

**Coventry (London Road) Cemetery,  
Warwickshire  
War Grave**



*Lest We Forget*

**World War 1**



**LIEUTENANT**

**R. C. TROUT**

**AUSTRALIAN FLYING CORPS**

**27TH JULY, 1917 Age 22**

*He Gave His Bright  
And True Young Life  
That We Might Live  
Mother*

## Roy Cumestree TROUT

Roy Cumestree Trout was born on 27th January, 1895 at Red Hill, Brisbane, Queensland to parents Walter John & Margaret Alice Trout (nee Storie).

Roy Cumestree Trout attended Brisbane Grammar School, Queensland from February, 1909 to December, 1913.

Roy Cumestree Trout was appointed as Junior Assistant, Government Chemical Laboratory, Brisbane, Queensland on 14th April, 1914 & was listed in the Queensland Public Service Index for 25th February, 1915.

Roy Cumestree Trout was listed in the Queensland Public Service Index for 24th February, 1916 as Junior Assistant, Chemical Laboratory, Department of Agriculture and Stock, Brisbane, Queensland.

Roy Cumestree Trout was listed in the Queensland Public Service Index for 22nd March, 1917 as Junior Assistant, Chemical Laboratory, Department of Agriculture and Stock, Brisbane, Queensland.

The 1916 Australian Electoral Roll for the division of Brisbane, subdivision of Ithaca, listed Roy Cumestree Trout, Assistant Agricultural Chemist, from Victoria Street, Red Hill, Queensland.

Roy Cumestree Trout received a Commission in the Australian Light Horse as 2nd Lieutenant on 30th June, 1913.

Lieutenant Roy Cumestree Trout, of 2nd Australian Light Horse, from Victoria Street, Red Hill, Brisbane, Queensland, gained his Royal Aero Club Aviators' Certificate on 29th May, 1916 at Central Flying School, Laverton, Australia. His Certificate was taken flying a Bristol Biplane. (*Note the Index Card (3238) for Royal Aero Club Aviators' Certificate for Roy Cumestree Trout records "Accidentally killed 13th August 1917."*)



**Lieutenant Roy Cumestree Trout's photo in Album for Royal Aero Club Aviator's Certificate**

Roy Cumestree Trout was a 21 year old, single, Agricultural Chemist from Victoria Street, Red Hill, Brisbane, Queensland when he joined the Australian Imperial Force (A.I.F.) on 8th August, 1916. His religion was Baptist & his next of kin was listed as his father- Mr W. J. Trout, Victoria Street, Red Hill, Brisbane, Queensland. Roy Trout stated on his Attestation Papers that he had served with Senior Cadets & 1 year & 5 months with Light Horse.

Lieutenant Roy Cumestree Trout was posted to 11th Depot Battalion on 8th August, 1916. He was transferred to 2nd Australian Flying Squadron on 24th August, 1916.

Lieutenant Roy Cumestree Trout of 2nd Light Horse Regiment, applied for a Commission in the Australian Flying Corps on 24th October, 1916. He was aged 21 years & 9 months.

Lieutenant Roy Cumestree Trout embarked from Melbourne, Victoria on HMAT *Ulysses (A38)* on 25th October, 1916 with the 2nd Australian Flying Squadron & disembarked at Plymouth, England on 28th December, 1916.

The British Royal Air Force Officer's Service Records shows that Lieutenant Roy Cumestree Trout was attached to No. 69 Squadron from 26th December, 1916 for Instruction in Aviation.

Lieutenant Roy Cumestree Trout was on command to No. 13 Reserve Squadron, R.F.C. (Royal Flying Corps) from 8th January, 1917 for Aviation Instruction. (The British Royal Air Force Officer's Service Records shows that Lieutenant Trout was on Command to 13RS from 5th January, 1917 for Advanced Instruction).

The British Royal Air Force Officer's Service Records shows that Lieutenant Roy Cumestree Trout was attached to No. 98 Depot Squadron at Rochford from 11th April, 1917 for Higher Instruction.

Lieutenant Roy Cumestree Trout was attached to No. 51 Home Defence Squadron, R.F.C. from 10th May, 1917.

Lieutenant Roy Cumestree Trout was attached to No. 69 Squadron at South Carlton, Lincoln from No. 51 Head Squadron at Marsham Smeath on 3rd July, 1917.

Lieutenant Roy Cumestree Trout was on command at Wireless & Observers School, Brooklands from 4th July, 1917. He rejoined No. 69 Squadron on completing his course at Wireless & Observers School on 20th July, 1917.

Lieutenant Roy Cumestree Trout died on 27th July, 1917 as the result of a flying accident at Coventry, Warwickshire, England. He had been flying R.E.8. No. A3772 from Coventry Aircraft Acceptance Park at 10.20 am & was to deliver it to Lympe but had instead nose-dived from about 500 feet.

Correspondence was sent from "Aeronautics 69 Lincoln" & received at "AdminAust, London" at 9 am on 29th July, 1917 stating "*Lieut Trout was temporarily attached R.F.C. Acceptance Park Coventry as delivery pilot. This Squadron was informed of his death by telephone. Acceptance Park Coventry are making all arrangements for Inquest Court of Enquiry...*"

A Court of Inquiry was held at Coventry Aerodrome – Acceptance Park on 29th July, 1917 for the purpose of enquiring into the circumstances under which Lieutenant Roy Cumestree Trout, A.F.C., met with a fatal accident on 27th July, 1917– R.E.8. No. A 3772.

1st. Evidence

Capt. R.H. Sievwright, Royal Inniskilling Fusiliers and R.F.C.

states:-

"I am the Officer in charge of dispatch at Coventry Aircraft Acceptance Park; on the 27th. inst., I gave a machine R.E.8. No.A.3772 to Lieut. R.C. Trout instructing him to proceed to Lympe. I saw him leave the ground at about 10.20 a.m. He took off in a westerly direction and after reaching a height of about 500 feet he made a very flat left hand turn and crossed over the Aerodrome, going in the direction of White & Poppe's. While he was making this first turn the machine appeared to be flying in a very dangerous manner. When he appeared to be directly over White and Poppe's Works, he made another left hand turn; to begin with the machine appeared to have a consider-

able amount of bank on, but almost immediately the bank seemed to be taken off and another very flat turn was made; when the machine had done about one complete turn, one wing appeared to drop and I saw the machine nose dive towards the ground. I did not see the actual crash but proceeded immediately to the spot in Lieut. Stephen's Car. The Machine R.E.8.A.3772 had been handed over to me on the morning of the 27th. by O/C final inspection as O.K. Lieut. Trout had delivered an R.E.8. from Coventry Aircraft Acceptance Park to Pympe two days previously. "

(Sgd) R.H. Sievwright. Capt.)

#### 2nd. Evidence

2/Lieut. C.H.Stevens, R.F.C. S.R. states:-

"I am the Officer in charge of Rigging and Final Inspection of Aeroplanes at Coventry Aircraft Acceptance Park. I remember on the evening of the 25th. inst. examining R.E.8. No. A.3772 and finding it in O.K. condition. thoroughly well rigged and in perfect flying condition. I was on the Aerodrome which the above machine was taken off for delivery by Lieut. Trout. I did not watch him in the air, but a couple of minutes  $\frac{1}{2}$  or so later, my attention was drawn in the direction of White & Poppe's Factory, and almost immediately afterwards saw a cloud of smoke rose from just behind the factory.

I immediately got into a motor car, and drove round as quickly as possible to the spot with Capt. Sievwright, Lt. Cox and others. We found the debris still burning in a small field immediately behind White and Poppe's from the Aerodrome. White and Poppe's fire brigade men were there with fire extinguishers, and with all haste possible were laying down two hose pipes; these quickly began playing on to the debris with water, and extinguished the fire. The corpse was then removed from among the debris with all possible care.

During the removal of the wreckage Lieut. Cox drew my attention to a broken fitting which is made of phosphor bronze, or gun metal, and acts as a crank lever on the bloater bar which controls the elevators. From a mark found on the king post (top) we had no hesitation

in coming to the conclusion that the pilot had broken this fitting in attempting to pull the machine out of the nose dive which caused his death.

The broken parts with the marked king post mentioned above are produced to the Court".

(Sgd) Chas. W. Stevens,  
2nd. Lieut.

#### 3rd. Evidence

Lieut. C. Thomas, 6th. Royal Fusiliers, & R.F.C. states:-

I am a test pilot at Coventry Aircraft Acceptance Park. On the 25th. inst. I tested R.E.8. A.3772. and found it in every respect O.K.

(Sgd) Clifford Thomas Lieut.

#### 4th. Evidence

2/Lieut. L.R. Tait-Cox R.F.C. S.R. states:-

" I am a test pilot at Coventry Aircraft Acceptance Park. On the 27th. inst, hearing there was a crash, I immediately went round with Captain Sievwright, Lieut Stevens and others to the scene of the accident. Whilst the wreckage was being removed I followed the elevator controls through, on the chance of finding something having gone wrong. for apparently the machine had nosedived from about 500 feet. I found that the crank lever connecting the pilot's control to the bloater bar was broken, and on closer examination a flaw could be noticed in the metal.

Excessive force must have been used by the pilot, as the king post on the elevator had been pulled up so far the it touched the bracing wire from the fin post to the tail plane, leaving its mark on the king post. It therefore appears that the crank ~~le~~ lever on the bloater bar was broken by this force when the pilot was attempting to bring the machine out of the nose dive resulting from the spin".

(Sgd) L.R. Tait-Cox 2nd. Lieut.

5th.Evidence.

No. 2346. Sgt. G.Sutcliffe R.F.C. states:-

I was on the aerodrome on the morning of the 27th. inst. between 10.15 and 10.30 a.m. and observed a machine flying away from the Aerodrome at the height of about 500 feet over White and Poppe's Works, suddenly the machine appeared to spin round and nose dive to the death, disappearing behind White and Poppe's works. A column of black smoke rose from the spot at which the machine fell.

(Sgd) G.Sutcliffe

The Court finds from the documentary evidence before them that Lieut. Trout had not flown on a R.E.8 type of machine at all, and had only done one hour's solo flying on a B.E.12A, before his first trip to Pypne on an R.E. 8. which was therefore apparently his first flight on this type of machine nor could any information be obtained by telephonic enquiries to his squadron

(No.69) or from Brooklands where he was under a course of instruction in Wireless and Artillery Observation for 10 days previous to his arrival at Coventry .

The Court having considered the above evidence,are of the opinion that Lt. R.C. Trout met his death through inexperience in flying the R.E.8. machine and possibly through the breaking of the elevator control.

(Sgd) Wilfred H.Miles Capt. President.

(Sgd) J.Duncan Lieut. Border Regt. & R.F.C. )  
(Sgd) W.Widesworth-Dunkey Lt. R.F.C. ) MEMBERS.

President of the Court of Enquiry – Captain Wilfred H. Miles, F.R.C. G.L. *“The Court having considered the evidence are of the opinion that Lt. R. C. Trout, met his death through inexperience in flying the R.E.8. machine and possibly through the breaking of the elevator control.”*

A death for Roy C. Trout, aged 22, was registered in the September quarter, 1917 in the district of Coventry, Warwickshire, England.

Newspaper article – Coventry Evening Telegraph, Warwickshire, England – 30 July, 1917

### **NORTH WARWICKSHIRE AVIATION FATALITY**

*The Coroner for North Warwickshire (Dr. C. W. Iliffe) to-day conducted an inquest concerning the death of Lieut. Roy Cumestree Trout, of the Australian Flying Corps. Deceased was aged 22, single, and his home was Brisbane, Queensland. He was stated to be an experienced airman. When flying over North Warwickshire last Friday he was seen to get into difficulties and nose-dived. The machine was found wrecked and almost completely burned, the petrol tank bursting as a result of the impact. Deceased's lifeless body was among the debris. Medical evidence showed that death from the result of the impact must have been instantaneous. In expressing sympathy with the relatives, the Coroner said that the deceased was a young Colonial who, came to The Motherland to help the Empire's cause, laid down his life nobly for her. A verdict of "Accidental Death" was returned.*

Lieutenant Roy Cumestree Trout was buried at 2.30 pm on 1st August, 1917 in Coventry Cemetery (London Road), Warwickshire, England – Plot number 141.174 and has a Commonwealth War Graves Commission headstone. From the burial report of Lieutenant Roy Cumestree Trout - *Coffin was polished oak. The deceased Officer was accorded a Military funeral with full Military Honours. Band and Firing Party were in attendance, and the "Last Post" was sounded at the graveside. An oak cross has been erected on the grave by the A.I.F.*

Brigadier General P. L. W. Herbert, Commanding Northern Training Brigade, R.F.C. wrote to Headquarters, Training Division, Royal Flying Corps on 23rd August, 1917 disagreeing with part of the Court's findings in the Court of Enquiry & stating that he considered Lieutenant Trout "*competent to fly this machine from Coventry to Lympe, especially in view of the fact he had done a similar journey.*"

This officer has flown 42 hours 40 minutes, 10 hours of which were flown on F.E.a b's with a Night Flying Squadron. Practically the remainder of his time was done on B.E. type machine, one hour of which was done on a B.E.12a.

Contrary to the find of the Court, which states he had not flown R.E.8 before being sent to Coventry, he had flown 1 hour 55 minutes on R.E.8. machines, which is only 5 minutes short of the time that used to be necessary for an officer to proceed Overseas on this type, and in addition to this he had had 12 hours more air experience than Pilots ordered overseas.

The Proceedings of the Court show that, previously this officer had successfully ferried an R.E.8. machine from Coventry to Lympe. He would, therefore, have done at least 4 hours on this type of machine before the accident occurred.

Lieutenant Roy Cumestree Trout was entitled to British War Medal only as he had not entered a Theatre of War. A Memorial Scroll & Memorial Plaque were also sent to Lieutenant Trout's father – Mr W. J. Trout, Esq., as the closest next-of-kin. (Scroll sent December, 1921 & Plaque sent December, 1922).

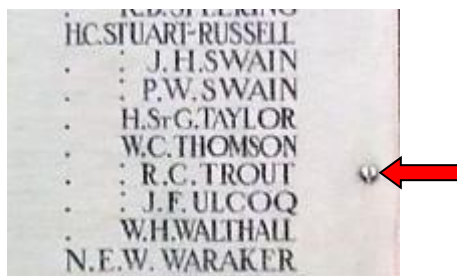
The Commonwealth War Graves Commission lists Lieutenant Roy Cumestree Trout, aged 22, of 69th Sqdn, Australian Flying Corps. He was the son of Walter John and Alice Trout, of Victoria St., Red Hill, Brisbane, Queensland.

Lieutenant R. C. Trout 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.



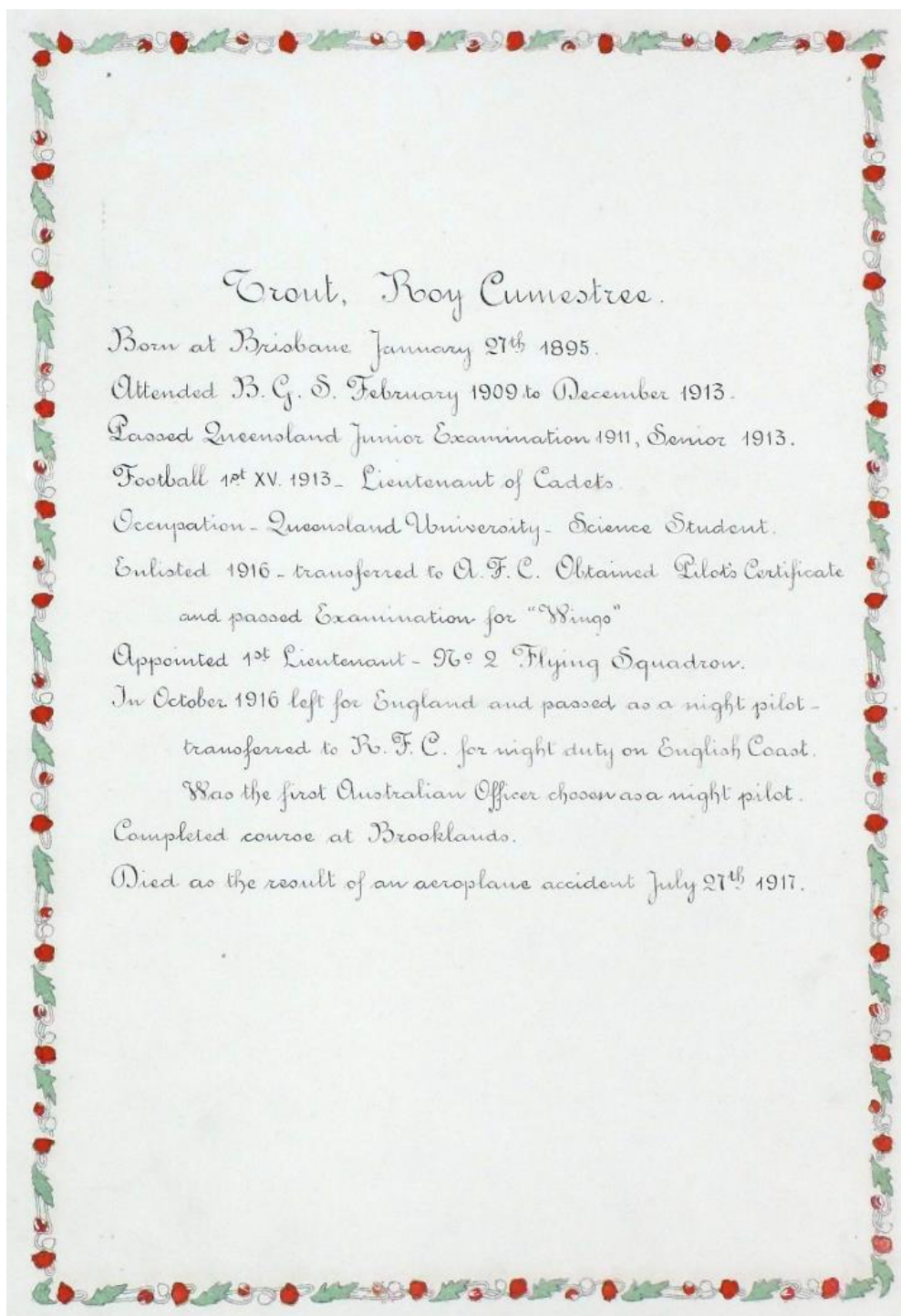
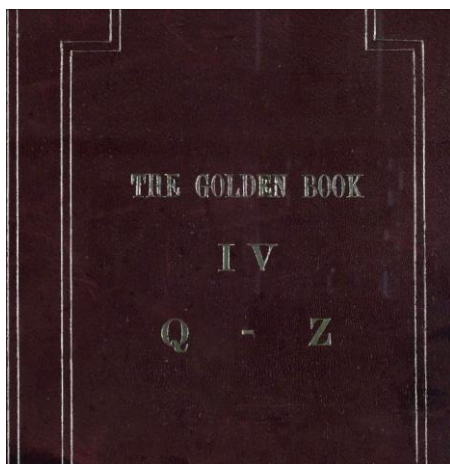
Roll Of Honour WW1 Australian War Memorial Canberra, Australia

R. C. Trout is remembered on the WW1 Honour Board 2 in Brisbane Grammar School Memorial Library.



Brisbane Grammar School Memorial Library WW1 Honour Board 2 (Photo by Lesley McBurney)





Roy Cumestree Trout is remembered on the University of Queensland Roll of Honour 1914- 1919, which is located on Forgan Smith Building, University of Queensland, University Drive, St. Lucia, Brisbane, Queensland.



**University of Queensland Roll of Honour 1914- 1919** (Photo from Virtual War Memorial Australia)

R. Trout is remembered on the Department of Agriculture and Stock Honour Board 1914-1919, which is located at 95 William Street, Brisbane, Queensland.

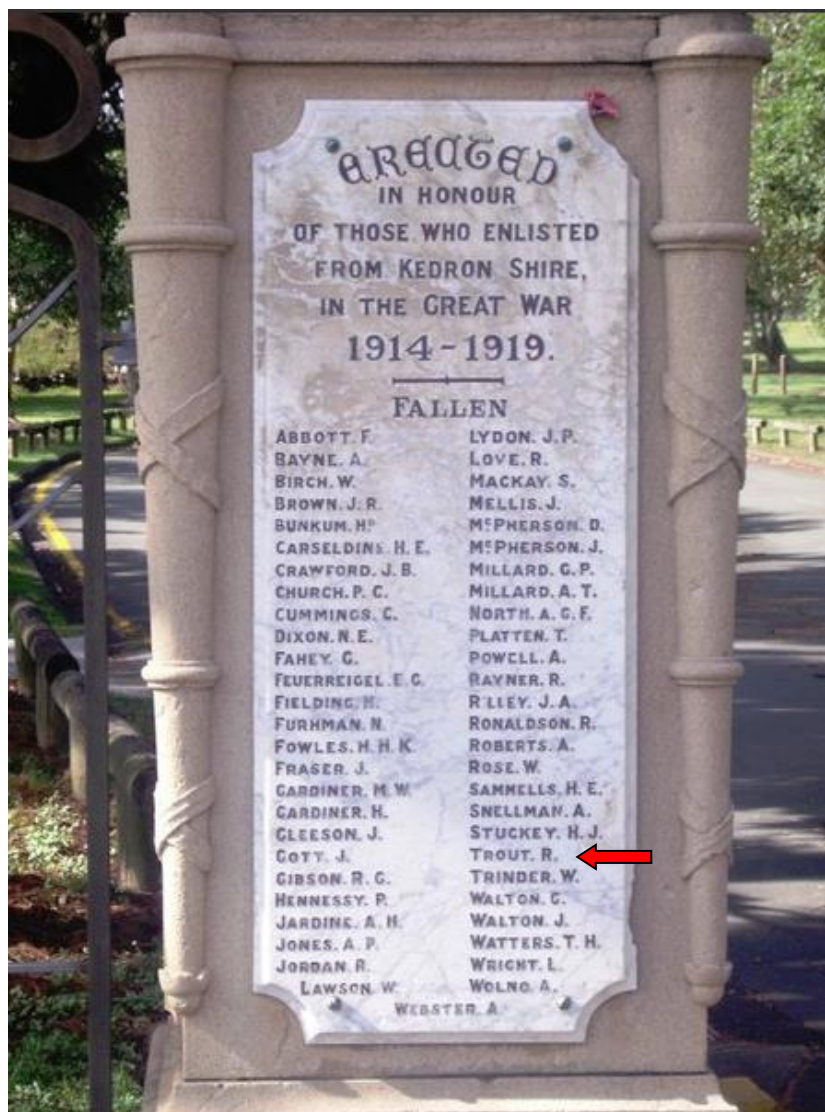


**Department of Agriculture and Stock Honour Board** (Photo from Monument Australia – John Huth)

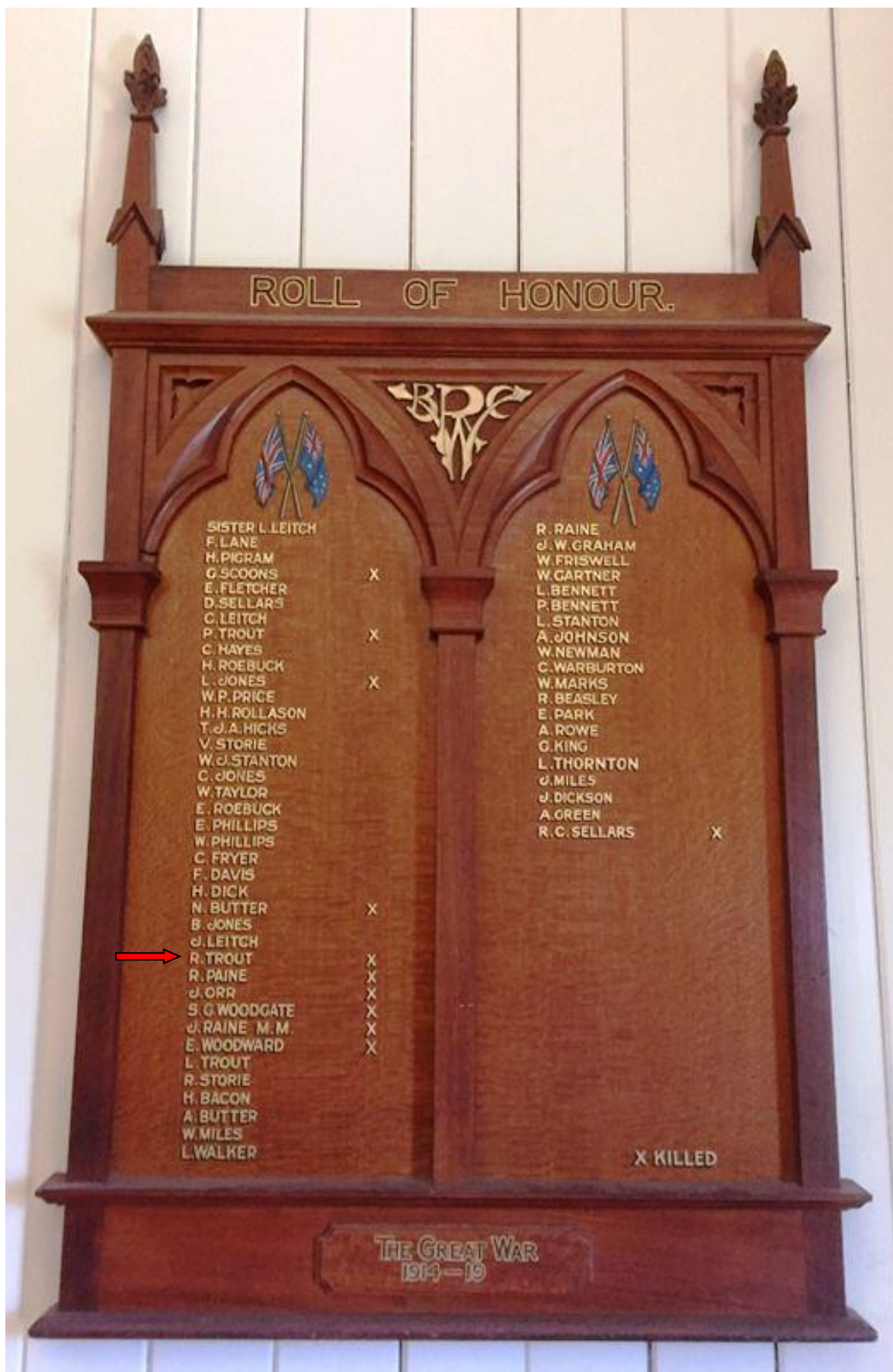
R. Trout is remembered on the Marchant Park Memorial Gates, located at Marchant Park, Gympie & Murphy Road, Chermshire, Queensland.



Marchant Park Memorial Gates (Photos from Monument Australia – John Huth)

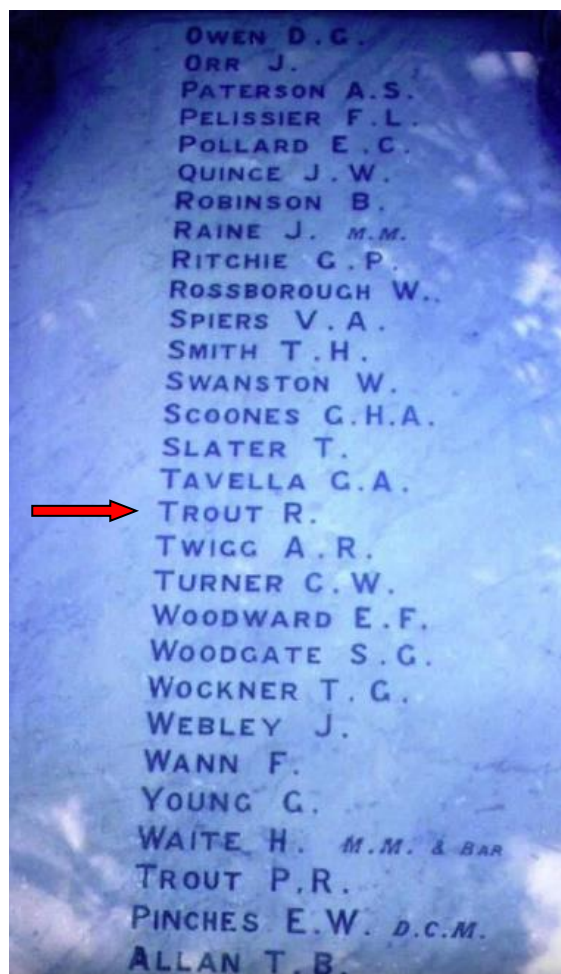
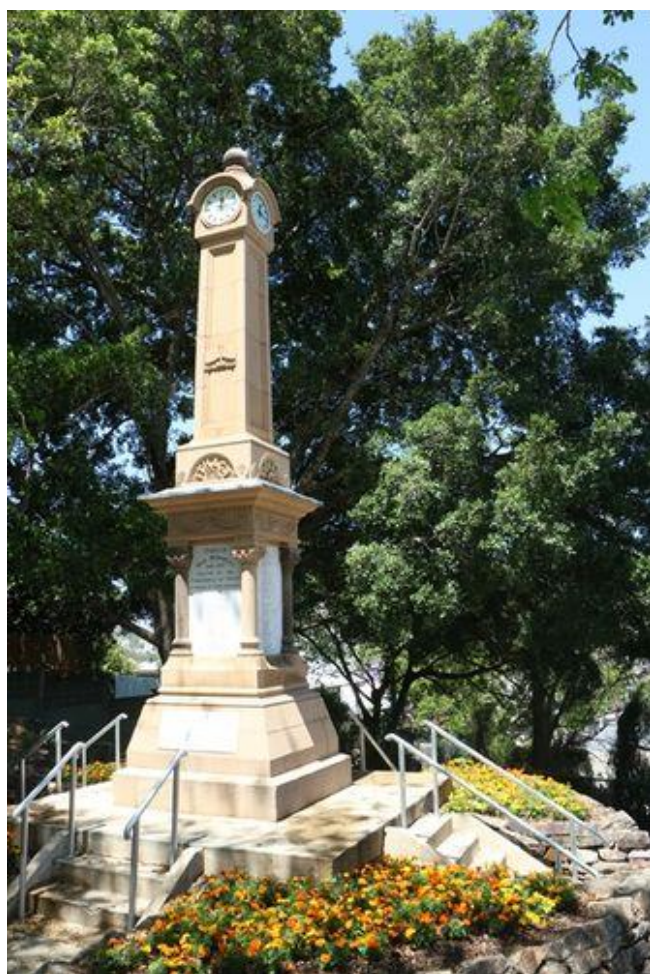


R. Trout is remembered on the Red Hill Baptist Church Roll of Honour, located inside the Baptist Church, 12 Windsor Road, Red Hill, Queensland.



Red Hill Baptist Church Roll of Honour (Photo from Monument Australia – Rosemary Kopittke)

R. Trout is remembered on the Ithaca War Memorial, located in Ithaca War Memorial Park, Enoggera Terrace, Paddington, Queensland.



**Ithaca War Memorial** (Photos from Monument Australia)

(53 pages of Lieutenant Roy Cumestree Trout'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, Red Cross Wounded & Missing) & National Archives*





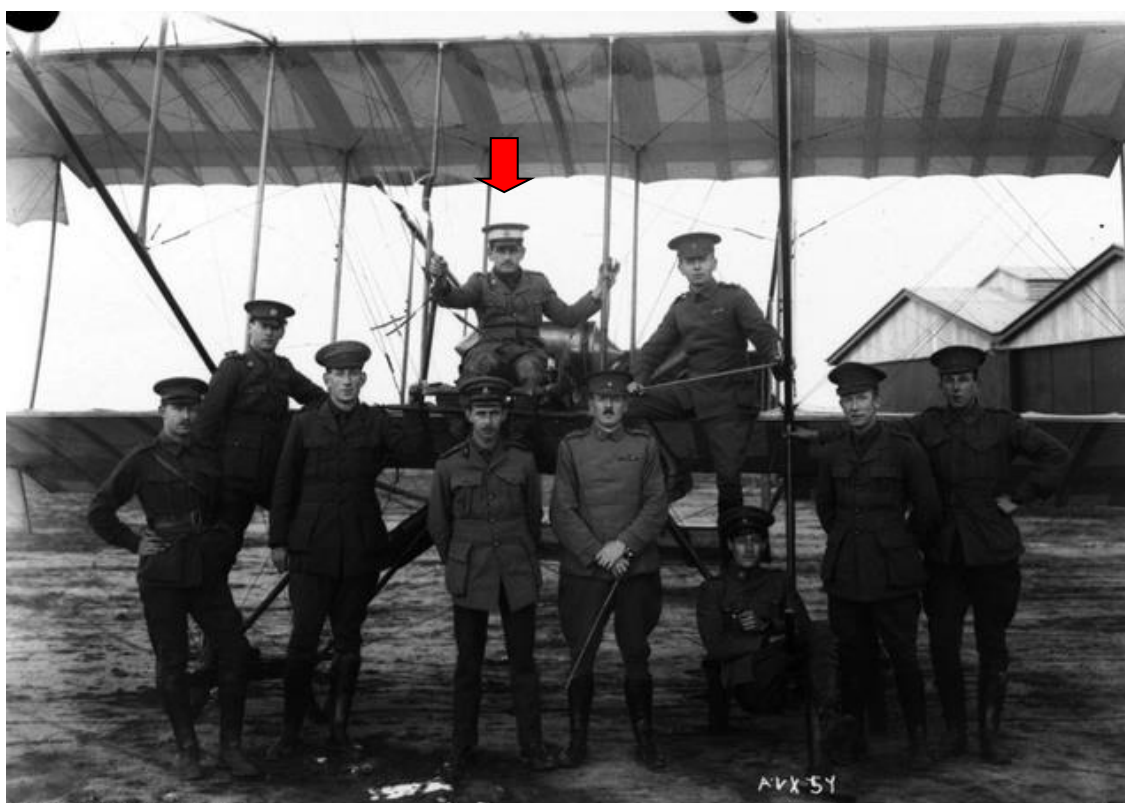
AUSTRALIAN WAR MEMORIAL

P10814.006.006

**Informal group portrait of Australian Flying Corps (AFC) officers at Point Cook, Victoria.**

*Identified are (from left to right): Captain (Capt) Philip Willington Stell; Lieutenant (Lt) Raymond Francis Galloway; Lt Roy Cumestree Trout; Lt Keith William Stronach; Lt Sydney Wentworth Addison; unidentified Lieutenant (name illegible); Major Grant; Honorary Capt Henry Haigh Storrer; Lt Black; Lt Victor Athelstan Norvill.*

*(This photograph is from the album of Captain James Brake, No. 2 Squadron, AFC. See P10814).*



AUSTRALIAN WAR MEMORIAL

DAVX057

**Outdoor group portrait of officers of the Aviation School, Point Cook, Victoria.**

*Identified from left to right: Lieutenant (Lt) Victor Alhelstan Norvill; Lt Stronach, possibly Cadet Keith William Stronach (later killed in a flying accident in the United Kingdom on 7 July 1918); Lt James Brake (later Captain (Capt)); Capt Philip Willington Stell; Lt Roy Cumestree Trout (later killed in a flying accident in the United Kingdom on 27 July 1917); Capt Eric Harrison (later Major); Lt Raymond Francis Galloway (later Capt); Lt Derwent Pearce Flockart (later Capt); Lt Sydney Wentworth Addison (later awarded OBE); and Capt Henry Haig (Harry) Storrer (later killed on flying operations over France on 2 December 1917).*



AUSTRALIAN WAR MEMORIAL

P10814.006.001



AUSTRALIAN WAR MEMORIAL

P10814.005.006

### Point Cook – 1916

*(Photos from the album of Captain James Brake, No. 2 Squadron, AFC.)*

Photo left: *Lieutenant (Lt) Roy Cumestree Trout No. 2 Squadron Australian Flying Corps (AFC) seated in a Bristol Boxkite aircraft, one of two operating at Point Cook. Trout is using the foot pedal which operates the forward elevator. This aircraft is referred to as a pusher biplane as the engine is mounted in the rear.*

Photo right: *Lieutenant (Lt) Roy Cumestree Trout No. 2 Squadron Australian Flying Corps (AFC) seated in a Deperdussin training aircraft with a 3.1 litre 3 cylinder Anzani radial engine.*



AUSTRALIAN WAR MEMORIAL

P10814.004.005

**Point Cook – 1916**

*(Photo from the album of Captain James Brake, No. 2 Squadron, AFC.)*

*Informal outdoor portrait of Lieutenant (Lt) Roy Cumestree Trout No. 2 Squadron Australian Flying Corps (AFC). An agricultural chemist from Red Hill, Queensland prior to enlistment, Lt Trout embarked with the Headquarters Section from Melbourne on HMAT Ulysses on 25 October 1916. Later transferring to 69th Squadron, he was killed when his aircraft crashed while he was undergoing training at Coventry, England. He was buried in the Coventry (London Road) Cemetery, England. See also P10814.005.006*





AUSTRALIAN WAR MEMORIAL

DAAV00035

**Point Cook – c 7 October, 1916**

(This is one of a series of photographs taken by the Darge Photographic Company which had a concession to take photographs at the Broadmeadows and Seymour army camps during the First World War.)

Portrait of an Australian Flying Corps officer, probably Lieutenant (Lt) Roy Cumestree Trout, No. 2 Squadron Australian Flying Corps (AFC).



AUSTRALIAN WAR MEMORIAL

DAAV00044

**Point Cook – 17 October, 1916**

(This is one of a series of photographs taken by the Darge Photographic Company which had a concession to take photographs at the Broadmeadows and Seymour army camps during the First World War.)

Portrait of an Australian Flying Corps officer, probably Lieutenant (Lt) Roy Cumestree Trout, No. 2 Squadron Australian Flying Corps (AFC).



## **Newspaper Notices**

### **MILITARY FORCES**

#### **OFFICIAL NOTIFICATIONS**

The following military notices regarding the Defence Forces in Queensland appeared in yesterday's "Gazette" :-

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Senior Cadets.... Roy C. Trout to be second lieutenants.....

(*The Brisbane Courier*, Queensland – 28 July, 1913)

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#### **A BRISBANE AIRMAN**

Lietenant Roy Trout, with No. 2 Squadron of the Australian Aviation Corps. He is a son of Mr W. Trout and grandson of Mr R. Trout, ex-M.L.A. for Enoggera.

(*The Queenslander Pictorial*, Queensland – 4 November, 1916)

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#### **ROLL OF HONOUR**

TROUT – Died of wounds, on July 27, 1917 at the 20th General Hospital, England, Lieutenant Roy C. Trout, of Royal Flying Corps, eldest son of Walter John Trout, of "Lumeah" Victoria-street, Red Hill, Brisbane, and grandson of Richard Trout, of Ashgrove-road, Brisbane. Aged 22 years. Sydney and Melbourne papers please copy.

(*The Daily Mail*, Brisbane, Queensland – 9 August, 1917) & (*The Brisbane Courier*, Queensland – 9 August, 1917) &

(*The Queenslander*, Brisbane, Queensland – 18 August, 1917)

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## ROLL OF HONOUR

TROUT – Died of wounds, sustained on active service in France, on July 27, 1917, at the 20th General Hospital, in France, Lieutenant Roy C. Trout, Royal Flying Corps, eldest son of Walter John Trout, of Lumeah, Victoria-street, Red Hill, Brisbane, and grandson of Richard Trout, of Ashgrove-road, Brisbane. Aged 22 years. Sydney and Melbourne papers please copy.

*(The Telegraph, Brisbane, Queensland – 9 August, 1917)*

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## PERSONAL

The many friends of Mr. and Mrs. W. J. Trout, of Red Hill, Brisbane, will regret to learn of the death of their son, Lieutenant Roy C. Trout, which occurred in England on July 27. From the information contained in an official cable message just received, it appears that Lieut. Trout, who is attached to the 69th (late 2nd Squadron) Royal Flying Corps, whilst on night air duty on the English coast, met with an aeroplane accident, the result being that the aeroplane nose-dived to earth, the machine eventually catching fire. Lieutenant Trout at the 20th General Hospital shortly afterwards succumbed to wounds received. Lieutenant Trout, who at the time of his death was only 22 years of age, was the oldest son of Mr. W. J. Trout, and grandson of Mr. Richard Trout, the latter having another grandson and his own son both in active service in France. Lieutenant Trout was a native of Brisbane. He gained a Grammar School scholarship for five years, subsequently passing the Queensland junior and senior examinations, and matriculating for the University, at which he commenced a science course. For two years prior to enlisting he was in the agricultural laboratory. Whilst at the Grammar School he took a keen and active interest in military work, obtaining his lieutenancy commission under the late Captain Moran in 1913 at the age of 17 years, being latterly transferred to the 2nd Light Horse. Immediately on the outbreak of war, though scarcely 18 years of age, he started to prepare himself for service abroad, and in March last was selected as one of the Queensland representatives to attend a course of instruction at the Central Flying School, Laverton, Victoria, where in the short space of seven weeks he was successful in obtaining his pilot certificate, and passed the additional military wings' examination, being appointed on completion of his course as first lieutenant in No.2 Flying Squadron (the only Queensland officer to obtain this appointment). In October last he left for England, and again underwent a further examination as a night pilot, being transferred to the Royal Flying Corps for night duty on the English coast. He was the only Australian flight officer chosen as night pilot. His lamentable death has closed what promised to be a brilliant career. General sympathy will be extended to his sorrowing parents.

*(The Daily Mail, Brisbane, Queensland – 9 August, 1917)*

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## Gossip – Social and Otherwise

Lieut, Roy Trout, son of Mr and Mrs W. J. Trout, and a grandson of Mr Richard Trout, has died of wounds received in an aeroplane accident. He was only 22 years of age. In March last year the boy was chosen as one of the Queensland representatives to attend a course of instruction at the Central Flying School, Laverton, Vic. Subsequently he left for England, where he joined the R.F.C. Lieut. Trout was the only Australian flight officer in his squadron chosen as a night pilot. His dash and courage promised a brilliant career. His death leaves Australia the poorer by a son she could ill-afford to lose.

*(Truth, Brisbane, Queensland – 12 August, 1917)*

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## PERSONAL NOTES

Further advices regarding the death of Lieutenant Roy Trout, of the Flying Corp, state that he died in the 20th Hospital in France from wounds received in action.

*(The Brisbane Courier, Queensland – 13 August, 1917)*

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## PERSONAL NOTES

The sad news has been received of the death of Lieutenant Roy C. Trout, of one of the Flying Squadrons, on July 27, at the 20th General Hospital, from wounds received in action. The deceased soldier was the eldest son of Mr. and Mrs. W. J. Trout, and grandson of Mr. R. Trout, who has a son at present in France with a Cycling Company, and another grandson with the Field Artillery. The late Lieutenant Roy Trout, who was a native of Brisbane, gained a Grammar School scholarship, and passed the Queensland junior and senior exams, and matriculated for the University. He then commenced a science course at the University, and was also for two years in the agricultural laboratory. While at the Grammar School he took an active and keen interest in military work, obtaining his commission in 1913, when 17 years of age, under the late Captain Moran. Later he transferred to the 2nd Light Horse. In March last he was selected to attend a course at the Central Flying School, Laverton, where he obtained a pilot's certificate and passed the military wings exam. On completion of this course he was given an appointment as 1st lieutenant in one of the Flying Squadrons, being the only Queensland officer to obtain an appointment. He left in October last for England, where he qualified as a night pilot under the aegis of the Royal Flying Corps, doing night duty on the English coast. It is stated that he was the only Australian officer chosen as night pilot. At the time of his death he was 22 years of age.

Mr. R. Trout, Ashgrove, has received confirmation of a report that his grandson, Bombardier Percy R. Trout, was killed in action in France on July 23. Bombardier Trout was a son of Mr. R. Trout, jun., Enoggera. He is the second of Mr. R. Trout's grandsons to be killed, the death of Lieutenant Roy C. Trout, son of Mr. W. Trout, having been reported almost at the same time.

*(The Queenslander, Brisbane, Queensland – 18 August, 1917)*

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## OUR LONDON LETTER

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The sad death by accident of Lieut. Roy C. Trout, of Red Hill, Brisbane, is deeply regretted here. A member of the Royal Flying Corps, he was in the Queensland Office on August 26, and had a chat with both Mr P. J. Dillon and Mr H. E. Garraway. To the latter he said: "I shall see you the day after to-morrow and we will lunch together." That day never came, for the young officer, for while flying a machine from Coventry to Folkestone on the 27th, he unfortunately was killed. Lieut. Trout was only 21 years of age. His grandfather was well known in Brisbane circles for many years as a butcher in a large way of business with many shops in the suburbs. For some time he was member for Enoggera in the State Parliament.

*(Townsville Daily Bulletin, Queensland – 17 October, 1917)*

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## ROLL OF HONOUR

TROUT – In loving memory of our dear son and brother, Flight Lieut. Roy C. Trout, who was killed on the 27th July, 1917.

Just as his life was brightest,  
Just as his hopes were best,  
His country called, and he answered,  
In God's hands he rests.

He sleeps not in his native land,  
But 'neath the foreign skies,  
Far from those who loved him best,  
In a hero's grave he lies.

Inserted by his loving father, mother, sisters and brothers.

TROUT – In loving memory of our dear friend, Flight Lieut. Roy C. Trout, who was killed on the 27th July, 1917.

So dearly loved, so sadly missed.

-Inserted by Edna and Alma Johnstone.

*(The Brisbane Courier, Queensland – 27 July, 1918) & (The Week, Brisbane, Queensland – 2 August, 1918)*

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## **ROLL OF HONOUR**

TROUT – In proud and loving memory of our dear son and brother, Flight Lieutenant Roy C. Trout, who was killed on the 27th July, 1917.

We missed him the day he left us,  
    With his smile and his loving way,  
We will miss him more as the years go by,  
    As we miss him more to-day.

Inserted by his loving father, mother, sisters and brothers.

TROUT - In loving memory of our dear grandson, Flight Lieutenant Roy C. Trout, who was killed on the 27th July, 1917.

    Though lost to sight he still is near  
    In minds that ever hold him dear.

Inserted by Mr and Mrs R. Trout, Ashgrove.

*(The Brisbane Courier, Queensland – 26 July, 1919) & (The Telegraph, Brisbane, Queensland – 26 July, 1919) & (The Week, Brisbane, Queensland – 1 August, 1919)*

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## **ROLL OF HONOUR**

TROUT – In loving memory of Roy C. Trout, who was killed in the great war, 1917.

Inserted by his grandparents, Mr and Mrs R. Trout, Ashgrove.

TROUT – In proud and loving memory of our dear son and brother, who was killed in the great war, 27th July, 1917.

    “He gave his bright and true young life that we might live.”

Inserted by his father, mother, brothers and sisters.

*(The Telegraph, Brisbane, Queensland – 27 July, 1920) & (The Brisbane Courier, Queensland – 27 July, 1920)*

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## **ROLL OF HONOUR**

TROUT – In proud and loving memory of our dear son and brother, Lieut. Roy Cumberstone Trout, who was killed by aeroplane accident on 27th July, 1917.

    “He gave his bright and true young life that we might live.”

Inserted by his loving father, mother, sisters and brothers.

*(The Brisbane Courier, Queensland – 27 July, 1921)*

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## **ROLL OF HONOUR**

TROUT – In proud and loving memory of our dear son and brother, Lieut. Roy Cumberstone Trout, who was killed on 27th July, 1917.

    To memory ever dear.

Inserted by his mother, father, brothers and sisters.

*(The Telegraph, Queensland – 27 July, 1922)*

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## **ROLL OF HONOUR**

TROUT – In loving memory of our dear son and brother, Lieut. Roy Cumentree Trout, A.F.C., who was killed, 27th July, 1917.

Inserted by his loving parents, sisters and brothers.

*(The Brisbane Courier, Queensland – 27 July, 1923)*

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## **ROLL OF HONOUR**

TROUT – In loving memory of our dear son and brother, Lieut. Roy Cumentree Trout, who was killed in action, 27th July, 1917.

Inserted by his mother, father, sisters and brothers.

*(The Telegraph, Queensland – 28 July, 1924)*

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## **ROLL OF HONOUR**

TROUT – In proud and loving memory of our dear son and brother, Lieutenant Roy Cumentree Trout, who was killed July 27, 1917.

Inserted by his loving mother, father, sisters and brothers.

*(The Telegraph, Queensland – 27 July, 1925)*

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## **IN MEMORIAM**

TROUT – In proud and loving memory of our dear son and brother, Lieutenant Roy Cumentree Trout, who was killed on July 27, 1917.

Inserted by his mother, father, sisters and brother.

*(The Telegraph, Queensland – 27 July, 1926)*

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## **ROLL OF HONOUR**

TROUT – In proud and loving memory of our dear son and brother, Lieut. Roy Cumentree Trout, who was killed July 27, 1917.

Inserted by his loving mother, father, sisters and brothers.

*(The Telegraph, Queensland – 27 July, 1927)*

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## **ROLL OF HONOUR**

TROUT – In proud and loving memory of Lieutenant Roy Cumentree Trout, who was killed on July 27, 1917.

Inserted by his loving mother, father, sisters and brothers.

*(The Telegraph, Queensland – 27 July, 1928) & (The Brisbane Courier, Queensland – 27 July, 1928)*

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## ROLL OF HONOUR

TROUT – In proud and loving memory of our dear son and brother, Lieutenant Roy Cumentree Trout, who was killed on 27th July, 1917.

*(The Brisbane Courier, Queensland – 27 July, 1929)*

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**\*\*Memorial Notices were also placed in the newspapers in:**

1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1951, 1952, 1953, 1954

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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)*

Lieutenant R. C. Trout does have a personal inscription on his headstone.

*He Gave His Bright And True Young Life That We Might Live  
Mother*



## Coventry Cemetery (London Road), Warwickshire, England

Coventry (London Road) Cemetery contains 123 Second World War burials, 21 of them forming a small group in Square 348, the rest scattered. 1 of these burials is an unidentified British soldier. In the war graves group are buried an officer and six men of the Royal Engineers who were killed by a bomb which exploded after they had spent two days removing it from a situation in which it endangered the public. The cemetery also contains 94 scattered burials of the First World War and one Belgian war grave.

*(Information CWGC)*



**Coventry Cemetery (London Road), Warwickshire** *(Photos by julia&keld – Find a Grave)*





**Cross of Sacrifice, Coventry Cemetery** (Photo by John Payne)

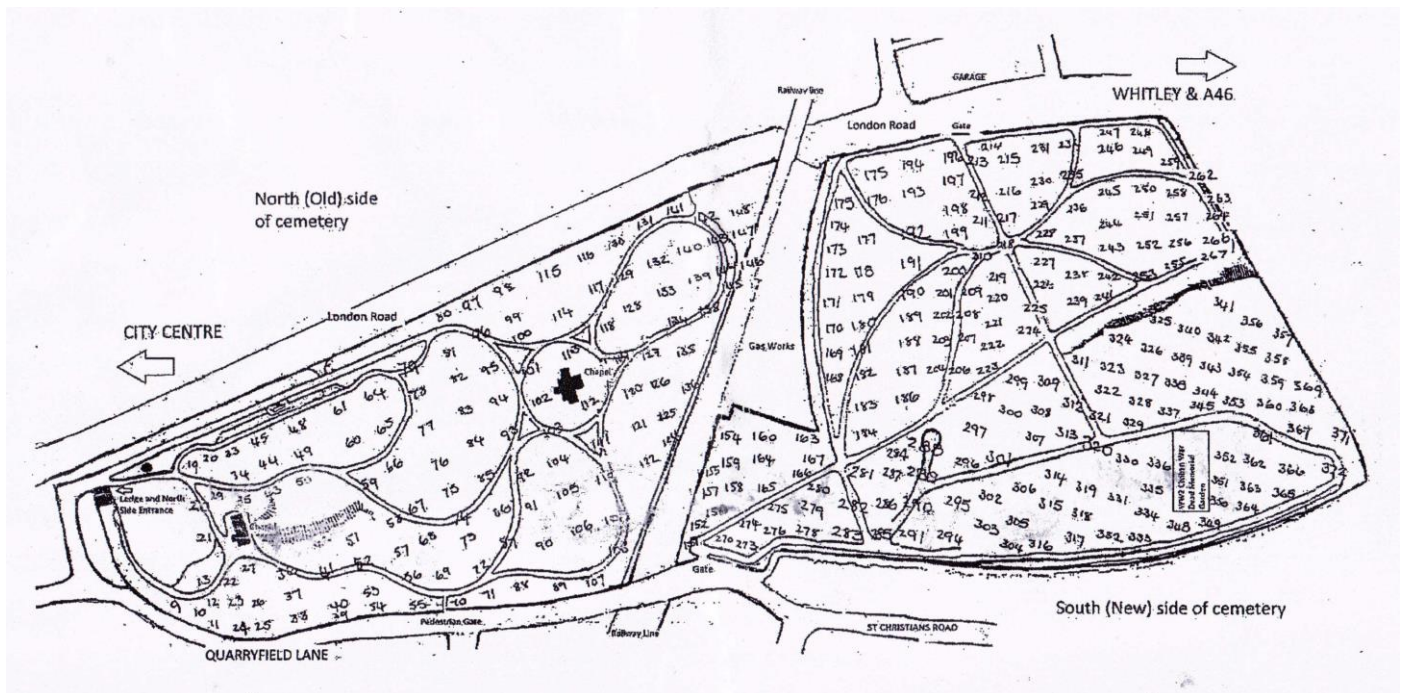
Photo of Lieutenant R. C. Trout's Commonwealth War Graves Commission Headstone in Coventry Cemetery (London Road), Warwickshire, England.



*(Photo courtesy of Dan P – Twitter)*



**Coventry Cemetery (London Road), Warwickshire**  
**Lieutenant R. C. Trout's Headstone marked with arrow**



**Map of Coventry Cemetery (Jacqui – Find a Grave)**