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

*St. James's Palace, S.W.1.
 26th July, 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 Officers in the Military Division of the Most Excellent Order of the British Empire.

Wing Commander Joseph Robert KAYLL, D.S.O., D.F.C. (90276), Auxiliary Air Force, No. 54 Squadron.

Wing Commander Kayll was shot down near St. Omer in July 1941 and captured immediately. He became S.B.O. at Oflag IX A/H until moved to Warburg in October 1941. In September 1942, Wing Commander Kayll escaped in a mass break out and, with a companion, walked south for seven days, covering 90 Km. before being recaptured by a forester, south of Fulda. He was transferred to Stalag Luft III (Sagan) in May 1943, and was in charge of the Escape Committee for the East Compound. Escape activities involved a very high proportion of the camp, and its direction was both arduous and dangerous, but Wing Commander Kayll was unsparing in his efforts to carry out this work. He also organised the whole of the security and intelligence section.

Squadron Leader George Dudley CRAIG (90285), Auxiliary Air Force, No. 607 Squadron.

Squadron Leader Craig was captured in November 1941, and imprisoned in various camps in Germany. In 1942 he attempted to walk out of the camp at Stalag Luft III, disguised as a German guard, but was unsuccessful. Whilst at Oflag XXIB Squadron Leader Craig took part in a tunnel break in which 36 officers escaped. With a companion he walked south towards Gneisen, but was recaptured 3 days later by Military Police. Throughout his imprisonment Squadron Leader Craig devoted his energy and ability to escaping and intelligence activities.

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

Flight Lieutenant Ardan Merivale CRAWLEY (90130), Auxiliary Air Force, No. 73 Squadron.

Flight Lieutenant Crawley was forced to crash land his aircraft near Bardia in July 1941 and was imprisoned in various camps in Germany. In March 1943 he escaped from Oflag XXIB by means of a tunnel and reached Innsbruck before being recaptured. Throughout his captivity he was an energetic member of the Escape Committee, devoting his ability towards escaping and assisting

others to escape. He furnished many officers with the fullest information and aids available and his knowledge of German was always at the disposal of any intending escapers.

Warrant Officer Keith GRALEY (633406), Royal Air Force, No. 104 Squadron.

Warrant Officer Graley was the rear gunner of a Wellington aircraft that crash landed near Sidi Barani in July 1942. With other members of the crew Warrant Officer Graley made off in an endeavour to reach Bug-Bug; they wandered about for four days and were eventually captured by an Italian patrol. On 21st July, 1942, Warrant Officer Graley was in a Prisoner of War compound near an airfield at Tobruk. He jumped over the wire and reached a German aircraft, but when he was on the wing a crowd of ground staff approached and he started to return to the compound. He was caught, however, before he could get over the wire and, as a punishment, was sent to Benghasi and strung up by the hands for 4 hours. While at Campo 91 (Avezzano), Warrant Officer Graley managed to bribe one of the guards with bread and cigarettes and made his escape. He walked by night and rested by day but, on the fourth day, while sitting in a ditch and very ill, eight Italian Carabinieri arrived in a car and arrested him. For this attempt Warrant Officer Graley was given three days solitary confinement, and afterwards transferred to Dulag Luft. In September, 1943, he changed his identity and joined a working party at a factory and on his way to draw his tools, he decided to make another attempt to escape. He was unguarded, so he walked out through the main entrance intending to make for a range of hills. He was recaptured ten hours later and sentenced to seven days in the cells. After completing the sentence and spending about eight weeks in hospital, Warrant Officer Graley returned to the factory, where he engaged in acts of sabotage. In October, 1944, he and another prisoner planned to escape to the Russian lines and, with the help of a Polish chemist who gave them dyes for their clothing, they eventually left the factory and made their way to the railway station. Here they were met by the chemist who provided them with papers and railway tickets. On arrival at Brumgarten they were provided with shelter, food and clothes and remained there until 24th December, 1944, when they set out to make contact with partisans. During the journey they had to pass eight controls; seven were passed without incident, but at the eighth it was discovered that their travel permit was three days overdue; nevertheless they talked their way out and were able to proceed. They made contact with partisans who fed and sheltered them until the Russians arrived in January, 1945.