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NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES
BEFORE 0830 B.S.T. (i.e. FOR EVENING PAPERS) ON
THURSDAY, SEPTEMBER 2, 1943

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Air Ministry News Service

Air Ministry Bulletin No. 11379

TWO TYPHOON SQUADRON LEADERS PROMOTED TO LEAD FIGHTER WINGS

Two squadron leaders who have led Typhoons with great success in Fighter Command's offensive operations have been promoted to command fighter wings.

Squadron Leader (now Wing Commander) Dennis Crowley-Milling D.F.C. and Bar, of Colwyn Bay, at the age of 24, leads the wing of which his old squadron is a part.

A "veteran" of the Battle of France and the Battle of Britain, he has made great progress since the early days of 1940 when he was a sergeant. He was an engineer with Rolls-Royce and joined the R.A.F.V.R. in 1937.

He led the Typhoon bombers on their first formation attack on Abbeville airfield in April. Last September, he formed the squadron he commanded until his present promotion.

Wing Commander Crowley-Milling, who has destroyed eight enemy aircraft, was awarded his D.F.C. in April 1941 and his Bar last September.

The second Typhoon squadron commander promoted is 27-years-old squadron leader (now Wing Commander) A. Ingle, D.F.C., A.F.C., of Prestbury, Cheshire, who has been leading the West Riding of Yorkshire Squadron.

Under his leadership the West Riding squadron has destroyed many locomotives on the continent, played an important part in preventing raids on this country, and attacked more than 20 enemy ships.

On one day in June the squadron shot down five of a group of F.W.190s attempting a sneak raid on the South East of England. On the same day that they damaged five vessels, including a flak ship, off the Dutch coast, near Walcheren Island, Ingle flew his Typhoon safely back to base though the aircraft was on fire.

With another Typhoon pilot he had attacked the flak ship which directed an intense fire at them. Cannon shells set fire to Ingle's aircraft but he gained height and headed across the sea, expecting his petrol tanks to blow up at any moment.

His score of enemy aircraft destroyed is five. He was twice shot down in the Battle of Britain.

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NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES
BEFORE 00.30 B.S. (i.e. FOR MORNING PAPERS) on
FRIDAY SEPTEMBER 3, 1943.

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PIONEERS IN SICILY

When Sicily was taken by the hard fighting of all ranks in all three arms, with American, Canadian and British forces co-operating closely, the invasion was maintained by the steady, uninterrupted flow of something like 10,000 tons of supplies and stores daily.

On the first day of the landing, June 10, British supply services established themselves on the beaches of south-eastern Sicily before noon. Long before dark they had constructed roads across the sand to great dumps formed a short distance inland. Arms and ammunition, vehicles, machinery and equipment of all kinds, fuel, food and water were coming ashore in an unending stream and being hurried forward to feed the voracious appetite of the fighting troops. In all this work the Pioneer Corps had an essential part.

The Pioneers are apt to be overlooked in stories from the battle-fronts. They contribute their full share of sweat and dust, and, without them, victory would often be unattainable. But they lack dramatic appeal. They just get on with the job day and night, meeting each call as it comes, tackling a continuous round of emergencies.

There used to be an ignorant prejudice that a Pioneer was only an unskilled labourer in uniform. He does labour hard in order that the army may fight, and live and fight again another day. Unskilled, however, he is not. Multi-skilled is the right word to describe him. First he needs a fund of common sense. He must have the knack of meeting strange situations in the right way. He has to decide for himself on the spot, and on the spur of the moment. If his decision is mistaken, then the forward troops are likely to go short of some necessary article. Choosing where to put what is not a responsibility anyone can safely assume who lacks varied experience and sound judgment, and tens of thousands of tons of miscellaneous store and supplies are not moved and distributed without the exact application of immense effort.

In Sicily the Pioneers built beach roadways, using appliances and materials they had brought overseas. These roadways led from the edge of the tide to dumps inland. To speed up the traffic along them, railways and roller runways were constructed. These also were the work of the Pioneers. Even before the shore was reached, Pioneers were busy on the cargoes of the liners standing off the coast. When the amphibian Dukws, motor barges-cum-trucks, ploughed out to sea to be laden with the contents of the transports two Pioneers went with every vessel-vehicle. They helped to detach the nets swung overboard and lowered by the cranes and to stow away the goods.

Later, after a journey of several miles on water and land they unloaded those goods at the inland dumps. Other landing craft and lighters depended equally on their bodily strength, and in the frequent crises of disembarkation on their ingenuity. Wherever there was a change from one means of conveyance to another, or from movement to rest, or rest to movement, the Pioneers were on duty to effect it.

In the sun-drenched Sicilian air they enjoyed their frequent plunges into the waves, where lines of them attached ropes to tanks, cars or lorries and dragged them through the shallows to firm ground. On and about the beaches 1001 tasks of almost every imaginable kind fell to the Pioneers, most of them

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