

## Chapter 1 : V-weapons - Wikipedia

*Officially, the Buzz Bomb was the V-1, or Vergeltungswaffe "Vengeance Weapon, simple to build but sophisticated in its engine and auto pilot guidance system.*

Your browser does not support inline frames or is currently configured not to display inline frames. The most famous and effective wizard weapon was the atomic bomb. Driven by a fear that Nazi Germany would develop and use an atomic bomb first, physicist Albert Einstein wrote President Roosevelt in to warn him of the potential threat. US Army General Leslie Groves was tasked with creating the American program, which used a mix of eccentric academics and military spit-and-polish officers. Raids on the German heavy water plants in Norway indicated that their program was behind the Americans, and emphasis switched to using the bomb on Japan after the German surrender. The Germans were focusing on a number of weapons that were retaliatory in nature. Randomly striking targets, the V-1s caused terror out of proportion to their damage, but killed hundreds. Soon the V-1s were supplemented with V-2 ballistic missiles, the first true medium-range guided missile. The V-3, a series of large guns built into the French cliffs and aimed at London, was never completed. Slave labour from the Nordhausen concentration camp was used to build the vengeance weapons, resulting in thousands of deaths from executions and starvations. In the space of seven years, the world had gone from biplanes to jet propulsion. Mounting 30mm cannon, it was a capable fighter, but dangerous to the pilot if the fuel was not handled carefully. Furious over bomber attacks on Germany, Hitler ordered the aircraft to be used as a bomber, preventing its defensive use and saving many Allied bombers. Rare metals shortages grounded many planes. If the Me had been introduced a year earlier, the Allied strategic bombing offensive would have been seriously compromised. The Allies had very different opinions on the use of technology. American combat doctrine called for very heavy firepower to be used to smash a target, even if it could not be seen. This was contrary to the basic combat instruction that taught recruits to only fire at visible targets, but the Americans eschewed most tactical technological implementations. The British, however, developed many operational weapons, most notably under the inventor Barnes Wallis, who was an explosive expert. For the Normandy invasion, the British developed a number of new technologies, including flail tanks that set off mines, swimming dual-drive DD tanks, and carpet laying tanks. Major implementations of new technology at Normandy included Pipe Line Under the Ocean PLUTO to provide the Allies with enough gas, and the Mulberry Harbors, artificial breakwaters Churchill insisted on building to facilitate landing men and materiel. By the time the Allies landed in France, the tide of technological warfare had shifted to the Allies. Almost the entire Allied air force were modern designs created in or after. The Germans were still using the same designs created in the thirties. Also, the Germans developed several types for each role, diminishing the effectiveness of their armour and aircraft by making four or five types instead of one or two. Its support crew, all members of Abteilung Flakregiment ; had worked relentlessly on the launching platform during the past seven days. In just a few more minutes they would know if all of their collective efforts would be paid off. They already had fuelled the missile and had rechecked its navigational and electronic mechanisms. The only thing left was the launch itself. Three minutes later, the roar of the compressed air filtering into the 75 octane petro chamber of the ARGUS pulse-jet engine began to engulf the bunker. Their week-long work had, not only paid off, but had been a resounding success. Once the Fi was airborne, the firing squad watched in awe as the climbed to a low angle as it built up airspeed. One minute later, the Fi had crossed the French coast heading for England. Meanwhile, operators at the British radar station in Swingate, near the Dover Straits picked the faint signature signal of the now cruising V-1 at around 4: As Driver began to move over the Kent countryside, spotters and radar stations all across the V-1 path continued to report its trajectory. While this was happening, the spoilers under the tail plane sprang out, thrusting the tail structure upward thus forcing the missile into a steep dive position. The resulting negative G-forces conveying on the platform pushed the remaining fuel to the front of the pulse-engine storage tank, uncovering the feed pipe forcing the pulse engine to flame out. After which, the lb weapon plunged violently towards the ground. The first V-1 crashed on to an open field area near Dartford, a full fifteen miles from its intended target, Tower Bridge in the centre of London. Three additional flying

missiles would be fired from northern France during a two and a half hour period. Two of them crashed in open fields causing no casualties or damage. Six additional V-1s followed up the initial barrage, five of them crashed into the Channel waters and one over Dover itself without causing any damage. Known as V-1 or Retaliation Weapon Number 1, was in fact a first generation cruise missile platform. It was powered by a powerful ARGUS pulse jet engine which produced around 1b thrust at a miles per hour. It carried a 1b warhead there was an extended-range version of the V-1 which carried a 1b that detonated on impact. The Fi could travel up to miles extended version at an average top speed of mph Total weight at takeoff was 1b. For guidance and navigation, the V-1 possessed a rudimentary compass mechanism, an automatic pilot system and an air log counter. It had to be due to the massive shortages of aluminum alloys inside the fast shrinking German Reich. The system made its maiden flight in December As the landings were taking place, Flakregiment received orders from Berlin to commence the planned massive bombardment of the British capital. The June 13th would only be the first salvo in a powerful missile barrage planned against London. Following this up was an incredible work schedule, under constant duress from allied bombing and strafing. Commencing on the afternoon of the 15th until midnight of the 16th, Flakregiment launched Fis. Of the , 45 units either failed to make it from their launching pads or crashed soon afterwards. Forty units, which managed to clear the pad area, crashed into the sea soon after takeoff. Only units were able to cross into British territory. Waiting for them were the newly deployed anti-aircraft artillery pieces and recently formed dedicated fighter squadrons, all stationed on the south Great Britain in preparations to meet this improvised German terror weapon. This screen of guns and aircraft were able to shoot down twenty two V-1s. Of the remainder of the striking force, fifty units crashed onto open fields across the south of England without causing any damage. Unfortunately, seventy three Fis did find their marks and crash landed in downtown London causing loss of life and severe structural damage. For the next fifteen days, Flakregiment launched flying bombs against the beleaguered English capital. Of this impressive total, only about were able to reach their target. The rest were either shot down during their trajectory or they simply malfunctioned while in launching mode. The June Fi barrage killed citizens while another were seriously injured. Not all of the V-1 attacks were directed at London. Few pre-programmed flying bomb were actually targeted at military installations inside the Greater London area. But, as with much of its conventional force, the Fi failed to make any significant dent in military operations. This did not mean that it failed to cause havoc on some installations. Sixty three soldiers and fifty eight civilians who were attending the services perished in the attack. Because of the amount of flying bombs being launched at Britain, its leaders re-directed their air effort to look for and destroy all V-1 launching sites near the Pas de Calais sector. Thus a new phase in the ongoing air war above northern France began. Allied reconnaissance aircraft were constantly on patrol looking for V-1 launchers. Once detected, forward air controllers would call in air strikes onto them. Unfortunately for the allies, the Germans were by now versed in the art of deception, thus most of their V-1 launchers were well camouflaged. Nevertheless, allied aircraft did find some sites and they were constantly bombarded. But the Germans also proved very adept at rebuilding and soon, the attacked sites were back in operation. Post war German records tend to support this claim. Of the 64 available sites, twenty two were seriously damaged and 18 suffered medium damage. Of the forty, only two sites were lost, the others were rebuilt and back in operation within days. During the month of June, twenty eight Germans were killed while working on the V-1 sites, a further 79 were injured. But while the allied air attacks did not prevent the site from operating it did hinder the Germans re-supply system. The already frail rail and road system Flakregiment utilized for weapon and systems transportation was constantly attacked by allied bombers affecting the interval time between V-1 launches. Before the landings, the Luftwaffe had assigned a window of thirty minutes between each flying bomb launch. Flakregiment had reduced the lapse time to 25 minutes, but now, due to the air harassing tactics of the allies, the interval time climbed to 1. Notwithstanding the allied strike campaign against the launching sites, the launches continued almost unabated during the month of July. In fact, during August 2nd, the launched its most massive attack so far. During a 24 hours window, the launched missiles at London. One hundred and seven of them fond their target. In fact, three or five Fis crashed on the Tower Bridge damaging it. But by now the German operations in the Calais area were fast coming to an end. On the 7th, orders were

issued to the to stop all repairs and new construction of Fi facilities south of the River Somme. Two weeks later, the whole German Western front began to collapse. Flakregiment began a hastened eastward retreat leaving all of the V-1 sites open. The last flying bomb launched from the Calais sector took off on the 1st of September. Commanded by the famous Major Martin Vetter, the Gruppe utilized a modified Heinkel He heavy bomber fitted with a special carrying device to launch the V-1 missiles. The He launched Fi were modified from the original version. As the four engined bomber began to alter its flight pattern in order to be able to deploy the new version of the 2. It was an advanced four engine heavy bomber.

## Chapter 2 : Top 10 Secret Military Weapons of Nazi Germany | Owlcation

*Although amazing Nazi weapons such as Call of Duty's "Wunderwaffe DG-2" are entirely fictitious (Seriously though, that thing shoots lightning bolts!), Nazi Germany certainly had its fair share of crazy contraptions and weapons. As the Second World War drew to a close, Hitler's best.*

Awesome, but sadly fictional. The Fritz X proved to be highly successful in combat when it was deployed near the islands of Malta and Sicily in 1943. In fact, the American light cruiser by the name of USS Savannah was rendered out of commission for an entire year after being hit by this bomb. Sun Gun Although this sounds more like something a movie villain would think up, the Sun Gun was a theoretical orbital weapon that was researched by the Nazis during the war. The concept was first thought up in 1928, by the German physicist Hermann Oberth. He designed a space station from which a meter wide concave mirror would be used to reflect sunlight onto a concentrated point on Earth. According to Nazi scientists, the heat this mirror would be able to project could boil oceans and turn entire cities into ash. Insert sarcastic comment here Apparently the Americans had managed to capture an experimental model of the Sun Gun in 1945. Turns out that after being questioned by Allied officers, the Germans claimed that the technology for the Sun Gun was 50 to years out of reach. Sonic Cannon This may sound like the stuff of science fiction, but during the early 1940s Nazi engineers had managed to develop a sonic cannon that could literally shake a person apart from the inside. Richard Wallauschek, the cannon consisted of a methane gas combustion chamber leading to two large parabolic reflectors, the final version of which had a diameter over 3m. The "dishes" were pulse detonated at around 44Hz and were connected to a chamber composed of several sub-units firing tubes. These tubes would allow a mixture of methane and oxygen in the combustion chamber, which when ignited, would turn these gases into noise that could kill. This infrasound, magnified by the dish reflectors, caused vertigo and nausea at yards by vibrating the middle ear bones and shaking the cochlear fluid within the inner ear. Apparently the sound waves created pressures that could kill a man 50 meters away in half a minute. To say the least, this is very unconvincing, since this supposed Sonic cannon was only tested on laboratory animals, and was never tested on human beings. Either or, in practice this thing would have been very vulnerable to enemy fire, since if the parabolic reflectors were damaged, it would render this weapon completely useless. So in reality, sonic weapons were most likely large, cumbersome, close range devices that resulted in ruptured eardrums. So much for shaking a person apart. Whirlwind Cannon This was the brainchild of Dr. Zippermeyer, an Austrian inventor who created a number of odd anti aircraft weapons for the Nazis. The cannon worked by generating explosions in a combustion chamber, which would be released through special nozzles, and finally directed towards their target. Despite having a working scale model, the project was scrapped after a full sized version could not replicate the same effect at high altitude targets. As a result, they tried to stabilize their bouncing bomb by fitting booster rockets, which in turn, these too had problems in testing. Developed by the Horten brothers, this tailless aircraft with fixed wings resembles a glider and was outfitted with stealth technology, a first for its time. Its sleek design ensured that it would be harder to detect and track with radar than other aircraft since it would have a smaller radar cross-section. Despite proving to be very successful in test flights, this aircraft simply failed to make an impact in the war, as it flew for the first time in 1944. It took three days and a workforce of men to assemble the two mm guns, men to lay all the twin rail tracks, and half an hour to load the damn thing. Panzer VIII Maus Completed in late 1943, this super-heavy tank holds the title for being the heaviest tank ever built. Weighing in at around a colossal tonnes, this ended up bringing its downfall. There simply was no engine powerful enough that would have powered this beast to acceptable speeds. Although the design called for a maximum to 20 kilometers per hour, the Maus prototype could only reach 13 kilometers per hour. However, being the heaviest tank on the planet did have its merits-instead of crossing bridges its weight made this impossible, the Maus could ford deep streams and could even go underwater in deeper rivers. In the end, the Maus proved to be too costly to produce, and thus, only two were ever built, one of which was never completed. Also worth mentioning is the proposed Landkreuzer P. Had it actually been built though, it would have been outfitted with guns that had previously only been seen on warships. All in all,

these super tanks would have been highly impractical, as Hitler relied a lot on Blitzkrieg, which calls for agility and the element of surprise. Goliath Tracked Mine Some of you will love this one. Remember that toy RC car that you had as a kid? Well the Nazis simply strapped a bomb to that-sort of like a mini RC car of doom. Also known as beetle tanks to the Allies, these little remote controlled bombs could clear out bunkers, destroy tanks, and disrupt infantry formations. Their major downside was that these things were controlled via a joystick control box, which was connected by feet of triple-strand cable. All the Allies needed to do, was to cut said wire which would render the mighty Goliath oh the irony absolutely useless. It is said that Hitler was impressed so much by this weapon that he personally named it as the Sturmgewehr 44, or Storm Assault Rifle. Although this weapon was a unique blend of a carbine, submachine gun and an automatic rifle, it arrived too late in the war to make much of an impact on the battlefields of war-torn Europe. Despite not having much of an impact, the StG 44 had the coolest weapon attachments available at the time. Infrared vision not cool enough for you? Well how about this badass Krummlauf curved barrel attachment that allows you to shoot around corners! The idea of being able to fire weapons effectively around corners had existed for a while, but Nazi Germany was the first to actually attempt it.