
Vogelvlucht

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Uitgave voor Australië en Nieuw Zeeland van de Koninklijke Luchtvaartmaatschappij N.V.

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G.P.O. Box 4095,
Sydney 2001, N.S.W.
Australia

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This publication is issued four times per year in the months of MARCH/JUNE/SEPTEMBER and DECEMBER for the Dutch community living in Australia and New Zealand.

Although the information and prices given in this magazine are believed correct at the time of publication, their accuracy cannot be guaranteed and they should not be regarded as binding for KLM or its agents.

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One of the pleasant aspects of writing for you all is the mail we receive. We personally reply to letters, but every now and then we get letters telling us something we think deserves wider coverage. So we'll share two letters with you from our letter-box.

Op ons artikel over Nienke van Hichtum (1989/4) kregen we een bijzondere reactie uit Fingal Bay, NSW.

Mrs Joanna Lafebre schrijft ons o.a.: "Het artikel over Nienke van Hichtum herinnerde ons aan de goede oude tijd. In onze boekenkast staat nog steeds een kapot-gelezen, vergeeld exemplaar van Afke's Tiental. Mevrouw Troelstra, "Mem", was een grote vriendin van ons gezin. De laatste dertien jaren van haar leven woonde ze dichtbij ons in Hilversum. Mijn vader was de schrijver Cor Bruijn, hij schreef vele kinderboeken en romans, o.a. Sil de Strandjutter. Samen met hem publiceerde Mem verschillende bloemlezingen, o.a. Uit het Sagenland. Toen ze in 1939 stierf, schreef mijn vader een gedicht dat hij bij de crematie voorlas."

Het laatste couplet van dit gedicht luidt:

Nu blies God in haar lamp, als Afke eens in de hare. Zij ging ter rust, "Us Mem" zei goedenacht.

Maar kindskinderen van ons zie ik na vele jaren nog luisteren naar haar. Hun ogen glanzend zacht.

Cor Bruijn heeft het goed gezien. Nu, vijftig jaar later, wordt er nog steeds naar "Us Mem" geluisterd.

"TALC ALF": philosopher in the outback

If you look at the background of the two pictures, you'll immediately recognize Australia – at least, that's what we did. But the main point is the two pieces of sculpture carved by Cornelis Alferink, who was born in Baarn and came to Australia with his parents at the ripe age of 6. He became fascinated by the Outback decades ago and lives and works in the historic old railway town of Lyndhurst, S.A. His sculpture in the soft stone has earned him the name of "Talc Alf" and also coverage on TV. See the pictures! But also, the peace and quiet of the Outback have stimulated the philosopher in him and a feeling of kinship for the original inhabitants – the Aboriginals.

Alf had two interesting contributions we wish to share.

"As KLM's business is aerodynamic flight, I reason the Australian aboriginal became the first designer of a wing that returned. In a way they started our technology of flying to the stars."

The boomerang certainly is a fascinating piece of technology and it has been studied intensively by aeronautical engineers. We believe other very ancient peoples knew it also, but only the Australians have kept this knowledge. Although flyers will be conscious of having such ancient aerodynamical roots, for the time being KLM has decided not to use the boomerang principle for their flights to Down Under – we think you prefer a crew ...

If readers would like to write to Cornelis Alferink, or better still: go and see the art, here's the address: Talc Alf, c/o P.O. Box 44, Leigh Creek, South Australia 5731.



The Amsterdam Museum Boat

Are you interested in zebra's, money-boxes, theatrical attire or Egyptian queens? Do you want to see the characteristic parts of Amsterdam and do some shopping without getting exhausted, lost, or caught in the capital's complicated traffic? Just board a Museum Boat and get smoothly on your way.



Basic facts

Every 45 minutes, daily from 10.00 till 15.15 hrs a Museum Boat leaves the quay opposite the Central Station for a round trip through the canals and part of the harbour. On the way there are 5 stops from which shopping areas, markets, the zoo and some 14 museums can be reached on foot. There are day-tickets and combi-tickets with benefits like discount admissions and coffee and cakes in the American Hotel, famous for its architecture and its clientèle. Both tickets are valid through the day and allow you to get on and off as you please.

Added values

Beside the comfortable trip and the facts and figures supplied by the guide, the boat offers yet other attractions. From the canals you see so much more than from the streets: gables, doors and windows in every conceivable form, decorations, crazy

details, house-boats: from the ridiculously luxurious to the painfully austere. But above all: the funny Dutch you may spy upon unobtrusively. During my trip I saw an old gentleman trying to keep his hat down by hooking the crook of his walking-stick in the brim and almost in the same view I spotted a tiny kid without so much as a stitch on, hopping and waving behind a window of a very stately building.

As always, Amsterdam offered plenty of past and plenty of present, especially as seen from a Museum Boat. When you are in Holland, phone 020-256464 for a free brochure.

Jan Zeeman: expert in familiewapens

Bijna iedereen denkt dat je van adel moet zijn om een familiewapen te mogen voeren. Omdat er in Nederland maar circa 700 adellijke geslachten zijn, ben je op zo'n manier gauw uitgepraat. Maar als het over familiewapens gaat, is Jan Zeeman beslist niet gauw uitgepraat. Integendeel, zoals hijzelf zegt: "ik zou er uren over kunnen vertellen". En onderhoudend ook, zoals bijvoorbeeld blijkt uit vele publicaties die hij op zijn naam heeft staan – én uit het gesprek dat ik met hem had.



Een breed terrein

Familiewapens bestrijken een veel breder terrein dan de 700 adellijke geslachten. Zo breed, dat Jan Zeeman's oorspronkelijke hobby nu zijn beroep is geworden. Een beroep dat beslist zeldzaam is: naast challigraaf is hij wapen – en blazoenschilder, en door zijn werk voor een genealogisch bureau heeft hij zijn handen vol. Hoe komt dat dan? Jan Zeeman:

"Naast die adellijke wapens zijn er de zogenaamde burgerlijke familiewapens. Daarmee wordt het terrein ineens enorm verbreed: er bestaan in Nederland circa 75.000 verschillende familienamen en onderzoek heeft uitgewezen dat ongeveer 6 op de 10 Nederlanders recht hebben een familiewapen te voeren. Dat heeft tot gevolg dat er zo'n 45.000 Nederlandse burgerlijke familiewapens staan geregistreerd."

Dat komt voor U ongetwijfeld ook als een verrassing en misschien begint U zich wel af te vragen of Uw familie niet óók een wapen mag voeren? Nou, dat is precies de reden waarom een gesprek met Jan Zeeman – die met zijn verzameling van circa een half miljoen internationale familiewapens beslist wel een expert genoemd kan worden – zo'n geschikt onderwerp voor Vogelvlucht leek.

Hoe ontstonden ze?

Jan Zeeman kan het ontstaan van de familiewapens in een paar zinnen samenvatten:

"Het begon natuurlijk daarmee dat de ridders tijdens de tournooien herkenbaar moesten zijn – zoals nu voetballers door de scheidsrechter gemakkelijk moeten kunnen worden geïdentificeerd. Er kwamen dus herkenningstekens op de schilden, die ook in de vorm van een banier verschenen en daaruit ontwikkelde zich het familiewapen. Vanwege de band met de ridders bestaat een familiewapen dus nog steeds uit een schild, een helm met helmteken en een helmkleed. Dat laatste deed in de riddertijd dienst als een soort zonnenscherm, anders stikte je in zo'n harnas. Al heel vroeg – rond de twaalfde eeuw – begonnen burgers ook een wapen te voeren. Dat betekende een zekere status, het waren welgestelde kooplieden of bestuurders die dat deden. Die wapens zijn officieel geregistreerd en er zijn heel oude nog bewaard op perkament – dat immers praktisch onvergankelijk is. De afbeeldingen in het wapen verwijzen vaak naar de naam of het beroep, die trouwens ook dikwijls met elkaar te maken hadden. Zo zou je bijvoorbeeld iemand kunnen hebben die wijnkoper van

beroep was, daarom de familienaam Wijnkoper voerde en een wapen liet registreren met druivetrossen erin."

Dat wat de afbeeldingen in de familiewapens betreft, blijven nog de kleuren over. Er zijn maar vier toegestane kleuren in de heraldiek (wapenkunde), die fraaie oude namen hebben gekregen: rood heet "keel", blauw heet "azuur", groen "sinopel" en zwart "sabel". Dan zijn er nog twee metalen: goud (=geel) en zilver (als wit of grijs weergegeven). Sinds de 17e eeuw bestaat er een standaard kleurcode zodat een wapen zonder enige verwarring ook in zwart/wit kan worden afgebeeld.

Hernieuwde belangstelling

Sinds enige tijd is er een enorme toename in de belangstelling van mensen voor een familiewapen. Jan Zeeman:

"Wij merken dat ook op het genealogisch bureau: steeds meer mensen vinden het leuk te weten waar hun familienaam vandaan komt, en het is nog leuker wanneer blijkt dat je al een paar eeuwen lang een wapen mag voeren. Het hangt allemaal samen met mensen die het prettig vinden hun individualiteit een beetje te benadrukken. Die belangstelling zit zeker niet in de oudere generatie alleen, voor wapens



bestaat juist bij mensen tussen de 30 en 40 veel interesse."

Wat mensen nu doen als ze een wapen blijken te bezitten? Het is een bijzonder origineel idee voor een cadeautje: een wapen kan als schilderij voor aan de muur, op een bord geschilderd is het al even decoratief, maar het kan ook in een speciaal glas worden gegraveerd, in een zegelring of zelfs op briefpapier worden gedrukt. Vooral voor verjaardagen, huwelijksfeesten, jubilea en dergelijke zijn dat geschikte geschenken. En ook rond de laatste maand van het jaar is er een grote

vraag naar.

Bovendien: als het historisch onderzoek géén wapen van de familie oplevert, kan men nog steeds een wapen laten ontwerpen en registreren zodat het officieel wordt. Ook het ontwerpen van deze nieuwe wapens is een deel

van Jan Zeeman zijn werkzaamheden. Is dat alles nou een kostbare zaak? Eerst moet onderzoek worden gedaan of er een wapen is. Zo ja, dan kost het tussen de 250 en 300 gulden voor een aquarel van dat wapen. Olievert of speciale dingen zoals een zegelring hebben natuurlijk hun eigen prijs. Het laten registreren van een nieuw ontworpen wapen kost circa 750 gulden. Al met al kunnen we ons voorstellen dat er mensen met interesse onder de lezers zijn en voor hen de raad contact op te nemen met Jan Zeeman, Bruntingerbrink 170, 7812VV, Emmen.

Visiting one of the remoter islands in the Pacific a few years ago, I heard from the locals that there were two other Dutchmen around. And when I happened to run into them a few days later, I was not too surprised to hear they were scientists from the Wageningen Agricultural University. For that institution has a world-wide reputation of excellence and especially in developing countries scientists from Wageningen are actively involved in helping people to benefit from their environment without destroying it. So I decided to take a closer look at "Wageningen" – and immediately discovered that one article will simply not do.



Fresh vegetables look appetizing ...

The scope of research at the university has widened to include much more than its traditional base of agriculture and forestry. It ranges from fisheries to control of pollution, from interpretation of satellite pictures to human health. This is also reflected in the university's name, which now would translate as University of Agriculture and Environmental Sciences. From this varied range of studies I have selected five subjects I think you will be interested in. Three will be covered in the next issue, two in the present. But first, let's look at the general picture.

Origins and development

In the latter part of the 19th century there was a serious agricultural crisis in Western Europe. The Dutch government took several far-sighted measures, one of them being the foundation of state-run agricultural schools. Wageningen was the first such (1876) and in 1918 it became a university. The small town (only 6000 inhabitants then) was chosen for the variety of soils in its vicinity and also because many students would be farmer's sons and the quiet provincial backwater "would not expose the youngsters to city attractions..." Especially in the past few decades, development has been rapid. The

University has always had a close relation to the needs and questions arising in society, and these have changed from the traditional subjects of how to increase crop yields and combat plant diseases to the extremely complex interactions between Mankind and the environment. The Dutch colonial past is now an asset especially for developing countries: Wageningen's historic expertise in tropical forestry is now invaluable for initiatives in conservation of the world's rain forests, for instance. Both the curriculum and the research projects are fully international – and so are many of the students!

Very broadly speaking, Wageningen deals with the elements "soil", "water" and "air". These are covered in five sectors: Plant Science & Production, Animal Sciences and Production, Biosciences & Product Technology, Land Use & Natural Resources and Agriculture, Environment & Society. The two subjects we'll look at in this issue will give you an idea of the variety of scientific work: remote sensing techniques, and the possible link between nutrition and cancer.

Looking down at the Earth

That's what Remote Sensing basically amounts to: recording images of the

Earth and its vegetation from above. The scientists I interviewed represented two entirely different fields: Jan Clevers' speciality is agriculture, Dirk Hoekman's is microwave technology – radar, to put it simply.

The most widely known technique of remote sensing is aerial photography from a specially equipped aircraft. The images can be normal photographs or pictures taken in infrared and they yield lots of information on things like soil erosion, crop yields or crop diseases. However, such aerial photography is expensive and Jan Clevers' doctoral thesis showed that Ultralight Aircraft, with their much lower cost, are perfectly suitable for coverage of smaller areas. If an agricultural institute wishes to survey small plots of test crops, Ultralights are ideal, for instance.

At the other end of the technological and altitude scale, remote sensing uses satellites dedicated to earth resources.

An important task of remote sensing involves answering the questions of "what grows where, and how much is there?" Such an inventory is necessary for statistics and planning – eg. processing of crops by the food industry. In the Netherlands, there is another aspect: to curb overproduction farmers are encouraged to let



Ultralight aircraft are used in aerial photography for agricultural studies.



Harvest ripening in the Flevo polders. These are a test site used in satellite imaging.



...but many of their components are still unknown!



Infrared picture of fields in North Limburg. Grey-green crops are not in as good a condition as the red ones: a plant with well-developed foliage reflects more infrared and thus looks red.



fields lie fallow for a year, for which they receive compensation. Cheating can be detected by remote sensing ...

The problem with optical images is their availability: some areas of the world are mostly under cloud cover, for instance. That is where radar comes in, not hindered by clouds or darkness. However, radar "pictures" can look totally different from what we're used to and scientists must learn to interpret them. Dirk Hoekman has studied the application of radar sensing to forestry and although the data do not result in a recognizable picture of a forest, they do permit measurement of the distances between trees with an accuracy of a few centimetres! With the increasing interest in conservation of the rain forests, this will become a powerful tool, and studies in Guyana and Colombia are scheduled.

At this moment, Clevers and Hoekman are co-operating for a long-term research project called Synergy. As we have just seen, radar images do not look like photographs and scientists must first determine "what it is we are actually measuring". This they will do by examining the optical and radar data for test-sites, areas for which there is precise information on vegetation etc. One such site is Flevoland, another is Alice Springs!

Protection against cancer?

It is obvious that there is a relationship between nutrition and health. Equally clearly, the way in which we prepare our food can have adverse effects on its quality: overcooking or adding lots of salt. But many aspects

of the effect of foods on health are still vague and this is especially so for possible links between nutrition and cancer. Two fields of research could throw more light on this important subject: toxicology (research into poisons) and the health sciences. I spoke to two toxicologists active in this field of research.

Erica Tiedink is completing a four-year research project on a group of noxious substances called nitroso compounds. In an acid environment such as the stomach, these can be formed from compounds in vegetables that may originate from nitrates. Nitrates of course form a component of fertilizers and are also naturally present in vegetables. Very concisely put this could help answer the question of whether a rich supply of fertilizer might not lead to an increased risk of cancer? One of the problems Erica had to solve was that detection methods for the forerunners of the nitroso compounds had not been developed. Although the study is not yet completed, it can be concluded that such compounds are much more abundantly formed in cabbages than in vegetables like peas and carrots. However, Erica emphasizes that "the problems are far more complex than the simple conclusion that carrots are good for you. For instance, cabbages also contain substances with a possible protective effect against cancer!"

One of the subjects Gerrit Alink has been studying is the effect of frying and baking. About ten years ago Japanese scientists published rather alarming studies indicating that frying and baking could increase the amount of cancer-promoting substances in our food. Alink summarizes

the results: "in a very comprehensive study together with other research institutes we have not found a definite effect for the average diet." Similar conclusions apply to smoking of meat and barbecuing: breathing polluted city air is much more unhealthy!

Alink points out that Mother Nature does produce a lot of very dangerous substances – from arrow poisons to cancer-promoting compounds formed by certain moulds. However, evidence has also been found for the occurrence in vegetables of substances that may inhibit the development of tumors, and that's where the health sciences come in.

Michael Hertog has just started a four-year research project into the occurrence of "anticancer" substances especially in vegetables. Knowledge in this field is still elementary; there is some evidence for their existence, but as Michael says: "any vegetable contains an enormous variety of substances and picking out the right one is a problem". Another problem is again that as these substances have not been studied, no standard detection methods have been developed. That is one aspect of the project, once this has been done, an inventory will be made: what are these substances like, what vegetables contain them and how much is there? Michael also stresses the complexity of the question – there are indications of a protective effect of carrots and paprika, for instance, and nutrition is certainly a factor involved in tumor development, but many more studies like those now carried out at Wageningen Agricultural University will be necessary before we can pinpoint the substances involved.

Joh. Enschedé en Zonen: The Craft and

Many Dutchmen will associate “Haarlem” with “printing”, remembering their history lessons about the Haarlem burgher Laurens Janszoon Coster and his invention of printing. And sure enough, walking around Haarlem’s magnificent St. Bavo church you’ll discover a fine statue honouring Laurens.

On the international level, Coster’s claim to immortality has not been taken seriously and modern historians regard it as dubious. If you are a bit disappointed to hear that, it would be a good idea to continue your walk around the St. Bavo just a little while. For on the Klokhuisplein you’ll find a printing-business that is internationally renowned and although it may not go back to the 15th century (when printing was invented) it does have a history of almost 300 years: Joh. Enschedé en Zonen.



And this is just a small selection of the variety.

The original “secret printing-office” has developed into a highly regarded department of Security Research, which plays an important role in international anti-counterfeit operations. For instance, Joh. Enschedé en Zonen prints a sort of encyclopedia that covers all the world’s banknotes including the counterfeit notes. Updates appear regularly and this specialized publication – which you’re not very likely to see – is used by banks and other specialists in the field of finance.

Security is just as important for valuable documents such as shares, obligations or bank cheques, and things like savings-coupons. And a whole new field opened up when credit-cards and identity-cards were introduced. Printing has always been a field of high technology as well as craftsmanship, and translating a design into a banknote, credit-card or pass sufficiently secure and yet sufficiently practical for production is a highly complex task where computer-aided design is a powerful tool.

The world of stamps

Stamps are the smallest bits of paper that mean something. They not only make it possible to send and receive

mail, for a very large number of people they are a pleasant hobby – or an investment. And for Joh. Enschedé en Zonen they have been a specialty since 1866.

Stamps are also a form of Public Relations: important exhibitions, social institutions and public services like the railways are keen to promote their cause through the issue of special stamps. To have this done, they must apply to the Postal Authority of the country in question and in the Netherlands (where about 10 such issues appear each year) only a tenth of such requests can be honoured.

Only a handful of firms worldwide is capable of meeting the very special requirements (eg. the booklets you can get from vending machines) for top-quality stamps, and as a result Joh. Enschedé en Zonen prints stamps for some 30 different countries each year, including some recent issues by Australian and New Zealand. And not to forget, for some smaller countries stamps can be an important means of hard-currency income: “down under”, Samoa and Tokelau are just two examples.

Finally, the firm handles a large volume of work that may be less “sensitive” but nevertheless belongs to the

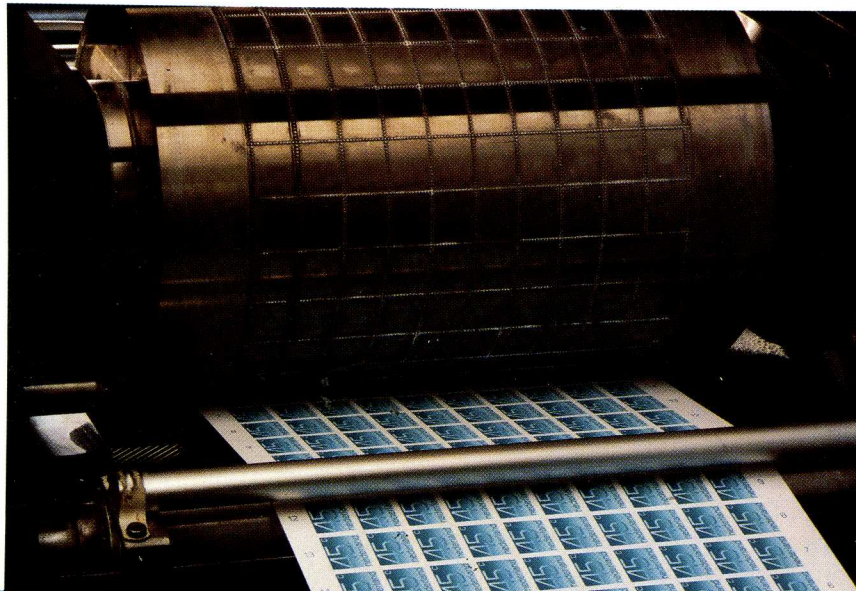
top range, such as the prestigious annual reports of internationals, art brochures or calendars. And about ten times a year, a separate division publishes a book related to science or the arts.

So while Haarlem may not have been the cradle for printing, banks, governments or postal services the world over know where to have their printing done. And for Joh. Enschedé, his sons and the seven generations since their time, that reality is much better than the myth ...

From newspaper to debentures

It all began in 1703, when Izaak Enschedé was registered in the records of the Haarlem printers’ and booksellers’ guild. He had a sound basis for starting his own firm, because he was involved in the work for one of Europe’s major newspapers of that time: “De Oprechte Haerlemse Courant” (“The Haarlem Truthful”). There were 3 issues a week with a run of several hundred per issue; the paper had correspondents as far as Bohemia and Moscow and was read throughout Europe. During World War II it was combined with the Haarlems Dagblad, which still is a quality news-

d Science of Printing



This is how stamps are printed.



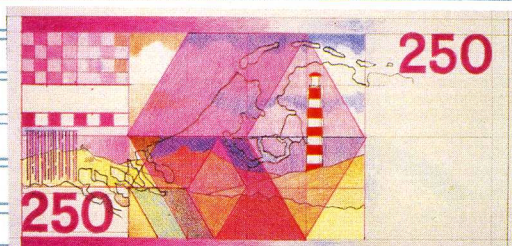
Laurens Janszoon Koster – legend rather than fact?



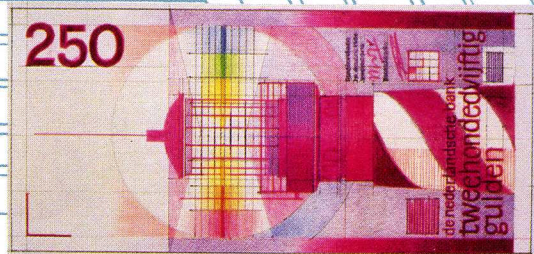
Nowadays, more sophisticated techniques are used.



Odd music squiggles were used to prevent counterfeiting.



Stages in the design of DfL. 250. – banknotes. Note that even a famous designer can make spelling errors!



paper. Izaak's son Johannes started to expand into type-setting by buying an Amsterdam type-foundry. In time this has resulted in one of the world's largest collections of types, including a highly original range of rather odd-looking squiggles, invented around 1765, which could in principle be used for printing music scores. However, the system did not become a practical success and the squiggles disappeared from the scene. Until some thirty years later! For at the end of the 18th century banknotes and other valuable pieces of paper we now call securities came on

the scene. Because Joh. Enschedé en Zonen had gained an excellent reputation for quality and already possessed a very large collection of rare types and ornaments, they were given the contract for printing the first Dutch national debentures. The firm thus created a "secret printing-office" as a restricted area within the buildings. The idea behind the use of odd symbols was to prevent counterfeiting and someone within the firm (nobody knows who) had the brilliant idea of using the worthless "music squiggles" to print a border around the debentures that – at that time – was counterfeit-proof.

Security expertise

Printing banknotes is of course a fascinating activity because of the security aspects. But banknotes do not only represent money, they can have an esthetic appeal as well. This is especially true for such Dutch denominations as the "sunflower" (DfL. 50) and the "lighthouse" (DfL. 250). If you look closely at Dutch banknotes you'll see the name of the printer – which you can guess – and also the designer's name: R.D.E. Oxenaar. He's professor Oxenaar, by the way, and has designed the complete range of banknotes now in circulation.

Watchful Eyes

New radar equipment for air traffic control

At the end of their flight, many passengers are just a bit grateful – especially if they come from “down under”. Everything has gone very well indeed and now come the events they’ve been anticipating: the reunion with relatives and the true start of the holiday. For his perfect landing, the Captain may have been rewarded with a spontaneous applause, and the cabin crew may have heard their friendly attentions have been appreciated. But hardly anyone will have thought of a small group of experts who have made a vitally important contribution to the safety of your flight. Behind the scenes, they’ve watched its progress and that of many others, channeling the dense flow of air traffic towards its various destinations. These are the Air Traffic Controllers and civil aviation would not have its enviable safety and efficiency record without them.



Air Traffic Controllers need an unobstructed view.

Stepping into the next century

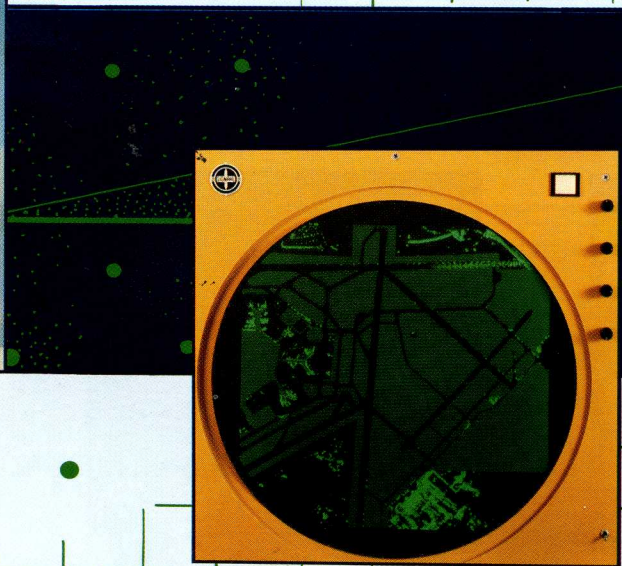
As discussed in a previous issue of this journal, Amsterdam Airport Schiphol is now going through a phase of rapid development to ensure its continued key role in Europe's air-traffic. One of the new acquisitions will be a

Control Tower with a height of 100 metres. This will house extremely advanced equipment (and the human operators to use it!) easily able to cope with the predicted doubling of air traffic at Schiphol in the near future. Contrary to what some people think,

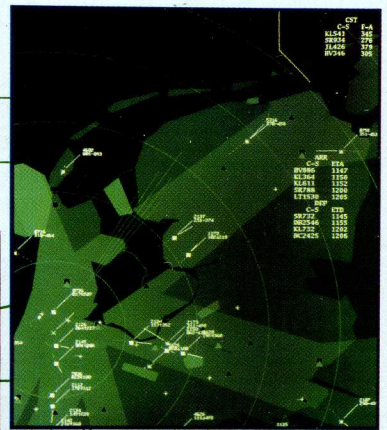
the equipment – or rather: the whole air traffic control system of which it forms a vital part – is not run, ordered or even conceived by the airport, but by the Netherlands Department of Civil Aviation, which comes under the Ministry of Transport and Public



The Control Tower now in use and an artist's impression of the new Tower.



The view of Schiphol Airport on the ground radar.



Air Traffic over the northern provinces. There's a helicopter over Texel and another on its way to an offshore facility in the North Sea.

Works. Although these are modest people not too fond of the limelight, an interview was quickly arranged. That also applied to the company responsible for the implementation of the new system and the hardware, for this happens to be Dutch: the firm of Hollandse Signaalapparaten (Signaal for short) in Hengelo. To avoid any misunderstanding: protectionism is one of the things Dutch business avoids like the plague. The competition for the multi-million guilder project was international and completely open. The company is a leader in the field and has supplied the world's most modern airports. Also, there has been close co-operation between the Department and Signaal for many years and this has resulted in excellent understanding of the requirements. In fact, the Signaal system that is now in use at Schiphol may belong to a previous generation, but is still sufficiently advanced to impress visiting experts from abroad. And co-operation goes back much further than that, because the Netherlands Department of Civil Aviation and Signaal were the first to introduce automation into Air Traffic Control ... over 30 years ago.

Three phases

As an aircraft is approaching Schiphol, it enters the first of three phases

of traffic control when it is picked up by Area Control. The long-range (200 nautical miles) radar for Area Control is situated near Leerdam and the data is passed on to Air Control at Schiphol. One of the advanced features of the system is that all flight data (origin, type of aircraft, time of arrival etc.) can be displayed close to the symbol representing the aircraft and its position on the radar screen. That information is relayed to the next phase:

Approach - based on a Terminal Approach Radar in the Amsterdamse Bos with a range of some 60 nautical miles situated at the airport. Approach controls the aircraft until it is near and aligned for the runway, when control is switched to:

Tower Control - This controls the actual landing and taxiing and a separate Ground Movement Radar actually looks down at the "ground traffic" such as the service vehicles on the platforms.

The Tower Control system, which becomes operational in 1991 is extremely flexible. Not only does it incorporate sophisticated features such as "windowing" - an option you may know from the personal computer - which allows a fast review of data such as all arriving and departing aircraft, it has also been designed for easy expansion and complete com-

patibility with the system that is now in use.

Finally, the system offers a solution to a problem you - as an intercontinental flight passenger - will be less familiar with than the European holidaymaker. Some countries are blessed with top-notch Air Traffic Controllers using very fast systems. These super-professionals can (and have to!) handle a vast amount of air traffic. Other countries - with some popular holiday destinations among them - simply cannot cope with such a flow. In other words: the Air Traffic Controllers at Schiphol could launch about four times the number of aircraft an airport in a Mediterranean country could handle. So the Traffic Controllers at Schiphol have to slow down and you can guess where the passenger faced with delays is going to put the blame ...

The complete new system, of which the tower control system is the first phase, will become operational at Schiphol in 1995 and will provide optimum solutions for the improved integration of Air Traffic Control over Europe that will be necessary in the future. While chauvinism may be old-fashioned, it is satisfying to know that the Netherlands Department of Civil Aviation and Signaal are in the forefront of developments to guarantee safety and efficiency in aviation!

Homage to Haarlem

Haarlem must be one of the most pleasant and charming cities in the country. It has a long and rich history – so that there are some 1200 protected monuments for us to look at – and as it has avoided frantic “development” much of the romantic atmosphere has been saved. Haarlem is lively, but not hectic; it has superb tourist attractions but tourism is not an industry. Now if you think we’re biased because we have fallen in love with the city, that is perfectly true and we think you will too!



Flight through history

That’s an appropriate caption: Haarlem has played a role in aviation as Anthony Fokker was born there and flew his home-brew “Spin” around the spire of the Grote or St. Bavo Church on August 31, 1911. But I really meant to go much farther back in time. The first references to the city on the Spaarne river are dated about A.D. 940. Because of its strategic location dominating the few passable roads in the area, Haarlem had already become important enough to receive city-rights in 1245. It remained the regional focus of power, besting Amsterdam until the end of the 17th century. That is still apparent from the fact that Haarlem, not Amsterdam, is the capital of the province of Noord Holland. Some of the oldest buildings preserved are:

- Parts of the Town Hall, which originally was a castle of the counts of Holland. It became the Town Hall shortly after 1351 and was extended over the next few centuries.
- The Grote or St. Bavo Church, started in the 14th century. This is simply magnificent; just look at the

small buildings, now mostly shops, cuddling up to it. So is its organ, which has given Haarlem a world-reputation in music: each year an international organ competition draws top performers. Many more concerts are given throughout the year and the church also has a beautiful carillon.

– Former St. Janschurch: this has a nice inner courtyard and is now the location of the city archives.

The Golden Age

In the Dutch war of independence, Haarlem was under siege by the Spaniards for 7 terrible months before it capitulated (1773). However, Haarlem’s resistance had so weakened the adversary that the next two cities to be sieged (Alkmaar and Leiden) could not be conquered. Soon after, Haarlem again began to prosper. The population doubled and so did the built-up area. The Nieuwe Kerk and Waag are from that era, as is the former home for the aged that subsequently became an orphanage and is now the Frans



Hals Museum. Hals, one of the most famous Dutch painters, lived and worked in Haarlem.

But later on, beautiful and interesting buildings continued to be added to Haarlem's stock, like Teyler's Museum on the Spaarne. Two very interesting buildings from the beginning of this century are the Nieuwe St. Bavo and the Railway Station. You may know that the Amsterdam-Haarlem railway line is the oldest in the

country.

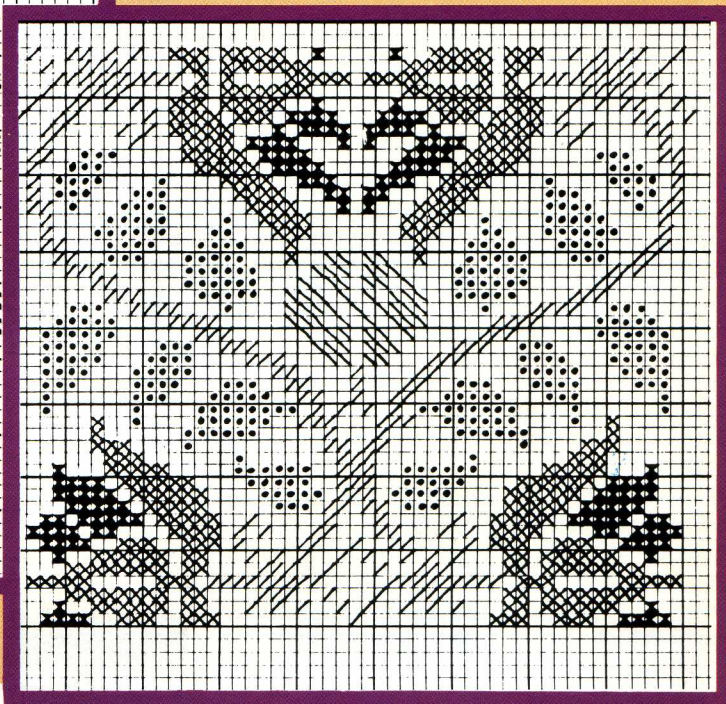
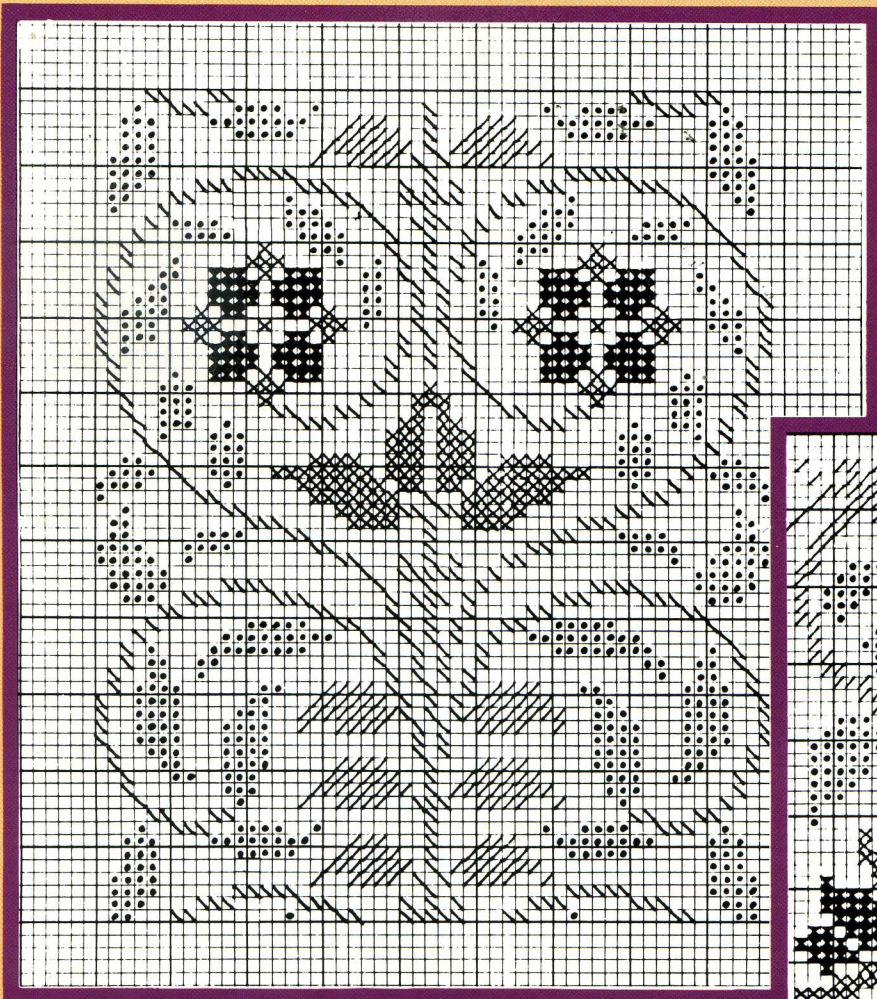
A walk through the historical city centre will easily take a day's work and lots of pubs and restaurants will offer you the opportunity to gather strength. If you like an informal and yet old-fashioned atmosphere you might decide on "Café 1900", which indeed has not changed since then. You'll find it in the Barteljorisstraat, like the Grote Houtstraat a major shopping area.

Because there's so much to see and strolling through Haarlem is so relaxing (many main streets are barred to moto traffic) it's a good idea to go to the VVV first. This is situated right across the road from the Central Station and two of the folders recommended are the city walk (with map and English text) and the tour along the many "hofjes" (idyllic secluded courtyards founded as homes for the aged).



Famous Patternbooks

It is well-known that certain patterns for embroidery have a pretty long history but who would have thought that they were already collected in proper books soon after the invention of printing? In the library of the Rijksmuseum in Amsterdam I delved into the treasury of patterns and copied out two borders for you, almost four centuries old.



Lynnyn for the Quene

Applied art is one of the library's special subjects and it was a great pleasure to browse through all the interesting books. One of the earliest known references to samplers dates back to Queen Elizabeth of York. "An elne of lynnyn cloth for a sampler for the Quene" is recorded among the privy purse expenses. (D.King, Samplers).

Favourite motifs were, of course, always kept and swapped by women individually but in 1523 the first loose-leaf patternbook was printed (woodcuts) in Germany. Many followed, also in other European countries, and due

to their lasting popularity some were re-issued in later centuries. In one of those re-issues I found two particularly elegant and charming borders. Centuries and continents removed from their origin, I am sure they will still find new admirers and new applications.

Personal interpretation

In those 16th-century books the patterns were printed plainly in black and white squares without any references to stitches or colours. The predominant stitch was the cross

stitch, so that's no problem, and if we want to use more than one colour, we must follow our own taste. Just to indicate the possibilities I drew the patterns in symbols for five different colours, but before you decide anything, just consider using one colour only. Working in black, dark blue or a rich red will make the design stand out more boldly.

As you can see both patterns are repetitive, so you can extend them into borders of any length you fancy. Or if you feel like embroidering each motif only once, you may combine the two into a small wall decoration or a cushion cover.



Zomerzwerfkaart

For some of you this may be a bit of a tongue-twister but it is, in fact, a very useful thing you should know about.

A Zomerzwerfkaart is a summer-rover-ticket and equals a day's pleasant and unrestricted travel on the many Dutch district busses at a very attractive price. During the summer months (this year from June 11 until September 9) the driver of every district bus will sell you a Zomerzwerfkaart at even less than the Dfl.18

for a normal day-ticket and advise you on connections and other intricacies of the timetable. If you are not in a hurry, this way of touring the countryside has many advantages. From the vantage point of your seat you have a very nice view and the stops on the way will enable you to get acquainted with the small towns and villages, sometimes attractive enough to make you leave your bus and continue on a later one. And last but not least: travelling

among the locals will make you feel at home (again) and overcome that touristy feeling you might not like.



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