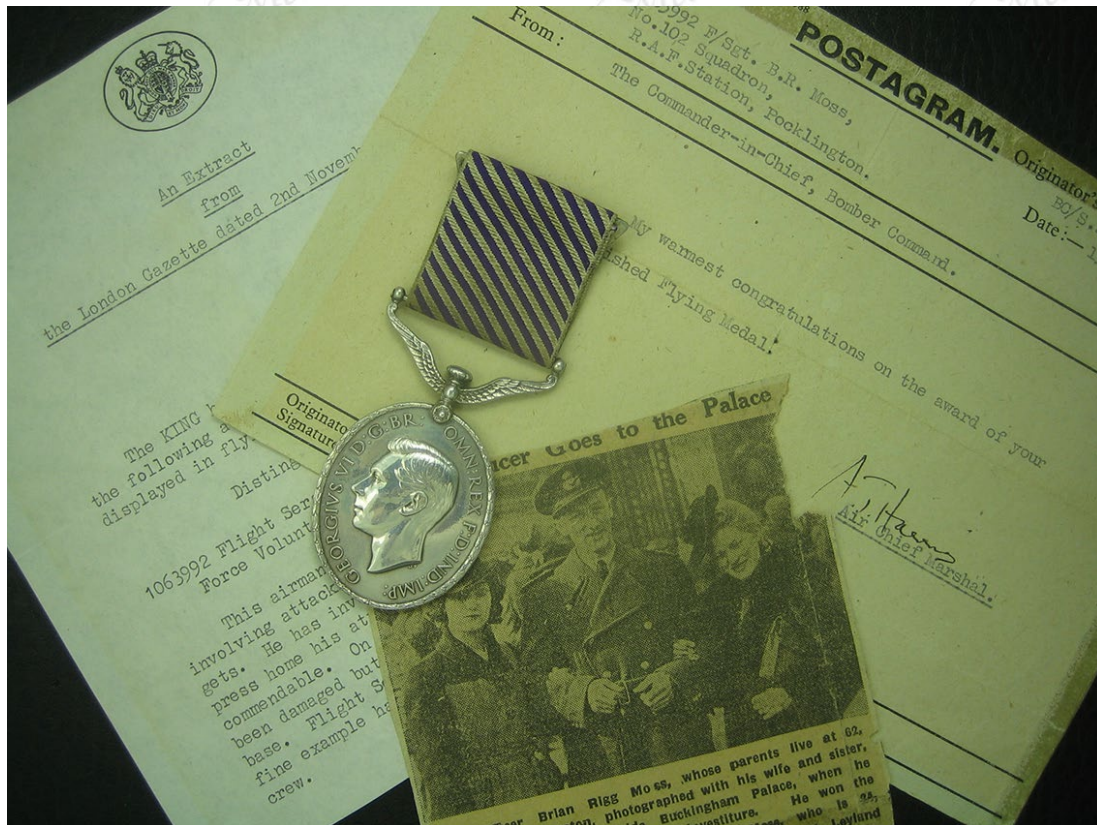


THE FINE WW2 PILOT'S IMMEDIATE D.F.M. AWARDED TO FLIGHT SERGEANT R.A.F. WHO WAS DECORATED FOR HIS GALLANTRY DURING A TOUR OF OPERATIONS IN HALIFAXES OF 102 (CEYLON) SQUADRON IN 1943. BETWEEN JULY AND AUGUST 1943, HE TOOK PART IN 'OPERATION HYDRA', THE FIRST RAID BY THE R.A.F. ON THE GERMAN V-WEAPON SCIENTIFIC RESEARCH CENTRE AT PEENEMUNDE AND 'OPERATION GOMORRAH' THE HAMBURG 'FIRESTORM' RAIDS. ASIDE, DURING A RAID ON ESSEN, HE TWICE LOST CONSCIOUSNESS DURING THE BOMBING RUN AND HAD TO BE BROUGHT AROUND BY THE FLIGHT ENGINEER. HE HAD AT LEAST TWO CLOSE ENCOUNTERS WITH ENEMY NIGHT FIGHTERS AND RETURNED TO BASE IN FLAK DAMAGED AIRCRAFT ON SEVERAL OCCASIONS. HE TOOK PART IN 33 OPERATION SORTIES DURING 1943



DISTINGUISHED FLYING MEDAL, G.V.I.R. '1063992 F./SGT. B. R. MOSS, R.A.F.'

D.F.M. London Gazette 2 November 1943, the original recommendation for an Immediate Award states:

'Flight Sergeant Moss has completed 33 operational sorties. On numerous occasions his aircraft has been damaged quite severely by enemy action, but he has never failed to bring his aircraft back safely. His determination to press home the attack is outstanding and on 27 July 1943, whilst attacking Essen, his oxygen supply failed at a great height. He carried on with his sortie, however, with the result that he lost consciousness twice during his bombing run.'

All Flight Sergeant Moss's sorties, many of them against strongly defended targets, have been marked by the same coolness and determination and his excellent captaincy has proved him to be a very valuable member of the Bomber Force. In view of the above, I strongly recommend Flight Sergeant Moss for the immediate award of the Distinguished Flying Medal.'

Remakes by Station Commander:

I cannot speak too highly of this NCO's operational record. Behind a smiling and consistently cheerful exterior he hides great courage and determination. He has proved an excellent captain and is largely responsible for his crew's successes. I consider that this NCO's magnificent record fully justifies the immediate award of the D.F.M."



Bryan Rigg Moss commenced his operational career as a pilot in Coastal Command in January 1943, when he flew half a dozen anti-U-boat patrols, in one of which he engaged two blockade runners. But his subsequent award of the D.F.M. stemmed from his gallant services as a pilot in No. 102 (Ceylon) Squadron, a Halifax unit based at R.A.F. Pocklington, Yorkshire, in which capacity he flew his first sortie against a target in St. Nazaire.

Further sorties ensued in April and May 1943, Bochum, Essen and Stuttgart being among the chosen targets. Nor were they incident free, the trip to Stettin on 30 April resulting in two combats with night fighters, as well as flak damage.

June witnessed Moss and his crew undertake seven further sorties, their targets comprising a return trip to Bochum, in addition to strikes against Cologne, Dusseldorf, Gelsenkirchen, Krefeld ('aircraft was coned when bombing'), Mulheim and Wuppertal. In the sortie to Dusseldorf on the night of the 11th-12th, Moss's Halifax JD 165 H was damaged by flak and his bomb aimer - Sergeant K. J. Symes - was slightly wounded. And his Halifax was again holed by flak in the trip to Gelsenkirchen on the night of 25th-26th.

Having then re-visited Cologne on the night of 3rd-4th July, during a sortie over Gelsenkirchen on the 9th, his Halifax fought a combat with an Me. 210 and received flak damage to its port outer engine, the leading edge of its mainplane and its tail plane. The Me. 210 was claimed as shot down.

Moss and his crew next flew three sorties to Hamburg during Operation Gomorrah, the famous 'firestorm' raids on that city. Taking part in the first raid on 24 July and returning on 28th and 2 August, although the next occasion of high drama occurred over Essen on the night of the 27th, when, as cited above, Moss suffered from lack of oxygen but insisted on continuing to the target. He twice lost consciousness and had to be brought around by the Flight Engineer:

https://en.wikipedia.org/wiki/Bombing_of_Hamburg_in_World_War_II



Hamburg aside, August witnessed Moss and his crew attack targets in Leverkusen, Munchen-Gladbach, Nuremburg (twice) and Milan, in addition to participating in 'Operation Hydra', the first raid by the R.A.F. on the German V-weapon Scientific research centre at Peenemunde, 17/18 August 1943. On that occasion, Moss's Halifax appears to have bombed at 5,000 feet, lower than any other aircraft in his squadron:

[https://en.wikipedia.org/wiki/Operation_Hydra_\(1943\)](https://en.wikipedia.org/wiki/Operation_Hydra_(1943))

Now nearing completion of his operational tour, he flew sorties to Bochum, Hannover (twice) and Mannheim in September, following which he was recommended for an Immediate award of the D.F.M., his recommendation listing 33 Operation Sorties completed by 29 September 1943.

Subsequently commissioned, Moss ended the war with an appointment in No. 35 Squadron and was finally demobbed in the rank of Flight Lieutenant. He died at Preston, Lancashire on 7 June 1964.

<https://102ceylonsquadronassociation.org/>

Wt. 22515/P1266 80,000 Pads 10/42 H.P. 51-5588
R.A.F. Form 1924

POSTAGRAM. Originator's Reference Number:—
BC/S.23191/P.
Date:— 19th October 1943.

To: 1063992 F/Sgt. B.R. Moss,
No.102 Squadron,
R.A.F.Station, Pocklington.

From: The Commander-in-Chief, Bomber Command.

My warmest congratulations on the award of your
Distinguished Flying Medal.

A. J. Harris
Air Chief Marshal.

Originator's Signature Time of Origin

Sold with:

- 1) An original signed postagram from 'Bomber' Harris, congratulating the recipient on his award of the D.F.M., dated 19 October 1943
- 2) Air Ministry Gazette notification, detailing recommendation
- 3) A wartime newspaper cutting with report and photograph of his Buckingham Palace investiture.

Brief Details of Sorties carried out. "C"					
Date.	Position in a/c	Target.	Duration of flight.	Remarks.	Photo. Results.
Coastal Command.					
2.1.43	Captain	Anti-sub patrol	8.30	No enemy sightings.	
8.1.43	"	" " "	8.00	" " "	
12.1.43	"	" " "	10.20	Attacked 2 Blockade runners.	
15.1.43	"	" " "	8.40	13 ME109 sighted. No attack.	
19.1.43	"	" " "	8.05	No enemy sightings.	
22.1.43	"	" " "	10.05	" " "	
Bomber Command.					
28.2.43	2nd Pilot.	ST NAZAIRE	6.00	Bombed primary.	
3.4.43	"	ESSEN.	4.50	"	
20.4.43	Captain.	STETTIN.	8.30	" 2 miles. 185° from damaged by flak. } Aiming Point.	
13.5.43	"	BOCHUM	3.55	Returned early. } Nav. sick.	
11.6.43	"	DUSSELDORF	5.45	Bombed primary.	Fires. May be target.
12.6.43	"	Bochum	4.50	" "	Fire tracks.
21.6.43	"	KREFELD	4.40	" "	Smoke and fires.
22.6.43	"	LAUFELD	5.00	" "	Fire tracks only.
24.6.43	"	WUPPERTAL	5.15	" "	1 mile. 270° heading North.
25.6.43	"	GELSENKIRCHEN	5.05	" "	"
28.6.43	"	COLOGNE	5.00	" "	No result. Cloud.
3.7.43	"	COLOGNE	5.45	" "	2 miles. 055°. Heading N.E.
9.7.43	"	GELSENKIRCHEN	6.40	" "	"
24.7.43	"	HAMBURG	5.42	combat with ME210 claimed as possible. Bombed primary. 2 1/2 miles. 165° Heading S.	
25.7.43	"	ESSEN	4.40	Oxygen u/s bombed primary. Lost consciousness coming out of target. Brought round by F/Eng.	Fires and smoke only.
29.7.43	"	HAMBURG	5.00	Bombed primary. Camera failure.	
2.8.43	"	HAMBURG	5.15	" " Fires. Inc. No ground detail. No severe weather. proper result. Jettisoned.	
10.8.43	"	NUREMBURG	8.00	Bombed primary. Fire tracks. 8 1/2 miles. 127° S by W.	
12.8.43	"	MILAN	8.50	" " 3 1/2 miles. 027°. S.S.E.	
17.8.43	"	PEENELUNDE	7.15	" " Believed Aiming Point. Heading S.	
22.8.43	"	LEVERKUSEN	5.10	" " 10/10 cloud.	
23.8.43	"	BERLIN	7.10	" " 4 1/2 miles. 200°. Heading N.W. "	
27.8.43	"	NUREMBURG	7.50	" " Landed Westcott. No ground detail. Fires.	
30.8.43	"	MUNCHEN-GLADBACH	4.25	" " Day camera. No result.	
22.9.43	"	HANOVER.	5.30	" " No ground detail. Fires and smoke.	
23.9.43	"	MANHEIM	6.50	" " Fire smoke. No ground detail.	
26.9.43	"	HANOVER	5.15	" " No ground detail. Fires.	
29.9.43	"	BOCHUM	5.00	" " No ground detail. Fires and smoke.	
				"G" u/s	
				x 1/2 mile. 343° from mean point of impact of Target Indicators.	
Total Sorties		33.	Total Hours	213	

AWARDED THE DISTINGUISHED FLYING MEDAL
(IMMEDIATE AWARD)

19th October 1943.

A.T.H.
Air Chief Marshal,
Commanding-in-Chief,
BOMBER COMMAND.



Condition GVF. With a quantity of copied research, including Gazettes, D.F.M. Recommendation, which includes details of all sorties to that point and copy 102 Squadron Operational Logs.

A fine Immediate D.F.M. NCO pilot's who saw a great deal of action