



# Letter: Denis O'Brien to Meherjee Dec 26 1968

26 February 1968  
Bathurst  
December 26, 1968.

Dear Meherjee,

I wish to acknowledge your letter of Dec. 15th. Regarding your suggestion of changing our flight plans, I have considered most of those involved (being those holidays when we would usually be travelling) and I think that there would be some likelihood of all going on the bus alone, they would still prefer, if it is at all possible, to adhere to the original plan.

In consideration I would like to recapitulate and enlarge upon the problems I gave in my earlier letter. For the course we have adopted, a number of us, myself included, are so situated that we are at all times liable to be called back to the school teachers, however the opportunity of being able to go during the school holidays which are from May 20th to May 15th was most important. This meant that the question of applying for leave of absence does not arise. Going from May 15th to May 20th, as was our plan, meant that they would have 1 or 2 days at the most and there would be no problem because a couple of days without leave are allowed. However if we went between 21st and 25th they would also have to go to 12 days and this would present a serious problem. To be away for this period of time would require leave of absence and they would be advised that this would not be granted as they are left with the alternative of not going to the school at all, an obvious possibility. The latter would affect not only your daughter, bearing in mind her educational status, but also would affect the health of Bradford, they naturally would not, like this.

There are 6 people involved in this scheme, 3 teachers and their wives. The other 3 members of the group are not married and would, of course, transfer to the charter flight. If they do, then the teachers are caught up in another dilemma. To get the group together there must be at least 20 people, otherwise they may fall apart. This would be impossible for some of them, as they cannot in our present plans would get more than 5 people in quite a number.

Now I would like to add a personal note. Of the 6 concerned, 4 of them I refer to Jim & Gladys Adams and Gerald & Betty Kelly were members of the original group which first returned Bathurst in 1956 to Melbourne in 1958. I feel sure you would agree with me that it would be regrettable if such devoted followers of John were placed in such a hazardous situation. It would be the last opportunity they would have of being in Bathurst. I repeat that this is only a personal opinion.

I believe in and trust, despite all this, that you thought that it was possible that we should change our plans, that you and all would unanimously accept this and not regret it.

I look forward to hearing from you.

With kind regards  
D. O'Brien  
December 26th.

P.S. After considering this letter and before coming to the hills, I was over I thought I would still do so and see the Air India service available. In fact we are that even if we missed it through and the Bill Le Pape's holiday scheme we would not be legally entitled to go on the charter flight because we would not have been members of Bill's association for the statutory 6 months, which is one of the main conditions laid down by I.C.I.A. This is the International Air Travel Association which controls all charter and group flights.

However Bill and his group would be legally entitled to fly with our group because of their length of time we organized our flight. When we first discussed the possibility of a group flight, it was obvious to us that we were not a legally organized body which would be eligible for concession fares. Hence when they suggested that, by giving a small subscription, we could join the Cooperative Building, a legally organized body, of which we be the dominant. This was what happened and this is all that has been completed before we have had to do with the 6 months rule.

At that time we had no idea what Bill was doing and if we were when speaking with Air India that we had to be trying to arrange Bill's charter flight but that there was some legal difficulty to be overcome because the group had no legal status. Gladys then arranged for further shares and has been holding them as a safeguard for Bill and his group should they ever need them. They are still available and it is all legitimate.

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