

'Battle of Britain' started war

Airlines cut transatlantic fares

By LYNN OSGOOD
Daily Collegian Staff Writer

Ever since Freddie Laker introduced his no frills Skytrain from New York to London, transatlantic airlines have been competing with each other and coming up with some new bargain-type fares to complement their older repertoire.

Laker's flights, the Skytrains, run round-trip from New York to London for \$236, about one-third the price of a normal coach ticket. While the low-priced fares are a real plum for overseas travelers, there are certain regulations.

Since the flights are essentially an experiment, Great Britain has limited Laker's service to no more than 11 weekly flights each way during the peak summer season and seven weekly flights in winter. The plane's capacity is limited to 345 passengers in summer and 189 in winter.

Long lines are almost synonymous with Skytrain since tickets are sold on a first-come first-served basis. Passengers can't purchase tickets until six hours before departure time, however, and then on a cash or traveler's checks basis only.

Moving up about \$20 on the price scale, a consumer can find the budget and stand-by flights. Both of these have identical round-trip airfares from London to New York, \$256, but different rules govern them.

Travelers on bargain flights can have a confirmed seat by making reservations 21 days in advance of the Sunday of the week they want to go. It might sound confusing, but what it amounts to is that the traveler can choose the week in which he wants to go, but the airline

will specify the departure date, seven days in advance.

Travelers on stand-by status have an open stand-by ticket and must be at the ticket counter at least three hours before the flight's departure time to reserve a seat.

Advanced Purchase Excursion fares run \$290 round-trip from New York to London. APEX flights are booked in advance so reservations and tickets must be picked up and paid for at least 45 days in advance of the departure date.

The traveler has a confirmed date and seat on an APEX flight, but the latter is subject to what the airlines call "controlled capacity." This means that the airline has allocated a specific number of seats for APEX fares and that seating, therefore, is limited.

The APEX fares have a minimum and maximum-stay provision attached to their fares. This winter, the minimum stay is 14 days and the maximum 45 days.

Once an APEX ticket has been issued, the traveler is subject to a \$50 or 10 per cent penalty (whichever is higher) if he cancels, changes any date, or changes the arrival or departure cities.

APEX fares also are subject to a weekend surcharge which stipulates anyone traveling on a Friday or Saturday, or coming back on a Saturday or Sunday is charged an additional \$15.

Youth fares to Europe have been around much longer than Laker's skytrain and its contemporaries. Youth fares are more expensive than the newer fares — \$473 round-trip from New York to London — and can be used only if the traveler is under 22 years old.

The advantage to these fares is that

the traveler can request a specific departure date and specific flight. His reservations won't be confirmed, however, until five days before the flight. This fare, unlike APEX, has no minimum or maximum-stay provision attached to it and its ticket is good for one year.

There are in addition to these "bargain" fares the standard offerings of most transatlantic airlines — first class, regular coach, 14-21 day and 22-45 day excursion fares. The latter two, like APEX, have minimum and maximum-stay provisions, but tickets for these excursion fares do not have to be purchased in advance.

When all the prices for roundtrip tickets from New York to London are considered, Laker's fare at \$236 emerges as the least expensive. Following Laker in increasing fare costs are the bargain and stand-by fares (\$256), APEX (\$290), 22-45 day excursion (\$467), 14-21 day excursion (\$541), regular coach (\$626), first class (\$1312) and, of course, Concorde, which if it gets regularly scheduled flights from Kennedy to Heathrow, will cost \$1574.

Ex-localites perish in Georgia flood

A former Boalsburg resident and her son were among those killed when an earthen dam broke Sunday and sent a wall of water rushing through the sleeping community of Toccoa, Ga.

Cassandra Metzger, 28, and her son Derek, 2, died in the flood waters that flowed from the swollen Kelley Barnes Lake, destroyed the Toccoa Falls Bible College and lifted houses and mobile homes from their foundations.

Mrs. Metzger was the daughter of Mr. and Mrs. Ralph Jessop, 209 W. Main St., Boalsburg.

Her husband Jeffrey and another child, Debbie, 7, survived the flood but both were hospitalized. Metzger, who is a student at the Bible college, is the son of Fred L. Metzger, State College.

At least 38 persons died in the flood and one person is still missing. All other faculty, students and children associated with the Toccoa Falls College have been accounted for.

Jogger slightly injured by car

A woman was slightly injured Monday afternoon when she was struck by a car while jogging on Allen Street, University police said.

Diane Rozo, 41 Edge Trail, Cunningham, was taken to Ritenour by Bruce M. Siegenthaler, State College, the operator of the car that struck Rozo. Rozo was treated and released.

A door from a woman's restroom stall in Sprout Hall was torn from its hinges, University police said. Loss was set at \$500.

A female student in Stephens Hall told

University police an unknown male entered her room at approximately 5 a.m. Saturday and exposed himself.

A house at 328 E. Mitchell Ave. was broken into between 10:30 a.m. and 2:30 p.m. Monday, State College police said. Police are unsure what was taken from the home.

A parking meter, valued at \$95, was stolen over the weekend from the McAllister Street parking lot, State College police said.

—by Rich Ziemba

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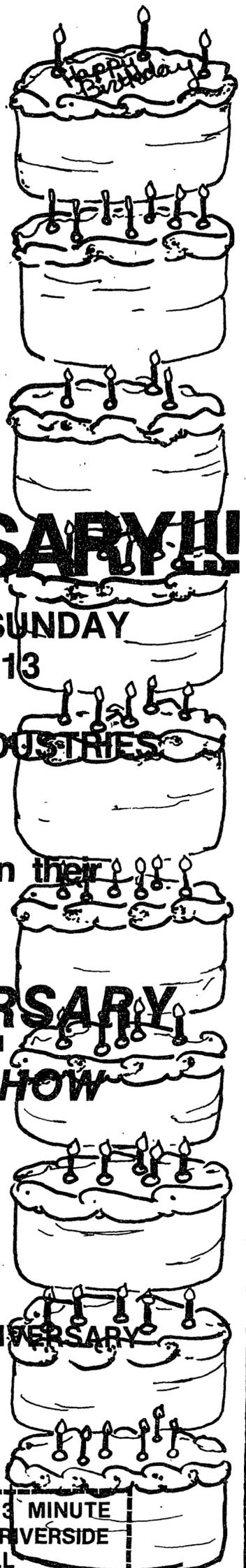
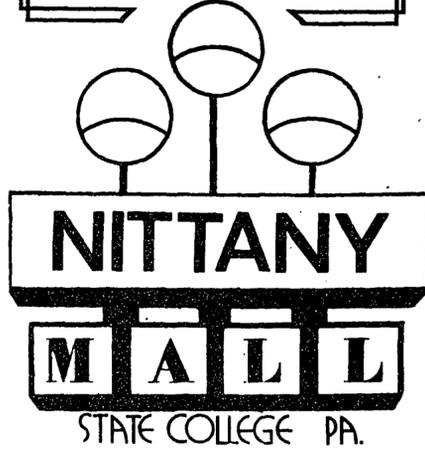
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