

Your story, our history

NAA: A705, 166/44/8

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Title: WOODHEAD, Trevor Campbell - (Sergeant); Service Number - 407478; File type - Casualty - Repatriation; Aircraft - Beaufighter T5326; Place - Crosby-on-Eden Cumberland, UK; Date - 20 January 1943

naa.gov.au

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Fact sheet 7 – Citing archival records

Fact sheet 8 – Copyright

INSTRUCTIONS TO BE OBSERVED IN THE COMPILATION AND
USE OF FILES.

1. When opening a new file, care must be taken to see that a file dealing with the subject is not already in existence and covers should be completed with details for which space is provided.
2. Cord laces only must be used to hold papers in file cover.
3. Minute Sheets to be attached to the left-hand inside cover and enclosures to the right-hand side.
4. Minute Sheets are to be used for correspondence within the Department. Correspondence from and to outside bodies is to appear as an enclosure and a brief summary of every enclosure is to be included in the minute which gives the enclosure its number and makes it part of the file. If the enclosure is in one part, its number will be followed by the letter "A," subsequent parts being lettered "B," "C," "D," etc.
5. Minute number one is to be on the printed side of the Minute Sheet and is to face the cover on the minute side of the file.
6. Correspondence on subjects on which a file already exists must not be made on loose Minute Sheets—the file must be obtained and action taken thereon.
7. Minutes must be added in numerical order and both sides of the Minute Sheets are to be used.
8. Files must not be passed between Branches by hand without transit slips.
9. Notes of action taken may be entered on the Minute Sheets, otherwise unaddressed minutes will not be made.
10. Minutes may be noted by Officers placing their initials over the reference to them at the minute head and such words as "agree" and "concur" may be used to obviate separate minutes by individual addressees. An Officer's initials so placed will indicate concurrence with the minute.
11. In Column 1 on the cover is to be indicated the persons for whom minutes or enclosures are intended, the number of that minute or enclosure and the date it is passed out from the last person noting (or otherwise using) the file being indicated in columns 2 and 3, respectively.
12. When the person indicated in column 1 has taken the necessary action on the file, he (or his representative) will draw a line through the reference to him in columns 1, 2 and 3 on the cover and will place his initials in column 4, indicating that the necessary action has been taken. He will then indicate on the next line to whom the file is to pass—completing columns 2 and 3.

MINUTE SHEET

Reference

166/44/50

1.
23:1:43 Signal from A.M. Kingsway advising this member injured. Encl 1a.
2.
23:1:43 Extract of P/P 25 from O i/c Records. Encl 2a.
3.
23:1:43 Signal to next of kin advising this member slightly injured. Encl 3a.
- 4.

REPORTED ON DAILY CASUALTY REPORT No. *25* *25/4/43*
Slightly injured

5.
26/1/43. Postal acknowledgement for Encl. 3a. Encl. 5a.
- 6.

26/4/43. Report on flying accident from the Members Unit *Encl 6a*

7.
10.5.43. Signal from AIR. MIN. K.W.Y. advising this member slightly injured. ENCL. 7a
8.
10.5.43. Signal to this member's next of kin advising of casualty. ENCL. 8a
- 9.

REPORTED ON DAILY CASUALTY REPORT No. *131* *11/5/43*
Slightly injured

10.
13/5/43. Postal acknowledgement for Encl. 10a. Encl. 10a.
- 11.

21.5.43. Signal from O.H.Q. K.W.Y., confidential medical report. *Encl 11a.*

12.
9/9/43 Confirmatory memo. flying acc. F/Sgt Woodhead Enc. 12a.
- 13.

Ex 121

P.403876

P.989 8th. May 1943

235 Squadron

18

Coastal

11/43

7.5.43

17.15 hours.

Non-operational

Day

Leuchars.

Affiliation with Spitfire.

Fife.

Beaufighter Hercules Hercules

Vic

V1

V1

El.284

E

E

E

Pilot Woodhead T.C. F/Sgt.A.407478 I 102 381 ✓
(Australian)

Nav.(bw) Ganner L.H. Sgt. 1087705 I

G

on ground

A

Yes

Pilot's report to follow . At present in hospital.

Form 700 and Log Books examined and found in order. All authorised modifications embodied.
Pilot when landing swerved off runway into stationary Hampden.
Aircraft burst into flames. Investigation being held.

?? F/O Engineer Officer

Investigation being held.

? W/Cdr.

No.235 Sqdn.

9.5.43.

Yes

See investigation

(Sgd) R.L. Wallace G/C

R.A.F. Station
Leuchars.

13.5.43.

ACTION! COPY

R.A.A.F. Form A.14

(R.A.F. Form 683)

(Revised October, 1941.)

CYPHER MESSAGE

Serial No.

8581

Y69

This message must not be referred to in any but cypher messages.

TO	RAAF HQS	TOO 171424Z
		Receipt Despatch
		Time of 171810Z
FROM	DHQ RAAF KWAY	System BY WT

AL134 17 MAY

FOR DGMS SERIAL NUMBER 16A. CONFIDENTIAL MEDICAL (A)
537/5833
 AUS/407478 SET T & WOODHEAD (B) MAY 7 (C) F.B. (D) NO
 (E) LEUCHARS (F) FIRST DEGREE BURNS FACE SECOND DEGREE
 BOTH WRISTS (G) NO PERMANENT DISABILITY (.) PROBABLY
 UNFIT 6 WEEKS (.) PSYCHOLOGICALLY DOUBTFUL AS REGARDS
 FLYING (.)

Handwritten: 21/5
 (2) P.S. (ea.)
Signature: [illegible]

THE SIGNAL WAS RECEIVED CORRECTLY ON
 AND WAS RECORDED
 PENDING RECEIPT OF CORRECTION

Received D.M.S.
 Date 20 MAY 1943
 Time 0930

CHECKED ON NOMINAL ROLL

By *John A. [illegible]*

ACKNOWLEDGMENT OF DELIVERY

Eul 10a

Office *Goodwood*

Date *10/5/43*

air mail
Anderson St.
District Records Office,
Department of Defence,
ADELAIDE.

I have to advise that your telegram lodged at
Melbourne on *10/5/43* addressed
to *Mr T. C. Woodhead* was
delivered at *Smithfield* on *10/5/43*

F. D. Hart
POSTMASTER.

Date Stamp



13 MAY 1943
D

11

814 / 10 MAY

WOODHEAD

XXXXXXXXXXXXX SLIGHTLY INJURED

AIRCRAFT ACCIDENT ON 7 TH MAY, 1943

Wang 1/10/11

10000 1/2

CYPHER MESSAGE

3996

Y729

This message must not be referred to in any but cypher messages.

TO	T.O.O. 090153Z
RAAF HQS	Receipt Despatch
	Time of 090636Z
FROM	System
AIRMIN KINGSWAY	

PX(8792 OR 6792?) 9 MAY AUSCAS 237 FB

- (A) BEAUFIGHTER EL242
- (B) 235 SQDN
- (C) LEUCHARS 1520 HRS 7 MAY DAY
- (D) AUS407478 F/SGT TC WOODHEAD SLIGHTLY INJURED KINNOT N/K
WIFE MRS RC WOODHEAD 90 MITCHELL ST GOODWOOD AUS(.)
RAF 1087735 SGT LH GANNER SLIGHTLY INJURED
- (E) F/SGT WOODHEAD GLENEAGLES HOSPITAL PERTHSHIRE SGT GANNER
HOSPITAL LEUCHARS
- (G) BEAUFIGHTER EL242 235 SQDN COLLIDED WITH HAMPDEN AND
E979 AT DISPERSAL(.)

RECORDED IN REGISTER

IMMEDIATE By

RECORDED FOR STATISTICAL TABULATION
On PTC 119 Serial No. Initials

10 MAY 1943

CHECKED ON NOMINAL ROLL
By Baen

D.P.S. CASUALTY SECTION

10/5

as indicated (.....)
and correct. Correction will follow.

Casualty

REPORT ON FLYING ACCIDENT OR FORCED LANDING NOT ATTRIBUTABLE TO ENEMY ACTION.

3072.

Form 765 (C)
(Revised Dec., 1941.)

In every case copies of this form are to be rendered as follows:—

Indicate here by an X to whom this copy is addressed.

- (i) One copy direct to Air Ministry, C.I. (Accidents).
- (ii) Two copies direct to Air Ministry, (S.4. Statistics).
- (iii) One copy direct to Ministry of Aircraft Production (R.M.I.).
- (iv) One copy through usual channels to Command Headquarters.
- [In addition, and only if casualties to airmen are involved.]
- (v) One copy direct to Records Office.

P.377745

If this incident has been reported to the Air Ministry by signal, quote Reference No. and date.

T.388 20.1.43.

1. UNIT No.9 (C) O.T.U.	Group No. 17	Command Coastal	Serial No. of Form 18/43
2. DATE OF INCIDENT 20.1.43.		3. NATURE OF AND PURPOSE FOR WHICH FLIGHT AUTHORISED:—	
TIME 13.30 hrs.		Nature { (i) Operational or Non-operational? Non-operational	
SITE OF INCIDENT		(ii) Day or Night flying? Day	
(a) Name of aerodrome or landing ground Crosby-on-Eden.		(iii) Purpose Training	
(b) Place (if (a) not applicable)			
(c) County Cumberland			
Part (a) to be completed if the incident occurred on, or whilst taking off from or approaching to land on an aerodrome or landing ground.		This flight is being included in this Unit's flying hour summary on { Form 765A (Delete as necessary) Form 765B	

4. TYPE OF AIRFRAME AND ENGINE and extent of damage (see footnotes to this section).					
Details of Airframe and Engine.	Airframe.	Engine.			
		Single or Port.	Starboard.	Centre Port.	Centre Starboard.
Type	BEAUFIGHTER	HERCULES	HERCULES		
Mark or series	VIC	VI	VI		
R.A.F. No. (and makers' No. for engines)	T.5326	A308365/SS6455	A308311/SS6401	a	a
Total hours run		b	b	b	b
Date last installed in Airframe		b	b	b	b
c Extent of damage	E	E	E		

a To be quoted whenever an engine is damaged or fails.
b To be quoted only for incidents involving defect or failure of airframe or engines.
c To be indicated as:—
E = Missing, unrepairable, reduction to scrap or instructional. AC = For repair by contractor's working party.
B = For repair at contractor's works or R.A.F. Depot. A = For repair by nearest R.A.F. unit. U = No damage.

5. ALL OCCUPANTS OF AIRCRAFT and					FLYING EXPERIENCE OF PILOTS.						
Duty.	Name and Initials (Nationality to be quoted if not British).	Rank.	No.	Degree of Injury.	Flying Experience of Pilots and Pupil Pilots. See Note (ii)						
					Part A.		Part B. (see Note (i) below).		Part C. (see Note (iii) below).		
					Total Solo (Day & Night).	Type Quoted in Part 4.	Total Solo (Night).	Type Quoted in Part 4.	Instruments.	Link Trainer.	
Pilot	WOODHEAD T.C.	SGT.	Aus.407478	I (S)	0855	159					
Obs.	HENDERSON J.	SGT.	1024228	I (S)							

NOTE (i) Part B only to be quoted if incident occurred during night flying. (ii) Quote to nearest hour.
(iii) Part C only to be quoted if loss of control at night or in bad visibility or cloud by day is a possible contributory factor.

6. STAGE OF FLIGHT.		7. DID FIRE OCCUR? If Yes, state "In air" or "On ground" as appropriate. If no fire state "No."	8. CONDITIONS OF LIGHT IN WHICH INCIDENT OCCURRED.	9. IF INCIDENT occurred when taxiing on, taking off from or landing on a runway state "Yes."
A. Picketed or at moorings.	F. In flight.		A. Day (daylight).	
B. Starting up.	G. Landing.		B. Dusk (half light of evening).	
C. Stationary other than A or B.	H. Towed or manhandled.		C. Dawn (half light of morning).	
D. Taxiing.	J. Not known.		D. Dark (no moon or moon obscured).	
E. Taking off.				
Quote A or B or C, etc., as appropriate G		NO	Quote as A or B or C, etc., as appropriate and amplify in Part 12(b) if necessary.	
			Yes	

[P.T.O.]

10. SUMMARY OF PILOT'S REPORT (or a description of circumstances which terminated in the accident if the pilot's report is not available). In cases of engine failure information should be given as to the behaviour of the engine and manipulation of the engine controls immediately before failure.

Duration of flight since last take off : Hours..... Minutes..... If engine failure occurred during take off quote height.....

Pilot was detailed to carry out a Navigational Exercise. He took off and set course but returned because a piece of fabric had come loose on the wing. He landed, had the fabric removed and took off again. The weather deteriorated after he had taken off so he decided to abandon the exercise and came into land. He made a normal landing but a gust, together with slight cross wind, lifted port wing of the aircraft causing it to swing off runway into soft ground. Pilot feeling aircraft tip, switched off and operated fire extinguishers. Aircraft turned over on its back.

11. REPORT BY APPROPRIATE SPECIALIST OFFICERS (A. E. Nav., &c.) :—(i) If technical failure is involved information as to the nature and cause of the failure is required; precise information as to the extent of the damage arising as a result of this failure is not required. (ii) If the non-embodiment of an authorised modification is considered to have contributed to the accident, the serial number of the modification and reason for non-embodiment should be stated.

No technical failure. The aircraft was in all respects serviceable.

Is Form 1022 or 1023 being rendered? } No Signature..... SGD. C.J.F. McRAE S/Ldr.
If "Yes" state which

12. REMARKS BY UNIT COMMANDER (to be given under three separate headings) :—

- Part A. Remarks as to circumstances of the incident. (If it occurred at night or near an aerodrome the nature of the lighting system in use at the time is to be noted in Part A.)
Part B. Diagnosis of all contributory factors. The manner in which any particular factor contributed to the incident is to be clearly indicated.
Part C. General remarks (including any recommendation with regard to personnel, training, airframes, engines, accessories, etc., and notes of any action taken as a result of this incident).

A. Pilot was starting off on Navigation Exercise, after returning to aerodrome from first attempt due to loose fabric on the wing. He did not like weather, so decided to land. It was raining moderately with a gusty wind slightly across the runway at the time of landing. He landed normally but soon after touch down, a gust appeared to lift port wing and aircraft swung off runway, ran for some distance then into soft ground, and turned on its back. Four crews were detailed to carry out this exercise - of the three others, two completed the exercise and one returned early because he did not like the weather on the route. Crews had been briefed to return if they did not like the weather as there was a possibility of rain and some low cloud en route. The weather at base was quite reasonable, but it commenced to rain soon after pilots second take-off and stopped about an hour later.

B. It is considered that contributory factors were :—

- (1) Very soft condition of aerodrome surface in vicinity of accident.
(2) Pilot landing in rain causing poor visibility with result that swing would not be as quickly realised as with wind screen clear.
(3) Slight cross and gusty wind causing initial swing off.

C. Pilot acted with great presence of mind in switching off engines and operating fire extinguishers, while aircraft was turning over. This probably saved the lives of the crew as it required some 5 to 10 minutes to extricate the crew and if fire had broken out the situation would have been ~~critical~~. All pilots have again been warned of the necessity to check swing at the beginning and to avoid landing in rain if possible.

13. REMARKS BY STATION COMMANDER (and notes of any action taken as a result of this incident) :—

- (i) Was any assistance rendered in rescue work after the accident, which is considered worthy of recommendation? Yes
or No. No If any such assistance was rendered, the recommendation is to be forwarded separately.
(ii) Remarks.

This is yet another case of a valuable aircraft being badly damaged as the result of the airfield having been ploughed up and thereby turned into a quagmire. The danger of further accidents of this nature will persist until the ground has had time to consolidate - a matter of six months or more.

Signature..... Sgd. F. WOOLLEY G/C Commanding..... 9 (C) Crosby on Eden Date..... 24.1.43.
R *8836) WL 41475-4739 200M 1/42 T.S. 700
R (*9716-8836) WL 14379-P443 150M 5/42 T.S. 700

3072.

Encl 68

P.377745

T.388 20.1.43.

No.9 (C) O.T.U.

17

Coastal

18/43

20.1.43.

13.30 hrs.

Non-operational

Day

Crosby-on-Eden.

Training

Cumberland

BEAUFIGHTER

HERCULES

HERCULES

VIC

VI

VI

T.5326

A308365/SS6455

A308311/SS6401

E

E

E

Pilot WOODHEAD T.C. X

SGT. Aus.407478 I (S) 0855 159

Obs. HENDERSON J.

SGT. 1024228 I (S)

G

NO

A

Y

Pilot was detailed to carry out a Navigational Exercise. He took off and set course but returned because a piece of fabric had come loose on the wing. He landed, had the fabric removed and took off again. The weather deteriorated after he had taken off so he decided to abandon the exercise and came into land. He made a normal landing but a gust, together with slight cross wind, lifted port wing of the aircraft causing it to swing off runway into soft ground. Pilot feeling aircraft tip, switched off and operated fire extinguishers. Aircraft turned over on its back.

No technical failure. The aircraft was in all respects serviceable.

No

SGD. C.J.F. McRAE S/Idr.

- A. Pilot was starting off on Navigation Exercise, after returning to aerodrome from first attempt due to loose fabric on the wing. He did not like weather, so decided to land. It was raining moderately with a gusty wind slightly across the runway at the time of landing. He landed normally but soon after touch down, a gust appeared to lift port wing and aircraft swung off runway, ran for some distance then into soft ground, and turned on its back. Four crews were detailed to carry out this exercise - of the three others, two completed the exercise and one returned early because he did not like the weather on the route. Crews had been briefed to return if they did not like the weather as there was a possibility of rain and some low cloud en route. The weather at base was quite reasonable, but it commenced to rain soon after pilot's second take-off and stopped about an hour later.
- B. It is considered that contributory factors were:-
- (1) Very soft condition of aerodrome surface in vicinity of accident.
 - (2) Pilot landing in rain causing poor visibility with result that swing would not be as quickly realised as with wind screen clear.
 - (3) Slight cross and gusty wind causing initial swing off.
- C. Pilot acted with great presence of mind in switching off engines and operating fire extinguishers, while aircraft was turning over. This probably saved the lives of crew as it required some 5 to 10 minutes to extricate the crew and if fire had broken out the situation would have been critical. All pilots have again been warned of the necessity to check swing at the beginning and to avoid landing in rain if possible.

Sgd. P.H. Woodruff W/C

Training Wing

21.1.43.

No.

This is yet another case of a valuable aircraft being badly damaged as the result of the airfield having been ploughed up and thereby turned into a quagmire. The danger of further accidents of this nature will persist until the ground has had time to consolidate - a matter of six months or more.

Sgd. F. WOOLLEY G/C

9 (C) Crosby on Eden

COMMONWEALTH OF AUSTRALIA.

9.5a

Postmaster-General's Department.

Delivery Section,
Telegraph Branch,
G.P.O., ADELAIDE,

Date

Airboard Melbourne.

~~District Records Office,
Centennial Hall,
MADILLIE, ADELAIDE.~~

RECEIVED
26 JAN 1943
AIR REGISTRY

I have to advise that your telegram lodged at
... *Melbourne* ... on ... *23/1/43* ... addressed
to *Mr J. E. Woodhead, 90 Mitchell St, Goodwood* was
delivered at ... *8.30 p* ... on ... *23/1/43* ...

J. B. C. Jones
SUPERINTENDENT OF TELEGRAPHS.

Date Stamp.

Sgt Woodhead

W. A. W. W.

26 JAN 1943

D

Serial No. 537/5833

RECORDED IN REGISTER

By... JH. (AW) 23/1/43

Enc 20
786/880

DIRECTORATE OF PERSONAL SERVICES : CASUALTY SECTION

RECORD OF PARTICULARS OBTAINED FROM O. I. C RECORDS P.P.25 IN
REFERENCE TO THE UNDERMENTIONED AIRMAN

NO. 407478 RANK. SGT. NAME . WOODHEAD Trevor Campbell.
UNIT. RAAF att RAF UK RELIGION. C. of E.
MUSTERING. A/Pilot ENLISTED 5 RC DATE ENLISTED 12/10/40

DATE EMBARKATION
NEXT OF KIN. Wife NAME Mrs. Lorna McGregor WOODHEAD
AGE 9/7/15 ADDRESS 90 Mitchell Street
GOODWOOD
S. AUSTRALIA.

MARRIED Yes SINGLE NO. OF DEPENDANTS

NATURE OF CASUALTY Slightly injured multiple bruises shock
Aircraft accident.

Slightly injured Acc./Acc. 7/5
PLACE Crosby on Eden UK DATE 20/1/43.

25 JAN 1943

RECORDED FOR STATISTICAL TABULATION
On P/P. 118 Serial No. Initials. AMB

SIGNED M M of Larkla

23 1/1943.

Information from A.C.W. Hottes.

c/n/r

REPATRIATION ACTION TO BE TAKEN

.....
.....
.....
.....
.....
.....

SIGNED

/ /194

(JD17/42).

C.A. 134
25-1-43
JH.

ACTION COPY

166	44	8
RAAF Form A.14		
(R.A.F. Form 685)		
(Revised October 1941.)		

CYPHER MESSAGE

8715

Serial No.

Y662

This message must not be referred to in any but cypher messages.

TO	RAAF HQ (R) RECORDS GLOS.	T00. 2115/z/21
	<i>P/O Coaghan</i>	Receipt Despatch
		Time of 0758/z/22
FROM	AIR MIN KINGSWAY	System W/T

PX 6491 21 JAN AUCAS 336

FA (A) BEAUFIGHTER 6C T5326 (B) 9 (C) OTU (C) CROSBY ON EDEN
 JAN 20 1330 HRS DAY (D) AUS407478 SGT TREVOR CAMPBELL WOODHEAD
 PILOT INJURED SLIGHTLY MULTIPLE BRUISES SHOCK KINNOT WIFE MRS. T C
 WOODHEAD 90 MITCHELL STREET GOODWOOD S.AUSTRALIA. NOT AUST
 RAF1024228 SGT HENDERSON INJURED SLIGHTLY (E) SSQ CROSBY ON EDEN
 (G) A/C SWUNG ON LANDING OVERTURNED AIB NO.

IMMEDIATE.

D.P.S. CASUALTY SECTION

28/1
Casualty

CHECKED ON NOMINAL ROLL

By