

**St. Mary's Additional Churchyard,  
Clifton-on-Dunsmore, Warwickshire**

**War Graves**



*Lest We Forget*

**World War 1**



**SECOND LIEUTENANT**

**R. O. SHERAR**

**AUSTRALIAN FLYING CORPS**

**11TH MAY, 1918 Age 23**

## Roderick Oliver SHERAR

Rhoderick Oliver Sherar was born at Stony Creek, Gippsland, Victoria in 1895 to parents Caleb & Ann Eliza White Sherar (nee Josephs).

Rhoderick Oliver Sherar was educated in South Africa.

*[Note: the birth & death registration are registered with the spelling of "Rhoderick". This spelling was also used by his mother when submitting information for the Roll of Honour. A copy of the Will (in the Service Record file) also had the spelling of "Rhoderick". The Australian War Memorial, Commonwealth War Graves Commission & the Service Record file all have the Christian name as "Roderick."]*

Roderick Oliver Sherar was a 20 year old, single, Student Theological (occupation listed as Cabinet Maker on information supplied for the Roll of Honour by his mother) from 5 Charles Street, Prahran, Victoria when he enlisted on 19th November, 1914 with the Australian Imperial Force (A.I.F.). His service number was 1504 & his religion was Protestant. His next of kin was listed as his Caleb Sherar, of 5 Charles Street, Prahran, Victoria. Roderick's older brother – Edgar Caleb Sherar enlisted on 30th November, 1914. Roderick Sherare stated on his Attestation Papers that he had served with Cadets for 2 years & the Militia for 2 years.

Private Roderick Oliver Sherar embarked from Melbourne, Victoria on HMAT *Kyarra* (A55) on 5th December, 1914 with the 1st Australian Clearing Hospital.

Private Roderick Oliver Sherar proceeded to join M.E.F. (Mediterranean Expeditionary Force) at Gallipoli on 2nd March, 1915.

Private Roderick Oliver Sherar was written up for "*refusing to obey lawful command of his superior Officer*" at the Dardanelles on 20th April, 1915. He was awarded 7 days detention.

Private Roderick Oliver Sherar was admitted to 15th General Hospital at Alexandria on 9th June, 1915 with Scarlet Fever.

Private Roderick Oliver Sherar was discharged from 3rd Auxiliary Hospital to Gamrah for duty at Cairo on 10th February, 1916.

Private Roderick Oliver Sherar was transferred & taken on strength of 12th Field Ambulance at Tel-el-Kebir on 18th March, 1916 from Base Details.

Private Roderick Oliver Sherar was admitted to Hospital at Serapeum on 4th April, 1916 with Influenza. He was discharged on 7th April, 1916.

Private Roderick Oliver Sherar embarked from Alexandria on *Scotian* on 4th June, 1916 to join B.E.F. (British Expeditionary Force). He disembarked at Marseilles, France on 11th June, 1916.

Private Roderick Oliver Sherar was written up for a breach of Traffic Orders II Army – "*Driving Ambulance car over 15 miles per hour on the open road at Reninghelst on 13th September, 1916.*" He was reprimanded & removed from the car.

Private Roderick Oliver Sherar was admitted to Hospital while on leave in England (no date recorded). He was admitted to 4th London General Hospital on 24th November, 1916 with Gonorrhoea. Private Roderick Oliver Sherar was absent from Roll Call at 4th London General Hospital at 8.30 am, 12 noon, 2.30, 4, 6 & 8pm on 29th December, 1916 & again on 30th December, 1916 returning at 10 pm on 30th December, 1916. He was awarded 14 days No. 2 F.P. (Field Punishment) & forfeited a total of 16 days' pay. Private Sherar was discharged on 3rd January, 1917 under escort.

Private Roderick Oliver Sherar proceeded overseas via Folkestone on *Princess Clementine*, under escort, on 12th January, 1917 from Depot at Perham Downs, Wiltshire, England. He was marched in to 4th A.D.B.D. (Australian Divisional Base Depot) at Etaples, France on 13th January, 1917. Private Sherar was marched out to 4th Divisional Ambulance on 25th January, 1917 & rejoined his Unit in the Field on 26th January, 1917.

Private Roderick Oliver Sherar was transferred to "K" Supply Column: M.T. A.S.C. on 7th March, 1917 as appointed as M.T. Driver on 10th March, 1917. He was taken on strength of "K" Supply Column the same day from 12th Field Ambulance.

Driver Roderick Oliver Sherar was detached to 4th Divisional Headquarters on 10th March, 1917 & joined on attachment the same day.

Driver Roderick Oliver Sherar was extra regimentally employed at 4th Divisional Headquarters in France from 29th May, 1917.

Driver Roderick Oliver Sherar proceeded from France to Administrative Headquarters A.I.F on 24th September, 1917 to join A.F.C. (Australian Flying Corps).

Driver Roderick Oliver Sherar was admitted to 1st Auxiliary Hospital in England from Headquarters on 5th October, 1917. He was discharged after a Tonsillectomy on 24th October, 1917 was granted leave & then to report to Headquarters on 30th October, 1917.

Driver Roderick Oliver Sherar was marched in to Australian Headquarters, London on 1st November, 1917.

Roderick Oliver Sherar was transferred to A.F.C. (Australian Flying Corps) Training Depot as 2nd A.M. (Air Mechanic) on 2nd November, 1917. He joined the No. 1 R.F.C. (Royal Flying Corps) School of Military Aeronautics at Reading, England on 2nd November, 1917 & was appointed Cadet.

Cadet Roderick Oliver Sherar was marched in & attached to 5th Training Squadron at Shawbury, England on 15th January, 1918 for elementary instruction in Aviation from School of Military Aeronautics & "K" Supply Column.

Cadet Roderick Oliver Sherar was detached from attached duty with No. 5 Training Squadron & marched out to No. 10 Training Squadron (R.F.C.) on 25th February, 1918 for Higher Instruction in Aviation.

Cadet Roderick Oliver Sherear, having graduated, was appointed Flying Officer (Pilot) & was to be 2nd Lieutenant in A.I.F. on 24th April, 1918.

On 11th May, 1918 Second Lieutenant Roderick Oliver Sherar was flying a Sop Camel – B 9242 solo. He took off at around 2 pm to practice aerobatics & at about 2.15 pm the Sop Camel crashed to the ground near Lilbourne.

#### **Lilbourne Aerodrome** *(information from Wikipedia)*

R.A.F. Lilbourne is a former Royal Air Force station which was located 5.2 miles (8.4 km) south of Lutterworth, Leicestershire, England. The airfield opened 1915 before closing around 1920.

#### History

A number of training squadrons were based at the airfield including No. 10 Training Squadron using the Avro 504 and the Sopwith Camel at Lilbourne between 7 April 1918 and 25 June 1918, No.44 Reserve/ Training Squadron using the Avro 504, DH4's and Royal Aircraft Factory R.E.7's based at the airfield between 2 November 1916 and 13 November 1916. This also included No. 55 Training Squadron utilising the Avro 504, Camel, Sopwith Pup and the Royal Aircraft Factory S.E.5A. The squadron used both Castle Bromwich Aerodrome and Lilbourne between 15 January 1918 and July 1918.

The airfield was also home to a number of operational squadrons during World War I including No. 55 Squadron RFC using Avro 504's, BE2's, DH4's and FK8's spread between Castle Bromwich Aerodrome and Lilbourne from 27 April 1916 and 6 March 1917, No. 73 Squadron RFC using the Camel while based at the airfield between 10 July 1917 and 9 January 1918 and No. 84 Squadron RFC using the Avro 504, Camel and Pup at Lilbourne between 23 March 1917 and 23 September 1917.

Second Lieutenant Roderick Oliver Sherar died on 11th May, 1918 near Lilbourne, Northamptonshire, England as a result of an aeroplane accident. (The Burial report states Lilbourne near Rugby whereas the Statement of Service form records "*Killed in aeroplane accident at Calthorpe, England on 11th May, 1918.*")

A Court of Enquiry was held at Lilbourne Aerodrome on 12th May, 1918 inquiring into the circumstances connected with the accident on May 11th, 1918 resulting in the death of 2/Lieut. R. O. Sherar, Australian Flying Corps attached to 10th Training Squadron, R.A.F.

EVIDENCE:

1st. Witness. Capt. H.P. Dean R.A.F. states:-

I am a flight Commander and Instructor, in 10th. T.S. and the late 2/Lieut. Sherar was my pupil. On the morning of 11th. May I told 2/Lt. Sherar that he could take up Sopwith Camel B.9242 at 2 p.m. in the afternoon and practice aerobatics at about 3,000 feet. At 2 p.m. I came down to the Aerodrome and saw 2/Lieut. Sherar run up his engine and take off the ground. He climbed to about 2,500 feet where he commenced his manoeuvres which he did very well while I was watching him for about 10 minutes, but he had lost considerable height and was about 1,800 feet when I last saw him. About 5 minutes later I was informed that the pilot had crashed. I proceeded to the scene of the accident. The pilot had been removed the machine was nose down resting in the leading edge of the plane, with the fuselage broken just behind the pilots seat. From the position of the machine it appeared he was coming out of the spin and had struck the ground in a dive. I examined the controls as far as I was able and found them complete. 2/Lt. Sherar had been under my instructions for two months and I found him a very capable pilot. He had done 32 hours solo including 3 hours 40 minutes in sopwith Camel.

(Sgd) H.P. Dean Capt. R.A.F.

2nd. Witness. 2/Lieut. C.E. Metcalf No. 10. T.S. R.A.F. states:-

I am a flying Officer under instruction in No.10 T.S. On the morning of May 11th at 11.10 a.m. I took up Sopwith Camel B. 9242, and practiced aerobatics for 35 minutes. The engine and controls were in perfect condition. I was the last pilot to fly the machine before 2/Lieut. Sherar took it up. 2/Lieut. Sherar subsequently flew the machine from 11.50 till 12.20. I spoke to him after this flight and he made no complaint about this machine.

(Sgd) C.E. Metcalf 2/Lieut.  
R.A.F.

3rd. Witness. No. 115557. 2/A.M. W.T. Haynes No. 10 T.S. R.A.F. states:-

I am a fitter (Aero engine) in B. Flight No. 10. T.S. On May 11th. at 10.30 under the orders of Capt. Dean I checked and made alterations in the valve timing of Sopwith Camel B.9242 after which it was run up and flown by 2/Lieut. Metcalf who signalled O.K.

(Sgd) W.T. Haynes 2/A.M.

4th. Witness. No. 5791. A/Cpl. F.T. Dadson No. 10. T.S.R.A.F. states:-

I am a Corpl. Rigger in "C" Flight. No.10. P.S. Sopwith Camel B. 9242. was rebuilt on April, 26th. 1918 and I was in charge of the rigging during this. The machine was thoroughly overhauled tested and passed O.K. by Capt Dean. I checked the rigging and controls on May 4th, and found everything O.K.

(Sgd) F.T.Dadson A/Cpl.

(2)

5th. Witness. No. 30023. 1st. A.M. W.J. Hynam. No.10. T.S. R.A.F. states:-

I am a rigger in "B" Flight No.10. T.S. On the morning of May 11th at about 11 a.m. I checked the rigging and controls of Sopwith Camel B.9242 and find all correct.

(Sgd) W.J. Hynam.

6th. Witness. 2/Lieut. C.T. Robinson No.10 T.S. R.A.F. states:-

I am a flying officer under instruction in No. 10 T.S. At about 2 15 p.m. on May 11th 1918, I was standing outside my tent I saw a camel looping and rolling over Lilbourne. He lost height continually during manoeuvres. When he was about 1,000 feet up he went into a spin after a stall and spun down. He was just coming out of his last turn when the machine struck the ground. I consider that the spin was intentional and that he did not realise how he had lost height during the previous loops and rolls.

As soon as I saw the machine strike the ground I went to the Hospital and warned an orderly to telephone for the doctor.

(Sgd) C.T. Robinson 2/Lieut.

7th. Witness. 11717. Cpl. Mech. E.C. Dean No.10 T.S. R.A.F. states:-

I am N.C.O. in charge of engines in B. Flight No. 10 T.S. On May 11th about 2 p.m. I was present when 2/Lieut. Sherar ran up the engine of Sopwith Camel B. 9242. The engine ran perfectly O.K. and 2/Lieut. Sherar gave a signal that he was satisfied.

(Sgd) E.C. Dean Cpl. Mechanic.

8th. Witness. No. -- W. Chester Collins M.D. M.O. i/c R.A.F. states:-

I am Medical Officer in charge Lilbourne Station. Directly the crash occurred the ambulance with the R.A.M.C. Orderlies arrived on the spot the Officer was found to be quite dead. I saw him immediately afterwards and his body was conveyed by me in the ambulance to the Rugby Mortuary. I found his neck was broken. The right thigh and leg were completely smashed and the left leg was broken. The cause of death was the fracture of the neck.

(Sgd) W.C. Collins M.D. M.O.  
i/c R.A.F. Lilbourne.

9th. Witness. Lieut. F.R. Dymond K.S.L.I. & R.A.F. No.10.T.S. states:-

I am the Administrative Officer of No.10 T.S. On the 11th. May at 2 p.m. I saw 2/Lieut. Sherar take sopwith Camgl B.9242 off the ground. The weather conditions were perfect.

(Sgd) F.R.Dymond. K.S.L.I.& R.A.F.

FINDING OF THE COURT.

The undersigned have conducted a Court of Enquiry on the instructions set forth on the first page of this form and at place and date thereon stated.

The evidence of the 9 witnesses is recorded on the pages inserted inside this form.

(A) We find from the evidence that the following facts have been established.

1. The description of the occupant, place and engine, and of the extent of injury to them is as set forth on front page of this form with the exception that

NIL.

2. The purpose of and instructions for the flight were as follows:-

Aeroplane.		Seats.	Purpose & instruction	(including whether one occupant was instructing other.
Type.	No.	No. of		
Sop Camel.	B. 9242.	One.	The pilot was to practice aerobatics at 3,000ft	

3. The accident occurred at 2.15 p.m. o'clock at the place and at the date set forth on the front page of this form.

4. The aeroplane was controlled as follows:-

Aeroplane Type.	Seats No.	Seats No. of.	Whether fitted with dual or single control.	Names of Occupants of seats. Front.	Back	Other
Sop Camel.	B 9242.	One.	Single.	2/Lt.R.O.Sherar. A.F.C. att.R.A.F. 10th.T.B.	Nil.	Nil.

5. The aeroplane took off the ground as follows:-

Aeroplane Type.	No.	Time.	Weather conditions where aeroplane took off.
Sop. Camel.	B. 9242.	2 p.m.	Very good.

6. Condition of aeroplane at commencement of flight.

Aeroplane Type.	No.	When last examined.		Whether plane and engine fit for flight in question.
		By fitter.	By figger.	
Sop. Camel.	B. 9242.	Date. May 11th. 1918. Hour.10.30 a.m.	Date. May 11th. 1918. Hour 11 a.m.	Yes.

P.T.O.

7. The flying experience of the Occupant prior to this flight was.

Name of occupant.	Type of aeroplane.	Dual. Time flown on each Type Solo			
		Hours.	Mins.	Hours.	Mins.
2/Lieut. R.O.Sherar A.F.C. att R.A.F.	Avo.	13.	40.	15.	50.
	Sop. Scout.			8.	10.
	Sop. Camel.			5.	40.
	M.F.S.H.	5.	40.	4.	55.

8. We have examined the following Aeroplane and Pilots flying log-books and have ascertained:-

Description of Book.	Remarks, including material facts, supplementary or confirming Evidence of witnesses.
Aeroplane log-book	1. Machine fitted with new planes 22-26 Apl. 1918.
Engine Log-book.	2. Time run since last overhaul 20hrs. 15 mins.
Pilot's log book.	3. Total Solo 32 hrs. 20 mins Total time in air 51 hrs. 25 mins. Solo on Sop Camel 3 hrs. 40 mins

9. We have not visited the scene of the accident before the aeroplane was removed, and have found the following material facts:-

N I L.

B. We have been unable to obtain the evidence of the following material Witnesses:-

N I L.

C. The cause of the accident was in our opinion:-

The pilot was sent up by Capt. Dean to do aerobatics at 3,000 feet while doing aerobatics he failed to notice that he was losing height, and started voluntarily into a spin at a height of 1,000 feet. He had just started to recover when the machine struck the ground.

D. This accident has not been reported to the Accident's Committee.

(Sgd) L.J. Mc. Lean. Capt.  
PRESIDENT.

(Sgd) A. Buchanan. 2/Lieut. )

(Sgd) E.C. Ward. 2/Lieut. ) MEMBERS.

Report of Officer Commanding.

I concur.

(Sgd) L.F. Forbes. Major.  
Commanding No. 10 T.S.  
R.A.F.

*“neck broken, right thigh & leg were completely smashed & left leg broken. The cause of death was the fracture of the neck. The court find that, while doing aerobatics he failed to notice that he was losing height & started voluntarily into a spin at a height of 1,000 ft. He had just started to recover when the machine struck the ground.”*

An Inquisition was held at Rugby by Coroner Ernest Frederick Hadow on 13th May, 1918. The Court found *“that the deceased was accidentally killed by falling to the ground with an aeroplane which he was flying.”*

Newspaper item – Coventry Evening Telegraph, England – 14 May, 1918:

*.....In a second inquest, relating to the death of Second-Lieutenant Rhoderick Oliver Sherar, an Australia, who had seen service with the infantry in France, it was stated that deceased, who was a very fine pilot, was looping and rolling at a height of 2,000 feet, and apparently did not realise that he was losing height as he continued the evolutions, with the result that he commenced a spin when too near the ground, and crashed. His neck was broken, and death was instantaneous. A verdict of “Accidental death” was returned in each case.*

A death for Rhoderick O. Sherat, aged 23, was registered in the June quarter, 1918 in the district of Rugby, Northamptonshire, England.

Second Lieutenant Roderick Oliver Sherar was buried on 15th May, 1918 in St. Mary's Additional Churchyard, Clifton-on-Dunsmore, Warwickshire, England and has a Commonwealth War Graves Commission headstone. From the burial report of Second Lieutenant Roderick Oliver Sherar - *Coffin was Oak, heavy brass fittings. The deceased soldier was accorded a Military Funeral. The coffin was draped with the Union Jack, and covered with several beautiful wreaths. A short service was held in the Village Church at 2 pm. Officer friends of the deceased officer acted as pallbearers. Firing party officiated, and the “Last Post” was sounded at the graveside. A beautiful cross of lilies was placed on the grave by fellow officers of deceased, also wreath by Mrs Percival. Mrs Mook, and by several lady friends of deceased. Administrative Headquarters, A.I.F. London were represented at the funeral.*

Names of relatives and friends present at the funeral – Mr & Mrs Percival (Cousins) and Mrs Mook.

Newspaper item – Rugby Advertiser, England – 18 May, 1918:

## **FATAL FLYING ACCIDENTS NEAR RUGBY**

### **TWO YOUNG PILOTS KILLED**

*On Monday two inquests were held by Mr E. F. Hadow at Rugby on the bodies of Second-Lieut James Donald McRae Reid (21) and Second-Lieut Roderick Oliver Sherar, who were killed in aeroplane accidents during the latter end of last week.*

*....In the case of Second-Lieut Sherar, it was stated that he was an Australian, and had served in France with the Infantry. He was gazetted from a cadetship a fortnight ago. On Saturday, at 12 o'clock, deceased was ordered by Capt Pick Dean to take up the machine, the engine and rigging of which had been certified previously as in good order. Deceased was a very fine flyer, and Capt Dean watched him looping and “rolling” – a corkscrew evolution which all pilots were taught – for about ten minutes. He then flew out of sight, and the accident occurred shortly afterwards. Capt Dean's opinion was that Lieut Sherar, who was 2,000 ft up when he began his evolutions, was losing height without realising it. Probably when at a height of 1,500 ft, but thinking it was higher up, the officer began a spin without sufficient depth to save himself. Had there been another 50 ft below him he would have got out all right. It was clearly a case of misjudging the altitude. – This was confirmed by Second-Lieut Charles T. Robinson, who witnessed the accident, and who said the machine struck the ground after coming out of a voluntary spin. – The injuries were described by Surgeon-Major Cheater Collins, who said death must have been instantaneous, and deceased's neck was broken.*

*A verdict of “Accidental death” was returned in each case.*

### **RUGBY'S PATRIOTISM IMPUGNED**

*Capt King, the officer commanding, mentioned that he had wished to give one of the officers a military funeral at Rugby; but as he was not a Rugby man, the local authorities wished to charge £11 for the ground alone. He did not consider it very patriotic of Rugby people when a young man gave his life for his country, to refuse him a decent burial in their town.*



*The jury endorsed Capt King's remarks and expressed the hope that the question would be brought to the notice of the Council. – The Foreman: They would not treat you like that at Clifton. – Capt King: No; we are going to have him buried there. – The jury asked the Coroner to write to the Clerk of the Council on the matter, and the Foreman promised to approach a member of the Council.*

*The attention of Mr Arthur Morson, the clerk to the Urban District Council, having been drawn to this question, he informs us that the regulations governing interments in the cemetery are very explicit on this point, and the Council have no power to allow a stranger to Rugby to be interred in the cemetery without the payment of double fees. The rule is necessary for the preservation of the burial ground for Rugbeians, and if it was not strictly observed there is a possibility that the cemetery would soon be filled with people from outside.*

#### **FUNERALS OF THE VICTIMS**

*It was hoped to have given both of the deceased an imposing military funeral at Rugby; but as the price of the ground space in Rugby Cemetery was too prohibitive, the funerals took place at Clifton with full military honours, whilst the villager showed their respect by attending in large numbers.*

*Lieut Reid was buried on Monday.....*

*The funeral of Second-Lieut Sherar took place at Clifton on Tuesday. Thirty officers (six of whom acted as bearers), thirty N.C.O.'s and men, and a firing party attended, under Major Forbes. In church the hymn, "On the Resurrection Morning," was sung, and the appropriate organ music was rendered. Cousins of the deceased were present from the Strand headquarters. Lieut Wood was in charge of the arrangements.*

*In both cases wreaths were sent by brother officers.*

A ruling was made on 18th July, 1918 in London that Private Roderick Oliver Sherar was mustered as Driver MT from 1st October, 1915 under A.I.F. Order 779. "Subsequent entries affected by this appointment are amended accordingly."

Rhoderick Oliver Sherar requested in his Will, dated 11th June, 1917 that he bequeathed all his real & personal estate to Mrs C. Sherar, of 5 Charles St, Prahran, Victoria, Australia.

Second Lieutenant Roderick Oliver Sherar was entitled to 1914/15 Star, British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Second Lieutenant Sherar's father – Mr C. Sherar, as the closest next-of-kin. (Scroll sent July, 1921 & Plaque sent June, 1923).

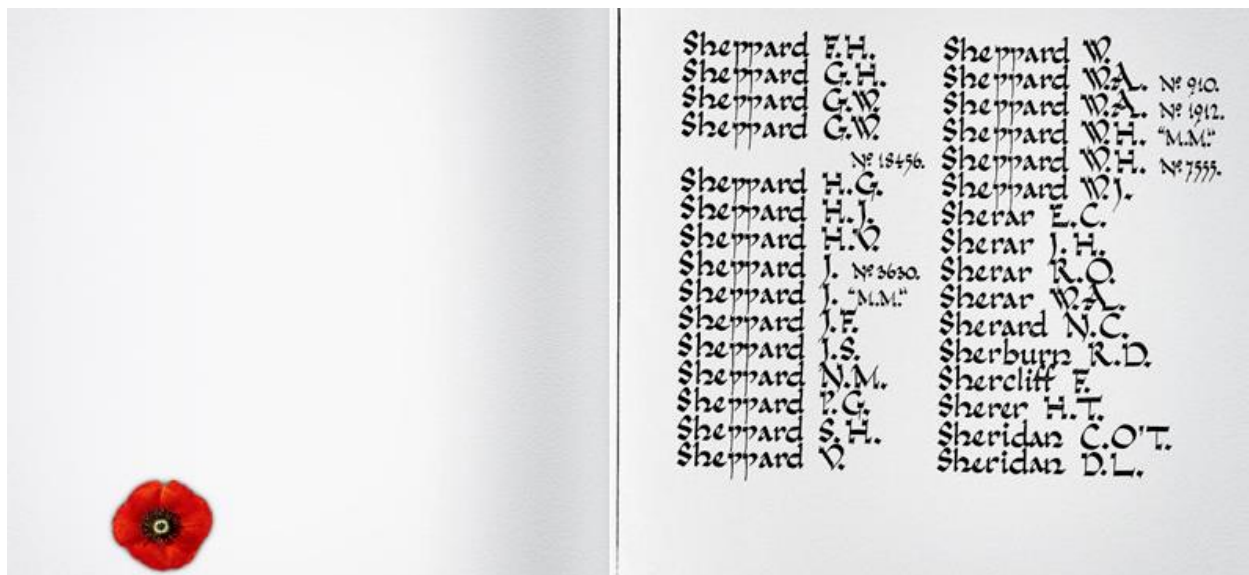
The Commonwealth War Graves Commission lists Second Lieutenant Roderick Oliver Sherar, aged 23, of Australian Flying Corps. He was the son of Caleb and Ann E. Sherar, of 338 Punt Rd., South Yarra, Victoria, Australia.

Second Lieutenant R. O. Sherar is commemorated on the Roll of Honour, located in the Hall of Memory Commemorative Area at the Australian War Memorial, Canberra, Australia on Panel 187.



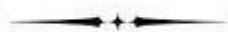
*Roll Of Honour WW1 Australian War Memorial Canberra, Australia*

R. O. Sherar is remembered in the Book of Remembrance at the Shrine of Remembrance, Melbourne, Victoria.



(75 pages of Second Lieutenant Roderick Oliver Sherar's Service records are available for On Line viewing at National Archives of Australia website).

*Information obtained from the CWGC, Australian War Memorial (Roll of Honour, First World War Embarkation Roll) & National Archives*



### Connected to Roderick Oliver Sherar:

Older brother Edgar Caleb Sherar – 1505, 1st Australian Clearing Hospital. Brass finisher, aged 23, enlisted 30th November, 1914. Embarked from Melbourne, Victoria on HMAT *Kyarra* (A55) on 5th December, 1914. Sergeant Edgar Caleb Sherar, A.M.T.S. returned to Australia & embarked from England on 16th June, 1919.



### Newspaper Notices

#### **DIED ON SERVICE**

SHERAR – A loving tribute to the memory of our dear nephew and cousin, 2nd-Lieut. Roderick Oliver (Rod.) Sherar, nephew of Mr James H, Josephs and Mrs S. F. Brakeford, and cousin of Arthur, Maud (Mrs Brown), Olive (Mrs Hand), Ettie, Emma and Rose Drakeford; killed in aeroplane accident in England on May 11, 1918, after 3 ½ years active service Egypt Gallipoli, and France.

A noble soldier and a manly man.

-(Inserted by Mrs Drakeford and family, of 187 Park street, Parkville.)

SHERAR – On the 11th May, abroad, after three and a half years' active service, Flight-Lieut. Roderick Oliver (Roggon), younger son of Annie and Caleb, formerly of 5 Charles street, Prahran. An original Anzac. Only brother of Edgar, still on active service abroad.

Poor old Roggon.

SHERAR – Killed as the result of an aeroplane accident, on 11th May, 1918, after three and a half years' active service, Flight-Lieut. R. O. Sherar (Rod), beloved fiancee of Lucy Bosworth, Brighton.

(*The Argus*, Melbourne, Victoria – 25 May, 1918)

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#### **DEATHS**

##### **ON Active Service**

SHERAR – On the 11th May, abroad, after three and a half years' active service, Flight-Lieutenant Roderick Oliver (Roggon), younger son of Annie and Caleb, formerly of 5 Charles street, Prahran. An original Anzac. Only brother of Edgar, still on active service abroad. Poor old Roggon.

SHERAR – A loving tribute to the memory of our dear nephew and cousin, Second-Lieut. Roderick Oliver (Rod.) Sherar, nephew of Mr James H, Josephs and Mrs S. F. Brakeford, and cousin of Arthur, Maud (Mrs Brown), Olive (Mrs Hand), Ettie, Emma and Rose Drakeford; killed in aeroplane accident in England on May 11, 1918, after 3 ½ years active service Egypt Gallipoli, and France.

A noble soldier and a manly man.

-(Inserted by Mrs Drakeford and family, of 137 Park street, Parkville.)

(*The Age*, Melbourne, Victoria – 25 May, 1918)

## AUSTRALIAN IMPERIAL FORCES

### 406th CASUALTY LIST

KILLED BY ACCIDENT

2nd Lieut. R. O. SHERAR, Prahran

*(Bendigo Advertiser, Victoria – 4 June, 1918)*

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### IN MEMORIAM

#### On Active Service

SHERAR – In loving memory of Flight-Lieut. R. O. Sherar (Rod), killed as the result of an aeroplane accident on 11th May, 1918, at Rugby, England. A 1914 Anzac. (Inserted by L. Bosworth, Waverley road, East Malvern, late Brighton).

*(The Argus, Melbourne, Victoria – 10 May, 1919)*

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### Commonwealth War Graves Commission Headstones

The Defence Department, in 1920/21, contacted the next of kin of the deceased World War 1 soldiers to see if they wanted to include a personal inscription on the permanent headstone. Space was reserved for 66 letters only (with the space between any two words to be counted as an additional letter) & the rate per letter was around 3 ½ d (subject to fluctuation).

The expense in connection for the erection of permanent headstones over the graves of fallen soldiers was borne by the Australian Government.

*(Information obtained from letters sent to next of kin in 1921)*

Second Lieutenant R. O. Sherar does not have a personal inscription on his headstone.

**St. Mary's Additional Churchyard, Clifton-on-Dunsmore, Warwickshire, England**

St. Mary's Additional Churchyard, Clifton-on-Dunsmore contains 7 Commonwealth War Graves – 5 from World War 1 & 2 from World War 2.



**St. Mary's Churchyard, Clifton-on-Dunsmore** (Photo from CWGC)



**St. Mary's Churchyard, Clifton-on-Dunsmore** (Photo by Giles Smith)

Photo of Second Lieutenant R. O. Sherar's Commonwealth War Graves Commission Headstone in St. Mary Additional Churchyard, Clifton-on-Dunsmore, Warwickshire, England.



*(Photo by Giles Smith)*