

**Flight Lieutenant Graham  
Wilfred Peter - Royal Air Force  
Pilot**

**Age 26, killed with his 6 other  
crew following  
the crash of a Lincoln bomber  
at RAF Scampton**

**on**

**14 July 1951**

## **GRAHAM WILFRED PETER – A RESUME**

**By**

**Margaret and Gordon Allen**

**Flight Lieutenant Peter was attached to the Operational Conversion Unit at RAF Scampton as pilot of an Avro Lincoln modified to test mapping radar destined for the developing V-Bombers. It crashed at night following a training sortie and a heavy landing; full details of the crash are enclosed.**

**After communication with the Air Historical Branch (RAF) 'We are unable to assist members of the Public in providing contact details of former service personnel and members of the RAF or next of kin in accordance with the Data Protection Act of MoD'. Consequently, we have been unable to glean much information concerning Graham other than that he was age 26 and from Edgeware in Middlesex.**

**However, the book written by Brian and Gary Mennell 'Slightly Below the Glide Path' has very full accounts from relatives of one of his crew and witness reports, complete with pictures and poignant comments about a crash which occurred in peace time.**

**While researching this tragic incident we found two "blogs" from contributors on the [www.aviastar.org/comments](http://www.aviastar.org/comments) site concerning the aforementioned crew member, Sergeant Patrick Clark which are enclosed.**

**Graham's headstone reads "Thy will be done"**

**Requiescat in Pace.**





FLIGHT LIEUTENANT  
G. W. PETER  
ROYAL AIR FORCE  
14<sup>TH</sup> JULY 1951 • AGE 26



"THY WILL BE DONE"  
REQUIESCAT IN PACE

IN  
MEMORY OF  
P. J. KIMBERLY  
BORN 22-1-1899  
DIED 27-6-1950



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Date: 14-JUL-1951  
 Time: 00:00 LT  
 Type: [Avro Lincoln](#)  
 Owner/operator: 230 OCU, RAF  
 Registration: RA692  
 C/n / msn:  
 Fatalities: Fatalities: 7 / Occupants: 7  
 Other fatalities: 0  
 Airplane damage: Written off (damaged beyond repair)  
 Location: Grange Farm, near RAF Scampton, Lincolnshire - [United Kingdom](#)  
 Phase: Approach  
 Nature: Military  
 Departure airport:  
 Destination airport: RAF Scampton (SQZ/EGXP)

#### Narrative:

Written off 14/07/1951: crashed on approach to RAF Scampton, Lincolnshire, killing all seven crew on board.

Crash occurred at Grange Farm near Scampton as aircraft was coming in to land at about 12.00 on Saturday 14 July 1951

Aircraft believed to have bounced on landing and swerved towards hangers, then burst into flames on impact, all 7 crew killed

4 crew (Messrs Peter, Ireson, Fitzgerald and Clark) are all buried at Scampton, but 3 other crew members, (Cousins, Newman and Moss) are buried elsewhere.

#### Per eyewitness report:

"This crash occurred at the end of a 6 hour high level cross country exercise by all the units aircraft. those with functioning landing aids had landed but 3 had still to make a visual landing in the poor weather conditions . RA692 was the first to try but flew into the ground on the downwind leg and burst into flames. the other 2 were diverted to Dishforth."

#### Sources:

I was the captain of one of the 2 aircraft that diverted

<http://answers.google.com/answers/threadview?id=322321>

[http://www.aviastar.org/air/england/avro\\_lincoln.php](http://www.aviastar.org/air/england/avro_lincoln.php)

<http://www.baaa-acro.com/archives/1951-JUL-DEC.htm>

<http://www.rodcollins.com/wordpress/lancaster-crashes-in-lincolnshire-lancaster-crash-sites>

#### Revision history:

Date/time	Contributor	Updates
27-Sep-2008 01:00	ASN archive	Added



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**rusty, [e-mail](#)**, 05.01.2011 08:36

There is a mistake in the text saying gaf fisherman's bend is in nsw. It is in melbourne vic.

rusty.

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**Bryen Abrahams, [e-mail](#)**, 30.11.2010 04:08

I flew Lincolns..R A A F 1952/1958 in Malaya & then maritime long nose Mk.31 Ended rain making experiment...not successful.Every-one of my old crew who are still around now suffer varying degrees of deafness!

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**Peter Watson, [e-mail](#)**, 03.10.2010 13:40

I was posted to RAF Shawbury in 1951 and worked on Lincoln`s as an engine mechanic in the maintenance hanger.Have since lost touch with all my mates after moving to Australia.

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**fede, [e-mail](#)**, 01.09.2009 01:31

It's on the Fuerza Aérea Argentina's museum.  
Very nice!

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**Ken Clark, [e-mail](#)**, 01.08.2009 08:37

My connection is with Lincoln Bomber RA 692. It crashed at Grangefarm, Welton just North East of RAF Scampton on 14 July 1951. My Dad was a gunner onboard. There was a crew of seven comprising five NCOs and two Officers, the pilots. All seven were killed, presumably instantly, according to the Coroner's Report. I was born five months after the crash in November 1951 so never knew dad but feel as though I do from what Mum has told me over the years.

The crew members were;

Sgt P E Clark of Motherwell Scotland (my dad)

Ft Lt C W Peters of Edgeware Middlesex

F O F Cousins of Wakefield Yorks

Sgt K Ireson of Swansea

Sgt E Newman of Middlesborough

Sgt A J Fitzgerald of Ontario Canada

Cadet Engineer N Moss of Ealing London

Dad is buried in the Scampton Church Cemetery just south west of RAF Scampton.

I would love to touch base with any relatives of the other crew members. Any ideas?

Regards,

Ken Clark (Perth Western Australia)

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**Norman Lyons, [e-mail](#)**, 09.09.2008 19:44

I was a National Service Sergeant Flight Engineer based at Scampton and Hemswell in 1952/3. On Sept 15th 1952 I flew with Sgt Kmiecik on The Battle of Britain Flypast over London. On July 1953 we flew in formation for The Queens review of the RAF at Odiham, both sorties was during my stay with 83 Squadron.

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**Pete Richmond, [e-mail](#)**, 18.02.2008 15:47

I was nearly hit by one of these aircraft in 1951 at Scampton. I was playing in our MQ's garden when the aircraft crashed on the green behind the house. I've since learned that the aircraft was RF567 'SN-L' and was on a circuits and bumps training flight when the port outer engine failed. The pilot touched down with the engine feathered, bounced and attempted an overshoot but with insufficient airspeed it swung off runway 23, the port wing hit a hangar and the aircraft crashed onto the green. It demolished the rifle range and bounced over two roads before bursting into flames. The two Gunners were killed in the crash, the Pilot, Signaller and Engineer were injured. The aircraft Captains name was Sgt. G B Watson, this is the only name I know, so if anyone reading this can update me with any further information I'd be grateful.

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**ken rimell, [e-mail](#)**, 20.07.2007 22:14

I flew in several Lincolns while based at RAF Upwood in 1960? WD128 hit a lorry on take off and did a belly flop after flying for several hours to burn off fuel.It landed on the grass alongside 06.About a year later the remaining aircraft, then used for a four engine conversion and OTU flew off in formation leaving one behind that had a twisted u/c due to a heavy landing.

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**michael sumpter, [e-mail](#)**, 31.12.2006 22:25

My father Frank Sumpter was in the RAF...Serving i think 1944 to 1952.I have a photograph of a Lincoln Bomber flying over the Lincoln Cathedral and my dad is on board...mid upper gunner.I am afraid i am not sure of the year.The number of the Lincoln is....VN--C....What a sight!!!!

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**Beech Model 36**

11.02.2016 03:34

**Boeing XF6B-1 / Model 236**

11.02.2016 01:41

**Budd RB / C-93  
Conestoga**

10.02.2016 18:34

**Fokker F.36**

10.02.2016 18:15

**Fokker F.XI Universal /  
Super Universal**

10.02.2016 00:39

**Consolidated P-30 / PB-2**

09.02.2016 23:34

**Gulfstream Aerospace  
Gulfstream I**

09.02.2016 21:04

**Martin MB**

09.02.2016 15:55

**Tachikawa Ki-55**

09.02.2016 14:22

**Tokyo Ki-107**

09.02.2016 12:22

**De Havilland D.H.89  
Dragon Rapide**

09.02.2016 12:01

Reference Johnashmr [22.08.2011]

I also remembered the Lincoln shot down by the Russians for flying into their "Air Space" during a Training Flight.

I thought at the time that no "Civvy" would believe me - so I kept the Report of the incident [which I still have].

The next attack took place at RAF Shawbury - where the "enemy" destroyed an H2S Radar Dome. The only clue to the identity of the perpetrators was a bunch of black feathers.

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**Sam Colley, e-mail**, 17.05.2013 11:51

I served my national service from 1951 to 1953 at Martlesham Heath as a Junior Technician (Navigation). The station included a Bomb Ballistics Experimental Unit and, among the aircraft used for bombing trials was a Lincoln. This had been modified with two Rolls Royce Avon jets replacing the inboard Merlins. I guess this was useful to give the Lincoln a higher altitude capability for bombing trials. The bomb bay had also been modified, the doors being cut away to allow it to carry an enormous bomb which protruded well outside the bottom of the aircraft. I had nothing to do with the bombing trials, but was responsible for checking and maintaining the navigation instruments on the aircraft (including the bomb sight and autopilot.) I did get a flight in the Lincoln, which I remember as being very noisy, but gave me great pleasure.

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**Roland L. Jillings, e-mail**, 09.05.2013 23:34

I was one of a small group sent to Yeovilton Nave Air station in 1955 to repair a Lincoln. It was run into a hanger wall when a Navy pilot moved it. It had been used as a pretend target for the Navy to find during night flights. We measured the wing distortion and found one wing was 9 inches pushed back. It still flew however.

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**Norrie Rafferty (Jock), e-mail**, 17.04.2013 00:34

I was an Engine Fitter on Lincolns at RAF Watton DEV "B" 1960/1961. Keith Rielly and Patrick o Sullivan were the two guys I remember. The Lincolns were engaged in dropping "Window" around the Norfolk area.

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**Terry Busby, e-mail**, 20.03.2013 12:21

OH! There are so many times when one misses one's memory. My name is Terry Busby and I served National Service at Scampton as Inst.Tech.1952. I do wish that I could remember the names of the lads in the Section. We worked on 'North Flight for a long time. Three of the names that come to mind are - Harry Potter (a textile engraver by trade from Salford) (Gordon Fuller, worked at AP.Frods. (Appleby Froddingham Steel Works) and (Mollineaux from Wolverhampton - as well as Sgt. Cooksey in charge a lovely fellow in fact they all were. We transferred with our Lincolns to RAF "Lindholme about the end of 1952. Does anyone come from that era and place?

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**David Boothby, e-mail**, 08.02.2013 19:34

A comment for Ken Clark really. My Father, George Boothby served at Scampton 1950-52 during his National Service. I remember every time we drove past Scampton Church, he would stop and go visit the 4 graves from RA692. From what he told me, he knew the crew of that Aircraft, having been a rigger on the Groundcrew for that Sqdn (2300CU?). Unfortunately, he passed away in 2005 and a lot of knowledge of that era went with him. Like father like son, I followed him into the RAF, serving 22 years. I was at Scampton Churchyard only yesterday and can confirm that everything is still kept in beautiful condition, with the first snowdrops starting to show.

Regards David.

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**John Norman, e-mail**, 12.12.2012 21:30

I was stationed at RAF Wyton from late 1947 to early 1949 as an Air Radar Mechanic when a few of us were sent as observers on practise bombing runs to Heligoland. There had been reports by aircrew of radar failures which could never be confirmed on the ground later, & we were supposed to keep an eye on how the various radar systems were operated. Any who has been near the cockpit of a bomber in flight should have known how impractical it was to wander around looking over the shoulders of crews, in fact none of us had anything to report. The attempt was repeated after our presence was properly explained to the aircrew & we were belatedly shown where the escape hatch was. I did not take part because I grabbed my 'chute by the wrong handle while climbing in & opened it on the ground.

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**John Beavin, e-mail**, 25.10.2012 04:28

I was a member of the ATC, and on September the 8th 1946 I had an hours flight in OL E of 83 sqdn at Coningsby, a big change from the Lancasters we were used to flying in from East Kirkby.