45 p.m. Kennedy Airport, New York
Ar: 10:00 a.m. Schiphol Airport, Amsterdam
Lv: 12:00 noon Schiphol Airport, Amsterdam
Ar: 12:55 p.m. Lahore Airport, London

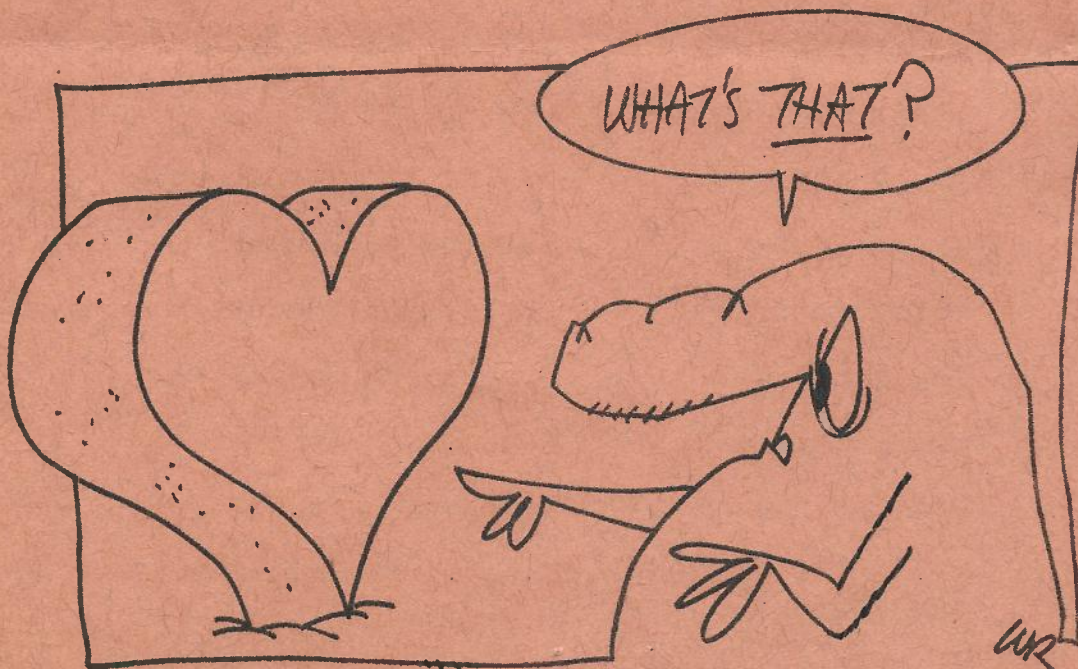
Return: August 31, 1970

Lv: 12:45 p.m. Schiphol Airport, Amsterdam
Ar: 4:00 p.m. Kennedy Airport, New York

Fare:

\$200 Due May 1
(With refunds of about \$4.00 after we figure out interest, taxes, etc.)
Children 2-12: Half-fare
Children under 2: 10%
Make checks payable to: HEICON CHARTER
Send them to: TRADEWINDS TRAVEL BUREAU
FALL CITY, WASHINGTON 98024

Note: This special charter rate is open only to bona fide members of the World Science Fiction Society (HEICON '70) who have been members since at least February 1, 1970. Others who wish to join us are welcome; however, the regular fare must be paid. That is, \$794 First Class; \$554 individual economy class; \$331, 14-28 day excursion fare. For other possible rates consult your travel agent.



THE TAFF RACE

The TAFF was created in 1953 by Don Ford and Walter A. Willis, for the purpose of providing funds to bring well-known and popular fans across the Atlantic. Although the first winner, A. Vincent Clarke, was unable to accept in 1954, since that time (with one exception: Lee Hoffman won in 1957, but chose to travel on her own funds) the TAFF has regularly brought overseas fans to the United States, and sent American fans to European conventions.

The TAFF exists solely through the support of fandom, and through the years fandom has been generous with its money -- so much so that several British fans have been brought over to enjoy American hospitality on special funds, without harming TAFF.

Steve Stiles is the present administrator in the United States, and is requesting your vote for the TAFF selection who will travel to Heidelberg. Your vote must be accompanied by a donation of no less than one dollar -- and your dollars will help make this year's campaign successful.

Below is a list of previous TAFF winners:

LIST OF TAFF WINNERS

1955	Ken Bulmer	England to Cleveland
1957	Robert A. Madle	U.S.A. to London
1958	Ron Bennett	England to Los Angeles
1960	Don Ford	U.S.A. to London
1960	Eric Bentcliffe	England to Pittsburgh
1962	Ron Ellik	U.S.A. to Harrogate
1962	Ethel Lindsay	England to Chicago
1964	Wally Weber	U.S.A. to Peterborough
1964	Arthur Thomson	England to Oakland
1965	Terry Carr	U.S.A. to London
1966	Tom Schluck	Germany to Cleveland
1968	Steve Stiles	U.S.A. to England
1969	Eddie Jones	England to St. Louis
1970	???	U.S.A. to Heidelberg

Candidates:

Charlie Brown
Bill Rotsler
Elliot Shorter

EUROPE BY RAIL

Unlike the United States, rail travel in Europe is clean, safe, and comfortable. Even if you aren't a rail fan, railroad travel in Europe will entice you with its retention of the charm and romance of old-time travel. A further incentive is the low fare.

Facilities

There are as many as 20,000 trains running daily through Germany. The regular fare rates will carry you on local trains and regular fast trains called "E" trains. For a small supplemental charge there are "D" express trains and "F" express through trains. These "F" trains are first class only - as opposed to the others which carry both first and second classes. Either class is comfortable. The second class cars are organized into compartments seating eight or so in facing seats. I'm not too sure what first class is like since I couldn't afford to travel that way, but I'm pretty sure they have individual seats. In the true luxury category there is the TEE trains - the Trans Europ-Express. This is very similar to the N.Y. to Washington Metroliner in that it requires advance reservations and has a supplemental charge. At the other extreme of comfort, some countries still run fourth class "cattle cars" with wooden benches. Not many fortunately.

It's interesting to note some of the facilities you can find on the various trains. There are refreshments obtainable on most trains, others have restaurant cars, although a good many rely on your obtaining food from the platform vendors at various stops. There are trains with buffet cars, sleeping cars, and couchettes (whatever that is). There are also trains with telephones and a typewriting compartment. (presumably to allow for putting out a one-shot while traveling between countries). There are dog kennels on all baggage cars in Germany. And if you don't want your dog to ride in the baggage car, he can remain with his owner in special compartments on most trains. On some "F" trains and on all TEE trains, there are private writing compartments and trilingual secretaries.

Arrangements

Travel arrangements can be made in advance through a local travel agency or through me from the issuance of rail tickets to seat reservations. Baggage transportation can be arranged locally so that baggage may be checked through to the destination exactly like airline travel. From personal experience, I can state it is reliable. Unfortunately, there is no guarantee it will go straight through - it may be delayed or take a different route from the one you are on. When the baggage crosses international borders and contains only personal effects, all you have to do is complete a simplified green customs declaration which accompanies the baggage. The rest is handled by the railway. As an example of baggage rates, shipping 50 KG (110 lbs) from Bremen to Heidelberg, a distance of 565 km or 340 miles, costs \$3.35. Of course hand luggage carried with you is free. For bicycles there is a flat rate of 1 DM for distances up to 200 km and 2 DM over that. This requires a special bicycle ticket. You must also deliver the bicycle to the baggage car and claim it there at your destination. And if you don't have

a bicycle, German-rail will also transport baby carriages, tents, skies, toboggans and collapsible canoes.

Eurail-pass

If you plan on seeing a lot of cities, a Eurailpass is your best bargain. With a 21-day pass, you can travel first class on any railroad in Germany, France, Italy, etc. - in short, the entire free European continent. All this for one flat fee. You can get on or off any place you want and not worry about trying to buy a ticket in a foreign language. You simply board the first class section of any train and show your pass to the conductor. All that's left is to relax and enjoy the trip.

There are several items, though, to keep in mind. First, it does not cover England. And since the cross-channel ferry is part of the British Railway it's not good there. But from the French (or Dutch) border on, it is good. Secondly, rail travel is not terribly expensive in Europe and if you won't be traveling much distance, a single ticket may be cheaper. The best way to resolve this question is to lay out your trip and estimate the amount of travel involved. Then decide how you want to travel (car, bus, etc.) and figure the relative cost of each.

If you are planning to travel with a group, there is also a group ticket plan known (naturally) as Eurail-group. This allows 10 or more people to travel at a reduced rate. If there are 25 or more together, the reduction can be as low as 50%. I will be organizing one or more groups to travel from London to Heidelberg. I will also act as a clearing house for those interested in other travel. This should make it easier to gather a group together. So let me know what's desired.

From Denmark to Germany

For those desiring to tour Scandanavia, the best way to do it is by train. My own feeling is that the main tour sites are the cities of Copenhagen, Oslo, and Stockholm. If you look at a map, you'll see they make a triangle with very little to see in between. Thus an overnight train between each city allows you the maximum time to sight see. Between Germany and Denmark, Germanrail runs the BEE Line - the fastest and most scenic route connecting the two countries. Starting in Hamburg, you cross Europe's largest bridge, the 321 foot long Fehmarn Sound bridge, then pass through the island of Fehmarn ending at Puttgarden. There, the train is rolled onto the deck of one of the ferry boats for the one-hour trip to Rødby Farge on the Danish island of Lolland. At this point, the train continues to Nykobing where it connects with the Danish State Railways.

Details

For those readers of the fine print, the following compendium of little known facts is supplied:

- a) Ordinary tickets, up to 98 km are valid for 2 days; over 98 km tickets are valid for 4 days.
- b) Long-distance tickets for distances exceeding 391 km are valid for 2 months. The journey may be broken as often as desired.
- c) Return tickets, 10-25% reduction in fare. For distances up to 98 km the tickets are valid for 2 days out, 4 days return. Over 98 km, the ticket is valid for 2 months.

- d) Monthly network tickets for the entire German Federal Railway are available as well as quarterly network tickets for 11 different networks (covering 7000 km).
- e) There are monthly district tickets and weekly district tickets for 72 different districts. Each covers approximately 1000 km.
- f) Eurailpass tickets offer unlimited first class travel to permanent residents of North America. They are validated for use at the first station used. This validation must be within six months of the issuance. Rates are: 21 days, \$110. ; 1 month, \$140. ; 2 months, \$180. ; 3 months, \$210. Children under four are free, from 4 to 10 years old are half fare.

Conclusion

So, as I said earlier, European rail is far superior to the U.S. version. It should not be equated to American rail travel and is certainly worth considering in your travel plans. For more information contact any travel agent or write to me. For the rail fans who really want to dig into this, the following addresses might prove helpful:

German Federal Railroad	11 West 42nd St. New York, N.Y., 10036
French National Railroads	610 Fifth Avenue New York, N.Y., 10020
CIT Travel Service, Inc. (Agent for Italian State RR)	500 Fifth Avenue New York, N.Y., 10036
Scandinavian Travel Bureau (Agent for Scandinavian RR)	630 Fifth Avenue New York, N.Y., 10020
Swiss National Tourist Office (Agent for Swiss Federal RR)	608 Fifth Avenue New York, N.Y., 10020

GERMAN TOURIST OFFICES

German tourist offices are located at:

500 Fifth Avnue, New York, N.Y., 10036
 11 S. LaSalle Street, Chicago, Ill, 60603
 323 Geary Streeet, San Francisco, Calif., 94102
 1176 Sherbrooke St. West, Montreal, Que., Canada

European offices are located in Amsterdam, Brussels, Copenhagen, Lisbon, London, Madrid, Paris, Rome, Stockholm, Vienna, Zagreb, and Zurich.

45. Eli Cohen
601 Furnald
Columbia Univ.
New York, N.Y., 10027
46. Sue Anderson
400 Gunson St., Apt 25
East Lansing, Mich., 48823
47. Sheila Mae Kamper
5612 Farragut Rd.
Brooklyn, N.Y., 11234
48. Sharon Kennelty
2977 Beltagh Av.
Wantagh, N.Y., 11793
49. Janet Megson
321 West 105 th St., Apt 5-C
New York, N.Y., 10025
50. Eric Kagan
26 Coolidge Avenue
West Orange, N.J., 07052
51. Rick Pohlman
297-44-6009
HHC - USASATR
Ft. Devens, Mass., 01433
52. Floyd R. Atchinson
53. Sandra Atchinson
4200 Cherry Lane S.E.
Ada, Michigan, 49301
54. Crayden Arcand
53 Rebecca Cr.
Ottawa 9, Ontario Canada
55. Robert W. Buechley
56. Georgia Buechley
504 Chateau Apts., Route 4
Chapel Hill, N.C., 27514
57. Roy Ward
58. Sue A. Ward
246 Miller St.
Ionia, Mich., 48846
59. Mary J. Ensley
60. Rosemary Ensley
400 First Ave.
New Hyde Park, N.Y., 11040
61. George W. Price
1439 W. North Shore Ave.
Chicago, Illinois, 60626
62. Paul F. Della Penna
12163 De Poutrincourt
Montreal 356, Quebec Canada
63. Brian Burley
64. Sherna Burley
1480 Route 46 - Apt. 123A
Parsippany, N.J., 07054
65. Henry P. Durkin
(Walker Publishing Co)
720 Fifth Ave.
New York, N.Y., 10019
66. Thomas W. Bulmer
138 Lincoln Ave.
East Paterson, N.J., 07407
67. Suzanne V. Tompkins
5830 Bartlett St.
Pittsburgh, Pa., 15217

MONEY, STAMINA KEY TO STUDENT TRAVEL ABROAD

by William Grout, Denver Post

Students traveling in Europe for the first time often find that in spite of careful study and prodigious annotation of the economy guide books, they still spend more money than their skeletal budgets allow for.

Arriving in Europe early in June, they stay in the cheapest hotels, eat in all the back alley restaurants, write home about how cheap everything is, and run out of money in a month. With a little more experience they realize stretching a few hundred dollars over a summer involves more than just finding inexpensive room and board. It means putting padlocks on your pockets, developing a ratlike cunning, and being exceptionally persistent. In short, it means traveling ninth class, the way of hardship, discomfort, and sometimes a little adventure. Here are a few suggestions for minimal ninth-class travel:

Get in shape-- In cities, where hitchhiking is not possible, there is no better value for your money than walking. One ride on a bus or subway can cost as much as lunch, and a taxi fare can pay for three meals. So before you arrive in Europe you must be in good condition. One of the best ways to prepare for a ninth-class tour is to take a part-time job as a mailman.

Carry a walletful of Student I.D. Cards-- To take advantage of student hostels, special air fares, reduced admission prices at some museums, monuments, and musical events, some kind of student I.D. card is needed. A school sweatshirt and a vocabulary with groovy as the universal adjective seldom takes the place of documentary proof. Your passport won't help either, because American passports, unlike many European ones, do not disclose the bearer's occupation. (In Europe being a student is an occupation, something that would certainly startle the parents of most American college students.)

Practically any card that mentions "student" or "university" will work, but to be safe it is best to purchase an International Student Identity Card. Usually, student admission prices are available only at government museums, but even if the museum is private it is a good idea to flash your student card. If there is not a student discount at a play or concert you can sometimes buy a standing room ticket and select your seat when the lights go down low. And finally, if you should lose your I.D. card in the vicinity of Istanbul, you can have another one made there for a few dollars.

Shun people who have to be tipped- These include bellhops, doormen, maids, guides, taxi drivers and waiters. Traveling ninth-class means serving yourself, not being waited on. Waiters are the most difficult of this group to be avoided, so whenever possible eat in cafeterias or buy precooked foods and sandwich material.

Eat three meals a day-- Certainly the greatest temptation facing the ninth class traveler is to eat too much. Walking makes you hungry, hitchhiking makes you hungry, and every time you spend three hours in a museum you come outfeeling edified, uplifted, and close to starvation. Just around the corner there is always a restaurant, and in the window is a tray with pastries delectable enough to make the greatest tightwad go limp. The best way to fight this hunger is to carry a bag of peanuts with you and when the pangs start eat a few and then drink six or seven glasses of water. That should hold you till the next meal.

Hitchhike, hitchhike, hitchhike-- it's tedious; it's tiring; it's exasperating. But other means of transport can't match the price. Hitchhiking in Western Europe is still quite safe, but it isn't getting any easier. In most countries it seems to grow worse and worse as more and more cars jam the roads. Ireland is the only exception to this.

Monday is usually the best day of the week for hitchhiking, Sunday the worst. Sunny days are always better than rainy days. The thumb, palm down, is the proper appendage to use when hitching in the British Isles. On the Continent, sticking your thumb out is a social blunder, even on open roads. The proper signal is to hold out your arm, index finger extended, and describe an arc in the air from the oncoming cars to the direction you are headed. Have patience and carry an umbrella.

Receiving mail-- Though American consulates are usually further out from city centers, they are better places to receive mail than the American Express offices, because if a letter gets behind you American Express will charge \$2 to forward it, while the consulates will do it for nothing.

Ask a thousand questions-- The timid ninth-class traveler usually winds up traveling eighth class. Go ahead and look helpless if you want to, but ask questions. Bombard the air with questions. Hang around American Express and ask other young travelers about cheap places to stay and eat. Ask hotelkeepers if a bath is included in the price of the room, if there are attics or broom closets where you can sleep on the floor, if the water is hot enough to boil eggs. When traveling ninth-class you can never ask too many questions.

Don't neglect to look up any friends, friends of friends, or friends of friends of friends-- Even if they don't offer to put you up and take you around, they may be able to suggest some hidden nook where you can eat, sleep, or view an unknown Picasso.

Equip yourself properly-- Unless you want to have your arms permanently stretched down to knee level, carry a rucksack, preferably one without a frame and not any larger than can fit on your lap while riding in the back seat of a Volkswagen with three other people. Carry your money, including traveler's checks, next to your skin, either in a cloth pouch hung around your neck or in a money belt around your waist. A pouch has the advantage of being large enough to hold your passport and return air ticket as well as your money, thus giving you a feeling of independence from your luggage. Don't forget your pouch on the hook in the shower room at the youth hostel. Finally, remember the more difficulties you get into, the more stories you'll have to tell when you get home.

The International Student Identity Card is available from the Council on Student Travel, 777 UN Plaza, NY, NY 10017. It's an absolute must for cheap travel. As for mail, shun American Express with its long lines and rude service. But go there to meet fellow tourists and badger them with questions on good (cheap) places to stay in the direction you're going. In this respect, it's wise to always carry a Youth Hostel card, so that you can stay there. There will be more on Youth Hostels in a later issue, but for those who want information now, write:

American Youth Hostels
20 West 17th Street
New York, NY 10011

There are actually two Frankfurts in Germany. The biggest one is Frankfurt am Main, that is, Frankfurt by the Main River. The other, considerably smaller, is known as Frankfurt am Oder, Frankfurt by the Oder River, and happens to be in East Germany. So be precise. Frankfurt am Main is the one from which the Heicon flight will be leaving on August 31st.

LETTERS

Billy Pettit,
Control Data Ltd., 22A St. James Sq., London, S.W.1, Gt. Britain

Thanks for the info on the Finnish magazine. The price I think is wrong. I believe that Finland went through re-evaluation. This is the same thing that France and Yugoslavia and a few others have gone through. You just move the decimal point on you currency so you can have coins with some value again. Right now Belgium and Italy badly need to do the same thing. What happens is that your currency becomes so inflated that you don't have any small denominations. This means you don't have any coins worth anything. And in most countries outside of America coins are still the main medium of exchange. Piecing together four or five bills to buy a loaf of bread doesn't set well.

Didn't mean to lecture like that but I recently had the whole thing driven home to me. Yugoslavia re-evaluated from 1250 to the dollar to 12.50 to the dollar. But the bastards didn't change the currency over at once instead of doing it gradually. To help out more, they used the same plates, colors and designs for both types, changing only the number on the bill. Here I am, not knowing about two types of money, having only the old conversion rate of 1250. I want to give a tip, don't speak the language, so hand the guy a 100. You can guess that it was one of the new ones. I never saw him again of course. Ghod! An eight dollar tip. No wonder everybody thinks Americans are crazy. I can't blame anybody for it but me. But I'll be damned if I have been able to find it written down anyplace. I charged it off as experience and put it on the expense account as unavoidable expenses. They haven't bounced it yet.

But you have to watch them damn conversion rates. They change from day to day. When you travel as much as I do, you can lose a fortune in conversion costs. They are only about one percent for currency, but sometimes I have to change the same money three or four times. I always save the slips and charge the company for the costs. Have to. It could cost me forty or fifty dollars a month on hidden costs. There are money restrictions going in and out of England that further mess things up. Since coins generally cost 20% for conversion, those that don't spend are just tossed into a drawer until the next trip. I'll do that for currency under ten dollars too. It means having a hundred bucks or so laying around in ten different monies. But the real loss of money through conversion will kill you without knowing it. Incidentally, the claim about travelers' checks is true. I've never been any place that would not take them. And even most stores and restaurants will give you a discount on them. In Yugoslavia, it was 20% off for dollars and travelers' checks. Another funny thing is that there are three conversion rates: one for currency, one for coins and one for travelers' checks. The one for travelers' checks is better than the one for cash. The philosophy is that the dollars are already there because you are converting them. But the checks represent money yet to come from America. Sounds crazy, but the best way to travel is to use travelers' checks and not cash.

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now defunct western charter. We will confirm up to 100; over that, up to 10, we will put on a waiting list to replace those who change their minds. Over 110, forget it. At this late date, getting more seats will be about as likely as getting seats for the latest Broadway hit -- possible, but not very damn probable.

For those who wish to join us but are not members of the World Science Fiction Society (HEICON '70), first class seats are \$794; individual economy class tickets are \$554; 14-28 day excursion fare, \$331; 29-45 day excursion fare, \$290 (plus \$30 extra for each week-end arrival or departure). You can pay any of these prices, depending on your circumstances, and join us on the flight. If you think that's illogical, there are about five more fares you could pay and still fly on the same plane.

One thing about the reduced rates we're getting: the low prices are available to members of an affinity group traveling together -- and members of the World Science Fiction Society (HEICON '70) are such a group. But if you haven't been a member since at least February 1, 1970, then forget it. You can't go. I'm not about to bend the rules slightly or indulge in any hanky-panky just to get one more person on the flight. That one more person could result in cancelling the entire flight. And I have a feeling the other 90 or so would be slightly annoyed.

Because of delays in publication, please substitute June 1 for the May 1 deadline.

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WANTED - Player piano rolls. Ampico, Duo-Art, and Welte rolls \$1.00
Other rolls 25¢. Also interested in information on player grand pianos. If you know of one or any other unusual automatic musical instruments, please write. D. Lundry, RD 1, Hightstown, N.J., 08520

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Donald W. Lundry
RD 1 - Old York Estates
Hightstown, N.J., 08520



Eli Cohen
601 Fernald
Columbia University
New York, N.Y. 10027

** FIRST CLASS MAIL **