

# Lancaster R5679, 25 SEP 1942

Anders Straarup

<p><b>10</b></p> <p><b>Attrap flyvepladsen</b></p> <p>Dette sted 8 km fra den rigtige flyveplads ved Karup skulle få allierede flyvere til at angribe der forkerte sted. De falske landingsbaner bestod af løst gråt sand, der jævnligt blev harvet.</p> <p>En enkelt gang ville en tysk pilot lande på den grå betonbane - og han satte hjulene i det løse sand!</p> <p>Alle overlevede, men flyet blev totalskadet!</p>	<p><b>P</b></p> <p><b>Pæl ved nedstyrtningsstedet</b></p> <p>Thomas Filbert fortalte, at flyet brændte voldsomt. De kunne se mindst 2 flyvere i maskinen, men de var døde. Det var umuligt at komme tæt på. Bent Krath var ved maskinen næste dag. Alt brændbart var væk.</p> <p>Der var kun metaldele tilbage af sæderne. Tyskerne havde fjernet de flyvere, der var i maskinen.</p>	<p><b>8</b></p> <p><b>Resenfeldevej 17</b></p> <p>Kurt Mikkelsen, født efter krigen, udpegede nedstyrtningsstedet, som hans far havde fortalt om.</p>	<p><b>7</b></p> <p><b>Resenfeldevej 11</b></p> <p>Tage Filbert, dengang 10 år, og hans familie hørte ildkampen. De så bombeflyet i voldsom fart tabe højde.</p> <p>Da det var klart, at flyet var styrtet ned, skyndte hans far Thomas Filbert og hans storebror sig hen til det brændende fly. En del patroner blev sprængt under branden, og nogle kugler ramte hans hjem, i luftlinje 1 km borte.</p>	<p><b>6</b></p> <p><b>Grønhøj Kro</b></p> <p>Gudrun Laigaard, dengang 22 år, vågnede nær 01.22 den 25. september 1942 ved at der blev helt lyst i værelset, da den brændende Lancaster med larmende motorer kom lavt ind over Grønhøj.</p> <p>Hun hørte et stort brag, da flyet styrtede ned vest for Grønhøj.</p>	<p><b>5</b></p> <p><b>Mønstedvej 18</b></p> <p>Marie Betzer havde hørt larm om natten. Næste morgen fandt hun en flyver i haven ved hønsehøuset.</p> <p>Han blev dræbt, da han ramte jorden. Hans faldskærm havde ikke haft tid til at gødske sig ud. Det var agterskytten Ralph Bevan.</p> <p>Hans slægtning Mike Brewer fastslog det.</p>	<p><b>4</b></p> <p><b>Herningvej 64</b></p> <p>Frode Andersen, dengang 7 år, så to fly i lav højde.</p> <p>De skød som gale på hinanden, og begge fly brændte.</p> <p>En kugle ramte en stol, hvor hans søster havde siddet tidligere om aftenen.</p>	<p><b>3</b></p> <p><b>Herningvej 66</b></p> <p>Bent Krath, dengang 18 år, hørte motorer og maskingeversalver i mørket.</p> <p>Denne gård blev ramt, og en kugle gik gennem et vindue og ramte en seng.</p> <p>Heldigvis kom ingen til skade.</p> <p>Vi ved nu, at LAN R5679 blev skudt ned af Brandes og ikke af Elstermann.</p>	<p><b>2</b></p> <p>Ses ikke på kortet Not shown on the map</p> <p><b>Radarstation RABE</b></p> <p>Ruten gik næsten lige hen over radarstation RABE ved Randers.</p> <p>Denne og andre tyske radarstationer var kendt af militær efterretningstjeneste i Danmark og England, men tilsyneladende ikke af planlæggerne af denne flyvning!</p> <p>RABE ledte en tysk jager hen til LAN R5679.</p>	<p><b>1</b></p> <p><b>Streg øst-vest til flyveruten</b></p> <p>LAN R5679 tog afsted fra RAF Syerston kl. 19.50 den 24. september 1942 mod Østersøen syd for Falster på en minelægningsopgave.</p> <p>Planlagt rute ud og hjem var den samme. Hjemvej: Gedser Odde - Fornæs ved Grenaa - Nissum Fjord.</p>
<p><b>Decoy airfield</b></p> <p>This place 8 km from the real airfield near Karup was meant to make Allied airmen attack the wrong target. The loose grey sand of the dummy airstrips was frequently harrowed.</p> <p>Once a German pilot wanted to land on the grey concrete airstrip - and then his wheels touched the loose sand!</p> <p>The crew survived, but the plane was totally damaged!</p>	<p><b>Marker pole at the crash site</b></p> <p>Thomas Filbert related that they saw a sea of flames and at least 2 airmen in the plane, but they were dead. It was impossible to get near. Next day Bent Krath went there. The violent fire had burnt everything inflammable. Only metal parts were left of the seats. The Germans had removed the airmen who were in the plane.</p>	<p><b>Resenfeldevej 17</b></p> <p>Kurt Mikkelsen, born after the war, pointed out the crash site that his father had told him about.</p>	<p><b>Resenfeldevej 11</b></p> <p>Tage Filbert, then 10, and his family heard the fire fight. They saw the bomber, violently burning, lose height.</p> <p>When it was obvious that the plane had crashed, his father Thomas Filbert and his big brother hurried to the burning plane. A number of cartridges blew up during the fire and some bullets hit his home 1 km from the crash site.</p>	<p><b>Grønhøj Kro - Inn</b></p> <p>Near 01.22 hours on 25 September 1942 Gudrun Laigaard, then 22, woke up because her bedroom got light.</p> <p>There was a very loud noise when the Lancaster, burning, with roaring engines passed the village at low height.</p> <p>A big crash rang out when the plane hit the ground west of Grønhøj.</p>	<p><b>Mønstedvej 18</b></p> <p>Marie Betzer had heard noise in the night. Next morning she found an airman in the garden near the hen house.</p> <p>He was killed when he hit the ground. His parachute had not had time to unfold. It was Rear Gunner Ralph Bevan.</p> <p>His relative Mike Brewer stated that.</p>	<p><b>4 Herningvej 64</b></p> <p>Frode Andersen, then 7, saw two planes at low height.</p> <p>They fired like mad at each other, and both planes were in flames.</p> <p>A bullet hit a chair which his sister had used earlier that night.</p>	<p><b>Herningvej 66</b></p> <p>Bent Krath, then 18, heard engines and rounds from machine guns in the darkness. This farm was hit, and a bullet went through a window and hit a bed.</p> <p>Fortunately nobody was hurt.</p> <p>We now know that LAN R5679 was shot down by Brandes and not by Elstermann.</p>	<p><b>Radar station RABE</b></p> <p>The route passed very close to radar station RABE near Randers.</p> <p>This and other German radar stations were known by Military Intelligence in Denmark and England - but apparently not by the planners of this flight!</p> <p>RABE led a German night fighter to LAN R5679.</p>	<p><b>Route of the flight east-west</b></p> <p>LAN R5679 took off at 19.50 hours on 24th September 1942 from RAF Syerston on a minelaying operation in the Baltic Sea south of Falster.</p> <p>The planned routes on the outward and the return flight were the same.</p> <p>Homeward: Gedser Point - Fornæs near Grenaa - Nissum Fjord.</p>

## 24 JAN 2011 - 25 MAY 2013

**Den 24. januar 2011** sendte Mike Brewer en email til Anders Straarup [www.airmen.dk](http://www.airmen.dk) med gode grunde til at kunne fastslå, at den omkomne flyver i Grønhøj var hans slægtning Ralph Bevan, agterskytten.

Den 23. august 2012 sendte David Geddes en email til Anders Straarup. Hans onkel var Lewis Morrison, piloten på Lancaster R5679.

David havde læst interviewet med Gudrun Laigaard. Via hendes sønromand Gregers Laigaard kom UGE-AVIS-EN KARUP med. Artiklen "Min onkel faldt ned i Grønhøj", af redaktør Knud Gaarn-Larsen, gav reaktioner fra læsere. Ud fra dem fandt vi den 8. oktober 2012 nedstyrtningsstedet med metaldelektorer.

park på nedstyrtningsstedet. Gregers Laigaard og mange andre støtter på forskellige måder. Lancastergruppen med Knud Gaarn-Larsen, Gerhard Hørdum og Anders Straarup stod for indsamlingen. Der var donationer fra danskere, fra David Geddes, Mike Brewer og deres familier.

I denne RAF Mindestue har David og Mike leveret indholdet til 3 plakater, mens Anders Straarup leverede indholdet til 3 andre. Layout og trykning af plakaterne er meget generøst uden beregning, akkurat som klargøring af rummet og ophængning af plakater og lys.

Mere på [www.airmen.dk/p114.htm](http://www.airmen.dk/p114.htm)

**On January 24th 2011** Mike Brewer sent an email to Anders Straarup [www.airmen.dk](http://www.airmen.dk) with good reasons to establish that the perished airman in Grønhøj was his relative Ralph Bevan, the Rear Gunner. On 23 August 2012 David Geddes also sent Anders Straarup an email. His uncle was Lewis Morrison, the Pilot.

David had read the interview with Gudrun Laigaard. Via her son, innkeeper Gregers Laigaard, the KARUP WEEKLY was involved. The article "My uncle fell down in Grønhøj" by editor Knud Gaarn-Larsen, brought a response from readers, so that on 8 October 2012 the crash site was found with metal detectors.

Room at Grønhøj Kro and a marker pole from Kongeshus Mindestue at the crash site! Gregers Laigaard and many others give their support in a number of ways. The Lancaster Team comprising Knud Gaarn-Larsen, Gerhard Hørdum and Anders Straarup were in charge of the public subscription. There were donations from Danes, and from David Geddes, Mike Brewer and their families.

David and Mike provided the contents of 3 posters in this RAF Memorial room, while Anders Straarup provided the contents of other 3. Layout and print is generously without charge as well as making the room ready for use, printing, hanging and lighting the posters.

David Geddes offered his sincere thanks and mentioned that he would like to see a lasting memorial. Now we have achieved a memorial stone and an RAF Memorial

Mere on [www.airmen.dk/p114.htm](http://www.airmen.dk/p114.htm)



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**COWI A/S har stillet fine luftfotos fra 1954, og 2010 fra COWI's kortportal KORTAL til rådighed for projektet.**  
**COWI A/S has provided these fine aerial photos from 1954, and 2010 from its website KORTAL for the project.**

## Grønhøj 25 SEP 1942

**LAN R5724**, også fra 61 Squadron, var på vej tilbage fra minelægning i Østersøen, da det "ved Viborg" blev ramt af flak og ild fra 2 tyske natjagere. Flyet forsvandt i skyerne.

Den tyske Leutnant Karlheinz Brandes gjorde krav

på at have skudt LAN R5679 ned kl. 01.22 og LAN R5724 kl. 02.13. Han vidste ikke, at besætningen fik slukket ilden i flyet og klarede sig tilbage til basen i England uden instrumenter og uden kort, der blev suget ud, da vinduerne i cockpitret blev knust.

**LAN R5724**, also of 61 Squadron, was on the return flight from a minelaying operation to the Baltic Sea, when "near Viborg" it was hit by flak and fire from 2 German night fighters.

The plane disappeared into the clouds. The German Leutnant Karlheinz Brandes claimed to have shot down LAN R5679 at 01.22 hours and LAN R5724

at 02.13 hours. He did not know that the crew managed to extinguish the fire in the plane and get back to the base in England without instruments and without maps that were sucked out when all the glass was blown out of the cockpit.



De 7 flyvere blev begravet på Frederikshavn Kirkegård den 29. september 1942.

The 7 airmen were buried in Frederikshavn Cemetery on 29 September 1942.



The decoy airfield was in this area south of Resenfeldevej. There are only a few traces of it to be found so many years later.



**KM-M** The Memorial Valley in Kongeshus Mindestue. Large areas of Jutland looked like this more than 200 years ago.



**Grønhøj Kro - Inn**. RAF Memorial Room to the left in the gateway. The memorial stone stands behind the white building facing the road.



**Tom Christensen, Anders Straarup, Knud Gaarn-Larsen, Bent Krath og Kurt Mikkelsen**, on the forest road where pieces of wreckage were found.



Hard working families cultivated the heath. They are commemorated with a large stone for each district and a smaller stone for each parish.