



SECOND SUPPLEMENT TO The London Gazette

Of FRIDAY, the 5th of APRIL, 1946

Published by Authority

Registered as a newspaper

TUESDAY, 9 APRIL, 1946

**CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.**

St. James's Palace, S.W.1.

9th April, 1946.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire:—

To be Additional Members in the Military Division of the Most Excellent Order of the British Empire.

Flight Lieutenant Gustaf Herman LONNBERG (104393), Royal Air Force Volunteer Reserve, No. 15, O.T.U.

Flight Lieutenant Lonnberg was the pilot of an aircraft which crash landed on a mountain in Sicily on 31st May, 1942. He, with another member of the crew, was captured by the Italians on the following day. They were taken to a camp near Rome where they were interrogated and kept in solitary confinement; their only food whilst in this camp was soup twice daily and any bread they could obtain by bribes. From 28th June, 1942, to August, 1943, Flight Lieutenant Lonnberg was imprisoned at Camp 35, Padula. He was eventually transferred to Camp 19 at Bologna where, on 9th September, 1943, he, with about 75 others, made an attempt to escape, but was soon recaptured. On 20th September, 1943, Flight Lieutenant Lonnberg, with about 1,400 other officers, was entrained for Germany. During the journey he crawled through a ventilating shaft and jumped into a ditch full of water where he remained until the train had passed on. Two of the guards opened fire but he escaped injury. He eventually reached Switzerland. After a stay in Switzerland Flight Lieutenant Lonnberg re-crossed the frontier, joined up with the Maquis and was ultimately able to reach the Allied Forces.

Flight Lieutenant Bertie Brown (122365), Royal Air Force Volunteer Reserve.

Flight Lieutenant Brown was a member of a party engaged on a special operation involving reconnaissance work behind the Japanese lines. He completed his mission and was at large in enemy territory for seventeen days without food, evading enemy search parties. On two occasions Flight Lieutenant Brown successfully fought his way out of difficult situations. Throughout these hazardous circumstances he showed great bravery and determination. It was only lack of food and sickness that forced him to take shelter in a village where his presence was betrayed to the Thai authorities and he was taken prisoner. The whole operation was carried out under imminent

danger of capture and involved night marches through the jungle. After the fifth day the party had no food. They daily got weaker and suffered from jungle sores in addition to wounds and sickness.

Lieutenant Frank Christian LORENTZ (103131), South African Air Force, No. 4 Squadron.

Lieutenant Lorentz was captured by the Italians on 13th December, 1941, after having abandoned his aircraft and being wounded in both legs. He commenced his efforts to escape while in hospital at Parma, by filing through barred windows, but this attempt was unsuccessful. This officer made a further attempt by tunnelling at Padula but little came of it. His next effort was during a train journey from Padula to Gavi in July, 1942, when he jumped from the train, but his liberty was short lived. Lieutenant Lorentz was later imprisoned at Camp 5, Gavi, and when the Germans took over the camp he with other officers hid in the cellars. They were discovered within 48 hours and on 18th September, 1943, were entrained for Germany. When some 20 miles from Trento, Lieutenant Lorentz jumped from the train and made his escape. After getting civilian clothes he made his way to the Swiss frontier which he crossed on 25th September, 1943.

Warrant Officer Ernest George Stephen MONK (552507), Royal Air Force, No. 21 (P) A.F.U.

On the night of 7th January, 1946, Warrant Officer Monk was a member of the crew of an aircraft that crashed on high ground in South Wales at 2300 hours. The captain of the aircraft was seriously injured, the wireless operator was killed and Warrant Officer Monk received severe facial and other injuries. Despite his injuries Warrant Officer Monk struggled down the mountain-side for several hours in very severe weather. He eventually reached a farmhouse and sent help to the surviving member of the crew. Warrant Officer Monk displayed outstanding endurance and fortitude and he undoubtedly contributed to saving the life of the captain of the aircraft.

Warrant Officer Dudley James CRIMP (640695), Royal Air Force, No. 1 Glider Training School, No. 23 Group.

On 6th November, 1945, Warrant Officer Crimp was giving night flying dual instruction in a Hotspur glider when the towing aircraft experienced engine failure. Warrant Officer Crimp, with great coolness and presence of mind, immediately released the glider from the tug and skilfully landed it, almost without damage, in a field where the towing aircraft had crashed and was burning fiercely. He