

MR 070, Sec. 1 -- ROCKET BOMBS -- ROCKET BOMBING OF LONDON

MR 070, Sec. 1 -- ROCKET BOMBS (Rocket Bombing of London)

1944

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1944

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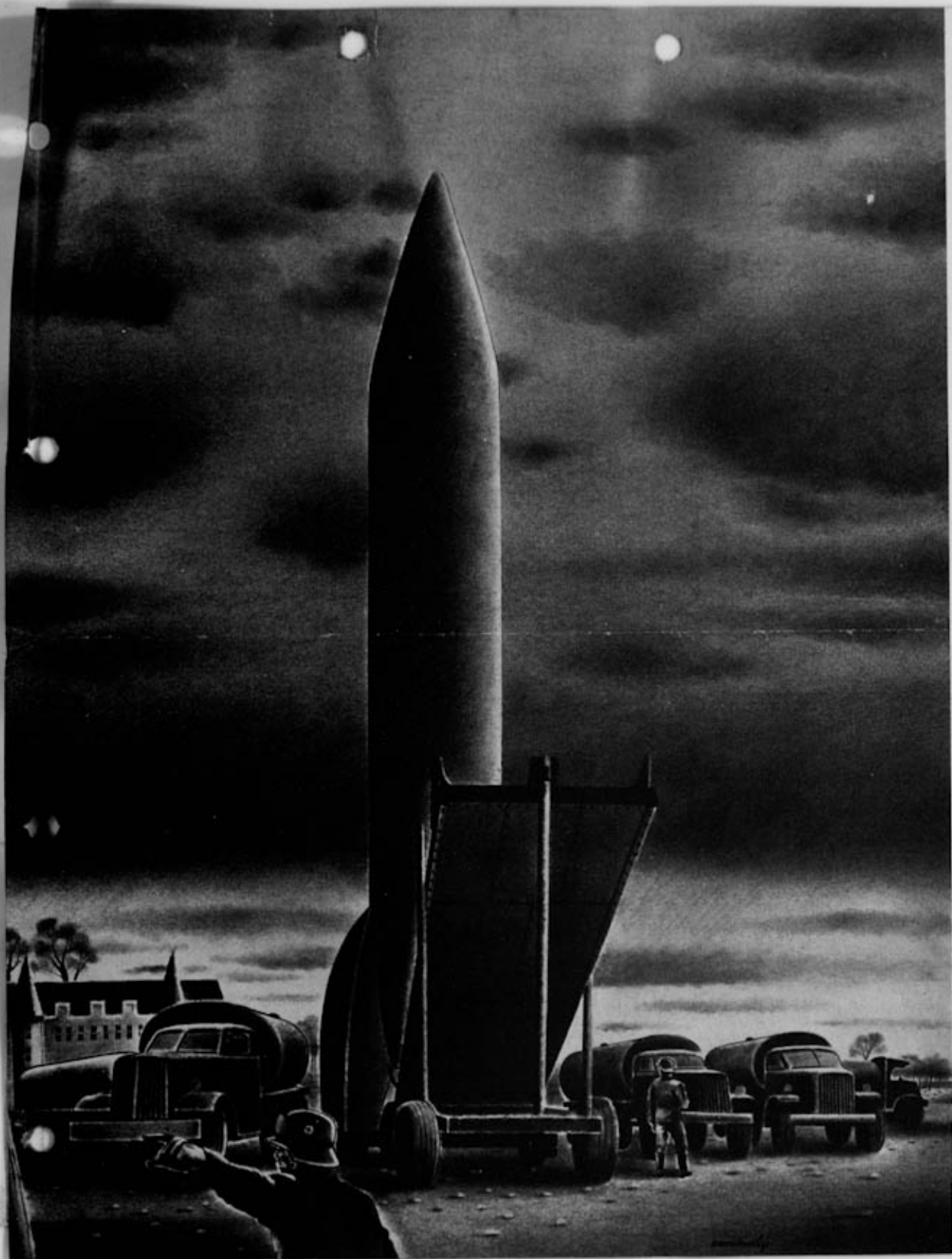
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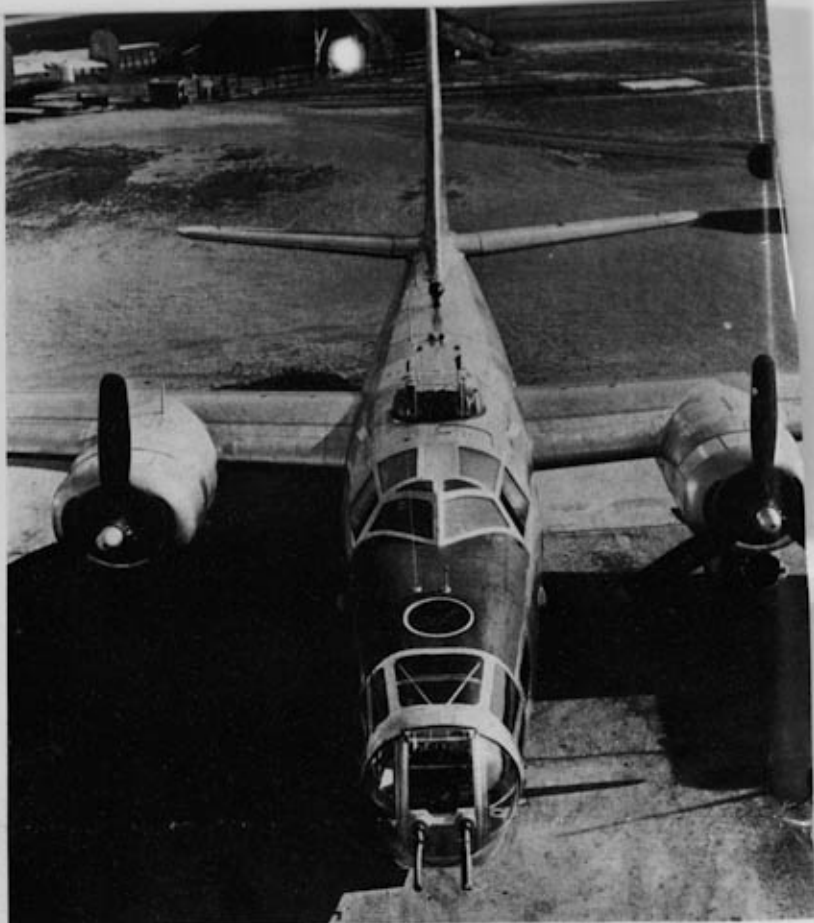
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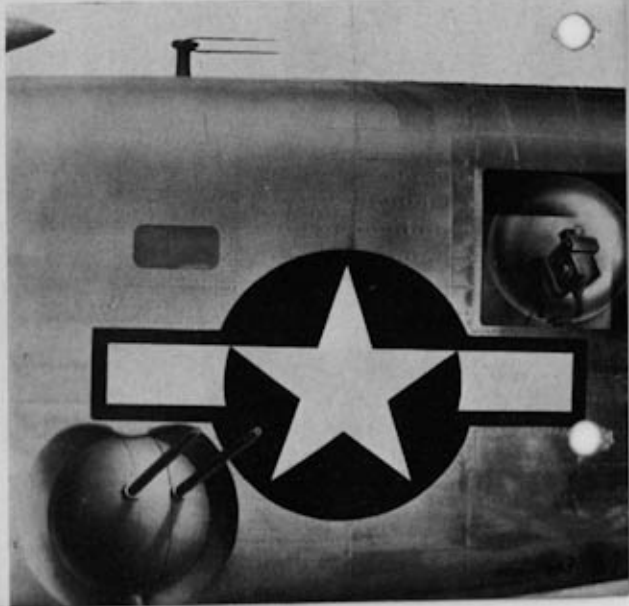
with the familiar twin-fin empennage.



New XB-24N stands by for contrast with J-type Liberator at the left.

Tail view of XB-24N shows Bell power-boost mount which will be replaced by lightweight Motor Products -5 tail turret.

Drawing shows proposed barbette gun mount as it would look when installed on each side of new type Lib's fuselage.



*Rocket Projection
etc*

V-2

From the day that Allied Intelligence first began to fit together bits of information about the monster German rocket which was to level London, the truth about V-2 has persistently proved more fantastic than the rumors. It has grown in size from a supposed twenty-odd feet to a confirmed 45 feet 10 inches. Its maximum velocity is now known to exceed 3,500 miles an hour. It soars to a height of 58 miles into the lofty calm of the ionosphere, and it can be launched practically anywhere.

The huge sites in the Pas de Calais (IMPACT, Vol. II, No. 9) are now known not to be connected with launching. The typical launching site proves to be nothing more than a widened spot in a road large enough to park a few trucks. A permanent concrete slab is imbedded here, and the rocket brought up on a large dolly which upends it on a low firing table placed on the slab. After lengthy computations and adjustments, the rocket is filled with fuel, and its instruments checked. Everybody then departs to a safe distance and it is started up, wobbling slowly into the air trailing a cloud of smoke.

Although it contains radio equipment, this is believed to be for the purpose of monitoring gyros, which control the flight of the rocket along a preselected trajectory, after it has gathered sufficient speed to fly a true course.

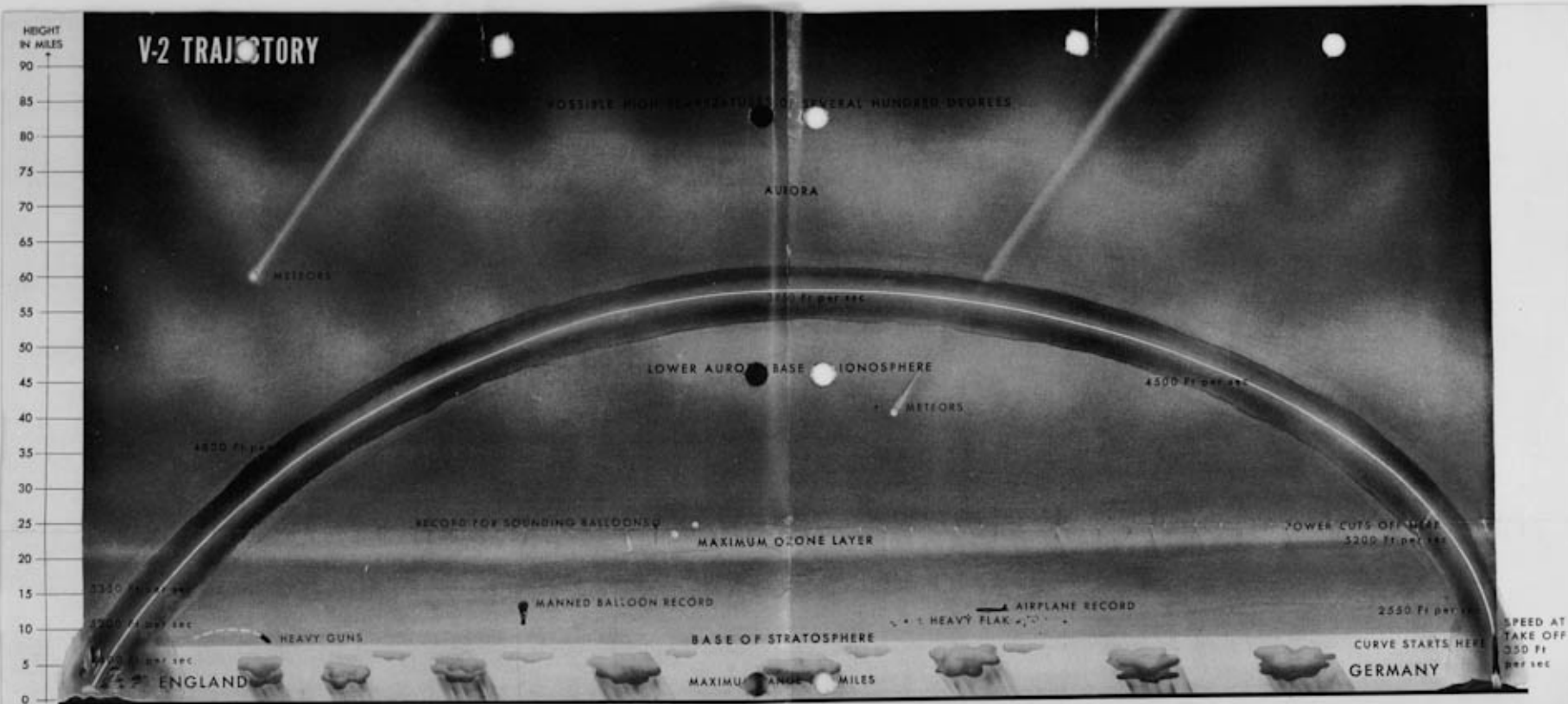
Rocket is launched after being placed in vertical position (left) on firing block and fueled up from tank trucks containing liquid oxygen and alcohol (main fuels) and hydrogen peroxide (fuel for driving turbines).

Continued on next page



V-2 craters average 35 ft. across, 15 ft. deep, but are sometimes 75 by 30 ft. as pictured above and below. Terrific speed at impact causes this.





Elliptical earthwork at Peenemunde is where rockets are tested. Shown are V-2 (A), cranes (B), assembly shop (C).

RANGE, SPEED OF V-2 POSE HUGE PROBLEMS IN CONSTRUCTION AND CONTROL

Two things are noteworthy about V-2. First, its awesome size and speed are not true indices of its efficiency as a weapon. Actually, it is comparable to the less spectacular V-1 in destructive power and accuracy. Second, and despite the foregoing, it should not be overlooked that V-2 is a bold and brilliant engineering experiment. Never has man fired a projectile so far, or so fast, or so high. The construction problems alone are formidable, considering the enormous stresses and changes in temperature encountered during flight. Range and directional control are even more complicated. Consider the following. V-2 takes off in an uneasy wobble, quickly gathers momentum, and at the end of burning is traveling about one mile a second. Shortly after launching, it is deflected from its vertical course either

by remote control or preset gyro. All this time its weight decreases steadily because of fuel consumption. After power ceases, gravity takes over, and from this point to target, the course is that of a free projectile in space, affected, however, by the rotation of the earth, and by the great differences in air density at different altitudes. At the top of its flight curve speed is reduced (from 5,200 feet per second at the point of power cutoff) to 3,050. Gravity pull during the swoop groundward gradually increases the speed again until a maximum of 5,350 feet per second is reached. By this time the projectile is again traveling through dense atmosphere. It decelerates rapidly during the last fifteen miles of flight, to an approximate 3,000 feet per second on impact, the nose becoming red hot through skin friction.

Earthwork was hit by 8th AF on 4 August and heavily damaged. Similar works also exist at Friedrichshaven.



Confidential

Confidential

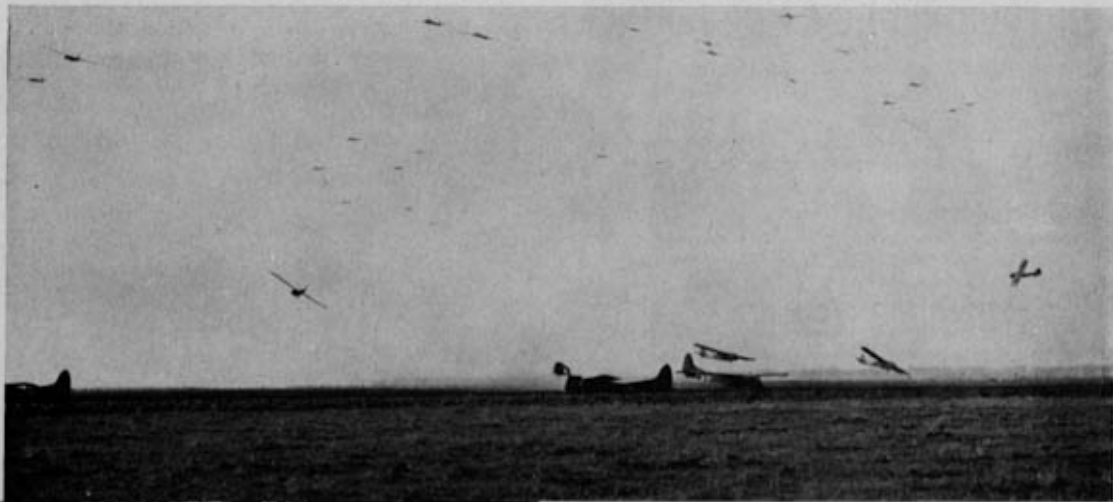
v7



Extreme accuracy of paratroop drop at Groesbeek, Holland, is aided by compact, flat formations of 9th T.C.C.

CG-4As of the 9th T.C.C. swoop in for landings on the broad flatlands of Holland near Nijmegen. In first five days despite weather American C-47s and gliders delivered 27,419

combat troops and 4,086,235 lbs. of equipment, including 9,385 gallons of gasoline. In contrast to Normandy glider landings, few losses occurred because of terrain hazards.





"Behind schedule."

Low © All Countries

The Future of Europe as Benes Sees It

LONDON (By Wireless).
THE struggle against the Nazi way of life will not end with our military victory over Germany. There will be the collaborationists in nearly every occupied country to expose. There will be the war criminals to bring to justice and to punish. There will still be traces of Nazi and Fascist thought to uproot and to exterminate. These tasks will not be properly accomplished unless there is the will to build anew.

Revolution is not a word which the English-speaking people care to use, but after the war, if peace is to have really solid foundations, there must be so great a determination never to fall under the sway of Nazi ideas that it will in fact amount to a political, social and moral revolution on the whole European continent. From a long period of political fermentation there can be no escape.

In some countries the uprooting of the collaborationists should present little difficulty. Czechoslovakia, for instance, will almost certainly make quick recovery. We know just who the collaborationists are. Within a few months after the collapse of German rule Czechoslovakia should be functioning again as a morally and polit-

True peace, says the Czech statesman, cannot come without a rebirth of spiritual values.

By EDUARD BENES,
 President of Czechoslovakia

ically normal state. She has the necessary interior cohesion. This has been proved by the success and spontaneity of the Slovak revolt. All German efforts to proclaim an independent Slovak state were broken by the sagerness of Slovak soldiers, once the revolt had started, to take the oath to the Czechoslovak Republic.

The process of eliminating the collaborationists in the Balkans, in Hungary, in Italy and other countries may be far more difficult. Certainly it will be difficult in Italy to eliminate fascism, and no one would underestimate the problem it presents to General de Gaulle and his advisers in France. The collaborationists may find it expedient to go into the political wilderness for a time, but with the anti-Nazi ideas of General de Gaulle and the courageous Maquis they can have no sympathy. We must expect to hear after the war in certain countries of sharp

encounters and attempted and renewed reactionary pushes. The collaborationists, the Fascists, the Nazis of every kind, will not, even secretly, yield without a struggle.

The collaborationists of all kinds in all occupied countries will, in fact, draw strength from what happens in Germany, even after her defeat. For many months after the defeat in all these countries there will be fighting, revolts, massacres, between the Fascists, anti-Fascists, Communists, etc. We do not yet know precisely how the war in Europe will end; but we can take it for granted that guerrilla warfare will be active to the very moment when the Allies enter Berlin. Then, if not sooner, anti-Nazi will turn against Nazi. And afterward in Germany and many other countries there will be different kinds of civil warfare which may be prolonged for months and years.

But although the anti-Nazi will win in these particular encounters, their victory over the Nazis will not for a very long period be at all complete. Hitler has now been the ruler of Germany for nearly twelve years. This means that practically every German from the age of 6 to 35 is infected with the Nazi virus. We must wait thirty years—if not a great deal longer—before we can find a really anti-Nazi Germany.

NATURALLY enough, after a certain time—two or three years of military occupation—the so-called liberal-minded people will be given civil power in Germany again. People who detested nazism will come into the open. On the surface—and on the surface only—post-war Germany will make a genuine effort to be a peace-loving nation and therefore eligible to join the new United Nations organization. There will be pacifists, liberals, Socialists clamoring for Europe's attention and sympathy. We knew their predecessors after 1918. They did not deceive me, but they deceived others.

This time we must make certain that the deception does not work. Do take care: History can (Continued on Page 36)

V-1 and V-2

THE sound of Germany's "vengeance weapons," V-1, is now, it is said, V-2, the rocket, has taken its own name with V-1, the robot plane. Both are produced. Both are jet-propelled—that is, they have "reaction motors." They depend for their forward motion on the reaction to the explosive jets of gas that stream back from them at great speeds. But there are basic differences between them, too. V-1 looks like a small plane without a propeller. V-2 looks like a shell or a huge Fourth of July rocket. V-1 gets its energy, the essential element in combustion; from the air. V-2 carries its own oxygen supply and can therefore fly high into the sky, where there is little oxygen.

There are differences in performance, too. The robot plane has a speed of 300 to 400 miles an hour; the top speed of the rocket has been put at anywhere from 1,000 to as high as 3,000 miles an hour. The range of the robot plane is believed to be about 100 or 200 miles; the rocket has a range of about 200. The robot flies low—the average height of those shot at London was 2,000 feet; the rocket shoots up 40 or 75 miles.

The robot can be seen and heard and therefore can be fought very effectively by planes and anti-aircraft guns; the rocket is invisible to the naked eye and therefore cannot be heard until it has struck; it is so fast that the familiar methods of defense cannot be used against it.

HOW the robot is launched and controlled is a question that has caused much speculation. The flying bomb can be launched from a plane, but the rocket is too big to be carried into the air and its descent is too dangerously fast. Platforms for launching flying bombs have been reported in France. They are necessary because the robot planes must have an initial momentum of 100 or 200 miles an hour before their engines work efficiently. The rockets, however, would not need to start with such elaborate launching apparatus. They apparently get off under their own power and simply require platforms with guiding rails to start them in the right direction.

Once in the air, the flying bomb's direction of flight, altitude and stability are

maintained by automatic pilots or gyroscopes—the "brains" of the robot. The robot may also be controlled by radio. Its range may be determined by the amount of fuel or its motor may be cut off by radio. The robot's range is apparently set in the main works. Therefore, by decreasing the amount of oxygen or increasing the amount of fuel, the range of the rocket may automatically be adjusted.

The drawing on these pages shows the difference in construction between V-1 and V-2. It was made by Martini & Bulli, industrial designers, on the basis of the best available information.

V-1 is made up of five elements: the wings and fuselage, the motor, the control mechanism, the explosive, the fuel. The explosive (A) is in the nose. The fuel tank (B) is placed between the wings. Compressed air, stored in spherical bottles (C) in the center of the plane, operates the mechanisms (D) for controlling the direction of flight and the stability of the robot. The motor (E) is shown in the fuselage and in the rear. Air enters through nozzles in the front of the motor; the fuel is mixed with the air and exploded; the resultant gases enter the nozzle and open the jet in the rear through which the plane escapes.

V-2 is very simple in construction, though more expensive to build and launch in battle. It has four parts: the casing, the explosive, the fuel and the control mechanism. The explosive (A) is in the nose. Behind it are the fuel tanks (B), which make up a chamber motor, one containing the explosive, the other the motor. The fuel is forced along a pipe (C) either by a pump or by the pressure of compressed oxygen (D). It is exploded in a chamber (E), at the end of the rocket. The mechanism (F) that controls the flight of the robot is in the rear.

Will either V-1 or V-2 be decisive weapons in the war? Doubtless is lacking in them (at least we take the German people that they will make for victory in Japan) but no military expert believes that they will have any major effect on the course of the battle. Rather they are considered the weapons of the future.

V-2: THE ROCKET

OVERALL LENGTH 32 TO 35 FEET



V-1: THE ROBOT

OVERALL LENGTH ABOUT 23 FEET



THE ROCKET STRIKES AT A NARROW ANGLE, PENETRATES DEEPLY, CREATES A BIG CRATER. IT MAY GO AS HIGH AS 75 MILES, HAS A RANGE OF ABOUT 200 MILES AND A SPEED OF BETWEEN 1,000 AND 3,000 MILES PER HOUR.

VII MECHANISM TO CONTROL DIRECTION OF FLIGHT

NOZZLE AND FUEL INJECTION JET

VI THE FUEL EXPLODES HERE

V COMPRESSED NITROGEN OR PUMP FORCES THE FUEL INTO THE NOZZLE

III CHAMBER

II FUEL TANK

IV FUEL PIPE

I ONE TON OF EXPLOSIVE

E THE FUEL EXPLODES HERE

D MECHANISM TO CONTROL DIRECTION OF FLIGHT AND STABILITY

C COMPRESSED AIR KEPT IN THREE BOTTLES BEHIND THE MECHANISM THAT GUIDES THE ROBOT'S FLIGHT

THE ROBOT STRIKES AT A WIDE ANGLE AND CAUSES A DESTRUCTIVE SURFACE BLAST. ITS RANGE IS ABOUT 100 MILES; IT'S SPEED 300 TO 400 MILES AN HOUR, AND IT USUALLY TRAVELS AT A HEIGHT OF LESS THAN ONE MILE.

Illustrated by J. J. J. J.



This series of clips from a British newsreel show a robot bomb over London.



The anti-aircraft shells burst all around it. One hits! ...



... And the robot falls. Of 4,000 bombs launched 71 per cent failed to strike London. WASHINGTON, NOVEMBER 14, 1944.



... But 20 per cent (2,000 bombs) got through. Here is one of them exploding.

Wendell Willkie's Legacy to America

That legacy is the new opportunity to open up 'a new era in American affairs.'

By RUSSELL W. DAVENPORT

AMERICAN history is moving fast. The political platforms written at Chicago only a few months ago were the ambiguous products of politicians uncertain of themselves in a crisis. But in the recent election the American people reached a bold and fundamental decision, and the Seventy-ninth Congress, which will represent them for the next two years, holds a mandate that would have seemed unlikely six months ago—the mandate of a broad international foreign policy. Boon, presumably, Messrs. Roosevelt, Churchill, Stalin and others will convene for the purpose of charting the future. The mandate will be tested. And if it meets the test, America will embark on a new course, long sought and painfully discovered.

As to the mandate itself, there can be no question of its validity. In the sacred privacy of the voting booth, the American electorate operated at a level of intelligence that no one had anticipated. They not only defeated the chief isolationists and obstructionists in both parties, they selected candidates from different lines of the ballot with unerring aim. What they were aiming at was a modern foreign policy able to cope with the problems of our time.

This high selectivity at the polls is the most encouraging development on the home front since the war began. Yet it would be dangerous to assume that it will automatically happen again. It may happen again—but only if we are able and willing to do something about it. A force was at work in this election which all too many analysts have disregarded. We had better be clear about this force. We are going to need it—or its equivalent—in the future.

The fact is that there was a Presence in the voting booths this year—the massive spirit of a man who had come to symbolize American Internationalism. This was the spirit of Wendell L. Willkie. What Mr. Willkie might himself have done in the voting booth no one will ever know. This question is like asking what kind of terms would have been exacted of the enemy by a commander who is killed in battle. All you know about such a commander is his battle. And that is all that the people knew about Wendell Willkie.

YET if Mr. Willkie's final decision must remain forever obscure, there was no doubt in the mind of any intelligent voter what he was fighting for. During the 1940 campaign he took a strong internationalist position, despite opposition from his own party. He approved the destroyer deal, backed selective service and urged all aid to Britain. After his defeat he gave himself without stint to a single cause, which he named One World. All his energies in every waking moment were dedicated to that cause. They were mobilized for the purpose of arousing in the American people a realization of the necessity for joint action with other peoples of the earth in the name of freedom. In the pursuit of this aim he was cogent, relentless and politically bold.

Mr. Willkie believed the international issue to be the central, all-pervading issue of our time. It was not merely military, it was economic. It was not merely political, it was moral. It involved education, free speech, the communication of ideas, trade, exchange rates, tariffs and standards of living. "To raise the stand-

ard of living of any man anywhere in the world is to raise the standard of living by some slight degree of every man everywhere in the world." We cannot survive, he believed, unless we see the world as one. And yet, to see the world as one meant also to see the issues as one.

As he said to Samuel Grafton in Indiana, "I tell you that if a man is not deep in his belly, in favor of the closest possible relations with Britain and Russia, then it does not matter what else he is. . . . This is the touchstone to a man's entire position in politics today. . . ."



"In the pursuit of his aim he was cogent, relentless and politically bold."

You cannot be wrong on this issue and right on any other."

The burden of work that Wendell Willkie shouldered on behalf of his "cause" was literally immeasurable. This burden did not consist merely in difficult decisions, such as his historic lend-lease decision, in which his principles compelled him to cross party lines to support practical internationalism. Nor did it consist merely in a heavy load of articles and speeches composed in those few hours that he could seize for himself from crowded days. "I'm fighting for seconds here," he used to say. The bulk of the burden that he carried was a burden of responsibility to people—people all over the nation, in every State, in almost every community, turning to him day and night, by telephone, telegram, letter and personal interview. No person, no angle of the "cause," was ever too small for his attention. The "cause" was everything, everywhere.

THUS from Wendell Willkie's desk there radiated lines of force to every crossroads and village green, and into the interstices of every city. Everywhere there were men who knew him, or knew someone who had talked to him, or—at least—had heard the glad tidings of a big man in action.

This enormous load of personal communication would, in any event, have given him a voice in the election of 1944. But it was not merely the voice, it was the message which, in the eyes of the people, was of force so potent. He would never compromise with a principle. He never appeased an isolationist, whatever considerations of "practical politics" might be involved. He believed, on the contrary, that principles are the essence of democratic government. And he had a towering faith that principles would prevail.

It was the philosophy of a giant. Very few could be subjected to half an hour of Wendell Willkie and still vote for Gerald Nye, Stephen Day, or Ham Fish. Most returned home to spread the doctrine.

In looking ahead from the election of 1944, therefore, it is dangerous to disregard the existence of the Willkie lines of force. These particular lines will no longer radiate, in 1946 or 1948, from that particular desk. We face the future without him, in times when we shall desperately need him. And the only answer to our need now lies in us. If we are to hope for a level of electoral intelligence comparable to this of 1944, we must seek within ourselves whatever fraction of his vision and his courage we may possess. He himself believed that we, as a people, are in possession of plenty.

HE never won a permanent victory, either for himself or his country. What he did was to give us a new opportunity. That opportunity takes practical form in the Seventy-ninth Congress, which is so largely his handiwork. If this Congress faithfully follows out the mandate of the people, it will open up a new era in American affairs.

And Wendell Willkie will be sitting in this Congress. He will go there to exercise his new franchise, already exercised at the polls. He will exercise the franchise which the founders of our Republic won with immeasurable wisdom—which Abraham Lincoln won with immeasurable pain—which Wendell Willkie won with immeasurable labor—the franchise of the illustrious dead.

than have attacks made at night or over cloud. This is our best indication that, as yet, the Jap has little or no effective gun-laying radar. In general, flak damage rates have been highest when the B-29s attacked under conditions of good visibility in daylight. One notable exception was Mission No. 9 against Anshan, where, in spite of 8/10ths to 10/10ths cloud cover, several B-29s were damaged by "meager to moderate" and "accurate to inaccurate" flak. This is one case where some of the antiaircraft fire is believed to have been controlled by radar, for the following reasons:

1. Clouds existed in several layers, and included clouds at bombing altitudes.

2. Flak was unusually accurate under such poor conditions of visibility. Several B-29s were damaged.

3. A probable radar, associated with two six-gun heavy flak batteries, has been identified on photographs. This radar could serve as a central plotting control station for predicted concentrations, or could provide data for continuously pointed fire by both batteries, as in a German "Grossbattery."

4. One B-29, attacking at 25,000 feet and on a different heading from that used by most of the formation, was rocked by "moderate" flak. This would seem to indicate that at least one battery was able to locate targets and deliver accurate fire under "unseen" conditions.

It can thus be seen that while the Jap is, in general, unable to deliver effective unseen fire, there are indications that some gun-laying radar sets are in operational use. There are also indications that the Jap has endeavored to compensate for his lack of effective radar by employing "shadow" or "thistle" aircraft, like those which have been used by the Germans. On practically

every B-29 attack, such aircraft have been observed. These aircraft fly parallel courses at the same altitude as the B-29s and may be employed to transmit altitude, course, and speed data to antiaircraft installations. The Germans have stated that this form of assistance is "fairly effective," and while it is not definitely known that the Jap is using these aircraft to aid his flak defense, it is entirely possible that this is their purpose.

CONCLUSIONS

The following are general conclusions:

1. The B-29s high speed and high altitude of attack make it a difficult target for Jap flak. This, plus good evasive action after bombing, has made the flak damage rate comparatively low, while the flak loss rate has been practically nil.

2. The most effective flak opposition has been provided by the fairly large defenses of vital targets.

3. Night and poor visibility have definitely hampered Jap flak. The Jap is believed to have used radar, but his gun-laying radar is not as yet effective. It is also believed that he has endeavored to counter this defect by the employment of "shadow" planes.

4. Fire has for the most part been identified as barrage and predicted concentration. Continuously pointed fire against B-29s has thus far been generally inaccurate.

5. Improvement may be expected in Jap flak. Some progress has already been made in the development of guns and mechanical directors. The Jap will continue to develop better guns and better antiaircraft fire-control equipment, with emphasis upon gun-laying radar. Radar countermeasures will become of increasing importance in planning and carrying out B-29 missions.



UNIDENTIFIED GERMAN AIRCRAFT—"RECHLIN 67"

Photographic reconnaissance has revealed an unidentified German aircraft which has been given the temporary designation "Rechlin 67". It possibly may be jet propelled, due to its presence in an area associated with jet-propelled aircraft. However, it may be an unidentified type of glider. Available details follow.

Description

a. The "Rechlin 67" is a monoplane with a fairly broad nose.

b. Leading edge of wing appears to be tapered; aspect ratio is probably high.

c. Forward fuselage appears to be wide and deep, tapering upward toward the tail.

d. Stabilizer's leading edge is tapered.

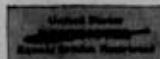
e. There is a high single fin and rudder.

f. No engine nacelles are fitted.

g. Indications are that a tricycle landing gear is employed.

Specifications (est.)

Wing span.....	65½-71 ft.
Length.....	42½-44 ft.
Root chord.....	8½-10½ ft.
Stabilizer span.....	17½-18½ ft.
Nose length.....	10-13 ft.

File with
other

TERMS FOR JET-PROPULSION DEVICES

Below, various types of jet-propulsion devices are schematically illustrated with explanatory text appearing beneath each related sketch.



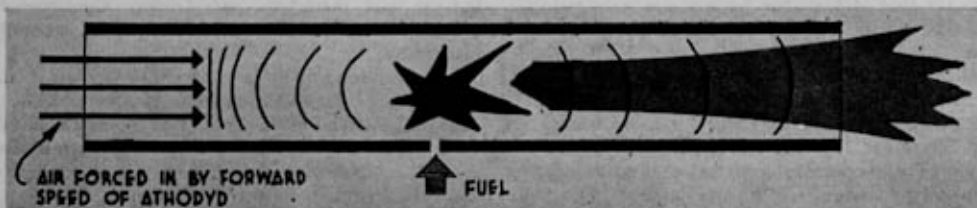
ROCKET. A closed unit in which fuel is burned or gasified. Rockets do not require air from the atmosphere for combustion. The gases leave through a nozzle at the rear and provide thrust by jet propulsion. Fuels are of three types:

- a. Solids, e.g., cordite.
- b. Two liquids, one a fuel, e.g., gasoline, and the

second an oxidizing agent, e.g., liquid oxygen, with or without a third fluid as a catalyst.

- c. A single liquid with or without liquid as a catalyst, e.g., hydrogen peroxide with potassium or sodium permanganate.

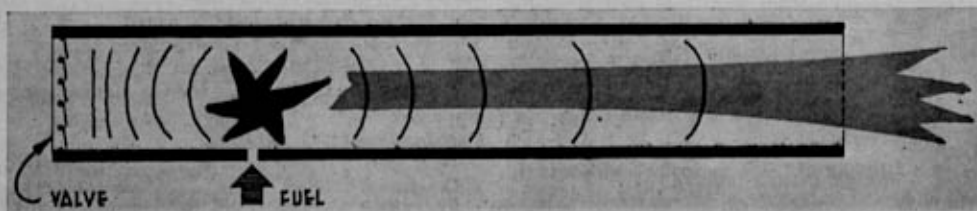
German aircraft using rockets for propulsion are the Hs 293 glider bomb and the Messerschmitt 163.



PROPULSIVE DUCT—RAM JET—ATHODYD.

Any of the above three terms is used to describe a simple duct into the front end of which air is forced by the ram effect at high speeds. The fuel is injected and

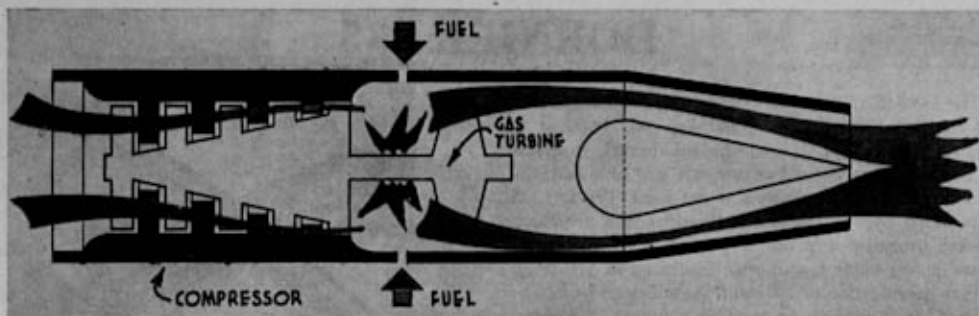
burned near the center of the duct and the hot gas leaves at the tail to provide jet propulsion. There are no moving parts except a fuel pump. Such units are characterized by being efficient only at high speeds. No German aircraft is known to operate with this device.



IMPULSIVE DUCT—AERO-PULSE. Either of these terms is used to describe a unit consisting of an inlet valve, a combustion chamber and a discharge nozzle. Air enters the chamber intermittently through an automatically operated valve, fuel is injected and exploded in the combustion chamber, and the burnt

gases ejected towards the rear through a discharge nozzle. Such a device produces a thrust even under static conditions.

The German Flying Bomb FZG-76 has an engine of this type.

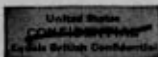


GAS TURBINE ENGINES. This is a general term for a power plant in which the expansion part of the cycle occurs in a turbine or rotating device.

Jet Propulsion Turbine or Turbo-Jet. A unit in which air enters at the front of a duct, is compressed mechanically, used to burn injected liquid fuel expanded through a gas turbine to drive the compressor, and the hot gases ejected to provide jet propulsion.

Note: (1) A gas turbine engine may have a centrifugal compressor (Whittle type) or an axial-flow compressor as shown in the diagram above.

(2) German aircraft using jet-propulsion turbines include the Messerschmitt 262 and the Heinkel 280; American aircraft, the P-59 and P-80; and British aircraft, the "Meteor."



GERMAN FOUR-ENGINE BOMBER, JUNKERS 488

Information has been received of a four-engine development of the currently operational twin-engine Ju 188. The new type aircraft, designated Ju 488, is largely constructed from Ju 188 components. Reported details are given below.

Description.

- a. It is a 4-engine, low-wing monoplane.
- b. The normal Ju 188 wing center section is enlarged by the addition of two inboard portions carrying the two extra engine nacelles. Outer wing sections are of Ju 188 design; dihedral is only on these sections.
- c. Nose resembles that of the Ju 188.
- d. Two additional sections are fitted to the rear fuselage; provision is made for a tail turret.
- e. Twin fins and rudders are fitted.
- f. Landing gear consists of four single-wheel units, one under each engine nacelle; there is a single tailwheel.

Specifications

	Ju 488 (est.)	Ju 188
Wing span.....	100'	72'-6"
Length.....	66'-8"	49'

Power Plant

a. The first two prototypes are said to be powered by BMW 801 radials, with Jumo 213 liquid-cooled engines as probable alternates.

Armament

Reported armament comprises two guns, probably MG 131/13mm, in the tail turret and one in the rear dorsal position behind the cockpit. It seems likely that additional guns will be carried.

Bomb Installation

The internal bomb stowage capacity on the first two prototypes is reported to be small. These aircraft may have been intended for use with glider bombs carried under the wing, and provision for special radio equipment is mentioned in this connection. The third sub-type is said to have a larger bomb bay for internal stowage of large bombs.

Prototypes

a. The first prototype is stated to be the simplest possible conversion of the Ju 188.

b. The second version has improved lines and increased fuel capacity.

c. The third model, in addition to the larger bomb bay, is mentioned as having a pilot-ejecting device, perhaps similar to that supposedly used on the Messerschmitt 262.

DORNIER 335

The Do 335 and "Lowenthal 47" were mentioned in Informational Intelligence Summary No. 44-27 of 30 August 1944 as possible jet-propelled aircraft. It now is established that these two aircraft are one and the same and that jet propulsion is not used. The Do 335 is powered by two engines in tandem, one driving a tractor propeller and one a pusher. This unconventional power plant layout was illustrated in a Dornier patent specification of 1937 and is confirmed by recent reports. It is said to be used as a fighter, a fighter-bomber and a reconnaissance aircraft. A British conception of the Do 335 appears as Fig. 15.

Description

- a. The Do 335 apparently is an all-metal, single-seat, low- or mid-wing, multi-purpose monoplane.
- b. Wing is tapered, more so on leading than trailing edge; tips are blunt. Wing has pronounced dihedral.
- c. Span-length ratio and wing aspect ratio are low.
- d. Nose is quite long.
- e. Fuselage is of deep section; an air intake is fitted on each side, and exhaust stubs are located forward of and behind cockpit.
- f. Cockpit is probably placed just to the rear of the leading edge.
- g. The single fin and rudder extends below the finely-pointed rear fuselage which terminates in the spinner for the pusher propeller.
- h. The long-span stabilizer is set slightly higher than the wing and has a curved leading edge.
- i. Tricycle landing gear is employed, main wheels retracting outward into wings.
- j. A skid is fitted to the under-fuselage section of the fin and rudder.

Specifications

- a. *Dimensions*
 - Wing span 47'
 - Length 46'-6"
 - Root chord 12'
 - Wing to stabilizer (leading edges) 23'-2"
 - Stabilizer span 20'
 - Length of nose 15'
- b. *Weight*
 - With Max. load (recc. version) 23,000 lbs.(est.)
 - Wing loading 53 lb./sq.ft.

Construction

a. Fuselage

If the structural features patented in 1937 have been retained, the fuselage would be built in three sections, as follows:

Nose section houses front engine and probably radiators for both engines.

Center fuselage section has a fire-proof bulkhead at the front and rear. A bomb bay, possibly large enough



Fig. 15. Do 335—Provisional Drawing

to carry 1 x 1,800 kg. (3,960 lb.) bomb may be built into the bottom of this section. The main fuel tank is placed between the cockpit and rear bulkhead. There are indications the whole electrical equipment is contained in a single light-alloy box which would be easy to mass-produce and very quick to install. The original patent suggests that an armor skin is fitted to inclose part of the whole of this central section.

Rear fuselage section contains the rear engine.

b. Wing

A fuel tank is fitted in each wing. Variable-incidence gear was illustrated in the 1937 patent.

c. Fuel Capacity

It is reported a total of about 1200 U. S. gals. of fuel may be carried. Jettisonable tanks may have to be fitted to supplement the fuselage tank and two smaller wing tanks to reach the total figure.

Power Plant

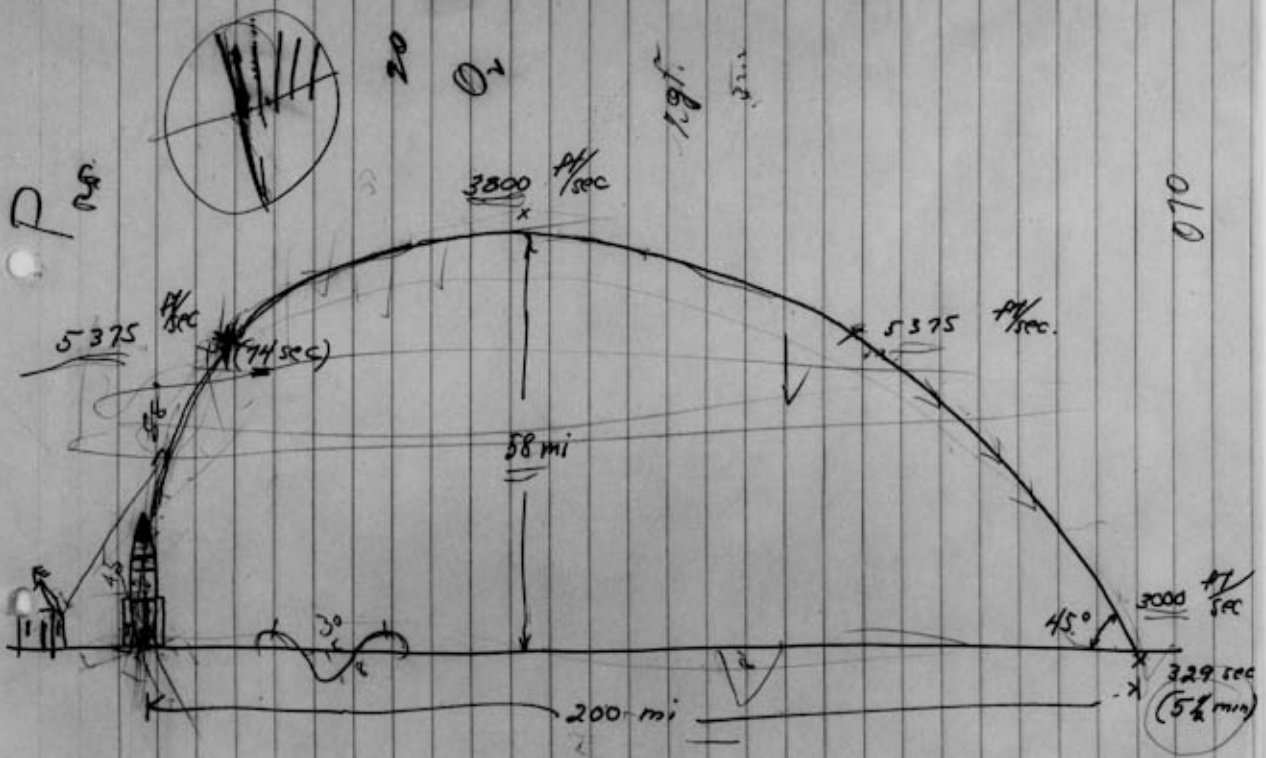
a. Two DB 603, 12-cylinder, liquid-cooled, inverted "V" engines are said to be used. These may be the "G" sub-type using 100-octane fuel and developing 1,970 hp each at take-off. The rear engine drives the pusher propeller by means of an extension shaft 8 to 10 ft. long. Some form of non-rigid coupling presumably is fitted between this shaft and the engine to allow for flexing of the fuselage.

Performance (assuming 2 x DB 603 G)

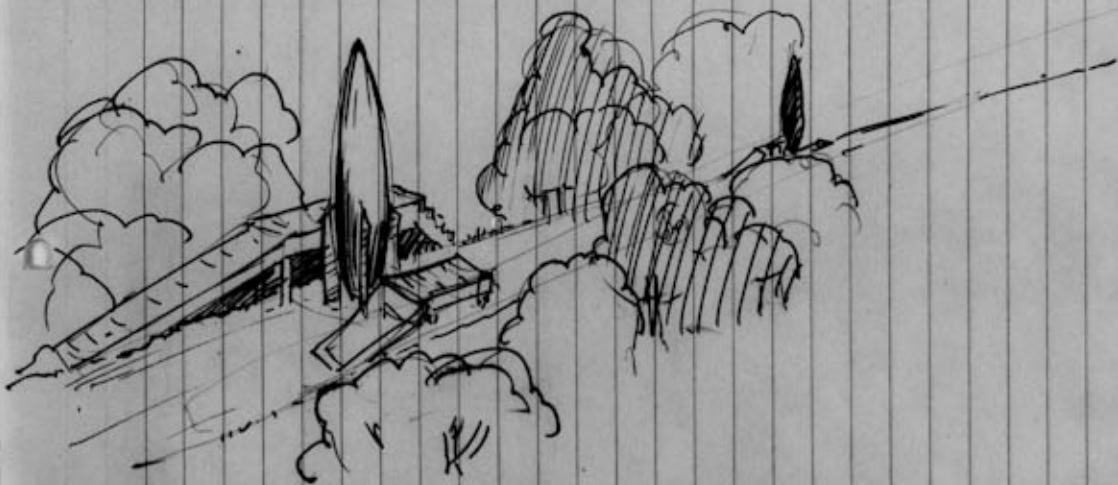
a. *Maximum speed* is probably in the 460-470 mph range.

b. *Maximum ranges*, assuming a total of 1,200 U. S. gals. is carried, are as follows:

Fuel (U. S. Gal.)		Miles
Internal	External	
1,200		2,500
840	360	2,300
720	480	2,200



A 2



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Ju

~~SECRET~~

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

OUTGOING MESSAGE

T ~~SECRET~~

~~SECRET~~
~~TOP SECRET~~

Mil Int Div - Dir of Int Affs/AGBI/
WVC/md 6711

3 November 1944

Military Attache
American Embassy
Stockholm, Sweden

WS

Number: WAR 56799

Signed Bissell

Have been advised through OSS that Tykander their represent-
ative in Stockholm has received reliable information that
German U boats are equipped with bomb launching platforms.
Investigate and keep us fully informed.

End

~~SECRET~~

E.O. 11652, Sec. 3(E) and 5(D) or (K)
OID letter, May 4, 1973; CIA Mr. S-N-75
By SLR Date MAY 30 1975

ORIGINATOR: Gen Bissell

INFORMATION: Gen Arnold; Gen Hull; Adm King; Col Park;
C of S

CM-OUT-56799

(3 Nov 44)

1634Z

ekk

~~TOP SECRET~~

~~SECRET~~

27

070

COPY No.

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SANITIZED DOCUMENT

NAVY DEPARTMENT

NAVAL MESSAGE

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>COMNAVEU</u>		ASTERISK (*) MAILGRAM ADDRESSEE	
RELEASED BY <u>[Signature]</u>		CNO	PRIORITY
DATE <u>1 NOV 1944</u>		RECLASSIFIED	ROUTINE
FOR CODEROOM <u>0749/01</u>		E. O. 11652, Sec. 3(E) and 3(D) or (E)	DEFERRED
DECODED BY <u>MOORHEAD</u>		<u>NND 760111</u>	
TYPED BY <u>MOORHEAD [Signature]</u>		Data <u>APR 23 1976</u>	
ROUTED BY <u>THOMPSON</u>		ALUSNA STOCKHOLM	PRIORITY
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			ROUTINE
			DEFERRED
			IF OPERATIONAL CHECK BELOW
311216 NCR 2563			<input type="checkbox"/>
ORIGINATOR FILL IN DATE AND TIME:	DATE	TIME	OCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

FROM COMNAVEU TO CNO INFO ALUSNA STOCKHOLM.

URDIS 101547. (VI+VV *informer*)
 [REDACTED] WAS CONTACTED BY BRITISH AIR ATTACHE IN SWEDEN ABOUT 2 MONTHS AGO THROUGH 3RD PARTY. HE WAS ALSO QUESTIONED BY SWEDISH EXPERTS. HIS STORY DID NOT IMPRESS AND HIS SECURITY WAS CONSIDERED DOUBTFUL. IT IS UNDERSTOOD HE WAS TURNED OVER TO SWEDISH POLICE.

AIR MINISTRY HAVE REVIEWED ALUSNA MESSAGES AND CONSIDER [REDACTED] TECHNICAL INFORMATION IS GARBLED AND APPEARS TO BE QUITE WRONG. HIS INFO ON INDUSTRIES IS OF A VERY VAGUE NATURE BUT CHECKS WITH WHAT IS ALREADY KNOWN.

REFERENCE TO PERSONALITIES SEVERAL WELL KNOWN DOES NOT NECESSARILY INDICATE ANY IMPORTANT KNOWLEDGE. IN GENERAL HIS INFORMATION DOES NOT APPEAR TO GO MUCH BETTER THAN WOULD BE EXPECTED TO BE GATHERED BY WORKMAN FROM SOMMERDA. AIR MINISTRY RECOMMENDS THAT [REDACTED] SHOULD NOT BE TAKEN TOO SERIOUSLY UNLESS HE DISPLAYS MUCH SOUNDER KNOWLEDGE.

ACTION	
P-0	22
P-00	23
P-01	24
P-02	25
P-05	26
P-07	27
P-1	28
P-2	29
P-20	30
P-3	31
P-30	32
P-31	33
P-32	34
P-33	35
P-34	36
P-4	37
FX01	38
FX37	39
FX40	40
TC-00	41
YCHO	42
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16...ACT ADD COMINCH...OP03...218...BUORD...
 SOUR...G...EP...IR...GOS... (PER...)

CONFIDENTIAL

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV 19-070

311216

SANITIZED DOCUMENT

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

CORRECTED COPY

From: US Military Attache, Ankara, Turkey
TO: War Department
No: 473 27 October 1944
Msg nr MILID 473.

Stated to me today Dutch Minister here that he has just gotten word from subsource in Berlin which he considers sound that Germans at end of August were experimenting with a heavy gas like fluid which could be dropped from planes and later exploded by incendiary bombs. This is supposed to be one of V weapons. Cannot check here.

Tindall

ACTION: G-2

INFO: CG AAF

OPD

Col Park

Log

CM-IN-25884 (27 Oct 44) 1847Z ngs

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E. O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR

Date DEC 5 1973

070

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

~~SECRET~~ "UHR" W

From: US Military Attache, Stockholm, Sweden.
To : War Department.
Nr : 627 23 October 1944.
627 repeated London for Spaatz from Hardison.

High Swedish military figure rated A2 informed air attache last night that 7 robombs had crossed over south Sweden at different times the past week. Source stated it was calculated these were launched from vicinity of Esbjerg Denmark (55 degrees 28 minutes north-8 degrees 25 minutes east). In each instance the robomb has flown in the clouds at an altitude of 1,000 to 3,000 feet and have been clocked by the Swedes as averaging 600 kilometers per hour. The missiles have flown on a true course of 76 degrees passing over Halsingbor Sweden and to a point near 56 degrees 26 minutes north-15 degrees 32 minutes east an estimated distance of 282 statute miles from source. At this point robombs have turned about 90 degrees to right passing over Karlskrona and proceeding out to sea. Place of landing unknown.

Rayens.

ACTION: G-2

INFO : CG AAF

OPD

JLIA

GOL PARK

C OF S

DECLASSIFIED

E.O. 11652, Sec. 3(a) and 3(d) or (f)

OSD letter, May, 4, 1972

By SLR

Date DEC 5 1973

CM-IN-22253 (24 Oct 44) 0050Z mos

45

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~~TOP SECRET~~ DISPATCH

DRAFTER	EXT.	ADDRESSEES	PRECEDENCE	
FROM ALUSNA STOCKHOLM		ASTERISK (*) MAILGRAM ADDRESSEE	1	
RELEASED BY		CNO <i>WJD</i>	PRIORITY 2	
DATE 6 OCTOBER 1944			RRRRRR 3	
TOR CODEROM 2203			DEFERRED 4	
DECODED BY BEECHLER			BASEGRAM 5	
PARAPHRASED BY MCDONOUGH	CHECKED BY MCDONOUGH		8	PRIORITY 9
BY MCDONOUGH	BY MCDONOUGH		DECLASSIFIED	ROUTINE 10
REPORTED BY MORRIS	EDITED BY MCDONOUGH		E. C. 11652, Sec. 8(D) and 8(D) or (E)	DEFERRED 12
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.		OSD letter, May, 3, 1972	BASEGRAM 13	
		By SLB Date DEC 5 1973	14	
PAGE 1 OF 2	061432	NCR 7032	IF OPERATIONAL CHECK BELOW 15	
			<input type="checkbox"/> 16	
Originator fill in DATE AND TIME GROUP			(Use G. C. T.) 17	

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

AUSTRIAN ROCKET SPECIALIST ESCAPEE FROM GERMANY WHERE EMPLOYED IN RHEINFETAL BORSIG V WEAPON FACTORY IN SOMMERDA REFUSED SWEDISH OFFICIALS REQUEST TO GIVE THEM INFO CONTACTED ALUSNA AND GAVE FOLLOWING. V 3 A MULTIPLE STAGE POWDER DRIVEN LONG RANGE ROCKET RADIO STEERED 15 TONS LENGTH 22 FEET EXPLOSIVE 3 TO 4 TONS. V 4 A FLUID POWERED TANDEM ROCKET RADIO STEERED 75 TONS LENGTH 48 FEET EXPLOSIVE 20 TONS. 1ST STAGE OF FLIGHT PROPELLED BY LIQUID ACETYLENE AND OXYGEN REAR SECTION FALLING AWAY WHEN FUEL IS USED UP AND REMAINING SECTION IS THEN PROPELLED BY LIQUIDS OXYGEN AND HYDROGEN WHICH SERVES ALSO AS EXPLOSIVE. ALUSNA REQUESTS EVALUATION. ABOVE EXPECTED READY FOR USE WITHIN 2 MONTHS.

No. 1 ADMIRAL. No. 2 FILE. No. 3F-1 OR CHARTROOM. No. 4 SPECIAL.

~~TOP SECRET~~

~~SECRET~~ DISPATCH

DRAFTER	EXT.	ADDRESSEES	PRECEDENCE
FROM _____		ASTERISK (*) MAILGRAM ADDRESSEE	1
RELEASED BY _____		FOR ACTION	PRIORITY 2
DATE _____			ROUTINE 3
TOR CODEROOM _____			DEFERRED 4
DECODED BY _____			BASEGRAM 5
PARAPHRASED BY _____	CHECKED BY _____	FOR INFORMATION	6
ROUTED BY _____	DITTOED BY _____		PRIORITY 9
			ROUTINE 10
			DEFERRED 11
			BASEGRAM 12
			13
			14

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

IF OPERATIONAL CHECK BELOW.

PAGE 2 OF 2

Ø61432

NCR 7Ø32

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(Use G. C. T.)

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SECRET DESP

RECEIVED SECRET; BECLASSIFIED TOP SECRET AT REQUEST OF OP16.

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16(#1)....ACT

COMINCH(#2-9)...OPØ3(#1Ø)...2ØS(#11)...BUORD(#12).....

ADD: SONRD(#13).....BUAER(#14)...PER OP16

ADD: 31(#15).....PER OPØ3

DECLASSIFIED

E. O. 11652, Sec. 8(E) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR

Date

DEC 5 1973

No. 1 ADMIRAL.

No. 2 FILE.

No. 3F-1 OR CHARTROOM.

No. 4 SPECIAL.

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COPY NO.

OPNAV 19-78

5

TOP SECRET DISPATCH

DRAFTER	EXT.	ADDRESSEES	PRECEDENCE
FROM COMNAVEU		ASTERISK (*) MAILGRAM ADDRESSEE	1
RELEASED BY		COM 8TH FLEET	PRIORITY 2
DATE 2 OCTOBER 1944			ROUTINE 3
TOR CODEROM 1746			DDDD DEFERRED 4
DECODEROM KIMBRELL			BASEGRAM 5
PARAPHRASE MCDONOUGH	CH MCDONOUGH	BUORD ADMIRALTY(DNI) CNO	6
BY	BY		PRIORITY 7
ROUTED BY HARRINGTON	BY MCDONOUGH		ROUTINE 8
			DDDD DEFERRED 9
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			10
021704	NCR 3759		IF OPERATIONAL CHECK BELOW 11
			<input type="checkbox"/> 12

Originator fill in DATE AND TIME GROUP (Use G. C. T.)

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

COMNAVEU SENDS ACTION COM 8TH FLEET INFO TO BUORD ADMIRALTY (DNI) CNO.

~~TOP SECRET~~

REFERS TOP SECRET ADMIRALTY DISPATCH 291458A SEPTEMBER TO COMMANDER IN CHIEF MEDITERRANEAN AND BUORD DISPATCH 302259 TO COMNAVEU SUGGEST OBTAIN SPECIMENS TORPEDO TUBE AND TORPEDOES IF AVAILABLE SHIP DIRECT ACCORDANCE BUORD DISPATCH AND ADVISE COMNAVEU DETAILS SHIPMENT.

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E. O. 11652, Sec. 8(E) and 8(D) or (E)

OSD letter, May, 3, 1972

By SLR Date **DEC 5 1973**

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BUORD(#1),,,,,,COG

OP05G(#2)....COMINCH(#3-10).....CNO(#11)....30(#12)....

20S(#13)....20E(#14).....

ACTION F-2

No. 1 ADMIRAL. No. 2 FILE. No. 3F-1 OR CHARTROOM. No. 4 SPECIAL.

~~TOP SECRET~~

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OPNAV 19-78

070

021704

C

WAR DEPARTMENT
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INCOMING CLASSIFIED MESSAGE

PRIORITY

~~TOP SECRET~~

From: CG, Strategic Air Forces in Europe, London, England

To: War Department

No: U 67896 11 Sept 1944

To Arnold for Hodges signed Spatz U 67896. ~~was~~

V-2
Explosions (2) believed to have been caused by long range rocket projectiles were reported in England early evening 8 September. Sound location indicates projectiles came from Rotterdam/Amsterdam area. Radio search equipment heard no control signals. One possible radar plot as yet unconfirmed.

Examination of one incident showed crater 38 feet diameter and 8 feet 8 inches deep. Appearance of crater similar to 500/1000 pound instantaneous or 100th second delay bomb crater. Projectile penetrated concrete road. Three persons killed, 18 injured. Seven houses destroyed and blast damage extended approximately $\frac{1}{2}$ mile.

Only small pieces found. Comparison of bits collected with parts of Swedish rocket give reasonable identification of new parts for long range rocket projectile.

Civilian interviewed by air tech officers stated he was in factory $3\frac{1}{2}$ miles from point of impact and that approximately $1\frac{1}{2}$ minutes elapsed before sound of explosion reached him and he and other person heard whistling sound similar to siren but of higher pitch. Three other persons are reported to have heard whistling sound similar to diving

CM-IN-10262

(12 Sep 44)

~~TOP SECRET~~

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E.O. 11652, Sec. 2(D) and 3(D) or (E)
OSD letter, May, 1, 1972

By SLR

Date DEC 5 1973

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Col Plenk
24

WAR DEPARTMENT
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INCOMING ~~CLASSIFIED~~ MESSAGE

~~TOP SECRET~~

Page 2

From: Strategic Air Forces In Europe, London, England
To: War Department
No: U 67896 11 Sept 1944

airplane and then to have seen whitish object descending at approximately 45 degree angle.

Some parts said by air ministry to have been covered by frost and ice. On contrary, one civilian produced fragment which he said had been red hot shortly after explosion.

During night 10/11 September 6 more explosions, also believed to have been rocket projectiles, have been reported. Radar plots were on a very limited scale.

It is understood that bits of radio equipment have been identified from these and are being examined by air ministry.

Foregoing is based on preliminary investigation and is subject to correction. Locations of incidents omitted due to security regulations.

End

ACTION: Gen Bissell

INFO: Gen Arnold, Gen Somervell, OPD, Col Park, Gen Borden, C of S

CM-IN-10262

(12 Sep 44)

00237

ekk

~~TOP SECRET~~
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E. O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR

Date DEC 5 1973

24

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INCOMING CLASSIFIED MESSAGE

~~TOP SECRET~~ I VI

PRIORITY

SECRET



From: U.S. Military Attache, London, England
To: War Department
No. LCR 14197, 9 September 1944
LCR 14197. ~~TOP SECRET~~

Weapon V-2 employed against England yesterday evening. War Cabinet requests very restricted circulation. One bomb landed Chiswick area London O81740Z. Crater approximately 35 feet wide 15 feet deep, blast destroyed houses immediate vicinity. No warning of approach and no London alert sounded.

Lee

ACTION: Gen Bissell

INFO: Gen Arnold
Gen Handy
SGS
C of S

CM-IN-8155 (9 Sep 44)

1910Z ben

~~SECRET~~
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E. O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 4, 1972

By SLR

Date DEC 5 1973
25

070

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DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <i>[Signature]</i>	US MILITARY ATTACHE MADRID SPAIN	ASTERISK (*) MAILGRAM ADDRESSEE WAR DEPARTMENT	PRIORITY
RELEASED BY			ROUTINE
DATE	8 SEPTEMBER 1944		DEFERRED
TOR CODEROOM	1106		
DECODED BY			PRIORITY
PARAPHRASED BY	DUMMIT <i>[Signature]</i>		ROUTINE
ROUTED BY	CONNORS		DEFERRED
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			IF OPERATIONAL CHECK BELOW
NO: 12661	6 SEPTEMBER 1944	NCR 18576	<input type="checkbox"/>
PAGE 1 OF 2			

ORIGINATOR FILL IN DATE AND TIME: _____ DATE _____ TIME _____ GCT _____

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

RECEIVED FROM THE ARMY BY HAND

12661 TO MILID REPEATED TO LONDON, FREEDOM AND LISBON.

CONVERSATION ASST CHIEF OF STAFF SPANISH ARMY GENERAL BOROSSO 6TH SEPTEMBER INFORMED THAT WITHIN NEXT 6 WEEKS GERMS WILL USE ACCORDING TO SPANISH MILATTACHE BERLIN SOME FORM INCENDIARY GAS CONCENTRATION WHICH WILL BE PROJECTED AT ALTITUDE 1000 METERS EITHER BY AIRPLANE OR ROCKET PROJECTILE. THIS MATERIAL CONTAINS HIGH PERCENTAGE PHOSPHORUS OR OTHER HIGHLY INFLAMMABLE MATERIAL, IGNITED AFTER RELEASE BY PROJECTILE FROM AIR, UPON COMBUSTION FORMS RESIDUE WHICH DESCENDS BURNING 2ND TYPE OF CLOUD OR CONCENTRATION TO BE PROJECTED AT UNKNOWN HEIGHT WHICH UPON IGNITION IS REPORTED TO REDUCE ATMOSPHERIC CONTENT OF OXYGEN BELOW HUMAN NEEDS AND CAUSE SUFFOCATION. STATED ALSO TO BE UTILIZED SOME FORM OF RAY WHICH WILL INTERRUPT SPARK CAUSING MOTORS TO CUT OUT. 700 SMALL TYPE SUBMAR-

ACTION	
F-0	22
F-01	23
F-02	24
F-05	25
F-07	26
F-1	27
F-2	28
F-20	29
F-3	30
F-30	31
F-31	32
F-32	33
F-33	34
F-4	35
FX01	36
FX30	37
FX37	38
FX40	39
IG-00	40
VCNO	41
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NO: 12661
OPNAV-19-67
070

6 SEPTEMBER 1944

DECLASSIFIED
MAY 15 1974

INES NOW OR NEARING COMPLETION WILL BE UTILIZED, THESE SUPPOSED
TO CARRY INCREASED NUMBER TORPEDOES AND OTHER WEAPONS. 3000
SELECTED SUB PERSONNEL LEFT BERLIN RECENTLY TO MAN THEM. BOROS-
SO EXTREMELY FRIENDLY TO ALLIED CAUSE AND BELIEVE HIS REMARKS
VALUE HIGHEST CONSIDERATION.

SHARP

CM-IN-5748

"UHR"

COMINCH PASSED TO NCR FOR FURTHER DISTRIBUTION.
TOR NCR 1811/09

SONRD....FOR INFO

16....20G....CNO....NAVAIDE....200P....

DECLASSIFIED
OSD Letter, 5-8-72

MAY 15 1974

US MILITARY ATTACHE MADRID NO:12661 6 SEPT 44 NCR 18576 2 OF 2
Originator _____ D/T Group _____ NCR _____ Page _____ Of _____ Pages.

OP#AT-19-51
AS4106

WAR DEPARTMENT
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[REDACTED] "IVI"

From: US Military Attache, London, England

To: War Department

Nr: 14110 4 September 1944

[REDACTED] sr nr 14110

Extracted from War Cabinet "CROSSBOW" committee report CBC (44) 74 dated 31 August: "Suggested basis for planning the event of attack by BIG BEN. Will be seen that present state our knowledge does not enable us arrive at any firm conclusion about many aspects of problem. However civil departments, which are now being called upon to take important decisions of policy, will necessarily expect some guidance would therefore suggest pending receipt of further info planning should proceed on following provisional assumptions.

Target: London only.

Warhead: one ton up to range 200 miles; possible two tons at ranges under 140 miles.

Accuracy: one half to two thirds rockets fired will fall in London region (i.e. within about 15 miles of Charing Cross) remainder may be erratic.

Public warning: 1 to 1.5 minutes before fall of rocket.

Start and duration: attack may start any time now onwards. Will not continue on appreciable scale after 15 October.

Average rate of fire up to 60 rockets daily during first month bombardment.

CM-IN-3758 (5 Sep 44)

[REDACTED]
DECLASSIFIED
OSD Letter, 5-3-72
MAY 15 1974

Col Park

18

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE
[REDACTED] "IVI"

Page 2

From: US Military Attache, London, England

Nr: 14110 4 September 1944

Flying bombs: to above should be added probable average of about 20 flying bomb incidents daily in London region.
Average scale combined rocket and flying bomb attack: up to 80 tons HE daily falling in London region (compares with 48 tons during worst week flying bomb attacks)

This appreciation does not take fully into account effect upon German rocket plans of battle in France. Rapid advance of Allied Forces, bombing of rocket storage depots and special fuel depots, interruptions of communications and difficulties of meeting his field army's competing demands for transport and supplies may quite possibly force enemy either to launch his rocket attack prematurely on reduced scale or alternatively to abandon project entirely. Above report discussed and agreed with Chiefs of Staff."

Lee

ACTION: GEN BISSELL

INFO : GEN ARNOLD
OPD
COL PARK
LOG

CM-IN-3758 (5 Sep 44)

0653Z mos

[REDACTED]
DECLASSIFIED
489 Letter, 6-8-72
MAY 15 1974

18

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

██████████ "TOT"

From: Headquarters Communications Zone, European Theater of Operations, US Army, France

To: War Department

DTG: 30 1353Z

30 August 1944

Svc Larkin from HQ COM Z FWD ORD SVN APO 887 to Ordnance Officer for Bomb Disposal Officer: 12th Army Group 1st US Army 3rd US Army AFHQ Normandy Base Section Brittany Base Section ADSZC S/F USSAF AGWAR info for Ordnance Bomb Disposal Center Aberdeen Proving Ground.

Received from 9th Air Force following information German V-3. Copy attached, but rearranged "Enemy V-3 found. Appears to be large size aircraft bomb made up of 5 main sections which bolt together. Sections 1 and 2 are 22-1/2 inches in length. Section 3, 28-7/8 inches. Sections 4 and 5, 22 inches. All sections have a 37-5/8 inch diameter minus nose cap, which is hemispherical, contains 4 fuze receptacles, and bolts to section 1. Section 3 has 1 large suspension lug, and at 90 degrees on each side of it, 2 suspensions bolts are set into the body. Each section is marked:

I II III IV V,

also on each section V-3 is stencilled. On section 1 is SA-4000. The overall length minus nose cap, is 118-3/8 inches. Sections are held together by 6 bolts, and each section separated by felt pads. The large exploder tube runs the entire length of the bomb".

End

ACTION: ASF
INFO : CG AAF, OPD, G-2, G-4, GEN BORDEN, COL PARK, LOG
CM-IN-2892 (4 Sep 44) 0518Z mcs

██████████
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E. O. 11652, Sec. 3(E) and 5(D) or (F)

OSD letter, May, 4, 1972

By SLR

Date

DEC 5 1973

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CLASSIFIED MESSAGE CENTER

~~CRYPTOGRAPHIC SECURITY HEADERS~~ ADDITION OF LETTERS
"UHR" TO CLASSIFICATION OF REPLY TO THIS MESSAGE

~~SECRET~~

From: US Military Attache, Stockholm, Sweden

To: War Department

No. 485 23 July 1944

485 to Saylor for Reed from Martinson repeated MILID.

Summary of the Swedish report on large German rocket
projectile re my 453 July 8 and Legations 712 July 19.

In general details of parts identical to description sent by Legation's 712. Results of calculations are given for two different trajectories. For one trajectory assuming a thrust of 20,000 KG constant for the first 60 seconds. Swedes arrive at a maximum altitude of 120,000 meters and a range of about 350 kilometers. For the other trajectory assuming a constant decrease in thrust from 28,500 kg to 2,000 kg over a period of 60 seconds they arrive at a maximum altitude of 29,000 meters. They point out that with this latter type of trajectory a range of 350 kilometers cannot be attained unless the projectile levels out at its maximum altitude and travels horizontally for considerably more than 60 seconds. Minimum acceleration for this projectile estimated 2.5. Production cost estimated by Swedes at approx \$62,500. each. Radio equipment recovered reported to be two receivers, one sender and remnants of what is probably another sender. Frequencies estimated at 23.3 and 50 megacycles per second for receivers and 42 meg per second for sender.

Sweded performed an experiment to determine height at which explosion in the air took place. They arrived

CM-IN-19803 (24 Jul 44)

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OSD letter, May, 4, 1972

By SLR

Date DEC 5 1973

Col Park

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INCOMING CLASSIFIED MESSAGE

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Page 2

From:q US Military Attache, Stockholm, Sweden

No. 485

23 July 1944

at 1,500 meters. Eye witness estimated 1,000 meters as height at which explosion occurred.

In general this official Swedish report is more conservative and differs in some instances from Swedes verbal statements reported in earlier cable. Complete translation of report with photos will be forwarded by pouch 25 July. Main units recovered being shipped to UK via ATC about 25 July. Martinson remaining to follow up complete report, also to visit Bofors plant with minister to observe technical aspects of manufacture.

Rayens

FOOTNOTE: 453 is CM-IN-6766

ACTION: G-2

INFO : CG AAF, ASF, OPD, JELIA, Adm King, Col Park,
Gen Henry, Log

CM-IN-19803 (24 Jul 44) 0843Z e jm

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OSD letter, May, 4, 1972

By ELR

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

OUTGOING MESSAGE

OCG/AAF
2766

22 July 1944

Commanding General
US Strategic Air Forces in Europe
London, England

Number WAR 69061

For Spaatz from Arnold

I agree with you that everything possible must be done in order to determine ways and means of preventing the large German rockets from ever reaching their destination or causing damage to US. This in reply to your 65292. Doctor Bowles and his assistants are working on this problem and have been working on it for some time, particularly from the radio countermeasures viewpoint. Doctor Fraenckel has brought back from England information of great value in our countermeasure work and has already met with McClelland and others to formulate a specific program including proper search facilities and jamming equipment. We will keep you posted on techniques and on schedules of equipment which we propose to supply. As soon as suitable jamming materials are developed they will be sent to you posthaste. Doctor Fraenckel will return to England within a very short time and be prepared to give you such aid and advice as he can. He should be able to leave here not later than July 30th. If you have any other ideas as to how we can help you let us know.

A.F. 2759

End

ORIGINATOR: Gen Arnold
INFORMATION: OPD
Gen Bissell
Gen Henry
Col Park
JEIA
C of S

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GDS Letter, 6-3-72
MAY 15 1974

OM-OUT-69061

(22 Jul 44)

1931Z

bem

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WAR DEPARTMENT
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OUTGOING MESSAGE

Air Communications Office
Mr. J. M. West/eb
73206

22 July 1944

Commanding General
US Strategic Air Forces in Europe
London, England

Number WAR 69229

To Spaatz from McClelland signed Arnold reurad U 65292
dated July 22, 44

Will do all possible to expedite theater requests. Doctor
Fraenckel has personally conveyed to us the urgency of this
problem UX 65277 not received yet. 3 transmitters 50 kilowatt
FM located and plans under way to convert these to MAS
type jammer which was developed for Navy to use against
HS-293. Top frequency about 70 megacycles. Expect these
sets to be air transportable. Will you want one of these
which might be available in about 5 weeks.

AF 2857

End

ORIGINATOR: Gen Arnold

INFORMATION: OPD, Gen Bissell, JEIA, Col Park, Gen Henry,
C of S

CM-OUT 69229 (22 Jul 44) 2146Z om

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OSD Letter, 5-3-72

MAY 15 1974 19

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Did you see?

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INCOMING CLASSIFIED MESSAGE

CRYPTOGRAPHIC SECURITY REQUIRES ADDITION OF
"TOP SECRET" TO CLASSIFICATION OF REPLY TO THIS MESSAGE

~~TOP SECRET~~
~~SECRET~~
OPERATIONAL PRIORITY

*Digest of this
in news 22 July*

From: CG, Strategic Air Forces in Europe,
London, England.

To : War Department.

Nr : U 65292 22 July 1944

To Arnold from Speatz U 65292 ~~SECRET~~

Performance of large German rocket in test-shooting in Poland is good enough to justify its immediate use against large objectives in England. Intelligence sources indicate movement of objects that might be these projectiles to launching regions in France. Aside from grave threat to London, this weapon directly threatens our war effort since it may be used to destroy communications and port facilities on both sides of the Channel. Large rockets recovered in Poland and Sweden are definitely radio controlled. Jamming of this radio control is our best hope for minimizing effect of this weapon after it has been launched. British do not have enough of proper search and jamming gear. They are dependent on United States production to supply this need. In view of apparently imminent threat of large rockets, I request that an overriding priority be given development, production and shipping of small quantities of radio gear needed for this purpose. Cable UX 65277 July 22 gives immediate needs for both our own and British program. This will be followed by others as need arises.

ACTION: Gen Arnold End.
INFO : OPD, Gen Bissell, JEIA, Gen Henry, C of S. Col Park
OM-IN-16401 (22 July 44, 1624Z dr

~~TOP SECRET~~
~~SECRET~~

E. O. 11652, Sec. 3(E) and 6(D) of (CS)

OSD letter, May, 8, 1972

By SLR

Date

DEC 5 1973

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"IVI" TO CLASSIFICATION OF REPLY TO THIS MESSAGE

~~SECRET~~
URGENT

From: US Military Attache, London, England

To: War Department

Nr: 13611

21 July 1944

Reference Stockholm 453, sr nr 13611

Description Venturi unit: Material all steel. Principal dimensions overall length about five feet. Internal diameter fore about three feet, aft about two and one half feet. Throat diameter one foot three and one half inches. Surrounding whole Venturi unit and about one half inch from its surface is thin steel skin forming an annular space the entire length of the Venturi unit. Six aluminum pipes about two and one half inches diameter bring main fuel to extreme end of rocket where it enters annular space and is preheated before combustion by heat transfer from exhaust gases through Venturi. Four steel pipes for special fuel about one half inch diameter fastened to outside surface of Venturi unit, each pipe entering headers at four points from beginning to end of Venturi unit which lead this special fuel to hundreds of small peripheral holes around inside of Venturi body.

Main burner unit: Intricate valve which feeds main fuel through six aluminum pipes to six distributors each of which feed through smaller pipe three burner jets which look like garden hose sprinklers. Jets partly aluminum and partly brass.

Directional control: Four immovable fins sturdy sheet metal construction fitted outside of rocket body at tail provide stabilising surface presumably during initial stage of flight. During stratospheric flight, four movable fins

CM-IN-17218 (21 Jul 44)

~~SECRET~~
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E.O. 11652, Sec. (b)(1) and (b)(7) or (D)
OSD letter, May, 1, 1972

By SLR Date DEC 5 1973

Col Park
COPY NO. 59

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

Page 2

From: US Military Attache, London, England

Nr: 13611

21 July 1944

to rear of rim of Venturi but inside projected diameter and exposed to Venturi gases provide directional control surface. Fins composed of inch thick carbon to withstand high temperature of exhaust gases, appear to be controlled by radio unit.

Warhead description: Comparatively light metal about 3/8 inch thick. Very little recovered. Electric wiring from nose remains suggest electric fuse.

Radio equipment: Practically all radio equipment recovered sent back to UK on three month loan to British for investigation at RAEK. Expected arrive RAEK July 18.

Swedes give following miscellaneous info: Estimated weight of explosive is 1000 KG. Estimated total weight of metal 2500 KG. Total weight recovered pieces 2010 KG. Estimated weight of fuel 5000 KG. Calculated maximum height of projectory is 20 to 30,000 metres. Calculated length of time of flight is 60 seconds. Total number of jets for injection of fuel is 4064.

Fuel supply system CPN comprises an unknown number of aluminum tanks of thin gauge for primary fuel, and steel tank of high pressure steel for secondary fuel with at least two pumps for primary fuel, one of which was recovered in Toto, and an intricate valve system. Leads to pumps from primary fuel tanks annular six inch and ten inch aluminum thin gauge piping possibly for insulating feed at low stratospheric temperature².

CM-IN-17218 (21 Jul 44)

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E. O. 11652, Sec. 3(E) and 3(D) or (D)

OSD letter, May, 1, 1972

SECRET By SLR

Date DEC 5 1973

COPY NO. 59

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

~~SECRET~~
URGENT

Page 3

From: US Military Attache, London, England

No : 13611

21 July 1944

Gas turbine description: Turbine used to drive primary fuel pumps and possibly other devices, consists of steel cylindrical burner with a helical baffle. Contains large amount of manganese dioxide confirming use of a manganate fuel. Exhaust gases from turbine preheat through six aluminum coils main fuel for turbine after which gases are exhausted to atmosphere.

Air bottles operating at 200 atmospheres, tested at 300 atmospheres furnish turbine fuel pumping energy. Large aluminum tank for turbine main fuel and small steel tank for secondary fuel both heavy enough to allow use of pressure for delivery of fuels to turbine. Swedes estimate three to 500 HP and maximum 15000 RP for turbine.

Projectile is definitely rocket without wings. Swedes think rocket launched from Fensmunde and report there is radio tracking equipment on Bornholm possibly for use in connection with experiments on large rocket. Swedish experts believe petrol is used as secondary with permanganate added to petrol either before combustion or separately at time of combustion. They also report that new type explosive is used in this rocket, 500 KG of which will destroy everything within 25 square kilometers. They believe this rocket had only 1000 KG of this new explosive.

Swedes will furnish at earliest date report complete.

ACTION: G-2

Peabody

INFORMATION: Gen Henry, CG AAF, ASF, OPD, JEIA, Log.

CM-IN-17218

(21 Jul 44)

0529Z

bjm

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OSD letter, May, 1, 1972

By SLR

Date DEC 5 1973

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WAR DEPARTMENT

CLASSIFIED MESSAGE CENTER

EXTRACT OF TELETYPE CONFERENCE BETWEEN LT. COL. J. E. MCCAIG
IN WASHINGTON

NOONING CLASSIFIED MESSAGE

13 July 1944

1505Z to 1555Z

Lt: 1. Divers:

Since the 13th of June when divers first commenced operating, 3453 divers have been launched against London up to 0800 hours 13 July. About 30 per cent of these failed to cross the coast part due to fighter activity. There are some 50 known sites that divers are launched from and they launch between 140 to 170 a day.

2. Divers Description:

Two types have been observed, one with wings in plain view tapered, and the other with longer nose and rectangular wings. These bombs are about 2 tons overall weight, with span of 16 feet and overall length of 25 feet 4 1/2 inches driven by a petrol duct engine. These are launched from runways. The height setting dial can be pre-set between 1800 to 3000 feet, in fact the majority are observed flying between 1000 and 5000 feet. Range control is by clockwork mechanism graduated 0 to 60. The maximum observed range is 140 miles. Direction and stability is governed by 3 wind driven gyros monitored by magnetic compass. Speed obtained is approximately 350 m.p.h. A sensitive impact fuse is fitted so that the minimum penetration is effected and results are equivalent to the German SB. 1000 KG. Bomb.

3. Radio in Divers:

Divers are not radio controlled, but a few are used as sighters for range and bearing are fitted with a radio transmitter and use a 450 foot litz wire aerial. Two different one valve transmitters are employed, 23A or 23B. There is no indication, however, that these work on different frequency bands.

There is a clock that does not govern the time of the flight but governs the introduction of a single turn for a predetermined time at a rate not exceeding 40 degrees per minute. One sample had this feature set for a turn

WD-TT-694

(13 July 44)

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E. O. 11652, Sec. 3(D) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR

Date DEC 5 1973

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Col. Park

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INCOMING CLASSIFIED MESSAGE

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WD-TT-694

Page 2

of one minute duration to begin 4 minutes after take off. Radar tracks verify that such turns have been used. The range is governed by a veeder counter driven through reduction gearing by a two bladed propeller having 10 CM blades. The counter is thought to arm the bomb electrical fuse and radio and tail detonators.

4. More in re radio:

Interceptions of the H. F. signals have been made and these may be regarded as not related to the divers. In the M. F. band a number of signals have been intercepted between 364 and 525 KC/s, but only 4 signals have been intercepted between 364 and 525 KC/s, but only 4 signals have been finally positively identified with divers carrying radio, namely 414, 390, 375 KC on 26th and 394 on 22nd.

Analysis of these signals shows that the seeming audio modulation is produced by unmodulated C. W. keyed 50 C.O.S. with a mark to space ratio of 2:1, I.E. bursts of C.W. are followed by a silent period of half the duration of the burst. No coding has been noted. Although the commencement of radiation is not established it is thought it would have been picked up much earlier in the divers track were radiation to begin immediately after take-off. Signals as so far logged for periods of less than 8 minutes, terminating at time of explosion, I.E. during the last 40 miles. It seems likely, therefore, that the commencement of radiation is also governed by the Veeder revolution counter.

5. Airframe characteristics.

The aircraft is a mid-wing monoplane with single fin and rudder, the rear portion of the fuselage being surmounted by a jet propulsion unit of novel design, which will be described later.

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E.O. 11652, Sec. 5(b) and (c) or (d)
OSD letter, May, 1, 1972

WD-TT-694 (13 Jul 44)

By SLR Date DEC 5 1973

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WD-TT-694

Page 3

The principal characteristics (partially estimated) are as follows:

Length of fuselage: 21 ft. 10 ins.
Length of jet propulsion unit: 11 ft. 3 ins.
Overall length (including overhang of propulsion unit): 25 ft. 4-1/2 ins.
Maximum diameter of fuselage: 2 ft. 8-1/2 ins.
Maximum diameter of propulsion unit: 1 ft. 10-3/4 ins.
Wing span: 16 feet.
Root chord: 4 feet.
Tip chord: 2 feet 8 ins.
Wing area (gross): 55 sq. ft.
Aspect ratio: 4.7.

Apart from the extreme nose of the fuselage and the control surfaces (which are of light metal) the structure is entirely of steel. For ease of transport and assembly the fuselage is made in sections which bolt together. The wings, tailplane, rudder and propulsion unit are also readily assembled.

The central section of the fuselage comprises the fuel tank, of 130 gallons capacity, consisting of a steel cylinder with no armour protection or self-sealing arrangement. The main spar passes through a transverse sleeve inside the tank. Behind the fuel tank there is a compartment containing 2 wire-wound spheres 1 ft. 9-1/4 ins. in diameter, believed to contain air under very high pressure. Further aft is a compartment housing the automatic pilot, and the fuselage terminates in a cone carrying the tailplane and rudder. To the front of the fuel container is bolted the warhead. The extreme nose probably houses a magnetic compass. The aircraft is of robust construction throughout and the design has been simplified for ease of production. It is camouflaged like an ordinary German aircraft, I.E. dark green on the upper surfaces and light blue below. A three-view silhouette is available.

WD-TT-694 (13 Jul 44)

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OSD letter, May, 1, 1972

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WD-TT-694

Page 4

6. The propulsion unit.

The propulsion unit comprises a new form of athodyd (aero-thermo-dynamic duct) which is more correctly termed an impulse duct engine. At the front is a grill containing 12 jets (of which 4 are double jets) and an arrangement of shutters which close when the pressure within the tube is greater than that in front of the grill and open when the reverse condition obtains.

A sparking plug fixed in the underside of the combustion chamber probably provides initial ignition. The engine operates intermittently in conformity with the opening and closing of the shutters, probably producing a noise reminiscent of a single cylinder motor cycle engine running slowly. It is not yet clear whether reliance is placed upon the sparking plug for ignition after the initial impulse.

The detailed characteristics of this novel power unit and the probable thrust developed are now being investigated. The fuel is low-grade aviation petrol similar to that used by the Germans in their training aircraft. It is believed to be forced from the tanks to the jets by compressed air from the spherical pressure bottles.

7. The control system.

The control surfaces comprise only a rudder and 2 independently or differentially acting elevators. There are no ailerons and the mainplane has no dihedral. The controls are operated by pneumatic servo-units coupled to an automatic pilot, monitored by a magnetic compass. The altitude at which the aircraft flies is apparently determined by a barometric device.

Range is believed to be governed either by the amount of fuel carried or more accurately by a clockwork mechanism.

WD-TT-694 (13 Jul 44)

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E. O. 11652, Sec. (b)3 and (b)7 of (b)

OSD letter, May, 1, 1972

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WD-TT-694

Page 5

8. Warhead.

The weight of the warhead and the blast effect produced are estimated to be comparable with those of the German SB 1000 EG. bomb. The thickness of the steel casing is approximately 2 MM. It is clear that the warhead is intended to produce a maximum effect rather than to give penetration, and it is assumed that a very sensitive impact fuse is employed. There has been no indication of the fitting of a self-destroying fuse for the control equipment, similar to that used on the HS 293 glider bomb.

9. Performance.

The aircraft has a range of at least 125 miles. The speed in level flight is estimated to be about 350 miles per hour and, based on observation of the first incidents, the approach altitude is about 2,000 ft.

It is known that the aircraft is launched from a ramp, probably using a take-off rocket.

10. Examination of many wreckage of the pilotless aircraft has proved that a certain percentage are equipped with a radio transmitter. Nameplates show that 2 types of transmitters are being used, namely S.23A and S.23B. Up to the present, only fragments of S.23B have been recovered. The nameplates give the following data:

S.23A.
GR. NR. 124-96A
LN 27372
WERK NR. 53174
HERST BUG

S.23B
GR. NR. 124-96B
LN 27373
WERK NR. 50303
HERST BUG

WD-TT-694 (13 Jul 44)

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E. O. 11652, Sec. 2(D) and 3(D) or (E)
OSD letter, May, 1, 1972

By SLR Date DEC 5 1973

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WD-TT-694

Page 6

The radio unit S.23B, together with a 24 V. battery is contained in a metal box, lined with plywood, approximately 11 inches by 9 inches by 3-1/2 inches. In every case the unit has been very badly damaged and only minute fragments remain. It nevertheless seems clear that the apparatus consists of a low frequency tank circuit and a kingle valve, type LS.50. A trimmer condenser, pre-set, tunes the circuit to the correct frequency within the band.

End.

ACTION: CG AAP

INFORMATION: JEIA
Gen. Henry
Dr. Bowles

WD-TT-694 (13 Jul 44) 2007Z mk/pa

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E. O. 11652, Sec. 2(D) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR Date DEC 5 1973

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CRYPTOGRAPHIC SECURITY REQUIRES ADDITION
LETTERS "OHR" TO CLASSIFICATION OF REPLY TO
THIS MESSAGE.

URGENT

From: U.S. Military Attache, Lisbon, Portugal

To: War Department

Nr: 328 6 July 1944

328 rptd Madrid.

A top executive of Fechinay Chemical Bauxite and Aluminum Combines in France B 2 who left Paris shortly after Normandy landing and is returning from here next Monday reports that according to statements made by large concrete supplier flying bomb launching devices are in effect concrete cylinders about 50 to 60 meters long buried under 5 to 6 meters of concrete on incline with only open end protruding and that easily camouflaged. Initial propulsive element is reported to be high induction solenoid with high amperage current supplied by large individual generators instead of local power sources. Solenoid is said to be constructed as part of cylinder. Projectile is reported to develop muzzle velocity of 400 kilometers per hour.

Source states these devices are located 50 to 60 kilometers back of coast line. He indicated Bethune, Saint Pol, and Hesdin in Pas De Calais among possible locations. Seeing source Saturday prior his return to France. Wire urgently specific request if any need for further interrogation.

Solborg

ACTION: Gen. Bissell
INFO : Gen. Arnold, Gen. Somervell, OPD, Adm. King, JEIA
Col. Park, Gen. Henry, IOG

OM-IN-5118 (7 Jul 44) 0516Z ejv

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NSA Letter, 8-3-78
MAY 15 1974

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NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER EXTENSION NUMBER ADDRESSEES PRECEDENCE

FROM COMNAVEU
RELEASED BY
DATE 5 JULY 1944
TOR CODEROOM 2328/4
DECODED BY VOSBURGH
PARAPHRASED BY SMITH
ROUTED BY HARRINGTON

ASTERISK (*) MAILGRAM ADDRESSEE
BOMB DISPOSAL SCHOOL
WASHINGTON
(SEE BELOW)

PRIORITY
DEFERRED
ROUTINE
DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

041701 NCR 4121

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

THIS FOR BOMB DISPOSAL OFFICERS. COMNAVEU SENDS TO ALL FOR ACTION. COMNAVNAV CTF 122 COM 11TH PHIB COMLANCRAB 11TH PHIB. FOWEST KEEP AND GIVE CTG 122.3. RDO WASHN PASS BOMB DISPOSAL SCHOOL WASHN.

MYDIS 211542. COMPLETE WARHEAD OF PILOTLESS AIRCRAFT RECOVERED UNEXPLODED. 3 FUZES EMPLOYED. ELAZ 106 STAR IN NOSE OF WARHEAD, VZ 80 TYPE IN FORWARD ATHWARTSHIP FUZE POCKET, 17B IN AFT ATHWARTSHIP FUZE POCKET. BOTH ATHWARTSHIP FUZES ARMED MECHANICALLY BY RELEASE OF PINS IN CLOCKWORK.

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR Date DEC 5 1973

* NCR HAS PASSED CODE TO NAVCOM FOR TRANSMISSION TO NYD WASHINGTON AS 041701.

BUORD...COG OP15G...SONRD...200P...
COMINCH...208...OP03...31...BUSHIPS...BUAER...

CONFIDENTIAL

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4)-NAVREGS.)

OPNAV 10-09 070

IF OPERATIONAL CHECK BELOW

ACTION

Table with 2 columns: ACTION (F-0 to F-34, F-4, FX01, FX30, FX37, FX40, IG-00, WCNO) and a corresponding column for tracking/initials.

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

~~TOP SECRET~~

From: CG, US Forces in the European Theater of Operations
London, England

To : War Department
CG, Strategic Air Forces in Europe, London, England

Nr : EX 36076 3 July 1944.

EX 36076 to Bissell from Conrad signed Eisenhower.

Director of Aircraft Production Air Ministry has made the following analysis of number manhours required for manufacture German Flying Bomb.

"Weight analysis as determined by director aircraft production. Wing 450 pounds, tail unit 80 pounds, fuselage and tanks 450, controls and auxiliaries including air bottles 100, power unit 400, fuel 130 gallons 1040, warhead 2200, total 4720."

"Recent information indicates warhead heavier by several 100 pounds than figure given however, difference would not affect appreciable manpower required in manufacture."

"Structure plus power unit minus automatic control weighs about 1450 pounds and number manhours per pound estimated to be 0.375 which gives total 550 manhours."

"Automatic control estimated to involve about 210 manhours. Thus, total manhours including raw materials can be taken to be 760. Raw materials figure will be of the order of 40. This gives a total of about 800 manhours."

CW-IN-2493 (4 Jul 44)

DECLASSIFIED
JCS LETTER, 7-8-72
BY SC . DATE DEC 5 1973

070

COPY NO.

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CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

~~TOP SECRET~~

~~TOP SECRET~~

Page 2.

From: CG, US Forces in the European Theater of Operations
London, England
Rr : EX 36076 3 July 1944.

"Above does not include manhours required to produce explosive."

"Corresponding number manhours Spitfire 11,600.
Production Flying Bomb requires approximately 1/15 manpower
required for Spitfire. The very low figure for the Flying
Bomb is caused by extreme simplicity engine."

End.

ACTION: GEN BISSELL
INFO : GEN ARNOLD
GEN SOMERVELL
OPD
COL PARK
GEN HENRY
JEIA
LOG

CM-IN-2493 (4 Jul 44) 0200Z mos

DECLASSIFIED
JCS LETTER, 7-6-72
BWSK . DRYAN DEC 5 1973

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NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER EXTENSION NUMBER ADDRESSEES PRECEDENCE

OSRD MISSION LONDON

ASTERISK (*) MAILGRAM ADDRESSEE

OSRD WASHN

PRIORITY

RELEASED BY

DATE 25 JUNE 1944

TOR CODEROOM 242349

DECODED BY GLUNT/ROBERTS/

PARAPHRASED BY SOERGEL/COBURN

ROUTED BY PIPP

FOR ACTION

INFORMATION

RRRRRRR

DEFERRED

PRIORITY

ROUTINE

DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

241731

NCR 6808

IF OPERATIONAL CHECK BELOW

ORIGINATOR FILL IN DATE AND TIME:

DATE

TIME

GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

(TO BUSH WEST 1224 FROM ARCHAMBAULT. ATTN BUSH FROM LANGMUIR)

PART 1 241712 NCR 6775
PART 2 241719 NCR 6801
PART 3 241721 NCR 6809

PART 4 241727 NCR 6812
PART 5 241729 NCR 6814
PART 6 241731 NCR 6808

ACTION

F-0

F-01

F-02

F-05

F-07

F-1

F-2

F-20

F-3

F-30

F-31

F-32

F-33

F-34

F-4

FX01

FX30

FX37

FX40

-00

VCNO

SALIENT TECHNICAL FEATURES OF GERMAN PILOTLESS AIRCRAFT ARE AS FOLLOWS:

OVERALL WEIGHT FULLY LOADED APPROXIMATELY 5200 LBS.

EXPLOSIVE 2250 CONTAINER FOR EXPLOSIVE 500. FUEL 1000

POWER UNIT 400 WINGS FUSELAGE AND TAIL 1100. WING SPAN

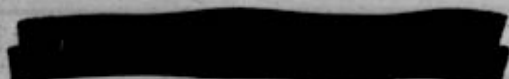
16 FT. STALLING SPEED ESTIMATED 155 MPH. CONTROLS

CONSIST OF RUDDER AND ELEVATORS. NO AILERONS OR OTHER

ROLL CONTROL USED. INSTRUMENTS CONSIST OF MAGNETIC

COMPASS 1 GYRO SENSITIVE TO POSITION IN PITCH AND TURN

BAROMETRIC ALTIMETER AND VEEDER COUNTER DRIVEN BY SOME



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Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV 19-87

070

FORM OF AIR MILEAGE INDICATOR NOT YET RECOVERED. PNEUMATIC PICK OFF USED ON COMPASS AND GYROS. CONTROLS OPERATED BY PNEUMATIC SERVOS. ALTIMETER ADJUSTABLE 700 TO 1000 MILLIBARS COVERING HEIGHTS UP TO 10,000 FT. CLOCK BUILT INTO CONTROL UNIT CAN PUT CRAFT INTO HIGH RATE TURN BY PRECESSING GYRO DURING FIRST FEW MINUTES AFTER LAUNCHING. TIME OF START OF TURN UP TO 4 MIN. AND DURATION OF TURN UP TO 60 SEC. ADJUSTALBE BEFORE LAUNCHING. COMPASS CONTROL TAKES OVER AFTER COMPLETION OF TURN. THIS CLOCK PERMITS ATTACK ON TARGETS NOT IN DIRECT LINE WITH LAUNCHER. NECESSARY BECAUSE MAXIMUM TURN RATE UNDER COMPASS CONTROL ONLY 10 DEG PER MIN. TURN PRESUMABLY MUST BE MADE IMMEDIATELY AFTER LAUNCHING TO AVOID ERRORS SO EVASIVE ACTION DOES NOT APPEAR FEASIBLE WITH PRESENT MODEL. ENGINE DESCRIBED IN STEVER MEMO JUNE 16 CONSISTS OF EMPTY STEEL PIPE 11 FT LONG 16 IN. DIAMETER WITHOUT CONSTRICTION OR VENTURI. AIR INTAKE AT FRONT THROUGH GRILL WITH SHUTTER VALVES PERMITTING AIR TO PASS IN BUT NOT OUT. FUEL NOZZLES BUILT INTO GRILL. SINGLE SPARK PLUG 16 IN. BEHIND GRILL POSSIBLY USED FOR STARTING ONLY. NO CONNECTING WIRES OR MAGNETOS HAVE RECOVERED. RATE OF FIRING OBSERVED PHOTOGRAPHICALLY TO BE 40 TO 49 PER SEC. BURNING TIME ABOUT HALF TOTAL TIME. PRELIMINARY ESTIMATED BY RAE OF ENGINE CHARACTERISTICS GIVE THRUST 500 LBS. AT 350 MPH. FUEL

Originator LONDON D/T Group NCR Page 2 Of 2 Pages.

OPNAV-10-51
134100

OSRD MISSION

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CONSUMPTION 4 1/2 LBS PER HOUR PER POUND THRUST. GRILL PASSES AIR AT RATE 8 LBS PER SECOND FOR PRESSURE DROP 1 LB PER SQUARE INCH. AIR FLOW LINEAR WITH PRESSURE BECAUSE SHUTTERS OPEN WIDER AT HIGHER PRESSURE. MAXIMUM PRESSURE 4 ATMOSPHERS. PEAK THRUST ABOUT 3 TIMES AVERAGE. SPEED VARIES WIDELY. RADAR MEASUREMENTS ON 5 SUCESSIVE CRAFT OVER SHORT PERIOD HAVE GROUND SPEEDS FROM 290 TO 440 MPH. BELIEVED THAT SMALL VARIATIONS IN THRUST CAN PRODUCE LARGE SPEED CHANGES BECAUSE CRAFT OPERATES NEAR OPTIMUM SPEED. HENCE RANGING BY AIR LOG INSTEAD OF CLOCK ESSENTIAL. ENGINE CAN PROBABLY OPERATE WITH LOW THRUST AT ϕ SPEED DUE TO ESTIMATED 1/10TH ATMOSPHERE SUCTION DEVELOPED BY PRESSURE WAVES IN TUBE. FUZES CONSIST OF 2 VERY SENSITIVE ELECTRIC CONTACT DEVICES OF NEW TYPE AND 1 MECHANICAL FUZE. ALL NOW UNDER INVESTIGATION. EXPLOSIVE CHARGE IS NOT NOVEL AND IS PROBABLY ONE OF THE TRIALINS ACCORDING TO BLATT OF LONDON MISSION. ARE KNOWLEDGE OF METHOD OF LAUNCHING, RADIO TRANSMITTER TYPE S23A OR S23B INSTALLED ON SOME OF THE CRAFT USES SINGLE LS50 TUBE AND TRANSMITS ON FREQUENCY 1500 KC RANGE. CODED KEYING DEVICE INCLUDED. 400 FT TRAILING WIRE ANTENNA USED. PURPOSE UNDOUBTEDLY TO OBTAIN WIND CORRECTIONS BY DIRECTION FINDING CUTS. OPERATION SEEMS TO INVOLVE FOLLOWING SEQUENCE OF EVENTS:

~~AFTER LAUNCHING GYRO UNCAGED AND CRAFT FLIES STRAIGHT FOR SHORT~~

O. Originator USRD LONDON D/T Group 241731 NCR 888 Page 3 Of Pages.

OPNAV-19-51
124100

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INTERVAL TO GAIN SPEED AND HEIGHT. WITHIN FIRST 4 MIN. IF NECESSARY
CLOCK TURNS CRAFT AT RELATIVELY HIGH RATE APPROXIMATELY ONTO DESIRED
COURSE. COMPASS THEN ADDS FINAL CORRECTION AND CONTINUES CONTROL.
AT PRESET ALTITUDE ALTIMETER CAUSES LEVELLING OFF BY TILTING GYRO
MOUNT THROUGH PNEUMATIC SERVO. AT PRESET POSITIONS VEEDER COUNTER
WHICH MEASURES AIR MILES CLOSES 3 ELECTRIC SWITCHES SUCCESSIVELY.
FIRST ARMS FUZES. SECOND AFFECTS RADIO; PROBABLY SWITCHES OFF.
THIRD PUTS BOMB INTO FINAL DIVE BY FIRING DETONATORS IN TAIL WHICH
BLOW OUT A DETENT RELEASING SPRING WHICH PULLS ELEVATORS HARD DOWN.
THIS ACTION ALSO CUTS CONTROL ON RUDDER SERVO PROBABLY LOCKING
RUDDER POSITION. FINALLY 2 APOILER VANES ARE THRUST INTO SLIP
STREAM. THESE ARE NONSYMMETRICAL AND EXERT UNBALANCING EFFECT
PUSHING ONE WING DOWN. CRAFT ARE HIGHLY VULNERABLE TO ANY FORM OF
PHYSICAL ATTACK AND SOLE PROTECTION IS SPEED.
PRINCIPAL MISSING LINKS NOW ARE KNOWLEDGE OF METHOD OF LAUNCHING,
IGNITION SYSTEM, DETAILS OF FUEL INJECTION AND AIR MILEAGE INDICATOR
RECENT AIR MINISTRY REPORTS BEING FORWARDED BY POUCH.

DR BUSH....ACT

OPO3....SONRD...

COMINCH....

Originator OSRD LONDON D/T Group 221731 NCR 6808 Page 4 Of 4 Pages.

OPNAV-10-01
194100

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NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM	COMGEN STRATEGIC AIR FORCES IN EUROPE LONDON, ENGLAND	ASTERISK (*) MAILGRAM ADDRESSEE	URGENT
RELEASED BY	25 JUNE 1944	WAR DEPARTMENT	PRIORITY
DATE			ROUTINE
TOR CODEROOM	0037/25		DEFERRED
DECODED BY			PRIORITY
PARAPHRASED BY	RICE		ROUTINE
ROUTED BY	PIPP		DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

NUMBER U 64054 24 JUNE 1944 NCR 12009

PAGE 1 OF 2

IF OPERATIONAL CHECK BELOW

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

RECEIVED BY HAND FROM *BRM*

TO ARNOLD FOR WHITE FROM MC DONALD TO EAKER SIGNED SPAATZ U 64054

PILOTLESS AIRCRAFT ACTIVITY REPORT FOLLOWS:

FOR DAY 23 JUNE:

PLOTTED, 111. 83 MADE LANDFALL, 45 PENETRATED TO LONDON AREA. SEVERAL INCIDENTS OF

CONSIDERABLE DAMAGE, CASUALTIES SO FAR REPORTED 680, OF WHICH 41 FATAL. FIGHTERS CLAIM 28 DESTROYED, ANOTHER DESTROYED BY BALLOON CABLE

FOR NIGHT 23/24 JUNE:

ESTIMATED 39 DISPATCHED, 31 MAKING LANDFALL, 18 PENETRATING TO LONDON AREA. 4 INCIDENTS OF

CONSIDERABLE DAMAGE, INCLUDING LONDON DOCKS, REPORTED. NO CASUALTY FIGURES TO HAND. NIGHT

FIGHTERS CLAIM 11 DESTROYED.

2. ONLY NEW DEVELOPMENTS FOR DAY ARE THE CHECK

ACTION	
F-0	
F-01	
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F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

~~SECRET~~

DECLASSIFIED

CM-1N-19979

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 7E(4), NAVREGSs) 3(E) and 5(D) or (E))

OPNAV 19-67 070

OSD letter, May, 1, 1972

By SLR Date DEC 5 1973

ING OF GROUND REPORTS OF OVER 100 NEW PILOTLESS AIRCRAFT SITES. AT A NUMBER OF THEM IT WOULD APPEAR THAT ACTIVITY

WOULD INDICATE INCREASED POTENTIAL POSSIBILITIES IN THE NEAR FUTURE. THE CONFIRMATION OF HASTY REMOVAL OF

RAMP FROM 1 LOCATION AND ESTABLISHMENT IN ANOTHER INDICATES USE OF PORTABLE RAMPS SUCH AS SHOWN IN

PHOTOS L/43 NUMBER 4137 AND 4138.

COMINCH PASSED TO NCR FOR FURTHER DISTRIBUTION
NCR TOR 0037/25

~~COMINCH~~.....COG

⁴³
~~OPC~~.....SONRD ONLY.....

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E. O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR Date DEC 5 1973

CM-IN-19979

WAR DEPARTMENT
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INCOMING CLASSIFIED MESSAGE

~~SECRET~~
PRIORITY

From: CG, US Air Service Command, USSTAF Hq, London England
To: War Department
Headquarters Mediterranean AAF, Caserta Italy
NR: C*757, 21st June 1944

C*757 IE personal * for Marshall info Giles for
White sgd Spaatz.

Another version pilotless aircraft has now been launched from modified sites in Calais area. Very similar to 16 feet span version, but its span has been measured 17 feet 6 inches, slightly longer nose and is steerable. Although fittings are in, there is as yet no electrical control installed for steering. Magnetic compass is monitored to automatic pilot and clock with time in minute hand seconds shuts off fuel and sets plane in position for glide in one case and dive in another. When fuel is shut off there are also 2 small wings which come down and act as brake. Another interesting feature is two very sensitive electrical compact fuzes marked ELAZ 105. It is also believed there is mechanical impact fuze. * this * so far launched is as yet undetermined. Fuzes are fitted to bomb compartment which now has equivalent of 100 kilogramme bomb. Total dispatched in last 24 hours 120, 71 making landfall and 39 penetrating London area. Efficiency for area-bombing approx 33 percent. 24 destroyed by fighters of which 15 by day. No serious damage or casualties by day, 5 of night incidents more serious both categories. No casualty figures to send counter measures showing increased effectiveness.

Completely new modified site observed starting on morning of 14th June. Ramp and camouflage completed on 15th

CM-IN-17546 (22 Jun 44)

~~SECRET~~
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E. O. 11652, Sec. 5(E) and 5(D) or (E)

OSD letter, May, 1, 1972

By SLR

Date

DEC 5 1972

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56
Cal Park

WAR DEPARTMENT
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~~_____~~
Page 2

From: CG, US Air Service Command, USSTAF Hq, London England
NR: C*757, 21st June 1944

June. More effective deterrent against this construction and present operational sites has been delayed action 200 and 250 pound bombs. 250 pound is favored in preference to larger bombs since they are sufficient to destroy lighter construction of modified sites and greater tonnage can be carried.

End

*Being Serviced

ACTION: CGAAF

INFO : ASF, OPD, G-2, Adm King, Col Park, Gen Henry,
JETA, Log

RECLASSIFIED

CM-IN-17546 (22 Jun 44) 0315Z jb E. O. 11652, Sec. 3(D) and 6(D) or (E)

OSD letter, May, 1, 1972

By SLR

Date DEC 5 1973

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~~SECRET~~

URGENT

From: CG, Strategic Air Forces in Europe London England
To: War Department
NR: IE 749, 20th June 1944

Personal to Baker for Marshall info Giles for
White signed Spaatz IE 749 CS.

Additional activities pilotless aircraft is sub-
ject.

1. During night 19th/20th June, 16 pilotless air-
craft plotted at intervals of which 15 made landfall and 6
penetrating to Greater London. At least 4 incidents re-
ported with damage and casualties. Patrolling mosquitoes
destroyed 3.

2. On the period 2330 hours 12th June to 0600
hours 19th June it is estimated 526 were overland, 412 in-
cidents plotted, of which 217 plotted in Greater London.
Casualties in same period (by all methods of enemy activity)
are 520 killed 5147 all types injured.

3. Preliminary data on use of radio indicates 1
in 10 to be so equipped.

4. It is estimated that 30 firing sites are operat-
ing.

5. Accuracy is increasing but not yet up to the
60% revealed in Baltic trials, which were determined by
plotting circle with 5 mile radius at distance of 150 miles.

CM-IN-16539 (20 Jun 44)

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E.O. 11652, Sec. 3(E) and 5(D) or (E)
OSD letter, May, 4, 1971

By SLR Date ~~DEC~~ 5-1873

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54
Col. Park

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Page 2

From: CG, Strategic Air Forces in Europe London England
NR: IE 749, 20th June 1944

6. Some counter steps here being taken are concentrated balloon barrage south coast and no anti aircraft artillery in London area.

7. 1 pilotless aircraft minus war head has been captured but reports not yet available.

8. Transmitter of radio controlled pilotless aircraft is definitely identified, estimated frequency range below 500 kilocycles. Coded transmitters indicate probable individual code for each site. This may be used for d'fing and measuring total time of flight-this for purpose of correcting fire.

9. A study of radar plotted tracks indicate possibility of pilotless aircraft not tracking straight from site to target.

10. Result of several operations in London area indicate 2 modes of operation occurring at end of course:

- 1, plane goes into steep dive after motor shuts off.
- 2, after the motor stops plane goes into flat glide of over 1 mile before diving.

Note that after leading with this item for 4 days, 1 German communique today relegates it to 3rd place, devoting 1 sentence.

End

ACTION: CG AAF
INFO : ASF
OPD
G-2
Adm King
Col Park
LOG

CM-IN-16539 (20 Jun 44)

CLASSIFIED
E.O. 11652, Sec. 5(2) and 5(D) or (E)
OSD letter, May, 1, 1972
By HLR Date DEC 5 1973

1945Z

ejm

54

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CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

~~SECRET~~
PRIORITY
CORRECTED COPY

From: CG, Strategic Air Forces in Europe, London, England
To: War Department
No: U-63802 20 June 1944

Personal to Eaker for Marshall info Giles for White signed Spaatz cite U-63802.

Pilotless aircraft is subject:

1. Preliminary report of pilotless aircraft developments since report CS 653 IE of 18th June.

From 0700 hours 18th June to 0700 hours 19th June 15 for pilotless aircraft were plotted of which 127 made landfall, roughly 82%.

45 definitely landed in London area. Enemy use of window, some of S type from high altitude enemy planes at coast causing difficulties both with securing tracks and gun laying data.

Pilotless aircraft now believed to be of 2 sizes, the 16 foot version having overall weight estimated to be 8,000 pounds and 21 foot version with overall weight estimated to be approximately 11,500 pounds and positive identification of 21 foot version not yet confirmed.

Best estimate of speed of 16 foot version launched from modified ski sites in Calais Area indicate speed after reaching altitude as set by barometric height control, but before crossing channel, as 270 miles per hour and then increasing in speed to approximately 400 miles per hour by the time the

CM-IN-16365 (20 Jun 44)

~~SECRET~~
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E.O. 11652, Sec. 2(E) and 5(D) or (F)
OSD letter, May, 1, 1972

By SLR Date DEC 5 1973

070

Col Park
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ORIGINAL
INCOMING CLASSIFIED MESSAGE
WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

PRIORITY
CORRECTED COPY Page 2

From: CG, Strategic Air Forces in Europe, London, England

No: U-63802 20 June 1944

pilotless aircraft reaches London area.

Of 154 plotted, 27 claimed by fighters now operating on other side of channel to take advantage of lower speed than attained by pilotless aircraft.

During above period 8 to 10 sites in Le Havre Area started operation in a sporadic fashion whereas 1st sites to fire are operating in a more regular manner and interspersing single plane launching with 5 plane salvos.

The finding of shielded and bonded cable and other bits of evidence indicate some planes are now or are about to be radio controlled possible like HS 293 or FUG 25 A beam control. No pilotless aircraft yet captured intact. Attacks continuing but for scale of attack casualties to date light, slightly over the hundred mark fatal and injured of all types 1,000 plus.

End

Corrected copy of CM-IN-15722 (19 Jun 44) G-2

ACTION: C-2
INFO: CG AAF
ASF
CPD
Adm King
JFIA
Gen Henry
Log

CM-IN-16365 (20 Jun 44) 1343Z mcs

UNCLASSIFIED

E. O. 11652, Sec. 5(E) and 5(D) or (S)
OSD letter, May, 1, 1972

By SLR Date DEC 5 1973

COPY No. 67

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

DRAFTER		EXTENSION NUMBER		ADDRESSEES		PRECEDENCE	
FROM COMNAVEU		ASTERISK (*) MAILGRAM ADDRESSEE		COMINCH		PRIORITY	
RELEASED BY		FOR ACTION		SONRD BUORD BUAER BOMB DISPOSAL SCHOOL		ROUTINE	
DATE 16 JUNE 44						DDDDDD	
TOR CODEROOM 1234		INFORMATION		SONRD BUORD BUAER BOMB DISPOSAL SCHOOL		PRIORITY	
DECODED BY SJOSTEN						DDDDDD	
PARAPHRASED BY SEVALD <i>Robert</i>						ROUTINE	
ROUTED BY KNIGHT						DDDDDD	
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND ADMINISTRATIVE.						IF OPERATIONAL CHECK BELOW	
160912						NCR 8506	
ORIGINATOR FILL IN DATE AND TIME:		DATE		TIME		GCT	

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

COMNAVEU SENDS. RDO WASHINGTON PASS ACTION COMINCH
INFO SONRD BUORD BUAER BOMB DISPOSAL SCHOOL WASH.

BRITISH MTBS REPORT SIGHTINGS BETWEEN 130400 AND
130500 CONSISTENT WITH MYDIS 141503. PILOTLESS
PLANE CHARACTERIZED AS A BRIGHT HORIZONTAL MOVING
FLAME ALTITUDE APPROXIMATELY 1000 TO 1500 FEET
AND HEARD AS A STEADY RATTLING NOISE. AT LEAST ONE
CRASHED IN SEA. LAUNCHING POINT APPEARED TO BE
NORTH OF BOULOGNE. NO EVIDENCE OF RADIO CONTROL

COMINCH.....ACT BUORD. . BUAER. . SONRD. . 24S
OP03... ..31... ..BUSHIPS.....NRL.....20E.....
16.....ARMY (GEN BISSELL).....NAVAIDE.....CND.....
NAVY YARD (FOR BOMB DISPOSAL SCHOOL) **RECLASSIFIED**

ACTION	
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FX01	
FX30	
FX37	
FX40	
IG-00	
VCNU	

SECRET

E. O. 11652, Sec 3(H) and 5(D) of (D)
OSD letter, May, 1, 1973
By SLR Date DEC 5 1973

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)
OPNAV-19-07 070 (See also 300 France + 500 England)

REF ID: A66666
FROM: ADMIRALTY

~~168127~~

NCR 10776

ACT: ALL SENIOR OFFICERS, SHIPS, ESTABLISHMENTS, W/T STATION AND OTHER NAVAL AUTHORITIES AND CIVIL ESTABLISHMENTS WHICH MAY BE CONCERNED, HOME AND ABROAD, AND FLAG OFFICER COMMANDING ROYAL INDIAN NAVY, HCO DEPT OF NAT DEF (NAVAL SERVICE) OTTAWA, NAVAL BOARD, NAVY OFFICE MELBOURNE, AND ALL U.S. FORCES TAKING PART IN OVERLORD. (217 A) BE

THE GERMANS ARE KNOWN TO HAVE DEVELOPED A COMPOSITE AIRCRAFT CONSISTING OF A BOMBER WITH A FIGHTER MOUNTED ON TOP OF ITS FUSELAGE. THE BOMBER IS CREWLESS AND FILLED WITH EXPLOSIVE. THE FIGHTER PILOT FLIES THE COMBINATION INTO AN ATTACKING POSITION AND THEN DISENGAGES HIS FIGHTER FROM THE BOMBER. THE BOMBER CONTINUES ON THE COURSE ON WHICH IT WAS RELEASED UNDER CONTROL OF AN AUTOMATIC PILOT.

2. IT IS BELIEVED THAT THE FIGHTER DISENGAGES AT ABOUT 3000 YARDS FROM THE OBJECTIVE AND THAT THE BOMBER CONTINUES IN A POWER CLIDE OF UP TO 20° AT SOME 300 M.P.H.

3. FROM FIGHTER COMBAT REPORTS ON THE NIGHT OF THE 14TH 15TH JUNE IT IS THOUGHT THAT GERMANS ARE ATTEMPTING TO USE THIS NEW WEAPON. PROBABLY COMBINATION IS JU.88 BOMBER WITH ME.109 FIGHTER ON TOP. EXPECTED TARGETS FOR THESE WEAPONS ARE INSTALLATIONS AND HEAVY SHIPS.

4. (71E) EMPLOYED AGAINST THE LATTER EVASIVE ACTION IS BEST COUNTER MEASURE AS THE FLIGHT OF THE BOMBER CANNOT BE ADJUSTED AFTER ITS RELEASE BY THE FIGHTER.

5. THESE COMPOSITE AIRCRAFT ARE DISTINCT FROM LONG RANGE PILOTLESS AIRCRAFT, WHICH MAY BE USED AGAINST TOWNS AND INSTALLATIONS.

COMINCH....COG

FILE

LS

DECLASSIFIED
JCS MEMO, 1-17-73
BY SR . DATE DEC 5 1973

ACTION F-2

070

SECRET
WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING MESSAGE

SECURITY
CONTROL

PRIORITY

SECURITY CONTROL

RELEASED

E. O. 11650, Sec. 2(b) and 5(D) or (E)
OSD letter, May, 1, 1972

By SLR Date DEC 5 1973

From: DSSAFZ
To: War

Number: K 3649

12th February 1944

Spats to Arnold cite ured A5785 Jan 29th and F67 Feb 4th.

Targets on French Invasion Coast

Walter Jennings Ives/0396904 Major Air Corps B26 pilot experienced against CROSSBOW targets. Undergoing final review of all CROSSBOW data before being sent by first air priority. It has proved so far impossible to ascertain what degree of damage site must suffer before work upon it is finally abandoned, tendency seems to be when site saturated with bomb craters and one or more of essential elements seriously damaged work is suspended. One site which appeared abandoned now shows signs of activity after 3 weeks. Enemy presently taking great pains to camouflage sites, some craters appear purposely unfilled to create impression sites abandoned. Agents report sites are being totally abandoned only where repairs are impossible, and confirms photographic evidence that craters are purposely left unfilled to give impression of total abandonment. Question command operations given full consideration by ground forces but no definite plan has been developed as yet. Referring last question this possibility given every consideration but it is now not believed that installations are primarily additional defenses against invasion.

No Sig

5785 is CM-OUT-11404 (28 Jan 44) GEN. ARNOLD
67 is CM-OUT-1709 (4 Feb 44) CG AAF - AFAPF

ACTION: GEN. ARNOLD
INFORMATION: OPD GEN. BISSELL SCS
GEN. HENRY LOG
072 CM-IN-0430 (12 Feb 44) SCS
Z ONE

WHITE HOUSE

COPY No. 17

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NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE	1
FROM ADMIRALTY		ASTERISK (*) MAILGRAM ADDRESSEE		2
RELEASED BY		A.G.M. HOME AND ABROAD (A. OR R.)	PRIORITY	3
DATE 28 JANUARY 1944			ROUTINE	4
TOR CODEROOM 1328		380A	DEFERRED	5
DECODED BY				6
PARAPHRASED BY HERWITZ				7
ROUTED BY PARMENTER				8
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.				9
			PRIORITY	10
			ROUTINE	11
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			IF OPERATIONAL CHECK BELOW	15
			<input type="checkbox"/>	16
252105A				17
NCR 16541				18

ORIGINATOR FILL IN DATE AND TIME:	DATE	TIME	GCT	19
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

RECEIVED BY HAND FROM BAD.

RECENT MEDITERRANEAN EXPERIENCE SUGGESTS THAT GERMANS ARE USING LVD'S CIRCLING TORPEDOES WITHOUT THE SELF-DESTRUCTOR PISTOL.

(2) SUCH TORPEDOES WHEN SPENT MAY REMAIN AFLOAT FOR SEVERAL DAYS WITH ONLY A FEW INCHES OF WARHEAD SHOWING ABOVE THE SURFACE, AND WOULD ACT AS A SENSITIVE DRIFTING CONTACT MINE

(3) AFTER AN AIR RAID ON A PORT IN WHICH LVD'S CIRCLING TORPEDOES ARE SUSPECTED A KEEN LOOK OUT SHOULD BE KEPT ESPECIALLY BY LOCAL DEFENSE FLOTILLA UNDER WAY.

80MINCH.....COG

BUORD.....FX37.....20P3.....

DECLASSIFIED
JCS MEMO, 1-17-73
BY *SR* DATE DEC 5 1973

~~SECRET~~

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

252105 070 Rocket Bombs

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4 January 1944

EXTRACT FROM WAR DEPARTMENT INCOMING MESSAGE (CM-IN-2443 - 4 Jan. 1944).

Revised estimate of scale and timing of attack is qualified by uncertainties as to total number of sites, actual dimensions of pilotless aircraft, efficiency at range and area of greater London, actual method of propulsion, production rate and effect of weather on counter measures. Capabilities following are therefore based on assumption that we get full intelligence including photographs of all sites to supplement present photography of only 50% of sites believed to exist and that weather forecasts prove reasonably accurate. Disregarding counter measures and assuming 75 sites in operation late in February or 150 late in March at each of which 20 pilotless aircraft can be stored it is estimated that late in February 1500 pilotless aircraft could drop 770 tons if propelled by turbo set to 215 tons if propelled by rocket on greater London in about 10 hours and late in March 3000 could drop 1540 to 430 tons depending on propulsion. This is based on assumed efficiency of 1 in 3.5 instead of 1 in 5 launched aircraft reaching target. The effect of bombing counter measures on the above capabilities is assessed on the assumption of a total of 10, 20, and 30 days during next two months during which heavy, medium and ground attack aircraft respectively may operate. Based also on assessments of results during December when weather was abnormally unfavorable it should be possible to neutralize all 75 sites estimated ready by late February and all but 30 sites by late March. Neutralize defined as 15 % structural damage or category A defined in memo sent by courier. Thus the specifically qualified estimate of capabilities is that the actual scale of attack by end of February is NIL and at end of March is from 85 to 300 tons. The repeat interval is believed to limit such attack to not oftener than 48 hours. * * * * *

070

— Maj Albert 20 Aug

Development work on fire control system for a/c 50 cal machine gun installed in ^{combat} a/c turrets. Thereby making full use of the maximum effective range armor piercing incendiary ammunition. i.e. present effective range could be extended to about 2000 yds in lieu of the present 1000 yd effective range. Gen Arnold has been informed by material com. C.S. that this project has the highest priority (7 Aug 43)

Suggest obtain ~~some~~ additional info from Gen Arnold because of secrecy.

Counter-rocket measure

See Lt. Pepple at Eng plus branch air ord,
71175

~~SECRET~~

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

Subject: Employment of Rockets.

1. Letter AG 471.6(5-5-43) OB-S-SPODO-M, subject, "Withholding (Special) Fuzes from Theaters," to Commanding General, Army Air Forces, Chief of Ordnance, Chief Signal Officer, dated 7 May 1943, prohibits the shipment of the 4.5 inch rocket and of special fuzes until specified stock levels have been reached. The Army Air Forces do not desire to employ special fuzes at this time, but an extreme tactical advantage can be gained in certain theaters by the employment of the 4.5 inch rocket equipped with contact fuze Gd AC.
2. A quantity of 75,000 rockets complete with contact fuze is believed sufficient to establish an initial combat stock level for the introduction of this weapon in the following theaters: China-India-Burma (10th and 14th Air Forces), Southwest Pacific (5th Air Force), and South Pacific (13th Air Force). The restriction, as stipulated in the above letter, of a stock of 745,000 is believed excessive, and it is felt that with the supply now on hand and presently to be made available by Army Service Forces (Ordnance Department), continued use of this weapon can be made. The Technical Division, Office of the Chief of Ordnance has advised this headquarters that the above quantity of 75,000 will be available to the Army Air Forces through 1 December 1943, and further that approximately 500,000 additional are expected to be available in the succeeding six months.
3. It is therefore requested that the cited letter be rescinded or revised, and that a decision be rendered that will permit the shipment of the 4.5 inch rocket with contact fuze Gd AC to the combat theaters for early use.

For the Commanding General, Army Air Forces.

DECLASSIFIED

E. O. 11652, Sec. 3(E) and 5(D) or (E)
OSD letter, May, 3, 1972

By SLR

Date DEC 5 1973

~~SECRET~~

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM COMNAVEU		ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY		COMINCH	ROUTINE
DATE 24 OCTOBER 1943			DEFERRED
TOR CODEROOM 1448/23			
DECODED BY WHITE		ONI COORDINATOR OF RESEARCH & DEVELOPMENT SEGNAV	ROUTINE
PARAPHRASED BY RIEHL			DEFERRED
ROUTED BY ALLEN			

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

231108 NCR 8145

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT

ON OUTGOING DISPATCHES PLEASE FOR ACTION BEFORE BEGINNING TEXT

COMNAVEU SENDS COMINCH FOR ACTION, ONI, COORDINATOR OF RESEARCH AND DEVELOPMENT SEGNAV FOR INFO.

THE FOLLOWING CONDENSED REPORT BY ITALIAN CONSUL GENERAL FRANKFURT ON MAIN REGARDING SECRET WEAPON WAS FORWARDED BY EISENHOWER TO WAR OFFICE AS IMMEDIATE FROM AFHQ ALGIERS.

CONSUL HAS ANTI-NAZI AUSTRIAN FRIEND WHO WORKS IN FACTORY MAKING SECRET WEAPON BOMBS. THESE WEAPONS ARE SMALL BOMBS FILLED WITH LIQUID AIR AND WEIGH 5 OR 6 KILOGRAMS. BOMBS ARE SHOT FROM LIGHT MORTARS BY JET PROPULSION AND HAVE RANGE OF 500 KILOMETERS. EACH BOMB IS SAID TO BE ABLE TO DAMAGE 8 SQUARE KILOMETERS.

BOMB WAS EXPECTED TO BE READY BY SEPTEMBER BUT SUITABLE LIGHT CASE WAS NOT READY BY THAT TIME. IT IS EXPECTED TO BE READY BY OCTOBER OR NOVEMBER.

[REDACTED]

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OPNAV-NCR-15 A 33052

DECLASSIFIED
SEC Letter, 6-3-72
MAY 15 1974

NAVY MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
		ASTERISK (*) MAILGRAM ADDRESSEES	
FROM	FOR ACTION		PRIORITY
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 2 OF

231108

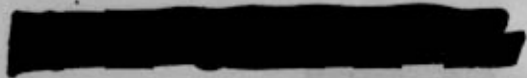
NCR 8908

ORIGINATOR	FILL IN DATE AND TIME	DATE	TIME	GCT
ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT				

LIQUID IS NOW READY AND IS MADE AT LUDWIGSHAFEN NEAR LANHEIM. SO FAR RAF BOMBING AGAINST FACTORY HAS BEEN INEFFECTIVE. MANUFACTURE OF MORTARS IS AT I.G. FABEN FACTORY AT HOCHST NEAR FRANKFURT AND OTHER LOCATIONS, MORTAR FACTORY NOT YET HIT BY RAF. FRANKFURT GAULEITER TOLD CONSUL GENERAL EARLY IN SEPTEMBER THAT THE RAF MAY BLOW UP MANY GERMAN CENTERS BUT THAT GERMANS HAD A NEW SECRET WEAPON EXPECTED TO BE READY IN FEW WEEKS WHICH WOULD DESTROY BRITISH PROVINCES.

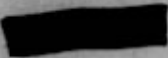
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DECLASSIFIED
 OSD Letter, 5-3-72
 MAY 15 1974



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 OPNAV-NCR-15 A 33052

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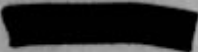
 *may Esseit*
P A R A P H R A S E

GM-IN-8130 (14 October 43) From Ankara (Lt. Comdr Earle)

The following was received from a Turkish source: A devastating robot land torpedo plane attack on England from Northern France and Belgium will sure take place this month, followed by a stratospheric attack on America. Preparation for the attack is now being studied by a military mission of 60 Japanese. Have arranged meeting with 2 Austrians of high positions on Thursday, including Assistant Air Attache of German Embassy, who wish to give all information they have to defeat Germany. Hitler personally inspected captured Russian weapons and found 55% came from America and England. To greatly intensify air and submarine attack on Allied shipping has replaced Admiral Raeder with Doenitz. The Turkish source stresses the fact that all German parachute troops were concentrated in Northern France but does not know the reason why. Impossible to determine if this has basis in fact or is German plant.

DECLASSIFIED
OSD Letter, 5-3-72

MAY 15 1974



070 *Perkins*

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>ADMTY</u>		ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY		FOR ACTION AGM HOME AND ABROAD 752 A	PRIORITY
DATE <u>14 OCT 1943</u>			ROUTINE
TOR CODEROOM <u>1457</u>			DEFERRED BASEGRAM
DECODED BY		FOR INFORMATION DECLASSIFIED C. 11662, Sec. 3(a) and (b) of OSD letter, May 1, 1972 SLR Date	PRIORITY
PARAPHRASED BY <u>SMITH</u>			ROUTINE
ROUTED BY <u>WIDMAN</u>			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 1

082057A

NCR 18333

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

(RECEIVED BY HAND FROM BAD)

FOLLOWING GIVES LATEST INFORMATION RE NEW GERMAN AIR WEAPONS AND CANCELS AGM 470 A OF 21ST AUGUST 532 A OF 2ND SEPT 564 A OF 8TH SEPT 566 A OF 8TH SEPT 586 A OF 12 SEPT 634 A OF 21ST SEPT.

PART 1.

RADIO CONTROLLED ROCKET GLIDER BOMB TYPE HS 293.

2. HS 293 IS A GLIDER WITH 8 FOOT WING SPAN INCORPORATING BOMB PROBABLY OF 500 POUNDS IN THE GLIDER.

A CYLINDER IS SLUNG BELOW GLIDER CONTAINING JET PROPULSION, GIVING SPEED OF 400 KNOTS.

3. WEAPON IS RADIO CONTROLLED BY AN OPERATOR IN THE RELEASING A/C: THERE IS NO EVIDENCE THAT IT HOMES

ON SHIP ATTACKED.

4. GLIDER CAN BE MANOEUVERED LIKE AN A/C. IT MAKES LITTLE AUDIBLE NOISE.

5. GLIDER HAS GREEN LIGHT OR FLARE IN TAIL TO MAKE IT MORE VISIBLE TO OPERATOR IN A/C.

6. BOMB HAS ORDINARY DIRECT ACTION FUSES WITH SLIGHT

~~SECRET~~

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OPNAV-NCR-18 A 33052

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JCS MEMO, 1-17-73
BY SK DATE DEC 6 1973

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 2

082057A

NCR 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME OCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

DELAY IN FUNCTIONING ON SHIP OR SEA.
 7. GLIDER MIGHT HAVE AUTOMATIC HEIGHT CONTROL WHEN ONCE BROUGHT CLOSE TO THE WATER.
 8. GLIDERS ARE AT PRESENT CARRIED ONLY BY DO. 217. SO FAR THEY HAVE ONLY CARRIED ONE BUT THIS MAY BE INCREASED TO 2. RADIUS OF ACTION OF DO. 217 WITH GLIDER BELIEVED TO BE 600 MILES. DO. 217 ATTACKS IN GROUPS OF 3 OR 4. EACH GROUP FLIES PAST SHIP ATTACKED ON STEADY COURSE AND DISCHARGES GLIDERS WHEN LINE OF SIGHT FROM A/C TO SHIP IS ROUGHLY AT RIGHT ANGLES TO A/C'S COURSE
 9. MOST ATTACKS HAVE TAKEN PLACE WITH A/C MAKING PASSING RUNS ON SIMILAR OR RECIPROCAL COURSE TO TARGET SHIP AT A DISTANCE OF 3 OR 4 MILES AND AT A HEIGHT OF ABOUT 3,000 OR 4,000 FEET.
 10. GLIDERS PROCEED FOR FEW SECONDS BELOW PARENT A/C ON SAME COURSE BEFORE BEING TURNED INTO ATTACK.
 11. AFTER RELEASE PARENT A/C REMAINS ON ORIGINAL COURSE AND OPERATOR ENDEAVOURS TO STEER GLIDER ALONG LINE OF SIGHT BETWEEN A/C AND TARGET. A/C PROBABLY

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OPNAV-NCR-14 A 33052

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 BY 242 DATE

DEC 6 1973

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 3

082057A NCR 18333

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

FLIES SLOWLY WHILST CONTROLLING.

12. A/C WHOSE GLIDER DOES NOT RUN CORRECTLY APPARENTLY DISENGAGES AT ONCE. HITHERTO ABOUT 50 PERCENT OF GLIDERS HAVE FAILED TO RUN CORRECTLY.

13. EACH GROUP OF A/C CONCENTRATES ON 1 SHIP AT A TIME AND SEVERAL GLIDERS RUN SIMULTANEOUSLY.

14. THERE HAVE BEEN NO CASES OF A GLIDER MISSING 1 TARGET AND THEN BEING DIRECTED AT ANOTHER.

15. IT IS POSSIBLE THAT GLIDER MAY BE USED AGAINST SHIPS IN HARBOUR.

16. IT SEEMS PROBABLE THAT IN THE MAIN THESE WEAPONS WILL BE RESERVED FOR USE AGAINST MERCHANT SHIPS AND UNARMED NAVAL VESSELS.

GENERAL COUNTER-MEASURES.

17. LONG RANGE A/A ARMAMENT SHOULD ENGAGE PARENT A/C DURING RUN UP AND AFTER RELEASE OF GLIDER UNTIL LATTER HAS ENDED ITS RUN. CLOSE RANGE A/A ARMAMENTS SHOULD ENGAGE APPROACHING GLIDERS. THIS HAS BEEN DONE WITH SUCCESS.

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 COMNAV-NCR-18 A 33052

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 JCS MEMO, 147-33
 BY SK DATE DEC 6 1973

LATTER HAS ENDED ITS RUN

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
RELEASED BY _____		ROUTINE
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 4

082057A NCF 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

18. COURSE SHOULD BE ALTERED AS SOON AS RUN UP COMMENCES, TO KEEP ATTACKING AIRCRAFT AS FAR AHEAD AS "A" ARCS PERMIT. WHEN GLIDERS ARE APPROACHING COURSE SHOULD BE ALTERED TO KEEP THEM AHEAD IN THE HOPE OF MAKING PLANNED EVASIVE TURNS. PRESENTING BOW OR STERN VIEW WILL REDUCE CHANGE OF A HIT BY GLIDER TO A QUARTER OF THAT EXPECTED FROM A BEAM VIEW. GLIDERS HAVE BEEN SUCCESSFULLY EVADED BY THIS METHOD.

RADIO COUNTER-MEASURES

19. IT IS CONSIDERED THAT RADIO FREQUENCY OF CONTROL OF BOTH HS 293 GLIDER FX MAY BE BETWEEN 17 AND 20 MC/S. ALTERNATELY BUT LESS PROBABLY IN THE 40 MC/S BAND.

20. THE CONTROLLING MODULATION MAY BE KEYED AT ABOUT 37 CYCLES PER SECOND. NO RELIABLE ESTIMATE OF THE FREQUENCY OF MODULATION CAN BE GIVEN.

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DECLASSIFIED
JCS MEMO, 147-73
BY SR, DATE DEC

SECRET

NAVY DEPARTMENT

EXTENSION NUMBER		ADDRESSEES	PRECEDENCE
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PAGE 5

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NCR 18333

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

SLIGHT EVIDENCE SUGGESTS 400 TO 500 CYCLES PER SECOND.

21. LISTENING WATCH SHOULD BE CONCENTRATED BETWEEN 17 AND 20 MC/S.

22. UNTIL MORE IS KNOWN ABOUT THE METHOD OF CONTROL THE BEST METHOD OF JAMMING WILL BE TO TRANSMIT CW AT MAXIMUM POWER. IN THE CASE OF TRANSMITTERS THAT CAN BE USED AS SELF EXCITED SETS THE FREQUENCY

SHOULD BE CONTINUALLY VARIED AS RAPIDLY AS POSSIBLE APPROXIMATELY 500KC/S PER SECOND EITHER SIDE OF THE

ESTIMATED MEAN FREQUENCY.

23. THERE WILL PROBABLY NOT BE SUFFICIENT TIME

FOR INDIVIDUAL SHIPS TO RECEIVE THE TRANSMITTED SIGNAL, MEASURE THE FREQUENCY AND ADJUST THEIR

TRANSMITTERS ACCORDINGLY. IT IS RECOMMENDED THEREFORE, THAT THE W/T ORGANIZATION SHOULD BE

ARRANGED SO THAT TRANSMITTERS OF ALL SHIPS IN COMPANY ARE ADJUSTED TO VARYING FREQUENCIES WITHIN

THE BAND ACCORDING TO THEIR CAPABILITIES AND THAT IMMEDIATELY AN ATTACK DEVELOPS ALL SHIPS SHOULD

~~SECRET~~

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OPNAV-NCR-18 4 33052

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JCS MEMO, 1-17-73
BY SA . DATE DEC 6 1973

ACTION	GCT
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F-01	24
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F-34	34
F-4	35
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FZ30	37
FZ37	38
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NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 6

082057A

NCR 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

TRANSMIT ON FULL POWER REGARDLESS OF WHETHER THEY THEMSELVES ARE ATTACKED OR NOT.

24. THE CHANCE OF SUCCESS WITH THIS TYPE OF JAMMING MAY WELL BE IMPROVED IF THE C.W. IS KEYED BY DOTS AT

A HIGH SPEED CORRESPONDING TO BETWEEN 90 AND 100 WORDS PER MINUTE. IF THIS CAN BE DONE IT IS IMPORTANT THAT

NO 2 TRANSMITTERS SHOULD BE ON THE SAME FREQUENCY SINCE UNSYNCHRONISED KEYING OF 2 OR MORE TRANSMITTERS MAY

CANCEL OUT THE EFFECT DESIRED.

25. IT IS POSSIBLE THAT THE ENEMY A/C EMPLOYING THIS

WEAPON AGAINST SHIPS MAY REQUIRE TO USE THEIR A.S.V. TO OBTAIN ACCURATE RANGES PRIOR TO RELEASE OF MISSILE.

26. SHIPS FITTED WITH OUTFIT FV 1 SHOULD SEARCH FOR A.S.V TRANSMISSION WHICH MAY BE FOUND IN 2 FREQUENCY BANDS.

- (A) ABOUT 375 MC/S AND
- (B) ABOUT 550 MC/S.

27. SHIPS FITTED WITH TYPE 91 IN ADDITION TO OUTFIT FV 1 SHOULD ATTEMPT TO JAM ANY A.S.V. TRANSMISSION HEARD

SECRET

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VONO	

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 16-58264-4

DECLASSIFIED
JCS MEMO, 1-17-73
BY SC DATE

DEC 6 1973

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
RELEASED BY _____		ROUTINE
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FOR ACTION		
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PARAPHRASED BY _____		DEFERRED
ROUTED BY _____		

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 7

082057A NCR 18333

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	OCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

BUT JAMMING TO BE EFFECTIVE IN SPOILING A.S.V. RANGING MUST BE COMMENCED WELL BEFORE THE RELEASE OF MISSILE.

28. THE FREQUENCY AND A DESCRIPTION OF ANY SUSPICIOUS TRANSMISSION HEARD SHOULD BE REPORTED BY SIGNAL TO

ADMIRALTY.

29. IF CONTROLLING AIRCRAFT IS SHOT DOWN EVERY EFFORT SHOULD BE MADE TO RECOVER TRANSMITTERS.

EFFECTIVENESS.

30. RECORDS TO DATE INDICATE THAT GLIDER BOMB ATTACKS ARE AT PRESENT HALF AS EFFECTIVE AS ORDINARY

BOMB ATTACKS WITH TACHYMETRIC BOMB SIGHT. SHOULD FUNCTIONS IMPROVE (VIDE PARA 12) THEIR EFFECTIVENESS

WOULD BE DOUBLED.

PART 11

RADIO CONTROLLED BOMB TYPE PC 1400 FX.

31. BOMB IS OF 1400 KILOGRAMMES WITH ORDINARY DIRECT ACTION FUSE WITH DELAY.

32. BOMB HAS 4 LARGE FINS AROUND NOSE AND CONTROL SURFACES IN TAIL UNIT.

~~SECRET~~

ACTION	
F-0	
F-01	
F-02	
F-03	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
YCNO	

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY _____	FOR ACTION	PRIORITY
DATE _____		ROUTINE
FOR CODEROOM _____		DEFERRED
DECODED BY _____	INFORMATION	PRIORITY
PARAPHRASED BY _____		ROUTINE
ROUTED BY _____		DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 8 082057A NCR 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

33. BOMB HAS GYRO STABILIZATION AND IN ADDITION A LIMITED AMOUNT OF CORRECTION CAN BE APPLIED BY RADIO

CONTROL FROM OPERATOR IN RELEASING AIRCRAFT. THERE IS A SELF DESTROYING CHARGE IN REAR PART OF BOMB NEAR

CONTROL GEAR.

34. BOMB IS FITTED WITH BLUE TAIL LIGHT OR FLARE TO ASSIST OPERATOR IN AIRCRAFT.

35. ~~THERE IS NO EVIDENCE TO SHOW THAT BOMB HAS ANY FORM OF PROPULSION.~~

36. ~~IT IS NOT THOUGHT THAT BOMB HOMES ON TO SHIP ATTACKED.~~

37. ~~HLB IS CARRIED OUT FROM 12,000 TO 19,000 FEET.~~

ANGLE OF SIGHT OF RELEASE MAY BE HIGHER THAN IN NORMAL ATTACK AS TRAJECTORY MAY BE MADE MORE VERTICAL

BY W/T CONTROL FROM PARENT AIRCRAFT. MOST ATTACKS FROM BEAM AND AIRCRAFT MAINTAIN STEADY COURSE DURING

TIME OF FLIGHT AND PROBABLY REDUCES SPEED.

38. IT SEEMS THAT CORRECTION OF LINE SHOULD BE EASIER THAN CORRECTION OF RANGE AND REASON THEREFORE ENEMY

SECRET

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FZ01	
FZ30	
FZ37	
FZ40	
IG-00	
VCMO	

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)
OPNAV-NCR-17 A 33052

DECLASSIFIED
JCS MEMO, 1-17-73
BY *SL* DATE DEC 8 1973

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY _____	FOR ACTION	PRIORITY
DATE _____		ROUTINE
TOR CODEROOM _____		DEFERRED
DECODED BY _____	INFORMATION	PRIORITY
PARAPHRASED BY _____		ROUTINE
ROUTED BY _____		DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

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NCR 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

WOULD STAND BETTER CHANCE OF HIT BY BOMBING ALONGSIDE FORE AND AFT LINE.

39. BOMBS ARE AT PRESENT ONLY CARRIED BY DORNIER 217.

40. ENEMY APPEARS TO HAVE DEVELOPED TECHNIQUE OF SYNCHRONOUS ATTACK BY FOCKE WOLF 190 FIGHTER BOMBER AT LOW LEVEL AND DORNIER 217 WITH FX BOMBS FROM HIGH LEVEL

COUNTER MEASURES

41. WHEN ATTACKED BY FOCKE WOLF 190, SHIPS SHOULD MAINTAIN GUARD AGAINST HIGH FLYING A/C AND BE PREPARED

TO DIRECT PART OF ARMAMENT TO DISTURBING THEIR AIM. A LONG STEADY RUN UP CONTINUING OVER TARGET IS REQUIRED

FOR ~~FIGHTERS~~. PROTECTING FIGHTERS MUST GUARD AGAINST BEING DIVERTED BY LOW FIGHTER BOMBER ATTACK. FOR RADIO

COUNTER-MEASURES SEE PARAS 19 TO 29.

PART III

MEDIUM AND H.L.B. WITH TACHYMETRIC BOMBSIGHT

42. MEDIUM AND H.L.B. ATTACKS BY FOCKE-WOLF 200

~~SECRET~~

ACTION	GCT
F-0	23
F-01	24
F-02	25
F-05	26
F-07	27
F-1	28
F-2	29
F-20	30
F-3	31
F-30	32
F-31	33
F-32	34
F-33	35
F-34	36
F-4	37
FZ01	38
FZ30	39
FZ37	40
FZ40	41
IG-00	42
VCNO	43

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OPNAV-NCR-18 A 33052

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BY *SR*, DATE DEC 6 1973

NAVY DEPARTMENT

EXTENSION NUMBER		ADDRESSEES	PRECEDENCE
FROM		ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY	DATE	FOR ACTION	PRIORITY
			ROUTINE
			DEFERRED
TOR CODEROOM	DECODED BY	INFORMATION	PRIORITY
			ROUTINE
			DEFERRED
PARAPHRASED BY			
ROUTED BY			

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 10

082057A

NCR 18333

ORIGINATOR	FILL IN DATE AND TIME	DATE	TIME	ACT
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

ARE CARRIED OUT WITH A TACHYMERIC BOMBSIGHT WHICH TRY FOR A RUN UP OF 1 1/2 TO 3 MINUTES AND WHOSE ACCURACY

MAY BE VERY MATERIALLY REDUCED BY GUNFIRE AND BY SUITABLE AVOIDING ACTION DURING THIS PERIOD. THIS

SIGHT IS PROBABLY USED WITH FX BOMB AS WELL AS ORDINARY BOMB.

43. THE BEST AVOIDING ACTION IS PROBABLY A 40 OR 50 DEGREE TURN, IN DIRECTION WHICH PLACES THE ENEMY'S

DEFENSIVE ARMAMENT NEARLY AHEAD OR ASTERN COMMENCED ABOUT 1 1/2 TO 2 MINUTES BEFORE RELEASE.

44. AVOIDING ACTION SHOULD BE TAKEN WHENEVER POSSIBLE IN THIS FORM OF ATTACK BUT IS NOT REPETITION

NOT APPLICABLE TO DIVE-BOMBING WITH NON-TACHYMERIC SIGHTS IN WHICH THE EFFECT OF AVOIDING ACTION IS

NEGLECTIBLE AND ADVERSE EFFECT ON DETERRENT GUNFIRE MAY BE GREAT.

DECLASSIFIED
JCS MEMO, 1-17-73
BY SAC, DATE DEC 6 1973

SECRET

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OPNAV-NCR-15 A 33052

	ACTION	22
		23
		24
	F-0	25
	F-01	26
	F-02	27
	F-05	28
	F-07	29
	F-1	30
	F-2	31
	F-20	32
	F-20	33
	F-3	34
	F-30	35
	F-30	36
	F-31	37
	F-31	38
	F-32	39
	F-32	40
	F-33	41
	F-33	42
	F-34	43
	F-4	44
	F-4	45
	FX101	46
	FX20	47
	FX27	48
	FX27	49
	FX40	50
	FX40	51
	IG-00	52
	VCNO	

NAVY DEPARTMENT

EXTENSION NUMBER		ADDRESSEES	PRECEDENCE
FROM		ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY			PRIORITY
DATE			ROUTINE
TOR CODEROOM			DEFERRED
DECODED BY			
PARAPHRASED BY		INFORMATION	PRIORITY
ROUTED BY			ROUTINE
			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

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Ø82Ø57A

NCR 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME OCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

PART IV

ROCKET PROPELLED A.P. BOMB

45. THESE ARE UNDIRECTED BOMBS.

46. ROCKET PROPELLED A.P. BOMB IS KNOWN AS P.C. 1800 RS AND IS OF 1800 KILOGRAMMES WITH BASE FUSE.

USE OF ROCKET AS PROPELLANT GIVES THIS BOMB HIGHER PENETRATION THAN AN ORDINARY BOMB DROPPED FROM SAME

HEIGHTS. BOMB WAS DESIGNED FOR USE AGAINST CAPITAL SHIPS AND HAS BEEN USED AT INTERVALS IN MEDITERRANEAN

IN ATTACKS ON MALTA IN 1942. VIDE C.A.F.O. 52/43 PARAS. 8 AND 27.

47. GERMANS ALSO HAVE A THOUSAND KILOGRAMME UNDIRECTED ROCKET BOMB AND POSSIBLY A 500 KILOGRAMME TYPE.

PART V

LARGE TOWED GLIDER

48. IT HAS BEEN REPORTED THAT GERMANS HAVE A LARGE JET PROPELLED CONTROLLED GLIDER RELEASED FROM TOWING

SECRET

ACTION	
F-0	23
F-01	24
F-02	25
F-03	26
F-04	27
F-05	28
F-06	29
F-07	30
F-08	31
F-09	32
F-10	33
F-11	34
F-12	35
F-13	36
F-14	37
F-15	38
F-16	39
F-17	40
F-18	41
F-19	42
F-20	43
F-21	44
F-22	45
F-23	46
F-24	47
F-25	48
F-26	49
F-27	50
F-28	51
F-29	52
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F-31	54
F-32	55
F-33	56
F-34	57
F-35	58
F-36	59
F-37	60
F-38	61
F-39	62
F-40	63
F-41	64
F-42	65
F-43	66
F-44	67
F-45	68
F-46	69
F-47	70
F-48	71
F-49	72
F-50	73
F-51	74
F-52	75
F-53	76
F-54	77
F-55	78
F-56	79
F-57	80
F-58	81
F-59	82
F-60	83
F-61	84
F-62	85
F-63	86
F-64	87
F-65	88
F-66	89
F-67	90
F-68	91
F-69	92
F-70	93
F-71	94
F-72	95
F-73	96
F-74	97
F-75	98
F-76	99
F-77	100
F-78	101
F-79	102
F-80	103
F-81	104
F-82	105
F-83	106
F-84	107
F-85	108
F-86	109
F-87	110
F-88	111
F-89	112
F-90	113
F-91	114
F-92	115
F-93	116
F-94	117
F-95	118
F-96	119
F-97	120
F-98	121
F-99	122
F-100	123

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OPNAV-NCR-12 A 33052

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JCS MEMO, 1-17-73
BY SP DATE DEC 8 1973

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
	ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY _____	FOR ACTION	PRIORITY
DATE _____		ROUTINE
FOR CODEROOM _____		DEFERRED
DECODED BY _____		PRIORITY
PARAPHRASED BY _____	INFORMATION	ROUTINE
ROUTED BY _____		DEFERRED

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PAGE 12

Ø82Ø57

NCR 18333

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE REARRANGING TEXT

AIRCRAFT CARRYING UP TO 15 TONS OF H.E. PROBABLY LIQUID H.E. FILLING. THE WING OF THIS GLIDER MAY FALL OFF ON RELEASE FROM TOWING AIRCRAFT.

MY Ø82217 (BASEGRAM) IN P/L IS A.I.G.
1 753 A.

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FL37	
FL40	
IC-00	
YCHO	

COMINCH...COG

FX37...16...BUORD... OPØ3...OPØ5G...12...

2ØE...2ØS...2ØPIA...ØNRD...

FILE

DECLASSIFIED
JCS MEMO. 1-17-73
BY SA DATE DEC 6 1973

SECRET

Board of Inquiry Findings in re Radio Controlled bombing at SALERNO:

1. FX bomb only used.
2. Weight 1400 kgs. Diameter 19.8 in. Delayed action fuse.
3. From 20,000 feet capable of piercing 8-12 inch armor.
4. No rocket and does not glide, but is radio controlled.
5. Bomb follows trajectory and corrects aim by vapor trail provided for this purpose.
6. Bomb dropped on normal run. 15 degree deflection in trajectory or laterally may be obtained.
7. It is thought radio receiver is destroyed on impact by a separate fuse and detonator. No parts of radio found in fragments. ~~Windup~~ Solenoid coils remains indicated they may be used as possible control mechanism.
8. All cases reported of radio controlled bombing considered and all recovered fragments examined by board.

From Maj Elbert

DECLASSIFIED

E. O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, 18 May 1973

By SLR

Date DEC 5 1973

~~SECRET~~

SECRET
WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING MESSAGE

JDJD A 35
filed 7/1342A
dm

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

CCWD
7 Oct
1512 Z

INCOMING MESSAGE

From: Algiers
To: War

No. W-1927/4284 6 October, 1943

AGWAR for Joint Chiefs of Staff Troopers for British
Chiefs of Staff from AFHQ signed Eisenhower cite
FHGCT W1927/4284 6 Oct nil.

All studies in this Theatre of countermeasures
against glider bombs will be coordinated by this Hq
through the Joint Intelligence Committee. Request that
all information concerning this subject be forwarded
here. All personnel coming to this Theatre for study
of this subject should report to this Hq.

Mc Sig

ACTION: GEN KEANE (JCS)

INFORMATION: OPD
G-2
CG AAF

DECLASSIFIED
JCS LETTER 10002
BY *QC* DATE DEC 5 1973

CM-IN-4248 (7 Oct 43) 1844Z vc

SECRET

COPY No. 29

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

610

PARAPHRASE

From Maj. Felt

From USFOR London
To AGWAR

No. W-5526 8 October 1943

For WDGBI for Strong cite ETGBI signed Bevers.

The report emanating from Berne, Stockholm and many other sources is similar to the Ankara report with exception to stratospheric bombers (rePM R 4019 dated Oct 070500Z,) (Gigantic rocket projectile with great range and high destructive capacity referred to in majority. Your message mentions some of the same manufacturing localities. The July to October prospective at Ackmates varied.

For more than one reason, it is believed that although Germans are experimenting with rocket projectiles of increased range and that the manufacture and trials are being called on at known points, the best opinion is somewhat skeptical regarding potentialities and state of readiness. New weapons are always provided with excellent German security and this one would be outstanding exception. Leaks seem to be intentional because of the continual reports, variety of sources from which they emanate as well as the wide range capabilities of the new weapon. It probably is being done to bolster the home morale and to create more favorable atmosphere in case of peace negotiations. A special British committee has studied the entire matter for some time.

Last April British captured German PW who stated that regarding stratospheric bombers the Germans were experimenting the turbo propelled plane operated by crew. It would carry large bomb load at of at least, 60,000 ft. altitudes. Experimental attacks would be made at Sunderland, Oda, Hull and Chelmsford. Attacks later made on predicted localities from approx 30,000 ft. make British inclined to believe this matter. Information given by Pw was also confirmed shortly thereafter, regarding tanks. The inactivity of the Luftwaffe may be due to necessity of conserving existing force or it may indicate a change over to a new type of aerial warfare. Doctor Crow at Ministry Supply is fully informed of your message.

- D. USES SOME FORM OF ROCKET PROPULSION.
- E. ALTITUDE OF RELEASE IS 15,000 TO 25,000 FEET.
- F. CM-IN-5221 (9Oct 43) 0630Z mcs WITH DELAYED FUSE.
- G. DIAMETER APPROXIMATELY 15 INCHES.
- H. RELEASED IN LEVEL FLIGHT AND DIVERGED AHEAD OF AIRCRAFT IN SHALLOW DIVE UNTIL TARGET WAS IN

PAGE 1 OF 2.

DECLASSIFIED

E. O. 11652, Sec. 3(E) and 5(D) or (F)
OSD letter, May, 3, 1972

By SLR Date DEC 6 1973

070 Rocket

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE	
FROM COMNAVEU (INDEF, CALL)		ASTERISK (*) MAILGRAM ADDRESSEES		
RELEASED BY		FOR ACTION	PRIORITY	
DATE 18 SEPT 1943			ROUTINE	
TOR CODEROOM 0030			DEFERRED	
DECODED BY SCHNONSEES		FOR INFORMATION	PRIORITY	
PARAPHRASED BY SCHNEIDER			COMINCH	ROUTINE
ROUTED BY			DECLASSIFIED	DEFERRED
			E. O. 11652, Sec. 3(E) and 5(D) or (B) OSD letter, May, 3, 1972 By SLP Date DEC 6 1973	

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

171636

NCR 6517

ORIGINATOR-FILL IN DATE AND TIME	DATE	TIME	GCT
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

COMNAVEU SENDS TO COMINCH.

PRELIMINARY REPORT OF GLIDER BOMB ATTACKS IN MEDITERRANEAN AGAINST CRUISER HMS UGANDA GIVES FOLLOWING INFORMATION:

- A. BOMB HAS WINGS AND IS CAPABLE OF TURNING IN MID-AIR.
 - B. USES SOME FORM OF ROCKET PROPULSION.
 - C. ALTITUDE OF RELEASE 15,000 TO 25,000 FEET.
 - D. BOMB IS ARMOR PIERCING WITH DELAYED FUZE.
 - E. DIAMETER APPROXIMATELY 19 INCHES.
 - F. RELEASED IN LEVEL FLIGHT AND MOVES AHEAD OF AIRCRAFT IN SHALLOW DIVE UNTIL OVER TARGET WHEN IT
- PAGE 1 OF 2.

SECRET

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OPNAV-NCR-15

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
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F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

171636

610

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	FOR ACTION	ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
RELEASED BY _____			ROUTINE
DATE _____			DEFERRED
TOR CODEROOM _____			
DECODED BY _____	INFORMATION		PRIORITY
PARAPHRASED BY _____			ROUTINE
ROUTED BY _____			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

171636

NCR 6517

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

DIVES DOWNWARD VERTICALLY.

G. PENETRATED 7 DECKS OF UGANDA AND EXPLODED OUTSIDE BOTTOM OF SHIP.

H. HAS ONLY BEEN USED IN DAYLIGHT AND AGAINST TARGET SEPARATED BY AT LEAST 300 YARDS FROM OTHER SHIPS.

I. CALL SIGN SEGELBLINVER HEARD ON 41.6 MEGACYCLES DURING 1 ATTACK.

J. NOISE LIKE RUSHING SOUND HEARD FOR 3/4 MINUTE ON EARPHONES OF 279 RADAR.

WRITTEN REPORT ENROUTE TO ADMIRALTY. WILL FORWARD INFORMATION WHEN AVAILABLE. REQUEST INFORMATION FROM REPORTS

U.S. SHIPS ATTACKED.

UNCLASSIFIED

E. O. 11652, Sec. 3(E) and 6(D) or (B)

OSD letter, May, 4, 1972

By SLR Date DEC 8 1973

~~SECRET~~

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 15-50812-6

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

NAVAL MESSAGE

NAVY DEPARTMENT

DRFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>COMCRUDIV 8 (RDO CASA BLANCA)</u>		ASTERISK (*) MAILGRAM ADDRESSEES	OP OP
RELEASED BY _____		NAVAL COMDR WEST TASK FORCE CINCMED COMINCH	PRIORITY
DATE <u>17 SEPT 1943</u>	FOR ACTION		ROUTINE
TOR CODEROOM <u>1126</u>			DEFERRED
DECODED BY <u>SAPP</u>		RECLASSIFIED	PRIORITY
PARAPHRASED BY <u>SCHNEIDER</u>	INFORMATION	E. O. 11652, Sec. 3(E) and 5(D) or (E) OSD letter, May, 3, 1972	ROUTINE
ROUTED BY _____		By SLR Date <u>DEC 6 1973</u>	DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

170705

NCR 6176

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

RADAR RECOGNITION SIGNAL

ON 2 OCCASIONS THE PHILADELPHIA HAS NOTED PLANES SHOWING MARK 2 IFF THAT HAVE COMMITTED ACTS INDICATING HOSTILE CHARACTER. AT ABOUT 2100 15TH A RADAR SIGNAL JUDGED TO BE 2 PLANES SHOWING MARK 2 IFF WAS PICKED UP BEARING 190 DISTANCE 20 MILES THE SHIPS POSITION AT THE TIME BEING 40-25 N 14-15 E IN SALERNO BAY. THE PLANES WHICH WERE TRACKED WHILE CLOSING WERE HEARD 9 MINUTES LATER PASSING DIRECTLY OVER SHIP. A STICK OF 6 BOMBS FELL 1,000 YARDS ON PORT BEAM A FEW SECONDS THEREAFTER. INCIDENT 2. AT 2300 16TH 1 PLANE SHOWING MARK 2 IFF WAS OBSERVED BY RADAR SETTING? BITING ON BEARING 270 DISTANCE 8 MILES. IT THEN MADE A BOMBING RUN DROPPING 1 BOMB ABOUT 600 YARDS SHORT

PAGE 1 OF 2.

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	<input checked="" type="checkbox"/>
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

~~SECRET~~

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OPNAV-NCR-15 A 33052

170705

610

MESSAGE

NAVY DEPARTMENT

EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
	ASTERISK (*) MAILGRAM ADDRESSEES	
FROM _____	FOR ACTION	PRIORITY
RELEASED BY _____		ROUTINE
DATE _____		DEFERRED
FOR CODEROOM _____	INFORMATION	
DECODED BY _____		PRIORITY
PARAPHRASED BY _____		ROUTINE
ROUTED BY _____		DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 2 OF 2

170705

NCR 6176

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

OF THIS VESSEL. POSITION WAS LAT 40-38 LONG 14-51 E.
 THIS BOMB RUN INITIATED AN ATTACK BY APPROXIMATELY 12
 PLANES DURING WHICH PERIOD THE SHIP WAS ILLUMINATED BY
 DROPPED FLARES. NO OTHER PLANES MAKING SUBSEQUENT B
 ATTACKS SHOWED IFF OF ANY KIND

ACTION

F-0		23
F-01		24
F-02		25
F-05		26
F-07		27
F-1		28
F-2		29
F-20		30
F-3		31
F-30		32
F-31		33
F-32		34
F-33		35
F-34		36
F-4		37
FX01		38
FX50		39
FX37		40
FX40		41
IG-00		42
VCNO		43
		44
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		52

DECLASSIFIED

E. O. 11652, Sec. 2(D) and 6(D) or (E)

OSD letter, May, 1, 1973

By SLR

Date

DEC 6 1973

SECRET

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-16 A 33052

170345 161830

NAVAL MESSAGE

NAVY DEPART

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>USS PHILADELPHIA (INDEF- CALL)</u>		ASTERISK (*) MAILGRAM ADDRESSEES	OP OP OP
RELEASED BY		FOR ACTION CINCMED	PRIORITY
DATE <u>17 SEPTEMBER 1943</u>			ROUTINE
TOR CODEROOM <u>2117</u>			DEFERRED
DECODED BY <u>RINDS</u>			
PARAPHRASED BY <u>SCHNEIDER</u>		FOR INFORMATION	OP OP OP
ROUTED BY		NAV CMDR WESTERN TASK FORCE COMCMB COMCRUDIV 8	PRIORITY
			ROUTINE
			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

151815

NCR 6441

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

ORIGINATOR PHILADELPHIA COMCRUDIV 8 HAS BY HAND.

PHILADELPHIA ATTACKED THIS DATE SALERNO BAY
 BY 2 HIGH ALTITUDE BOMBERS BELIEVED TO BE HE-211
 TYPE TOWING GLIDERS. 2 GLIDER TYPE BOMBS AND 2
 STANDARD TYPE BOMBS DROPPED, 1 GLIDER TYPE 25
 FEET ABREAST FRAME 7ø PORT. NUMEROUS FRAGMENTS
 RECOVERED WILL BE FORWARDED TO CINCMED.

ACTION	
F-0	
F-01	
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F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

DECLASSIFIED

E. O. 11652, Sec. 3(D) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR Date DEC 6 1973

~~SECRET~~

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE: 16-50818-6

151215

610

NAVAL MESSAGE

NAVY DEPART

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>FHORD ALGIERS</u>		ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY		FOR ACTION	PRIORITY
DATE <u>12 SEPT 43</u>			DEFERRED
TOR COODROOM <u>Ø936/12</u>			
DECODED BY			PRIORITY
PARAPHRASED BY <u>TAYLOR</u>		FOR INFORMATION	DEFERRED
ROUTED BY <u>REGAN</u>			
		OPD	
		G-2	
		CG	
		AAF	
		NAVY	
		DECLASSIFIED	
		E. O. 11652, Sec. 2(D) and 3(D) of (b)	
		OSD letter, May, 1, 1972	
		DATE	
		12 SEPT 43	
		CW-IN-93Ø1	
		NCR 13218	
ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED BY DEFERRED PRECEDENCE

22

ACTION

(ACTION AGWAR FOR APG INFORMATION COMMANDING OFFICER 235 BOMB DISPOSAL COMPANY 236 BOMB DISPOSAL COMPANY NAVY BOMB DISPOSAL SCHOOL WASHINGTON DC FROM FHGDS SIGNED EISENHOWER CITE FHORD)

NAVY REPORTS 2 SERIES OF ATTACKS AGAINST SHIP TARGETS BY GERMAN GLIDER BOMBS KNOWN AS HS 293. EIGHT FOOT WINGSPREAD HAS UNDERSLUNG ROCKET OR JET PROPULSION CYLINDER AND INCORPORATES BOMB ABOUT 25Ø KG WITH SPEEDS IN EXCESS OF 4ØØ MILES PER HOUR DUE TO METHOD OF ATTACK IS BELIEVED TO BE RADIO CONTROLLED BUT DOES NOT HOME ON TARGET. BOMBS APPARENTLY FITTED WITH SHORT DELAY FUZES FUNCTION ON IMPACT WITH TARGET OR SEA.

BOMB DISPOSAL SCHOOL....COG

COMINCH....BUORD...3Ø...OP-Ø3...BUAER...FILE

NAVAIDE....

~~SECRET~~

F-0	
F-01	
F-02	
F-05	
F-07	
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F-20	
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F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCMQ	

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OPNAV-NCR-18

U. S. GOVERNMENT PRINTING OFFICE 11-22818-6

610

NAVAL MESSAGE

SANITIZED DOCUMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>ALUSNA RIO DE JANEIRO</u>		ASTERISK (*) MAILGRAM ADDRESSEES	
RELEASED BY _____	FOR ACTION	VICE CND COMINCH	PRIORITY
DATE <u>10 SEPT 43</u>			ROUTED RRRR
TOR CODEROOM <u>0216/10</u>			DEFERRED
DECODED BY <u>KRANING</u>	INFORMATION	NCB TRINIDAD COMFOURTHFLT	PRIORITY
PARAPHRASED BY <u>WARREN</u>			ROUTED RRRR
ROUTED BY <u>ROONEY</u>			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

091622

NCR 1949

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

REF COMINCH SECRET 022049-15 AND NOB TRINIDAD SECRET 011404. SUBJECT [REDACTED] INTERVIEWED

AT LENGTH RE REPORTED NEW SECRET GERMAN WEAPON. DESCRIBED APPARATUS AS GLIDER BOMB SEEN ONLY BRIEFLY

EVALUATION UNKNOWN. ESTIMATES BASED LARGELY ON FELLOW WORKERS CONVERSATION. METAL MONOPLANE WING

10 METERS LONG 2 1/2 METERS WIDE FUSELAGE 7 METERS LONG WEIGHT ASSEMBLED WITH INSTRUMENT AND BOMB

ABOUT 4000 TO 5000 KILOGRAMS. RADIO GYROSCOPE CONTROL EFFECTIVE 20 TO 200 KILOMETERS. DID NOT KNOW

FURTHER DETAILS RE BOMB METHOD OF CONTROL PAST USE OR DEGREE ACCURACY. TOWED BY STUKA J UNIT 88. MADE

AT OPEL AUTOMOBILE FACTORY IN RUSSELSHEIM ON MAIB RIVER 20 TO 25 MILES WEST FRANKFORT. SKETCH OF

GLIDER AND FACTORY SITE FOLLOW WITH REPORT BY COURIER MAIL.

CLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (E)

UND 760111
By SLR Date APR 23 1976

16...COMINCH...ACT

CNO...NAVAIDE...FILE.

SECRET

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 16-52818-6

091622

610

SANITIZED DOCUMENT

ACTION	
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F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCHO	

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM COMINCH		ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
RELEASED BY EDWARDS		US FLEET	ROUTINE
DATE 3 SEPT 1943			DEFERRED
TOR CODEROOM 2200		DECLASSIFIED	
DECODED BY		E. O. 11652, Sec. 8(E) and 6(D) or (E)	
PARAPHRASED BY OBERHOLTZER		OSD letter, May, 3, 1973	PRIORITY
ROUTED BY MILIUS		By SLR Date DEC 8 1973	DEFERRED
			DDDDD

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

022049/15

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

ACTION

INFORMATION RECEIVED FROM ADMTY INDICATES POSSIBLE USE BY GERMAN D0217 OF ROCKET GLIDER BOMB WHICH MAY BE CONTROLLED BY AIRCRAFT. RELEASE POINT BELIEVED 3 TO 5 MILES. IF CONTROLLED BY RADIO ADMTY SUGGESTS FREQUENCY 17 TO 20 MEGACYCLES. REPORT ANY SUSPICIOUS SIGNALS HEARD THIS OR OTHER BAND IF SIMILAR ATTACKS EXPERIENCED US VESSELS. ALSO ALL DETAILS CONCERNING POINT OF RELEASE TRAJECTORY SIZE OF MISSILE ETC. IF SUCH ATTACKS DEVELOP RECOMMEND CONCENTRATE MAIN AA FIRE ON CONTROL PLANES AND SHORT RANGE ON GLIDER. EVASION ACTION AND COUNTERMEASURES THIS TYPE MISSILE DEPENDENT ON KIND OF CONTROL THUS ALL AVAILABLE INFORMATION NECESSARY AS SOON AS SUCH ATTACKS CARRIED OUT, ONLY 5 PERCENT HITS REPORTED TO DATE.

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F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

COMINCH...ORIG
 BUORD...BUSHIPS...BUAER...23...20E...209...
 20S4...20P4...50D...CNO...FILE

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OPNAV-NCR-16

U. S. GOVERNMENT PRINTING OFFICE 16-28819-4

153
820

022049, 610

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE	1
FROM COMNAVEU		ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY	2
RELEASED BY		COMINCH	ROUTINE	3
DATE 1 SEPTEMBER 1943			DEFERRED	4
TOR CODEROOM 1356/1324				5
DECODED BY DIEBEL/DIEBEL		RECLASSIFIED E. O. 11652, Sec. 3(E) and 5(D) or (E) OSD letter, May, 3, 1972 By SLR Date DEC 6 1973	PRIORITY	6
PARAPHRASED BY			ROUTINE	7
ROUTED BY			DEFERRED	8
				9

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

311459

NCR 6033

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT	17
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

ACTION

F-0		23
F-01		24
F-02		25
F-05		26
F-07		27
F-1		28
F-2		29
F-20		30
F-3		31
F-30		32
F-31		33
F-32		34
F-33		35
F-34		36
F-4		37
FX01		38
FX30		39
FX37		40
FX40		41
IG-00		42
VCNO		43
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COMNAVEU SENDS TO COMINCH.

MY LETTER SERIAL 00683 DATED 31 AUGUST TO COMINCH. SUBJECT PRELIMINARY REPORT OF THE AIR ATTACK ON 5TH AND 40TH ESCORT GROUPS BY GLIDER BOMBS ON 25 AUGUST. CONTAINS DESCRIPTION OF TACTICS USED IN THE SERIES OF ATTACKS ON 25 AUGUST. PRISONER OF WAR INFORMATION ON SIMILAR OR POSSIBLY SAME WEAPON. PRELIMINARY ESTIMATE OF WEAPON CHARACTERISTICS. DORNIER 217'S APPARENTLY CARRIED WEAPONS. JUNKERS 88'S OR MESSERBCHMITT 110'S ESCORTED DORNIERS. CHIEF PRELIMINARY CONCLUSIONS ON WEAPON ARE:

A. PROBABLY IS SIMILAR TO OR SAME AS HS293

~~SECRET~~

PAGE 1 OF 2 PAGES

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311459

610

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM _____	FOR ACTION	ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY 4
RELEASED BY _____			ROUTINE 6
DATE _____			DEFERRED 7
TOR CODEROOM _____	INFORMATION		PRIORITY 11
DECODED BY _____			ROUTINE 13
PARAPHRASED BY _____			DEFERRED 15
ROUTED BY _____			

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

311459

NCR 6033

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

ACTION

F-0		23
F-01		24
F-02		25
F-05		26
F-07		27
F-1		28
F-2		29
F-20		30
F-3		31
F-30		32
F-31		33
F-32		34
F-33		35
F-34		36
F-4		37
FX01		38
FX30		39
FX37		40
FX40		41
IG-00		42
VCNO		43
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		52

PREVIOUSLY REPORTED BY PRISONERS OF WAR.

B. TOTAL WEIGHT PROBABLY 500 KILOGRAMS.

C. SPEED ESTIMATED 300 TO 400 KNOTS.

D. CONSIDERED ROCKET PROPELLED BECAUSE OF ABRUPT PETERING OUT AT MAXIMUM RANGE.

E. ABOUT 8 FEET LONG BY 6 FOOT WING SPREAD.

F. RADIO CONTROLLED PROBABLY ON 16 TO 20 METER WAVE LENGTH.

THIS INFORMATION MORE RECENT THAN MYDIS 301733 AND 271706.

DECLASSIFIED

E. O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 3, 1972

By SLR Date DEC 6 1973

PAGE 2 OF 2 PAGES

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 16-20318-6

NAVAL MESSAGE

NAVY DEPARTMENT

DRYTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE	1
FROM <u>COMNAVEU (NYHU)</u>		ASTERISK (*) MAILGRAM ADDRESSEES		2
RELEASED BY		COMINCH	PRIORITY	4
DATE <u>1 SEPT 1943</u>	FOR ACTION		ROUTINE	5
TOR CODEROOM <u>312157/312142</u>			DEFERRED	6
DECODED BY <u>SCHNEIDER/SCHNEIDER</u>	INFORMATION	DECLASSIFIED	PRIORITY	11
PARAPHRASED BY		E. O. 11652, Sec. 5(D) and 5(D) or (E)	ROUTINE	12
ROUTED BY		OSD letter, May, 4, 1972	DEFERRED	13
		By SLR Date <u>DEC 6 1973</u>		14

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

301733

NCR 5691

ORIGINATOR FILL IN DATE AND TIME DATE TIME OCT 21

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

COMNAVEU SENDS COMINCH.

NO INDICATIONS OF USE NEW WEAPON AGAINST AIRCRAFT. COMINCH 281531. ACTUAL SIZE AND WEIGHT OF WEAPON UNKNOWN. REPORTED "ABOUT SIZE OF PARAVANE". VERY ROUGH ESTIMATE 500 KIDOGRAMS. SPEED UNKNOWN. ADDITIONAL TO COMNAVEU 271706 ATTACK OCCURRED 1415 TO 1435 HOURS. NO HITS. 1 NEAR MISS ON SLOOP HMS BIDEFORD ON ANTISUBMARINE PATROL OFF CAPE ORTEGAL. SPLINTER DAMAGE TOPSIDE. REPORTED PART OF ATTACKING AIRCRAFT WERE DORNIER 217'S. SECOND ATTACK 27 AUGUST. 13 DORNIER 217'S ATTACKED ESCORT GROUP 30 MILES WEST VIGO 1252 HOURS. SLOOP HMS EGRET BLOWN UP. 36 SURVIVORS. FLEET DESTROYER HMCS ATHABASKAN HAS PAGE 1 OF 2.

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 16-58812-4

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
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F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

301733

610

MESSAGE

NAVY DEPARTMENT

FROM	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
RELEASED BY		ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
DATE			ROUTINE
TOR CODEROOM			DEFERRED
DECODED BY			PRIORITY
PARAPHRASED BY			ROUTINE
ROUTED BY			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

PAGE 2 OF 2

301733

NCR 5691

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

NUMBER 1 BOILER ROOM BAKER BAKES MAGAZINE AND PROVISION ROOM FLOODED AND 2 FUEL TANKS OPEN TO SEA. MAXIMUM SPEED CUT TO 15 KNOTS. TACTICS SIMILAR TO THOSE OF 25 AUGUST ATTACK. MEAGRE EVIDENCE INDICATES WEAPON ENTIRELY RADIO CONTROLLED. PROBABLY NOT PHOTO FUZING ELECTRIC. FUXMNG APPARENTLY CONTACT ON SEA OR SHIP. INTERROGATION OF SURVIVORS AWAITING ARRIVAL OF ATH-ABASKAN IN PORT. WILL SUPPLY MORE ADEQUATE INFORMATION AS AVAILABLE.

ACTION	
F-0	
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F-07	
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F-20	
F-3	
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F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

DECLASSIFIED

E. O. 11652, Sec. 2(E) and 5(D) or (G)

OSD Letter, May, 4, 1972

By SLR Date DEC 6 1973

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 10-52018-6

NAVAL MESSAGE

Hold to President

NAVY DEPARTMENT

DRAFTER		EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM	COMNAVEU		ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
RELEASED BY			COMINCH	ROUTINE
DATE	28 AUGUST 1943			XXXXXXXX DDDDDD
TOR CODEROOM	281008			
DECODED BY	TWINING		INFORMATION	PRIORITY
PARAPHRASED BY	WILLIAMS, F. M.			ROUTINE
ROUTED BY	VAN GROOS			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

271706

NCR 3616

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT
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ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

(COMNAVEU REPORTS TO COMINCH.)

JUNKER 88 BKED NEW WEAPON IN FORM OF ROCKET PROPELLED GLIDING REMOTE CONTROLLED PROJECTILE AGAINST SMALL NAVAL VESSELS 25 AUGUST. 1 WEAPON PER AIRCRAFT. AIRCRAFT FLYING DOWNWIND AT 1000 FEET RELEASED GLIDER BOMBS AT 3 TO 5 MILE RANGE. WEAPON TRAVELLED CROSS WIND GUIDED TOWARD TARGET BY ATTACKING AIRCRAFT. CONTROL POSSIBLY PHOTOELECTRIC AS RADIO TUBE AND POSSIBLE AMPLIFIER REMAINS AND LENS SLOT RECOVERED. EXPLOSIVE APPEARS NORMAL RESULTS NOT RELIABLY KNOWN BUT SEVERAL MILE OR MORE MISSES REPORTED.

COMINCH...ACT

FILE

REMARKS

E. O. 11652, Sec. 2(D) and 3(D) or (E)

OSD letter, May, 1, 1972

By SLR Date DEC 6, 1973

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
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F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

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OPNAV-NCR-16 U. S. GOVERNMENT PRINTING OFFICE 16-52212-4

271706 610

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM <u>COMINCH</u>		ASTERISK (*) MAILGRAM ADDRESSEES	PRIORITY
RELEASED BY <u>PURNELL</u>	FOR ACTION	COMNAVEU	ROUTINE
DATE <u>28 AUG 1943</u>			DEFERRED
TOR CODEROOM <u>1540/1800</u>			DEFERRED
DECODED BY <u>BECKMAN/STRICKLAND</u>	INFORMATION		PRIORITY
PARAPHRASED BY			ROUTINE
ROUTED BY			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE

281531

NCR 14346-C

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

YOUR 271706 DESIRE EARLIEST INFORMATION APPROXIMATE AND ACTUAL SIZE WEIGHT AND SPEED NAZI WEAPON ALSO ANY INDICATION USE AGAINST AIRCRAFT.

ACTION

F-0	
F-01	
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F-05	
F-07	
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F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

DECLASSIFIED

E. O. 11652, Sec. 2(E) and 5(D) or (R)

OBD letter, May, 3, 1972

By SLR Date DEC 6 1973

~~SECRET~~

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OPNAV-NCR-15

U. S. GOVERNMENT PRINTING OFFICE 16-52818-9

281531

610

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM ALUSNA LONDON	FOR ACTION	VICE OPNAV	PRIORITY RRRRRRRR
RELEASED BY			ROUTINE
DATE 2 MARCH 43	INFORMATION		DEFERRED
TOX CODEROOM 2248			PRIORITY
DECODED BY IRWIN			ROUTINE
PARAPHRASED BY MONROE			DEFERRED

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

ROONEY

021627

NCR 2885

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME	DATE	TIME	GCT

TEXT

ACTION

(FROM CALLAN)

F-00
F-01
F-015
F-0015
F-05
F-07
F-1
F-11
F-2
F-3
F-30
F-31
F-32
F-33
F-34
F-35
F-37
IG-00
VCNO

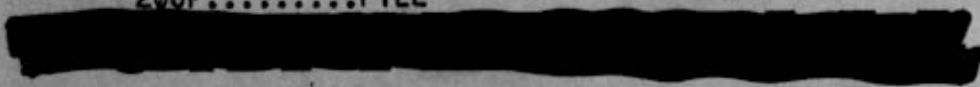
BØ SOURCE POLISH QUOTE KRUTF PRODUCING PARTS FOR
 ROCKET GUNS WHICH IF FIRED WITH PRECISION HAVE
 ESTIMATED RANGE 75 MILES. SOURCE REPORTS GUNS
 ARE BEING EMPLACED CHANNEL COAST AND ANTICIPATES
 FIRING WILL COMMENCE ABOUT MIDDLE THIS MONTH.
 MYDIS 051653 JAN

DECLASSIFIED
 OSD Letter, 5-8-78
 MAY 15 1974

16.....ACT

10/11.....COMINCH.....20G.....BUORD.....NAVAIDE.....

200P.....FILE



37141

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

U. S. GOVERNMENT PRINTING OFFICE 16-22618-2

021627

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~~SECRET~~

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

March 2, 1943

From Alusna London (N) (SEC)

No A-4714 TG

A Polish source reports that KRUFT is producing parts for rocket guns having an approximated range of 75 miles if fired with precision. It is further reported that these guns are being placed on the channel coast and it is anticipated they will begin firing about the middle of March. According to a prior Polish report, the Germans had completed long range rocket type guns capable of firing huge projectiles and that according to unconfirmed information these guns are to be used for shelling ENGLAND, concrete emplacements having been constructed at GRIS NEE.

F-4 Evaluation: Of the existence of such guns there is little doubt. The existence of German rocket projectiles is known. However, a range of 75 miles is doubtful although not impossible. German periodicals for a long time have been publishing pictures of guns on the channel coast alleged to be aimed at ENGLAND. GRIS NEE in the PAS de CALAIS is an likely a situation as any.

Action: G-2 *EA*

Information: OPD
CO AAF
LOG

CM-IN-1550 (4 Mar 43) 0124Z

<u>G-2 Distribution</u>	
AS	STRONG
RS	EROSER
BRATTON	NA
CIT	FL
QIB	CIG
SW	EBB
AIR	FIN
NA	TRNG
FE	POW
W-A	PERS
AIC	CC
PUBL	SC
COLL	ONI
FWB	SW

~~SECRET~~

E. O. 11652, Sec. 5(E) and 6(D) or (E)
OSD Inter, May, 1, 1972

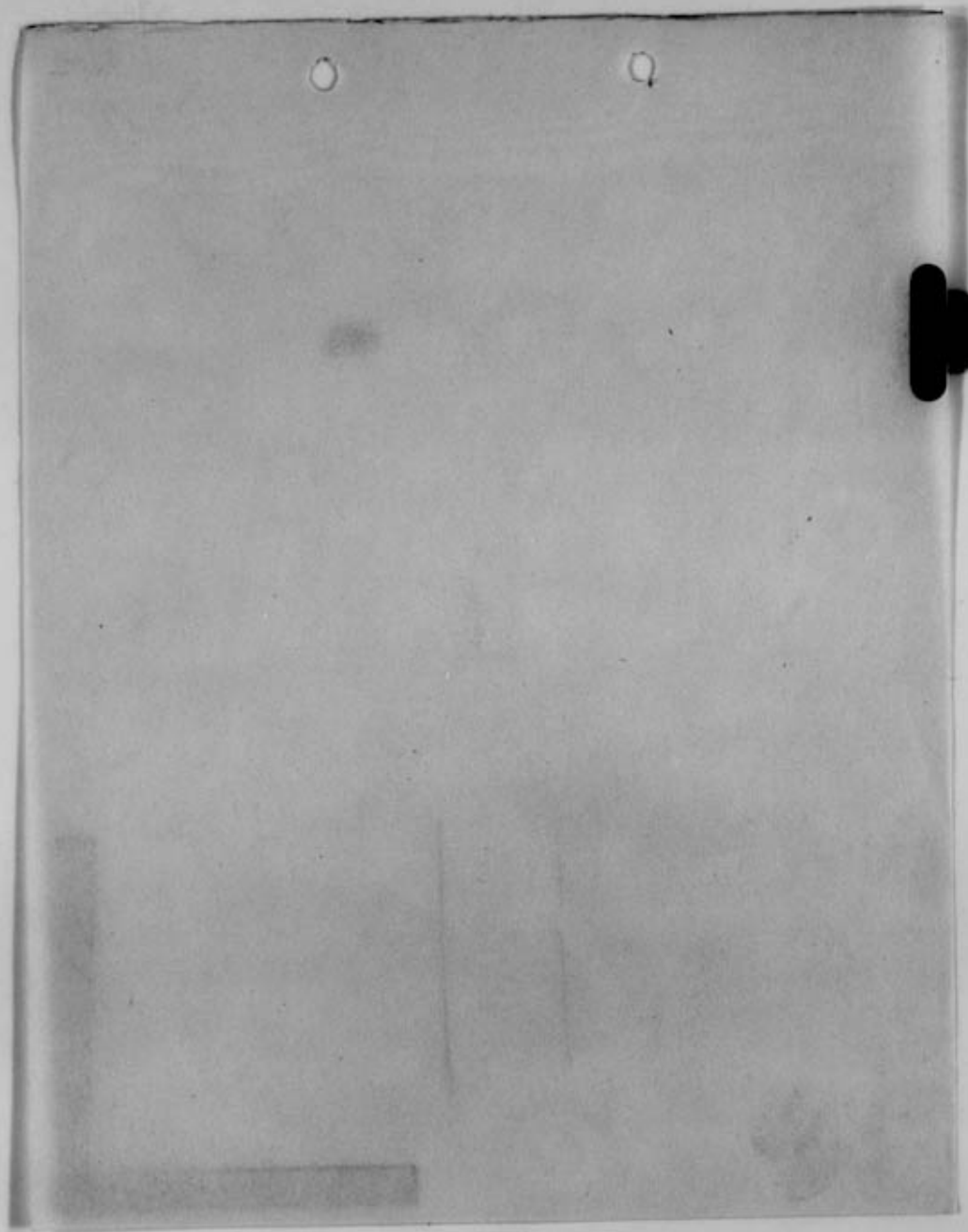
By SLR Date DEC 6 1973

M. I. B. JOURNAL NO 27 MARCH 1943

COPY No. 24

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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THE WHITE HOUSE
WASHINGTON

MESSAGES ON ROCKET BOMBING OF LONDON:

EARLE TO HOPKINS:

231414	NCR 9951	September
281600	NCR 3804	
301641	NCR	
301810	NCR	

022310	NCR 6014	October
081210	NCR 7072	
151320	NCR 2274	
161811	NCR 3434	

Maj Elbert
7 Oct

~~CONFIDENTIAL~~

AFINF-To
4 Oct 1943
WODES/wm/5867

WATTEN MISSION - DIGEST OF VIII Bomber Command Reports

On 27 August 1943, three task forces of one Combat Wing each of First Air Division and another task force of three Combat Wings of the Fourth Air Division dropped 368 x 2000 lb. G.P. bombs on an Aeronautical Facilities Station at Watten in Occupied France. (50° 50'N, 8° 13'E, 2/3 of distance between Gravelines and St. Omer.)

Fighter escort of Spitfires and P-47's was provided. Four B-17's were lost, out of 224 dispatched and 187 actually attacking.

The attack was carried out in four waves with two Combat Wings bombing by groups and two Combat Wings bombing by individual squadrons.

Two concentrated groups of bombs fell directly on the target and blanketed it. Direct hits were made on temporary buildings used for construction activity to the north and south of the main installations; also on a light railway loop to the east of the principle installation. At the target, visibility was 8 to 12 miles, with 4/10 cumulus cloud, base 3000 feet, tops 7000 feet, and isolated patches of altostratus at 10,000 feet.

The 4th Wing had practically no fighter opposition, as excellent fighter cover kept enemy a/c away from the bombers. First Wing formations saw up to 40 a/c, mostly FW-190's. Attacks occurred from Hesdin to Gravelines between 1830 and 1900 hours.

A provisional statement of damage is given as follows (Immediate Interpretation Report No. K, 1686, 31 August 1943; photographs taken by 342 Squadron on 30 August 1943):

The site and the buildings in course of construction within the excavations have been heavily hit, particularly on the N. side. The general mass of construction on that side appears to have been destroyed for nearly half the depth it was seen to be on 19 August 1943; and it is possible that several bombs have penetrated nearly to the foundations. The deep excavation at the W. end has suffered a considerable collapse of the S.W. wall from a direct hit.

Apart from this, several smaller buildings on the top of the N. escarpment have been totally destroyed and a building on the S. side, through which a railway track appears to run, is badly damaged. The various railway tracks running through and round the site are out in many places.

A concentration of craters can be seen to the S. of the site and also one to the N.

(Photographs will follow as soon as reproductions are obtainable.)

DECLASSIFIED
EO 11652, Sec. 3(e) and 5(D) or (F)

OSD letter, May 3, 1972
BY *SCD* NARS Date *3/23/75*

(AFINF-IT
4 October 1943)

~~CONFIDENTIAL~~

SECRET

ROCKET BOMB
Extracts from Recent Reports

FRAGMENTS OF WAR INFORMATION

One P/W makes the following statement: "They were fiddling about with a new rocket bomb at home (near Swineshead?). It will weigh over 40 tons, and the rocket propellant will weigh another 15 tons. The bomb is to be located underground and brought up to a huge channel in which it is set and then fired just like a rocket. Two of these, and the whole of London will be wiped out. My goodness, if they only knew just how far Germany really has progressed in that direction! That is our counter-blow to the four-engined bomber.... I don't know myself quite how far we have got."

Invasion of England: An officer P/W expects an invasion of England in September 1943. The P/W expect great results from the "rockets" in this invasion attempt. They are said to contain 2,000 kilograms of explosives and have been experimented on in the Baltic in areas barred to shipping. There is said to be an experimental station Northeast of Berlin from which they fire to get the range.

P/W also said that an 80 ton rocket bomb was in process of test at Peenemünde and in the neighborhood of Elm. These bombs were meant to bombard London and reduce it to ashes.

The Heinkel turbine driven aeroplane is also reported to be undergoing tests at Peenemünde.

P/W gave the impression that most of the German research in aeronautics and ballistics was concentrated there.

STATUS OF STRATEGIC SERVICES

O.S.S. Evaluation of Information: E-2

Five, twelve and fifty hundred horse power turbines are in production for use in rocket projectiles. The first size is said to be in the course of construction on a rather extensive scale, at a factory in Frankenthal, Pfalz, having a name something like Schaefflin and Becker (though the names may be in reverse order); the next size on a more modest scale and the larger size only experimentally.

DECLASSIFIED

E.O. 11652, (b) (7)(D) and (7)(E)
OSD letter, May 4, 1978; CIA Mr. 5-14-75
By **SLR** Date **MAY 30 1975**

The data about the Frankenthal plant is correct but he adds that the Becker and Schencklin organization has another factory at Schwanfurt and that parts for rockets are in production in both of them. The bombing of the latter place not long ago left this rocket parts factory undamaged but did wreck all but eighty per cent of a roller bearing factory there.

The chemical filler of these rockets is said to be in process in plants near Passau, at Alt-Oettingen, near Gottenburg, at Briesen, and by the I. G. Farben at Ludwigshafen. The outside casing of the rocket is said to be made at Kuelheim by the German Geheimwerke while other parts of the assembly are turned out at Gollner Kautschuk by the Hermanns. The latter output since has been distributed among various less important Austrian factories. The output of these rockets is not yet large enough to make it possible to use them extensively, but there is a rumor that they are to be shot at Britain during the second month of 1944. The confidential file reference for this scheme is "Program A-7." The phrase of the plan that comes within the field of chemistry are under the supervision of a director of the I. G. Farben, Dr. Otto Ambros of Ludwigshafen, who discussed the matter with the Fuehrer not long ago.

The second secret weapon is a gun with a barrel having a caliber of sixty centimeters and forty-three meters long. This part of the cannon is made by the Beckmar Verein, at Bochum, which plant is simple to spot from a plane because it has a red brick or terra cotta tower which is about 150 feet high. It has been suggested also that long range cannon are being produced at the German Geheimwerke which suffered damage to the extent of about one fifth.

0.5.5. Evaluation of Information "Remaining from Good Sources."

80% of the whole rocket production was concentrated in Peenemunde. A large explosive dump was destroyed during the air raid. The production was made impossible or has decreased for indefinite period. The German informed circles in conversations showed a surprise how it was possible to find such important and carefully camouflaged plants.

From an absolutely reliable source come the following particulars about the German rocket projectiles:

The rocket body is 6 meters long, 60 cm in diameter, the explosive is situated in the front. The rocket is controlled by means of long-distance radio. Under the body there is situated a cylinder 2 meters long, 45 cm in diameter, open in the rear, as well as a fuel tank. When fired, the projectile after its fall was found with empty cylinder and still hot one hour after its fall. All is mounted on two pairs of carrying platforms 5 meters long and 1.5 meters wide. The rocket was found about 150 km from a possible place of firing.

RELINFB

EX-11683, Sec 3(E) and (G) or (X)

OSD letter, May 4 1943

MAJ 30 1945

By: STN

Date

14-5-44-75

8-5
According to an information from a trustworthy and informed person, 80% of the rocket projectiles production was situated in Peenemünde and 20% in Friedrichshafen. In Peenemünde the production was made almost impossible. From another well-informed source is reaching us an information that several weeks before the Allied air raid a part of the production as well as a part of the Research Institute were transferred to Rechlin and to Riegenort /perhaps Riegel Ort?/.

NOTE: Some further information from P.O.W. sources is contained in the following Issues of Prisoner of War Branch, W.I.S.:

Issue No. B443, 28 September 1943. SECRET
Issue No. B444, 28 September 1943. SECRET

SECRET

E.O. 11652, Sec. 2(E) and 2(D) of CIA

OSD letter, March 1975, CTR 5-14-75

- 3 -

By SLR

Date MAY 30 1975

SECRET