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## **SECTION 28**

### **FLYING BOMBS**

2801. The German VI (Fig 28-2) is the best known of this type of missile. A monoplane is constructed largely of thin sheet steel and plywood. It was propelled by an impulse duct petrol driven motor. The direction altitude of flight and range were governed automatically by pre-set controls. The maximum range was 125 miles and the maximum speed about 400 mph. The warhead contained about one ton of explosive in a thin case. Missiles of this type could be easily be modified to contain other forms of main filling.



Fig 28-1: German Jet Assisted Glider Bomb, (HS 293)

### **Fuzing**

2802. A number of exploder systems may be fitted. They will normally contain fuzes, but the possibility of a long delay fuze being fitted should not be overlooked.

### **Reconnaissance**

2803. a. An exploded flying bomb will often be found damaged and incomplete. When landing at a slight angle to the horizontal, various components are usually strewn along its path. The warhead may then be found on the surface or partially buried completely separate from the rest of the missile. If the bomb lands from a

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vertical dive the warhead will probably be found in a splash crater beneath the wreckage of the fuselage.

b. An exploded flying bomb leaves a type A crater of the same size as a blast bomb the same weight as the warhead.

### **Precaution**

2804. a. The warhead being thin cased is liable to break up on impact and the exploder systems may be scattered. These must be treated with the same caution as small bombs of similar size.

b. Booby traps may be fitted to prevent interference with the control mechanisms.



Fig 28-2: German ‘V-1’ Flying Bomb

c. Gasoline and other inflammable or explosive fuels may remain in the fuel tanks and there may be bottles of compressed gas capable of exploding if maltreated.

### **Action if Unexploded**

2805. Report. If a long delay fuze may be fitted, evacuate the area.

2806-2900 Reserved.