

# Accounts of R5724 and R5679 24th September 1942



**Lancaster R5724 and R5679 were attacked close to the same point over Denmark by Lt. Karl heinz Brandes 7./NJG 2 Lancaster Location not entered: height 1.900 metres time 02.13hrs Film C. 2035/II Anerk: Folgt**

Lancaster R5724 Took off 20.20hrs landed 04.30hrs Crew:  
 F/SGT P. Campbell Captain  
 SGT L.D. Gunnell 2nd pilot  
 SGT E.H. Corbett Navigator  
 SGT C H Coakley 1st W Op  
 SGT F.C. Bunclark Air br  
 SGT S. Smith 1st A.G.  
 Sgt S.J. Thompson 2nd A.G.

F/Sgt. Campbell proceeded to the garden and dropped his veg . A.818  
 In the allotted position. On returning over Viborg he was fired at, and the flak commenced a fire inside the aircraft At the same time another burst hit the nose of the aircraft blowing in the bombardiers window, and blew all the glass out of the cockpit. Two fighters which had been following then closed in and started to shoot up the aircraft, wounding the rear gunner and mid-upper gunner. The aircraft stalled and the pilot regained control at 4,000ft. He dived for cloud and lost the fighters.

OPERATIONS RECORD BOOK							
DETAILS OF WORK CARRIED OUT							
By NO. 61 SQUADRON.							
FOR THE MONTH OF SEPTEMBER, 1942.							
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE.
				Up	Down		
25th	LANCASTER R. 5679.	SGT. L.W. MORRISON, CAPTAIN, SGT. G.H. CALDWELL, PTE. E. NG, F/SGT. J.E. DUFFIELD, NAV, SGT. R. INSON, 1ST W.O.P., SGT. A.W. MOOREHEAD, AIR BR, SGT. W.T. DUNN, 1ST A.G., SGT. T.H. BEVAN, 2ND A.G.		19.50	-	Nothing more was heard of SGT. MORRISON's aircraft after take off.	A.817.
	LANCASTER R. 5724.	F/SGT. P. CAMPBELL, CAPTAIN, SGT. L.D. GUNNELL, 2ND PILOT, SGT. E.H. CORBETT, NAV, SGT. C.H. COAKLEY, 1ST W.O.P., SGT. F.C. BUNCLARK, AIRBR, SGT. S. SMITH, 1ST A.G., SGT. S.J. THOMPSON, 2ND A.G.		20.20	04.30	F/SGT. CAMPBELL proceeded to the garden and dropped his veg. in the allotted position. On returning over VIBORG he was fired at, and the flak commenced a fire inside the aircraft. At the same time another burst hit the nose of the aircraft blowing in the bombardiers window, and blew all the glass out of the cockpit. Two fighters which had been following then closed in and started to shoot up the aircraft, wounding the rear gunner and the mid-upper gunner. The aircraft stalled and the pilot regained control at 4,000 ft. He dived for cloud and lost the fighters. During the return which was very cold the injured men were attended by the crew, and F/SGT. CAMPBELL and SGT. GUNNELL the two pilots flew the aircraft safely back to base in spite of the fact that all the instruments were U/S, and the cockpit was open. SGT. COAKLEY obtained QDMs and eventually a successful belly landing was made at WITTERING. F/SGT. CAMPBELL received an immediate commission after this trip, and the whole crew received an immediate award of the D.F.M.	A.818

P. Campbell,  
 Wing Commander,  
 No. 61 Squadron.

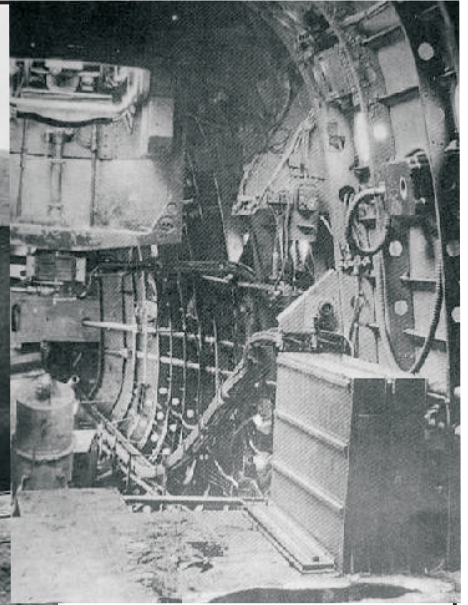
During the return which was very cold the injured men were attended by the crew, and F/SGT Campbell and SGT Gunnell the two pilots flew the aircraft safely back to base in spite of the fact that all the instruments were U/S, and the cockpit was open. SGT COAKLEY obtained QDMs and eventually a successful belly landing was mad at WITTERING, F/SGT. Campbell received an immediate commission after this trip, and the whole crew received an immediate award of the D.F.M.

Lancaster R5679 Took off 19.50hrs -

Nothing more was heard of SGT. Morrison's aircraft after take off. A.817



# Accounts of R5724



It was just after midnight on September 25, 1942, as Lancaster R5724 (QR-F) of 61 Squadron passes the Danish border after its mines has dropped. In the Baltic Sea At 20.20hrs the previous evening they had departed from RAF Syerston with Flight Sergeant Paul Campbell as commander, who was flying his 24th mission, this time a 'Gardening' sortie. The "vegetables" were dropped at the appointed place.

At 1800 meters altitude they fly over the Danish town of Viborg as two anti-aircraft shells into the R5724 store. The first shell hit the rear of the bomb bay and caused a fire that bring flares ignited. The second blasts almost simultaneously in the nose of the Lancaster which several windows fly off the flight deck, except for the front windows. The bombardier, Sergeant Bunclark be beaten back beyond Campbell pilot, co-pilot, Sergeant Gunnell, flying across the floor toward the navigator Sergeant Corbett. Both pilots, bombardier, navigator and radio operator Sergeant Coakley walking burns to the face.

With the Lancaster completely filled with choking smoke, and a blustering wind through the hull pilot tries to keep her. Curb Two German fighters diving down on her and firing off guns and machine guns. Cannon Fire affects the rear turret and wounded Sergeant Thompson, also the dome is affected, which Sergeant Sydney Smith by exploding ammunition



burns may result. On the hull The device becomes exaggerated and falls 600 feet down for pilot Campbell back in his power and gets her in a cloud knows how to dive. The hull is the brand to expand and more ammunition exploding in the heat. The tail gunner Thompson broke his leg and could not get out of its dome. Smith comes from the dorsal turret and bangs his vliegeniersjas into the flames to extinguish it, he is so desperate that he even his entire body in battle rolls over the fire. At a given time He gets help from navigator and bombardier Bunclark Corbett Smith gets which room to wriggle back and liberate. Tail gunner

# Accounts of R5724

**CONFIDENTIAL.** **RECOMMENDATION FOR IMMEDIATE AWARD.** (75)

Christian Names: Sydney, Surname: SMITH, Official Number: 1128846

Rank: Sergeant, Unit: No. 61 Squadron.

Command or Group: No. 5 Group, Bomber Command.

Total hours flown on operations: 8.15

Number of sorties: 1

Recognition for which recommended: Immediate D.F.M.

Appointment held: Mid upper gunner.

Particulars of meritorious service for which the recommendation is made, including date and place.

Sgt. Smith was mid upper gunner to P/Sgt. Campbell on the night of 24/25th September, 1942. When the aircraft was hit by A.A. and fighter fire his turret was set on fire and ammunition was bursting all around him. He immediately went to the scene of the main fire in the fuselage and was the first to attempt to extinguish it. He was considerably burnt about the hands and face and body before he attacked the fire. Nevertheless, he stripped off his flying clothing and fell on top of the fire on his clothing. He then greatly assisted in extracting the rear gunner from the tail turret and played a major part in getting the fire under control. Despite his injuries he returned to his post for the remainder of the trip.

It is considered that Sgt. Smith displayed outstanding gallantry and devotion to duty and contributed greatly to the safe return of the aircraft and crew.



Sidney Smith AG

On November 24, 1942, the DFM was awarded to Sydney Smith, unfortunately, Campbell, Bunclark, Coakley Corbett were not at Buckingham Palace, they have five days earlier died after a crash in Devon. Sydney Smith will perished during a mission to Hanover on October 8, 1943

There is still a final fire extinguisher found that the worst fire is under control, even if the fire continues to smolder for the remainder of the flight. The broken cockpit and nose chasing a thundering storm through the hull that all navigational charts and pilot blows from Lancaster. Marconist Coakley calls as the base and send an SOS. From the base, he will coordinate the pilot the North Sea have to supervise. Copilot Gunnell controls the fuel and the engines and then take the next two hours over control of the numb Campbell. This takes before landing his position again, because Gunnell is exhausted. Searchlights Wittering is a welcome where the crew was waiting. But where they are not waiting is the observation that the hydraulic system failure, the landing gear retracted and remains a belly landing is the only option now there are no parachutes are spared to jump. Crew by the fire If the landing is deployed Sydney Smith takes care of the tail gunner to protect, despite his own injuries. Him with his body Campbell makes a perfect landing.

The next day shows only the actual damage. In daylight, everyone is surprised that this Lancaster has turned

back. Within a few days all seven crew members of the Distinguished Flying Medal (DFM) far known. All the people at the top of Bomber Command praised the crew and especially Smith. Not long after this event, a new coin was introduced, the Gallantry Medal, as it had been at the time of the incident with the R5724, available over the crew had this come into consideration. The Gallantry Medal on the Victoria Cross after the main medal for bravery.