ROYAL AIR FORCE,
SCAMPTON,
LINCS.
'PHONE: SCAMPTON 226.

4/6/44.

Dearest,

Your welcome letter arrived today (Sunday) strangely enough. As you can imagine, I was a bit peeved with the Norwich Union for not letting us have a cover note, although grateful to you for all the trouble you've taken.

As you suggested, I've decided to scrub the Norwich Union, mainly because I want the car on the road for Wednesday, & I can't manage it if I've got to write to Cardiff.

After dinner tonight I cycled out to Cammeringham to ask Swaby about the

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insurance. He said
(a) that he knew a man in Lincoln who would fix me up with a cover note for tomorrow afternoon
(b) that even if a certificate of roadworthiness were needed, there would be no trouble about it since when he bought the car he took it to a garage to have it overhauled (engine, dynamo, gear box, & back axle) & then man there would have no hesitation in signing a certificate.

Anyway, after they'd forced me to stay & have supper, I came away with the log book in my pocket. Swaby is to ring me up at lunch time

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tomorrow, & confirm that he has fixed things up with the insurance people. Then I shall cut lectures and go into Lincoln & take the car. If possible, I shall catch the 4.8 bus from Lincoln out to Cammeringham & drive the car back to camp tomorrow night.

This week-end has certainly been a car week-end. Three officers on the course went home on Friday night to bring their cars back.

F/o W— brought his 1937 Morris 8 back from Manchester without incident

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except that he tried to take a short cut & found himself faced with the alternatives of swimming the Trent or going back 10 miles.

F/O F— brought a Singer Le Mans sports car from London. He was O.K. except that he ran out of petrol at one stage & had to push the car 3 miles before he could buy some petrol.

P/O B— had just learned to drive & on the strength of that had bought a 1931 Rover 10 for £17-10-0. He was coming from London too, but got lost & spent the night at an aerodrome near Cambridge,

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since he too had run out of petrol. He arrived here at tea time today, & has to report to the C.O. tomorrow. He is so fed up with his car after one journey that he wants to sell it!

Actually, I think my car will bear comparison with any of those three.

Before I leave the subject of the Swabys I should say that Mrs. Swaby said we could spend a week-end at her home (they've got a spare room with a 3/4 size bed) any time we want - that's if you don't mind the presence

2 two young children in the house.

We go to Wigsley on Wednesday, for 36 days solid without a day off. The first 14 days we do lectures from 8.15 a.m. to 6.30 p.m., & then we start flying. At the end of the course, we get seven days leave.

While I was in Lincoln yesterday I saw a R.A.F. officer who looked familiar. He came across the street to speak to me & it turned out to be none other than Botting, now S/Ldr! He is stationed just outside Lincoln but he has done very well, because he can only have been

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7

on Ops for a month at the outside. He asked me to go & have lunch with him tomorrow or Tuesday but I doubt if I'll be able to manage it.

He asked most kindly after you, as did also Mr. Bruce, whose letter I got yesterday.

I'm enclosing the latest Bank statement, which agrees pretty well with what I said, I think.

It's getting late now (11.40 p.m.) so I'll stop.

All my love, darling,

Harold.

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