

Kimpton, Peter Adrian

Age: 22

Nationality: British

Rank: F/L

Unit: No. 32 OTU

Occupation: Navigator

Service No: 33429 RAF

Birth: 14 July 1919
Brentford, Oxon., UK

Home Town: Brentford, Oxon, UK

Death: 27 March 1942

crash of Bristol Beaufort W6473
Rodeo, N.M. USA

Burial: El Paso (Fort Bliss) National Cemetery, TX, USA

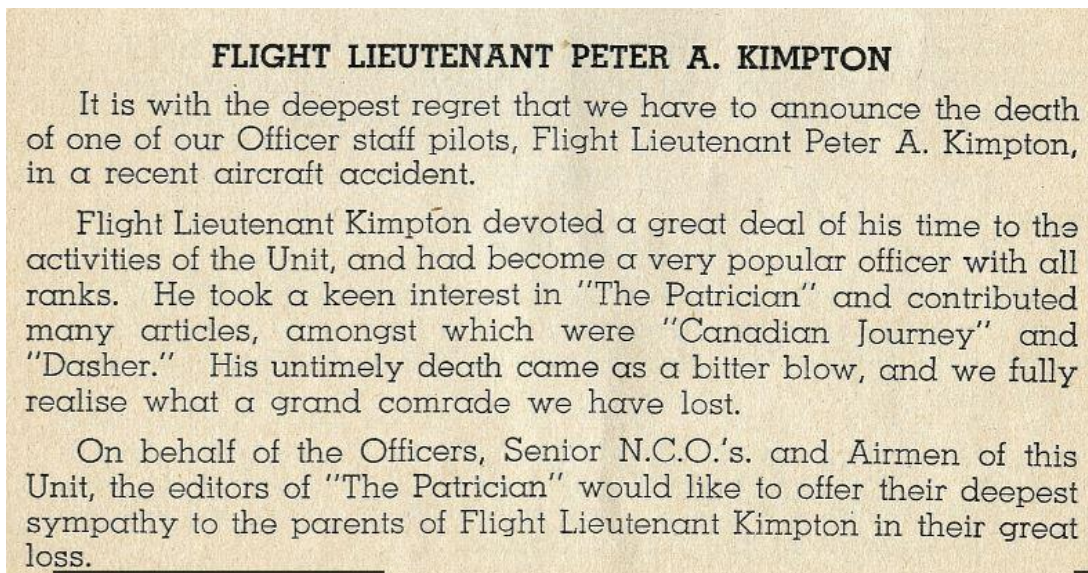


Biography,

Peter Adrian Kimpton was born on 14 July 1919 to Charles Henry Dearlove Kimpton and Lilian Brooks, in Brentford, Oxfordshire, UK. There is no record of his parents having any other children and since Charles bequeathed his whole estate to one Harold Summers, it is likely they did not.

Details of Peter's life are scarce. He graduated from Cranwell College in UK and was commissioned in the RAF. In January 1940 he was one of a group of 11 RAF officers returning to London from Gibraltar by ship. At this time, he was a Pilot Officer.

From the Patrician:



Peter's father served in the Duke of Wellington's West Riding Regiment from 1914 to 1920

KIMPTON, TEMP. CAPT. CHARLES HENRY DEARLOVE, 1st Bn., W. Rid. R., attd. 9th Bn. + For conspicuous gallantry while commanding his company during an attack, when he captured many prisoners and machine guns. When a small party of the enemy who had been missed in the advance were causing casualties, he led his company headquarters against them, killing or capturing the whole party. He set a magnificent example throughout.—*Gazette*, 2 Dec. 1918.

At the time of his son's death, 27 March 1942, he was a hotelier at the Dragon Inn, Kent, UK.

Details of Crash

On March 27, 1942, Peter Kimpton was one of a crew of four aboard Bristol Beaufort 6473. They were on a public relations flight from Sky Harbor Municipal Airport, Phoenix, Arizona to Abilene, Texas; possibly on a War Bonds promotion tour.

The other crew members, all RAF, were:

S/L N. K. Loyd (pilot)
Cpl. J. R. Berth-Jones
AC.1 R. West

After flying for just over an hour, Beaufort W6473 passed over Rodeo landing ground and very soon afterwards the port engine started running roughly. The only symptom noticed by the pilot was 'fluffing' or minor explosions of the mixture in the intake.

The pilot decided to land at Rodeo and after completing a turn the engine ran rough for an extremely short time and then appeared to drop from the aircraft. At this time, they were at about 100 metres feet in altitude, travelling west towards Rodeo. A minor fire started on the port side, which was out by the time the aircraft reached the ground.

The pilot landed in the desert and the aircraft came to a stop after about 200 metres, about 30 metres from the road. The landing was extremely rough and the starboard propeller and reduction gear were pulled from the engine, and the complete engine was wrenched from its bearers.

Almost immediately, a fire started on the starboard wing and the S/L Lloyd, Corporal Jones and AC1 West managed to get out with no more than minor injuries. F/L Kimpton, the navigator, was thrown forward by the impact and trapped. Efforts were immediately made to hack away the nose with an axe carried in the aircraft, in order to release Kimpton. The heat of the fire proved too much for the release to be successful and F/L Kimpton did not survive.

The conclusion of a subsequent inquiry was:

“The accident was due to mechanical breakdown in the port engine which resulted in the engine falling free and setting fire to the aircraft in flight. This mechanical failure was due to breaking of the crank shaft. Sq. Ldr. Loyd should be officially commended for his coolness and skill in landing the aircraft, after the engine had fallen from it in the air and thereby reducing his chance of regaining control.”

