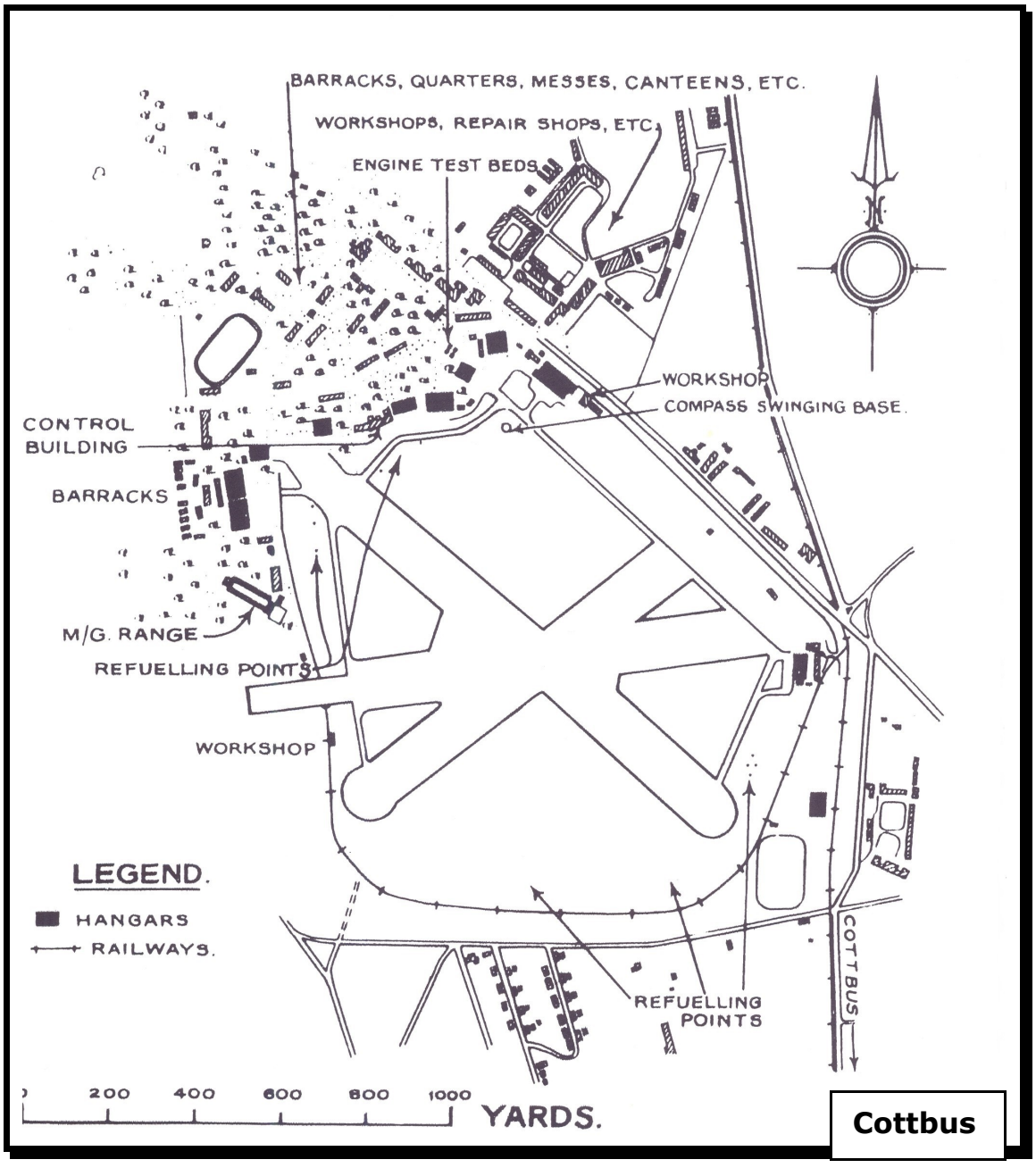
Luftwaffe Airfields 1935-45
Germany (1937 Borders)

By Henry L. deZeng IV



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Luftwaffe Airfields 1935-45

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Airfields
Germany (1937 borders)

Introduction

Preface

Germany lost use of her aviation assets after World War I as prescribed by the 1919 Treaty of Versailles, Article 198. The majority of the existing airfields were closed by the Inter-Allied Armistice Commission and sat vacant until 1924 when aviation activity slowly resumed.

The initial planning for a new network of secret military airfields began between 1924 and 1927 using the development of civil airports, unimproved landing grounds used by civil sport flying clubs and numerous civil emergency landing sites as cover. Gradually over the following years, as the Versailles restrictions became less enforced and Germany strengthened, these approximately 100 airports and roughly 150 unattended landing grounds and sites were improved into what would become military airfields by the mid-1930's.

The next major event affecting the country's aviation ground organization was in 1935 when it was decided to develop a number of camouflaged, unoccupied airfields for the use of operational units should the Third Reich decide to annex by force or invade neighboring states. These were called Einsatzhafen (operational airfield) and were classified as E-Hafen I with better and more infrastructure and E-Hafen II with less infrastructure. From this date forward, the airfield organization in Germany developed rapidly.

The Luftwaffe's mobilization plan of 1 July 1939 called for the following to be operational by 1 September 1939:[1]

64 Leithorste (large, well-established controlling airdromes)
119 Fliegerhorstkommandanturen A
10 Fliegerhorstkommandanturen B

[1] NARA WashDC RG 242, T-321 roll 104/530-38.

4 Fliegerhorstkommandanturen C
81 E-Hafen I
38 E-Hafen II
19 Other Airfields (e.g., Feldflugplatz or field airstrip)
6 See-Flugstützpunkte (seaplane stations)

Total: 341 airfields of various types not including emergency landing grounds. This number had more than doubled by 1945.

There were no or very few concrete runways in Germany at the beginning of the war on 1 September 1939, but from then to June 1940 an urgent program commenced to lay down concrete runways and servicing hardstands at certain airfields in NW Germany intended for use by bombers. The program was then halted and little was done to improve the airfields in the country for the next two years, except for airfield construction activity in Pomerania and West and East Prussia in conjunction with the planned attack on the Soviet Union. It was then resumed with considerable urgency around mid-1943 as Allied air power began building over the German homeland. Dispersal areas were constructed for aircraft, remote dispersals set up, runway improvements made and, from mid-1944 to the end of the war, the lengthening and paving of numerous runways to make them serviceable for jet aircraft.

Conventions

Germany's borders in 1937 were chosen because this was the last year before the Third Reich began annexing large amounts of territory from its neighbors, i.e., Austria and Czechoslovakia. Those airfields that meet this definition can be found below. See the General Introduction for further information.

Airfields Listed

A total of 1,127 airfields of all types are listed plus numerous satellite fields, dummy airfields, city garrisons and cross-reference entries. It must be noted that for various reasons many of these airfields belonged to the Luftwaffe but were not actively used during the war or used only occasionally.

A

Aachen-Merzbrück (GER) (50 49 20 N – 06 11 15 E)
General: airfield 9 km NE of Aachen in North Rhine – Westphalia and 1.6 km E of Weiden. History: 1932 listed as a secondary civil airport (Flughafen II). Taken over by the Luftwaffe in the late 1930's, and in 1940 used as an operational airfield (Einsatzhafen) for the campaign in the West, then little used until Oct 43. Taken over by the USSAF on 14 March 1945. Surface and Dimensions: grass with no paved runway. Measured approx. 640 x 685 meters (700 x 750 yards) and roughly square in shape.
Operational Units: 1.(H)/Aufkl.Gr. 23 (Apr-May 40); IV.(Stuka)/LG 1 (May 40); Stab, I., II./St.G. 77 (May 40).
Station Commands: none identified.
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete): schw.Flak-Abt. 212(v) (Apr 41 – 1942); Stab/schw.Flak-Abt. 514(o) (as Flakgruppe Aachen) (1943 – Sep 44); schw.Flak-Abt. 525 (Eisb.) (Apr-Jun 44); schw.Flak-Abt. 535 (Eisb.) (May-Jul 44); le.Flak-Abt. 889 (mid-43 – Sep 44).
[Sources: AFHRA A5257A pp.584-638 (10 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Achern (GER) (c. 38 48 04 N – 08 03 51 E)
General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 18 km SSW of Baden-Baden in SW Germany. History: 1940 listed as a Gefechtslandeplatz. 1941 listing upgraded to operational airfield (Einsatzhafen). No further information or mention of wartime use by the Luftwaffe found.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Achmer (GER) (a.k.a. Achmer-Bramsche) (52 22 30 N – 07 55 15 E)
General: Fliegerhorst (air station or air base) 15 km NW of Osnabrück in Lower Saxony in NW Germany, 5.2 km SW of Bramsche, 2.8 km S of Achmer village and just a few kilometers from the airfields at Hesepe and Vörden.
History: construction began in 1936 and was completed in 1939, with additions and improvements continuing to 1944. First use by a flying unit dates from August 1940 (10.(Erg.)/KG 2 with Do 17s). Achmer was essentially a bomber base until 1943 and then a fighter base after that.
Dimensions: approx. 2380 x 1370 meters (2600 x 1500 yards).
Surface and Runways: three camouflaged concrete runways in the form of a triangle measuring 1,800 meters plus a 550 meter prepared

strip at one end, 1,700 meters and 1,550 meters. Along the center of the S boundary were 14 ladder-type paved servicing hardstands with refueling points. Equipped with runway, perimeter and obstruction lighting as well as a visual Lorenz system for night landings.
Fuel and Ammunition: munitions dumps to the S and N sides of the field.
Infrastructure: compass swing and machine gun registration range were available, 1 medium and 1 small workshop hangar and buildings along the NE boundary, station HQ, admin buildings and some barracks along the S boundary, flying control (Flugleitung) at the center of the S boundary, motor pool and garages at the NE corner, a barracks camp on the outskirts of Achmer village, and in 1941 a camp for Russian POWs was built on the NW side of the airfield. Additional barrack blocks were under construction 8 km NW of the airfield and in a woods 4.8 km to the N of the field. A branch rail line served the building area, the fuel dump and the munitions dump.
Dispersal: there were 52 open aircraft shelters and 6 additional parking sites along the perimeter and in a remote dispersal area S of the airfield in December 1944.
Defenses: a heavy Flak position with 4 x 12.8-cm guns was set up on the Bramscher Berg in fall 1943 and there were at least 12 light Flak positions surrounding the airfield, including some in specially built Flak towers.
Satellites and Decoys:

Achmer-Wallenbrock (GER) (52 21 45 N – 07 49 50 E). Dummy 6.5 km WSW of Achmer airfield and 2.5 km NW of Wallenbrock. Had a large mock landing area, 1 mock hangar and several fake buildings at SW corner. Phony aircraft were parked at the NW and SW corners. [Sources: AFHRA A5257A p.602 (15 Aug 44)]

Remarks:
18 Aug 42: bombed – 1 x Bü 131 from IV./KG 2 destroyed.
28 Nov 43: Fl.H.Kdtr. reported total enlisted strength as 438 NCOs and 742 men.
21 Feb 44: heavily bombed by B-17 Fortresses and B-24 Liberators – 1 x Ju 188 E-1 from 1./KG 2 destroyed on the ground and 1 x Fw 190A from II./JG 1 damaged.
8 Mar 44: low-level attack by U.S. fighters - 6 x Do 217s from III./KG 2 destroyed (4) or damaged (2).
23 Mar 44: bombed by 21 B-24s.
8 Apr 44: bombed by 60 B-17s - 9 x Do 217s from III./KG 2 destroyed (8) or damaged (1).
15 Apr 44: low-level attack – 1 x Do 217M from III./KG 2 destroyed.

26 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 and 1 x He 177 destroyed, plus 2 x Fw 190s and 1 x unidentified aircraft damaged.
16 Feb 45: bombed – 1 x Me 262 and 1 x Fw 190 damaged, several barracks and airfield installations hit, and several munitions bunkers also hit. (German report)
24 Feb 45: strafed by 8 P-47s – 1 x Bf 109 destroyed. (German reports)
20/21 Mar 45: bombed by 180 B-24s and 12 B-17s and strafed by VIII Fighter Command P-51s – 18 x Ar 234s from III./KG 76 destroyed (10) or damaged (8), 19 x Bf 109s and 1 x He 111 destroyed, 2 x Me 262s, 18 x Bf 109s and 1 x Fw 190 damaged (according to German sources). The VIII Fighter Command P-51s *claimed* 9 x Bf 109s, 19 x Fw 190s, 11 x Ar 234s, 3 x He 111s, 2 x Ju 88s, 3 x Do 217s and 1 x unidentified aircraft destroyed, plus 6 x Bf 109s, 6 x Fw 190s, 10 x Ar 234s, 1 x Me 410, 1 x Ju 88, 3 x Ju 188s, 2 x Do 217s and 5 x unidentified aircraft damaged. Additionally, the runways and landing area were hard hit and 2 hangars burned down.
24 Mar 45: bombed by 73 B-17s – no significant new damage. (German report)
11 Apr 45: RAF units began operating from Achmer.

Airfield Units:

Operational Units: II./KG 27 (Feb-Mar, Apr-May 40); Stab/KG 2 (Nov 41); 6./KG 2 (Apr-Jun 41); 7., 8./KG 2 (Jun 41 – Jan 42); 3. (F)/Aufkl.Gr. 100 (Jun 43); Stab, 1.(F), 2.(F)/FAGr. 5 (Jun/Jul – Dec 43); Sturmstaffel 1 (Oct-Dec 43); III./KG 2 (01.44 – 06.44), Erprobungskdo. 25 (Sep 43 – Mar 44); III./KG 3 (Apr-May 44); Stab, II./KG 30 (Aug-Oct 44); III./JG 11 (Sep-Oct 44); Sonderstaffel Einhorn (Sep-Oct 44); Erprobungskdo. 262 (Sep 44); Kommando Nowotny (Sep-Nov 44); 12./JG 54 (Oct-Dec 44); IV./JG 27 (Nov 44 – Mar 45); Stab/Aufkl.Gr. 123 (Dec 44 – Mar 45); II./KG 51 (Jan 45); Stab, III./KG 76 (Jan-Mar 45); Gefechtsverband Kowalewski (26 Feb – 5 Apr 45).
Reserve Training & Replacement Units: IV./KG 2 (Aug 40 – Aug 42).
Station Commands: Fl.H.Kdtr. A(o) 19/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt.d.Lw.(o) 19/XI (spring 44 – Apr 45); le.Flak-Abt. 743 (1943-44); 3./le.Flak-Abt. 871 (1943-44); le.Hei.Flak-Bttr. 75/XI (1943-45); Ldssch.Zug d.Lw. 110/IV (Feb 44)?
[Sources: AFHRA A5257 pp.1004-05 (15 Oct 43) and A5257A pp.28-30 (3 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Adlershof (GER): see Berlin-Johannisthal.

Adlholz (GER) (49 34 40 N – 11 51 30 E)

General: field airstrip (Feldflugplatz) in Bavaria 15 km N of Amberg in S Germany, 9.7 km SE of Vilseck airfield and 1 km E of Adlholz village. History: 1939 as a Gefechtslandeplatz. 1940 as a Feldflugplatz. Wartime use unknown. Surface and Dimensions: grass surface measuring approx. 1280 x 410 meters (1400 x 450 yards). Infrastructure: buildings in the tiny hamlet of Ölhof off the W boundary and linked to the landing area by taxi tracks were probably used as workshops. The nearest rail connection was at Vilseck on the line to Nürnberg. Dispersal: surrounding woods provided excellent cover for parking and concealing aircraft.
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/XII Fürth (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 32/VII Fürth (1944); Flugplatzkdo. of Fl.H.Kdtr. A(o) 30/VII Bayreuth-Bindlach (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.19 (5 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aebeltoft (See) (GER): see Ebeltoft.

Ahlhorn (GER) (52 53 20 N – 08 13 20 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 44 km WSW of Bremen in NW Germany, 27.2 km S of Oldenburg and 1.6 km SW of Ahlhorn village.
History: built in 1915-16 as a naval airship (Zeppelin) station with 6 huge hangars for the dirigibles. Eventually, 25 dirigibles were based there with a station complement of 2,500. The hangars were destroyed or damaged in a gas explosion in January 1918 and what remained was dismantled after WWI. The land was acquired by the Luftwaffe in 1938 and rebuilt as an airfield. Had very little use until 1944.
Dimensions: approx. 1160 x 1510 meters (1,270 x 1,650 yards).
Runways: 3 concrete runways in the form of a triangle, each illuminated, equipped with a beam approach system and measuring approx. 1160 meters (1,270 yards). Two long rows of ladder-type, paved servicing hardstands with refueling points extended along the N and SW boundaries with a third but shorter row at the SE corner.
Infrastructure: full servicing and support facilities available including a compass swing, machine gun registration range. One large hangar with paved apron was off the SW corner. A long rectangular building off the NW corner may have been a workshop or a garage. Barracks and airfield buildings were in two main groups off the SW corner and off the center of the N boundary. There were two munitions dumps including one in a woods 2.4 km to the E of the landing area. Railway connection at the W boundary with a branch line running to the NE corner of the airfield.

Dispersal: an estimated 25 open aircraft shelters along the edge of a woods off the NW boundary, and a second area with 16 parking spaces through a woods off the S corner in July 1944.
Defenses: undetermined number of light Flak positions.
Satellites and Decoys:

Wildeshausen (GER) (52 55 15 N – 08 21 00 E). Dummy 19.5 km SW of Delmenhorst airfield, 9.7 km E of Ahlhorn airfield and 14 km ESE of Bissel airfield. Mock-up included a decoy landing area measuring approx. 825 x 460 meters (900 x 500 yards), 4 dummy hangars and decoy aircraft parked in the hangar area and off the W boundary. The field was probably illuminated. [Sources: AFHRA A5257A p.622 (1944)]

Remarks:
21 Feb 44: bombed by B-17 Fortresses – servicing hardstands, barracks and buildings off the SW corner hard hit with heavy destruction and damage, and the NW/SE runway cratered and unserviceable.
5 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Do 217 destroyed and 2 x Me 163 *Komet* rocket-propelled fighters damaged.
16 Sep 44: low-level attack by VIII Fighter Command P-47s – 1 x He 177 A-3 from Erprobungskommando 25 destroyed or damaged on the ground.
21 Mar 45:heavily bombed by 61 B-24 Liberators and the next day by 99 B-17s with damage so great, especially to the runways, that further use of the airfield was impossible. Further, 2 x Ju 88s were slightly damaged and 25 were KIA.
2 Apr 45: strafed by RAF Tempests – claimed 2 x Ju 88s damaged.
Early Apr 45: air attack – 6 x Ju 88 A-4s from II./LG 1 destroyed on the ground (these were probably unserviceable and abandoned when the Gruppe transferred from Ahlhorn to Brandis on 6 March).
Operational Units: III./KG 6 (Jul-Sep 44); 8./KG 3 (Sep-Oct 44); 2./KG 53 (Oct 44 – Jan 45); Stab, II./LG 1 (Dec 44 – Mar 45); 1./NAGr. 6 (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. (E) Ahlhorn/Süd (1940); Fl.H.Kdtr. E 23/XI (spring 40); Fl.Pl.Kdo. A 85/XI (1943 – Mar 44); Flugplatzkdo. Ahlhorn of Fl.H.Kdtr. A(o) 17/XI Vechta (1944-45).
Station Units (on various dates – not complete): Werft-Abt.(v) 104/XI (Sep 44 – 1945); elements of 101. Flugh.Betr.Kp. (Qu) (Oct 44); one half of 131. Flugh.Betr.Kp. (Qu) (? – Oct 44); 142. Flugh.Betr.Kp. (Qu) (? – Oct 44); Luftminen-Zug 14 (Feb-Mar 45); elements of schw.Flak-Abt. 572 (c.Jan-Mar 44); 5./le.Flak-Abt. 922 (1943-44); Ldssch.Zug d.Lw. 64/VI (Oct 44 - ?); Ldssch.Zug d.Lw.

185/VI (Oct 44 - ?); Feld-Ausb.Rgt. d.Lw. 2 (1943); Feldersatz-Btl. d.Lw. 2 (1943-44).
[Sources: AFHRA A5257A pp.31-35 (5 Jan 44 updated to 21 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Ahlimbsmühle (GER) (a.k.a. Gollin) (53 04 31 N – 13 37 17 E)
General: airfield (Flugplatz) 66 km N of Berlin in Brandenburg in NE Germany, 9.5 km SE of Templin and adjacent to the hamlet of Ahlimbsmühle. History: list as operational in Feb 44 and in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aibling (GER): see Bad Aibling.

Ailertchen (GER) (50 35 30 N – 07 57 00 E)
General: operational airfield (Einsatzhafen) 36 km NE of Koblenz in the Westerwald area of Rhineland-Pfalz in W Germany and .8 km SSE of Ailertchen village.
History: built in the second half of the 1930s along with the other Einsatzhafen and operational by May 1940.
Dimensions: approx. 1000 x 1000 meters (1,100 x 1,100 yards).
Runway: undulating grass surface.
Infrastructure: no hangars – had a group of workshops sited around a paved square off the E boundary and other workshop buildings along the same boundary and off the N corner. Munitions dump off the SW corner accessed by a perimeter road. No barracks – personnel billeted in the surrounding villages. Airfield served by a branch rail line that was connected to the Erbach-Limburg line.
Dispersal: none – aircraft parted along the perimeter.
Defenses: unknown.
Operational Units: Stab/NAGr. 1 (Mar 45).
Station Commands: Fl.H.Kdtr. (E) Ailertchen (Aug 39 – Mar 40); Fl.H.Kdtr. E 22/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. E(v) 212/XII (c.Oct 44 – Apr 45).
Station Units (on various dates – not complete): Werftkdo. (o) 104/XII (1 Jan 45); Werkstattwagenzug (Fl) 4/XIV (1 Jan 45).
[Sources: AFHRA A5257A pp.36-37 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ainring (GER) (47 48 55 N – 12 57 30 E)
General: factory airfield (Industriehafen - Deutsches Forschungsinstitut für Segelflugwesen – DFS) 7.5 km WNW of Salzburg in north-central Austria just across the border from Germany; airfield located .8 km E of Ainring village.

History: constructed 1933-34 as a civil and sports airfield, but was largely used as an alternative airport for Hitler, Göring and their entourage flying between Berlin and Berchtesgaden. DFS took it over in June 1940 and it became the site for high-tech aviation development and experimentation to the end of the war.
Dimensions: approx. 685 x 825 meters (750 x 900 yards) and irregular in shape.
Surface and Runways: grass surface on gravel sub-soil. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: believed to have had underground fuel storage in front of the large hangar on the S side. There was a large ammunition dump in a woods 1.2 km W of the landing area.
Infrastructure: had a total of 7 hangars, including 5 and a workshop hangar along the S boundary and 1 medium hangar off the SE corner. A large servicing hardstand fronted a large hangar on the S boundary. The main barracks complex was off the S and SE boundaries along with some other buildings that may have been used for workshops and stores. Two groups of additional buildings, probably barracks, were under construction in 1943-44 about a kilometer to the NE and NNW of the airfield. The control tower and meteorological office were probably in the hangar area on the S boundary. Nearest rail connection at the SE corner of the airfield.
Dispersal: no organized dispersal areas in spring 1944.
Defenses: had 1 heavy Flak position and 1 light Flak position in 1943. The airfield was also protected by the Salzburg Flak defenses.
Remarks: although photographed frequently by aircraft, Ainring was never attacked by heavy bombers as the airfield played no role in Luftwaffe combat operations.
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Fw 190s and 1 x Fw 189 destroyed.
4 May 45: captured without a fight by the U.S. 101st Cavalry Group (Mechanized).
Operational Units: Erprobungskdo. L.S. (Aug 44); elements of Fliegergeschwader z.b.V. 7 (Dec 44); Lufttransportstaffel 40 (Mar-Apr 45); II., III./JG 300 (Apr-May 45).
School Units: Arbeitsplatz for Schule/FAR 13 (Neubiberg); Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45).
Station Commands: Fliegerhorstkommandantur Ainring.
Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 163/XIII (1944).
[Sources: AFHRA A5258 pp.58-59 (24 Feb 43 updated to 1 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Aken (GER) (51 49 30 N – 12 01 40 E)
General: field airstrip (Feldflugplatz) 15.5 km W of Dessau in Anhalt/C Germany and 3.25 km SSW of the town of Aken. History: information lacking, but believed to have been used for glider training.
Surface and Dimensions: grass surface measuring approx. 915 x 825 meters (1000 x 900 yards) with an "L" shape. No paved runway.
Infrastructure: no hangars, but 2 small buildings off the N boundary could be used as workshops when needed. Personnel were accommodated in nearby villages. Dispersal: a few crude parking bays were cut into the heavy woods on the N boundary.
Operational Units: none identified.
Station Units: none identified.
[Sources: AFHRA A5258 p.494 (16 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Allenstadt (GER) (coordinates unknown)
General: not located, but supposedly in the Langendiebach area NE of Frankfurt/M. in W Germany. History: noted in August 1940 as an unnumbered Einsatzhafen of Leithorst L 3/XII (Langendiebach) with a normal station complement of 32 officers and officials (Beamten) with 650 NCOs and men. No further information or mention of wartime use by the Luftwaffe found.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Allenstein-Deuthen (GER) (today: Olsztyn-Dajki/Poland) (53 46 22 N – 20 24 46 E)
General: operational airfield (Einsatzhafen) in East Prussia 102 km S of Königsberg (Kaliningrad) and 4 km WSW of Allenstein.
History: listed as a civil landing ground (Verkehrslandeplatz) in 1927, as a secondary airport (Verhehrsflughafen II) in 1932, and as an operational airfield (Einsatzhafen) in 1939. Used mainly as a practice field for gliders during the war years.
Dimensions: approx. 595 x 595 meters (650 x 650 yards) but may have been extended later in the war.
Surface and Runways: level turf on sandy soil. No paved runway.
Infrastructure: had 2 hangars at the SE corner. Personnel were probably accommodated in the town of Allenstein. The nearest rail line ran 2 km S of the airfield.
Dispersal: no organized dispersal facilities in mid-1944.
Remarks: none.
Operational Units: Verbindungsstaffel 60 (Jun 41)?
School Units: Arbeitsplatz (gliders) for FFS A/B 125 then FFS A 125 (Neukuhren) (1941-44).
Station Commands: Fl.H.Kdtr. E Allenstein (1939-40); Fl.H.Kdtr. E 4/I (1940); Fl.H.Kdtr. E 9/II (Nov 40); Fl.Pl.Kdo. Allenstein (1941).

Station Units (on various dates – not complete): Stab/Hei.Flak-Abt. 26/I (1943-44); Sperrfeuerbatterie 200, 201, 203 and 208 (all 6 Sep 41); le.Flak-Abt. 866 (ETr.) (1945); VI./Ln.-Rgt. Ob.d.L. (6 Sep 41); 2.(Flum.)/Ln.-Flugmelde-Rgt. 91 (1943-44).
[Sources: AFHRA A5258 p.489- (15 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aller (GER): see Verden.

Alpen (GER): see Bönninghardt.

Alperstedt (GER) (51 05 10 N – 11 04 45 E)
General: operational airfield in Thuringia 12 km NNE of Erfurt; airfield 1.6 km SE of the village of Alperstedt.
History: listed as an Einsatzhafen I in 1939. Little use by active units until fall 1944 when single-engine fighters were stationed there.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: fuel available. A small ammunition dump was off the SE corner.
Infrastructure: no hangars but a few workshop-type buildings were located off the NW and SE corners. A small group of barrack buildings was off the NW corner. The nearest rail connection was at Grossrudestedt, 2.4 km NE of the airfield.
Dispersal: no organized dispersal facilities.
Defenses: no information.
Remarks:
6 Dec 44: bombed – 1 x Bf 109G from II./JG 3 destroyed.
Operational Units: I./JG 302 (Aug-Sep 44); III./JG 301 (Oct 44); II./JG 3 (Oct 44 – Feb 45).
Reserve Training & Replacement Units: 1.(F)/Erg.Aufkl.Gr. Ob.d.H. (1940 – Apr 42).
Station Commands: Fl.H.Kdtr. E Alperstedt (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 6/IV (1940); Fl.Pl.Kdo. A 20/IV (1941); Flugplatzkdo. of Fl.H.Kdtr. A(o) 33/III Weimar-Nohra (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.493 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alpirsbach (GER) (48 20 07 N – 08 24 53 E)
General: landing ground (Landeplatz) in Baden-Württemberg 56 km NE of Freiburg and 15 km S of Freudenstadt. Exact location of landing ground unknown. History: in existence from fall 1944 but no record of any activity there. Surface and Dimensions: unknown.
Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altefeld (GER) (a.k.a. Altefeld, Herleshausen) (51 03 08 N – 10 07 17 E)
General: airfield (Flugplatz) in Hesse 15.5 km SSE of Eschwege in C Germany. Exact location of the airfield in relation to the hamlet of Altefeld in not known. History: operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altenburg (GER) (50 58 40 N – 12 30 45 E)
General: airfield (Fliegerhorst) in Thuringia 40.5 km S of Leipzig, 5 km ESE of Altenburg and 1.6 km N of the village of Nobitz.
History: opened as a tiny sports field in 1913 and then taken over by the military in 1916 but abandoned after World War I in accordance with the Versaille Treaty. World War II construction began in 1935 and it was ordered inaugurated as a Lw. Fliegerhorstkommandantur on or about 1 October 1936. Used for elementary, advanced and instrument flight training, technical training and single-engine night fighter training. A Junkers aircraft testing operation was also located there. Night fighters were based at Altenburg in 1945.
Dimensions: approx. 1210 x 1050 meters (1320 x 1150 yards) and irregular in shape.
Surface and Runways: grass surface. Had a single approx. 1235 meter (1350 yard) concrete runway aligned NNE/SSW along with 2 paved, wedge-shaped starting platforms, one on the W side and the other on the E side of the landing area. Off-runway paved taxiways ran on the N and E sides of the field, and a short, ladder-type servicing hardstand was located on the N boundary. Equipped with a beam approach system.
Fuel and Ammunition: refueling points were on the servicing hardstand and underground bulk fuel storage tanks were adjacent to these. A refueling loop and more buried fuel tanks were off the NE corner. A small ammunition dump was sited about 900 meters S of the airfield.
Infrastructure: had 3 very large hangars and 1 large hangar off the NE corner, and 3 very large hangars off the E boundary. All 7 had paved hangar aprons and had some separate workshop buildings. A small cluster of buildings off the SE corner were probably used as additional workshops. The main station buildings were located in the woods off the NE boundary and included barracks, quarters, messes, admin offices, dispensary, etc. The flight control building was at the NE corner. A branch raid line to Altenburg served the airfield.
Dispersal: no organized dispersal facilities.
Defenses: layout of Flak positions not identified.
Remarks:

17 Mar 45: city bombed by 36 B-17 Fortresses.
14 Apr 45: Altenburg taken by U.S. 6th Armored Div.
Operational Units: III./KG 3 (May - ? 1939); KGr. z.b.V. 105 (Mar 41); II./JG 301 (Oct-Nov 43); Stab, I., II./KG 3 (Jun-Jul 44); I., II./NJG 5 (Feb-Apr 45).
School Units: Schule/FAR 31 (1939); FFS C 9 (Jan 40 – Oct 42); FFS A/B 33 (Jul 42 – May 43); BFS 10 (May – Oct 43); Stab and I./JG 110 (Oct 43 – Feb 45).
Station Commands: as Fl.H.Kdtr. Altenburg (to 1943); Fl.Pl.Kdo. A 27/IV (1943-44); Fl.H.Kdtr. A(o) 35/III (1944-45).
Station and Town Units (on various dates – not complete): Stab/4. Jagddivision (Nov 44); Koflug Altenburg (Jul 39 – Mar 41); Koflug 1/IV (Apr-Dec 41); elements of Werft-Abt. 1/III (Dec 44); elements of schw.Flak-Abt. 564 (May-Jun 44); Flak-Battr. z.b.V. 5553 (Jun 44); Lw.-Bau-Btl. Altenburg (1939); Geheime Feldpolizei-Ers.Kp. d.Lw. (c.1943-45).
[Sources: AFHRA A5258 pp.490-92 (1 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altengrabow (GER) (52 08 45 N – 12 08 30 E)

General: operational airfield (Einsatzhafen) in Brandenburg/C Germany 38 km ENE of Magdeburg, 6.5 km SSW of Altengrabow and 2.8 km SSE of Gross Lübars.
History: 1927 listed as an emergency landing ground (Notlandeplatz) with rolled grass surface. 1939 re-listed as an operational airfield (Einsatzhafen). Upgraded from an obscure wartime practice field for flight students to operational status in mid-1944 with some construction work such as the dispersal area noted below. A large Army training area (Truppenübungsplatz) was located nearby as well as Stalag XI A, which was jammed with 20,000 POWs in early 1945.
Dimensions: had a prepared strip or runway 1650 meters (1800 yards) aligned WNW/ESE.
Surface and Runways: grass surface. no paved runway noted as of 10 Apr 45.
Infrastructure: unknown, but a few temporary buildings may have been built in the surrounding woods.
Dispersal: blast bays were cut into the woods to the E of the landing area.
Defenses: unknown.
Remarks:
6 Aug 44: low-level attack – 1 x Si 204B and 1 x Fw 58 from Fluglehrerschule d.Lw. destroyed (1) or damaged (1).
2 or 3 Mar 45: low-level attack by approx. 7 VIII Fighter Command P-51s - 2 x Ju 188 E-1s and 1 x He 111 H-6 from I./KG 200 plus 10 x Ju

88As and 8 x Fw 190s from II./KG 200 destroyed (13) or damaged (8). (German reports)
16 Apr 45: strafed by 9th AAF P-47 Thunderbolts – claimed 11 planes destroyed and another 13 damaged, 5 of which were 2-plane Mistel combinations consisting of an He 111 with an attached Bf 109.
Operational Units: used by I. and II./KG 200 (Feb-Mar 45).
School Units: Arbeitsplatz for Aussenkdo. Quedlinburg/Fluglehrerschule Brandenburg-Briest (Apr 39 – 1945).
Reserve Training & Replacement Units: none noted.
Station Commands: none identified.
Station Units (on various dates – not complete): none found.
[Sources: AFHRA A5258 p.459; chronologies; BA-MA; NARA; PRO/NA]

Altenkirchen (GER) (50 42 13 N – 07 38 42 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz in W Germany 40 km ESE of Bonn. History: no further information or mention of wartime use by the Luftwaffe found other than as given below.
Surface and Dimensions: grass surface. No paved runway.
Infrastructure: none reported.
Operational Units: elements of NSGr. 2 (Feb 45).
Station Commands: none identified.
Station Units (on various dates – not complete): Stab/Ln.-Rgt. 32 (Schöneberg, Dec 44, Jan 45); Stab I./(Betr.)/Ln.-Rgt. 32 (Hamm/Sieg, Dec 44, Jan 45); Stab II.(Feldfernkabel-Bau)/Ln.-Rgt. 32 (Wissen, Dec 44, Jan 45); 9.(Flum.Mess)/Ln.-Rgt. 52 (Oct 44)?; Stab I.(Funknavigation)/Ln.-Rgt. 54 (Gieleroth, c.Oct 44 – Feb 45); Ln.-Verbindungs-Kp. z.b.V. 17 (Jan 45); Flieger-Geräteausgabestelle (mot) 102/XI (Dec 44).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alteno (GER) (a.k.a. Luckau) (51 52 20 N – 13 47 20 E)
General: operational airfield (Einsatzhafen I) in Brandenburg 39 km WNW of Cottbus in NE Germany, 5.25 km ENE of Luckau and 2 km NW of the hamlet of Alteno.
History: construction completed in 1938. Spend most of the war as a practice field for twi-engine trainers. Single-engine fighters used it from fall 1944 to early 1945.
Dimensions: approx. 1050 x 1050 meters (1150 x 1150 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway. May have had perimeter lighting.
Fuel and Ammunition: refueling points were located at the SW corner. A small ammunition dump was in the woods 1.6 km WSW of the landing area.

Infrastructure: a few workshop-type buildings and the flight control building were off the SW corner. A few barrack huts were in the woods off the W boundary. A branch rail line served the N and W boundaries of the airfield.
Dispersal: there were 2 "Dutch barn" aircraft shelters off the SW corner and another under construction in May 44. Each measured about 70 meters in length (225 feet). A number of aircraft bays were also cut into the woods off the E and W boundaries.
Defenses: unknown.
Remarks: none.
Operational Units: III./JG 4 (Oct-Nov 44); III./JG 301 (Jan-Feb 45); I./SG 77 (Feb-Apr 45).
School Units: Arbeitsplatz for elementary flight school then twin-engined conversion school Alt-Lönnewitz (1936 – Jan 40), FFS C 3 then FFS B 3 (Jan 40 – Jul 44); Arbeitsplatz for FFS C 7 (Finisterwalde (1940-43); Arbeitsplatz for FFS C 9 (Altenburg) (Jan 40 – Oct 42); Arbeitsplatz for Aussenkdo. Quedlinburg/Fluglehrerschule Brandenburg-Briest (Apr 39 – 1945).
Station Commands: Fl.H.Kdtr. E Alteno (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 12/IV (c. Feb - May 40); Fl.Pl.Kdo. A 1/IV (1941?); Flugplatzkdo. of Fl.H.Kdtr. A(o) 24/III Jüterbog-Waldlager (1944); Flugplatzkdo. of Fl.H.Kdtr. A(o) 101/I Finsterwalde (c. Nov 44 – Feb 45); Fl.H.Kdtr. E(v) 273/III (1945).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Erich Scheibner (15 Jul 42 - ?).
Station Units (on various dates – not complete): Auffangkdo. d.Lw. Luckau (Apr 45).
[Sources: AFHRA A5258 pp.712-13 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altenstadt (GER) (50 16 30 N – 08 58 15 E)

General: operational airfield (Einsatzhafen I) in Hesse 25.6 km NE of Frankfurt/M. in W Germany, 17.6 km SSE of Bad Nauheim and 1.6 km SE of Altenstadt.
History: construction began at the end of 1935 and was in use by a He 111 bomber unit during 1938-39. Served school units exclusively until September 1944.
Dimensions: 1,000 x 900 meters.
Runway: initially a grass surface, but later a hardened or reinforced runway was put down and then covered with a thin layer of dirt for camouflage purposes. Allied air reconnaissance reported only grass on 25 Feb 44.
Infrastructure: fuel, refueling points, communications and other amenities were available. Had a single large hangar with a concrete

foundation, a command bunker, numerous munitions bunkers and a number of other buildings. Barracks and other accommodations were located in woods off the S boundary and off the SW corner. A branch rail line service the S and W boundaries.
Dispersal: none seen in February 1944.
Defenses: unknown.
Remarks:
5 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s and 2 x Ju 88s destroyed.
Mar 45: evacuated by the station personnel after blowing up many of the buildings.
Operational Units: I./JG 11 (Sep-Oct 44); III./JG 2 (Oct-Dec 44); 2./LLG 1 (Oct 44); Staffel z.b.V. Reich (Oct 44 – Jan 45); elements of JG 4 (Nov 44 – Jan 45).
School Units: glider Arbeitsplatz for Fluglehrerschule Brandenburg-Briest (Apr 39 – Apr 45); Arbeitsplatz for Segelausbildungsstelle für Flugzeugführerschulen A/B (Gelnhausen) (1941-44).
Station Commands: Fl.H.Kdtr. (E) Altenstadt (26 Aug 39 – Mar 40); Fl.H.Kdtr. E 16/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 22/VII Langendiebach (1944-45).
Station Units (on various dates – not complete): le.Feldwerft-Staffel 3/10 (1 Jan 45); Feldmunitionslager z.b.V. 10/XI (1 Jan 45); Methanoltanklager (1 Jan 45).
[Sources: AFHRA A5257A pp.38-39 (25 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Alterkülz (GER) (50 01 54 N – 07 27 46 E)
General: field airstrip (Feldflugplatz) 36 km SSW of Koblenz and 4.5 km SSW of Kastellaun. History: brief use during the May 1940 attack into France, Belgium and Holland. No further information or mention of wartime use by the Luftwaffe found.
Station Commands: Fl.H.Kdtr. E 5/VIII (May 40).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altjührden (GER) (53 22 00 N – 08 04 00 E)
General: Arbeitsplatz in NW Germany 24.5 km NNW of Oldenburg, 2.5 km WSW of Obenstrohe and adjacent to the tiny hamlet of Altjührden. History: No further information or mention of operational wartime use by the Luftwaffe found.
School Units: Arbeitsplatz (practice field) for Schule/FAR 32 (Oldenburg) (1939).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altkemnitz (GER) (a.k.a. Alt Kemnitz; Stara Kamienica) (50 54 30 N – 15 36 00 E ?)

General: field airstrip (Feldflugplatz) 105 km WSW of Breslau (Wrocław) in Silesia in SE Germany, 9.5 km W of Hirschberg (Jelenia Gora) and just E of the hamlet of Stara Kamienica. History: no information aside from brief use by fighters in the second half of Apr 45. Surface and Dimensions: grass surface. No paved runway.
Infrastructure: none noted.
Operational Units: I./JG 52 (Apr 45).
Station Commands: none identified.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alt-Lönnewitz (GER) (51 32 50 N – 13 13 10 E)

General: operational airfield (Einsatzhafen) in Brandenburg 63 km ENE of Leipzig in E Germany, 4.25 km SSW of Falkenberg/Elster and immediately NW of Alt-Lönnewitz.
History: ordered inaugurated as a Lw. Fliegerhorstkommandantur on or about 1 October 1936 on the site of a small civil airfield that had existed since the 1920's. It was a factory airfield for Arado/Brandenburg at one time. Used by training units to July/August 1944 and then by operational units, mainly Ar 234 jet bomber units and a number of reconnaissance units. 1945-1991: Soviet Air Force base. After 1991, three of the original hangars taken over by a woodworking firm and the airfield used by civil aviation.
Dimensions: approx. 1465 x 730 meters (1600 x 800 yards) and kidney-shaped.
Surface and Runways: Partially paved grass surface. The single concrete runway measured approx. 1465 meters (1600 yards) and had an E/W alignment. A perimeter road ran along the N boundary and the runway was connected by a taxiway to the buildings on the N side of the field. Equipped with boundary and obstruction and runway lighting, and there was a beam approach system.
Fuel and Ammunition: refueling points were located on servicing handstands off the N boundary immediately E of the hangars and at the SE corner. Another group of refueling points was on the S boundary.
Infrastructure: had 3 large and 3 medium flight hangars and 1 large repair hangar, all with paved aprons. The main group of station buildings was off the N boundary behind the hangars and included admin offices, barracks, messes, canteens, etc. Additional barracks were NE of the station, off the SE corner and in the village of Alt-Lönnewitz. A branch rail line served the NE side of the airfield.
Dispersal: there were no organized dispersal facilities in Mar 44.
Defenses: no information.
Remarks:

11 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 3 x Ju 88s destroyed, plus 1 x Bf 109, 1 x Ju 88, 1 x Ju 52 and 1 x unidentified aircraft damaged.
21 Mar 45: low-level attack - 2 x Ju 52s from II./TG 3 and 1 x He 111 destroyed on the ground. (German report)
16 Apr 45: strafed by 9th AAF P-47 Thunderbolts – claimed 9 planes destroyed and 4 damaged.
Operational Units: Stab/KG 76 (Jun 44 – Feb 45); II./KG 76 (Jul-Aug 44); III./KG 76 (Jun-Dec 44); Stab/FAGr. 3 (Feb-Apr 45); 2. (F)/Aufkl.Gr. 100 (Feb-Apr 45); 4.(F)/Aufkl.Gr. 121 (Feb-Apr 45); Aufkl.St. 4.(F) Nacht (Feb-Mar 45); 14.(Eis)/KG 55 (Feb-Apr 45); Staffel z.b.V. Reich (Feb 45); 7./KG 53 (Mar 45); Sonderkommando Herzog (Schleppgruppe 1) (Feb-Apr 45); 3./JG 7 (Apr 45); Stab, 1./NAGr. 1 (Apr 45).
School Units: elementary flight school then twin-engined conversion school Alt-Lönnewitz (1936 – Jan 40), FFS C 3 then FFS B 3 (Jan 40 – Jul 44).
Reserve Training & Replacement Units: IV./KG 76 (Aug – Dec 44); III./EKG 1 (Jan – Apr 45).
Station Commands: as Fl.H.Kdtr. Alt-Lönnewitz (to 1943); Fl.Pl.Kdo. A 38/IV (1943 – Mar 44); Fl.H.Kdtr. A(o) 36/III (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt. 2/III (Dec 44).
[Sources: AFHRA A5258 pp.495-99 (25 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altlussheim (GER): see Speyer.

Altona (GER) (a.k.a. Hamburg-Altona, Bahrenfeld) (53 34 30 N – 09 53 00 E)
General: airfield (Fliegerhorst) in the western district of Hamburg in N Germany and approx. 8 km W of Hamburg city center.
History: a civil flying field from long before the war that was enlarged for military purposes 1934-35. Used mainly for glider training by the NSFK. A small airstrip with administrative buildings and barracks in the built-up outskirts of the city adjacent to a race track.
Dimensions: approx. 1050 x 960 meters (1,150 x 1,050 yards).
Runway: firm grass surface that used camouflage during the war years to tone its color with the surrounding area.
Infrastructure: fuel and other amenities as needed. Had a single double-bay hangar in the SE corner that was heavily camouflaged with netting. Barracks, admin buildings and stores were along the S boundary and the control tower was in the SE corner. There was also a cigarette factory in the SE corner and a race track just E of that. Nearest rail connection 2.5 km E of the airfield.
Dispersal: none (Sep 43).

Defenses: 2 heavy and 3 light Flak positions were in the immediate vicinity of the airfield which was also protected by the Flak batteries that protected Hanburg.
Remarks: repeatedly bombed during the war as part of the greater Hamburg area. No details found concerning the airfield itself.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.232-36 (12 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alt Rosenberg (GER) (today Gemina Olesno) (c. 50 53 05 N – 18 25 52 E)
General: operational airfield (Einsatzhafen) 42 km NE of Oppeln (Opole) in Silesia in SE Germany and 1.5 km NE of present day Gemina Olesno. History: brief use during the attack on Poland on 1 Sep 39. No further information or mention of wartime use by the Luftwaffe found.
Operational Units: II.(Schlacht)/LG 2 (Sep 39).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alt Siedel (GER) (a.k.a. Altsiedel) (c. 50 35 04 N – 18 13 54 E)
General: field airstrip (Feldflugplatz) 23.4 km SE of Oppeln (Opole) in Silesia/SE Germany near present-day village of Grodzisko. History: aside from brief use during the invasion of Poland, no further information or mention of wartime use by the Luftwaffe found.
Operational Units: II.(Schlacht)/LG 2 (Sep 39).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altwarp (GER) (53 44 30 N – 15 15 30 E)
General: Landeplatz (landing field or landing ground) 39 km NNW of Stettin in NE Germany. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. No paved runway. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Amberg-Köfering (GER) (49 25 00 N – 11 50 30 E)
General: small pre-war civil sports ground. No record of use by the Luftwaffe.
[Sources: AFHRA A5258 p.452 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Amberg-Kümmersbruck (GER) (49 26 00 N – 11 54 00 E)
General: small pre-war civil sports ground. No record of use by the Luftwaffe.

[Sources: AFHRA A5258 p.452 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Amberg-Schafhof (GER) (49 23 50 N – 11 58 50 E)

General: operational airfield (classified as an Einsatzhafen II in 1939) 57 km E of Nürnberg in Bavaria in S Germany; airfield located 9 km SE of Amberg, immediately S of Schafhof Farm in the Freiholser Forest. History: construction began 1 March 1937, completed a little over a year later, and first used by a Luftwaffe unit in fall 1938. Used by training units during the war. Dimensions: approx. 460 x 960 meters (500 x 1050 yards) aligned E/W. Runway: grass surface. No paved runway. Fuel and Ammunition: had an aircraft fueling station. Infrastructure: 3 medium hangars along the S boundary with workshops between them, and 11 large barrack buildings of concrete and wood. Nearest rail connection 1.6 km to the N of the airfield. Dispersal: had a Southeast dispersal and a Northwest dispersal with a total of 2 small Dutch-type barn aircraft shelters and 15+ aircraft bays cut into the woods that were connected to the landing area by taxi tracks.
Remarks: from spring 1944, Bf 109G and Bf 109K factory acceptance flights were carried out there. Flight training ceased in February 1945 and Schafhof occupied by elements of SG 151.
8 Apr 45: U.S. fighter-bombers flew the first attack on the field followed by several more during next 10 days.
18 Apr 45: abandoned by the Luftwaffe and captured by U.S. forces several days later.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS C Roth-Kiliansdorf (1939); Arbeitsplatz for FFS A/B 4 (Wien-Schwechat); Arbeitsplatz for Schule/FAR 63 then FFS A/B 63 (Marienbad) (1939-41); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS A/B 111 (Roth) (1941-42); Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45).
Reserve Training & Replacement Units: IV./SG 151 (Apr 45).
Station Commands: Fl.H.Kdtr. (E) Amberg-Schafhof (Aug 39 – Mar 40); Fl.H.Kdtr. E 30/XIII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/XII Fürth (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 32/VII Fürth (Jun 44 – Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.60 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Amrum (GER) (c. 54 39 54 N – 08 19 50 E)

General: landing ground (Landeplatz) on Amrum Island off the W coast of Schleswig-Holstein in NW Germany. History: no further

information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Angermünde (GER) (53 02 06 N – 13 59 55 E)
General: operational airfield (Einsatzhafen) 72 km NNE of Berlin in Brandenburg in NE Germany, 6.8 km WSW of Pinnow and 2.25 km N of of the town of Angermünde. History: Ordered established by the Luftwaffe by 1 October 1936. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Anklam (GER) (53 50 00 N – 13 40 15 E)
General: airfield (Fliegerhorst) in Mecklenburg/W Pomerania in NE Germany 55 km NW of Stettin, 43 km NNE of Neubrandenburg, and 3.25 km S of the town of Anklam.
History: constructed 1936-37 and inaugurated as a Lw. Fliegerhorstkommandantur on or about 1 October 1936. Served mainly as an air park (depot) and training airfield. A branch of the Arado firm that produced component parts for aircraft was located on the eastern outskirts of Anklam just 3.25 km from the center of the airfield. Single-engine fighters were based at Anklam from Oct 44 to Apr 45.
Dimensions: approx. 915 x 1370 meters (1000 x 1500 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. Airfield equipped with boundary lighting.
Fuel and Ammunition: available.
Infrastructure: had at least 5 hangars with paved aprons. A barracks complex was located off the N boundary to the rear of the storage sheds. A special branch rail line served the N boundary and the station ammunition dump.
Dispersal: there were 4 areas – Northwest, Southwest, South and Perimeter with a total of 20 large open aircraft shelters, 1 small open shelter and 2 parking sites.
Defenses: unknown.
Remarks:
4 Aug 44: airfield and the Arado plant bombed by 180 B-17 Fortresses and strafed by VIII Fighter Command P-51s – *claimed* 3 x Ju 88s destroyed and 2 more damaged. Results of the bombing believed to have been severe.
25 Aug 44: airfield bombed by 73 B-17s and strafed by VIII Fighter Command P-51s – *claimed* 4 x Ju 88s and 1 x Me 210 destroyed, plus 2 x Me 210s damaged. Results of the bombing unknown.

Operational Units: III./St.G. 162 (Apr-Sep 37); III./KG 53 (Jun-Jul 42); 3./Gruppe Nord (Flugzeugüberführungsgeschwader 1) (May 43 – c. 1944); II./KG 4 (04.45); Flugzeugschleuse Luftflottenkdo. 5 (1944); III./JG 1 (Oct-Dec 44, Mar-Apr 45); II./KG 4 (Apr 45).
School Units: Navigationslehrgang/BFS Brandis (Oct 37 - ?); Arbeitsplatz for twin-engined conversion school Neubrandenburg, FFS C 5 then FFS B 5 (Sep 39 – Feb 45); Bombenschule Anklam (Apr 39 – Nov 41); I./Kampfschulgeschwader 1 (Nov 41 – 1942).
Station Commands: as Fl.H.Kdtr. Anklam (to Feb 43); Fl.Pl.Kdo. A 47/III (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 10/III (Apr 44 - 1945).
Kdt.: Oberst Viktor Carganico (? - Sep 39); Oberst Otto Schlüter (? - 1 Oct 42); Oberst Rudolf Bretting (1 Oct 42 - ?)
Station Units (on various dates – not complete): Luftpark Anklam (later Luftpark 1/III) (c.1939-45); 4.(*Java II*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb-Mar 45); Stab/Ln.-Abt. 71 (Mar 45); Traktorenzug d.Lw. 1/III (? – c.Aug 42).
[Sources: AFHRA A5257p.1013 (1941-42) and A5258 pp.500-01 (26 Apr 44 updated to 13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Annafeld (GER) (coordinates unknown)

General: landing ground (Landeplatz) 25 km NE of Schneidemühl (Piła) in Pomerania in NE Germany near the town of Flatow (Zlotów). Exact location not found. History: in use during the opening of the attack on Poland on 1 Sep 39, but no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: III./St.G. 2 (Sep 39).
Station Commands: none identified.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ansbach (GER) (49 18 30 N – 10 38 30 E)

General: airfield (Fliegerhorst) in Bavaria 35 km SW of Nürnberg in S Germany; airfield located 4.8 km E of the city and close to the village of Katterbach.
History: 1927 listed as an emergency landing area (Notlandeplatz). Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 after a year of construction. 1939 upgraded to a Leithorst (main or controlling air base).
Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards) aligned N/S.
Surface and Runways: grass surface with serviceability problems in wet weather. No paved runway, but there were 2 concrete starting platforms, one on the W boundary and the other on the E boundary. Concrete taxiways connected the platforms to the aprons in front of

the hangars. Equipped with boundary and obstruction lighting, a flare-path and a beam approach system for night operations.
Fuel and Ammunition: refueling points and underground storage tanks were at the center of N boundary and 3 more refueling points along the S boundary. The station ammunition dump was served by a branch rail line at the SW corner.
Infrastructure: there were 7 hangars of metal construction including a repair hangar and all had paved hangar aprons. Station HQ, barracks, messes, admin offices, motor pool, garages and other station buildings were all arranged behind the hangars. Additional workshop buildings were at the NE corner. A special branch rail line served the airfield.
Dispersal: used both perimeter and remote dispersal, some of the latter being on the E side 2 km from the center of the landing area.
Defenses: had 5 light Flak positions with 12 guns, some in Flak towers and some on rooftops. The airfield was surrounded by barbed wire.
Remarks:
22 Feb 45: Ansbach marshalling yard bombed as a target of opportunity by 143 B-17 Fortresses.
23 Feb 45: Ansbach marshalling yard bombed by 109 B-17s.
8 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109 destroyed and another damaged.
Operational Units: Stab, II./KG 155 (Apr 36 – 1937/38); Stab, I./KG 355 (Jul 38 – Apr 39); Stab, I./KG 53 (May 39 – Feb 40), 1. (F)/Aufkl.Gr. 123 (Aug-Oct 39); Stab, II./KG 2 (Feb-May 40); III./KG 40 (Jun-Jul 41); II./KG 77 (Sep 41 – Jan 42); III./KG 53 (Jan–c.Jul 42); 15.(kroat.)/KG 53 (May-Jul 42); I./KG 76 (Mar-May 43); Stab, I./ZG 76 (Aug 43 – Apr 44); III./JG 3 (May-Jun 44); Stab/JG z.b.V. (May-Jun 44); Stab/JG 4 (Jun 44); IV./JG 3 (Jul-Jul 44); Sonderverband "Einhorn"KG 200 (Aug-Sep 44).
School Units: Arbeitsplatz for FFS C 15 (Gablingen) (Oct 40 – Jan 43); Verbandsführerschule/KG 101 (May – Aug 44); Verbandsführerschule/General der Kampfflieger (Aug 44 – Apr 45).
Reserve Training & Replacement Units: Erg.St./KG 6 (Oct 41 – Mar 42); IV./KG 53 (Apr 42 – Jan 43); I./EKG (J) and 6. and 7./EKG (J) (Feb – Mar 45).
Station Commands: Fl.H.Kdtr. L Ansbach (1940); Fl.H.Kdtr. A(o) 15/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 31/VII (Jun 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command): Obstlt. Arthur Dettweiler (? - ?) 6/42. 7/42; Obstlt. Georg Steinsiek (6 Aug 43 - ?).
Station Units (on various dates – not complete): General d.Kampfflieger (L.In. 2) (Mar-Apr 45); Koflug Ansbach (Jul 39 – Mar 41); Koflug 6/XIII (Apr 41 – Feb 43); Koflug 14/VII (Wickelsgreuth

Jan-Apr 45); Werft-Abt.(o) 1/XII (1944-45); 1. Flugh.Betr.Kp./KG 53 (May 39 – Feb 40); 2. Flugh.Betr.Kp./KG 53 (May 39 – Feb 40); 5. Flugh.Betr.Kp./KG 2; 4. Flugh.Betr.Kp./KG 101 (Aug 44); le.Flak-Abt. 83 (mot.) (Mar-Aug 39); 1./le.Flak-Abt. 951 (Sep 44 – Mar 45); mittl.Heimat-Flak-Bttr. 38/VII (Dec 44 – Apr 45); Heimat-Flak-Bttr. 31/VII (Jan-Feb 45); II./Ln.-Rgt. 13 (Jan-Feb 45); Lw.-Bau-Btl. 15/XIII (Nov 40); Lw.-Bau-Btl. 17/XIII (Apr 40); E-Hafen-Ausrüstungs-Kolonne (mot) Ansbach; E-Hafen-Ausrüstungs-Kolonne (mot) 1/VIII; Kfz.Beständelager d.Lw. 6/VII A (Jun 44).
Station Occupancy and Strength on 25 Jun 44 (officers/NCOs and officials/men/civilians): Fl.H.Kdtr. A(o) 31/VII (4/96/193/641); Stab/JG 4 and 1./SAGr. 131 (6/78/97/3); IV./JG 3 and 2./JG 51 (31/219/452/ -); Verbandslehrgang/KG 101 (12/294/250/ -); 3./le.Flak-Abt. 951 (2/10/61/ -); Dornier Flugzeugwerk (- / - / - / 150). Total station occupancy: 55 officers, 697 NCOs and officials, 1,053 men, 794 civilians = 2,599.
[Sources: AFHRA A5258 pp.61-65 (20 Dec 43 updated to 24 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Arys-Rostken (GER) (today Rostki) (c. 53 43 10 N – 21 55 00 E)
General: operational airfield (Einsatzhafen) 143 km SE of Königsberg in East Prussia, 11.5 km S of Arys (Orzysz), 11.5 km NE of Johannisburg (Pisz) and immediately NNE of the village of Rostken (Rostki). History: listed as an Einsatzhafen in 1939. Operational units briefly there for the attack on Poland in 1939 and then again for the attack on Russia in Jun 41. Otherwise, it was used mainly as a practice field for trainers. Surface and Dimensions: grass surface with a take-off and landinging run of at least 915 meters (1000 yards) possible. Infrastructure: a few buildings and/or sheds for repair and maintenance were probably available. The nearest rail connection was 5 km WNW on the Johannisburg-Arys line.
Remarks:
23 Jan 45: town of Arys and airfield taken by Soviet forces.
Operational Units: 3./JG 1 (Aug-Sep 39); I./JG 21 (Sep 39); Stab, I./KG 2 (Jun 41); Stab, 1./NAGr. 3 (Nov 44 – Jan 45); 2./NAGr. 4 (Nov 44 – Jan 45); elements of IV.(Pz.)/SG 9 (Dec 44).
School Units: Arbeitsplatz for BFS 7 (Insterburg) (Nov 40 – May 41); Arbeitsplatz for FFS C 21 (Białystok) (Sep 41 – Nov 43); Einsatzgruppe/2. Fliegerschuldivision (Aug-Oct 44).
Station Commands: Fl.H.Kdtr. Arys-Rostken (1939-40); Fl.H.Kdtr. E 8/IV (May – Jun 41); Fl.H.Kdtr. E 3/I (1941); Fl.Pl.Kdo. A 19/II (Sep 41).
Station Units (on various dates – not complete): Lw.-Bau-Btl. 23/XI (Jun 41); Traktorenzug 1/VI (6 Sep 41); 2.Zug of Ldssch.Kp. d.Lw. 1/I (6 Sep 41); Ldssch.Zug d.Lw. 93/VI (6 Sep 41).

[Sources: AFHRA A5258 p.502 (28 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Asbach (GER) (a.k.a. Eudenbach) (50 40 35 N – 07 21 50 E)
General: operational airfield (Einsatzhafen) 19.2 km ESE of Bonn in Rhineland-Pfalz in western Germany, 4 km WNW of Asbach and 2 km SE of Eudenbach. History: built 1938-39, this mainly consisting of extensive leveling and drainage work. Not believed to have been used in a significant sense until fall 1944 when a day fighter unit was based there. Dimensions: approx. 1190 x 825 meters (1,300 x 900 yards). Runway: grass surface. Plagued by soft ground during the rainy season. Infrastructure: fuel and refueling points were available. No hangars, but there was a small group of barrack huts off the NW corner of the landing area. Personnel were also billeted in the nearby village of Bucholz. Nearest rail connection 2.4 km to the W on a local line to Bonn. Dispersal: no organized dispersal areas as of February 1945. Defenses: unknown.
Remarks:
9 Mar 45: airfield ordered immediately destroyed and evacuated.
Operational Units: II./JG 6 (Sep-Oct 44).
Station Commands: Fl.H.Kdtr. E Eudenbach (1939-40); Fl.H.Kdtr. E 15/VI (1940); Fl.H.Kdtr. A(o) 13/VI?; Fl.H.Kdtr. E(v) 212/XI (Oct 44 – Feb 45).
Station Units (on various dates – not complete): Stab/II. Jagdkorps (Flammersfeld, Sep 44 – Jan 45); Stab/15. Fliegerdivision (Flammersfeld, Jan-Mar 45); I.(Betr.)/Ln.-Rgt. beim II. Jagdkorps (Flammersfeld, Sep 44 – Jan 45).
[Sources: AFHRA A5257A p.164 (27 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aschaffenburg (GER) (49 58 00 N – 09 11 00 E)
General: existed for many years prior to the war as a small civil landing ground. No record of use by the Luftwaffe.
[Sources: AFHRA A5258 p.452 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aschersleben (GER) (51 46 40 N – 11 25 40 E)
General: landing ground/factory airfield (Landeplatz/Industriehafen) in Anhalt in C Germany 50 km SSW of Magdeburg and 44.5 km NW of Halle; airfield located 3.25 km NNW of Aschersleben.
History: listed as an emergency landing ground (Notlandeplatz) in 1927. Later, a factory airfield (Industriehafen) for the Junkers firm where aircraft fuselages were produced.
Surface and Dimensions: poorly drained grass surface measuring approx. 460 x 550 meters (500 x 600 yards) and roughly rectangular in shape. No paved runway.

Infrastructure: had a few small buildings off the N corner. The buildings of the Junkers factory were off the SE boundary and consisted of workshops, machine shops, a boiler house, etc. Other factory buildings were on the E side of the Aschersleben-Wilsleben road and accessed by way of a loop road. Barracks, offices, canteens, stores, etc., were located within the factory complex. A branch rail line served the factory buildings.
Dispersal: no organized dispersal facilities.
Defenses: Flak dispositions unknown.
Remarks:
22 Feb 44: airfield and factory bombed by 34 B-17 Fortresses.
29 Jun 44: city and area bombed by 47 B-24 Liberators.
7 Jul 44: airfield and factory bombed by 73 B-24s.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 62 (Quedlinburg) (1939-40); Arbeitsplatz for Überprüfungslehrgang LF Prenzlau/Salzwedel (Jun – Dec 43).
Reserve Training & Replacement Units: Flak-Ers.Abt. 4 (c. 1940-43); Fallschirm-Ers.Btl. 1 (1944-45).
Station Commands: none identified.
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): schw.Flak-Abt. 226(o) (Apr 44 – 1945); Flakscheinw.Abt. 359(v) (1945); schw.Flak-Abt. 461(o) (1939-40); gem.Flak-Abt. 665(v) (May 42); Luftschutz-Abt. d.Lw. 58 (summer 44 – 1945).
[Sources: AFHRA A5258 p.503 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aslau (GER) (51 18 24 N – 15 43 08 E) or (51 18 40 N – 15 44 20 E)
General: operational airfield (Einsatzhafen I) (today Osla) in Silesia in SE Germany, 32 km SSE of Sprottau, 32 km WNW of Liegnitz (Legnica), 12 km ENE of Bunzlau and 1.6 km SW of the village of Aslau (Osla).
History: constructed between 1935 and 1938 as an Einsatzhafen I. Ordnung; first in use 1938-39. Used by school units throughout the war, and operational units not based there after September 1939 until October 1944 when night fighters and ground attack units were based there.
Dimensions: approx. 1,100 x 825 meters (1200 x 900 yards) and rectangular in shape.
Runway: good grass surface with a perimeter taxiway encircling the landing area. Probably equipped for night landings.
Infrastructure: had 1 very large assembly hangar (233 x 41 meters), 4 more very large hangars and 1 large repair hangar, all of which were

fronted by concrete aprons and connected to the taxiway. A group of workshop and stores buildings were located in the hangar area, and there was a further group of workshops at the SE corner of the landing area. A small barracks complex was situated to the rear of the assembly hangar, and a block of admin buildings was along the airfield's SW boundary. The Berlin-Breslau Autobahn paralleled the S boundry of the landing area at a distance of less than 1 kilometer and a branch rail line served the hangar area. Dispersal: none noted (8 Apr 44).
Defenses: none noted (8 Apr 44).
Remarks: major development and building construction during the war for use as a factory and repair airfield. Foche-Wulf Fw 190 A-8 and D-9 assembly there by Concordia Aslau (or Weser Flugzeugbau GmbH?) beginning in late 1944 to early February 1945. Sub-camps Aslau and Bunzlau II of Konzentrationslager Gross-Rosen provided inmate labor at the airfield.
11 Feb 45: selective evacuation westward of airfield tenants and personnel began as Soviet forces advanced into Silesia.
Operational Units: (go to Google and enter: Aslau site:ww2.dk).
Also: III./KG z.b.V. 1 (Sep 39); KGr. z.b.V. 9 (Sep 39); 3./NSGr. 4 (Dec 44 – Feb 45); 10.(Pz.)/SG 77 (Dec 44 – Feb 45); II./SG 77 (Jan-Feb 45).
School Units: Arbeitsplatz for FFS C Sprottau, FFS C 4 then FFS B 4 (Nov 39 – Jan 45).
Reserve Training & Replacement Units: 4./Erg.JG 1 (Nov 44 – Jan 45).
Station Commands: Fl.H.Kdtr. (E) 38 then Fl.H.Kdtr. E Aslau (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 18/IV (c. Feb – Apr 40); Fl.Pl.Kdo. A 8/IV (1941 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 8/VIII Liegnitz (Apr 44 – Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.504-06 (26 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Astfeld (GER) (51 56 04 N – 10 22 57 E)
General: landing ground in Lower Saxony 3.5 km NW of Goslar.
History: in existence by 1 Dec 44 and probably a satellite or auxiliary landing ground for nearby Goslar airfield. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: unknown. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Augsburg (GER) (48 22 N – 10 53 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):

Commands (Kommandobehörden, Stäbe): Stab/V. Fliegerkorps (A-Gersthofen, Oct 39 – May/Jun 40); Stab/5. Fliegerdivision (A-Gersthofen, Sep 39).

Antiaircraft (Flak):
Higher Flak Commands: none.
Stab/Flak-Rgt.: Flakscheinwerfer-Rgt. 2(o) (as Flakgruppe Augsburg) (Jul 42 – Apr 44); Flak-Rgt. 18 (as Flakabwehrkdo. Augsburg) (Oct 39 – Apr 40); Flak-Rgt. 19(o) (as Flakgruppe Augsburg) (Apr 40 – Jun 41); Flak-Rgt. 66(o) (Jul 41 - Aug 42?); Flak-Rgt. 115 (as Flakgruppe Augsburg) (May 44 – Apr 45); Flak-Rgt. 135 (mot.) (Sep-Nov 41).
Flak-Abt.: I./Flak-Rgt. 37 (gem. mot.); I./Flak-Rgt. 54 (gem. mot.); schw.117(o); schw.136(o); schw.137(o); schw.151(o); gem.385(o); schw.405(o); schw.443(o); schw.444 (Eisb.); schw.446(o); schw.452(v); schw.453(o); schw.458(o); schw.506(o); schw.514(o); schw.522(o); schw.542(o); schw.571(o); schw.572(o); schw.612(o); le.738(o); le.825 (Eisb.); le.844(o); schw.902 (Eisb.).
Flakscheinwerfer-Abt.: 200(o); 228(o); 340(o); 509(v); 578(o); 582(o); 675(v).
Luftsperr-Abt.: none.
Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 15.

Air Raid Protection/Civil Defense (Luftschutz): elements of Luftschutz-Abt. d.Lw. 38 (1942 – Apr 45).

Air Force Signals (Luftnachrichten): elements of Ln.-Rgt. 15 (Oct 35 – Jun 38); Stab and I.(Betr.)/Ln.-Rgt. 35 (May 40); Stab II./Ln.-Rgt. 215 (c.Nov 43 – 1944); Stab, I. and II./Luftgau-Nachr.Rgt. 7 (A-Pfersee – Jul 38 – 1944); 15.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); Stab and I./Ln.-Ers.-u.Ausb.Rgt. 3 (A-Pfersee, Apr 44 - 1945); Flugmeldemesszug (o) z.b.V. 8 (1944-45); Luftgaubereichswerkstatt (N) 1/VII (A-Pfersee, c.1942-44); Fluko Augsburg.

Ground Transport (Transportkolonnen): Kfz.Werkstatt (o) d.Lw. 110/VII (A-Pfersee, 1944-45).

Augsburg-Haunstetten (GER) (48 20 00 N – 10 54 05 E)

General: factory airfield (Industriehafen) for the Messerschmitt aircraft firm 55 km NW of Munich in Bavaria in S Germany; airstrip 4 km S of Augsburg and 2.8 km NNW of the village of Haunstetten.
History: existed well before the war and was the location of a small aircraft factory in the early 1930's. The Messerschmitt factory was continuously expanded during the war and by 1944 consisted of a huge complex taking up the entire NE, E and SE boundaries of the airfield. In addition to the assembly of Bf 110 fighters, the factory was also a research and experimental facility.
Dimensions: approx. 1280 x 825 meters (1400 x 900 yards) and rectangular in shape.

Surface and Runways: firm, well drained grass surface. No paved runways. Equipped for night landings.
Fuel and Ammunition: available.
Infrastructure: there were numerous hangars with paved aprons, factory workshops, drawing offices, etc., along the N, E and S bountaries and on the E side of the Augsburg-Landsberg road about 1.2 km from the SE corner of the landing area. Station admin offices were off the NE corner of the landing area. Served by a branch rail line with several sidings that led to the factory buildings.
Dispersal: the North dispersal was along the perimeter and had 4 medium open aircraft shelters covered with netting; the South perimeter dispersal had 30 medium open aircraft shelters of which 15 were covered with netting; and, the South dispersal to the rear of the hangars had 8 medium open aircraft shelters.
Defenses: very heavy Flak defenses with 9 heavy Flak positions of which at least 4 had 6 guns each, and 14 light Flak positions, most of these in Flak towers and mounted on rooftops.
Remarks:
19 Dec 43: factory and airfield bombed by 50 15th AAF B-24 Liberators with poor results due to lack of target visibility.
25 Feb 44: factory and airfield bombed by 196 B-17 Fortresses – post raid photos showed damage and fires in the factory buildings and experimental hangar at the NE end of the field and also damage to hangars and workshops at the SE end.
16 Mar 44: factory and airfield bombed by 401 B-17s.
13 Apr 44: factory and airfield bombed by 207 B-17s.
11 Jul 44: factory and airfield bombed by 29 B-24 Liberators as a target of opportunity.
16 Jul 44: city bombed by 54 B-17s.
19 Jul 44: factory and airfield bombed by 123 B-17s.
27 Feb 45: Augsburg marshaling yard bombed by 15th AAF – some of the airfield hangars were hit during the raid.
1 Mar 45: Augsburg bombed by 62 B-24s.
Operational Units: none identified.
School Units: LNS 3 (Jul 38 – 1940); LNS 4 (Oct – Nov 39); Flieger-Technischevorschule Augsburg (1939-44).
Station Commands: Platzkdo. of Fl.H.Kdtr. A(o) 13/VII Lechfeld (1944-45).
Station Units (on various dates at or near the station – not complete): 4./schw.Flak-Abt. 136 (1943-45); 1. and 3./le.Flak-Abt. 738 (Feb-Mar 44); le.Heimat-Flak-Bttr. 20/VII (1944-45); schw.Heimat-Flak-Bttr. 205/VII (1944).
[Sources: AFHRA A5258 pp.66-70 (18 Dec 43 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aurich (GER): see Brockzetel.

Autobahn 1 (GER) (48 25 35 N – 10 15 45 E)
General: improvised Autobahn landing strip approx. 1.6 km ESE pf Leipheim airfield to the NE of Ulm. Development began in summer 1944 by clearing the Autobahn's median strip for a distance of approx. 1830 meters (2000 yards). Aircraft were dispersed in woods S of the landing area. Believed used by Me 262 jets in spring 1945 if not earlier.
[Sources: AFHRA A5258 p.12 (20 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Autobahn 2 (GER) (48 24 35 N – 10 56 25 E)
General: improvised Autobahn landing strip on the NE side of Augsburg approx. 6.5 km NE of Augsburg airfield. At least 2285 meters (2500 yards) of Autobahn was still in the process of being prepared on 23 Mar 45 with aircraft dispersal at the E end of the landing area. At least 5 aircraft shelters and parking areas had already been built by 23 March. The strip was intended for jets.
[Sources: AFHRA A5258 p.13 (21 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Autobahn 4 (GER) (48 14 00 N – 11 36 15 E)
General: improvised Autobahn landing strip 5.7 km from Scheissheim airfield near Munich. Approx 1650 meters (1800 yards)) of Autobahn was still in the process of being prepared on 20 Apr 45. It is exceedingly doubtful if it was completed of ever used.
[Sources: AFHRA A5258 p.14 (23 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Autobahn 5 (GER) (48 16 15 N – 11 39 00 E)
General: improvised Autobahn landing strip NE of Scheissheim airfield near Munich. Approx 1650 meters (1800 yards)) of Autobahn was still in the process of being prepared on 20 Apr 45. It is exceedingly doubtful if it was completed of ever used.
[Sources: AFHRA A5258 p.14 (23 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Autobahn 6 (GER) (53 49 20 N – 10 30 50 E)
General: improvised Autobahn landing strip 13.2 km WSW of Lübeck and SE of the village of Reinfeld. Runway: 2,000 meters of concrete roadway with the dividing median removed. Dispersal: some 6 or 7 aircraft shelters were under construction on the E side of the strip when photographed on 26 April 1945 and one Me 262 was seen parked there.
Operational Units: none identified.
[Sources: AFHRA A5257A p.5 (1 May 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Autobahn 7 (GER) (48 24 50 N – 10 29 00 E)
General: improvised Autobahn landing strip 32.4 km WNW of Augsburg airfield and 5 km SE of the village of Röfingen. At least 1830 meters (2000 yards) of Autobahn was still in the process of being prepared on 20 Apr 45 with aircraft dispersal to be in an adjacent forest. Jet aircraft are known to have used it on 25 April.
[Sources: AFHRA A5258 p.5 (1 May 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

B

Babelsberg (GER): see Güterfelde.

Babenhausen (GER) (c. 48 09 09 N – 10 14 55 E)
General: operational airfield (Einsatzhafen) in Bavaria/S Germany 33.5 km SSE of Ulm and 18.5 km NNE of Memmingen. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Babenhausen (GER) (49 57 20 N – 08 58 15 E)
General: field airstrip (Feldflugplatz) 27.5 km SE of Frankfurt/M. and 14.5 km W of Aschaffenburg in Hesse; airfield located 1.6 km SE of the town of Babenhausen. Upgraded to an operational airfield (Einsatzhafen II) in 1940. History: military use dates from 3 July 1934 when glider training and a workshop were established there and it remained a glider training field until 28 August 1944. Dimensions: approx. 1300 x 820 yards) and roughly rectangular in shape. Surface: grass surface. No paved runway. Infrastructure: had a group of barracks, offices and stores buildings off the NE corner. Nearest rail connection at Babenhausen on the Hanau-Darmstadt line.
Remarks:
Aug 44: 111 convicts from a nearby prison at Rodgau were used as forced laborers on the airfield.
24 Dec 44: bombed by 100 B-17 Fortresses and heavily damaged; urgent repairs undertaken.
1945: while Babenhausen was bombed on 11 and 13 Feb 45 because it was a rail junction and a garrison town, the airfield was apparently left untouched.
14 Mar 45: bombed by approx. 75 B-26 Marauders – numerous bursts on landing area and airfield rendered unserviceable; at least 3 KIA. (German report)
25 Mar 45: captured by U.S. forces.

Operational Units: II./KG 53 (c.1-4 Sep 44 or later?); I./JG 77 (Sep-Oct 44); I./JG 11 (Nov-Dec 44); III./JG 4 (Dec 44); II./JG 4 (Dec 44 – Jan 45); I./JG 2 (Feb 45); elements of JG 2, JG 3 and JG 54 (Feb-Mar 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 221/XII Zellhausen (Nov/Dec 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt.(v) 126/XII (1 Jan 45); Werkstattwagenzug (Fl) 1/XIV (1 Jan 45); 3./le.Flak-Abt. 987 (Dec 44); 4./le.Flak-Abt. 776 (Dec 44 – 1945).
[Sources: AFHRA A5258 p.71 (7 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bad Aibling (GER) S Germany (47 52 40 N – 11 59 10 E)
General: airfield (Fliegerhorst) 46 km SE of Munich in S Germany; airfield located 3 km WNW of the town of Bad Aibling.
History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Construction completed end of 1936 and began operations April 1937. Upgraded to a Leithorst in 1939. Used mainly as a fighter, night fighter, dive-bomber and elementary flight training station during the war years.
Dimensions: had an E/W run of approx. 1465 meters (1600 yards) following an extension off the W boundary.
Surface and Runways: hardened (not paved) surface with a large concrete wedge-shaped starting platform on the E side with ample taxiways. Equipped with a beam approach system.
Fuel and Ammunition: had 4 refueling points with servicing hardstands on the N boundary and 4 more in the SW corner. The ammunition dump was off the NW corner.
Infrastructure: had 1 very large repair hangar and 1 large hangar along the N boundary, and 2 large hangars at the NE corner. All 4 had paved hangar aprons. The station motor pool and garages were behind the hangars on the N boundary. The main barrack complex with quarters, mess, kitchens and officers' mess was just N of the station. A group of 9 huts off the NE corner probably provided additional accommodation. The control tower was on the N boundary between the two groups of hangars, the station HQ was just S of the reservoir and a sports ground was just W of the reservoir. A branch rail line served the hangar area.
Dispersal: there was a single dispersal area off the W boundary with 10 large open aircraft shelters, while other aircraft were parked along the W, N and E perimeters.
Defenses: several single-gun Flak emplacements existed around the airfield boundary but these were unoccupied when photographed on 1 Feb 44.
Remarks:

20 Oct 44: bombed by 15th AAF B-17 Fortresses and B-24 Liberators.
16 Feb 45: strafed by 2 fighters – 2 x Fw 190 destroyed, 1 x Bf 110 and 1 x Fw 58 moderately damaged and 1 x Ar 96 lightly damaged. (German report)
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 32 destroyed or damaged, mostly Bf 110s and He 111s.
Operational Units: I./JG 135 (Apr 37 – Oct 38); II./JG 135 (Jul 38); I./JG 51 (May-Aug 39); JG 71 (Jul-Aug 39); 3./Fliegergeschwader z.b.V. 7 (Aug-Sep 44); III., IV./NJG 6 (Jan-Apr 45); NSGr. 1 (Süd) (Apr 45); I., III./JG 27 (Apr 45); NSGr. 2 (May 45).
School Units: 2./Zerstörerschule 1 (Jan – Apr 40); FFS A/B 117 (Oct 40 – Sep 41); Stukavorschule 1 and 2 (Sep 41 – Nov 42); Jagdfliegerschule 3 (Oct – Dec 42); Stab and I./JG 103 (Dec 42 – Feb 43); II./Zerstörerschule 2 (Mar 43); Stab, 3., 4. and II./ZG 101 (Mar 43 – Mar 45); Bomben- und Zielfinderschule Greifswald (Sep 44 – Mar 45).
Station Commands: Fl.H.Kdtr. L Aibling (1940); Fl.Pl.Kdo. A 1/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 1/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Oberst Maximilian Müller (-) 9/39
Station Units (on various dates – not complete): Koflug Aibling (Jul 39 – Mar 41); Koflug 2/VII (Apr 41 – Nov 42, Nov 43 – Apr 45); Werft-Abt. 1/VII (1944-45); E-Hafen-Ausrüstungs-Kolonne (mot) 7/VII; Trsp.Kol. d.Lw. 151/III (mid-44); Trsp.Kol. d.Lw. 138/IV (summer 44); Kfz.Werkstatt (o) d.Lw. 112/VII (1944-45); Lw.-San.Abt. 1/VII.
[Sources: AFHRA A5258 pp.51-53 (23 Feb 44 updated to 12 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Cannstatt (GER) (a.k.a. Cannstatt) (48 48 13 N – 09 11 51 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 7 km NE of Stuttgart city center. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Baden-Baden (GER) (a.k.a.Baden Oos) (48 47 45 N – 08 11 30 E)
General: landing ground (Landeplatz) 28 km SSW of Karlsruhe in Baden-Württemberg; airfield 5.25 km NW of Baden-Baden in the suburb of Baden-Oos in SW Germany. History: a small pre-war civil landing ground. Probably used for glider training. Noted as being operational from Aug 43 to Feb 45. Surface and Dimensions: grass

turf on a mixture of clay and sand sub-soil that measured approx. 640 x 550 meters (700 x 600 yards). Infrastructure: had 1 long rectangular shed and 2 small hangar-type buildings near the E boundary.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Lw.-Lazarett 14/XI (Baden-Baden, ? – 1945).
[Sources: AFHRA A5258 p.430 (11 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Frankenhausen (GER): see Esperstedt.

Bad Honnef (GER) (50 38 09 N – 07 13 53 E)
General: possibly the location of a late war landing ground that was operational in Feb 45. Bad Honnef is located in North Rhine – Westphalia 15 km SE of Bonn.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Kissingen (GER) (50 12 40 N – 10 04 12 E)
General: landing ground (Landeplatz) in Bavaria 20 km NNW of Schweinfurt; airfield 1 km N of Bad Kissingen. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: pasture-land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Langensalza (GER): see Langensalza.

Bad Lippspringe (GER): see Lippspringe.

Bad Mergentheim (GER): see Mergentheim.

Bad Nauheim (GER) (50 20 05 N – 08 47 20 E)
General: landing ground (Landeplatz) in Hesse 28 km N of Frankfurt/Main; airfield 5 km SE of Bad Nauheim. History: dates from at least 1938 and received some use during the spring 1940 campaign in the West. Glider-towing experiments conducted here in spring 1941. Dimensions: unknown. Surface and Runways: grass surface. No paved runway. Infrastructure: none identified.
Remarks:
5 Sep 44: low-level attack by VIII Fighter Command P-38s – *claimed* 13 x Fw 190s, 1 x Fi 156 and 1 x unidentified aircraft destroyed, plus 12 Fw 190s, 2 x Do 217s and 1 x unidentified aircraft damaged.
Operational Units: none identified.
Station Units: Lw.-Lazarett 5/XII (Sep 44 – 1945); Flieger-Untersuchungsstelle 4/XII (1944-45); Flieger-Untersuchungsstelle

6/XII (1944-45); Fachärztliche Behandlungsstelle d.Lw.(o) Bad Nauheim.
[Sources: AFHRA A5257A pp.387-88 (13 Jan 44 and updated to 4 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Oeynhausen (GER) (52 12 30 N – 08 46 23 E)
General: airfield in North Rhine – Westphalia 51 km E of Osnabrück and 11.5 km SSW of Minden; airfield located 2 km NW of Bad Oeynhausen. History: 1927 listed as a civil landing ground (Verkehrslandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Orb (GER) (50 13 07N – 09 20 56E)
General: landing ground (Landeplatz) operational airfield (Einsatzhafen) in Hesse 49 km ENE of Frankfurt/M. History: laid out in the mid-1930's and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Stab/Luftflottenkdo. 3 (Sep 39 – Jun 40); Stab and I./Ln.-Rgt. 3 (Sep 39 – May 40); Ldssch.Zug d.Lw. 4/XII (Nov 39).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Reichenhall (GER) (47 44 20 N – 12 53 30 E)
General: landing ground (Landeplatz) in Bavaria 18 km SW of Salzburg; located 2 km NE of the village of Bad Reichenhall. History: listed as a civil landing ground (Verkehrslandeplatz) in 1927, then as a secondary airport in 1932. Surface and Dimensions: firm grass surface on gravel sub-soil measuring approx. 595 x 160 meters (650 x 175 yards). Infrastructure: had 1 small hangar.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.432 (30 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Tölz (GER) (47 45 57 N – 11 35 48 E)
General: Landeplatz in Bavaria 43 km S of München (Munich); airfield 2.5 km NW of Bad Tölz. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: pasture-land surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Wörishofen (GER) (48 00 50 N – 10 36 50 E)

General: operational airfield (Einsatzhafen) in Bavaria 45 km SSW of Augsburg and 29 km NW of Schongau; airfield located 2 km NE of Bad Wörishofen.

History: listed as an emergency landing ground (Notlandeplatz) in 1927 and then developed into an operational airfield in the mid-1930's. Used throughout the war as a practice field for single-engine trainers. In mid-1943 it also became an operational fighter station and remained so to the end of the war.

Dimensions: approx. 915 x 1000 meters (1000 x 1100 yards) with a square shape.

Surface and Runways: grass surface. No paved runway. A perimeter track encircles the landing area. Equipped with perimeter lighting.

Fuel and Ammunition: fuel storage was off the SE corner.

Infrastructure: there were 5 medium hangars in a row that curved around the SE corner and 3 of them had paved hangar aprons. Several barrack buildings were near the edge of the woods off the SE corner. A special branch rail line served the N, S and W sides of the airfield.

Dispersal: 20 parking hardstands were located on the edge of the woods along the NE corner.

Defenses: 2 light Flak positions and 4 machine gun positions existed in Jan 44.

Remarks: none.

Operational Units: III./JG 3 (Aug 43 – Feb 44, Apr-May 44); I./JG 4 (Nov-Dec 43); 3./JG 301 (Nov-Dec 43); 3./TGr. 30 (May-Jun 44); Stab, I./JG 300 (Jul-Aug 44); elements of 2./Versuchsverband OKL (May 45).

School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45); Stab/JG 101 (Jun 44 – 1944); Verbandsführerschule des General der Jagdflieger (Jan – Apr 45).

Station Commands: Fl.H.Kdtr. (E) Wörishofen (1939-40); Fl.H.Kdtr. E 5/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 14/VII Kaufbeuren (1944-45).

Station Units (on various dates – not complete): Werft-Abt. (v) 122/XII (1944-45).

[Sources: AFHRA A5258 pp.421-22 (29 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Zwischenahn/Land (GER) (53 12 30N – 07 59 30E)

General: airfield (Fliegerhorst) in Lower Saxony (Niedersachsen) 14.3 km WNW of Oldenburg and 2.8 km NNW of Bad Zwischenahn on the west shore of the Zwischenahner Meer.
History: construction began in 1936 and the first air units began using it in fall 1937. Used mainly by bombers and long-range reconnaissance units beginning in 1940, later by transport and target-towing planes. The testing, evaluation and pilot training for the Me 163 rocket fighter was carried out here during 1943-44.
Dimensions: approx. 1150 x 1370 meters (1,250 x 1,500 yards).
Runways: the grass runway was replaced with three concrete runways in the form of a triangle during 1939-40, the longest being 1,400 meters (1530 yards) in length. Extensions were added to the runways during the war to accommodate longer take-off runs. The servicing hardstands were paved and there was an elaborate system of paved taxiways. Equipped with runway, boundary and obstruction lighting, beam approach and the short version of the visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were on the servicing hardstands and bulk storage off the S boundary. A large bomb and ammunition dump was off the N boundary.
Infrastructure: full servicing and support capability with 5 large hangars, 5 small hangars, workshops, motor pool and garages, barracks, married quarters, and other buildings. A special rail spur enters the airfield on the SE side.
Dispersal: there were 5 dispersal areas – Northwest, North, Northeast, Southeast and West with a total of 40 large open blast bays, 8 hardstands and a large number of additional aircraft parking spaces in wooded areas as of October 1944.
Defenses: a huge buildup of Flak batteries at Bad Zwischenahn began in Nov 43 and did not end until Sep 44. By late May 1944, there were some 30 batteries deployed on and near the airfield. These were to protect the development of the high priority Me 163 rocket fighter that was intended to have a major role in sweeping the skies of enemy bombers.
Satellites and Decoys:

Dänikhorst (GER) (53 09 40 N – 07 55 00 E). Dummy 7.3 km WSW of Bad Zwischenahn and 2.8 km NNW of Dänikhorst on Fintlandsmoor. Mock-up included hangars, buildings and runways shaped out of sod and illuminated at night. [Sources: AFHRA A5257A p.608 (1944)]
Remarks: strafed and heavily bombed from 30 May 1944 to nearly the end of the war, and by 24 March 1945 the runways were permanently unserviceable and most of the buildings and hangars were in ruins.

30 May 44: bombed by 71 B-24 Liberators – 2 x Bf 108s, 6 x Bf 110Gs, 3 x Fw 56s, 1 x He 46, 6 x Me 163, and 10 x gliders from Erprobungs-Kdo. 16 were destroyed or damaged on the ground.
15 Aug 44: bombed by 90 B-24s – 1 x Bf 110G from Erprobungs-Kdo. 16 damaged.
24 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 88 destroyed, plus 1 x Bf 110 and 1 x unidentified aircraft damaged.
21 Mar 45: bombed by 57 B-17 Fortresses – all of the runways and several of the older hangars heavily damaged, landing area less severely hit; power and communications severed; airfield unserviceable. (German reports)
24 Mar 45: bombed by 74 B-17s.
1 May 45: taken by Canadian troops.
Operational Units: Luftdienstverband I (Jul 36 – Dec 43); Luftdienstkdo. I (Jul 36 – Jan 39); Luftdienstkdo. 2 (Oct 37 – Jan 39); Luftdienstkdo. 61 (Jan 39 – Dec 43); Luftdienstkdo. 62 (Jan 39 – Dec 43); 3./Kü.Fl.Gr. 106 (Oct-Nov 39); Wekusta 1 Ob.d.L. (Jan 41 – Mar 45); Westa 1 Ob.d.L. (1941-45);Erprobungskdo. 16 (Sep 43 – Jul 44); Stab/KG 30 (Mar-Jun 44); II/KG 30 (Mar-May 44); III./KG 30 (Mar 44); I./KG 30 (Sep 44); Wekusta 10 (Sep 44 – Apr 45); Stab, 4./KG 53 (Oct 44 – Mar 45).
School Units: Wetterbeobachtungsschule (1941-44).
Reserve Training & Replacement Units: Erg.Gr./JG 52 (Jul – Aug 41); Erg.St./KG 6 (Mar – Jun 42).
Station Commands: Fl.H. Bad Zwischenahn (1936 – c.Feb 43); Fl.Pl.Kdo. ??/XI (c.Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 15/XI (Apr 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command): Maj. (Hans?) Kremers (? - ?) 9/43.
Station Units (on various dates – not complete): 5. Flugh.Betr.Kp. (S) (1943 – Feb 44); I./Flak-Rgt. 42(Sf) (Jan-Mar 44); Stab/Flak-Rgt. 63(o) (1943 – Sep 44); schw.Flak-Abt. 137(o) (Jan-Aug 44); 5./schw.Flak-Abt. 174(o) (Jan-Mar 44); Stab, 1., 3., 4./schw.Flak-Abt. 185(o) (Feb-Jul 44); Luftsperr-Abt. 206(o) (Oct 43 – Mar 44); 6./schw.Flak-Abt. 224(o) (Feb-Jul 44); 2./schw.Flak-Abt. 225(o) (Feb-Jul 44); 4./schw.Flak-Abt. 231(o) (Jun-Jul 44); 5./schw.Flak-Abt. 307(o) (Jan-Jul 44); 2./schw.Flak-Abt. 326(o) (Jan-Jul 44); 7./schw.Flak-Abt. 393(o) (Jan-Mar 44); 3., 4./schw.Flak-Abt. 396(o) (Feb-Jul 44); 6./schw.Flak-Abt. 456(o) (Jan-Aug 44); 2./schw.Flak-Abt. 461 (Feb-Jul 44); 1., 5./schw.Flak-Abt. 521(o) (Jan-Jun 44); 7./schw.Flak-Abt. 531(o) (1943 – Aug 44); 2./schw.Flak-Abt. 539(o) (Jan-Jul 44); 3., 6.gem.Flak-Abt. 601(v) (1943 – Jul 44); 4./schw.Flak-Abt. 634(o) (Jan-Aug 44); 4./schw.Flak-Abt. 635(o)

(1943 – Aug 44); 5./le.Flak-Abt. 743(o) (Jun-Jul 44); 3., 4., 5./le.Flak-Abt. 762(o) (Feb-Sep 44); 3. and 5./le.Flak-Abt. 770(o) (Feb-Sep 44); 1., 5./le.Flak-Abt. 822 (Eisb.) (Mar-Jun 44); Stab, 1.-4./le.Flak-Abt. 859 (Eisb.) (Oct-Nov 43); 1./le.Flak-Abt. 916(o) (Dec 43 – Apr 44); le.Flak-Abt. 942(o) (1943 – Sep 44);
[Sources: AFHRA A5257A pp.579-83 (24 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bad Zwischenahn/See (GER) (53 12 25N – 08 00 32E)
General: operational seaplane station/seaplane base located on the property of the land airfield and on the shore of the Zwischenahner Meer. The station normally accommodated a Staffel of seaplanes, but operations were curtailed during the winter when the lake usually froze over. It relied on the land airfield for its servicing and support needs. It was equipped with the usual slipway/launch ramp facilities and had a small boat harbor.
Remarks:
18 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Ar 196 destroyed.
Operational Units: 1. Seenotstaffel (Apr-Aug 39); 3./Kü.Fl.Gr. 106 (Oct-Nov 39); Stab/Seenotgruppe d.Lw. (1940); Stab/Kü.Fl.Gr. 506 (Nov-Dec 40).
Station Commands: Fl.H.Kdtr. (E) Zwischenahn (See) (Aug 39 – Mar 40); Fl.H.Kdtr. E 104/XI (See) (Mar-Apr 40).
Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 81/XI (Dec 43).
[Sources: AFHRA A5257A pp.579-83 (24 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Ballenstedt (GER) (51 44 40 N – 11 13 33 E)
General: operational airfield (Einsatzhafen) 9 km SSE of Quedlinburg in Anhalt; airfield 3 km N of the town. History: used as a practice field for trainers. Listed as still operational in Feb 45. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for Schule/FAR 62 (Quedlinburg) (1939-40); Arbeitsplatz for Aussenkdo. Quedlinburg/Fluglehrerschule Brandenburg-Briest (Apr 39 – 1945).
Station Units: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Baltringen (GER) S Germany (48 11 20 N - 09 52 50 E)
General: operational airfield (Einsatzhafen I) 26 km SSW of Ulm and 5 km S of Laupheim in Baden-Württemberg; airfield 2 km NNE of the village of Baltringen.

History: built in the late 1930's. Used mainly as a practice field by training units during the war.
Dimensions: approx. 870 x 915 meters (950 x 1000 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: refueling points off the N boundary, off the S boundary and off the W boundary. Ammunition dump was off the SW corner.
Infrastructure: there were 2 medium hangars on the S boundary plus a large building off the SE corner that was probably a workshop. A small barracks complex was located off the SE corner along with the station HQ. The control tower was on the S boundary. A number of huts were along the N boundary. Nearest rail connection at Schemmerberg, 3.25 km W of the airfield.
Dispersal: no organized dispersals.
Defenses: unknown.
Remarks: no evidence found of any significant Allied air attacks on this airfield.
Operational Units: III./KG 76 (Sep-Oct 39); I./KG 55 (May 40).
School Units: Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45); 1./JG 106 (Jun 44 – Apr 45).
Station Commands: Fl.H.Kdtr. (E) Baltringen (1939-40); Fl.H.Kdtr. E 8/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 7/VII Laupheim (1945).
Station Units (on various dates – not complete): elements of I./Flak-Rgt. 501 (Sep 39 – Jun 40).
[Sources: AFHRA A5258 pp.72-73 (30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bamberg (GER)

General: emergency landing ground (Notlandeplatz) 51 km N of Nürnberg in Bavaria and located 2 km SE of Bamberg town center. No information or mention of wartime use by the Luftwaffe found.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bamberg (GER) (49 55 15 N – 10 55 00 E)

General: field airstrip (Feldflugplatz) 51 km N of Nürnberg in Bavaria and located 3 km NE of the town center. History: formerly used as a civil landing ground (Verkehrslandeplatz) and situated on an old military exercise field. No known Luftwaffe use until spring 1945.
Surface and Dimensions: rough, uneven meadow land with grass surface measuring approx. 870 x 640 meters (950 x 700 yards).
Infrastructure: there was a large building along the SE boundary of the landing area that might have been used as a workshop. A military barracks was 1.6 km to the S and stores buildings were along the W

boundary. A branch fail line served the large building on the SE boundary.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Flakwaffenwerkstatt (o) 8/VII (1944-45); Fluko Bamberg.
[Sources: AFHRA A5258 p.20 (30 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Barge (GER): see Marx.

Barth (GER) (54 20 45 N – 12 43 00 E)
General: airfield (Fliegerhorst) 23 km NW of Stralsund in Mecklenburg and 1.6 km S of the town of Barth.
History: construction began in 1935 and Barth was official ordered established as a Lw. Fliegerhorstkommandantur by 1 April 1936. III./KG 152 was the first occupant of Barth followed in 1937 by two Gruppen of LG 1. Barth played an important role in the development of the Luftwaffe in the 1930's as the Luftwaffe's tactical development center for supporting infantry and tank warfare, and then in the 1940's for the formation of new units and the re-equipping and conversion of others, mainly bomber units. The Heinkel firm in Rostock received permission in spring 1942 to use Barth as a production location for aircraft components. From then to the end of the war, thousands of female inmates from Aussenlager Barth of the Ravensbrück concentration camp aa well as other camps toiled away in the converted hangars which had been surrounded with fences. Concurrently, it was also used by target-towing aircraft that served the Flak school at Zingst and for air defense fighter units, including Me 262 jets.
Dimensions: approx. 1600 x 1975 meters (1,750 x 1,175 yards) and irregular in shape. S boundary extended in 1943-45.
Surface and Runways: grass surface until 1942 when a 1235 meter (1,350 yard) concrete runway was built. Night landing facilities consisted of perimeter and obstruction lighting, flarepath, and a visual Lorenz system aligned on the runway.
Infrastructure: refueling points, fuel storage, ammunition storage, communitions were all available. Initially 4 large hangars, then 4 more in 1938. There were numerous workshop buildings, two motor pools, base support facilities, paved hangar aprons, perimeter road and taxiways. Station HQ, barracks, messes, dispensary and officer's quarters were located off the NE boundary behind the hangars.
Dispersal: no organized dispersal areas.
Defenses: layout of the Flak positions unknown.
Satellites and Decoys:

Barth-Zipke (GER) (54 20 55 N – 12 48 25 E). Dummy 19.5 km WNW of Stralsund, 5.5 km Se of the town of Barth, 5.5 km ENE of Barth airfield and 1.6 km ENE of the village of Zipke. The mock-up consisted of a supposed landing area packed full sham aircraft.
[Sources: AFHRA A5258 p.964 (1944)]
Remarks:
2 May 44: low-level attack – 2 x He 111 H-4 and H-10 from FFS B 17 (See) shot up and damaged on the ground.
4 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s damaged.
30 Apr 45: last combat missions (Fw 190 fighter-bombers) flown from Barth.
2-3 May 45: airfield taken by Soviet forces.
Operational Units: III./KG 152 (Jun 36 – Mar 37); III./JG 134 (Mar 37); IV.(Stuka)/LG Greifswald (Jul 37 – Oct 38); II.(s.Jagd)/LG Greifswald (Oct-Nov 38); I.(Z)/LG 1 (Nov 38 – Aug 39); IV.(Stuka)/LG 1 (May 39 – Feb 40); Stab, II./KG 30 (Dec 39 – Apr 40); III./KG 30 (Jan-Apr 40); Stab, 3./Kü.Fl.Gr. 106 (Oct 40 – Apr 41); 2./Kü.Fl.Gr. 106 (Nov 40 – Jul 41); 1./Kü.Fl.Gr. 106 (May-Jul 41); Überführungskdo. Luftzeuggruppe 11 (1942); 2./Gruppe Nord (Flugzeugüberführungsgeschwader 1) (May 43 – Apr 45); III./LG 1 (May-Jun 43); II./KG 77 (Aug 43 – Jan 44); Stab, III./SG 1 (Feb-Apr 45); 2./SAGr. 126 (Feb-Apr 45); II./LG 1 (Apr 45); elements of I./KG 66 (Apr 45).
School Units: Sturzkampffliegerlehrgang Barth (Nov 38 – Mar 39); Arbeitsplatz for FFS C 17 then FFS B 17 (Pütnitz) (Jan 41 – Sep 44); II./Kampffliegerschule 3 (Jun 41 – Sep 42); FFS B 4 (Feb 45); 6./JG 103 (Mar 45).
Reserve Training & Replacement Units: Erg.KGr. 5 (Mar 40 – May 41); 12./KG 54 (Apr-May 41); 12./KG 1 (May-Jun 41).
Station Commands: Fl.H.Kdtr. Barth (to c. Jan 43); Fl.Pl.Kdo. A 32/XI (c.Feb 43 – Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 5/III Pütnitz (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Maj. Heinrich Seywald (1 Apr 36 - ?); Hptm. Karl-Joachim von Szymonski (Mar 40 - Sep 40); Hptm. Claus Hinkelbein (Sep 40 - ?); Maj. Wilhelm Kühn (Dec 42 - ?).
Lw. Garrison and Station Units (on the airfield, in the town or nearby on various dates – not complete): 4. Flugh.Betr.Kp./KG 30 (Dec 39 - ?); 7. Flugh.Betr.Kp./KG 30 (Jan 40 - ?); Flugh.Betr.Kp. Erg.KGr. 5 (Mar 40 – May 41); Luftgau-Flakartillerieschule XI (Apr 41 – Oct 42); Feld-Flakartillerieschule (Mitte) 11 (1942-45); II./Flak-Rgt. 411 (le. mot.) (Aug 39); le.Flak-Abt. 680(v) (May-Jun 42); II./Flak-Lehr-Rgt.

(le. mot.) (1939); le.Hei.Flak-Bttr. 40/III (1943-45)?; Flak-Ers.Abt. 26 (1940); Flak-Ers.Abt. 91 (Dec 40 - 1945); Ldssch.Zug d.Lw. 55/XI (Sep 42 - ?); Kriegsgefangenen-Lager 1 d.Lw. (B-Vogelsang, 1942-45).
[Sources: AFHRA A5258 pp.507-11 (30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bärwalde (GER) (c. 51 25 N – 14 30 E)
General: landing ground (Landeplatz) (?) in Brandenburg 41 km SSE of Cottbus? Not listed in wartime or postwar airfield directories. Used as a practice field for elementary flight trainers. No further information or mention of wartime use by the Luftwaffe found.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 12 then FFS A/B 12 (Königsberg/Neumark) (Nov 39 – Jun 43).
Station Units: none identified.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bassenheim (GER) (50 21 35 N – 07 25 10 E)
General: field airstrip (Feldflugplatz) 13 km W of Koblenz in Rheinland-Pfalz; strip 3.25 km W of the village of Bassenheim.
History: built 1939-40 and used during the May 1940 campaign in the West. Fell into disuse after that and the land reclaimed for cultivation. Surface and Dimensions: grass surface measuring approx. 805 x 565 meters (880 x 620 yards). There were open aircraft shelters around the perimeter but no buildings.
Operational Units: part of I./JG 2 (Apr-May 40).
Station Commands: none identified.
[Sources: AFHRA A5257A p.628 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Baumholder (GER) (49 39 00 N – 07 18 00 E)
General: tactical landing ground (Gefechtslandeplatz) 36 km NW of Kaiserslautern in Rheinland-Pfalz. History: troop maneuver area located there. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bausendorf (GER) (c. 50 01 08 N – 06 59 43 E)
General: field airstrip (Feldflugplatz) 9 km ENE of Wittlich and 20 km SW of Cochem/Mosel in Rheinland-Pfalz. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bautzen-Briesing (GER) (c. 51 14 N – 14 28 E)

General: dispersal field (Ausweichflugplatz) for Bautzen-Litten and located 7 km NNE of Bautzen. Listed as still operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Station Units (on various dates): le.II/Feldwerftverband 20 (Feb 45).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bautzen-Litten (GER) (51 11 35 N – 14 30 45 E)

General: operational airfield 57 km ENE of Dresden in Saxony; airfield 5.5 km ENE of the town of Bautzen.
History: listed as an emergency landing ground (Notlandeplatz) in 1939. Upgraded to an Einsatzhafen in 1942. This airfield was used very little until late 1944/early 1945.
Dimensions: approx. 1000 x 640 meters (1100 x 700 yards) and rectangular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: a refueling point was in front of the hangar and the station ammunition dump was probably off the NW corner.
Infrastructure: there was 1 very large hangar off the SW corner and a building behind it that was probably for stores. A small complex of station buildings was adjacent to the hangar and several of the buildings may have been barracks. The nearest rail connection was in Bautzen.
Dispersal: no organized dispersal facilities. Aircraft were forced to park just off the SW boundary since the surrounding area was relatively treeless and provided little in the way of natural cover.
Defenses: no information on Flak positions.
Remarks:
17 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 1 x Fw 190, 1 x Me 410, 4 x Fi 156s and 1 x unidentified aircraft destroyed, plus 1 x Bf 109 and 1 x Me 410 damaged.
Operational Units: Transportfliegergruppe 10 (Ital.) (Oct 44); NAGr. 15 (Feb-Mar 45); 3./NSGr. 4 (Feb-Apr 45); Nahaufkl.St. 12./13 (Mar 45); Pz.Aufkl.Schwarm 4 (Mar-Apr 45).
School Units: Arbeitsplatz for FFS A/B 1 (Görlitz).
Reserve Training & Replacement Units: Stab III./Erg.JG 1 (Feb – Apr 45).
Station Commands: Fl.Pl.Kdo. A 3/IV (1941); Fl.H.Kdtr. E(v) 214/XI (c.Nov 44 – Apr 45)?
Station Units (on various dates – not complete): Stab/gem.Flak-Abt. 702 (c. Nov 44 - Mar 45); I./Flak-Rgt. 61 (gem. mot.) (1945); le.Flak-Abt. 96(v) (Mar-Apr 45); elements of schw.Flak-Abt. 383 (Mar-Apr 45).

[Sources: AFHRA A5258 p.512 (21 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bautzen-Stiebitz (GER) (51 10 30 N – 14 23 36 E)

General: satellite field (Ausweichflugplatz) for Bautzen-Litten in Saxony and located 3 km W of the city of Bautzen and 9 km WSW of Bautzen-Litten airfield. History: listed as operational in Feb 45 but no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: no information. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bayreuth-Bindlach (GER) (49 59 25 N – 11.38 25 E)

General: airfield (Fliegerhorst) 66 km NE of Nürnberg in Bavaria; airfield 6.5 km NE of Bayreuth adjacent to the town of Bindlach and 2 km E of the Berlin-Munich Autobahn.

History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. In 1939 listed as an operational airfield (Einsatzhafen). Wartime use as a practice field for flight training schools and then from 1944 as a refit and conversion center for tactical reconnaissance units.

Dimensions: approx. 1000 x 1145 meters (1100 x 1250 yards) and roughly triangular in shape.

Surface and Runways: grass surface. No praved runway. Equipped for night landings.

Fuel and Ammunition: probable refueling points on the N boundary in front of the hangars.

Infrastructure: had 2 very large hangars, 1 large repair hangar and 3 large hangars on the N boundary, all with paved hangar aprons. Separate workshops were behind the repair hangar and the motor pool and garages were behind the hangar off the NW corner. Two separate barrack and accommodation areas were located N of the hangars and to the NW of the hangars. Nearest rail connection was at Bindlach railway station, 2 km WSW of the airfield.

Dispersal: no organized dispersals. Aircraft were parked in front of the hangars and off the W boundary.

Defenses: unknown.

Remarks: marshaling yards and munitions dumps were bombed in and around Bayreuth but the airfield was not targeted by heavy bombers.

12 Sep 44: low-level attack – 3 x He 111 P-5s from FFS A 7 shot up and destroyed and 2 more damaged on the ground.

20 Feb 45: low-level attack – 1 x Fw 190 A-8 from I./SG 151 shot up and damaged on the ground.

14 Apr 45: Bayreuth taken by U.S. forces.

Operational Units: Stab, 1., 2./NAGr. 14 (Dec 43 – Apr 44); Stab/NAGr. 9 (Apr 44); 3./NAGr. 14 (Jun 44); Stab, 1., 2./NAGr. 6 (Jun-Sep 44); Nahaufkl.Gr. 3/21 (Jun-Jul 44); Nahaufkl.St. 12/12 (Jul-Aug 44); Stab/NAGr. 1 (Aug 44 – Feb 45); Nahaufkl.St. 12./12 (Aug 44); 3./NAGr. 2 (Nov-Dec 44); Nahaufkl.St. 7/32 (Nov 44); 2./NAGr. 3 (Nov 44 – Jan 45).
School Units: Fliegertechnische Schule 6 (1940 – Apr 45); Arbeitsplatz for Schule/FAR 13 later FFS A/B 13 (Pilsen) (1939-43); Arbeitsplatz for FFS C 1 then FFS B 1 (1943-44); Arbeitsplatz for FFS A 7 (Schweinfurt) (1944-45).
Reserve Training & Replacement Units: Stab, III./SG 151 (Jan – Apr 45).
Station Commands: Fl.H.Kdtr. L Bayreuth-Bindlach (1940); Fl.Pl.Kdo. A 8/XIII (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 14/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 30/VII (Jun 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Otto Mau (? - ?) 6/41; Oberst Rudolf Stockert (27 Mar 42 - Nov 42).
Station Units (on various dates – not complete): General der Fliegerausbildung (Mar-Apr 45); Koflug Bayreuth (Jul 39 – c.Jun 40); 2./le.Flak-Abt. 951 (Apr-Aug 44); 8.(Flum.Res.)/Luftgau-Nachr.Rgt. 13 (1939 – spring 43); 13.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (c.1943-45); Lw.-Bau-Btl. 12/XVII (Nov 40); E-Hafen-Ausrüstungs-Kolonne (mot) Bayreuth; Lw.-Lazarett 6/XII (? – 1945); Sanitäts-Ers.Kp. 13 (1940 - ?).
[Sources: AFHRA A5258 pp.74-77 (30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bayreuth-Laineck (GER) (49 58 10 N – 11 37 10 E)

General: emergency landing ground (Notlandeplatz) in Bavaria (Bayern) 4 km NE of Bayreuth and 1.2 km NW of the village of Laineck. History: no activity was noted here during the war years. Surface and Dimensions: grass surface measuring approx. 730 x 730 meters (800 x 800 yards). Infrastructure: had a single hangar on the W boundary and an admin building in the SE corner.
Remarks: none.
Station Commands: none identified.
[Sources: AFHRA A5258 p.430 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bechhofen (GER) (49 10 10 N – 10 35 40 E)

General: airfield (Fliegerhorst) 13 km S of Ansbach in Bavaria and 3.25 km ENE of the village of Bechhofen. History: 1944 under construction as an operational airfield (Einsatzhafen) for fighters. April 1945 in operation. Dimensions: approx. 1325 x 825 meters (1450 x 900 yards). Infrastructure: possibly had a few workshops on

the S boundary. Another 10 buildings on the S boundary were believed to have been used as barracks. Nearest rail connection in Bechhofen. Dispersal: taxi tracks connected the landing area to a woods off the W boundary.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.6 (30 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beerendorf (GER): see Delitzsch.

Beilngries (GER): see Paulushofen.

Bemerode (GER): see Hannover-Bemerode.

Benneckenstein-Oberharz (GER)
General: landing ground (Landeplatz) in Thuringia 18 km NNW of Nordhausen. History: 1928 listed as a civil landing ground (Verkehrslandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bergen (GER) (49 32 01 N – 06 41 41 E)
General: tactical landing ground (Gefechtslandeplatz) 12 km NNE of Merzig in Saarland. Exact location in relation to the town of Bergen is not known, but probably just E of it. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bergheim (GER) (c. 48 18 57 N – 10 47 41 E)
General: satellite or dispersal airstrip for Lechfeld airfield and located 7 km SW of Augsburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
Feb 45: listed as still operational.
Operational Units: none identified.
Reserve Training & Replacement Units: 9./Erg.JG 2 (Nov 44).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 13/VII Lechfeld (1944-45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bergstein (GER) (50 41 32 N – 06 24 57 E)

General: field airstrip (Feldflugplatz) in in North Rhine – Westphalia 13 km SSW of Düren in the Hürtgenwald and about 1 km W of the village of Bergen. History: no information, but believed to have been available for the May 1940 attack into Belgium and the Netherlands and not used after that. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlin (GER) (52 30 N – 13 22 E)

Lw. Garrison and Station Units (on various dates – specific airfield, if any, not identified):

Commands (Kommandobehörden, Stäbe): RLM/Ob.d.L.; Luftkreiskdo. II; Luftgaukdo. Berlin/Luftgaukdo. 4; Stab/Luftgaukdo. III; Lw.-Gruppenkdo. 1; Luftflottenkdo. 1; Luftflottenkdo. Reich (B-Wannsee); Stab/1. Flieger-Div.; Höh.Kdr.d.Flieger-tech.Schulen.

Antiaircraft (Flak):

Higher Flak Commands: Stab/Höherer Flak-Kdr. 2; Gen.Kdo. I. Flakkorps; LV-Kdo. 1; Stab/Flak-Brig. II; Stab/1. Flak-Div.; Stab/5. Flak-Brig.; Stab/30. Flak-Div.

Stab/Flak-Rgt.:

12 (B-Lankwitz as Flakgruppe Berlin-Südost or Süd, Oct 37/Sep 39 – Mar 40).
22 (B-Lankwitz as Flakgruppe Berlin-Süd, 1940-45).
32 (B-Heiligensee, Aug-Oct 39).
42 (B-Lankwitz, c.Apr 41).
52 (B-Heiligensee as Flakgruppe Berlin-Nordwest then Berlin-Nord, Sep 39 – Oct 40).
53 (B-Heiligensee as Flak-Gruppe Berlin-Nord, 1940/41 - 1945).
72 (as Eisenbahn-Flakgruppe Berlin, 1942/43 – Jun 44).
sw.82 (B-Reinickendorf as Flakscheinwerfergruppe Berlin, Jul 41 – 1945).
100 (as Flakgruppe Berlin-Südost, Oct 39 – Mar 40)?
101 (Berlin, 1939-40).
103 (Berlin, Oct 39).
126 (in B-Reinickendorf as Flakgruppe Berlin-West, 1942/43 – Jun 44, then as Flakgruppe Berlin-Ost? and finally in B-Humboldthain as Flakgruppe Berlin-Nord).
132 (B-Heiligensee, Oct 39).
172 (as Flakgruppe Berlin-Ost, Feb 43 – Aug 44).
Rgt. General Göring (B-Reinickendorf, Sep 39).

Flak-Abt.: I., II., III./Flak-Rgt. 12; I./Flak-Rgt. 21; I./Flak-Rgt. 32; I./Flak-Rgt. 42; s.121; gem.122; gem.123 (T); gem.124; gem.125; gem.127; s.154; s.126; gem.155; s.173; s.182;

s.192; s.211; s.221; s.222; s.223; s.224; s.244; s.307; s.Res.321 (Eisb.); s.322; s.323; s.324; s.325; s.326; s.362; s.416 (Eisb.); s.422; s.437; s.473 (Eisb.); I./Flak-Rgt. 501; s.512; s.513; s.514; s.516; gem.517; s.523; s.525 (Eisb.); s.563; s.564; s.605; s.662; le.722; le.733; le.824; le.855; le.859 (Eisb.); le.917; le.979.
Flakscheinwerfer-Abt.: 128; 129; 130; 139; 148; 239; 339; 370; 448; 528; 808.
Luftsperr-Abt.: 101; 102; 103; 104; 105; 108; 109; 110.
Alarm-Flak: maximum of 21 batteries in 1944.
Heimat-Flak: Stab 1/III; Stab 2/III; Stab 4/III; Stab 6/III? with a maximum of 35 batteries in 1944.
z.b.V. Batterien: maximum of 32 batteries in 1944.
Other Flak: Kdr. d.Flakinstandsetzung 101/III (B-Karlshorst); Flak-Waffenwerkstatt (o) 2/III (B-Lankwitz); Flak-Waffenwerkstatt (o) 4/III (B-Heiligensee); Flak-Sammel- u.Instandsetzungsstelle für Funkmessgerät 1/III (B-Saalow).
Flak-Trsp.Battr.: 24/III, 122/IV and 126/IV in 1944.
Flak-Ers./Flak-Ausb.: Flakartillerieschule III (B-Heiligensee); Flak-Ers.Abt. 12 (B-Lankwitz, Aug 39 – 1945); Flak-Ers.Abt. 29 (B-Heiligensee).

Air Raid Protection/Civil Defense (Luftschutz): LS-Rgt. z.b.V. 3; LS-Abt. d.Lw. 13, 18, 34; LS-Lehr-Kp.; Sprengkommando d.Lw. 1/III.

Air Force Signals (Luftnachrichten): Ln.-Rgt. 1; Ln.-Rgt. 10; part of Ln.-Rgt. 12; Stab/Ln.-Rgt. 221; V./Ln.-Rgt. Ob.d.L.; I., III./Ln.-Ers.-u.Ausb.Rgt. 1; parts of Luftgau-Nachr.Rgt. 3; LV-Nachr.Abt. 1; Ln.-Abt. 101; Ln.-Abt. 102; Ln.-Abt. 356.

Medical Services (Sanitätsdienste): Luftgau-San.Abt. 3; Lw.-Lazarett 1/III; Lw.-Lazarett 12/III; Ärztliche Akademie d.Lw.; Luftfahrtmedizinisches Institut des Reichsluftfahrtministeriums; Kommando der Sanitätsausbildungs- und Ersatzeinheiten d.Lw. (B-Saalow).

Other (sonstige, verschiedene): Druckvorschriftenstelle III; Flugleitungsschule d.Lw.; Lw.-Fachschule Berlin; Reichsanstalt d.Lw. für Luftschutz; Reichswetterdienst Schule; Sportschule der Luftwaffe; Technischeschule für Bauwesens d.Lw.; Gasschutzschule d.Lw. Berlin Kladow.

Berlin-Adlershof (GER) (a.k.a. Adlershof, Berlin-Johannistal) (52 26 15 N – 13 31 15 E)

General: factory airfield (Industriehafen) 12 km SE of Berlin city center.

History: in operation since 1909. Enlarged in 1934. A factory airfield (Industriehafen) in 1936 and during World War II for DVL,

Henschel and the firm Friedrich und Rudow (aircraft repair and overhaul).
Dimensions: approx. 1370 x 1000 meters (1500 x 1100 yards) with roughly an oval shape.
Surface and Runways: hardened grass surface on sandy soil. No paved runway. However, in the center of the landing area was a large paved circle surrounded by 4 paved starting platforms. A perimeter road encircled the landing area.
Fuel and Ammunition: refueling points were on the servicing hardstands along the N, SE and S boundaries while bulk storage wqas off the SW boundary.
Infrastructure: there were 8 flight hangars in all with the main groups off the S and W boundaries. Adjacent to the 4 hangars off the S boundary were a number of workshops and a boiler house. On the N boundary were 3 servicing hardstands, 1 more at the SE corner and another on the S boundary. The buildings of the Henschel Aircraft Factory off the N boundary included 2 very large hangars, 1 medium hangar and numerous workshops. The D.V.L. Research Station off the SE corner comprised 2 large hangars, workshops and other buildings. A broad taxiway lead from these hangars to the landing area. The Focke-Wulf Aircraft Factory was located off the NW boundary with at least 1 large assembly hangar and numerous smaller buildings. Station admin buildings and barracks were off the S and SE boundaries. A branch rail line from Berlin served the N end of the airfield.
Dispersal: had 10 open aircraft shelters on the NE boundary, 13 netted aircraft shelters on the S boundary and 26 netted aircraft shelters on the W boundary for a total of 49 in mid-May 44.
Defenses: airfield protected by the huge Flak girdle that defended the greater Berlin area.
Remarks: heavily bombed during Allied raids on Berlin and by May 1944 more than 60% of the factory buildings on the NE, SE and SW sides of the airfield had been destroyed.
26 Feb 45: bombed – 2 x Fw 200s and 5 x Ju 52s damaged; 3 hangars and several barracks slightly damaged. (German reports)
Operational Units: Flugbereitschaft d.Generalluftzeugmeisters (GL) (1930s? – 1944); Fliegerforstschutzverband (1939 – 1941); 13./SG 151 (Mar-Apr 45).
School Units: Höhere Fliegertechnischeschule (1937-42).
Station Commands: Fl.H.Kdtr. (E) 83 (26 Aug – Dec 39); Fl.H.Kdtr. Adlershof (1940 - ?).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Hptm. Hans-Heinrich Brustellin (? - Nov 39) 9/39; Oberst Friedrich Niehuus (Dec 39 - ?).

Station Units (on various dates – not complete):
Stab/Kraftfahrverfügungs-Abt. GL (Nov 42); Deutschen Versuchsanstalt für Luftfahrtforschung (1930's – 1945); Institut für Flugmedizin der Deutschen Versuchsanstalt für Luftfahrt (c.1939-45); Lw.-Beute-Auswertungsstelle Berlin-Adlershof; Lw.-Kriegsberichter-Kp. z.b.V. (Aug 42); Ergänzungs-Abt. für Soldaten im Ingenieurdienst d.Lw. (Aug 42); Lehrenprüfstelle d.Lw. (1942-45); Versuchs-Einsatzverband für Prop.-Mittel dl.Lw. (1944-45).
[Sources: AFHRA A5258 pp.666-68 (5 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlinchen (GER) (53 13 15 N – 12 34 30 E)
General: satellite field (Ausweichflugplatz) and parking area (Abstellplatz) 9 km NE of the town of Wittstock in Brandenberg.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlin-Diepensee (GER): see Berlin-Schönefeld.

Berlin-Gatow (GER) (52 28 25 N – 13 07 45 E)
General: airfield (Fliegerhorst) 16 km WSW of Berlin, 4 km SW of Gatow and 2.5 km NW of Kladow.
History: construction began in 1934 and it was inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Gatow was an operational airfield as well as a major training base from 1934-45.
Dimensions: approx. 1420 x 1000 meters (1550 x 1100 yards) with an irregular shape.
Surface and Runways: grass surface. No paved runway. A perimeter road ran along the E and S boundaries to the hangar area. A paved servicing hardstand fronted the hangars.
Fuel and Ammunition: refueling points were on the servicing hardstand in front of the hangars.
Infrastructure: Gatow had a total of 11 hangars as follows – 1 very large, 1 large repair type, 3 large, 3 medium and 1 small off the SE boundary, and 2 medium at the SW corner. There was also at least 1 workshop building. The base motor pool and garages were off the SE corner. Two very large barrack complexes were located in a woods behind the main group of hangars and the other in a woods off the NW corner of the airfield. Offices, base flight control and other station services were on the SE boundary. The extensive buildings of the Luftkriegsschule (air cadet college) were located SE of the airfield on both sides of the Kladow-Gatow main road. The airfield was probably served by a branch rail line.

Dispersal: had a Northwest dispersal, an East dispersal and a Southeast dispersal with a total of 47 open aircraft shelters, bays in woods and parking sites.
Defenses: unknown.
Remarks: : the airfield and surrounding area were heavily bombed during the war as part of the RAF and USAAF campaign against Berlin.
11 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* a total of 15 aircraft destroyed or damaged at B-Gatow and and B-Staaken.
16 Jul 44: bombed.
Operational Units: Flieger-Kp./Ln.-Rgt. 1 (Jul 38 - ?); Grossraum-Wekusta (Mar 38 – Jun 39); Wekusta 1Ob.d.L. (Jun 39 – Jun 40); 2. (F)/Aufkl.Gr. 11 (May 41); Stab/KG 200 (Feb 44 – Apr 45); I./SG 1 (Apr 45).
School Units: Luftkriegsakademie (Nov 35 – Feb 45); Höherer Kdr.d.Luftkriegsschulen (Sep 35 – Apr 43); LKS Berlin-Gatow (Apr 36 – Jan 40); LKS 2 (Jan 40 – Apr 45); Technischen Akademie d.Lw.; Höh.Kdo.d.Luftkriegsschulen (May 43 – Jan 44). Other: "Horthy István" Hungarian AF Academy with elementary flight trainers (Jan 45 - ?).
Reserve Training & Replacement Units: II./Erg.JG 1 (Feb – Apr 45).
Station Commands: Fl.H.Kdtr. Berlin-Gatow (- to Feb 43?); Fl.H.Kdtr. A(o) 17/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Willich (1 Oct 35 - ?); Oberst Heinz Funke (Feb 40 - ?).
Station Units (on various dates – not complete): rear echelon of Stab/XI. Fliegerkorps (Aug 43); Stab/Fliegerführer 200 (Mar-Apr 45); Werft-Abt. 8/III (Feb 45)?; Werft-Abt. 16/III (1944-45); 5./le.Flak-Abt. 733 (1943-45); s.Hei.Flak-Bttr. 208/III (1943-45); part of Ln.-Rgt. 12 (Oct 35 – Jun 38); Lw.-Bau-Gerätezug 8/III (Oct 39).
[Sources: AFHRA A5258 pp.616-19 (19 May 44 updated to 31 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlin- Johannisthal (GER): see Berlin-Adlershof.

Berlin-Rangsdorf (GER) (52 16 40 N – 13 25 40 E)

General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 26 km S of Berlin, 2 S of the town of Rangsdorf and along the SE side of a lake of the same name.
History: Built in 1935-36 for use by both land and seaplanes in time for the 1936 Olympics in Berlin. Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Served as a Industriehafen for the Bücker aircraft firm during the war building trainers and parts for fighter aircraft. The Bücker plant was adjacent to the airfield on its NE side. Rangsdorf served as Berlin's civil airport

both before and during the war years and from mid-1943 as a rest and refit station for operational units.
Dimensions: approx. 1100 x 1280 meters (1200 x 1400 yards) and irregular in shape.
Surface and Runways: hardened grass surface No paved runway.
Anchorage: the lake (Rangsdorfer See) provided ample area for takeoffs and landings although it was apt to freeze over during particularly cold weather. A channel was dredged from the shore to deeper water to facilitate the movement of aircraft due to the absence of a launching ramp or slipway or crane. A small jetty was in front of the seaplane station buildings and another was located some 300 meters further north.
Fuel and Ammunition: refueling points were located on the servicing hardstand on the N boundary. A small ammunition dump was at the SE corner of the landing area.
Infrastructure: had a total of 8 hangars - 1 very large, 3 large, 2 medium and 1 long rectangular on the N boundary, and 1 small on the S boundary. Most of the hangars had paved aprons. The buildings of the Bücker factory, which consisted of 1 large assembly hangar and numerous workshops, were off the NE corner. A barracks complex was off the N boundary behind the hangars, the flight control building was probably at the W end of the N boundary and a large building at the NW corner was believed to be used as a mess. There were 3 or 4 huts on the W boundary that may have been used as additional accommodations. The seaplane station buildings faced the lakeshore and consisted of a clubhouse and a few huts. The Berlin-Zossen rail line passed close to the E boundary of the airfield.
Dispersal: there were no organized dispersal facilities.
Defenses: had 4 light Flak positions around the airfield in 1943, including 2 Flak towers at the NE corner.
Remarks: : the airfield and surrounding area were heavily bombed during the war as part of the RAF and USAAF campaign against Berlin.
11 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 3 x Ju 86s, 2 x Ju 290s, 1 x Fw 200, 2 x Ju 88s, 2 x He 111s, 1 Ar 196, 1 x Caudron and 3 x unidentified aircraft destroyed or damaged.
21 Jun 44: bombed by 16 B-24 Liberators.
Apr 45: taken by Soviet troops in late April.
Operational Units: Wetterflugstelle Berlin-Rangsdorf (c. 1939-45); Luftdienst-Teilkdo. 1/1 (May 39 – 1941/42); Luftdienst-Teilkdo. 1/3 (May 39 – 1941/42); Aufkl.St./Gen.d.Lw. beim OKH (Aug-Oct 39); part of Kurierstaffel OKH (Aug 39 – Apr 45); Luftverkehrsgruppe Rangsdorf (Jun 41 – Oct 44); Versuchsverband des Ob.d.L. (Feb 43 – Apr 45?); Stab/Fl.Verb.Geschw. 2 (Oct 43 - ?)?; NSGr. 8 (Apr 45).

School Units: practice field (Arbeitsplatz) for FFS A 61 (Werder/Havel) (1944-45); Lehrgang für Fliegerhorst- und Flughafenbereichs-Kommandanten (1944-45).
Reserve Training & Replacement Units: Stab/SG 151 (Apr 45).
Station Commands: Fl.H.Kdtr. (E) Rangsdorf (1939); Fl.H.Kdtr. E 93/III (1940); Fl.Pl.Kdo. A 12/III (1942-44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/III Berlin-Staaken (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Rudolf von Katte (Jan 41 - May 41).
Station Units (on various dates – not complete): General d.Kampfflieger (L.In. 2) (c.Oct 43 – Mar 45); General d.Schlachtflieger (L.In. 3) (1944 – Apr 45); Auffanglager d.Lw. Ost (Apr 45).
[Sources: AFHRA A5258 pp.821-23 (14 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Berlin-Schönefeld (GER) (52 22 45 N – 13 31 30 E)

General: factory airfield (Industriehafen) 18 km SE of Berlin city center and immediately SE of the suburb of Schönefeld.
History: Schönefeld was an Industriehafen built 1935-36 for the Henschel firm. Its main activity during the was was the assembly of Ju 88 bombers along with some experimental work. Askania and Telefunken manufactured and installed airborne radar sets, primarily the Lichtenstein apparatus. Used by operational units during the battle for Berlin in 1945.
Dimensions: approx. 1280 x 1280 meters (1400 x 1400 yards) and roughly square in shape.
Surface and Runways: firm and well-drained grass surface that sloped slightly downward toward the SE. Had three concrete runways intersecting in the form of a triangle that measured approx. 960 meters (1050 yards) aligned NE/SW, 825 meters (900 yards) E/W, and 825 meters (900 yards) NW/SE. A perimeter road ran along the N boundary and a taxiway connected the S end of the NW/SE runway to the buildings on the S boundary. All 3 runways were equipped with permanent lighting.
Fuel and Ammunition: refueling points were on the N boundary but most aircraft were refueled from bowsers (fuel trucks).
Infrastructure: the Henschel factory buildings were off the N side of the airfield and consisted of 1 flight hangar, 2 assembly/storage hangars, a very large component erecting and assembly shop, an experimental assembly shop, 2 large machine shops along with various other buildings, including workshops and offices. The hangars had paved hangar aprons. On the S side of the field were 3 medium hangars and some workshops that were used by the Askania and Telefunken firms. The motor pool and garages were off the NW side

of the field. The civilian workers, mainly Russian and French, were billeted in barracks N and NW of the Henschel plant. Station HQ, admin offices and stores buildings were off the NW side, and the flight control building was on the N boundary. More offices, messes, canteens, etc., were among the buildings at the S end. A branch rail line served the airfield on the N, E and S sides.
Dispersal: there were two dispersals – Northeast and South with a total of 9 large open aircraft shelters and 6 small open aircraft shelters. An additional 7 large open shelters were under construction in Mar 45.
Defenses: protected by the thick Flak belt around Berlin.
Remarks: the airfield and surrounding area were heavily bombed during the war as part of the RAF and USAAF campaign against Berlin.
Operational Units: I./JG 4 (Feb-Mar 45); Stab, 1., 3./SG 9 (Feb-Mar 45); II.(Sturm)/JG 4 (Feb-Apr 45).
Station Commands: none.
Station Units (on various dates – not complete): 1./le.Flak-Abt. 979 (1944-45).
[Sources: AFHRA A5258 pp.472-73 (25 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlin-Schönwalde (GER) (a.k.a. Schönwalde). (52 37 00 N – 13 09 00 E)
General: airfield (Fliegerhorst) 22.5 km NW of Berlin and 1.6 km NE of the town of Schönwalde and immediately E of Schönwalde-Glien.
History: land purchased and surveyed in 1934 and construction began in 1935. Luftwaffe admin personnel arrived on 1 July 1935 and the airfield opened for flight operations on 29 Sep 35 with elementary flight training beginning a short time later. Officially established 1 January 1936 under Koflug 4 (Berlin-Staaken). The 2nd construction phase began in 1938 with the addition of many buildings. Schöwalde spent 1935-45 as a training base and as a location for experimental work.
Dimensions: approx. 1235 x 915 meters (1350 x 1000 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. Had a 1000 meter concrete runway aligned NE/SW that was built in late 1942 in addition to the prepared grass strip used earlier. A concrete assembly platform was at the S end of the runway and a concrete servicing hardstand was on the N boundary. Equipped with a beam approach system.
Fuel and Ammunition: there were 5 refueling points on servicing hardstand on the N boundary in front of the flight operations building and a munitions dump off the S boundary.
Infrastructure: had 5 large hangars and a very large repair hangar, all with paved aprons, numerous workshops, motor pool and garage,

station HQ, flight operations and control tower building, firehouse, classroom buildings, messes, clubs, sports ground, officer housing estate, at least 24 barrack buildings (some interconnected), a foreign worker camp with 19 wooden barrack huts, a rifle range, a compass swing, numerous stores buildings and other installations. A branch rail line served the W, N and E boundaries.
Dispersal: there were 2 dispersals – North-Northeast (in woods) and Northwest (in woods) – with a total of 24 large open aircraft shelters and 8 aircraft parking bays.
Defenses: Flak positions off the S boundary.
Satellites and Decoys:

Schönwalde-Pausin (GER) (52 37 00 N – 13 03 10 E). Dummy 11.25 km E of Nauen, 10.5 km NNW of Döberitz airfield, 7.25 km W of Schönwalde airfield and 2.5 km S of the village of Pausin. Mock-up used a clever arrangement of lighting to create the night time illusion of an airfield. [Sources: AFHRA A5258 p.966 (1944)]
Remarks: : the airfield and surrounding area were heavily bombed during the war as part of the RAF and USAAF campaign against Berlin.
26 Feb 45: bombed – runway cratered. (German reports)
Late Mar 45: strafed by P-51 Mustangs – 1 x Fw 200 and 1 x Ju 52 belonging to Fliegerstaffel des Führers destroyed on the ground.
10 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 52 destroyed and 2 more damaged.
22 Apr 45: airfield rendered unserviceable by demolitions and is abandoned except for a few Volkssturm defenders.
24 Apr 45: captured by Soviet forces after very little resistance.
Operational Units: III./JG 52 (Sep-Nov 40); Verbindungsstaffel 1 (Apr-May 42); I./TG 4 (May-Jun 43); I./JG 77 (Oct-Dec 44); Fliegerzielstaffel 6 (Oct/Nov 44); Grossraumtransportstaffel Ju 352/Fw 200 (Jan-Apr 45); Fliegerstaffel des Führers (Jan-Apr 45).
School Units: Fliegerbildschule Schönwalde (1936-43); elementary flight school Schönwalde (Jan 36 – Mar 39); Fl.Ausbildungs-Rgt. 11 (1939-42) and Schule/FAR 11 (Apr 39 – Oct 41); FFS A/B 11 (Oct 41 – Aug 43); Kriegsoffizier-Schule (1940-43); Flugleitungsschule d.Lw. (mid-1942 - ?); Lehrgang für Technische Offiziere (? – 1945).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 42 (Oct 36 – Mar 37); Flieger-Ers.Abt. 12 (Apr 37 – Oct 38); Flieger-Ers.Abt. 11 (Nov 38 – Mar 39); KGr. z.b.V. 300 (Mar – May 43); Erg.Transportgruppe (later I./Erg.Transportgeschwader) (May 43 – Oct 44); part of II./Erg.Transportgeschwader (Jun-Dec 43, Jun-Jul 44); Stab/Erg.Transportgeschwader (Oct 43 – Jul 44); II./Erg.Transportstaffel (Oct 44 – Mar 45); 1. and 8./Erg.JG 1 (Jan – Feb 45).

Station Commands: as Fl.H. Schönwalde (to 1943); Fl.Pl.Kdo. A 41/III (1943-44); Fl.H.Kdtr. A(o) 27/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Jens-Peter Petersen (1 Jan 36 - 30 Jun 38);Oberst Nikolaus, Graf von Luckner (1 Jul 38 - 4 Aug 40);Oberst Robert Pistorius (5 Aug 40 - 25 Sep 42).
Station Units (on various dates – not complete): Werft-Abt. 36/III (1944-45); elements of schw.Flak-Abt. 437 (Feb 42 – 1945); Trsp.Kol. d.Lw. 133/XII (Mar 45)?; Personalleitstelle/XIV. Fliegerkorps (c.May 43 – Aug 44).
[Sources: AFHRA A5258A pp.871-73 (17 Feb 45); chronologies; BA-MA; NARA; PRO/NA; Bukowski/Trilus; web site fliegerhorste.de]

Berlin-Staaken (GER) (52 32 10 N – 13 07 45 E)

General: airfield (Fliegerhorst) 16 km WNW of Berlin, 6 km WSW of Spandau and immediately NW of Staaken.
History: dates from July 1915 when it was built as an airship construction facility. After World War I, it served as an airport and as a Lufthansa pilot training and aircraft repair facility. The Luftwaffe became a joint occupant in the mid-1930's and a Fliegerhorstkommandantur was established there by fall 1935. Factory airfield (Industriehafen) for DLH (workshops) during the war and from the end of 1942 hosted a major aircraft rebuilding operation run by Weser Flugzeugbau. Staaken was also home to many courier and liaison units and a transit hub for transport aircraft.
Dimensions: approx. 1370 x 940 meters (1500 x 1030 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. Two intersecting concrete runways in the form of an X, one 1235 meters (1350 yards) aligned WNW/ESE, and the other 1100 meters (1200 yards) aligned NE/SW. Equipped with perimeter lighting, runway illumination and a beam approach system.
Fuel and Ammunition: refueling points were on the N boundary and in front of the long hangars off the SE corner.
Infrastructure: there were a total of 9 hangars – (a) 1 very large, 2 large rectangular, 1 large curved roof and 1 small curved roof off the NE boundary; (b) 2 very long narrow and 2 small rectangular on the SE boundary. Separate workshops were behind the hangars on the NE side, and engine test beds off the NE corner. The main airfield buildings that included extensive barracks and office buildings, were built around a recessed bay off the E boundary. A further group of barracks was off the NE boundary and a large building that was probably used for storage was off the E boundary. A light rail branch line served the hangars and main airfield buildings.

Dispersal: there were no organized dispersal facilities in Dec 43.
Defenses: there were 9 heavy Flak positions and 6 light Flak positions within 4 to 5 km of the airfield in Dec 43.
Remarks: : the airfield and surrounding area were heavily bombed during the war as part of the RAF and USAAF campaign against Berlin. 10 Apr 45: low-level attack by VIII Fighter Command P-51s – claimed 1 x Fw 200 destroyed, plus 1 x Do 217 and 1 x He 111 damaged.
Operational Units: Fliegerstaffel z.b.V. (Jan 35 – 1937/38); Flugbereitschaft RLM (1930s – mid-41); Führer-Kurierstaffel (Aug 39 – Jun 41); Kurierstaffel OKW (Aug 39 – 1941); Kurierstaffel Ob.d.L. (Aug 39 – Apr 45); Verbindungsstaffel Ob.d.L. (Aug 39 - ?); Kurierstaffel Ob.d.M. (Aug 39 – 1941?); 2.(F)/Aufkl.Gr. 121 (Oct 39); 2. (F)/Aufkl.Gr. Ob.d.L. (Feb-Dec 40); part of KGr. z.b.V. 107 (Apr-May 40); Flugbereitschaft Berlin-Staaken (Aug 40); Luftverkehrsstaffel Staaken (mid-41 – 1945); KGr.z.b.V. 4 (Feb 42); KGr. z.b.V. 102 (Sep-Oct 42)?; KGr.z.b.V. 200 (Jan 43); JG 25 (Jul-Dec 43); Kurierstaffel OKH (1944-45); Verbindungsstaffel 7 (Mar 44 - ?); I./SG 5 (Oct 44 – Jan 45); III./KG 200 (Jan-Feb 45).
Reserve Training & Replacement Units: 14./SG 151 (Jan – Mar 45).
Station Commands: as Fl.H. Kdtr. Berlin-Staaken (to c.6/43); Fl.H.Kdtr. A(o) 18/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Rudolf Trautvetter (1 Jul 38 - 31 Jul 41); Obstlt. Franz Hey (Aug 41 - ?); Hptm. Horst Engewald (acting?) (22 Feb 42 - ?); Oberst Werner Heine (? - ?) 1/43, 6/43.
Station Units (on various dates – not complete): Koflug 4/III (c.Oct 40 – Apr 45); Werft-Abt. 37/III (1944-45); E-Hafen-Ausrüstungs-Kolonne (mot) 6/III; Erprobungsstelle Staaken (Mar 33 – 1934/35).
[Sources: AFHRA A5258 pp.474 and 886-88 (17 Apr 44 updated to Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlin-Tegel (GER) (52 34 00 N – 13 17 30 E)
General: an airdrome7 km NW of Berlin that was initially for airships from 1906 and then for reconnaissance aircraft to the end of World War I. It was later used as a rocket test ground during the 1930's to about 1937 and after that as a manoever area for the Flakartillerie. Not known to have been used by aircraft during World War II. After the war, it was completely rebuilt and greatly expanded to become the principal international airport serving Berlin.
Station Units (on various dates – not complete): le.Hei.Flak-Bttr. 24/III (1943-45)?
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlin-Teltow (GER): see Teltow.

Berlin-Tempelhof (GER) (52 28 30 N – 13 24 30 E)

General: civil airport and military airfield (Flughafen and Fliegerhorst) 4 km SSE of Berlin city center between the districts of Schöneberg and Neukoeln.

History: earliest aviation history dates from 1909 and and it served as a military field during World War I. Plans were made to transform it into a commercial airport in 1919 and the first hangars and buildings were started in 1923 with basic construction continuing to 1927. Served international passengers with a customs terminal during the pre-war years and additional infrastructure and improvements were added during 1938-39. Its civil aviation services were temporarily transferred to Berlin-Rangsdorf in September 1939 and its hangars used for the manufacturing of radar equipment. Civil airline services returned to Tempelhof in 1940 and remained there to 22 Apr 45. Factory airfield (Industriehafen) for Weser Flugzeugbau from 1941 (Ju 87, Fw 190 and Ta 152 manufacturing). It was one of the principal airfields for setting up transport units during the war.

Dimensions: approx. 1920 x 1650 meters (2100 x 1800 yards).

Surface and Runways: good grass surface on clay sub-soil. No paved runways but had a generous network of paved taxiways. Equipped with boundary and obstruction lighting, a flare-path and probably a beam approach system.

Fuel and Ammunition: refueling points were in front of the 2 large hangars on the E side of the field, and large capacity (c. 500,000 gallons) underground fuel storage tanks were on the E boundary.

Infrastructure: the new airport building with accommodations and extensive hangar facilities was at the NW corner along with 4 workshop-type buildings in front of it. A 275 meter (300 yard) wide paved hangar apron ran in front of the new airport building and a 65 meter (70 yard) wide paved strip continued around the W and S sides of the landing area, with two semi-circular bays running in toward the center. Behind the new airport building were several blocks of 4- to 7-storey buildings housing admin offices, restaurants, etc. The old airport buildings on the E side of the airport included a central admin building with 2 long hangars on either side. Just behind these were 2 more large hangars where Ju 87s were probably assembled. In the same area were additional workshops, carpentry shops, several blocks of military barracks, foreign worker accommodations, storage buildings and sheds. A wide, crecent-shaped paved hangar apron fronted the old airport buildings. Special branch rail lines ran along the S and SW boundaries of the field.

Dispersal: there was a South (perimeter) dispersal area with 11 large open aircraft shelters.

Defenses: the airport/airfield was protected by the immense Flak belt that surrounded Berlin.
Remarks: bombed many times as part of the over all RAF and USAAF raids on Berlin.
24 Aug 43: bombed – 1 x W 34 from Flugbereitschaft XI. Fliegerkorps destroyed on the ground.
26 Feb 45: bombed – 1 hangar and 7 barrack and admin buildings destroyed; landing area cratered and airfield unserviceable. (German reports)
18 Mar 45: bombed – 2 x Fw 200s and several Fw 190s destroyed, 4 hangars hit and partially burned out. (German report)
28 Apr 45: airfield taken by Soviet troops.
Operational Units: Fliegerstaffel des Führers (F.d.F.) (1933 – Mar 44); Stab, Fliegerstaffel z.b.V. (? – Dec 38); 1.(F)/Aufkl.Gr. Ob.d.L. (Jan-Aug 39); Stab/KG z.b.V. 172 (c. Aug-Oct 39); I./KG z.b.V. 172 (Aug 39); II./KG z.b.V. 172 (Aug/Sep 39 – May 40?); III./KG z.b.V. 172 (Aug 39 – Jan/Feb 40); 10.(Sonderstaffel)/KG z.b.V. 172 (Aug-Sep 39); Versuchsstelle für Höhenflüge (VfH) (Aug-Nov 39); 4.(F)/4./Aufkl.Gr. Ob.d.L. (Oct 39 – 1940)?; KGr. z.b.V. 107 (Mar-Apr 40); 3.(F)/Aufkl.Gr. Ob.d.L. (Sep-Nov 40); Luftverkehrsstaffel Tempelhof (Jun 41 – 1944); Fliegergruppe z.b.V. 7 (Jul 42 – 1942); Lufttransportstaffel 290 (Jan-Mar 43); Gruppe Mitte (Flugzeugüberführungsgeschwader 1) (May 43 – 1945).
School Units: Reichwetterdienstschule; Höh.Kdr.d.Blindflugschulen (1939-45); Flugleitungsschule d.Lw. (Jan 43 – Sep 44).
Station Commands: Fl.H.Kdtr. (E) Tempelhof renamed Fl.H.Kdtr. (E) 103/III in fall 1939; as Fl.H. Tempelhof (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 17/III Berlin-Gatow (1944); Platzkdo. of Fl.H.Kdtr. A(o) 18/III Berlin-Staaken (1944-45).
Station Units (on various dates – not complete): Stab/XI. Fliegerkorps (Jan-May 41, Aug 41 - 1942); Stab/Fliegerführer XI. Fliegerkorps (Jan 41 – c.Mar 44); Transportfliegerführer 2 (Jun 43); General d.Fliegerbodenorganisation und des Flugbetriebes (c.1943-45); 1./le.Flak-Abt. 979 (1943-45); 2./schw.Flak-Abt. 513 (Feb 43 – Apr 44); 5./Flugsicherungs-Rgt. Reich (1944-45); Ln.-Flugsicherungshauptstelle 5 (1944-45); Wetterbezirkszentrale Tempelhof.
[Sources: AFHRA A5258 pp.513-17 (9 May 44) and pp.466-68 (14 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bermaringen (GER) (48 28 N – 09 49 E)

General: operational airfield (Einsatzhafen) in Baden-Württemburg 14 km NW of Ulm. History: no record of Luftwaffe use after mid-

1940. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. (E) Bermaringen (1939-40); Fl.H.Kdtr. E 17/VII (1940).
[Sources: AFHRA A5258 p.452 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bernburg (GER) (51 50 00 N – 11 42 00 E)
General: airfield and factory airfield (Fliegerhorst and Industriehafen) 36 km S of Magdeburg in Anhalt and 34 km W of Dessau; airfield located 3.25 km NW of Bernburg.
History: construction began in 1936 and it was ordered inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. The Junkers plant at the N end of the field was built in 1937. A major fighter unit formation and training base before the war, the Luftwaffe station buildings at the S end were eventually taken over by Junkers in 1940-41 as the plant expanded. The firm ATG was also located there.
Dimensions: approx. 1000 x 1050 meters (1100 x 1150 yards) and almost square in shape.
Surface and Runways: grass surface with a layer of broken bricks and cinders. Had three paved runways in the form of a triangle: (1) 1190 meters (1300 yards) aligned E/W; (2) 1145 meters (1250 yards) aligned NE/SW; and, (3) 825 meters (900 yards) aligned NNW/SSE. Taxi tracks lead down the E side of the landing area to the hangars.
Fuel and Ammunition: refueling points were near the NW corner and underground fuel storage was located among the buildings off the S boundary.
Infrastructure: off the N boundary were 3 large assembly hangars fronted by paved hangar aprons along with several smaller factory buildings and a motor pool with garages. The factory offices, canteens, stores, etc., were scattered among these hangars and buildings. Off the S boundary were 1 large repair hangar, 6 medium hangars, station admin offices, barracks, messes, stores, fire station together with another motor pool and garage area. The flight control was adjacent to the fire station. Factory workers were also billeted in the village of Höhendorf, 2 km to the north. A branch rail line served the hangars on the N boundary, then ran along the E boundary and terminated at a loading and unloading bay on the SE corner.
Dispersal: there were 3, North, East and South, with a total of 38 open aircraft shelters, 11 covered plus 30 aircraft parking hardstands.
Defenses: no information on the layout of Flak positions.
Satellites and Decoys:

Bernburg-Brumby (GER) (51 52 40 N – 11 43 40E). Located 9 km N of Bernburg, 5.25 km NNE of Bernburg airfield and 2 km SSE

of the town of Brumby. Served as a decoy for the Junkers factory airfield at Bernburg. The mock-up had 3 phony runways in the form of a triangle and possibly a lighting system. [Sources: AFHRA A5258 p.964 (1944)]
Remarks:
20 Feb 44: airfield bombed by 37 B-17 Fortresses.
22 Feb 44: airfield bombed by 47 B-17s.
11 Apr 44: airfield bombed by 99 B-24 Liberators.
29 Jun 44: Allied intelligence noted from sources that aircraft were parked outside the hangars at the N end to have equipment installed and then moved to the E boundary to await testing. After acceptance, they were parked at the SW end of the airfield.
7 Jul 44: airfield bombed by 90 B-24s.
May 45 photos: http://www.spiegel.de/fotostrecke/fotostrecke-54868-12.html , http://www.spiegel.de/fotostrecke/fotostrecke-54868-30.html .
Operational Units: I./JG 232 (Apr 36 – Apr 37); I./JG 137 (Apr 37 – Oct 38); Stab, I./JG 231 (Nov 38 – Apr 39); I./ZG 2 (May-Aug 39); Stab/JG 3 (May-Aug 39); Überführungsstelle d.Lw. Bernburg (1942-43); 5./Gruppe Mitte (Flugzeugüberführungsgeschwader 1) (May 43 – 1944/45).
Reserve Training & Replacement Units: Erg.Jagdstaffel 1 (Nov – Dec 39).
Station Commands: Fl.H.Kdtr. Bernburg (to Feb 43); Fl.H.Kdtr. E z.b.V. Bernburg (c. Feb – Apr 40); Fl.H.Kdtr. E 7/IV z.b.V. (c. Apr 40 – c. Feb 41); Platzkdo. of Fl.H.Kdtr. A(o) 12/III Köthen (1944-45).
Station Units (on various dates – not complete): 1./le.Flak-Abt. 727 (Apr 43 – Apr 44).
[Sources: AFHRA A5258 pp.518-20 (10 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berndorf (GER): often appears in Allied documents as a misspelling of Bondorf in reference to Hailfingen airfield - see there.

Berneuchen (GER) (a.k.a. Barnówko) (52 47 N – 14 46 E)
General: emergency landing ground (Notlandeplatz)? Hamlet located in West Pomerania/Kreis Landsberg and 8 km NE of Dębno. No information found of any Luftwaffe activity at this location.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Besendorf (GER) (c. 53 31 N – 11 17 E)
General: practice field (Arbeitsplatz) in Mecklenburg 14 km SSW of Schwerin near the hamlet of Besendorf. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.

School Units: Arbeitsplatz for Schule/FAR 22 (Neustadt-Glewe) (1939-40); Arbeitsplatz for FFS A/B 42 (Neustadt-Glewe) (1941-42).
Station Units: none identified.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beskiden (e. Beskids) - mountains along Polish-Czech border S of Kraków.

Bessenheim (GER): often appears in Allied documents in reference to Niedermendig airfield - see there.

Biberach (GER) (a.k.a. Biberach an der Riss/Baden-Württemberg) (48 06 40 N – 09 45 50 E)
General: operational airfield (Einsatzhafen) 37 km SSW of Ulm; airfield located 3 km WNW of the town. History: pre-war landing ground before being taken over by the Luftwaffe in the late 1930's. No known use by the Luftwaffe until 1945. Surface and Dimensions: grass surface measuring approx. 825 x 825 meters (900 x 900 yards).
Remarks:
9 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 and 2 x unidentified aircraft destroyed, plus 1 x Bf 109, 1 x Fw 190, 1 x Me 410 and 5 x unidentified aircraft damaged.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.452 (23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Biblis (GER) (49 41 15 N – 08 30 00 E)
General: operational airfield (Einsatzhafen I) in Hessen located 11 km NE of Worms and 21 km N of Mannheim; airfield 3 km E of the town of Biblis. History: built in 1936 with the hangars and buildings designed to look like part of a large farming estate. Surface and Dimensions: grass surface measuring approx. 1370 x 1000 meters (1500 x 1100 yards) and roughly rectangular. Equipped with boundary and obstruction lighting, flare path, beam approach system and a visual Lorenz system for night operations. Infrastructure: 1 large and 2 small hangars that were well camouflaged in woods off the E boundary. A small barracks camp and numerous scattered huts in woods off the N boundary provided accommodations. Stores buildings were in a woods adjacent to the hangars. A branch rail line served the landing area on the N side. Dispersal: head a East and North dispersal with a total of 2 open aircraft shelters and 26 aircraft parking hardstands. Some paved taxiways also existed, especially off the E boundary.
Remarks:

Sep 44: repeatedly attacked at the end of September and during the first two weeks of October, but not again until 24 December.
24 Dec 44: bombed by 100 B-17 Fortresses and strafed by escort fighters – heavy damage and airfield rendered unserviceable; 4 x Fw 190s from I./JG 11 destroyed (1) and damaged (3) on the ground.
5 Jan 45: bombed – 2 x Fw 190As from I./JG 11 destroyed (1) or damaged (1) on the ground.
26 Mar 45: airfield taken by U.S. forces without a fight.
Operational Units: I./ZG 52 (Sep-Oct 39); Stab, III./KG 2 (May-Jun 40); 1.(F)/Aufkl.Gr. 33 (Apr-May 41); San.Flugbereitschaft z.b.V. (1944 – Oct 44); II./JG 53 (May 44); part of III./JG 300 (Oct 44); III./JG 4 (Nov-Dec 44); Sonderkdo. Götz (Nov 44 – Feb 45); Stab, I./JG 11 (Dec 44 – Jan 45); 1.(F)/Aufkl.Gr. 100 (Dec 44 – Mar 45); Sonderkdo. Sommer (Feb 45).
School Units: Stab and I./SG 103 (May – Oct 44).
Station Commands: Fl.H.Kdtr. (E) Biblis (Aug 39 – Mar 40); Fl.H.Kdtr. E 26/XII (Mar 40); Fl.Pl.Kdo. A 3/XII (Jan 43 – Mar 44); Flugplatzkdo. Biblis of Fl.H.Kdtr. A(o) 8/XII Mannheim-Sandhofen (Apr-Jun 44); Flugplatzkdo. Biblis of Fl.H.Kdtr. A(o) 24/VII Mannheim-Sandhofen (Jun-Sep 44); Fl.H.Kdtr. E(v) 220/XII (Sep 44 – Mar 45).
Station Units (on various dates – not complete): Werftkdo. (o) 130/XII (1 Jan 45); Werkstattwagenzug (Fl) 7/XIV (1 Jan 45); 8./gem.Flak-Abt. 491 (Sep 44); Flugh.Betr.Kp. Biblis.
[Sources: AFHRA A5258 pp.80-82 (30 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bielefeld (GER) (c. 52 00 18 N – 08 27 56 E)

General: landing ground (Landeplatz) 6 km SW of Bielefeld city center in Nordrhein-Westfalen. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: sand with grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bielefeld-Windelsbleiche (GER) (51 58 00 N – 08 32 50 E)

General: airfield 6.5 km SSE of Bielefeld city center in Nordrhein-Westfalen and 1.6 km NE of Windelsbleiche. History: used by gliders 1941-42. Surface and Dimensions: good grass surface measuring approx. 777 x 640 meters (850 x 700 yards).
Operational Units: none identified.
Station Commands: none identified.
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete): Stab/2. Flak-Brig. (B-Brackwede, Feb-Mar 45); schw.Flak-Abt. 405(o) (1939); schw.Flak-Abt. 406(o) (Jun 41); schw.Flak-Abt. 625(o) (as Flakuntergruppe Bielefeld) (Oct 43 – Jun

44); VI.(Eisb.Kabel-Bau)/Ln.-Rgt. Ob.d.L. (Oct 40 -); Ln.-Abt. 162 (B-Brackwede, Feb-Mar 45).
[Sources: AFHRA A5257A pp.584-638 (29 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bielitzfelde (GER) (50 33 30 N – 17 30 00 E)
General: field airstrip (Feldflugplatz) 30 km SW of Oppeln (Opole) in Silesia and 15.5 km NE of Neisse (Nysa). History: no information on wartime activity and may have been unused throughout the war.
Surface and Dimensions: grass surface. Infrastructure: no information.
[Sources: AFHRA A5258 p.955 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bindersleben (GER): see Erfurt-Bindersleben.

Bindlach (GER): see Bayreuth-Bindlach.

Bissel (GER) (a.k.a. Grossenkneten-Sage) (52 56 45 N – 08 08 45 E)
General: operational airfield (Einsatzhafen II) 22.4 km S of Oldenburg in Lower Saxony, 12.8 km NNE of Cloppenburg and 1.6 km SW of Bissel.
History: construction began in 1937 with its limited infrastructure designed as farm buildings for camouflage purposes. Aside from the month of April 1940, Bissel had very little use until December 1944.
Dimensions: approx. 1280 x 1145 meters (1,400 x 1,250 yards).
Runway: grass surface.
Infrastructure: fuel, refueling points, communications and other amenities available when needed. A cluster of 7 small workshop buildings and huts were on the N boundary. The munitions dump was in woods off the SW corner. A barracks and administrative camp of some 21 buildings in a woods 1,400 meters N of the field. Nearest rail connection at Grossenkneten 6.4 km from the field.
Dispersal: there were an unknown number of aircraft bays cut into a woods off the S boundary.
Defenses: unknown.
Remarks:
1945: demilitarized by the British after the war and returned to agricultural use.
Operational Units: III./KG 54 (Apr 40); III./JG 6 (Dec 44 – Jan 45); IV./JG 26 (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. (E) Bissel (Aug 39 – Feb 40); Fl.H.Kdtr. E 4/XI (Mar-Apr 40); Flugplatzkdo. Bissel of Fl.H.Kdtr. A(o) 17/XI Vechta (1944-45).
Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5257A pp.40-41 (8 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bitburg-Pützhöhe (GER) (50 01 00 N – 06 32 30 E)
General: field airstrip (Feldflugplatz) 5 km NE of Bitburg in Rheinland-Pfalz. History: operational by Dec 39. Used as a forward launch point for single-engine reconnaissance and special operations aircraft for the first few days of the attack on France and the Low Countries, 10 May 40. Surface and Dimensions: grass surface.
Infrastructure: unknown.
Air Units: Aufkl.Gr. (H) 156 (5/40); 2.(H)/Aufkl.Gr. 23 (May 40)?
Station Commands: none identified.
Station Units (on various dates – not complete): Stab/1. Flak-Brig. (Sep-Nov 44); I./Flak-Rgt. 26 (gem. mot.) (Nov 39); le.Flak-Abt. 997(v) (Dec 44); Ln.-Betr.Kp. 161 (Sep-Nov 44).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bittersee (GER) (a.k.a. Bitter See) (??)
General: operational airfield (Einsatzhafen II) along the Pommaranian Baltic coast in the general vicinity of Stolp (Slupsk). Not located.
History: existed at the time of the 1939 attack on Poland and/or the 1941 attack on the USSR. No information found on wartime activity and may have remained unused throughout the war. Surface and Dimensions: unknown. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Blankenheim (GER) (50 25 50 N – 06 35 30 E)
General: field airstrip (Feldflugplatz) in Nordrhein-Westfalen 55 km SE of Aachen, 52 km SW of Bonn and 4 km W of Blankenheim.
History: possibly used at the beginning of the war. Surface and Dimensions: grass surface measuring approx. 550 x 550 meters (600 x 600 (yards) in the shape of a "T".
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.584-638 (19 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Blexen (GER) (a.k.a. Blexen) (53 31 55 N – 08 32 30 E)
General: landing ground (Landeplatz) on the west bank of the Weser 3 km directly across from Bremerhaven in Lower Saxony. History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Little if any wartime activity. 1944-45 referred to in documents as Industrieplatz Blexen. Dimensions: approx. 1280 x 985 meters (1,400 x 1,075 yards). Runway: grass surface on a wet,

sand-filled foundation with severe drainage problems. Infrastructure: construction of a large hangar-type building on the SE boundary began in 1941 but was discontinued before completion. No barracks - personnel were probably billeted in the village of Blexen. Nearest rail connection at the S corner of the landing ground. Dispersal: none. Defenses: indirectly protected by 6 heavy and 14 light Flak positions between 2 and 10 kilometers from the landing ground, these being part of the Luftwaffe and Kriegsmarine Flak belt protecting Bremerhaven and Wesermünde. These same Flak positions also protected Einswarden seaplane station. Remarks: none.
Operational Units: none identified.
Station Commands: Industrieplatz Blexen of Fl.H.Kdtr. A(o) 16/XI Oldenburg (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.42-43 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Blumenfeld (GER) (47 49 07 N – 08 40 53 E)
General: landing ground (Landeplatz) in Baden-Wurttemberg 21 km SSE of Donaueschingen airfield and 14 km NW of Singen. History: listed as operational from at least Feb 44 to at least Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Böblingen (GER) (a.k.a. Stuttgart-Böblingen) (48 41 30 N – 08 59 30 E)
General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Baden-Württemberg 19.5 km SSW of Stuttgart, 2 km SSW of Sindelfingen and 1.2 km NW of the village of Böblingen.
History: formerly a World War I airfield dating from July 1915 where pilots and observers were trained. Taken over 1924-25 as an important Verhehrsflughafen (civil airport) serving Stuttgart. Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 and the first Luftwaffe units moved in during 1938. Home to numerous fighter units pre-war through Jun 40. Used as a training field and as an Industriehafen by the Klemm Flugzeugbau firm during the war. Klemm manufactured light aircraft. A large Daimler-Benz plant that manufactured aircraft components was located adjacent to the airfield.
Dimensions: approx. 1325 x 825 meters (1450 x 900 yards) and pear-shaped.
Surface and Runways: grass surface that was soft after heavy raid. No paved runway. A paved (concrete?) perimeter road encircled the

landing area. Equipped with perimeter and obstruction lighting, a flare-path and a visual Lorenz system for night operations.
Fuel and Ammunition: ample fuel was available and a small ammunition dump was located off the NW boundary.
Infrastructure: had 1 medium hangar on the E boundary, 1 medium, 1 large and 1 repair hangar at the SE corner. The SE corner hangars were also surrounded by numerous separate workshops and stores buildings. The Klemm firm's buildings were at the center of the S boundary and the Daimler-Benz factory lay 1.2 km N of the N boundary on the outskirts of Sindelfingen. The station HQ, admin offices, flight control, barracks, stores buildings and the former airport terminal were all on the E boundary just N of the hangar group. A second group of billets consisting of 12 to 15 huts was at the N end a short distance from the aircraft dispersal. A branch rail line served the hangars and buildings at the SE corner.
Dispersal: a row of 26 open aircraft shelters curved along the N boundary with 5 more under construction in early May 44. Two of these were covered with netting.
Defenses: 1 heavy Flak position and 2 light Flak positions (Dec 43).
Satellites and Decoys:

Stuttgart-Maichingen (GER) (48 43 25 N – 08 56 15 E). Dummy 17 km WSW of Stuttgart, 5.7 km NW of Stuttgart-Böblingen airfield and 2 km WSW of Maichingen village. Mock-up consisted of 4 walled rectangles laid out to represent the hangars at Stuttgart-Böblingen airfield with fake aircraft parked in front of them. AFHRA A5258 p.445 (1944)]

Remarks:
19 Jul 44: bombed – 2 x Kl 35s from FFS A 43 destroyed or damaged on the ground.
5 Sep 44: low-level attack by VIII Fighter Command P-51s Mustangs – *claimed* 1 x Fw 190, 2 x Ju 88s and 1 x He 111 destroyed, plus 1 x Bf 109, 1 x Fw 190, 2 x Ju 87s and 2 x unidentified aircraft damaged.
21 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x unidentified aircraft destroyed.
1 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109 and 2 x unidentified aircraft damaged. According to German reports, just 1 x He 111 was damaged.
19 Mar 45: strafed by approx. 10 P-47s – 1 x Ju 87 destroyed. (German report)
23 Mar 45: bombed and strafed by approx. 16 P-47s – 3 x He 111s damaged and airfield unserviceable. (German report)
20 Apr 45: Stuttgart area taken by French troops.
Operational Units: I./JG 433 (Mar-Apr 39); 11./JG 72 (Jul-Aug 39); Stab, II./JG 52 (Aug-Oct 39); 2.(H)/Aufkl.Gr. 13 (Oct-Nov 39)?; I./JG

54 (Nov 39 – Feb 40); II./JG 51 (Feb-May 40); Stab/JG 54 (Feb-Jun 40); II.(Schlacht)/LG 2 (Aug-Sep 40); I./St.G. 77 (Mar-Apr 42).
School Units: FFS A/B 112 (Oct 41 – Aug 43); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS C 13 then FFS B 13 (Roth) (Feb 42 – Jun 44).
Station Commands: Fl.H.Kdtr. L Böblingen (1940); Fl.Pl.Kdo. A 8/VII (Feb 43 – Mar 44); Flugplatzkdo. Böblingen of Fl.H.Kdtr. A(o) 8/VII Echterdingen (Apr-Sep 44); Fl.H.Kdtr. E 219/XII (Sep-Nov 44); Fl.H.Kdtr. A(o) 10/VII (Nov 44 – Apr 45).
Station Units (on various dates – not complete): Koflug Böblingen (Jul 39 – Mar 41); Koflug 6/VII (Apr 41 – Apr 45); 5. Flugh.Betr.Kp./ZG 76; Luftschutz-Kp. z.b.V. 1/VII (1944-45); 5. (Funkh.)/Ln.-Abt. 356 (Jan-Apr 45); Stab II.(Flugm.)/Luftgau-Nachr.Rgt. 2 (May-Jun 40); Ln.-Kp. (mot) z.b.V. 8 (Waldenbuch, Sep 44 – Apr 45); Ln.-Verbindungs-Kp. z.b.V. 8 (Oct-Nov 44 – refitting); Lw.-Bau-Btl. 17/VII (1940); E-Hafen-Ausrüstungs-Kolonne (mot) 2/VII; Lw.-Sanitäts-Abt. 6/VII (c.Apr 41 – Apr 45); Kleine Zahnstation d.Lw. 2/VII (1944-45).
[Sources: AFHRA A5258 pp.372-75 (29 Jan 44 updated to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bochum (GER)

General: not identified - either an auxiliary field 8 to 10 km NNW of Wittmund airfield near the coast in Lower Saxony or a small unused strip in the city of Bochum in the Ruhr. History: listed as operational in Oct 43. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: unknown. Infrastructure: none known.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bockau (GER) (c. 50 33 08 N – 12 41 42 E)

General: operational airfield (Einsatzhafen II) in Saxony 27 km SSW of Chemnitz and 22 km SSE of Zwickau. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Böckingen (GER) (49 07 25 N – 09 11 02 E)

General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 4 km W of Heilbronn. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bohmte (GER): often appears in Allied documents in reference to an airfield that may have been a satellite or dispersal field for Osnabrück - see there.

Bonn-Hangelar (GER) (50 46 20 N – 07 10 00 E)

General: airfield (Fliegerhorst) in North Rhine – Westphalia 6 km ENE of Bonn and 1.5 km N of the village of Hangelar.

History: dates from 1909 with military use from the beginning of World War I. Briefly used by the RAF immediately after the war, by the French Air Force from 1919 to 1926 and then reverted to civil use, mainly as an airport and a civil flight school (D.L.V.). While some preliminary development began in 1935, major construction did not begin until 1937 when Hangelar was taken over by the Luftwaffe, and the work was finally completed in 1939. Hangelar received heavy use during the 1940 attack on France, by transport aircraft during 1941 and then by night fighter and other units thereafter. One of the busiest wartime airfields in Germany.

Dimensions: approx. 870 x 1370 meters (950 x 1,500 yards).

Runway: grass surface with good drainage and an extensive network of taxiways.

Infrastructure: full servicing and support capability with 3 large hangars, workshops, and numerous barracks just S and E of the airfield boundary.

Dispersal: some 46 large and small open shelters with camouflage netting and another 11 under construction as of June 1944.

Defenses: a heavy Flak battery, light batteries and a searchlight battery on and around the airfield. A battery of railway Flak was added in fall 1944.

Remarks:

22 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Fw 190 destroyed and 2 more damaged.

24/25 Dec 44: 104 RAF Lancasters bombed Hangelar and rendered it unserviceable in what was the first heavy raid on the airfield. While some direct hits on buildings were scored, damage was moderate.

10 Jan 45: bombed by 63 B-17 Fortresses.

21 Mar 45: taken by U.S. troops right after the Lw. demolished the key infrastructure.

Operational Units: 2.(F)/Aufkl.Gr. 22 (Aug 39 – May 40); I./JG 52 (Aug-Nov 39); 10.(Nacht)/JG 26 (Sep-Nov 39); Stab/JG 77 (Oct 39 – May 40); I./ZG 2 (Nov 39 – Jan 40); I./JG 3 (Feb-May 40); 4. (F)/Aufkl.Gr. 11 (May 40); Stab, III./KG 76 (May-Jun 40); III./JG 26 (Feb-Mar 41); I./JG 300 (Jul 43 – Jun 44); Stab/JG 300 (May-Jun 44); I./JG 76 (Jul-Aug 44); 1./NJGr. 10 (Aug 44 – c.Feb 45); 2./NJG 11

(Aug-Sep 44); 3./NAGr. 13 (Sep 44); Gefechtsverband Hallensleben (Bad Honnef, Sep 44 – Feb/Mar 45?); I., II./JG 6 (Sep-Oct 44); part of I./SKG 10 (Sep-Oct 44)?; 3./NJG 11 (Oct 44 – Jan 45); NSGr. 20 (Nov 44 – Jan 45); Stab, I./SG 4 (Dec 44 – Jan 45); II./SG 4 (Dec 44); 2./NSGr. 2 (Dec 44 – Jan 45); Stab/Aufkl.Gr. 123 (Dec 44 – Mar 45); III./NJG 11 (Jan-Feb 45); Nahaufkl.St. 13./14 (Feb-Mar 45).
School Units: Arbeitsplatz for Schule/FAR 72 (Detmold) (1939); Sprachmittler-Abt. d.Lw. (1943-44).
Station Commands: Fl.H.Kdtr. E 23/VI (Jul-Aug 40); Fl.Pl.Kdo. Bonn-Hangelar (to 1943); Fl.Pl.Kdo. A 14/VI (1943 – Mar 44); Fl.H.Kdtr. A(o) 10/VI (Apr 44 – Apr 45).
Station Units (on various dates on the airfield, in town or nearby – not complete): 4. Flugh.Betr.Kp./St.G. 2; Werft-Abt. 10/VI (1944-45); le.Flak-Abt. 784 (Sep 43 – Mar 45); elements of le.Flak-Abt. 889 (Mar 45); Flak-Lehr-u.Versuchs-Abt. 900 (Feb-Mar 45); Luftschutz-Abt. d.Lw. 18 (summer 42 – c.early 43); Luftschutz-Abt. d.Lw. 19 (summer 42); Luftschutz-Ers.Abt. 2 (B-Venusberg, summer 43 – Sep 44); Flug-Betriebsstoff-Kolonne 519/XI (Oct 44); Sprachmittler-Abt. d.Lw. (Jan 44).
[Sources: AFHRA A5257A pp.44-48 (13 Jan 44 updated to 12 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bönninghardt (GER) (a.k.a. Bönninghardt/South) (51 34 15 N – 06 29 00 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 24 km NW of Duisburg, 15 km SW of Wesel and immediately S and SE of Bönninghardt village.
History: Originally a field airstrip (Feldflugplatz) for fighters from 1937, upgraded to an operational airfield (Einsatzhafen) in 1941. Had relatively little wartime use once the campaign in the West concluded in late June 1940. Renewed activity since September 1943.
Dimensions: approx. 915 x 640 meters (1,000 x 700 yards).
Runway: grass surface. Landing area equipped with beam approach system.
Infrastructure: there were three clusters of airfield buildings, the first at the NW corner with c.12 buildings, the second in woods at the SE corner with c.4 buildings and the third in woods at the SW corner with c.5 buildings. Nearest rail connection .8 km to the NW.
Dispersal: 4 separate areas around the perimeter with a total of 27 aircraft shelters.
Defenses: Jul 44: 3 to 5 Flak positions around the airfield. Nov 44: a 3-gun light Flak position was under construction off the N boundary.
Satellites and Decoys:

Bönninghardt-Sevelen (GER) (51 30 46 N – 06 24 13 E). Dummy 8 km SW of Bonninghardt/Süd landing ground and 2.4 km NW of Sevelen. Mock-up included 2 hangar frames covered with netting, and a dispersal area with a few aircraft shelters. [Sources: AFHRA A5257A p.603 (1944)]
Remarks:
5 Feb 45: airfield ordered completely evacuated (but no mention of demolition).
Operational Units: I./JG 52 (May-Aug 39); II./JG 26 (Aug-Oct 39); I./ZG 76 (Oct-Dec 39); III./ZG 26 (JGr. 126) (Nov-Dec 39); Stab/JG 51 (Feb-May 40); I./JG 26 (Feb-Jul 40); II./JG 27 (Apr-May 40); I./JG 20 (Feb-May 40); I./JG 3 (Sep-Oct 43); III./JG 26 (Nov 43, Oct 44); Stab/NJG 1 (Dec 43 – Sep 44); I./JG 11 (Aug 44); NSGr. 1 (Oct 44 – Feb 45); II./JG 77 (Jan 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 11/VI Essen-Mülheim (summer 1944)?; Fl.H.Kdtr. E(v) 229/XI (fall 44 – c.Mar 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.49-51 (6 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site www.flughafen-boenninghardt.de]

Bork (GER) (??)
General: not located and no information. Probably an auxiliary landing ground either in the Ruhr 17 km N of Dortmund or in Brandenburg 14 km S of Wittstock airfield. Listed as operational in Feb 44 and in Feb 45.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Borkenberge (GER) (a.k.a.Dülmen-Borkenberge) (51 46 40 N – 07 17 00 E)
General: landing ground/glider field in North Rhine – Westphalia 20 km NNE of Recklinghausen in the Ruhr, 6.4 km S of Dülmen and just SE of the tiny village of Borkenberge. History: existed as a glider field prior to 1935. No wartime use by operational units noted.
Dimensions: approx. 915 x 780 meters (1,000 x 850 yards).
Runway: grass surface. Infrastructure: 6 small hangars and a few workshop buildings along the W boundary, offices, flying control (Flugleitung), supplies and some limited accomodations. Nearest rail connection at Dülmen. Dispersal: no organized dispersal. Defenses: unknown. Remarks: listed as operational from at least Feb 44 to at least Feb 45.
[Sources: AFHRA A5257A pp.52-53 (4 Mar 44 updated to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Borkheide (GER) (52 14 00 N – 12 50 14 E)

General: operational airfield (Einsatzhafen) in Brandenburg 23 km SSW of Potsdam. History: used as a practice field for single-engine trainers from 1936 to 1945 and as a fighter station from Aug 44 to the end of the war. Surface and Dimensions: moorland with grass surface. Infrastructure: none noted.
Remarks:
2 Nov 44: low-level attack by P-51s – 5 x Bf 109 G-14s from I./JG 3 strafed and destroyed, 3 of them just after landing.
Operational Units: II./JG 27 (Aug-Sep 44); I./JG 3 (Aug-Nov 44); I./JG 300 (Oct 44 – Apr 45).
School Units: Arbeitsplatz for LKS 3 (Werder/Havel) (1936-44); Arbeitsplatz for FFS A 61 (Werder/Havel) (1944-45).
Station Commands: Platzkdo. of Fl.H.Kdtr. A(o) 29/III Werder/Havel (1944-45).
Station Units (on various dates – not complete): 1./le.Flak-Abt. 722 (Nov-Dec 44); le.Flak-Bttr.z.b.V. 6517 (Dec 44 – Jan 45).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Borkum (Land) (GER) (53 35 40 N – 06 42 30 E)
General: operational airfield (Einsatzhafen) in Lower Saxony on the island of Borkum in the East Frisian Islands; airfield located 3 km E of the village of Borkum.
History: dates from summer 1914 as a naval air station. New construction under the Luftwaffe began in 1935-36 and two large hangars were erected, each capable of housing 12 aircraft along with numerous other buildings.
Dimensions: 1,200 x 1,000 meters plus a 300 meter extension under construction in Oct 43.
Runway: grass surface on a sand base. Paved hangar aprons.
Infrastructure: fuel, water, ammunition, communications and other amenities were available. See above for other details.
Dispersal: 6 large covered aircraft shelters and 3 open shelters along the SW boundary.
Defenses: 3 x 3.7-cm guns and 10 machine guns in Dec 39. By Oct 43 this had increased to 10 heavy Flak positions, each with 2 to 4 guns, and 5 light Flak positions, most with 2 or more guns. Airfield served by a light rail system that traversed the island.
Remarks:
28 Nov 39: first air attack – strafed by Bristol Blenheims; occasionally raided by a few aircraft to the end of the war.
4 Feb 41: an RAF Blenheim bombed a gun position on Borkum airfield.
15 Apr 41: bombed by RAF Blenheims.
13 Dec 41: station strength totaled 3 officers, 314 NCOs and men, 7 trucks, 2 passenger cars, a bus and 3 motorcycles.

17 Jan 45: a lone B-24 Liberator dropped 3 tons of bombs on the airfield as a target of opportunity.
Operational Units: 1./JG 52 (Jun-Sep 41); 1./JG 1 (Feb 42 – Mar 43).
Reserve Training & Replacement Units: 1./Erg.Gr. JG 52 (Sep 41 – Jan 42).
Station Commands: Flugplatzkdo. Borkum of Fl.H.Kdtr. A(o) 12/XI Wittmundhafen (1945).
Station Units (on various dates – not complete): Wetternebenstelle Borkum; elements of le.Flak-Abt. 767 (Oct-Dec 41); elements of le.Res.Flak-Abt. 988 (Jun 42, Jan 43); Alarm-Flak-Battr. 3/XI (Jul 40); Wachzug d.Lw. 83 (Jul 42 - ?); Wachzug d.Lw. 84 (Jul 42 - ?); Wachzug d.Lw. 85 (Jul 42 - ?).
[Sources: AFHRA A5257A pp.54-56 (15 Jan 44 updated to 12 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Borkum-See (GER) (53 34 00 N – 06 45 30 E)
General: seaplane station (Seefliegerhorst) on Borkum Is. in the East Frisians in the North Sea and located 6 km SE of the village of Borkum.
History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Very active with He 59 and He 115 maritime units during 1940 and prior, but received little use after than.
Anchorage: had a single launching ramp. Also, two quays and 3 small jetties with a mammoth crane at the end of one of the jetties for raising and lowering seaplanes.
Infrastructure: 2 large and 1 small hangar with repair shops, motor pool with garages, a small barrack block just W of the hangars and another larger block of barracks further to the W with numerous storage huts between the barrack blocks.
Dispersal: 3 large open aircraft shelters to the N of the hangars.
Defenses: see Borkum (Land) above.
Remarks:
28 Nov 39: air attack – 1 x He 59 from 3./Küstenfliegergruppe 106 was slightly damaged at its moorings during an attack on Borkum by RAF Blenheim Is.
Operational Units: 3./Kü.Fl.Gr. 106 (Jul 37 – Sep 39, Dec 39 – Jul 40).
Station Commands: Fl.H.Kdtr. E 115/XI (See) (1941? – May 45).
[Sources: AFHRA A5257A pp.57-58 (15 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bracht (GER) (a.k.a. Schönstadt) (50 54 50 N – 08 52 40 E)
General: operational airfield (Einsatzhafen I) in Hesse 14 km NE of Marburg, 4.8 km NE of Schönstadt and 2.4 km ESE of Bracht.

History: built 1936-37. Used mainly for glider training and during the attack on France and the Low Countries, then dormant until 1944 when improvements were made to convert it into a base for fighters.
Dimensions: approx. 960 x 825 meters (1,050 x 900 yards).
Runway: grass surface.
Infrastructure: had a number of long buildings off the SW corner that were probably workshops, and a small group of buildings off the center of the W boundary that were probably barracks. Airfield was served by a branch rail line.
Dispersal: 8 medium open aircraft shelters off the N boundary and further parking around a woods off the NE corner in Sep 44.
Defenses: unknown.
Satellites and Decoys:

Bracht-Kaldenkirchen (GER) (51 15 40 N – 06 08 40 E). Dummy 12 km S of Venlo airfield on the German-Dutch frontier and 4 km SW of Bracht. Mock-up included 2 phony intersecting runways in the middle of Bracht Woods. . [Sources: AFHRA A5257A p.604 (1944)]

Remarks:
Feb 45: listed as still operational.
Operational Units: II./KG 1 (Nov 39 – Jan 40); III./KG 28 (Mar-Jun 40); II./KG 76 (May 40).
Station Commands: Fl.H.Kdtr. (E) Bracht (Aug 39 – Mar 40); Fl.H.Kdtr. E 11/XII (Mar 40); Fl.H.Kdtr. E 232/XI (Oct 44).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.59 (4 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de (HLdeZ)]

Brackel (GER): see Dortmund-Brackel.

Brand (GER): see Briesen.

Brandenburg (GER) (52 24 10 N – 12 30 40 E)
General: factory airfield – land and sea (Industriehafen – Land und See) in Brandenburg 63 km W of Berlin; airfield 4 km WSW of Brandenburg/Havel in a built-up area.
History: built prior to 1935, the Arado firm located there and engaged in development, repair and assembly of aircraft ranging from He 111 bombers, medium and small planes, and by 1943 big He 177 bombers.
Dimensions: approx. 1445 x 1920 x 1235 meters (1580 x 2100 x 1350 yards).
Surface and Runways: grass surface. A paved or hardened 730 meter (800 yard) runway aligned ESE/WNW was built in late spring 1944 and essentially completed by the middle of that year. A new perimeter road was built at the same time. At the W end of the airfield there was a slipway accessing Lake Breitling (Breitling See).

Equipped with boundary and obstruction lighting, a permanent flare-path, a beam approach system and a visual Lorenz system.
Fuel and Ammunition: refueling points were on the servicing hardstands at both ends of the airfield, and underground fuel storage was near the SW corner and possibly off the E boundry.
Infrastructure: factory buildings were in two groups, one on the E side of the field and the other on the W side. The 7 factory and flight hangars on both sides had concrete aprons. Numerous other workshop, machine shop, testing and stores buildings were in close proximity to the hangars. There was a large servicing hardstand on the W side and 4 smaller ones on the E side. Most of the more important factory and station admin buildings were on the E side of the field. Many barrack blocks were adjacent to or near the airfield on the N side and off the NE corner, and these were occupied mainly by Flak personnel. A branch rail line served the hangar and building groups on both sides of the field.
Dispersal: there were 2 areas, Northwest and West, with a total of 20 large open aircraft shelters that were camouflaged with netting.
Defenses: layout of Flak positions not known.
Remarks: the marshaling yards and assorted factories in the industrial city of Brandenburg were bombed a number of times by USAAF bombers, but only one raid appears to have targeted the airfield.
18 Apr 44: airfield bombed by B-17 Fortresses and B-24 Liberators.
Feb 45: listed as still in operation.
Operational Units: none identified.
Station Units: none identified.
[Sources: AFHRA A5258 pp.525-29 (21 Mar 44 updated to 21 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brandenburg-Briest (GER) (52 26 10 N – 12 26 40 E)

General: airfield (Fliegerhorst) in Brandenburg 65 km W of Berlin; airfield 8 km NW of Brandenburg/Havel and 2 km SE of the village of Briest.
History: built in 1937 and in use by 1938. It was a very active base for both operational units and schools throughout the war, and at various times was home to the He 177 heavy bomber and then to the Me 262 jet fighter.
Dimensions: approx.. 1370 x 1190 meters (1500 x 1300 yards) and roughly rectangular in shape.
Surface and Runways: grass surface that was rough in spots. Had 2 intersecting paved runways, (1) 1785 meters (1950 yards) aligned ENE/WSW, and (2) 1280 meters (1400 yards) aligned NW/SE. Work was underway in mid-1944 to extend the ENE/WSW runway to approx. 2375 meters (2600 yards) when completed. Perimeter tracks and paved taxiways ran along the E, S and W boundaries. Equipped with

boundary and obstruction lighting, runway illumination and a beam approach system.
Fuel and Ammunition: refueling points were in front of hangars near the center of the S boundary and a small refueling loop was at the center of the E boundary. A small ammunition store was at the center of the N boundary.
Infrastructure: there was 1 large repair hangar, 4 large flight hangars and 1 small hangar projecting out from the S boundary, and 1 large and 1 medium hangar at the SE corner. All of the hangars had paved hangar aprons. The workshop buildings and the station motor pool with garages were also on the S boundary. The main barrack complex was in a woods to the rear of the hangars along with messes and assorted station buildings. A second barrack complex was 2 km SE of the airfield. A branch rail line served the buildings along the S end of the field.
Dispersal: had two areas under construction in mid-1944, Northwest and Southeast.
Defenses: unknown.
Remarks:
5 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 5 x He 111s, 5 x Ju 88s, 2 x Do 217s, 2 x Ju 52, 2 x Si 204s and 2 x unidentified aircraft destroyed, plus 1 x Bf 109, 1 x Fw 190, 1 x Bf 110, 13 x Ju 88s, 1 x He 177, 9 x Ju 52s, 1 x Me 323 and 3 x unidentified aircraft damaged.
14 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x unidentified aircraft shot up and damaged.
10 Apr 45: airfield bombed by 138 B-17 Fortresses and strafed by VIII Fighter Command P-51s – *claimed* 1 x Me 410 destroyed, plus 1 x Fw 190 and 1 x unidentified aircraft damaged.
Operational Units: 15./KG 40 (May-Jun 42); I./KG 50 (Jun 42 – Jan 43, Feb-Oct 43); Versuchskdo. Hermann (Apr-Jun 43); Wekusta 7 (Nov 44 – Mar 45).
School Units: Fluglehrerschule Brandenburg-Briest (Apr 39 – Apr 45).
Reserve Training & Replacement Units: 4.(Erg.)/KG 50 (Dec 42 – Sep 43).
Station Commands: as Fl.H. Brandenburg-Briest (to c. Nov 43); Fl.Pl.Kdo. 32/III (to Mar 44); Fl.H.Kdtr. A(o) 20/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Otto Fruhner (Aug 40 - ?).
Station Units (on various dates – not complete): 1. Flugh.Betr.Kp./KG 50 (Jul 42 – 1943); Werft-Abt. 4/III (Dec 44); elements of Werft-Abt. 105/VI (1945)?; Feldwerft-Abt. z.b.V. 1 (Nov-Dec 42); 105. Flugzeugwartungs-Kp. (Feb-Mar 45)?.

[Sources: AFHRA A5258 pp.521-24 (3 May 44 updated to 19 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Brandis (GER) (a.k.a. Brandis-Waldpolenz) (51 19 45 N – 12 39 10 E)

General: airfield (Fliegerhorst) in Saxony 18 km E of Leipzig and 3 km E of the town of Brandis.

History: built during 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Used mainly as an instrument flight training airfield during the war years and, from late 1943, as home station for the He 177 bomber and the Me 163 *Komet* rocket fighter. Additionally, an air depot was at Brandis during the early part of the war and it was also used as a testing and experimenting location by Junkers- und Motorenwerke A.G. Dessau.

Dimensions: unknown.

Surface and Runways: had a paved runway built in 1944 that measured 1800 x 80 meters and a paved taxiway.

Fuel and Ammunition: both available. There were 5 underground fuel tanks for bulk fuel storage.

Infrastructure: there were 4 flight hangars and a repair hangar with paved aprons, and these were concealed along the edge of woods on the N and W sides of the landing area together with adjacent workshops, an assembly building for the Me 163, transformer bunkers and the flight control building and tower. Airfield buildings included the station HQ, the central telephone exchange, barracks, messes, officers' quarters and houses, officers' club, commandant's house and a guard bunker. A branch rail spur off the Beucha-Trebsen line served the N boundary of the airfield.

Dispersal: unknown.

Defenses: unknown.

Remarks:

28 May 44: bombed by 19 B-17 Fortresses – one hangar was destroyed and 2 KIA and 4 WIA from FFS B 31.

16 May 45: airfield abandoned by the Germans and it was occupied by U.S. troops.

2 Jul 45: handed over to the Russians.

Operational Units: Stab, I./JG 3 (Aug-Sep 39); Wekusta 1 Luftflotte 1 (Oct 39); Transportstaffel II. Fliegerkorps (Nov-Dec 41); IV./NJG 5 (Aug 43 – May 44); II./KG 1 (Nov 43 – Apr 44); III./NJG 5 (Mar-May 44); I./KG 1 (Apr-Aug 44); III./JG 400 (Jul-Sep 44); II./KG 1 (Aug 44); I./JG 400 (Aug 44 – Apr 45); Erprobungskdo. 16 (Aug 44 – Feb 45); II./JG 400 (Dec 44 – Feb 45); Stab/JG 400 (Dec 44 – Mar 45); II./LG 1 (Mar 45); I., III./JG 7 (Apr 45).

School Units: Fliegerlehrgang 2 Brandis (instrument flight school 2 Brandis) (Oct 35 – Jan 40), BFS 1 (Jan 40 – Oct 43) then FFS B 31 (Oct 43 – Apr 45).
Reserve Training & Replacement Units: part of Erg.Aufkl.Gr. Ob.d.L. (Nov-Dec 39)?; Erg.St./JG 26 (Jul 44); Erg.St./JG 400 (Jul – Sep 44).
Station Commands: as Fl.H. Brandis (to 1943); Fl.Pl.Kdo. A 39/IV (1943-44); Fl.H.Kdtr. A(o) 37/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Paul Aue (Apr 40 - ?).
Station Units (on various dates – not complete):
Nachtjagdraumführer 114 (Oct 43 – Jan 44); Koflug Brandis (Jul-Oct 39); Werft-Abt. 5/III (Dec 44); one Zug from 4./le.Flak-Abt. 728 (Mar 44); Stab/Ln.-Rgt. 231 (Naunhof, Sep 44 – c.Apr 45); Lw.-Bau-Btl. Brandis (1939-40); Luftpark Brandis (c. 1938-41); E-Hafen-Ausrüstungs-Kolonne (mot) Brandis; E-Hafen-Ausrüstungs-Kolonne (mot) 1/IV.
[Sources: AFHRA A5258 pp.530-31 (27 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Braunsberg (GER) (54 22 30 N – 19 50 30 E)
General: field airstrip (Feldflugplatz) in East Prussia 35 km NE of Elbing (Elblag) and 57 km SW of Königsberg. History: still listed as operational in Jan 45. Surface and Dimensions: grass surface.
Infrastructure: none noted.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 51 then FFS A/B 51 (Heiligenbeil) (1940-42).
Station Commands: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Braunschweig (GER) (a.k.a. Brunswick) (52 16 N – 10 31 E)
Lw. Garrison and Station Units (on the airfieldS, in the city or nearby on various dates – not complete):

Commands (Kommandobehörden, Stäbe): Luftkreiskdo. VII (Apr 34 – Feb 38); Luftwaffengruppenkdo. 2 (Feb 38 – Jan 39); Luftflottenkdo. 2 (Feb-Aug 39); Stab/I. Jagdkorps (B-Querum, Mar-May 44); Höh.Fliegerkommandeur VII (Oct 37 – Jul 38); Stab/4. Fliegerdivision (Aug 38? – Sep 39); Stab/1. Fliegerausbildungsdivision (Nov 44 – Jan 45); Stab/Fliegerersatzdivision (Apr 44 – Apr 45)?;Höh.Kdr.d.Flakartillerie-Schulen (Apr 42 – Jul 44); Flak-Schuldivision (Aug 44 – 1945).

Servicing, Repair (Wartungs, Instandsetzungs): see airfields B-Broitzem and B-Waggum.

Antiaircraft (Flak): Höh.Kdr.d.Flakartillerie im Luftkreis VII (Oct 37 – Jun 38); Stab/Flak-Rgt. 65 (as Flakgruppe Braunschweig) (Jun 43

– 1945); Stab/Flak-Rgt. 123(o) (as Flakgruppe Braunschweig-Wolfenbüttel) (Oct 39 – Feb 40); 4., 5./schw.Flak-Abt. 117(o) (May 44 – 1945); schw.Flak-Abt. 165(o) (as Flakuntergruppe Braunschweig-Broitzem) (Jan 44 – 1945); Luftsperr-Abt. 206(o) (Apr-Nov 44); schw.Flak-Abt. 216(o) (Sep/Oct 43 – 1945); 3./schw.Flak-Abt. 222(o) (Feb-Jun 44); Stab, 4./schw.Flak-Abt. 225(o) (Mar 44 – 1945); 4., 5./schw.Flak-Abt. 232(o) (Jun 44 – 1945); 4./schw.Flak-Abt. 233(o) (Jun 44 – 1945); schw.Flak-Abt. 277 (Eisb.) (Feb-Mar 44); schw.Flak-Abt. 280(o) (mid-1943 – 1945); part of schw.Flak-Abt. 306(o) (Apr 44 – 1945); 3./schw.Flak-Abt. 383(o) (Jun-Jul 44); 4., 6./schw.Flak-Abt. 413(o) (Jun-Sep 44); schw.Flak-Abt. 424 (Eisb.) (1943 – Dec 43, Feb-May 44); 2./schw.Flak-Abt. 461(o) (1943 – Jan 44); 5./schw.Flak-Abt. 521(o) (Jun 44 – 1945); 5./gem.Flak-Abt. 601(v) (Apr 44 – 1945); 2./schw.Flak-Abt. 602(o) (Apr-Sep 44); 1./schw.Flak-Abt. 607(o) (Nov 44 – 1945); Flakscheinw.Abt. 619(o) (Apr-Jul 44); 4./schw.Flak-Abt. 627(o) (Jun 44 – 1945); 3./le.Flak-Abt. 762(o) (May-Sep 44); 4./le.Flak-Abt. 770(o) (Apr-Jul 44); le.Flak-Abt. 772 (mid-1943 – 1945); schw.Flak-Abt. 801(o) (1940); 1., 2., 5./le.Flak-Abt. 822 (Eisb.) (Jan-Feb 44); 2./le.Flak-Abt. 871(o) (1942/43 – Mar 44); le.Flak-Abt. 925(o) (Oct 41 – 1945); part of le.Flak-Abt. 933(o) (Jan-Mar 44); 4./le.Flak-Abt. 954 (ETr.) (Jul-Aug 44); Stab, 1./le.Flak-Abt. 972 (ETr.) (Jul-Aug 44).

Air Force Signals (Luftnachrichten): Stab/Ln.-Rgt. beim I. Jagdkorps (B-Querum, Sep 43 – Mar 44); Stab I.(Ln.Betr.)/Ln.-Rgt. beim I. Jagdkorps (B-Querum, Sep 43 – Mar 44); Stab II. (Tel.Bau)/Ln.-Rgt. beim I. Jagdkorps (B-Querum, Sep 43 – Mar 44); Stab/Ln.-Rgt. 2 (B-Querum, Jul 38 – Aug 39); I./Ln.-Rgt. 2 (B-Querum, Jul 38 – Aug 39); V.(Ers.)/Ln.-Rgt. 2 (B-Querum, mid-1940 – Sep 42); Horch-Leitstelle W 2/Ln.-Rgt. 2 (Aug 39 – 1940?); 1.(Betr.), 5.(Ers.)/Ln.-Rgt. 17 (Apr 37 – Jun 38); 12.(Flum.Res.)/Luftgau-Nachr.Rgt. 6 (May 40); Ln.-Abt. 34 (early 1940); Stab and elements/Ln.-Abt. 41 (1940-43); Fluko Braunschweig.

Construction (Bau): none identified.

Supply Services (Nachschubdienste): none identified.

Ground Transport (Transportkolonnen): none identified.

Ground Defense and Security, etc. (Landesschützen, usw.): none identified.

Medical Services (Sanitätsdienste): Lw.-Lazarett 1/XI (c.1939-45); Flieger-Untersuchungsstelle 1/VI (Apr 45).

Other (sonstige, verschiedene): Fallschirmjäger-Rgt. 3 (Braunschweig-Rautheim, 1940); Unfalluntersuchungsstelle d.Lw. Braunschweig (1944-45).

Braunschweig-Broitzem (GER) (52 14 40 N – 10 29 30 E)

General: airfield (Fliegerhorst) in Lower Saxony 5.6 km SSW of Braunschweig.
History: the first military airfield at Broitzem dates from 1916. Reverted to agricultural land after World War I and then in 1928 it became the main civil flying school for Dt. Lufthansa after the field was extended and numerous buildings constructed. Taken over by the Luftwaffe in 1934 and used to train reconnaissance pilots. Seldom used by operational units during the war years.
Dimensions: approx. 1145 x 1050 meters (1,250 x 1,150 yards).
Runway: grass surface. Ladder-type concrete servicing area at NE corner that was mainly used for refueling, and large concrete apron in the hangar area on the N boundary.
Infrastructure: full servicing and support facilities. There were 3 large and 2 small hangars at N corner, workshops, vehicle garages and a special "engine washing" chamber or room. Directly behind the hangars was the admin area that included offices, supply buildings, barracks for c. 1,000 men, messes, and an extremely well-equipped gymnasium. A railway spur was connected to the rear of the hangars.
Dispersal: organized areas at the NW, SW and NE ends of the airfield had a total of 24 large aircraft shelters in Jan 44.
Defenses: 1 x 10-gun heavy Flak position and 3 x 6-gun heavy Flak positions were within 3.6 km of the airfield, and 9 light Flak positions were on or within 5 km of the field. About half of the light Flak was emplaced in towers or on rooftops.
Remarks:
Braunschweig (Brunswick) marshaling yards, motor vehicle plants, aircraft assembly plants and other targets were heavily bombed throughout the war by both the RAF and the USAAF.
(n.d.): high factory chimneys and buildings around the field made it dangerous for take-offs and landings.
8 Apr 44: bombed – 2 x Bü 131 D-2s, 5 x Bü 181Bs, 1 x C 445 and 1 x Go 145A from FFS A 42 destroyed or damaged on the ground.
24 Oct 44: serviceability limited due to cratered landing area and destroyed lighting.
3 Mar 45: bombed by 8th AAF B-17 Fortresses – 5 x Bü 181s, 4 x Kl 35s, 2 x Ar 96s, 2 x Bü 131s, 1 x Si 204 and 1 x Bf 108 destroyed and 1 x Fw 190, 1 x He 111 and 1 x Kl 35 damaged; 1 hangar destroyed, 1 hangar damaged, damage to airfield workshops and barracks. (German reports)
12 Apr 45: Braunschweig taken by U.S. 9th Army.
Operational Units: KGr. z.b.V. 101 (May 40); Stab/KG z.b.V. 3 (Mar 41); II./KG z.b.V. 1 (Apr 42, Oct 42); KGr. z.b.V. 700 (Apr-May 42).

School Units: Aufklärungsfliegerschule Braunschweig (Jul 34 – Aug 39); Fallschirmschule 3 (c. 1940-43); Arbeitsplatz for FFS A/B 42 (Helmstedt) (1943-44).
Reserve Training & Replacement Units: Erg.Zerst.Gr. (Sep 43 – Mar 44).
Station Commands: Fl.H.Kdtr. Braunschweig-Broitzem (to c. Feb 43); Fl.Pl.Kdo. A 44/XI (c.Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 24/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt. (o) 24/XI (spring 44 – 1945); schw.Flak-Abt. 165 (c.Jan 44 – Feb 45); 4./le.Flak-Abt. 925 (1943-44); le.Hei.Flak-Bttr. 50/XI (1943-45).
[Sources: AFHRA A5257A p.64, 71-75 (6 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Braunschweig-Querum (GER) (52 17 25 N – 10 33 34 E)
General: airfield (Flugplatz) in Lower Saxony 3.5 km NE of Braunschweig city center. History: a hastily organized auxiliary airstrip was established here in late 1944, according to some sources. It was listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none reported.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Braunschweig-Waggum (GER) (a.k.a. Brunswick-Waggum) (52 19 10 N – 10 33 15 E)
General: airfield (Fliegerhorst) in Lower Saxony 6.4 km NNE of Braunschweig city center and adjacent to Waggum village on its SW and S side.
History: constructed in 1935, Waggum served as a civil airport on the N side of the airfield, a Luftwaffe flight training, aeronautical technical training and meteorlogical training center on the S and SE side and as a factory airfield (Industriehafen) of the MIAG firm, that assembled Bf 110 aircraft among other things, on the NW side. The airfield was enlarged to its final dimensions in 1938.
Dimensions: 1,800 x 1,080 meters.
Runway: grass surface with a concrete hangar apron, a large paved servicing area on the N side and 2 smaller paved servicing areas on the S side. Equipped with a beam approach system and the visual Lorenz system for night landings.
Infrastructure: full servicing and support facilities. There were 9 large hangars, 4 medium and 3 small in four clusters around the landing area. The MIAG factory had 3 large assembly halls in the NW corner. Admin, supply, classroom and a large number of other buildings were in two groups at the N and S sides of the field. A large block of

barrack buildings was situated off the S boundary and a separate group of barrack huts was located in the hangar area at the N end.
Dispersal: 4 separate areas at the NW, N, E and SE boundaries in Jan 44 with a total of 23 large and 22 medium aircraft shelters along with 3 parking stands, all connected by taxi tracks. A railway line passed within .8 km of the W boundary.
Defenses: 4 heavy Flak positions of 6 guns each between 3 and 6 km from the airfield, and 6 light Flak positions within 2 km of the field. Some of light Flak was mounted in towers and some on rooftops.
Satellites and Decoys:

Braunschweig-Grassel (GER) (52 21 22 N – 10 36 51 E). Dummy 12 km NE of Braunschweig, 5.7 km NE of Braunschweig-Waggum airfield and 1.6 km SE of Grassel. Set up as a decoy for Braunschweig-Waggum airfield and the mock-up included a hangar and a number of parked aircraft. [Sources: AFHRA A5257A p.605 (1944)]

Remarks: surrounded by war production targets, such as the MIAG plant and the Niedersachsiger Motorenwerke that produced aircraft engines and was just 2 km from the SW corner, Braunschweig-Waggum was bombed many times during the war.
29 Mar 44: low-level attack by VIII Fighter Command P-51 Mustangs – claimed 1 x Ju 88 destroyed plus 2 x Ju 88s and 4 x unidentified aircraft damaged.
5 Aug 44: bombed – 3 x He 111Ps from FFS B 37 destroyed or damaged on the ground.
24 Aug 44: bombed - 2 x He 111s, 1 Ju 52 and 1 x Si 204 from FFS B 35 destroyed or damaged on the ground.
Operational Units: II.(Schl.)/LG 2 (Jun-Aug 40); Wekusta 26 (Jul-Oct 39); 10.(Schlacht)/LG 2 (c. Aug 40 - Feb/Mar 41); III./LLG 1 (Sep 40 – 1941/42); KGr. z.b.V. 106 (Apr 41); KGr. z.b.V. 102 (Jan-Feb 42); KGr. z.b.V. 400 (Jan-May 43); Wekusta 26 (Ost) (Feb 45).
School Units: Segelflugschule d.Lw. Braunschweig-Waggum (Jan – Sep 40); FFS B 37 (Jul – Sep 44); FFS A 118 (Dec 44 – Mar 45); II./JG 107 (Jan – Mar 45); I./JG 110 (Feb – Apr 45).
Erg./Ers. Units: KGr. z.b.V. 300 (Jul 42 – Mar 43); IV./KG 27 (Mar – May 43).
Station Commands: Jul-Aug 39: mobilized as an E-Hafen with FpN L 37663, but deactivated later in 1939; Flugplatzkdo. Braunschweig-Waggum of Fl.H.Kdtr. A(o) 24/XI Braunschweig-Broitzem (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Bernhard Reimers (Jul 39 - ?); Obstlt. Hermann Schiffers (Nov 42 - ?).

Station Units (on various dates – not complete): Werft-Abt. (o) 29/XI (spring 44 – 1945); elements of le.Res.Flak-Abt. 762 (1943-44); 1./le.Flak-Abt. 925 (1943-44).
[Sources: AFHRA A5257A p.64, 76-82 (18 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Braunshardt (GER) (49 54 45 N – 08 32 30 E)

General: unfinished airfield (Fliegerhorst) in Hesse 7 km WNW of Darmstadt, 8 km NW of Darmstadt-Griesheim airfield and 2.5 km WSW of Braunshardt village. Its approx. 1650 meter (1800 yard) runway was still under construction when captured by U.S. forces in late March/early April 1945.
[Sources: AFHRA A5258 p.25 (19 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Breitscheid (GER) (50 40 35 N – 08 10 25 E)

General: operational airfield (Einsatzhafen I) in Hesse 38 km NW of Giessen, 10 km W of Herborn and 1.6 km SW of Breitscheid. History: no use of this airfield found until September 1944. Dimensions: approx. 1050 x 1050 meters (1,150 x 1,150 yards). Surface: grass surface. Infrastructure: refueling points along woods at the N corner of the airfield. Had a workshop building off the N boundary and a small group of barracks and offices off the NE corner. Munitions dump with 5 bunkers off the N boundary. Nearest rail connection 4 km ENE of the airfield. Dispersal: no organized dispersal facilities.
Defenses: not identified.
Remarks:
4 Aug 44: Allied photo reconnaissance detected no sign of use, but a fighter unit moved to Breitscheid in mid-September.
6 Oct 44: bombed and strafed by 9th AAF P-47 Thunderbolts – 14 x Bf 109Gs from II./JG 11 destroyed (9) or damaged (5) on the ground.
Operational Units: II./JG 11 (Sep – 6 Oct 44); 3./NAGr. 1 (Mar 45); 3./NSGr. 2 (Mar 45).
Station Commands: Fl.H.Kdtr. E(v) 212/XII (c.Oct 44 – Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.60 (5 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bremen (GER) (53 05 N – 08 48 E)

Lw. Garrison and Station Units (on various dates – specific airfield, if any, not identified):

Commands (Kommandobehörden, Stäbe): Stab/Fliegerkorps z.b.V. 2 (May-Jun 40);

Antiaircraft (Flak): Stab/Luftverteidigungskdo. 8 (Jun 40 – Aug 41); Stab/8. Flak-Div. (Bremen-Oberneuland, Sep 41 – Apr 45); Stab/Flak-Rgt. 13(o) (as Flakgruppe Bremen-Süd) (c.Sep 42 – 1945);

Stab/Flak-Rgt. 26(o) (as Flakgruppe Bremen-Nord) (Feb 41 – 1945); Stab/Flak-Rgt. 56(o) (1941-42)?; Stab/Flak-Rgt. 89 (as Flakgruppe Bremen) (Jul 41 – Jun 44); Stab/Flak-Rgt. 126(o) (1940-41); Stab/Flakscheinw.Rgt. 160(o) (as Flakscheinwerfergruppe Bremen) (Jun 41 – 1945); I./Flak-Rgt. 27 (gem. mot.) (c.1937-38); part of I./Flak-Rgt. 52 (gem. mot.) (1940-41)?; schw.Flak-Abt. 117(o) (as Flakuntergruppe Hollerland) (1942-45); Flakscheinw.Abt. 138(o) (1941/42 – Feb 44); 5./schw.Flak-Abt. 162(o) (Jul 44 – 1945); part of schw.Flak-Abt. 163(v) (c.1941-43); schw.Flak-Abt. 185(o) (1943 – Feb 44); part of Luftsperr-Abt. 201(o) (1939 – mid-1941); Luftsperr-Abt. 210(o) (1941/42 – Mar 44); all or part schw.Flak-Abt. 222(o) (1941-45); schw.Flak-Abt. 224(o) (Bremen-Hittfeld, Mar 41); 5./schw.Flak-Abt. 231(o) (Jun-Sep 44); Flakscheinw.Abt. 238(o) (1941-45); schw.Flak-Abt. 251(v) (Jun 40 – 1941); gem.Flak-Abt. 261(v) (1939); schw.Flak-Abt. 262(o) (1939-45); part of gem.Flak-Abt. 265(v) (1940-42); schw.Flak-Abt. 267(o) (c.1940-41); Flakscheinw.Abt. 268(o) (1939-45); Flakscheinw.Abt. 269(o) (c.1939-45); 2./schw.Flak-Abt. 275(o) (Jan-Jun 44); schw.Flak-Abt. 277 (Eisb.) (Mar-Apr 44); Res.Festungs-Flakscheinw.Abt. 310 (1940-41); part of schw.Flak-Abt. 334(v) (1941-43); 2./Flakscheinw.Abt. 360(v) (Jun-Jul 44);
schw.Flak-Abt. 390(o) (as Flakuntergruppe Vegesack) (Bremen-Vegesack, Apr 43 – 1945); 6./schw.Flak-Abt. 456(o) (Aug-Sep 44); Flakscheinw.Abt. 498(o) (1941/42 – 1945); 1./schw.Flak-Abt. 521(o) (Jun 44 – 1945); schw.Flak-Abt. 531(o) (as Flakuntergruppe Stedingen) (Oct 41 – 1945); schw.Flak-Abt. 541(v) (1941-42)?; schw.Flak-Abt. 542(o) (1943-45); Flakscheinw.Abt. 580(o) (May-Jul 44); 1., 6./gem.Flak-Abt. 601(v) (Jun-Jul 44); schw.Flak-Abt. 606(o) (1940-45); Flakscheinw.Abt. 609(o) (May-Jul 44); schw.Flak-Abt. 611(o) (as Flakuntergruppe Ochtum) (1940/41 – 1945); schw.Flak-Abt. 615(o) (1942-43); part of gem.Flak-Abt. 617(v) (1940-41); 3./le.Flak-Abt. 755(v) (Oct 44 – 1945); 3., 4./le.Flak-Abt. 822 (Eisb.) (Apr-Jun 44); le.Flak-Abt. 844(o) (1940-45); le.Flak-Abt. 879(o) (as Flakuntergruppe Unterweser) (1942-45); Flakscheinw.Abt. 909(o) (Sep 42)?; le.Flak-Abt. 922(o) (as Flakuntergruppe Hafen) (1940-45); 4./le.Flak-Abt. 925(o) (Nov 44 – 1945); Luftschutz-Abt. d.Lw. 12 (B-Vegesack, Jun 40 – Apr 45); Flak-Geräteausgabestelle 101/XI (B-Grohn, Sep 44).

Air Force Signals (Luftnachrichten): Stab III.(Flum.Mess)/Ln.-Rgt. 202 (c.Oct 42 – 1943); Stab II.(Flum.)/Luftgau-Nachr.Rgt. 11 (Aug 41); 9.(Flum.Res.)/Luftgau-Nachr.Rgt. 11 (Jul 43); Lv-Nachr.Abt. 8 (c.Jun 40 – Sep 41); Stab/Ln.-Abt. 54 (c.Oct 41 – Oct 42)?; Ln.-Abt. 128 (B-Oberneuland, c.Sep 41 – Apr 45); 3.

(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Abt. 11 (B-Oberneuland, c.Oct 44 – Apr 45); Ln.-Flugsicherungshauptstelle 6 (1944-45);

Other (sonstige, verschiedene): Sprengkommando d.Lw. 2/XI; Kleine Zahnstation d.Lw. 12/III (1945).

Bremen-Braake (GER) (53 07 40 N – 08 38 51 E). Dummy 12 km WNW of Bremen city center and 1.2 km E of Braake on the W bank of the Weser River. No details and possibly out of use by 1944. [Sources: AFHRA A5257A p.604 (1944)]

Bremen-Brinkum (GER) (a.k.a. Bremen 3) (53 01 00 N – 08 49 40 E). Dummy 15.8 km E of Delmenhorst airfield, 4 km SE of Bremen airfield and 2.8 km ENE of Brinkum. Mock-up included a landing area, hangar and several parked aircraft.
[Sources: AFHRA A5257A p.604 (1944)]

Bremen-Lemwerder (GER) (a.k.a. Lehmwärder?) (53 08 50 N – 08 37 15 E)
General: factory airfield (Industriehafen) for Weser Flugzeugbau in Lower Saxony 12 km NW of Bremen and 1.6 km S of Lemwerder. Abutted and ran parallel to the W bank of the Weser River. History: built during 1936-37 after filling in a canal that ran across the intended landing area. Weser Flugzeugbau produced Ju 87 and Ju 52 components here. Dimensions: approx. 915 x 915 meters (1000 x 1000 yards) in the shape of the letter "T". Surface and Runways: grass surface subject to softness in wet weather. No paved runway. A system of concrete roads and taxiways linked the factory buildings and dispersal area. Fuel and Ammunition: aircraft refueled at the N end of the landing area. Infrastructure: had 3 large hangars at the N end, all of which were probably used for aircraft assembly. Vehicle sheds, a boiler building, admin offices, control building, dining hall and stores buildings were adjacent to or near the hangars. A second cluster of 8 stores buildings was sited approx. 550 meters (600 yards) W of the hangar area. Billeting was in houses in the surrounding community. A branch rail line served the hangar area. Dispersal: 2 areas – Northwest Dispersal and Southwest Dispersal with a total of 20 covered aircraft shelters and 6 hardstands. Defenses: there were 2 heavy and 9 light Flak positions near the airfield, with 4 of the light positions mounted in Flak towers. Smoke screen containers were also believed to have been placed along the roads surrounding the airfield. Lemwerder also benefited from the very strong Flak defenses that covered Bremen to the SE. Remarks: believed to have been bombed numerous times as part of the frequent raids on Bremen.
Operational Units: none identified.
Station Units: Flugplatzkdo. Lehmwärder of Fl.H.Kdtr. A(o) 16/XI Oldenburg (1944-45).

Station Units (on various dates – not complete): I./Flak-Rgt. 43 (gem. mot.) (1940-41); elements of le.Flak-Abt. 879 (Jun 42); 15. (Flum.Leit)/Ln.-Rgt. 202 (May 43 – Aug 44)?
[Sources: AFHRA A5257A pp.341-44 (20 Feb 44); chronologies; BA-MA; NARA; PRO/NA]

Bremen-Neuenlanderfeld (GER) (53 02 45 N – 08 47 00 E)

General: airfield in Bremen state/N Germany 4 km SW of Bremen.
History: a landing ground first established there in 1913 and it served as a military airfield during World War I. Development of the field continued after the war with the building of a large hangar and the birth of the Focke-Wulf Flugzeugwerk there at the end of 1923. Classified as an airport (Flughafen) in 1927 and as a secondary airport (Flughafen II) in 1932. The Luftwaffe moved in during in 1935 and enlarged the airfield to 800 x 800 meters while it continued to function as a civil airport. By 1939 Neuenlanderfeld was considered one of the most modern airports in Europe. It was a factory airfield (Industriehafen) for the Focke-Wulf firm during the war where Fw 189 reconnaissance planes, Fw 190 fighters and Fw 200 anti-shipping bombers were made, and it was seldom used by operational units.
Dimensions: approx. 1415 x 1050 meters (1,550 x 1,150 yards) after wartime expansion.
Runways: Had 4 paved runways built in 1937, a paved hangar aprons and a paved taxiway. Remainder of the field was grass on non-porous clay. In Dec 43 the runways measured 1,370 meters, 1,050 meters, 1,000 meters and 825 meters. Fully equipped for night landings.
Infrastructure: full servicing and support facilities. The Focke-Wulf aircraft assembly plant was at the NE corner and consisted of some 12 huge buildings covering 51,152 square meters (550,600 square feet) of floor space. The airfield buildings were at the N end and numbered at least 56 and included 5 hangars, numerous storage buildings and a few barracks. Munitions dump off the S boundary. A special branch rail line entered the airfield from the N end.
Dispersal: 32 open and well-camouflaged aircraft blast bays off the NW corner.
Defenses: heavy Flak position Kirchhuchting with 6 x 12.8-cm guns was 3 km W of the field and another heavy Flak position with 6 guns about 1 km SSE of the airfield. There were also 7 light Flak positions surrounding the field, some of these emplaced in Flak towers. It was also protected by smoke screen generators.
Remarks:
1943-45: repeatedly bombed by the Allies because of the Focke-Wulf factory and by war's end there was little left of the buildings and runways.

17 Apr 43: bombed by 107 B-17 Fortresses – 10 x Fw 190s destroyed and 12 more damaged; Focke-Wulf production not affected as most bombs fell NE of the airfield.
9 Oct 43: bombed – Do 17E belonging to Luftdienstkdo. 2/7 destroyed on the ground.
13 May 44: low-level attack – 2 x Fw 190As from II./JG 1 shot up on the ground.
Feb 45: airfield listed as still operational.
26 Apr 45: Bremen taken by British forces.
Operational Units: I./KG 40 (Nov 39 – Apr 40); Aufkl.St. z.b.V. Bremen (Mar/Apr-May 40); I./JG 27 (Jun-Jul 40)?
Station Commands: Fl.H.Kdtr. (E) Bremen-Neuenlanderfeld (Aug 39 – Feb 40); Fl.H.Kdtr. E 5/XI (Mar-May 40); Fl.Pl.Kdo. A 5/XI (late 42 – early 43); Fl.Pl.Kdo. A 83/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Bremen-Neuenlanderfeld of Fl.H.Kdtr. A(o) 16/XI Oldenburg (1944).
Station Units (on various dates – not complete):
Wetterberatungsstelle Bremen.
[Sources: AFHRA A5257A pp.61-63 (14 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bremen-Nord (GER) (??)

General: no details, but almost certainly an a.k.a. for Bremen-Lemwerder.
Station Commands: Flgh.Stützpunktkdo. 6/XI (1941 - Oct/Nov 42?).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bremerhaven-Wesermünde (GER) (a.k.a. Bremerhaven-Weddewarden) (53 35 00 N – 08 33 30 E)

General: airfield (Fliegerhorst) in Lower Saxony 4.4 km NNW of Bremerhaven.
History: built in 1925 and classified a civil landing ground (Verkehrslandeplatz) in 1927 and an airport second class (Flughafen II) in 1932. Taken over by the Luftwaffe in 1935 and 4 very large hangars and 1 large repair hangar were built off the NW boundary along with workshops, admin buildings and barracks. Home station for mainly seaplane units during the war that used the Columbus Docks a few hundred meters from the S boundary.
Dimensions: approx. 1190 x 915 meters (1,300 x 1,000 yards).
Runway: grass surface with paved hangar aprons and servicing platforms, 2 assembly tarmacs on the NE boundary and a paved perimeter road.
Infrastructure: refueling points and other servicing facilities were available. See above for hangars and buildings. There was a small munitions dump off the SE boundary. Airfield served by a branch rail line.

Dispersal: the N and S dispersal areas had a total of 14 small covered aircraft shelters and 4 small open shelters in Jul 44.
Defenses: protected by the Bremerhaven Flak defenses (mostly naval) that included at least 3 heavy and 7 light Flak positions within a few kilometers of the airfield.
Remarks:
Bremerhaven was bombed numerous times during the war but the airfield does not appear to have been intentionally targeted.
Apr 45: Lw. Erprobungsstelle Karlshagen (a.k.a. Peenemünde-West) withdrew to Wesermünde where it planned to continue the development of rocket weapons, a number of which were found in Wesermünde's hangars after the surrender.
7 May 45: airfield taken by British troops.
Operational Units: 1./JG 54 (Oct 40 – Jun 41); Stab, 2./Minensuchgruppe 1 (Oct 42 May 45).
Reserve Training & Replacement Units: Erg.Gr./ZG 76 (Mar – Sep 41); Erg.St./Minensuchgruppe 1 (Apr – Oct 43).
Station Commands: Fl.H.Kdtr. E 124/XI (See) Wesermünde/Nord (Apr 42 – Mar 44); Flugstützpunktkdo. 102/XI (See) (1942 – c.Jan 43); Fl.Pl.Kdo. A 33/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Wesermünde of Fl.H.Kdtr. A(o) 14/XI Stade (1944-45).
Station Units (on various dates – not complete): Koflug 5/XI (c.Nov 41 – Jan 42); Wetterberatungsstelle Wesermünde; RAD-Abt. 5/170 (Sep 44 - ?).
[Sources: AFHRA A5257A pp.65-68 (21 Feb 44 updated to 29 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Breslau (GER) (a.k.a. Wrocław) (51 06 54 N – 17 02 19 E)
Garrison and Station Units (on various dates – specific airfield not identified): Stab/Luftgaukdo. 6 (Apr 36 – Oct 37); Stab/Luftgaukdo. VIII (Oct 37 – Mar 43, Feb 44 – Sep/Oct 44); Stab/9. Flak-Div. (May-Aug 44); elements of Luftschutz-Abt. d.Lw. 50 (Jan 45); elements of Luftschutz-Abt. d.Lw. 52 (Jan 45); Luftschutz-Kp. z.b.V. 4/VIII (Apr 45); Stab I.(le.RV)/Ln.-Rgt. 120 (Jun 42); Stab, I. and II./Luftgau-Nachr.Rgt. 8 (B-Hartlieb - Jul 38 – 1941); VI./Luftgau-Nachr.Rgt. 8 (B-Klettendorf – Nov 41); Ln.-Abt. (mot) z.b.V. (c.Sep 39 – early 40); Telegrafenbau-Abt. (mot) z.b.V. 4 d.Lw. (Jan-Mar 41); Stab/Ln.-Telegrafenbau-Abt. z.b.V. 7 (c.1943 – 1945); Ln.-Telegrafenbau-Abt. z.b.V. (Sep-Oct 39); Ln.-Betr.Kp. 129 (May-Aug 44); Flughafenbereichs-Ln.-Kp. z.b.V. 12 (fall 40? – May 41); Flugmelde-Funk-Kp. z.b.V. 21 (Jan-Feb 45); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 21 (1942 – Jan 43); Ln.-Flugsicherungshauptstelle 7 (1944-45); Flieger-Geräteausgabe- und Sammelstelle 1/II (1944-45)?; Kfz.Beständelager d.Lw. 8/III A (Hartlieb – Aug 43); Kfz.Beständelager

d.Lw. 8/VIII A (Hartlieb – Aug 44); Kfz.Beständebezirk d.Lw. 13/VIII (May 44); Trsp.Kol. d.Lw. 102/XII (Jan-Feb 45)?; Ldssch.Kp. d.Lw. 2/VIII (B-Klettendorf, 1945); Transport-Begleit-Kp. d.Lw. 2/III (Dec 44 – Mar 45); Flieger-Untersuchungsstelle 2/VIII (Mar 43); Luftgau-Sanitätspark VIII (c.1939-45); Verwaltungsnachschublager d.Lw. 1/VIII (Oct 44); Verwaltungsnachschublager d.Lw. 4/VIII (Oct 44); Lw.-Auskunftsstelle 3/IV (1944-45); Kraftfahr-Ausbildungs-Abt. d.Lw. 7 (Mar 43).

Breslau-Gandau (GER) (a.k.a. Wrocław-Gadów in present-day SW Poland) (51 07 45 N – 16 58 15 E)

General: airfield (Fliegerhorst) in former Silesia 5 km WNW of Breslau city center.

History: B-Gandau was a civil landing ground, then in 1932 it was designated a customs airport of the 1st Order (Flughafen I). The field was shared with the Junkers aviation firm which used in as an industrial airfield. The Luftwaffe used it mainly as a training field during the war years.

Dimensions: approx. 915 x 1100 meters (1000 x 1200 yards) with an "L" shape.

Surface and Runways: firm, level grass. No paved runway. Equipped for night landings.

Fuel and Ammunition: refueling points were located in front of the medium hangars on the SE side with bulk fuel storage among buildings on the N boundary.

Infrastructure: there were 11 hangars in all – 1 large hangar, 2 medium hangars, assorted workshop and stores buildings, airport buildings and flight control building on the N boundary where the former civil airport used to be; 1 very large hangar, 3 large hangars and 4 medium hangars with numerous separate workshop and factory admin buildings at the SE corner where the Junkers plant was located. Two short servicing hardstands fronted the hangars at the SE corner. A small barracks complex was situated off the E boundary and probably used by factory personnel. A branch rail line served the factory buildings.

Dispersal: no organized dispersal facilities except for 4 open aircraft shelters along the SE perimeter.

Defenses: unknown.

Satellites and Decoys:

Breslau-Goldschmieden (GER) (51 08 30 N - 16 54 40 E). Dummy 10 km WNW of Breslau, 4 km WNW of Breslau-Gandau airfield and immediately E of the village of Goldschmieden. The mock-up covered approx. 1000 x 825 meters (1100 x 900 yards) and replicated the layout of Breslau-Gandau airfield complete with sham hangars, buildings, fake aircraft, etc. [Sources: AFHRA A5258 p.964 (1944)]

Remarks:
Feb 45: listed as still in operation.
Operational Units: Luftdienst-Teilkdo. 1/8 (1939-40); IV./KG z.b.V. 2 (Aug-Sep 39); Wetterflugstelle Breslau-Gandau (1939-45); Sanitäts-Flugber. 8 (Mar-Jul 41); San.Flugbereitschaft 8 (Apr-Jun 41); Stab, I., II./JG 3 (Jun 41); Kurierstaffel 6 (Oct 41)?; I./KG 6 (Aug-Sep 43); II./KG 6 (Sep 43).
School Units: elementary flight school Breslau-Gandau (Jan 34 – Mar 39); FFS A/B 3 (Aug-Dec 39)?; Arbeitsplatz for LKS Breslau-Schöngarten/LKS 5 (1939-45); Schule/FAR 71 (Jun – Nov 40); Arbeitsplatz for BFS 6 (Radom) (Oct 40 – Mar 41); 5./JG 105 (Oct 44 – Jan 45).
Station Commands: Fliegerhorstkommandantur A Breslau-Gandau (this grew in size over the course of the war but never received a number, or at least no evidence has been found that it did).
Kommandant (prior to the establishment of a numbered station command – not complete): Maj. Paul Kästner (? - ?) 4/41; Hptm. Schlitt (acting) (? - ?) 6/41; Oberst Wolfgang Wehl (? - 24 Aug 43).
Station Units (on various dates – not complete): Koflug 9/III (Jan 43 – Jun 44); Koflug 6/VIII (Jun 44 – Jan 45); Werft-Abt. 105/III (1944-45)?; Werft-Abt. 107/III (1944-45)?; remnants of Werft-Abt. 106/IV (Sep 44); Werft-Abt. 107/IV (1944-45); le.Hei.Flak-Bttr. 24/VIII (1944-45); schw.Hei.Flak-Bttr. 270/VIII (1944-45); 4./schw.Flak-Abt. 109 (Feb-Apr 45); Ln.-Betr.Kp. (H) (mot) 3 (15 May 41); Lw.-Bau-Btl. 22/XVII (15 May 41); Luftzeuggruppe 8 (15 May 41); Lw.-Sanitätsbereitschaft 2/XIII (15 May 41); Auffanglager d.Lw. Breslau-Gandau (Jan 43).
[Sources: AFHRA A5258 pp.532-34 (25 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Breslau-Langenau (GER): see Langenau.

Breslau-Schöngarten (GER) (a.k.a. Wrocław Strachowice in present-day SW Poland) (51 06 25 N – 16 55 10 E)
General: airfield (Fliegerhorst) in former Silesia 8 km W of Breslau (Wrocław) city center and 1.6 km ESE of the suburb of Schöngarten.
History: built 1936-37. Following its participation in support of the campaign in Poland in 1939, its principal wartime use was as a home for an air cadet college.
Dimensions: approx. 1190 x 1000 meters (1300 x 1100 yards) and roughly rectangular in shape.
Surface and Runways: grass surface on clay sub-soil. No paved runway. A perimeter road ran along the N and W boundaries. Equipped with boundary and obstruction lighting, flare-path and a beam approach system for night landings.

Fuel and Ammunition: refueling points were located on the servicing hardstands on the N boundary. A small ammunition dump was at the NE corner.
Infrastructure: there were 9 hangars along the N boundary – 1 large repair hangar, 5 large flight hangars, 2 medium flight hangars and 1 small flight hangar, all with paved hangar aprons and interconnected by taxiways. Workshop buildings were near the repair hangar, while the motor pool and garages were off the NW corner. Station admin offices, barracks, officers' quarters, messes, canteens, etc., were all off the NW corner to the rear of the hangars. Other buildings, including lecture halls and stores (supply), were along a road off the N boundary. A branch rail line probably served the buildings on the N side of the field.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
Feb 45: listed as still operational.
Operational Units: I./JG 331 (Feb-Apr 39); Stab, II./St.G. 77 (c. May-Sep 39); Stab, I./KG 76 (Aug-Sep 39); I./KG 152 (Sep 39); Stab, I., II./KG 1 (Sep 39).
School Units: LKS Breslau-Schöngarten (Apr 39 – Jan 40) then LKS 5 (Jan 40 – Apr 45).
Station Commands: as Fl.H.Kdtr. L Breslau-Schöngarten and then as Fl.H. Breslau-Schöngarten (to 1943); Fl.Pl.Kdo. A 44/IV (1943-44); Fl.H.Kdtr. A(o) 44/III (1 Apr – 15 Jun 44); Fl.H.Kdtr. A(o) 6/VIII (15 Jun 44 – c.Feb 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Ludwig Schulz (Aug 40 - ?) 6/41.
Station Units (on various dates – not complete): Koflug Breslau (Jul 39 – Jun 41); Werft-Abt. 51/III (1944-45); 7. Flugh.Betr.Kp. KG 76 (1939-40); Werft-Kp. 4 and 5 (15 May 41); Werft-Kp. 10 (Jun 41); Trsp.Kol. 10/VII, 16/VII, 17/XII, 19/XII (15 May 41); Flugzeug-Bergungstrupp 13/Westfrankreich (15 May 41); Flugzeug-Bergungstrupp 14/Westfrankreich (15 May 41); Flugzeug-Bergungstrupp 22/Westfrankreich (15 May 41); Sanitätsbereitschaft (mot) d.Lw. 2/XIII (LL) (May 41 - ?).
[Sources: AFHRA A5258 pp.535-37 (25 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brieg (GER) (a.k.a. Brzeg in present-day SW Poland) (50 50 20 N – 17 24 47 E)
General: airfield (Fliegerhorst) in former Silesia 40 km SE of Breslau (Wrocław) and 5 km SW of the town of Brieg.

History: built 1936-37. Used almost exclusively for tactical reconnaissance training during the war.
Dimensions: approx. 1190 x 1190 meters (1300 x 1300 yards) and roughly rectangular in shape.
Surface and Runways: firm and level grass surface on clay sub-soil. A single paved runway measured approx. 1190 meters (1300 yards) and was aligned E/W. An extension to 1325 meters (1450 yards) was believed to have been under construction in mid-1944. Perimeter tracks and taxiways ran along the N, E and S sides of the landing area. Equipped with runway, perimeter and obstruction lighting, and a beam approach system.
Fuel and Ammunition: refueling points were in the NE corner in front of the hangars with possible bulk storage some 1300 meters to the SSE. The base ammunition dump was off the S boundary.
Infrastructure: 7 hangars – 1 very large repair, 1 large repair, 4 large flight and 1 medium flight – were in a row that curved around the N boundary and all had paved aprons that were interconnected by taxiways. Separate workshops were adjacent to or near the hangars and the station motor pool and garages were off the NE corner. Station HQ, admin offices, barracks, messes, canteens, stores, etc., were all off the N boundary while the flight control building was off the NE corner. A small camp of huts off the SE corner housed POWs who worked on the airfield. A branch rail line served the N and E boundaries of the field.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
17 Sep 42: reorganized from a Leithorst to a Fliegerhorstkommandantur A.
22 Jan 45: Brieg surrounded by Soviet troops.
Operational Units: Aufkl.Gr. 113 (Oct 36 – Sep 37); Aufkl.Gr. 13 (Oct 37 – Oct 38); Schlachtfliegergruppe 10 (Sep-Oct 38); Aufkl.Gr. 31 (variously, Nov 38 – Apr 41); I./St.G. 77 (May-Aug 39); III./KG 77 (Sep 39); Aufkl.St. 3.(F)/Nacht (May-Dec 44); Aufkl.St. 2.(F)/Nacht (Aug-Dec 44); 4.(F)/Aufkl.Gr. 121 (Aug-Dec 44).
School Units: Aufklärungsschule Brieg (Oct 39 – Jan 40); Aufklärungsschule 2 (Jan 40 – Oct 42); Blindfluglehrgang Brieg (1941);
Stab and I./Nahaufklärungsschule (eins.) 2 (Oct 42 – Feb 43); I./Nahaufklärungsgeschwader 102 (Feb 43 – Aug 44); JG 117 (Aug-Oct 44); II./JG 105 (Aug 44 – Jan 45).
Reserve Training & Replacement Units: Erg.Nachtaufkl.St. (Mar 43 – Feb 44); 4.(Nacht)/Erg.Fernaufkl.Gr. (May 43 – Jun 44); 4.(Erg.)/NJG

7 (Feb – Nov 44); Ausb.Kdo./Erprobungskdo. 16 (Jul 44); 6./Erg.Aufkl.Geschw. 1 (Jan-Feb 45).
Station Commands: as Fl.H.Kdtr. Brieg (to 1943); Fl.H.Kdtr. A(o) 45/III (1 Apr – 15 Jun 44); Fl.H.Kdtr. A(o) 5/VIII (15 Jun 44 – Jan 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Karl Barlen (1936 - 10 Mar 37); Oberst Josef Punzert (? - ?) 9/39.
Station Units (on various dates – not complete): Koflug Brieg (Jul 39 – Jun 41); Koflug 2/VIII (Jun 41 – Jan 43); Res. Flugh.Betr.Kp. 5/VIII (Brieg-Hermsdorf); Werft-Abt. 52/III (1944 – Jan 45); le.Hei.Flak-Bttr. 50/IV (1943-45)?; Stab and elements/Luftgau-Nachr.Abt. 8 (Feb 45)?; Nachschub-Kp. d.Lw. 4/VIII (? – Nov 40); E-Hafen-Ausrüstungs-Kolonne (mot) Brieg; E-Hafen-Ausrüstungs-Kolonne (mot) 3/VIII (Brieg-Dornberg); Ldssch.Zug d.Lw. 204/XI (Jan 45); Luftwaffen-Sanitäts-Bereitschaft Brieg.
[Sources: AFHRA A5258 pp.538-40 (28 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Briesen (GER) (a.k.a. Briesen-Brand, Brand, Lüben-Briesen) (52 02 30 N – 13 44 30 E)
General: landing ground (Landeplatz) in Brandenburg 60 km SE of Berlin, 15.5 km NW of Lübben and 3 km SE of the village of Briesen.
History: 1938-39 in construction. Used as a practice field for trainers and gliders. Surface and Dimensions: grass surface measuring approx. 825 x 1000 meters (900 x 1100 yards) and roughly rectangular in shape. No paved runway. Infrastructure: had a few workshops and limited barrack accommodations off the SW corner. The nearest rail connection was in Brand on the Berlin-Cottbus line, 1.6 km to the SE.
Remarks: none.
Operational Units: none.
School Units: Arbeitsplatz for Schule/FAR 82 (Cottbus) then FFS A/B 82 (Pretzsch) (1939-42); Arbeitsplatz for FFS A/B 3 (Guben).
Station Commands: Fl.H.Kdtr. E 28/IV (May 40); Fl.Pl.Kdo. A 19/IV (1941 – Feb 43?).
Station Units (on various dates): Ldssch.Zug d.Lw. 37/III (Mar 45).
[Sources: AFHRA A5258 p.541 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Brockhagen (GER) (?)
General: satellite field? Location unknown; but possibly 7.5 km NE of Gütersloh airfield or 6 km SSE of Halle. Listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brockzetel (GER) (53 28 50 N – 07 39 25 E)

General: Operational airfield (Einsatzhafen I) in Ostfriesland c. 31.5 km W of Wilhelmshaven, 11 km E of Aurich and 7 km from Wittmundhafen airfield. History: planned as an operational airfield (Einsatzhafen) to serve as a satellite or alternative airstrip for Wittmundhafen, construction began in 1941 but immediately ran into trouble due to wet ground. Although work continued to the end of the war, Brockzetel was downgraded to a low priority for labor and materials. It is probable that no operational units were ever stationed here. Dimensions: approx. 1190 x 1145 meters (1,300 x 1,250 yards). Runway: grass surface - concrete runway construction underway from late spring 1944 and about 600 meters completed but then further construction was halted. Infrastructure: admin area with several buildings on the SE boundary, a RAD barracks, an underground fuel take and a munitions dump with numerous storage bunkers. A second barracks camp was built along the W boundary for Italian POWs at first and then they were replaced by Dutch convicts. Nearest rail connection at Aurich 12 km to the W. Dispersal: 2 large open aircraft shelters on the E boundary. Defenses: unknown.

Remarks:

10-12 Apr 45: attacked by RAF Typhoons – 1 x Ju 88, 2 x Ju 188s, 1 x He 111 plus 2 unidentified aircraft claimed destroyed on the ground.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. (E) Brockzetel (Aug 39 – Feb 40); Fl.H.Kdtr. E 18/XI (Mar-Apr 40); Flugplatzkdo. Brockzetel of Fl.H.Kdtr. A(o) 12/XI Wittmundhafen (1944-45).

Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5257A pp.69-70 (6 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Bronkow (GER): see Calau-Bronkow.

Bruchsal (GER) (49 08 10 N – 08 33 52 E)

General: field airstrip (Feldflugplatz) in Baden-Württemberg 20 km NE of Karlsruhe; airfield 2 km W of Bruchsal. History: no further information or mention of wartime use by the Luftwaffe found.

Surface and Dimensions: grass surface. Infrastructure: none noted.

Remarks:

Feb 45: airstrip listed as operational.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 20 (mot.) (Aug 39); Festungs-Flak-Rgt. 35(v) (1938-39); Res.Festungs-Flak-Abt. 351 (Aug 39).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brunnthal (GER) (a.k.a. München-Brunnthal, Munich-Brunnthal) (48 00 40 N – 11 41 10 E)
General: remote aircraft parking area (Abstellplatz) and/or satellite field (Schattenplatz) in Bavaria 16 km SE of München (Munich) and immediately N of Brunnthal village. History: set up 1944-45 after the airfields at München-Riem and München-Neubiberg fell under constant Allied air attack. There were two runways, one of which was a section of the München-Salzburg Autobahn. Surface and Dimensions: leveled agricultural land measuring approx. 1420 x 185 meters (1550 x 200 yards). Infrastructure: none. Nearest rail connection 2.5 km to the E. Dispersal: the aircraft were sheltered in bays in the forests that bordered the Munich-Salzburg Autobahn, one lane of which served as a runway and the other lane as a taxiway. There were accomodations for approx. 100 aircraft. Defenses: A Flak dispositions map from early 1945 shows no heavy Flak batteries within 5 km of the airfield and 4 light Flak batteries close around it.
Remarks:
9 Apr 45: bombed by B-17 Fortresses and strafed by VIII Fighter Command P-51 Mustangs – 17 x Ju 88s from V./NJG 2 destroyed or damaged on the ground (incomplete German sources). The P-51s *claimed* 60 destroyed and 42 damaged, these of various types but mostly single engine and twin engine fighters.
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 22 destroyed or damaged, mostly Ju 88s, Do 217s, Si 204s and a few single engine fighters.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.279 (7 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brunswick (GER): often appears in Allied documents in reference to Braunschweig - see there.

Brüsterort (GER) (a.k.a. Donskoye in the present-day Russian enclave in former East Prussia) (54 56 15 N – 19 59 25 E)
General: operational airfield (Einsatzhafen II) 40 km NW of Königsberg (today Kaliningrad) in the former East Prussia, 34 km NNE of Pillau and 2.8 km S of Brüsterort Point on the Samland Peninsula.
History: originally built in the mid-1930's as a Flakartillerie training school with gunnery range and a small airstrip for use by target-towing

aircraft. Following several busy months during the Sep 39 attack on Poland and the May-Jun 41 buildup for the attack on Russia, Brüsterort was mainly used as a practice field for trainers and continued use as a Flakartillerie gunnery range. It became busy again in fall 1944 during the German retreat from Russia and the Baltic States.
Dimensions: approx. 1000 x 1100 meters (1100 x 1200 yards) and irregular in shape.
Surface and Runways: grass surface No paved runway but the taxiway was paved.
Fuel and Ammunition: had two sets of refueling points on the N boundary.
Infrastructure: there were 2 large hangars off the NW corner with paved hangar aprons and interconnected by taxiways. The motor pool and garages were immediately SW of the hangars. A block of barracks was behind the hangars and another off the N boundary. A cluster of huts off the S boundary were probably workshops and/or additional accommodations. The nearest rail connection was a station just off the W boundary.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
31 Jan 45: low-level attack - 2 x Ju 52s from I./TG 1 destroyed on the ground.
20 Feb 45: low-level attack – 1 x Fw 190 F-8 from I./SG 3 destroyed on the ground.
9 Mar 45: bombed – 1 x Fw 190 F-8 from I./SG 3 damaged on the ground.
14 Apr 45: town and airfield captured by Soviet troops.
Operational Units: Luftdienst-Teilkdo. 3/68 (Apr 38 – 1940?); I. (Stuka)/Trägergruppe 186 (Aug-Sep 39); II.(Jagd)/Trägergruppe 186 (Aug-Sep 39); 2./Kü.Fl.Gr. 806 (Oct-Dec 39); NSGr. 12 (lett.) (Oct 44); I./SG 3 (Feb-Apr 45); I./JG 51 (Mar-Apr 45); III./JG 51 (Apr 45).
School Units: Arbeitsplatz for FFS A/B 5 and Schule/FAR 33; Arbeitsplatz for FFS A/B 125 then FFS A 125 (Neukuhren) (1941-44).
Station Commands: Fl.H.Kdtr. E Brüsterort (1939-40); Fl.H.Kdtr. E 33/I (Feb-Mar 40); Fl.H.Kdtr. E 9/I (Apr 40); Fl.H.Kdtr. E 19/VI (Apr-Jun 41).
Station Units (on various dates – not complete): part of Feldwerft-Abt. I/60 (Jan-Feb 45); II./Flak-Rgt. 11 (gem. mot.) (Oct 35 – c. 1938); Feld-Flakartillerieschule (Mitte) 15 (1942); Flakschiessplatz Brüsterort (1940-45); 11.(Flum.Leit)/Ln.-Rgt. 224 (Jul 43 – Aug 44); Stab II.(Flum.Mess)/Ln.-Rgt. 260 (Sep 44 – Feb 45)?
[Sources: AFHRA A5258 p.542 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Buchenfeld (GER) (??)

General: satellite or dispersal airstrip in Baden-Württemburg near Böblingen airfield. Not located. Possibly the name of a wartime village that was incorporated into another village or town after the war.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 10/VII Böblingen (Dec 44 – Apr 45).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Buchschwabach (GER) (a.k.a. Müncherlbach) (49 22 10 N – 10 51 40 E)

General: field airstrip (Feldflugplatz) in Bavaria 15 km SW of Fürth and 2 km WNW of the village of Buchschwabach. History: used for fighter training during the war and by fighters at the very end of the war. Surface and Dimensions: grass surface measuring approx. 1050 x 1050 meters (1150 x 1150 yards) with an irregular shape.
Infrastructure: 2 medium hangars and several workshop-type buildings grouped together along the N boundary. Several barrack buildings were concealed in the woods N of the hangars. Nearest rail connection 1.2 km from the N boundary. Dispersal: a small grove of trees at the S corner was used for dispersal and concealment.
Remarks:
25 Feb 45: strafed by approx. 8 P-51 Mustangs – 1 x Bf 109 damaged. (German reports)
Operational Units: none identified.
School Units: Jagdfliegerschule 4 (Jan 40 – Mar 43); elements of I./JG 104 (Mar 43 – Apr 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/XII Fürth (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 32/VII Fürth (1944-45).
Station Units (on various dates – not complete): Koflug 11/XII (12/44).
[Sources: AFHRA A5258 p.83 (26 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Buchwalde (GER) (??)

General: landing ground (Landeplatz) 62.5 km ENE of Dresden and 8 km NE of Bautzen-Litten airfield (Buchwalde) or 51 km NW of Bautzen-Litten airfield and 23 km SE of Finsterwalde (Neu Buchwalde).
History: listed as operational from at least Feb 44 to at least Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bückeburg (GER) (52 15 20 N – 09 01 05 E)

General: field airstrip (Feldflugplatz) in Lower Saxony 47 km W of Hannover, 8 km ESE of Minden; airfield 2 km WSW of Bückeburg.
History: used for glider training. Surface and Dimensions: grass surface measuring approx. 730 x 275 meters (800 x 300 yards).
Infrastructure: had 2 small admin buildings in a woods off the NW corner.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.584-638 (26 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bückeburg-Müsingen (GER) (52 16 30 N – 09 04 55 E)
General: emergency landing ground (Notlandeplatz) in Lower Saxony 47 km W of Hannover, 8 km ESE of Minden; airfield 2.6 km ENE of the town. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: hardened grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Büdesheim (GER) (c. 50 13 13 N – 06 32 42 E)
General: field airstrip (Feldflugplatz) 10 km E of Prüm and 27 km N of Bitburg in the Eifel. History: listed as operational from at least Dec 39 to at least Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Buer (GER): see Gelsenkirchen-Buer.

Bug auf Rügen (land and sea) (GER) (a.k.a. Bug-Wittow) (54 36 00 N – 13 13 30 E)
General: airfield and seaplane station (Fliegerhorst and Seefliegerhorst) in Mecklenburg 32 km NNE of Stralsund on the Baltic coast and 5 km SW of the village of Wiek.
History: opened as a training school in 1934-35 and established as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Served as the Luftwaffe's main or one of the main stations for navigation, bombardier and gunnery schools throughout the war. It was also an important air-sea rescue station for the western Baltic.
Dimensions: approx. 730 x 595 meters (800 x 650 yards) and rectangular in shape.
Surface and Runways: grass surface. No paved runway. The landing area was connected to the seaplane station facilities by taxiway.

Anchorage: ample alighting area in the Baltic and in the Wieker Bodden, but ice was liable to form in the winter. Seaplane station had 5 concrete slipways – 1 facing the Baltic and 4 facing the Wieker Bodden. There were 2 jetties at the N end with one on either side of the peninsula, and 1 jetty at the S end, this one having a crane.
Fuel and Ammunition: refueling points on the S and W ends of the station. The ammunition dump was in a woods to the W of the repair hangar.
Infrastructure: there were a total of 9 hangars in three groups – (a) 2 medium hangars with paved aprons and separate workshops at the N end; (b) 2 very large hangars interconnected by a servicing hardstand in the middle of the station; and, (c) 1 very large repair hangar, 1 very large flight hangar, 2 large flight hangars and 1 small flight hangar at the S end with access to a small bay. Station buildings, including admin offices, barracks, officers' quarters, dispensary, etc., were located behind the hangars and in a woods 1.6 km SSW of the station. A branch rail line connected the station to the main land at Stralsund.
Dispersal: there were 3 aircraft dispersals – North, East-Northeast and Southwest with a total of 9 medium open aircraft shelters plus 15 parking hardstands in bays that had been cut into the surrounding woods.
Defenses: unknown.
Remarks:
(n.d.): low-level attack by VIII Fighter Command P-51s – *claimed* 1 x BV 138 destroyed.
Operational Units: 1./Kü.Fl.Gr. 306 (Sep-Oct 39); 3./Kü.Fl.Gr. 806 (c. Nov 39 – Feb 40); 1./Kü.Fl.Gr. 906 (Dec 39 – Jan 40); 9. Seenotstaffel (Feb-Aug 44); Seenotgruppe 81 (Aug 44 – Apr 45); Seenotgruppe 70 (Oct-Nov 44); Seenotstaffel 70 (Oct-Nov 44); Stab, 1., 3./Bordfliegergruppe 196 (Oct 44 – Mar 45); 1./SAGr. 126 (Feb-Mar 45); 3./SAGr. 126 (Oct 44 - Feb 45); 2./Bordfliegergruppe 196 (c. Feb-Apr 45).
School Units: Fliegerwaffenschule (See) Bug/Rügen (Oct 36 – Jan 40); Fliegerwaffenschule (See) 2 (Jan – Dec 40); Bombenschützenschule Bug (Oct 40 – Dec 41); Kampfbeobachterschule Bug (Jan – Oct 42); Stab/Kampfbeobachtervorschule 2 (Oct 42 – Jan 43); Bordschützenschule 5 (1943-44); Arbeitsplatz for FFS C 17 then FFS B 17 (Pütnitz) (Jan 41 – Sep 44); LKS (KON) 12 (Aug 44 – Apr 45); Ausbildungsfliegerführer Ostsee (c. Jan – Apr 45).
Station Commands: Platzkdo. of Fl.H.Kdtr. A(o) 9/III Parow (1944-45); Fl.H.Kdtr. E(v) 208/I (Oct-Dec 44).
Station Units (on various dates – not complete): Seenotbereichskdo. VI (Jun 42 – c. 1943/44); Seenotbezirkstelle (L) Bug auf Rügen (Aug

39 – Jun 42); Seenotflotille 6 (Jun 40 or Jun 42 - 1943); Seenotflotille 70 (Oct-Nov 44).
[Sources: AFHRA A5258 pp.543-46 (22 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bug-Wittow (GER): see Bug auf Rügen.

Bühl (GER) (c. 48 38 24 N – 08 07 57 E)
General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 11 km SW of Baden-Baden. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bunzlau (GER) (a.k.a. Boleslawiec in present-day SW Poland) (51 19 30 N – 15 33 10 E)
General: emergency landing ground (Notlandeplatz) in Silesia 43 km NNW of Hirschberg (Jelenia Gora) and 40 km W of Liegnitz (Legnica); airfield located 5 km NNW of Bunzlau. The presence of a large number of airfield guard personnel there in Jan-Feb 45 suggests that aircraft were using it at that time, perhaps as a dispersal field.
History: a Notlandeplatz as early as 1927 and continued to serve in that capacity to the end of the war. Surface and Dimensions: grass surface overlaying sandy moorland. Infrastructure: no information.
Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 72/XI (Jan-Feb 45); Ldssch.Zug d.Lw. 211/XI (Feb 45); Ldssch.Zug d.Lw. 283/XI (Feb 45)?
[Sources: AFHRA A5258 p.956 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Burg bei Magdeburg (GER) (52 15 30 N – 11 54 30 E)
General: Airfield (Fliegerhorst) in Anhalt 20 km NE of Magdeburg and 4 km ESE of Burg.
History: construction began in spring 1937 and concluded in spring 1939. Burg was one of the three largest airfields in that part of Germany and was flush with infrastructure. It was home to numerous bomber units during the war and in Nov 43 became the crew conversion center for the He 177 strategic bomber and then in 1944 for the Ar 234 jet bomber. In 1945 Burg was home to a night fighter unit equipped with Me 262 jets.
Dimensions: approx. 1190 x 1280 meters (1300 x 1400 yards) amd roughly pear shaped.
Surface and Runways: grass surface on a clay foundation. Two paved runways, one 1,400 x 50 meters aligned ENE/WSW and the other 1,200 x 40 meters aligned NE/SW, paved hangar aprons and paved taxiways. A perimeter road ran along the E, S and W

boundaries. Equipped with boundary and obstruction lighting, runway illumination, a beam approach system and a visual Lorenz system for night operations.
Fuel and Ammunition: refueling points were in front of the hangars on the SE boundary. At least 1 small ammunition dump was off the S corner.
Infrastructure: had 4 large aircraft hangars with paved aprons, a large repair hangar with a paved apron, numerous workshop buildings, control building, motor pool with 4 large garage buildings, 9 barracks, 5 building blocks for officer housing, station HQ, dispensary, officer's club, and a number of other buildings. Nearly all of the hangars and buildings were on the SE boundary. Additionally, a small group of barrack huts off the NE corner housed French POWs who worked on the airfield. A branch rail line served the S corner of the airfield.
Dispersal: 3 areas – North, Southeast (remote) and West with a total of 5 large open aircraft shelters, 8 small open aircraft shelters and 40 parking bays that had been cut into the woods.
Defenses: unknown, but undoubtedly heavy during 1944-45.
Remarks:
9 May 44: bombed – 1 x Fw 58 from I./JG 3 destroyed.
20 Jun 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 88 and 1 x Ju 52 destroyed, plus 1 x He 177 damaged.
29 Jun 44: attacked by 46 B-24 Liberators dropping 115 tons of bombs and strafed by VIII Fighter Command P-51s – *claimed* 2 x He 111s and 2 x Ju 52s destroyed, plus 1 x Bf 110 damaged.
24 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 6 x Ju 88s destroyed.
24 Dec 44: Allied photographic reconnaissance noted that the ENE/WSW runway was being extended to a length of approx. 2000 meters (2200 yards).
10 Apr 45: hit by 147 B-17 Fortresses dropping 439 tons of bombs that in 10 minutes destroyed 85% of the airfield and bringing a permanent end to flying operations; 4 x Me 262s from 10./NJG 11, 3 x Me 262 A-1s from 2./JG 7 and 3 x Me 262s from 2./NAGr. 6 destroyed or damaged (incomplete German sources). Also strafed by VIII Fighter Command P-51s which *claimed* 2 x Fw 190s, 2 x Me 262s, 5 x Me 410s, 3 x He 111s, 2 Ju 88s and 1 x Ar 234 destroyed, plus 2 x Fw 190s and 1 x Ju 87 damaged.
Operational Units: 17./KGr.z.b.V. 5 (Jan-Nov 39); I./KG 3 (Sep 39 – Mar 40); III./KG 1 (Dec 39 – Feb 40); I./KG 50 (Sep-Oct 43); II./KG 40 (Oct 43); Stab/KG 1 (Nov 43 – Jun 44); I./KG 1 (Nov 43 – Mar 44); I./JG 3 (Mar-Jun 44); II./KG 1 (Apr-Jun 44); Wekusta 2 Ob.d.L. (Apr-Jul, Aug-Sep 44); Stab, II./KG 3 (Jun-Jul 44); II./KG 76 (Aug 44 – Mar 45); III./KG 66 (Oct-Nov 44); II./KG 200 (Nov 44 – Jan 45);

Sonderkdo. Welter (Nov 44 – Jan 45); III./KG 76 (Dec 44 – Mar 45); 10./NJG 11 (Jan-Apr 45); Sonderkdo. Braunegg (Mar 45); 2./NAGr. 6 (Mar-Apr 45); 2./JG 7 (Apr 45).
School Units: FFS C 16 then FFS B 16 (May 40 – Apr 45).
Station Commands: Fl.H.Kdtr. Burg (to early 1943); Fl.Pl.Kdo. A 28/III (early 43 – Mar 44); Fl.H.Kdtr. A(o) 14/III (Apr 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Friedrich Morzik (Nov 39 - ?).
Station Units (on various dates – not complete): 7. Flugh.Betr.Kp./KG 1 (Dec 39 - ?); 1. Flugh.Betr.Kp./KG 3 (Mar 40 - ?); 2. Flugh.Betr.Kp./KG 40 (Oct 43 - ?); Werft-Abt. 6/III (Dec 44); 3. Flugh.Betr.Kp. KG 6 (Oct 44 - ?); Werft-Kp. 37/III (1942); Startbahnbauzug (B) 1/III (1944-45).
[Sources: AFHRA A5258 pp.548-49 (13 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Burglengenfeld (GER) (49 11 54 N – 12 01 23 E)
General: emergency landing ground (Notlandeplatz) in Bavaria 20.5 km N of Regensburg; airfield located 1 km W of the village. History: A Notlandeplatz as early as 1927 and continued to serve in that capacity to the end of the war. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Büttelborn (GER) (49 52 50 N – 08 31 10 E)
General: parking airfield for aircraft not in use (Abstellplatz) and satellite field (Schattenplatz) in Hesse 10 km WNW of Darmstadt and 2 km S of the village of Büttelborn. History: prepared and established during the late summer of 1944. Surface and Dimensions: leveled farm land measuring approx. 1000 x 320 meters (1100 x 350 yards). No paved runway. Infrastructure: none. Nearest rail connection at Dornheim, 2.4 km to the WSW. Dispersal: no organized dispersal. Remarks: none.
[Sources: AFHRA A5258 p.84 (23 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bützer (GER) (52 31 45 N – 12 17 10 E)
General: emergency landing ground (Notlandeplatz) in Saxony-Anhalt 73 km W of Berlin, 30 km ESE of Stendal, 23.5 km NW of Brandenburg, 8-10 km S of Rathenow and 1.2 km SW of the village of Bützer. History: occasional wartime use as a glider training field. Surface and Dimensions: grass surface measuring approx. 1235 x 1000 meters (1350 x 1100 yards) and irregular in shape.

Infrastructure: had 2 hangar-type buildings in a small clearing just E of the field, with 3 smaller buildings adjacent to it.
[Sources: AFHRA A5258 p.956 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Butzweilerhof (GER): see Köln-Butzweilerhof.

C

Calau-Bronkow (GER) (c. 51 40 00 N – 13 57 07 E))
General: operational airfield (Einsatzhafen I) in Brandenburg 28 km WSW of Cottbus, c. 9.5 km S of Calau and 2.5 km E of the village of Bronkow. History: a landing ground (Landeplatz) in 1938 that was upgraded to an operational airfield (Einsatzhafen) in 1939. Used as a practice field for trainers during the war years. Surface and Dimensions: grass surface measuring approx. 1000 x 1000 meters (1100 x 1100 yards) and roughly circular. No paved runway.
Infrastructure: reportedly had 3 small buildings on the N boundary. Nearest rail connection was 3.25 km E of the landing area.
Remarks: none.
Operational Units: none.
School Units: Arbeitsplatz for Schule/FAR 82 (Cottbus) (1939-41); 2./JG 102 (May-Jul 44).
Station Commands: Fl.H.Kdtr. E Bronkow (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 3/IV (c. Feb – Apr 40); Fl.Pl.Kdo. A 5/IV (1941); Fl.H.Kdtr. A(o) 101/I (c. Nov 44 – Feb 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.550 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cammin (GER): see Dievenow.

Camminer-Bodden (GER): see Dievenow.

Canitz (GER): see Riesa-Canitz.

Cannstatt (GER): see Bad Cannstatt.

Celle-Wietzenbruch (GER) (52 35 40 N – 10 01 45 E)
General: airfield (Fliegerhorst) 31.2 km NNE of Hannover in Lower Saxony and 4.8 km SW of Celle.
History: construction began in spring 1933 and was completed in 1935, although training units began using it in mid-1934. By 1935 there were 5 large hangars and a building complex. It remained a training field until Sep 39, and during the war years operational units, especially transport units, arrived and departed after stays of varying duration. Fighter units assigned to air defense duties over the Reich

used Celle to refuel and rearm during the hectic air battles over Germany.
Dimensions: approx. 960 x 825 meters (1,050 x 900 yards).
Runway: in the center of the airfield was a large rectangular tarmac platform measuring 850 x 500 meters that was connected to the hangar aprons by three wide tarmac taxiways. The platform served as a runway area. A paved perimeter road surrounded the field. Otherwise, grass surface on light sandy soil.
Infrastructure: fuel, ample refueling points, water, ammunition, communications and other amenities were available. There were 3 very large and 1 large hangar on the NW boundary and another very large hangar on the NE corner. Workshops, engine test-beds, motor pool garages, station HQ and admin buildings all ran along the NW side of the airfield while the main barrack area was behind the hangar at the NE corner. A munitions dump with some 9 bunkers at the NE corner. A branch rail line connected the N corner of the field.
Dispersal: there were no shelters in Mar 44. Aircraft were parked in woods off the NE boundary and SW boundary.
Defenses: not determined.
Remarks:
1939-45: while Celle-Wietzenbruch was strafed a few times during 1944-45, it was never bombed and the buildings and installations survived the war relatively intact.
8 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Ju 52 destroyed, plus 1 x Bf 109, 3 x Fw 190s and 1 x Ju 88 damaged.
19 Oct 44: Flugplatzkdo. Celle reported a strength of 157 military personnel and 270 civilian employees.
10 Apr 45: attacked by 40 Allied fighters – 12 Savoia transports, 2 He 111s and 3 trainers destroyed on the ground.
11 Apr 45: Celle taken without a fight by British forces.
Operational Units: Aufkl.Gr. 324 (Apr-Oct 34); Aufkl.Gr. 323 (Nov 34 – Mar 35); Stab/KG z.b.V. 2 (c. Sep-Dec 39); I./St.G. 77 (Nov/Dec 39 – Feb 40); II./KG 54 (Mar-Apr 40); III./KG 54 (Mar 40); Luftdienst-Teilkdo. 2/11 (Aug 40 – Dec 43); II./TG 2 (c. May-Jul 43); III./TG 1 (May-Oct 43, Apr-Sep 44); I./TG 4 (c. Feb-Mar 44); Behelfsbeleuchterstaffel 2 (Mar-Jun 44); I./TG 2 (Jun-Jul 44); I./KG 40 (Jul-Aug 44); II./JG 26 (Mar-Apr 45).
School Units: twin-engined conversion school Celle-Wietzenbruch (Jul 34 – Sep 39); BFS Celle (1934 – c. Jul 37); FFS A 52 (Jan – Mar 45).
Reserve Training & Replacement Units: Erg.St./KG 28 (May-Jun 41).
Station Commands: Fliegerhorstkommandantur Celle (c.1935 – Jan 43); Fl.Pl.Kdo. A 28/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Celle of Fl.H.Kdtr. A(o) 22/XI Wesendorf (1944-45).

Kommandant: Maj. Kurt-Bertram von Döring (Jun 34 – Mar 35); Obstlt. Rudolf Ortner-Weigand (1939 - Mar 40).
Station Units (on various dates – not complete): Werft-Abt. (o) 28/XI (spring 44 – 1945); elements of le.Flak-Abt. 755 (Feb 45); le.Hei.Flak-Bttr. 2/XI (May 44); le.Hei.Flak-Bttr. 22/XI (Nov 44); le.Hei.Flak-Bttr. 42/XI (1943-44); Stab, III./Fallschirmjäger-Ers.u.Ausb.Rgt. 3 (Jan-Mar 45).
[Sources: AFHRA A5257A pp.93-95 (30 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Celle Hustedt-Waldkater (GER): see Hustedt.

Celle-Scheuen (GER): see Scheuen.

Cham (GER) (a.k.a. Cham-Michelsdorf) (49 13 50 N – 12 40 10 E)
General: operational airfield (Einsatzhafen II) in Bavaria 46.5 km NE of Regensburg; airfield located 2.4 km WSW of Cham. History: used as a practice field for trainers during the war, and from October 1944 used by the Messerschmitt plant in Regensburg for the final assembly and acceptance flights for Bf 109 fighters. Surface and Dimensions: grass surface measuring approx. 1100 x 1000 meters (1200 x 1100 yards). No paved runway. Fuel and Ammunition: probably had refueling points on the N boundary. Infrastructure: there were 3 medium hangars with paved hangar aprons off the SW corner and connected to the landing area by taxiways. Probable workshop buildings in the NE corner, on the S boundary and off the W boundary. A small group of barracks was at the NE corner. Nearest rail connection at Cham.
Operational Units: 3./NAGr. 13 (Apr-May 45).
School Units: Arbeitsplatz for Schule/FAR 53 (Straubing) (1939); Arbeitsplatz for Schule/FAR 13 later FFS A/B 13 (Pilsen); Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45).
Station Commands: Fl.H.Kdtr. (E) Cham (Aug 39 – Mar 40); Fl.H.Kdtr. E 50/XIII (Mar 40); Fl.H.Kdtr. E 30/XIII (Apr 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/XII Straubing (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 34/VII Straubing (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.86 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chemnitz (GER) (50 50 N – 12 55 E)
Lw. City Garrison and Station Units (on various dates – specific airfield not identified): Stab/Flak-Rgt. 300(v) (1943)?; Heimat-Flak-Battrn. 209/IV, 210/IV, 211/IV, 231/IV (1944); Flieger-Ers.Btl. VI (1945); Kraftfahr-Ausbildungs-Abt. d.Lw. 4 (c.1941-44); Ersatz-Btl. für Lw.-Helferinnen (1945).

Chemnitz (GER) (50 48 35 N – 12 53 20 E)

General: landing ground (Landeplatz) in Saxony 68 km SE of Leipzig, 62 km WSW of Dresden and 4 km SW of Chemnitz. History: listed in 1927 as a civil landing ground (Verkehrslandeplatz). By 1932, upgraded to a secondary airport (Flughafen II). Taken over by the Luftwaffe in 1939 and used for glider and flight training. Surface and Dimensions: grass surface on clay sub-soil measuring approx. 1000 x 730 meters (1100 x 800 yards) with an irregular shape. No paved runway. Equipped with perimeter lighting along the W boundary. Infrastructure: had 1 medium hangar with a paved apron and 2 workshops off the E boundary. A small group of station buildings were also on the E boundary and included admin offices, stores and a flight control building. The nearest rail connection was in Chemnitz. Dispersal: no organized dispersal facilities.
Remarks: the Chemnitz marshaling yards were very heavily bombed in 1945 but the airfield was apparently left untouched.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS A/B 7 (Plauen).
Station Commands: Fl.Pl.Kdo. A 15/IV (1941, Feb 43 – Mar 44?).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.551 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chemnitz-Euba (GER) (50 49 40 N – 13 00 10 E)
General: operational airfield (Einsatzhafen) in Saxony 68 km SE of Leipzig, 7 km E of Chemnitz and 1.6 km SW of the village of Euba. History: used mainly for glider training to 1943. From 1943 used by the Erla concern to test fly Bf 109 fighters, and from mid-1944 by a fighter training Staffel. Surface and Dimensions: grass surface measuring approx. 1280 x 550 meters (1400 x 600 yards) with an irregular shape. Infrastructure: had a small hangar-type building off the NW corner. Nearest rail connection in Chemnitz. Dispersal: no organized dispersal facilities.
Operational Units: none identified.
School Units: 4./JG 110 (May 44 – Feb 45).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.552 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Clausheide (GER): see Klausheide.

Cloppenburg (GER): see Varrelbusch.

Coburg (GER) (a.k.a. Coburg-Brandsteinsebene) (50 15 40 N – 10 59 45 E)
General: airfield (Flugplatz) in Bavaria 57 km ENE of Schweinfurt and 41 km N of Bamberg; located 2.5 km E of the city. History: 1928

listed as a civil landing ground (Verkehrslandeplatz). Surface and Dimensions: good grass surface, irregular in shape and measuring approx. 550 x 730 meters (600 x 800 yards). Infrastructure: had 1 small hangar on the N boundary.
Operational Units: Erprobungskdo. 40 (Oct/Nov 44 – Apr 45); Erprobungskdo. 41 (Jan 45 - ?).
Station Commands: none identified.
Station Units (on various dates – not complete): Werft-Kdo.(o) Coburg (1944-45); 20.(s.Flum.Leit)/Ln.-Rgt. 237 (Mendhausen) (Sep 44 – Apr 45).
[Sources: AFHRA A5257A pp.584-638 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Coesfeld (GER) (51 54 50 N – 07 07 00 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 33 km W of Münster and 4 km (or 6 km?) SW of Coesfeld. History: used little if at all until fall 1944 when fighters began operating from Coesfeld. Dimensions: approx. 825 x 320 meters (900 x 350 yards). Runway: grass surface that was unserviceable in wet weather. Infrastructure: two buildings in a small woods off the NE corner may have served as hangars and workshops. Accommodations were probably obtained in nearby villages. Nearest rail connection in Coesfeld. Dispersal: no organized dispersal areas. Defenses: unknown.
Satellites and Decoys:

Coesfeld-Velen (GER) (51 53 25 N – 07 03 00 E). Dummy 17 km WNW of Dülmen, 9.7 km SW of Coesfeld and 4 km E of Velen. Mock-up included a relatively large landing area, a replicated hangar and built-up area with pretend streets, and a number of sham aircraft parked in various places. [Sources: AFHRA A5257A p.606 (1944)]
Remarks:
1943-45: city bombed several times but no attacks specifically on the airfield have been identified.
24 Mar 45: airfield ordered immediately evacuated and destroyed.
Operational Units: 1.(H)/Aufkl.Gr. 10 (May-Mar 40)?
Station Commands: none identified.
Station Units (on various dates – not complete): 134. Flugh.Betr.Kp. (Qu) (Oct 44).
[Sources: AFHRA A5257A p.98 (22 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cosel (GER) (a.k.a. Kedzierzyn-Kozle; Kozle) (c. 50 20 06 N – 18 09 55 E)
General: airfield (Flugplatz) in Silesia 37 km WNW of Gleiwitz (Gliwice). History: 1939 listed as an operational airfield

(Einsatzhafen II). Surface and Dimensions: grass surface.
Infrastructure: none noted.
Remarks:
17-18 Mar 45: the last German defenders withdrawn from Cosel.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete):
Stab/Jagdfliegerführer Oberschlesien (Sep 43 – Jan 45); Koflug 4/VIII (Feb 43 – Dec 44); Heimat-Flak-Abt. 55/VIII (Heydebreck, 1944-45); Flak-Battr. z.b.V. 10706 (1944-45); Heimat-Flak-Battrn. 212/VIII, 213/VIII, 214/VIII; Flakwaffenwerkstatt (o) 2/VIII (1944-45); Stab and I.(Ln.Betr.)/Ln.-Rgt. 219 (Sep 44 – Feb 45); Stab/Ln.-Rgt. 229 (Sep 44 – c.Feb 45); 9.(Ers.)/Luftgau-Nachr.Rgt. 8 (Nov 41); 19. (Flum.Ers.)/Luftgau-Nachr.Rgt. 8 (Aug 42); Ln.-Fernsprecher- u.Fernschreiber-Betr.Pers.Kp. 315 (Jan 42).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cottbus (GER) (51 46 15 N – 14 18 20 E)

General: airfield (Fliegerhorst) in Brandenburg 104 km SSE of Berlin and located on the NW outskirts of the city of Cottbus.
History: listed in 1927 as a civil landing ground (Verkehrslandeplatz). By 1932 it had been upgraded to a first class airport (Flughafen I). Established as a Luftwaffe Fliegerhorstkommandantur by fall 1935 and thereafter became an important center for training activity and home station to pre-war reconnaissance and bomber units. From August 1941 it was also a factory airfield (Industriehafen) for manufacturing the 4-engine Fw 200 "Condor".
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and roughly pentagonal in shape.
Surface and Runways: grass surface with 3 intersecting runways: (a) 1100 meters (1200 yards) aligned NW/SE; (b) 825 meters (900 yards) aligned NE/SW; (c) 825 meters (900 yards) aligned E/W. Paved taxiways connected the ends of the runways with the hangar and building areas.
Fuel and Ammunition: refueling points along the S boundary, SE corner and on the W boundary.
Infrastructure: there were 7 hangars fronted by paved aprons along the N side of the field along with several workshop and repair shop buildings and an engine test bed facility. The flight control building was on the W end of hangar row. The main airfield buildings were in the woods off the NW corner and included admin offices, extensive barrack accommodations, messes, officers' quarters, etc. A branch rail line served the E, S and W boundaries of the field.
Dispersal: no organized dispersal facilities.

Defenses: unknown.
Remarks:
11 Apr 44: airfield and factory bombed 17 B-17 Fortresses.
29 May 44: airfield and factory bombed 48 B-17 Fortresses.
31 May 44: bombed – 1 x Si 204 from FFS B 10 destroyed on the ground.
15 Feb 45: Cottbus marshaling yards bombed by 435 B-17s.
22 Apr 45: Cottbus taken by Soviet forces.
Operational Units: 1.(H)/Aufkl.Gr. 114 (Apr 34 – Dec 35); Aufkl.Gr. 212 (Apr 36 – Sep 37); Aufkl.Gr. 52 (Oct 37 – Oct 38); Stab, I./KG 252 (Nov 38 – Apr 39); II./LG 1 (Mar 39); I./KG 2 (Oct 39); Stab, I./St.G. 2 (Jun 41); 9./St.G. 1 (Jun 41); III./TG 4 (Jul 44); I./SG 1 (Jan-Feb 45); I./TG 3 (Jan-Feb 45); Stab, II., III./SG 77 (Feb-Mar 45); 10.(Pz)/SG 77 (Feb 45); I./JG 6 (Feb 45).
School Units: Schule/FAR 82 (Sep 39 – Sep 41); Arbeitsplatz for FFS A/B 3 (Guben).
Station Commands: Fl.H.Kdtr. E(v) 269/III (1944-45)?
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Ernst Bonatz (1936 - 1 Mar 37); Maj. Oskar Dinort (1 May 39 - Aug 39); Obstlt. Josef Büsges (Aug 41 - 31 Jul 42?).
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): part of Stab/Luftflotte 6 (Mar-Apr 45); Koflug Cottbus (Jul 39 - Mar 41); Koflug 3/IV (Apr 41 – Feb 43); Koflug 11/VI (fall 44 – Apr 45?); Flugh.Betr.Kp. Cottbus; Werft-Abt. 106/IV (fall 44 – Jan 45); Stab/Flak-Sturm-Rgt. 2 (mot.) (1945); Stab/Flak-Rgt. 107(o) (1945); part of gem.Flak-Abt. 373 (Eisb.) (1945); 6./Ln.-Flugmelde-Rgt. 93 (C-Willmersdorf, 1943 – Sep 44); 18./Ln.-Flugmelde-Rgt. 93 (Jan 45); Stab/Ln.-Rgt. 353 (Oct 44 – Feb 45); 7. (*Borneo III*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (? - Feb 45); elements of Flugmelde-Funk-Kp. z.b.V. 21 (Mar 45); Fluko Cottbus; Lw.-Bau-Btl. Cottbus (1939-40); E-Hafen-Ausrüstungs-Kolonne (mot) Cottbus; Lw.-Lazarett 16/XI (? – Jan 45?).
[Sources: AFHRA A5258 pp.553-54 (3 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Crailsheim (GER) (49 08 15 N – 10 02 40 E)

General: airfield (Fliegerhorst) in Baden-Württemberg 76 km NE of Stuttgart; airfield 2 km W of the town.
History: classified as an emergency landing ground (Notlandeplatz) in 1927. The Luftwaffe began constructing a large air base here in 1935 and by 1 October 1937 there were 6 hangars including a big repair hangar, all of these with concrete aprons and servicing hardstands in front of them, an air traffic control building, a motor pool and garages, a large fire department, a block of large barrack buildings, a second

barrack block for flight school students, a dispensary, a station HQ building, and a housing area with homes for the families of station personnel. A railway line ran directly behind the repair hangar and motor pool. Officially established as a Lw. Fliegerhorstkommandantur by 1 October 1936. It served almost exclusively as a flight training station right up to the end of the war.
Dimensions: approx. 1000 x 825 meters (1100 x 900 yards).
Surface and Runways: grass surface that tended to be unserviceable in wet weather. No paved runway, but there were two large paved starting platforms at the E and W ends of the landing area.
Fuel and Ammunition: refueling points with adjacent storage tanks were at the W end of the servicing hardstands in front of the hangars. The station munitions dump was off the W boundary.
Infrastructure: see above under History.
Dispersal: there were 4 dispersal areas – Northwest, Northwest (Remote), Northwest (Taxi Track) and South with a total of 2 aircraft shelters and 3 aircraft hardstands. Most aircraft were parked along taxi tracks and around the perimeter of the landing area.
Defenses: details on airfield Flak positions and emplacements not found.
Remarks:
13 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 2 x Bf 110s and 2 x Me 323s destroyed, plus 2 x Me 323s damaged.
24 Apr 44: low-level attack by VIII Fighter Command P-51s – 3 x Fw 58 C-2s from FFS A 43 destroyed or damaged (from incomplete German sources). According to VIII Fighter Command sources, its P-51s *claimed* 3 x Bf 110s, 2 x Ju 88s, 1 x Ju 52 and 1 x unidentified aircraft destroyed, plus 4 x Bf 110s and 1 x Ju 52 damaged.
21 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Fw 190s and 1 x W 34 damaged.
22 Feb 45: strafed – 3 x Bücker and Klemm trainers destroyed, 6 x Bü 181 and 1 x Kl 35 damaged. (German report)
11 Mar 45: runway and landing area cratered – airfield unserviceable for at least 2 days. (German report)
7 Apr 45: Crailsheim airfield taken by U.S. forces (10th Armored Div.), briefly used by 60 C-47s to bring in supplies and fly out wounded, given up the night of 11 April due to stiff German resistance and Luftwaffe air attacks on the field, and finally retaken on 22 April. The town ended the war badly damaged but the airfield had suffered relatively little and all but a couple of hangars were intact.
Operational Units: I./KG 76 (Oct-Dec 39); Stab, I./ZG 26 (Jan-Mar 40); Aufkl.Gr. (H) 156 (Feb-Apr 40); Panzerjägerstaffeln Bü 181 (Apr 45)?

School Units: FFS A/B Crailshein (elementary flight school Crailsheim) (Aug 37 – Mar 39); Fl.Ausbildungs-Rgt. 43 (1939-40); Schule/FAR 43 (Apr – Sep 39 and Sep 40 –Sep 41), FFS A/B 43 (Oct 41 – Oct 43) then FFS A 43 (Oct 43 – Apr 45).
Station Commands: Fl.H.Kdtr. A Crailsheim (c. 1938 – Jan 43); Fl.Pl.Kdo. A 9/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 6/VII (Apr 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Oberst Hans Poetsch (? - Oct 39); Obstlt. Albert Schlack (18 Oct 40 - 13 Dec 42).
Station Units (on various dates – not complete): Werft-Abt. 6/VII (1944-45); one Zug from Heimat-Flak-Bttr. 26/VII (1944-45); Lw.-Bau-Btl. 16/XIII (Apr 40); Kfz.Werkstatt (o) d.Lw. 125/VII (1944-45); Ldssch.Zug d.Lw. 200/VI (Feb 45).
[Sources: AFHRA A5258 pp.87-89 (14 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cronburg (GER): often appears in Allied documents in reference to Gelnhausen airfield - see there.

Crössinsee (GER): see Märkisch-Friedland.

Cuxhaven (GER) (a.k.a. Cuxhaven-Altenwalde) (53 49 57 N – 08 38 00 E)
General: seaplane anchorage in Lower Saxony 36 km N of Bremerhaven. History: no Luftwaffe units known to have ever been stationed there. It apparently was no more than a safe harbor stopover with no facilities. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Dabern (GER): see Gahro.

Dahl (GER) (a.k.a. Paderborn-Goldgrund) (51 42 50 N – 08 49 35 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 5.6 km NE of Paderborn airfield, 4.8 km ESE of Paderborn and 2.4 km NW of Dahl. History: used as a dummy (Scheinflugplatz) during 1940-41. Believed to have been brought to operational status in fall 1944.
Dimensions: approx. 1325 x 870 meters (1,450 x 950 yards.
Runway: grass surface. Infrastructure: no facilities or buildings. Nearest rail connection at Paderborn. Dispersal: aircraft parking on the edge of small woods at the SE and SW boundaries. Defenses: unknown.

Remarks:
Feb 45: listed as still operational.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.105 (16 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Damm (GER): see Jüterbog-Damm.

Dammen (GER) (a.k.a. Damno) (c. 54 31 N – 17 19 E)
General: landing ground (Landeplatz) in Pomerania 20 km NE of Stolp (Slupsk). History: no evidence found of Luftwaffe wartime use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dannenberg (GER) (52 46 30 N – 13 56 30 E)
General: emergency landing ground (Notlandeplatz) in Brandenburg 48 km NE of Berlin and 7 km SW of Bad Freienwalde between the villages of Dannenberg and Platzfelde. History: 1927 listed as a Notlandeplatz. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Danzig (GER) (54 21 07 N – 18 38 19 E)
General: Luftwaffe units stationed in and around this historic port city but not identifiable with a specific airfield.
Lw. Garrison Units (on various dates): Stab/12. Flak-Div. (Jan-Feb 45); Stab/15. Flak-Brig. (Dec 44 – Jan/Feb 45); Stab/Flak-Rgt. 62 (as Flakgruppe Westpreussen) (Apr 41 – Oct 44); II./Flak-Rgt. 4 (gem. mot.) (1945); I./Flak-Rgt. 111 (gem. mot.) (1945); gem.Flak-Abt. 114(v) (c. Oct 43 – 1945); gem.Flak-Abt. 194(v) (Oct 40 – May 44); gem.Flak-Abt. 214(v) (Feb-Mar 45); schw.Flak-Abt. 232(o) (1940); schw.Flak-Abt. 311(v) (1942-43); Flakscheinw.Abt. 318(v) (Aug-Sep 43); part of Flakscheinw.Abt. 378(v) (1945); schw.Flak-Abt. 387(o) (1943-45); I./Flak-Rgt. 411 (gem. mot.) (1945); 8./le.Flak-Abt. 762(o) (Aug-Sep 44); le.Flak-Abt. 877(v) (1942 – Jul 44); 4./le.Flak-Abt. 886(o) (Aug-Sep 44); Luftsperr-Abt. 961(o) (Dec 43 – Jan 44); s.Hei.Flak-Bttr. 218/I (1943-45); s.Hei.Flak-Bttr. 219/I (1943-45); s.Hei.Flak-Bttr. 235/I (1943-45); s.Hei.Flak-Bttr. 236/I (1943-45); s.Hei.Flak-Bttr. 237/I (1943-45); s.Hei.Flak-Bttr. 238/I (1943-45); s.Hei.Flak-Bttr. 249/I (1943-45); Luftschutz-Abt. d.Lw. 20 (D-Zoppot, 1945); Luftschutz-Kp. z.b.V. 2/I (1944-45); Nebel-Kp. d.Lw. 27 (1943-45); Stab I.(Flum.Mess)/Ln.-Rgt. 261 (Sep 44 – Feb 45)?; IV. (Ausb./Ln.Helferinnen)/Luftgau-Nachr.Rgt. 1 (c.May 42 - ?); Ln.-Betr.Kp. 132 (Jan-Feb 45); Flugmelde-Reserve-Kp. 12/I (1940); Stab

and 1./Lw.-Bau-Btl. 2/I (1940); Kfz.Werkstattzug d.Lw. 122/I (1944-45); Ldssch.Zug d.Lw. 118/XI (Feb 45); elements of Lw.-Berge-Btl. II (Feb-Mar 45); Flugzeug-Bergungstrupp 5/XI (May 41); Flugzeug-Bergungstrupp 12/XI (May 41); Auffanglager d.Lw. Danzig (Jan 45).

Danzig-Langfuhr (GER) (a.k.a. Gdansk-Wrzeszcz) (54 23 40 N – 18 36 10 E)

General: airfield (Fliegerhorst) 5.5 km NW of Danzig (Gdansk) in the former West Prussia and immediately N of the village of Langfuhr, which was a suburb of Danzig.

History: listed as a commercial airport (Verkehrsflughafen) in 1939 and Lufthansa continued to use Langfuhr for commercial flights during the war. Taken over by the Luftwaffe during the Sep 39 attack on Poland. Used for elementary flight training until late 1944/early 1945 when it became populated by front units pulling back from farther east.

Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and roughly circular in shape.

Surface and Runways: grass surface on a gravel foundation. No paved runway. A perimeter road encircled the landing area. Equipped with a beam approach system and the necessary illumination and navigation aids for night landings.

Fuel and Ammunition: the refueling point was probably in from of the large triple-bay hangar on the S side of the field.

Infrastructure: had 1 large triple-bay hangar, 1 large flight hangar, 1 medium flight hangar and 3 small flight hangars in a curving row along the S boundary and all fronted with paved aprons and taxiways that projected out toward the center of the landing area. Station buildings and the main block of barracks were between the hangars at the center of the S boundary, while several other groups of barracks and accommodation huts were in Langfuhr, 1.2 km E of the airfield and 2 km ESE of the airfield, although not all of these were used by airfield personnel. Railway connections were along the S, SW and E sides of the field.

Dispersal: no organized dispersal areas. Aircraft were parked in a field connected to the N boundary by a taxiway (Apr 44).

Defenses: unknown.

Remarks:

11 Jul 42: Danzig city bombed by 44 RAF Lancasters but the airfield is not believed to have been hit.

9 Oct 43: Danzig port area bombed by 150 B-17 Fortresses and B-24 Liberators.

30 Mar 45: Danzig taken by Soviet forces.

Operational Units: II./ZG 1 (Sep 39); I.(Stuka)/Trägergruppe 186 (Sep 39); II./Fliegerzielgeschwader 1 (c. May-Sep 44);

4./Fliegerzielgeschwader 1 (May 44); 6. Minensuchstaffel (Sep 44 – Mar 45); I., IV./JG 51 (Jan-Mar 45); I./NJG 100 (Jan-Feb 45); 1., 2./NAGr. 4 (Mar 45); Nahaufkl.St. 11./12 (Mar 45).
School Units: FFS A/B 6 (c. Oct 39 – Sep 40); Schule/FAR 52 then FFS A/B 52 (Sep 40 – Jan 45); Gasschutzschule 1 d.Lw. (1944-45).
Reserve Training & Replacement Units: Erg.St./Minensuchgruppe 1 (1944 – Apr 45).
Station Commands: Fl.H.Kdtr. A Danzig (1939-41); Fl.H.Kdtr. E(v) 220/I (Oct 44 – Mar 45)?
Kommandant (prior to the establishment of a numbered station command – not complete): Oberst Hermann Dahlmann (Oct 39 - Mar 41).
Station Units (on various dates – not complete): Koflug 2/I (1945); Werft-Abt. 13/I (Dec 44); Transport-Begleit-Kp. d.Lw. 2/I (1944-45).
[Sources: AFHRA A5258 pp.559-62 (Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dargelin (GER) (54 00 52 N – 13 21 18 E)

General: landing ground (Landeplatz) in Pomerania 8.5 km S of Greifswald and 11 km SW of Greifswald airfield. Possibly an alternative or satellite field (Ausweichflugplatz) for Greifswald.
History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Darmstadt (GER) (49 52 39 N – 08 39 06 E)

Lw. Garrison and Station Units (on the airfields, in the city or nearby – not complete):

Commands (Kommandobehörden, Stäbe): Stab/16. Fliegerdivision (D-Pfungstadt, Mar 45); Stab/Jagdfliegerführer Mittelrhein (Cambrai Kaserne, Jan-Mar 45); Nachtjagdraumführer 103 (Jul 42 – Dec 43); Jagdabschnittsführer Mittelrhein (Mar 44 - Jan 45).

Antiaircraft (Flak):
Higher Flak Commands: Stab/IV. Flakkorps (D-Ludwigshöhe, Mar 45); Luftverteidungskdo. 5 (? – Aug 41); Stab/5. Flak-Div. (Sep 41 – c.Dec 42); Stab/21. Flak-Div. (D-Marienhöhe, Mar 43 – Feb 45); Stab/Flak-Brig. VI (1941/42 – Feb 43).
Stab/Flak-Rgt.: Stab/Flakscheinwerfer-Rgt. 109(o) (as Flakscheinwerfergruppe Darmstadt) (Oct 41 – Mar 45); Stab/Flakscheinwerfer-Rgt. 119(o) (as Flakscheinwerfergruppe Darmstadt) (1943-45)?; Stab/Flakscheinwerfer-Rgt. 139(o) (as Flakscheinwerfergruppe Darmstadt) (Apr 42 – Jul 44).
Flak-Abt.: schw.905(o); le.987(o).

Flakscheinwerfer-Abt.: 129(o); 200(o); 228(o); 308(v); 349(o)?; 399(o); 499(o); 908(o).
Luftsperr-Abt.: 107(o).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 32 (Jan-Jun 40); Luftschutz-Abt. d.Lw. 33 (1942 – Jan 45); Sprengkommando d.Lw. 1/XII.

Air Force Signals (Luftnachrichten): Stab/Ln.-Rgt. 213 (c.Apr 43 – Jan 44); I.(Ln.Betr.)/Ln.-Rgt. 213 (c.Apr 43 – Jan 44); Stab II. (Flum.Mess)/Ln.-Rgt. 213 (c.Apr-Oct 43); 6.(Betr.)/Ln.-Rgt. 213 (Jan-Feb 45); Stab II./Ln.-Rgt. 215 (1944 – Aug 44); Stab III./Ln.-Rgt. 215 (1944 – Aug 44); Stab IV.(Flum.Mess)/Ln.-Rgt. 233 (Sep 44 – Mar 45); 10.(Funkh.)/Ln.-Rgt. 351 (Oct 44 – Mar 45); 7.(Ers.)/Luftgau-Nachr.Rgt. 7 (Mar 45); Ln.-Abt. 125 (Sep 41 – Feb 43); Ln.-Abt. 141 (Mar 43 – Feb 45); Ln.-Abt. Jagdfliegerführer Mittelrhein (Feb 45).

Medical Services (Sanitätsdienste): Lw.-San.Abt. 13/VII.

Darmstadt-Stadt (GER) (49 52 00 N – 08 40 30 E)

General: landing ground (Landeplatz) in Hesse 2 km SE of the city of Darmstadt. History: listed as a minor airport (Flughafen) in 1927. Used by Luftwaffe reserve training units before the war and by a basic training unit during the first 2 or 3 years of the war. Aerial photos taken in Sep 44 showed the field completely taken over by Flak positions and a signals station. Surface and Dimensions: light turf on sandy sub-soil measuring approx. 775 x 730 meters (850 x 800 yards). Infrastructure: had 1 small hangar and admin building in the SW corner.
Operational Units: none identified.
School Units: Fl.Ausbildungs-Rgt. 33 (1939-41).
Station Commands: none identified.
[Sources: AFHRA A5258 p.451 (12 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Darmstadt-Griesheim (GER) (49 51 10 N – 08 35 20 E)

General: airfield (Fliegerhorst) in Hesse 5 km WSW of the city of Darmstadt and 2.4 km SE of the village of Griesheim.
History: said to be Germany's first airfield and flight school, dating from 1908. Listed as a civil landing ground (Verkehrslandeplatz) in 1927, and in 1932 as a secondary airport (Flughafen II). It was the main office and glider research facility of DFS (Deutsches Forschungsinstitut für Segelflugwesen) until 1943.
Dimensions: approx. 1100 x 1050 meters (1200 x 1150 yards) and irregular in shape.
Surface and Runways: grass surface with an extension off the W boundary completed in 1944. There were no paved runways in Oct 43, but had 3 intersecting narrow surfaced strips measuring some 460

meters (500 yards) that projected into the landing area from the N side. German sources state that it had 4 paved runways.
Fuel and Ammunition: both were available with the station ammunition dump probably in the woods approx. 1.6 km SSW of the landing area.
Infrastructure: had 3 medium hangars on the N boundary and 1 medium hangar off the NE corner. All 4 had a concrete hangar apron. Behind the hangars on the N boundary were extensive workshops belonging to the DFS glider research institute. Extensive barrack accommodations were off the N boundary in the vicinity of the DFS institute, while station HQ, admin buildings, offices, stores buildings and sheds were off the NE boundary. Nearest rail connection in Griesheim village.
Dispersal: there were 4+ open aircraft shelters along the perimeter at the SE corner in Oct 43.
Defenses: 3 light Flak positions in Oct 43, one of these emplaced in Flak towers.
Remarks:
10/11 Apr 43: bombed by RAF (target Frankfurt) – 3,000 incendary bombs hit the hangars and buildings causing considerable damage.
24 Dec 44: airfield bombed by 189 B-17 Fortresses.
23 Mar 45: airfield ordered evacuated and destroyed.
25 Mar 45: Darmstadt occupied by U.S. 3rd Army forces.
Operational Units: 1.(H)/Aufkl.Gr. 14 (Nov 39); Stab, I./ZG 2 (Mar-Jun 40); II./JG 3 (Feb-May 41); 4./Gruppe Süd (Flugzeugüberführungsgeschwader 1) (Aug 44); 2./NJG 11 (Sep 44 – Jan 45); Stab/JG 53 (Sep-Oct 44); part of III./JG 300 (Oct 44); Stab, I., III./JG 4 (Nov 44 – Jan 45).
Reserve Training & Replacement Units: 1./Erg.JGr. Süd (Apr – Oct 42).
Station Commands: Fl.H.Kdtr. (E) Darmstadt (Aug 39 – Mar 40); Fl.H.Kdtr. E 25/XII (6 Apr 40); Fl.Pl.Kdo. A 1/XII (c.Jan 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 8/XII Mannheim-Sandhofen (Apr-Jun 44); Flugplatzkdo. Darmstadt-Griesheim of Fl.H.Kdtr. A(o) 25/VII Rhein-Main (Jun 44 -).
Station Units (on various dates – not complete): Stab/4. Jagddivision (Sep 44); two Züge of 143. Flugh.Betr.Kp. (Qu) (Aug 44); 3./le.Flak-Abt. 715 (Aug 44 – Mar 45); Luftschutz-Rgt. z.b.V. 6 (Jun 43 – Sep 44); Ldssch.Zug d.Lw. 115/XIII (1944).
On c. 1 Jan 45: Werft-Abt.(v) 103/XII; Werkstattwagenzug (Fl) 3/XIV; Kdr.d.Flak-Instandsetzung 104/XII; Flak-Sondergerätwerkstatt 103/VII; Ln.-Abt. 141; Hilfslufttanklager.
[Sources: AFHRA A5258 pp.90-94 (8 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deckenpfronn (GER) (48 38 20 N – 08 49 00 E)

General: operational airfield (Einsatzhafen) in Baden-Württemberg 29 km WSW of Stuttgart and 1.6 km SSW of Deckenpfronn. History: Do 17 reconnaissance aircraft dispersed here at the outbreak of war and then believed to have been a glider training field. From spring 1944, used as a parking field (Abstellplatz) and a satellite (Schattenplatz) for aircraft belonging to units based at Böblingen. Surface and Dimensions: grass surface measuring approx. 1145 x 365 meters (1250 x 400 yards). No paved runway. Infrastructure: none.
Remarks: none.
Operational Units: 7.(F)/LG 2 (Sep 39 - ?).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 10/VII Böblingen (Dec 44 – Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.95 (9 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dedelstorf (GER) (52 42 45 N – 10 30 20 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 50 km N of Braunschweig and 5.2 km N of the village of Dedelstorf.
History: construction began in 1935 and was carried out in two phases, the second of which ended in March 1939. Wartime use to October 1943 was primarily by combat units engaged in training, especially those making used of the bombing range at Ehra-Lessin/25 km S of Dedelstorf, paratroops (Fallschirmjäger) training and as an NSFK glider school.
Dimensions: approx. 915 x 1370 meters (1,000 x 1,500 yards).
Runway: grass surface on clay soil.
Infrastructure: fuel, oil, water and communications were available. 1 medium hangar with a paved apron, separate workshops near the hangar, motor pool 1 km to the NE in the area occupied by the station barracks, messes, dispensary, supply and admin buildings. The flying control building (Flugleitung) was a few meters NW of the hangar and there was a small group of huts off the SW corner of the landing area. A munitions dump was sited off the NW boundary. Rail access along the E and N boundaries.
Dispersal: a total of 33 open concrete-walled blast bays had been built in the woods off the NW and SW corners of the airfield as of April 1944.
Defenses: unknown.
Remarks:
4 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Ju 88s and 1 x Me 410 destroyed, plus 1 x Ju 88 damaged.

1945: a concrete runway was under construction using Yugoslav and Italian POWs from Stalag X D at Wietzendorf, this intended for use by jet fighters.
4 Apr 45: bombed by 13 B-17 Fortresses as a secondary target.
Apr 45: airfield partially demolished by German troops at the beginning of April prior to being abandoned.
14 Apr 45: Dedelstorf taken by U.S. forces.
Operational Units: I./KG 55 (Aug-Sep 39); IV.(Stuka)/LG 1 (Dec 39 – Apr 40); II./KG 200 (Mar-Nov 44); I./KG 66 (Sep 44 – Mar 45); 14./KG 200 (Dec 44); I./JG 11 (Nov-Dec 44).
Reserve Training & Replacement Units: Stab and 1.St. Erg.Gr./Flugzeugüberführungsgeschwader 1 (Oct 43 – 1944); Flieger-Sonderkdo. Ob.d.L. Dedelstorf (1943-44); Stab and 15./SG 151 (Mar 45).
Station Commands: Fl.Pl.Kdo. B 87/XI (1943 – Mar 44); Flugplatzkdo. Dedelstorf of Fl.H.Kdtr. A(o) 22/XI Wesendorf (1944-45).
Station Units (on various dates – not complete): 4. Flugh.Betr.Kp. KG 77 (Nov 44 - ?); Frontfliegersammelgruppe Dedelstorf (Feb 44)?; Sonderkdo. (LP)/Ob.d.L. (May 44); Prüfungslager der Luftwaffe Dedelstorf.
[Sources: AFHRA A5257A pp.106-08 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Deep (land and sea) (GER) (54 08 20 N – 15 17 00 E)
General: airfield and seaplane station in Pomerania 22 km WSW of Kolberg (Kolobrzeg) near the present-day village of Mrówcze Gory on the Baltic coast, and 4 km W of Kamp airfield. History: existed at least since 1938. Airfield used mainly by target-towing aircraft in support of the Flakschiessplatz (Antiaircraft gunnery range) located there. Surface and Dimensions: grass surface. Infrastructure: none noted.
Station Units (on various dates – not complete): Feld-Flakartillerie-Schule 15 (Mitte) (1943).
[Sources: AFHRA A5258 p.968 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deilinghofen (GER) (51 23 10 N – 07 47 55 E)
General: emergency landing ground and satellite airfield (Notlandeplatz and Ausweichflugplatz) in North Rhine – Westphalia 24 km SE of Dortmund, 6-4 km E of Iserlohn and on the NW edge of Deilinghofen. History: no information on when built but it was listed as operational in Oct 43 and in use in September 1944. Dimensions: approx. 1280 x 1000 meters (1,400 x 1,100 yards). Runway: rough grass surface. Infrastructure: there were 2 small buildings off the S corner which were probably used as workshops. Nearest rail

connection at Hemmer 2 km W of the field. Dispersal: parking in woods off the SW and W boundaries. Defenses: unknown.
Remarks:
13 Apr 45: captured by U.S. forces.
Operational Units: Nahaufkl.St. 13./14 (Mar 45).
Station Commands: none identified.
Station Units (on various dates): Werft-Abt. Deilinghofen (Dec 44); 1./le.Flak-Abt. 737 (Apr 45).
[Sources: AFHRA A5257A pp.109-10 (16 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deiningen (GER) (48 53 00 N – 10 34 10 E)
General: airfield (Flugplatz) 60 km NNW of Augsburg in Bavaria, 6.5 km ENE of Nordlingen and 1.6 km N of Deiningen village.
History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. 1939 listed as an operational airfield (Einsatzhafen I). Used as a practice field for trainers during the war.
Dimensions: approx. 1050 x 780 meters (1150 x 850 yards) and roughly rectangular in shape.
Surface and Runways: grass surface subject to flooding in wet weather. Had 1 concrete runway measuring approx. 775 x 80 meters (850 x 90 yards) and aligned ENE/WSW. Two unsurfaced starting platforms were at each end of the runway and these offered a total take-off/landing run of approx. 1185 meters (1300 yards). A wide taxi track ran from the W end of the runway to the SW corner of the airfield. The entire airfield was surrounded by a narrow perimeter road. The runway had a permanent illumination system.
Fuel and Ammunition: refueling points were on the S boundary and at the W end of the runway.
Infrastructure: a small hangar was off the S boundary and separate workshop buildings were S of the hangar and off the SW corner. A small barrack complex was located off the S boundary and there were additional barrack huts in the woods to the SE. Nearest rail connection was in Deiningen.
Dispersal: had 3 very large "Dutch barn"–type aircraft shelters off the N boundary and 3 more off the S boundary.
Defenses:
Remarks:
5 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 2 x Bf 110s destroyed and 1 more damaged.
3 Oct 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 and 1 x Bf 110 destroyed.
16 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 and 1 x Me 163 destroyed, plus 3 x Ju 88s damaged.

19 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 destroyed plus another damaged.
21 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 88 destroyed, plus 1 x Fw 190, 2 x Me 410s, 2 x Fw 200s and 1 x unidentified aircraft damaged. According to German reports, 2 x Bf 109, 1 x W 34 and 1 x Si 204 were damaged.
18 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s, 1 x Fw 190 and 1 x unidentified aircraft destroyed, plus 1 x Bf 109 and 1 x unidentified aircraft damaged.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS C 13 then FFS B 13 (Roth) (Feb 42 – Jun 44).
Station Commands: Fl.H.Kdtr. (E) Deiningen (Aug 39 – Mar 40); Fl.H.Kdtr. E 10/XIII (Mar-Apr 40); Flugplatzkdo. of Fl.H.Kdtr. E(v) 233/VII (Nov-Dec 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 28/VII (19 Jan 45 - ?).
Station Units (on various dates – not complete): Flgh.Betr.Pers.Zug z.b.V. 130 (Oct-Dec 44); Lw.-Bau-Btl. 4/XIII (Apr 40).
[Sources: AFHRA A5258 pp.96-97 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Delitzsch (GER) (a.k.a. Delitzsch-Beerendorf) (51 32 30 N – 12 04 15 E)
General: airfield (Fliegerhorst) 23.5 km NNW of Leipzig in Saxony, 5 km ENE of Delitzsch and 2 km W of the village of Spröda.
History: built in the late 1930's and used as a practice field for trainers and as a Luftpark depot. Also a satellite field (Abstellplatz and Schattenplatz) for Erla Maschinenwerke Leipzig which additionally did some final Bf 109 assembly work there during the first half of 1944.
Dimensions: approx. 1190 x 1145 meters (1300 x 1250 yards) and irregular in shape.
Surface and Runways: grass surface in good condition. No paved runway.
Fuel and Ammunition: refueling points were probably at the two ends of the hangars at the SE corner.
Infrastructure: there were 2 very large and 1 large flight hangars and 1 repair hangar at the SE corner, all with paved aprons. Workshop-type buildings were behind the hangars and the base motor pool and garages were off the NE corner. A group of 4 small storage buildings serviced by railway sidings was SE of the hangars. A barracks complex was located 1.6 km ESE of the airfield and another barracks complex was off the NE corner. The Halle-Delitzsch-Torgau rail line served the storage buildings on the SE corner.

Dispersal: there were two – Northeast and Northwest - where aircraft parked in the open.
Defenses: unknown.
Remarks:
16 Aug 44: airfield bombed by 102 B-17 Fortresses.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS A/B 33 (Altenburg) (1942-43); Arbeitsplatz for FFS C 9 then FFS B 9 (Pretzsch) (Nov 42 – Sep 44).
Station Commands: as Fl.H. Delitzsch-Beerendorf (to Feb 43); Fl.Pl.Kdo. A 53/IV (Feb 43 – Mar 44)?; Platzkdo. of Fl.H.Kdtr. A(o) 34/III Pretzsch (Apr 44 - 1945).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Leo Vessel (23 Apr 42 - 17 Mar 43); Oberst Konrad Frege (17 Mar 43 - ?).
Station Units (on various dates – not complete): Luftpark Delitzsch (later Luftpark 1/IV) (1938/39-45?).
[Sources: AFHRA A5258 pp.563-64 (19 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Delmenhorst (GER) (a.k.a. Delmenhorst-Adelheide) (53 00 30 N – 08 35 15 E)
General: airfield (Fliegerhorst) 16 km WSW of Bremen in Lower Saxony and 6 km SSW of Delmenhorst.
History: dates from 1934 when the NSFK began using it for glider training. The Luftwaffe began building the air base in April 1935 as one of the largest and best equipped in Germany and was considered a model station. Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 and served as a Leithorst (controlling airfield) during the early part of the war. Pre-war home station of III./KG 27 *Boelcke* and its predecessors. From March 1941 factory airfield (Industriehafen) for Wesser Flugzeugbau Bremen where final assembly work on new Ju 87 Stukas was carried out, and for Focke-Wulf Bremen for the fabrication of prototype and experimental aircraft and weapon systems and the production and testing of the Fa 223 *Drache* twin-rotor helicopter. At peak in 1943-44, some 2,000 workers were billeted on the airfield, half of them foreign forced laborers. Air defense fighter units began using Delmenhorst in 1941 and numerous aircraft blast shelters were subsequently built in adjoining woods.
Dimensions: approx. 1370 x 1370 meters (1,500 x 1,500 yards). Work to extend the landing area to the W were taken up in 1941 but abandoned before completion.
Runway: grass surface on marshy ground that resulted in drainage problems and periods of unserviceability.

Infrastructure: fuel, oil, water, ammunition and communications all available. There were 9 hangars along the N boundary, including 1 mammoth hangar and a repair hangar, extensive storage sheds and a motor pool. Numerous barrack blocks, offices, supply buildings, gym, base swimming pool, dispensary and other support facilities were mostly located in an area to the rear of the hangars. Flying control and tower (Flugleitung) was sited on the N boundary of the field. A branch rail line ran to the hangar area and then along the W boundary to the munitions dump.
Dispersal: 39 open aircraft shelters were built in 1941 and mainly located in woods off the SW corner (as of Mar 44).
Defenses: at least 2 heavy Flak positions 1.5 to 2 km from the NE and SW corners of the airfield. Light Flak was also present but the number of positions unknown.
Satellites and Decoys:

Delmenhorst-Henstedt (**Horstedt**?) (GER) (52 57 10 N – 08 31 10 E). Dummy 13.8 km SSW of Delmenhorst city and 7.3 km SW of Delmenhorst airfield. Mock-up included 5 dummy hangars, barracks, roads and rows of lights. [Sources: AFHRA A5257A p.608 (1944)]

Remarks:
1940-45: the airfield was only bombed a few times during the war and what little damage occurred was quickly repaired.
19 Apr 45: Delmenhorst taken intact by the British 51st Highland Div.
Operational Units: I./KG 254 (Apr-Sep 36); III./KG 157 (Apr 37 – Apr 39); III./KG 27 (May-Aug 39); Stab, II./KG 1 (Oct 39); II./KG 27 (Oct 39 – May 40); I./KG 54 (Nov 39 – Feb 40); II./KG 4 (Feb 40); I./St.G. 1 (Mar-Apr 40); I./LG 1 (May 40); III./KG 4 (May-Jun 40); 6./JG 27 (Jul 40); II./JG 54 (Dec 40 – Jan 41); Stab, I./JG 6 (Dec 44 – Jan 45); III./JG 26 (Mar 45); NSGr. 20 (Apr 45).
Station Commands: Fliegerhorst Delmenhorst (1935-41); Flgh.Stüpu.Kdo. 5/XI (Apr 41); Fl.Pl.Kdo. A 23/XI (c.Feb 43 – Mar 44);
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Oberst Dr. Otto Sommer (c 1 May 39 - 30 Jun 39).
Station Units (on various dates – not complete): Koflug Delmenhorst (Jul 39 – Mar 41); Koflug 14/XI (Apr 41 – Jan 42); Koflug 25/XI (Sep 41 – Jan 43); Koflug 9/XI (Feb 43 – Apr 45); 7. Flugh.Betr.Kp./KG 27 (May 39 - ?); 8. Flugh.Betr.Kp./KG 27 (May 39 - ?); I./Flak-Rgt. 46 (Jun 42); part of schw.Flak-Abt. 263 (Eisb.) (mid-1942).
[Sources: AFHRA A5257A pp.111-15 (10 Feb 44 updated to 6 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Der Stüh (GER): see Stüh.

Dessau (GER) (51 50 07 N – 12 13 55 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete):

Antiaircraft (Flak):

Higher Flak Commands: Stab/Flak-Brig. I (Dec 40 – Mar 41); Stab/2. Flak-Brig. (Mar 44 – c.Jan 45).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 26 (Oct 36 – c.Nov 38); Stab/Flak-Rgt. 43 (as Flakgruppe Dessau, c. Nov 38 – Sep 41?); Stab/Flak-Rgt. 143 (as Flakgruppe Dessau, Mar 44 – 1945).
Flak-Abt.: I./Flak-Rgt. 26 (Oct 36 – Nov 38); II./Flak-Rgt. 26 (Oct 36 – Nov 38); 4.(le.) Battr. II./Flak-Rgt. 38 (Aug 38); II./Flak-Rgt. 43 (c. Nov 38 – Aug 39); III./Flak-Rgt. 43 (c. Nov 38 – Aug 39); 6./s.Flak-Abt. 132 (Jul-Sep 44); part of s.Flak-Abt. 174 (Apr 44 – 1945); 2./s.Flak-Abt. 176 (Mar 44 – 1945); 1., 3./s.Flak-Abt. 185 (Jul 44 – 1945); s.Flak-Abt. 272 (Jul 44 – c.Jan 45); 4./s.Flak-Abt. 396 (Jul 44 – 1945); 4.-5./s.Flak-Abt. 413 (Jul 44 – 1945); s.Flak-Abt. 434 (Mar 44 – 1945); s.Flak-Abt. 435 (Aug 39 – 1939/40); 3./s.Flak-Abt. 443 (Jun-Sep 44); s.Flak-Abt. 464 (Mar 44 – 1945); part of s.Flak-Abt. 477 (Apr-Sep 44); 2./s.Flak-Abt. 539 (Jul 44 – 1945); 3./gem.Flak-Abt. 601 (Jul 44 – 1945); 8./s.Flak-Abt. 616 (Apr-Jul 44); s.Flak-Abt. 674 (Mar 44 – 1945); le.Flak-Abt. 727 (Jun 44 – 1945); Stab/le.Flak-Abt. 990 (Mar-Jul 44).
Flakscheinwerfer-Abt.: Flakscheinw.Abt. 438 (Aug 39).
Luftsperr-Abt.: part of Luftsperr-Abt. 104 (Apr 44 – 1945); 3./Luftsperr-Abt. 105 (Apr 44 – 1945); 5./Luftsperr-Abt. 210 (Apr-May 44).
Heimat-Flak: le.Heimat-Flak-Battr. 57/IV (Nov 43 – c.Oct 44); s.Heimat-Flak-Battr. 208/IV (1943-45).
Other Flak Units ((sonstige, verschiedene Flak): Flak-Waffenwerkstatt (o) 1/IV (1944-45).

Air Force Signals (Luftnachrichten): Ln.-Abt. 162 (Mar 44 – c.Jan 45?); Fluko Dessau (n.d.).

Dessau (GER) (51 50 00 N – 12 12 00 E)
General: factory airfield (Industriehafen) in Anhalt 56 km N of Leipzig and 50 km SE of Magdeburg; airfield 3.25 km W of Dessau town center.
History: listed as a secondary airport (Flughafen II) in 1932. Wartime factory airfield (Industriehafen) for Junkers airframes and aero-engines.
Dimensions: approx. 2100 x 1100 meters (2300 x 1200 yards) following the extension of the landing area in 1943/early 1944.
Surface and Runways: flat, dry turf. Had 1 concrete runway measuring approx. 1280 meters (1400 yards) with an E/W alignment. Additionally, a 385 meter (420 yard) starting platform ran NE/SW from

the S corner of the landing area and there were prepared take-off/landing strips on either side of the W end of the runway. A wide, paved taxiway ran along the S boundary. Equipped with perimeter and obstruction lighting, runway and starting platform illumination, and a beam approach system.
Fuel and Ammunition: refueling points were in front of the assembly hangars on the E side with underground bulk fuel storage reportedly in a small woods off the SW boundary. The nearest ammunition dump was 5 km S of the airfield on the edge of the Haideburg forest.
Infrastructure: there were 3 large flight hangars on the S boundary and 4 large assembly buildings on the E side, all with paved hangar aprons. The extensive buildings of the Junkers airframe factory were off the E boundary, and the buildings of the Aero-engine factory were S of the airfield on the far side of the Dessau-Köthen railway line. A large barracks complex and group of accommodations huts were located 1.2 km N of the airfield. Factory offices, workshops, machine shops, wind tunnel, engine test beds and storage facilities were among the factory buildings off the E boundary, and additional offices and storage buildings were on the S boundary. A branch rail line served the airframe buildings on the E side of the field.
Dispersal: there were 2 areas in Mar 44 – South and Southwest – with a total of 13 covered aircraft shelters, 16 open aircraft shelters and 2 aircraft parking sites. Further, a new dispersal site was under construction 2 km off the SW boundary that already consisted of 8 parking bays.
Defenses: unknown.
Satellites and Decoys:

Dessau-Kühnau (GER) (51 51 20 N – 12 09 00 E). Dummy c. 47 km SE of Magdeburg, 12 km NW of Dessau factory airfield and 2.5 km W of the village of Grosskühnau. The mock-up replicated the layout of Dessau factory airfield with phony runways, hangars and fake aircraft parked around the hangars. . [Sources: AFHRA A5258 p.965 (1944)]

Remarks:
28 May 44: airfield and factory bombed by 49 B-17 Fortresses.
30 May 44: airfield and factory bombed by 83 B-17s.
20 Jul 44: Dessau and environs bombed by 107 B-17s.
16 Aug 44: airfield and factory bombed by 99 B-24 Liberators.
16 Jan 45: Dessau marshaling yards bombed by 146 B-17s.
7/8 Mar 45: Dessau and environs bombed by 526 RAF Lancasters and 5 Mosquitoes. The Junkers plant was heavily hit with severe damage to 4 hangars, fuselage and motor assembly buildings and a number of other buildings; additionally, all electrical power was cut. (German reports)

8/9 Apr 45: Dessau and environs attacked by 71 RAF Mosquitoes.
10/11 Apr 45: Dessau rail depot radar bombed by 13 8th AAF B-24s.
23 Apr 45: Dessau taken by U.S. 1st Army.
Operational Units: II., III./KG 77 (Jun 41); 5./Gruppe Nord (Flugzeugüberführungsgeschwader 1) (May 43 – 1944/45).
Station Commands: none identified.
Station Units (on various dates – not complete): Heimat-Flak-Battr. 57/IV (D-Marke, 1943-44); Heimat-Flak-Battr. 208/IV (D-Waldersee, 1943-44); Flakwaffenwerkstatt (o) 1/IV (1944-45).
[Sources: AFHRA A5258 pp.565-67 (10 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dethlingen (GER) (52 57 04 N – 10 06 53 E)
General: landing ground of satellite field of Fassberg airfield in Lower Saxony 2 or 3 km NW of the village of Trauen. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Detmold (GER) (51 56 40 N – 08 54 15 E)
General: airfield (Fliegerhorst) 26 km NNE of Paderborn in North Rhine – Westphalia and 25.6 km ESE of Bielefeld; airfield located 1.6 km NE of Detmold.
History: constructed 1934-35 and began operating at the beginning of 1936. Officially established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Served as a recruit depot and flight training facility through 1941, then as a technical training school and replacement depot from 1943 and a an air signals school from 1944. Detmold's extensive billeting capacity was a determining factor in its use.
Dimensions: approx. 1100 x 640 meters (1,200 x 700 yards).
Runway: grass surface.
Infrastructure: full services were available including a compass swing and machine gun registration range. Had 4 large hangars fronted with paved hangar aprons offering multiple refueling points and interconnected with taxiways, separate workshop buildings around the hangars, a motor pool to the NW of the hangars, a flight control building (Flugleitung), admin and supply buildings, and a huge complex of barrack blocks all on the NW side of the field behind the hangars. The nearest rail connection was 1.6 km SW of the airfield.
Dispersal: in Dec 44 the eastern dispersal area had 5 large open aircraft shelters and the northern area had 2 large and 2 small, these also being open.
Defenses: unknown.
Remarks:

14 Jan 45: low-level attack by RAF Tempests – claimed 2 x Ju 52s destroyed and 2 x Fw 190s damaged.
4 Apr 45: Detmold was taken by U.S. forces.
Operational Units: III./JG 3 (Mar-Apr 40); II./JG 27 (Nov 40 – Jan 41).
School Units: elementary flight school Detmold (Jan 36 – Mar 39); Fl.Ausbildungs-Rgt. 72 (1939-40); Schule/FAR 72 (Apr – Oct 39); Fliegertechnische Schule 7 (c. 1943-45); Arbeitsplatz for FFS A/B 119 (Kassel-Rothwesten) (1941-43); Luftflottennachrichtenschule 8 "Prinz Eugen" (May 44 – Apr 45).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 24 (Oct 36 – Mar 37); Flieger-Ers.Abt. 14 (Oct 37 – Sep 38); Flieger-Ers.Btl. V (1943 – Aug 44).
Station Commands: Flugplatzkdo. Detmold of Fl.H.Kdtr. E(v) 213/XI Lippspringe (c.Oct 44 – c.Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Oberst Alfred Sturm (1 Jan 36 - 31 Mar 40).
Station Units (on various dates – not complete): 8./le.Flak-Abt. 941 (Sep 44 – Mar 45); 5./le.Flak-Abt. 986 (Nov 44)?; 6.Kp. and 10.Kp./Kw.Trsp.Rgt. 2 (Speer) d.Lw. (1945); Flieger-Ers.Btl. V (c.Jan 43 – Aug 44).
[Sources: AFHRA A5257A pp.116-18 (5 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dettingen (GER) (a.k.a. Dettingen unter Teck, Nabern/Teck) (48 36 49 N – 09 28 33 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 27 km SE of Stuttgart and 5 km S of Kirchheim unterTeck. History: prepared in the late 1930's. Later in the war became a factory airfield (Industriehafen) used by the Wolf Hirth GmbH concern. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: unknown.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deutsch-Buckow (GER) (c. 54 30 30 N – 17 07 10 E)
General: emergency landing ground (Notlandeplatz) in Pomerania c. 5 km NE of Stolp (Slupsk) and 3.6 km NNE of Stolp-Reitz airfield near the present-day village of Bukowa. History: possibly used as a satellite field by Stolp-Reitz. Surface and Dimensions: grass surface measuring approx. 365 x 455 meters (400 x 500 yards) and irregular in shape.. Infrastructure: had an airship hangar off the W boundary, and barrack-type buildings on the S boundary.
[Sources: AFHRA A5258 p.956 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deutsch-Eylau (GER) (a.k.a. Ilawa) (53 35 30 N – 19 35 30 E)
General: Einsatzhafen in East Prussia 104 km SE of Danzig and 66 km S of Elbing (Elblag). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Diepholz (GER) (52 35 15 N – 08 20 45 E)
General: airfield (Fliegerhorst) 42 km NNE of Osnabrück in Lower Saxony and 2.8 km SSW of Diepholz.
History: construction began in fall 1934 and was carried out by Luftwaffe construction troops and the Reichsarbeitsdienst. Luftwaffe Fliegerhorstkommandantur by fall 1935. A Luftpark (air park) was located there since March 1936 and the first flying unit arrived in 1937. Used by bomber units to 1941, by a transport unit in 1942 and then by night fighters toward the end of the war.
Dimensions: approx. 1070 x 860 meters (1,170 x 940 yards).
Runway: had 1 paved runway measuring c. 1,070 meters, a ladder-type servicing tarmac running along the length of the N boundary in front of the hangar area and a paved taxiway. Night landing facilities.
Infrastructure: fuel, refueling points, water, ammunition, communications, compass swing, machine gun registration range and other amenities were available. Had 2 large, 3 medium and 2 small hangars with tarmac aprons along the N boundary, adjacent workshops and a motor pool with garages. Blocks of numerous storage buildings were located to the W, N and NE of the airfield, these dating to the period when Diepholz was home to a Luftpark. Admin buildings were behind the hangar area and a large barrack block at the NE corner. Munitions dumps at the NW and SW corners. A special branch rail line serviced the airfield.
Dispersal: in 1941 there were 3 dispersal areas with at least 34 open aircraft shelters.
Defenses: 2 large concrete Flak positions, one on a hillock 6 km to the NE near the village of Sankt Hülfe and the other 3 km SE of the airfield.
Satellites and Decoys:

Diepholz – Heeder Moor (GER) (53 37 30 N – 98 19 30 E). Dummy 11.3 km SSE of Vechta airfield and 4.5 km NW of Diepholz airfield. Mock-up included 3 dummy hangars with aprons and 9 small dummy buildings on the S boundary with decoy lighting surrounding the perimeter. [Sources: AFHRA A5257A p.610 (21 Apr 44)]
Remarks:
1940-43: attacked 13 times by a few aircraft at a time with very little damage resulting. USAAF attacks on 21 Feb 44 and 30 May 44

destroyed the runway, runway drainage system and the hangars, and the repair work required many weeks with a maximum expenditure of labor and resources, according to a Luftgaukdo. XI report.
21 Feb 44: bombed – 1 x Fw 44 and 2 x He 177 A-1s from Erprobungskommando 25 destroyed or damaged on the ground.
6 Apr 45: captured by British troops and then used by the RAF for a short while.
Operational Units: III./KG 254 (Apr 37 – Mar 38); II./KG 4 (Dec 39 – Feb 40); III./JG 27 (Nov 40); KGr. z.b.V. 5 (May-Jul 42); KGr. z.b.V. 106 (Nov 42 - Mar 43); KGr. z.b.V. 23 (Apr 43); Stab/TG 2 (Aug-Sep 43); Stab, I./TG 1 (c. Aug-Oct 43).
School Units: Arbeitsplatz for FFS A/B 33 (Quakenbrück) (1941-42).
Reserve Training & Replacement Units:
Erg.Gr./Flugzeugüberführungsgeschwader 1 (1943-44).
Station Commands: Fliegerhorst Diepholz (to Jan 43); Fl.Pl.Kdo. A 24/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Diepholz of Fl.H.Kdtr. A(o) 17/XI Vechta (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Paul Neumann? (Apr 41 - ?); Maj. Paul Schneider, Kdt. Platzkdo. Diepholz (Sep 43 - ?).
Station Units (on various dates – not complete): Luftpark Diepholz (c. 1938-41); le.Hei.Flak-Bttr. 73/XI (1943-45); Flieger-Geräteausgabe- und Sammelstelle 2/XI (1942-45).
[Sources: AFHRA A5257A pp.119-22 (14 Dec 43 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Dietersheim (GER) (48 17 35 N – 11 39 45 E)
General: landing ground (Landeplatz) in Bavaria 18 km NNE of München (Munich) and 9.7 km NE of Schleissheim airfield. History: still under construction in April 1945 and not yet in service. Surface and Dimensions: grass surface measuring approx. 1465 x 55 meters (1600 x 60 yards).
[Sources: AFHRA A5258 p.15 (23 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dievenow (land and sea) (GER) (today: Dziwnów) (54 00 50 N – 14 45 30 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 65 km NNE of Stettin, 58 km W of Kolberg (Kolobrzeg) and 5.25 km N of Cammin (Kamien Pomorski) on the Fritzower See (Lake Fritzower) near the Baltic coast of Pomerania. The airfield was laid out on reclaimed land and the seaplane station was immediately E of the landing area.

History: planning and construction began in 1935. Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Used primarily for training and maritime patrol.
Dimensions: approx. 780 x 1145 meters (850 x 1250 yards) and irregular in shape.
Surface and Runways: poorly drained grass surface. There was no paved runway in Dec 43, but apparently one was constructed in 1944 (unconfirmed). Also had a paved starting platform at the NE corner and paved taxiways.
Anchorage: take-off and landing areas in the Fritzower See afforded a N/S run of 2515 meters (2750 yards) and an E/W run of slightly less. The Camminer Bodden (Cammin Lake) provided ample room in all directions.
Fuel and Ammunition: refueling points were located on the E boundary and a small ammunition dump was in a woods roughly 2 km W of the landing area.
Infrastructure: by 1940 had 4 large hangars with paved aprons at the N end, 2 launching ramps (slipways) for seaplanes, admin buildings and barracks. After that, 3 more hangars with paved aprons were built at the N end along with communications facilities and Flak positions and emplacements. There were at least 6 separate workshop buildings behind the hangars. The infrastructure for servicing and supporting seaplane operations was also expanded. The main barracks complex with messes, station offices, etc., was off the NE corner. More barracks and barrack huts were located off the NW corner of the airfield.
Dispersal: no organized dispersal facilities. Aircraft were parked in an open area W of the landing area.
Defenses: reported 103 heavy and light machine guns deployed to defend the station on 23 Oct 44.
Remarks:
29 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ar 196 and 1 x Do 18 destroyed, plus 8 x Do 18s damaged.
6 Oct 44: low-level attack by VIII Fighter Command P-51 Mustangs – 4 x Do 18s and 4 x He 111s from Luftnachrichtenschule (See) 6 shot up and severely damaged (incomplete German sources). VIII Fighter Command *claimed* 3 x He 111s, 7 x He 115s, 7 x Do 18s, 3 x Ar 196s and 1 x unidentified aircraft destroyed, plus 3 x Do 18s and 1 x unidentified aircraft damaged.
7 Oct 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x He 115 and 1 x unidentified aircraft destroyed, plus 1 x Ar 196 damaged.
19 Jan 45: partial evacuation ordered following the opening of the Soviet winter offensive in Poland on 12 Jan 45.

4 May 45: Dievenow (Dziwnów) captured by Soviet and forces.
Operational Units: Kü.Fl.Gr. 306 (Mar 37 – Sep 39); Kü.Fl.Gr. 506 (Jul 37 – Oct 39); Luftdienstkdo. 5 (Oct 38 – Jan 39); Luftdienstkdo. 65 (Jan 39 – Feb 44); 3./Kü.Fl.Gr. 706 (1939 – Sep 39); Kü.Fl.Gr. 806 (Oct-Dec 39); Stab I., 1./Fliegerzielgeschwader 1 (Dec 43 – Sep 44); 2./Fliegerzielgeschwader 1 (Dec 43 – c. Apr/May 44); Dec 43 – Fliegerzielgruppe I (Sep 44 – 1945); 1. Minensuchstaffel (c. Oct 44 - Feb/Mar 45).
School Units: Fliegerwaffenschule (See) 3 (Nov 39 – Mar 40); Luftnachrichtenschule (See) 6 (Apr 40 – Sep 44).
Station Commands: Fl.H.Kdtr. A(o) 8/III (Apr 44 – 1945).
Station Units (on various dates – not complete): Führer der Luft Ost (Aug 39 – Apr 40); Koflug 10/XI (Feb-Apr 45); Flugmelde-Funk-Kp. z.b.V. 21 (c.Nov 44 – Jan 45 - refitting); II./Ln.-Ausb.Rgt. 4 (Sep 44 – Jan 45).
[Sources: AFHRA A5258 pp.568-70 (13 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dobberphul (GER) (a.k.a. Dobropole) (c. 53 51 N – 14 44 E)
General: landing ground (Landeplatz) in Pomerania 35 km E of Swinemünde (Swinoujscie). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Döberitz (GER) (a.k.a. Döberitz-Elsgrund) (52 32 00 N – 12 59 30 E)
General: airfield (Fliegerhorst) 26 km W of Berlin in Brandenburg, 4 km W of Döberitz Kaserne and immediately S of the village of Elstal.
History: built in 1934 and established as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Served as an important fighter station throughout the pre-war and war years.
Dimensions: approx. 915 x 870 meters (1000 x 950 yards). The W side of the landing area was being extended in mid-1944 and some of it was already completed and operational.
Surface and Runways: flat and sandy grass surface. No paved runway but there were paved taxiways.
Fuel and Ammunition: refueling points were most probably in front of the hangars at the SW corner as well as on the NW boundary. Bulk fuel storage was believed to be off the W boundary. An ammunition dump was in a small woods off the NW boundary.
Infrastructure: there were 2 very large, 3 large and 1 medium hangar at the SW corner, and 1 large and 1 medium hangar at the NE corner. All were fronted with paved hangar aprons. Workshops were along the N boundary and adjacent to the hangars. Further, 4 engine test beds were located at the NE corner. A large complex to the N and NE of the landing area included admin offices, barracks, messes, quarters

for officers and others, storage buildings, etc. The station flight control building was near the hangars at the SW corner. A branch rail line served the N side of the airfield and the Elstal marshaling yards was 2 km to the N.
Dispersal: no organized dispersal - aircraft were parked in scrub land off the SE boundary.
Defenses: layout details of Flak positions unknown.
Remarks: bombed as part of the overall air campaign on Berlin and environs, but no specific bombing of Döberitz airfield has been found.
Operational Units: I./JG 132 (May 34 – Oct 38); III./JG 134 (Jan-Feb 36); Stab/JG 132 (Apr 36 – Oct 38); Stab, I./JG 131 (Nov 38 – Apr 39); Stab, I./JG 2 (May-Nov 39); 10.(N)/JG 2 (May-Nov 39); I./JG 20 (Jul-Aug 39, Nov 39 – Feb 40); I./JG 77 (May-Jul 40); Stab/JG 77 (Jun-Nov 40); III./JG 26 (Jul 40); III./JG 77 (Jul-Nov 40); I./JG 27 (Dec 40 – Feb 41); Stab/JG 52 (Jan-Feb 41); II./JG 27 (Jul-Sep 41); III./JG 27 (Oct-Dec 41); Erprobungskdo. XI. Fliegerkorps (May-Dec 42?); Stab/NJG 5 (Sep 42 – Mar 44); 17./LLG 1 (Dec 42 – Jan 43); I./JG 3 (Feb-Apr 43); Stab/JG 302 (Jan-May 44); III./JG 11 (Apr 45); Flieger-Kp./Ln.-Rgt. Reich (1945).
School Units: Stab/4. Fliegerschuldivision (D-Elsgrund, 1944 – c.Mar 45); Fallschirm-Oberjäger-Schule (1945).
Reserve Training & Replacement Units: Erg.Aufkl.Gr. Ob.d.L. (c. Nov 39 – Apr 42); Erg.Jagdstaffel 1 (Nov – Dec 39); Erg.Gr./JG 52 (Feb – May 41); IV./JG 1 (Apr 42)?; Stab/Erg.Nahaufkl.Gr. (Apr – Nov 42); 15./SG 151 (Feb 45).
Station Commands: as Fl.H. Döberitz (to c. 11/43?); Fl.H.Kdtr. A(o) 19/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Karl Viek (17 Oct 39 - Sep 40); Obstlt. Rudolf von Katte (Sep 40 - Jan 41); Obstlt. Julius Liebrecht (Sep 43 - ?).
Station Units (on various dates – not complete): Stab/1. Jagddivision (Oct 43 – Feb 45); Stab/4. Jagddivision (Oct 42 – Oct 43); Stab/30. Jagddivision (D-Elsgrund, Oct 43 – Mar 44); Stab/Jagdfliegerführer Berlin-Mitteldeutschland (Sep 41 – Oct 43); Nachtjagdraumführer 105 (Jul 42 – c.May 44); Koflug 4/III (Apr 39 – c.Oct 40); Werft-Abt. d.Lw. 8/III (Sep/Oct 44); I./Flak-Rgt. 22 (gem. mot.) (Jul 38 – Aug 39); Res.Flak-Abt. 221 (Eisb.) (Aug 39 - ?); schw.Flak-Abt. 221(o) (Aug 39 – 1940); Flakwaffenwerkstatt (o) 3/III (1944-45); II.(Eis.Flum.)/Ln.-Rgt. 42 (Aug 42 – May 43?); Stab and I.(Ln.Betr.)/Ln.-Rgt. 204 (early 43 – Sep 44); Stab/Ln.-Rgt. 211 (Sep 44 – Apr 45); I.(Ln.-Betr.)/Ln.-Rgt. 211 (Sep 44 – Apr 45); Stab II.(Flum.Mess)/Ln.-Rgt. 211 (Falkenrehde, Sep 44 – Apr 45); Stab and I.(Ln.Betr.)/Ln.-Rgt. 214 (c.Apr-Jul 43); 7.(Flugm.)/Luftgau-Nachr.Rgt. 3 (1939-40);

Verladestelle des Luftgaukdo. III (1944-45); Flieger-Ausb.Rgt. 23 (Nov 39 – Jul 40); Lw.-Feld-Btl. z.b.V. 100 (Dec 42 – Jan 43).
[Sources: AFHRA A5258 pp.571-74 (24 Mar 44 updated to 7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dockendorf (GER) (49 55 30 N – 06 27 30 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 23 km NW of Trier and 7.3 km SW of Bitburg. History: used as an intermediate landing ground for single-engine aircraft engaged in the attack in the West May-Jun 40. Listed as still operational in Jan 45. Surface and Dimensions: fighter strip with a grass surface. Infrastructure: none. Nearest rail connection at Wolsfeld, 1.6 km SSE of Dockendorf.
Operational Units: elements of I./JG 2 (May 40); elements of II./JG 53 (May 40); I./St.G. 76 (May 40).
Station Commands: none identified.
[Sources: AFHRA A5258 p.99 (21 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Donaueschingen/Nord (GER) (47 58 40 N – 08 31 20 E)
General: dispersal field (Ausweichflugplatz), parking field for aircraft not in use (Abstellplatz) and satellite field (Schattenplatz) in Baden-Württemberg 106 km SSW of Stuttgart; airfield 5 km N of Donaueschingen/Süd airstrip and 3.25 km NNE of the town of Donaueschingen. History: dates from fall 1944. Surface and Dimensions: grass surface measuring approx. 685 x 365 meters (750 x 400 yards) and triangular in shape. Infrastructure: had 1 small hangar at the SW corner with a small shed adjoining it. Nearest rail connection in Donaueschingen. Dispersal: there were an undetermined number of aircraft bays cut into the edge of woods at the NE corner.
Operational Units: 1.(H)/Aufkl.Gr. 32 (May-Jun 40).
Station Commands: none identified.
[Sources: AFHRA A5258 p.102 (25 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Donaueschingen/Süd (GER) (47 56 00 N – 08 31 00 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 106 km SSW of Stuttgart; airfield 2.4 km SE of Donaueschingen. History: dates from the late 1930's. Surface and Dimensions: grass surface measuring approx. 1190 x 1050 meters (1300 x 1150 yards) with an irregular shape. No paved runway. Infrastructure: none within a kilometer of the landing area. Nearest rail connection at Donaueschingen. Dispersal: no organized dispersal. Woods along the S and SE sides provided natural cover.
Remarks:

4 Mar 45: bombed – no aircraft hit, but flight control building destroyed, station HQ heavily damaged and landing area cratered. (German reports)
Operational Units: 2./NAGr. 13 (Oct 44 – Apr 45); III./JG 76 (Oct 44).
Station Commands: Fl.H.Kdtr. E(v) 211/XII (c.Oct 44 – c.Apr 45).
Station Units (on various dates – not complete): elements of Heimat-Flak-Bttr. 34/VII (Nov-Dec 44); 13.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); 2.(Flum.Leit)/Ln.-Rgt. 227 (Nov 44 – 1945).
[Sources: AFHRA A5258 p.100 (6 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Donauwörth (GER) (48 30 30 N – 10 45 30 E)
General: emergency landing ground (Notlandeplatz) in Bavaria 38 km N of Augsberg; airfield 1.5 km NW of Donauwörth. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
Station Units (on various dates – not complete): Heimat-Flak-Battr. 8/VII (1944).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Donebach (GER) (c. 49 34 04 N – 09 11 53 E)
General: landing ground (Landeplatz) in Baden-Wurttemberg 40 km NE of Heidelberg and 3 km N of the town of Mudau. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dormettingen (GER) (48 15 00 N – 08 46 15 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 69 km SSW of Stuttgart, 14 km NE of Rottweil and 1 km NW of Dormettingen village. History: dates from fall 1944. Had no or very little use.
Surface and Dimensions: grass surface measuring approx. 960 x 550 meters (1050 x 600 yards). Landing area possibly obstructed in Dec 44. No paved runway. Infrastructure: a small group of buildings approx. 460 meters S of the SW corner may have been used as workshops. Nearest rail connection 2.4 km SE of the landing area.
Dispersal: no organized dispersal, but woods on the N boundary could have been used to conceal parked aircraft.
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 234/VII Hailfingen (c. Oct 44 – Apr 45).
[Sources: AFHRA A5258 p.101 (29 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dörnberg (GER) (51 22 00 N – 09 20 30 E)
General: emergency landing ground (Notlandeplatz) in Hesse 5 km WNW of Kassel and 2.8 km S of Dörnberg. History: used mainly for glider training. Surface and Dimensions: irregular, rolling surface measuring approx. 915 x 460 meters (1000 x 500 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.584-638 (4 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dornberg (GER) (49 37 10 N – 09 25 15 E)
General: operational airfield (Einsatzhafen I) in Baden-Württemberg 41 km WSW of Würzburg, 6 km NE of the village of Walldürn and immediately SW of Dornberg village.
History: dates from the late 1930's. Inactive following the May-Jun 1940 attack in the West and then reactivated in Sep 44 as an elementary flight training field.
Dimensions: approx. 730 x 915 meters (800 x 1000 yards) and roughly square in shape.
Surface and Runways: grass surface in good condition. No paved runway.
Fuel and Ammunition: underground fuel storage tanks were likely on the S boundary. There were small ammunitions dumps on the N boundary and in a woods approx. 1370 meters to the W.
Infrastructure: small buildings along the S boundary were probably used as workshops. Barrack huts were in the nearby village of Schleinpertshof and shorage sheds were on the S boundary.
Dispersal: no organized dispersal.
Defenses: none identified.
Remarks: none.
Operational Units: none identified.
School Units: practice field (Arbeitsplatz) for L.S.-Ausbildungsstaffel für Sturzkampfverbände (L.S.-Ausbildungsgruppe Wertheim) (1943-44); FFS A 2 (Sep 44 – Mar 45).
Station Commands: Fl.H.Kdtr. (E) Dornberg (Aug 39 – Mar 40); Fl.H.Kdtr. E 40/XIII (Mar-Apr 40); Flugplatzkdo. Dornberg of Fl.H.Kdtr. E(v) 210/XII Wertheim (c.Oct 44 – Jan 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.103 (4 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dornstadt (GER): (see Ulm-Dornstadt.

Dorsten-Freudenberg (GER) (51 33 25 N – 06 54 50 E)

General: emergency landing ground (Notlandeplatz) from at least 1927 to 1945 in North Rhine – Westphalia 22 km N of Essen in the Ruhr; airfield located 8 km NW of Dorsten. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: Grass surface on burned-off moorland.
Infrastructure: none noted.
Satellites and Decoys:

Dorsten (GER) (51 43 35 N – 06 54 50 E). Dummy 31 km NNW of Essen, 12 km NE of Kirchhellen airfield and 7.7 km NNW of Dorsten. Mock-up included a c. 1100 x 460 meter landing area with dummy aircraft parked along the edge of woods on the NW boundary and the SE corner. [Sources: AFHRA A5257A p.607 (24 Dec 44)]
Operational Units: none identified.
Station Units (on various dates – on the airfield, in the city or nearby – not complete): Heimat-Nebel-Kp. d.Lw. 3/VI (1943 - ?).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dortmund (GER) (51 30 N – 07 27 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):

Commands (Kommandobehörden, Stäbe): Stab/Jagdfliegerführer 2 (Jan-May/Jun 40).

Antiaircraft (Flak): Stab/22. Flak-Div. (May 43 – Apr 45); Stab/Flak-Brig. X (Apr 41 – Dec 42); Stab/Flak-Rgt. 4 (Flakgruppe Dortmund) (Oct 36 – May/Jun 40); Stab/Flak-Rgt. 124 (Flakgruppe Dortmund) (Jun 40 – Mar 45); Stab/Flakscheinwerfer-Rgt. 146(o) (Flakscheinwerfergruppe Dortmund) (Jan 42 – Mar 45); II./Flak-Rgt. 4 (Oct 36 – Nov 38); III.(scheinw.)/Flak-Rgt. 4 (Nov 38 – 1940); schw.Flak-Abt. 112(o) (May-Nov 44); schw.Flak-Abt. 125 (Eisb.) (Sep 44 – 1945); part of schw.Flak-Abt. 133(o) (Jun-Jul 44); Stab/schw.Flak-Abt. 146(o) (1943 – Dec 43); Flakscheinw.Abt. 158(o) (1941-45); Flakscheinw.Abt. 170(o) (c.1942-45); Luftsperr-Abt. 209(o) (c.1943 – Jun 44); schw.Flak-Abt. 221(o) (mid-40 – 1945); Flakscheinw.Abt. 229(o) (1942 – Feb 44); Flakscheinw.Abt. 230(o) (c.1941-45); 6./schw.Flak-Abt. 321(o) (Dec 43 – Mar 44); 4./schw./Flak-Abt. 324(o) (Jul-Aug 44); Flakscheinw.Abt. 329(v) (Dec 43 – 1945); schw.Flak-Abt. 333(o) (1942-45); 1./schw.Flak-Abt. 335(o) (Jul-Aug 44); Flakscheinw.Abt. 358(v) (Jan-Feb 44); 6., 7./schw.Flak-Abt. 389(o) (Jul-Aug 44); schw.Flak-Abt. 401(o) (Aug 39 – 1940); gem.Flak-Abt. 402(v) (Aug 39 – 1940); Flakscheinw.Abt. 408(o) (Aug 39 – 1940); Flakscheinw.Abt. 409(o) (Aug 39 – 1930); 2./schw.Flak-Abt. 416 (Eisb.) (May-Jun 44); 1./schw.Flak-Abt. 430 (Eisb.) (Apr-Jun 44); part of schw.Flak-Abt. 446(o) (Apr-Aug 44); 3./schw.Flak-Abt. 463(o) (Jul-Aug 44); schw.Flak-Abt. 466(o) (c.Aug

41 – 1945); schw.Flak-Abt. 477(o) (Nov 43 – Apr 44, Oct 44 – 1945); Flakscheinw.Abt. 479(o) (Oct 43 – 1945); 4./schw.Flak-Abt. 524(o) (Jun-Aug 44); 4./schw.Flak-Abt. 536 (Eisb.) (May-Jul 44); le.Flak-Abt. 668(v) (c.May-Jul 42); le.Flak-Abt. 745(o) (mid-43 – 1945); le.Flak-Abt. 840(o) (Jul 42 – 1945); 2./le.Flak-Abt. 849(v) (Jun-Jul 44); 2, 5, 6./le.Flak-Abt. 943(o) (Jun-Jul 44); Flak-Ers.Abt. 96 (Aug 39 – 1945); Flakwaffenwerkstatt (o) 10/VI (1944-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 17 (1940-43); Luftschutz-Abt. d.Lw. 23 (Jan 40 – 1941); Luftschutz-Abt. d.Lw. 24 (D-Marten, c.1943-45); Luftschutz-Abt. d.Lw. 29 (1943-44); Luftschutz-Abt. d.Lw. 55 (1944-45); Luftschutz-Kp. z.b.V. 1/VI (c.1943-45).

Air Force Signals (Luftnachrichten): Ln.-Abt. 142 (May 43 – Apr 45); Ln.-Kp. z.b.V. 20 (fall 44 – 1945); Fluko Dortmund.

Dortmund-Brackel (GER) (51 32 30 N – 07 33 30 E)

General: airfield (Fliegerhorst) 6 km ENE of Dortmund in the Ruhr area in North Rhine – Westphalia. Not to be confused with Dortmund-Wickede, the name of Dortmund's present day airport.

History: first used as an occasional landing ground in 1914, developed as a civil airport that opened in May 1925, and then further developed with a terminal, hotel, restaurant, hangar, control tower and other modern buildings over the next several years. 1927 classified as a Verkehrslandeplatz. The first Luftwaffe flying unit was stationed there from March 1936 and shared Brackel with the civil airport until 26 August 1939 when it was fully militarized. Just about every type of Luftwaffe unit was stationed there at one time or another during the war.

Dimensions: approx. 1600 x 970 meters (1,750 x 1,060 yards).

Runway: had 1 paved runway measuring c.1,050 meters and a concrete perimeter road. A second concrete runway was started in 1940 but only some 400 meters was completed before it was abandoned. Night landing facilities.

Infrastructure: fuel, water, ammunition, communications, compass swing and other amenities were available. Had 1 very large, 1 large and 8 medium hangars, all but two of these along the S boundary and all with paved hangar aprons. Behind the hangars were 5 motor pool garages, workshops, admin buildings, station HQ (Horstkommandantur), barrack blocks, messes, base gym, sports ground, swimming pool and other buildings. The flying control (Flugleitung) building was at the W end of the hangar line. Munitions dump off the E boundary. A main rail line parallels the N side of the airfield.

Dispersal: there were four separate areas in June 1944 with a total of 51 large and small open aircraft shelters plus 8 additional hardstands.

Defenses: there were 3 heavy and several light Flak positions in the immediate vicinity of the field as well as further protection from the thick array of Flak defending the city of Dortmund.
Remarks: although the city of Dortmund was bombed numerous times, the airfield seems to have escaped intentional heavy bombing.
24 Mar 45: strafed – 1 x Bf 110 destroyed; 2 KIA and 5 WIA. (German report)
26 Mar 45: strafed by 4 P-47s – 1 x Ju 88 destroyed. (German report)
28 Mar 45: the last flying unit departed Brackel. 70 men from the ground defense then destroyed the runway and demolished the hangars and the technical infrastructure.
12 Apr 45: U.S. tanks captured the airfield.
Operational Units: I./JG 134 (Apr 34 – Oct 38); 7./JG 134 (Mar 36 – Mar 37); Stab/JG 134 (Apr 36 – Oct 38); IV./JG 134 (Jul-Oct 38); Stab, I./JG 142 (Nov-Dec 38); Stab, I./ZG 142 (Jan-Apr 39); Stab, I., III./ZG 26 (May 39 – 1940); Stab/JG 26 (Nov 39 – Jul 40); I./JG 26 (Nov 39 – Feb 40, Feb-Mar 41); II./JG 26 (Jan-Jul 40); II./KG z.b.V. 1 (May 40); Stab, III./JG 54 (Dec 40 – Jan 41); IV./JG 51 (Jun 41); I./JG 1 (Dec 43 – Feb 44); Sturmstaffel 1 (Dec 43 – Feb 44); II./JG 300 (Apr-Jun 44); I./JG 3 (Sep 44); Stab/JG 4 (Sep-Nov 44); III./JG 300 (Sep 44); Stab, IV./NJG 1 (Sep 44 – Mar 45); Gefechtsverband Michalski (Sep-Oct 44); Stab/JG 77 (Oct 44 – Jan 45); I./JG 77 (Dec 44 – Jan 45).
Station Commands: Fl.Pl.Kdo. Dortmund-Brackel (to 1943); Fl.Pl.Kdo. A 15/VI (1943 – Mar 44); Fl.H.Kdtr. A(o) 4/VI (1 Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Max Krug (? - 23 Apr 42).
Station Units (on various dates – not complete):
Frontfliegersammelgruppe Dortmund (1942); 2. Flugh.Betr.Kp./ZG 26.
[Sources: AFHRA A5257A pp.123-27 (17 Dec 43 updated to 13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Dosse (GER): see Wittstock-Dosse.

Dramburg (GER) (53 28 45 N – 15 43 30 E)
General: Notlandeplatz (emergency landing ground) 47.5 km ENE of Stargard in Pomerania and 8.25 km SW of Dramburg (today: Drawsko Pomorskie). History: existed 1940 to Feb 45 under Koflug Stargard/Luftgaukdo. III. It was classified as a Notlandeplatz (emergency landing ground) with a grass runway. It was used as an Arbeitsplatz (practice field) for gliders by Flugzeugführerschule A/B

118 (Stettin) beginning in 1940. Infrastructure: had no hangars, buildings or services.
School Units: Arbeitsplatz (gliders) for FFS A/B 118 then FFS A 118 (Stettin-Altdamm) (1940-44).
[Sources: AFHRA A5258 p.956 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dreisen-Göllheim (GER) (49 35 30 N – 08 01 20 E)
General: satellite airfield or landing ground (Schattenplatz) in Rhineland-Pfalz, 35.5 km WNW of Mannheim, 27 km WSW of Worms, 26 km NE of Kaiserslautern and 2 km WSW of Göllheim village adjacent to the Göllheimer Wald (Göllheim Woods). History: hurriedly laid out in mid-1944 for use by night fighters based in the Mainz-Wiesbaden area. Surface and Dimensions: located in open grain fields and measured approx. 1735 x 365 meters (1900 x 400 yards) with an irregular shape. A well-worn landing strip some 1500 x 120 meters ran along the S boundary. Infrastructure: no hangars or workshops, but a number of barrack huts were located to the WNW near the ammunition dump and the railway. Dispersal: ample concealed aircraft parking on the edge of woods to the S and W of the landing area.
Remarks: none.
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 23/VII Mainz-Finthen (1944-45).
[Sources: AFHRA A5258 p.159 (13 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dresden (GER) (51 03 N – 13 44 E)
Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield): for Luftwaffe city garrison units and details, mainly Flak, go to Google and enter: Dresden site:ww2.dk. Some of the listed Flak and other ground units *may* have been in the immediate proximity of the airfield or airfields around the city.
Also: Luftkreiskdo. III (Apr 34 – Mar 36?); Stab/Luftgaukdo. 7 (Apr 36 – Oct 37); Stab/Luftgaukdo. IV (D-Strehlen, Oct 37 – Nov 41); Befehlsstelle Dresden d.Luftgaukdo. III (Jan-Apr 45); Stab/2. Fliegerdivision (Aug 38 – Aug 39); Stab/4. Flak-Brig. (D-Mockritz, c.Sep 44 – Jan 45); Luftschutz-Abt. d.Lw. 30 (1941-42); 13. (le.Flum.)/Ln.-Rgt. 231 (Jan 45); Ln.-Abt. 32 (early 1940); Ln.-Abt. 164 (D-Mockritz, c.Nov 44 – Jan 45); Kdr.d.Kraftfahrinstandsetzung d.Lw. 2/III (1943 – 1944/45); Hauptgebührnisstelle d.Lw. 5/III (Oct 44).

Dresden-Heller (GER) (51 05 30 N – 13 45 35 E)

General: airfield (Fliegerhorst) in Saxony 3.25 km N of Dresden city center and 4 km S of Dresden-Klotzsche airfield.
History: established as a civil airport in the 1920's but then closed about 1930 because of its bad surfaces and approaches and replaced by Dresden-Klotzsche as Dresden's civil airport. Taken over by the Luftwaffe before the war began and used as a practice field for single-engine trainers to 1945.
Dimensions: approx. 730 x 550 meters (800 x 600 yards) and irregular in shape.
Surface and Runways: inadequately drained grass surface. No paved runway.
Fuel and Ammunition: fuel was available.
Infrastructure: had 1 small hangar on the S boundary with a few adjacent sheds that may have been used as workshops, and a few buildings to the rear of the hangar that were used as offices and barracks, with the station motor pool and garages in the same area. The airfield flight control building was at the SE corner. Several barrack buildings were on the E boundary, and there was an extensive barracks complex to the S of the landing area. The Dresden-Cottbus rail line passed close to the E boundary.
Dispersal: no organized dispersal area.
Defenses: unknown.
Remarks: the airfield is not known to have been intentional bombed by Allied aircraft during the war.
Operational Units: Überführungskdo. Luftzeuggruppe 4 (1942); 3., 4./Gruppe Mitte (Flugzeugüberführungsgeschwader 1) (May 43 – 1944/45); 4. Minensuchstaffel (Oct 44 – 1945).
School Units: Arbeitsplatz for LKS Dresden-Klotzsche then LKS 1 (1936-45); Arbeitsplatz for Schule/FAR 61, FFS A/B 61 then FFS A 61 (Oschatz) (1939-44).
Station Commands: none identified.
Station Units (on various dates – not complete): Heimat-Flak-Battr. 207/IV (1943).
[Sources: AFHRA A5258 pp.578-80 (31 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dresden-Kaditz (GER) (51 04 30 N – 13 26 00 E)
General: landing ground (Landeplatz) in Saxony 4.8 km NW of the city. History: established in 1913 for aircraft, seaplanes and airships. Used very little during World War II. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dresden-Klotzsche (GER) (51 07 40 N – 13 46 20 E)

General: airfield (Fliegerhorst) in Saxony 9 km N of Dresden city center and 1.2 km N of the town of Klotzsche.
History: construction began in July 1934 and the first flying unit moved in exactly a year later when Klotzsche was officially designated a Luftwaffe Fliegerhorstkommandantur on 11 July 1935. At the same time along the E boundary, Luftkriegsschule 1 with a total of 60 buildings was built and included school classrooms, admin offices, barracks, quarters, messes, etc., this opening on 16 April 1936. The airfield also served as a civil airport until April 1940. Klotzsche served as a major training field during the war and no combat units were based there until Feb 45.
Dimensions: approx. 1280 x 730 meters (1400 x 800 yards) and rectangular in shape.
Surface and Runways: grass surface on sandy sub-soil. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: refueling points were in front of the hangars at the NE corner and in front of the hangar at the SW corner. Underground bulk fuel storage was in woods off the NE boundary. A small ammunition dump was located off the NW boundary.
Infrastructure: had 1 large flight hangar formerly used by civil aircraft at the SW corner, and 5 large flight hangars and 1 large repair hangar plus adjacent workshops on the NE boundary. The hangars and workshops on the NE boundary were used exclusively by Luftkriegsschule 1. The civil airport terminal and buildings were all at the SW corner and included station offices and restaurants. A branch rail like served the buildings on the NE side.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: the airfield was not intentional bombed by Allied aircraft during the war.
17 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x Fw 190s, 6 x Me 410s, 4 x Ju 88s and 7 x unidentified aircraft destroyed, plus 6 x Fw 190s, 1 x Me 410, 1 x Ju 88 and 10 x unidentified aircraft damaged.
7 May 45: Soviet troops reached the outskirts of Dresden this date and entered the city the next day taking the airfield intact with only the telephone exchange and radio station having been demolished.
Operational Units: Sanitäts-Flugbereitschaft 4 (Mar-Jun 41); 4. (F)/Aufkl.Gr. 121 (Dec 41 – Apr 42)?; Stab, II., III./SG 4 (Feb-Apr 45); III./TG 2 (Mar 45); I./KG 4 (Mar-Apr 45); 14.(Eis.)/KG 55 (Apr 45).
School Units: Kdo.d.Fliegerschule- u.FEA 3 (Apr 34 – Feb 37); Kdo.d.Fliegerschule- u.FEA 4 (Mar 37 – Feb 39); Höh.Fl.Ausb.Kdo. 4 (Mar 39 – Nov 41?); III.(Ausb.Abt.f.Ln.Helferinnen)/Luftgau-

Nachr.Rgt. 3 (1942-43); III.(Funkmesswesen)/Ln.-Ausb.Rgt. 303 (c. Oct-Dec 42); Höh.Kdr.d.Luftkriegsschulen- u.Uffz.-Schulen (Jan 44 – Oct 44); Höh.Kdo.d.Luftkriegsschulen (Oct 44 – Apr 45); LKS Dresden-Klotzsche (Apr 36 – Jan 40); LKS 1 (Jan 40 – Apr 45); Luftflottennachrichtenschule 7 (Sep 44 – Apr 45).
Reserve Training & Replacement Units: III.(Ers.)/Luftgau-Nachr.Rgt. 4 (1940-42); II.(Ers.)/Luftgau-Nachr.Rgt. 3 (1942-44); Ln.-Ers.-u.Ausb.Rgt. 1 (c. Oct 43 – Feb 44); II./Ln.-Ers.-u.Ausb.Rgt. 1 (c. Mar 43 – Apr 45).
Station Commands: as Fl.H. Dresden-Klotzsche (to 1943); Fl.Pl.Kdo. A 40/IV (1942-44); Fl.H.Kdtr. A(o) 38/III (1944-45).
Station Units (on various dates – not complete): Luftgaustab z.b.V. Russland bei der Heeresgruppe Nord (Apr-May 41); Koflug 7/III; Luftzeuggruppe 4 (c. 1939-42); Luftzeuggruppe 3 (c. 1942-45); schw.Hei.Flak-Bttr. 221/IV (Jan 43 – c.Feb 44); 3./le.Flak-Abt. 727 (Nov-Dec 43); schw.Flak-Bttr. z.b.V. 5584 (Aug 44); II.(Ln.Bau)/Ln.-Rgt. 1 (Jul 38 – early 1940); 7./Ln.-Abt. 41 (Jul 41); Kw.Werkstatt-Kp. d.Lw. 103/IV (1944-45)?; Luftgaubereichswerkstatt (N) 1/III (? – 1945).
[Sources: AFHRA A5258 pp.575-77 (31 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Dresden-Nickern (GER) (51 00 13 N – 13 47 42 E)

General: airfield (Flugplatz) in Saxony 7.3 km SE of the city.
History: Luftwaffe use prior to 1944 not found. Surface and Dimensions: unknown. Infrastructure: none noted.
Operational Units: none identified.
School Units: Waffentechnische Schule für Fallschirmspringer (c. 1940-43); Fliegerwaffentechnische Schule 4 (1943 – Sep 44); Fliegertechnische Schule (W) 9 (Sep 44 – Apr 45).
Station Commands: none identified.
Station Units (on various dates – not complete): Kfz.Beständebezirk d.Lw. 5/III (Sep 44); Kfz.Beständebezirk d.Lw. 12/III (Feb 44); Sanitäts-Ausbildungs-Abt. d.Lw. 4 (1939-42).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Drewitz (GER) (51 53 20 N – 14 31 40 E)

General: operational airfield (Einsatzhafen II) in Brandenburg 20 km NE of Cottbus, 14 km WSW of Guben and 1.2 km SE of the village of Drewitz.
History: dates from 1928-29 when it was first used as a civil landing ground. Developed for military use 1937-38. Used mainly as a practice field for elementary flight instruction. All training ended in September and the students were sent to Luftwaffe field units and to

the railway Flakartillerie. Fighters began using Drewitz in Jan 45 as Soviet forces approached the Oder.
Dimensions: approx. 960 x 1280 meters (1050 x 1400 yards) and oval in shape. German sources give the wartime dimensions as 1000 x 1200 meters.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: fuel was available as needed. The station ammunition dump was in the woods off the S boundary.
Infrastructure: had 1 very large servicing and repair hangar with a paved hangar apron off the N boundary. Several station buildings used for admin offices and 3 long, wooden barrack buildings were off the N boundary behind the hangar. The nearest rail connection was the Cottbus-Guben line running 1.6 km SW of the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: III., IV./JG 4 (Jan-Feb 45); 9./JG 6 (Mar 45).
School Units: Arbeitsplatz for Schule/FAR 41, FFS A/B 41 then FFS A 41 (Frankfurt/Oder) (1939-45); Arbeitsplatz for FFS A/B 3 (Guben).
Station Commands: Fl.H.Kdtr. Drewitz (1938-41?); Fl.Pl.Kdo. A 2/IV (1941? – Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 23/III Guben (Apr 44 - 1945).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.581 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Drewitz (GER) (a.k.a. Potsdam-Drewitz) (c. 52 22 08 N – 13 06 51 E)
General: landing ground (Landeplatz) 7 km ESE of Potsdam near Berlin. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Drope (GER) (52 35 40 N – 07 28 25 E)
General: dispersal and satellite landing ground (Abstellplatz and Schattenplatz) in Lower Saxony 13.5 km ENE of Lingen near the border with Holland and 2.4 km NW of Drope. Came under or assigned to Quakenbrück airfield. History: no information, except that no evidence of use prior to November 1944 has been found.
Dimensions: approx. 1280 x 1190 meters (1,400 x 1,300 yards.
Runway: grass surface. Infrastructure: none. Nearest rail connection 1.6 km SSW of the field. Dispersal: in adjoining fields and hedges. Defenses: unknown.
Remarks:

26 Nov 44: reported plans to use hangars around the taxying area for parking 15 to 20 training aircraft.
Operational Units: II./JG 1 (Dec 44 – Jan 45); Stab, I./JG 26 (Mar-Apr 45).
Station Commands: Flugplatzkdo. Drope of Fl.H.Kdtr. A(o) 104/XVII Plantlünne (Nov-Dec 44); Fl.H.Kdtr. E(v) 219/VIII (Dec 44 – Apr 45).
Station Units (on various dates – not complete): Feldwerft-Staffel 7/30 (c.24 Mar 45).
[Sources: AFHRA A5257A p.128 (5 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Düdelsheim (GER) (50 18 13 N – 09 01 51 E)

General: field airstrip (Feldflugplatz) in Hesse 32 km NE of Frankfurt/M. History: listed as still operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
Air Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): field airstrip (Feldflugplatz) Düdelsheim had a normal station complement of no (zero) officers and officials (Beamten) with 120 NCOs and men in Aug 40.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Duisburg (GER) (51 25 N – 06 45 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):

Commands (Kommandobehörden, Stäbe): Stab/3. Jagddivision (Sep-Oct 44).

Antiaircraft (Flak): Stab/4. Flak-Div. (Jun 42 – Apr 45).
Flak-Rgt.: Stab/Flak-Rgt. 64(o) (as Flaggruppe Duisburg) (Sep 39 – 1945); Stab/Flakscheinw.Rgt. 74(o) as Flakscheinwerfergruppe Duisburg) (Jul 41 – 1945).
Flak-Abt.: schw.112(o); schw.243(o); schw.244 (o); schw.263 (Eisb.); gem.282(v); schw.305(o); schw.337(o); schw.366(o); schw.389(o); schw.394(o); schw.401(o); schw.416 (Eisb.); schw.423 (Eisb.); schw.444 (Eisb.); schw.446(o); schw.447(o); schw.471(o); schw.472(o); schw.473 (Eisb.); gem.476(o); schw.514(o); schw.535 (Eisb.); schw.543 (Eisb.); schw.623(o); schw.625(o); schw.642(o); schw.643(o); schw.644(o); schw.703(o); le.718(o); le.748(o); le.821 (Eisb.); le.838(o); le.882(o); le.883(o); le.884(o); le.890(o); Kdr. d.Flakinstandsetzung 101/VI (1943-45); Flakwaffenwerkstatt (o) 4/VI (1943-45); Flakwaffenwerkstatt (o) 15/VI (1944-45).

Flakscheinwerfer-Abt.: III.(Scheinw.)/Flak-Rgt. 14; 250(o); 258(o); 330(o); 409(o); 468(v); 478(o); 479(o); 518(o); 581(o); III./Flak-Rgt. 611 (Sw. mot.); 648(o); 649(v).
Luftsperr-Abt.: 106(o).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 52 (1944); Heimat-Nebel-Kp. d.Lw. 5/VI (1943 - ?).

Air Force Signals (Luftnachrichten): Ln.-Abt. 124 (1943 – Apr 45); Fluko Duisburg.

Duisburg (GER) (a.k.a. Duisburg-Neuenkamp) (51 26 30 N – 06 43 40 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 3.2 km WNW of Duisburg/Ruhr and just W of Kasslerfeld. The landing ground was less than a kilometer from the rivers Rhein and Ruhr. History: the existing landing ground was enlarged during 1934-35 but remained mainly for civil use. In use during the campaign in France in 1940, then occasional use by air defense fighters protecting the Ruhr area. Dimensions: 850 x 850 meters. Runway: grass and sand surface. Infrastructure: had 1 medium hangar and a number of small buildings off the SW corner of the landing area. Nearest rail connection at Duisburg. Dispersal: none. Defenses: 2 heavy and 5 light Flak positions less than a kilometer of the landing ground in Oct 43, most of these with multiple guns and some of the light Flak mounted in towers, and many other positions farther out in defense of the city.
Remarks:
1940-45: Duisburg heavily bombed by the RAF and to a lesser extent by the USAAF, but the airfield does not appear to have been targeted.
9 Mar 45: airfield ordered evacuated and destroyed immediately.
29 Mar 45: Duisburg taken by U.S. forces.
Operational Units: IV.(Stuka)/LG 1 (Feb?-May 40).
Station Commands: none identified.
Station Units (on various dates – not complete): Ln.-Abt. 359 (Velbert?, Aldekerk?, Mar 45); 5./Ln.-Funkaufklärungs-Abt. Reich (May-Nov 44).
[Sources: AFHRA A5257A pp.129-32 (7 Mar 44 updated to 22 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dülmen-Borkenberge (GER): see Borkenberge.

Dumbach (GER) (today: Donebach) (49 33 35 N – 09 10 40 E)
General: satellite or dispersal airfield (Ausweichflugplatz) and emergency landing ground (Notlandeplatz) in Hesse 54 km E of Mannheim and .8 km W of Dumbach village. History: in existence since 1940 but with little wartime activity, if any. Ordered rehabilitated has an alternative landing ground in Sep 44 but this

apparently not carried out. Surface and Dimensions: leveled grass surface measuring approx. 640 x 455 meters (700 x 500 yards) and irregular in shape. Infrastructure: none.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 pp.32 and 107 (10 Oct 44 updated to 14 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dümmer Lake (GER): often appears in Allied documents in reference to Diepholz, Vörden or Vechta airfield - see there.

Dumröse (GER) (a.k.a. Domaradz) (c. 54 26 N – 17 15 E)
General: landing ground (Landeplatz) in Pomerania 16 km E of Stolp (Slupsk). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dünstekoven (GER) (50 41 40 N – 06 55 30 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 12 km WSW of Bonn and .8 km SSW of Dünstekoven.
History: used Nov 39 - May 1940 but inactive after that. Observed to be permanently obstructed by rough plowing in 1944. Surface and Dimensions: grass surface measuring approx. 915 x 365 meters (1000 x 400 yards). Infrastructure: had a group of huts and 2 long sheds along the S boundary.
Operational Units: II./JG 77 (Nov 39); I./JG 51 (May 40); 3./JG 3 (May 40).
Station Commands: Fl.H.Kdtr. E 19/VI (May 40).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.584-638 (19 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Durlach (GER): see Karlsruhe-Durlach.

Düsseldorf (GER) (51 14 09 N – 06 46 54 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):

Commands (Kommandobehörden, Stäbe): Stab/4. Fliegerdiv. (Oct 39); Stab/IV. Fliegerkorps (Oct 39 – May 40); Jagdabschnittsführer Ruhrgebiet (Jul 44).

Antiaircraft (Flak): Luftverteidigungskdo. 4 (c.1940 – Aug 41); Stab/4. Flak-Div. (Düsseldorf-Ratingen, Sep 41 – 1943); Stab/1. Flak-Brig. (Apr 45).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 24 (mot.) (as Flakgruppe Düsseldorf) (1939-45); Stab/Flak-Rgt. 40 (mot.); Stab/Flak-Rgt. 164 (mot.).
Flak-Abt.: I./Flak-Rgt. 64 (gem. mot.); schw.133(o); gem.141(v); schw.151(o); schw.177(o); schw.231(o); schw.244(o); schw.262(o); schw.278 (Eisb.); schw.353(o); schw.381(o); gem.382(o); schw.383(o); schw.389(o); schw.394(o); schw.403(o); schw.404(o);

schw.405(o); schw.407(o); schw.416 (Eisb.); schw.430 (Eisb.); schw.446(o); schw.471(o); schw.474(o); schw.512(o); gem.641(v); schw.642(o); schw.646(v); le.748(o); le.826(o); le.837(o); le.883(o); le.886(o); le.890(o); le.941(o).

Flakscheinwerfer-Abt.: III./Flak-Rgt. 64 (Sw. mot.); 648(o); 650(o); Flakwaffenwerkstatt (o) 3/VI (1944-45); Flakwaffenwerkstatt (o) 3/XI (D-Hilden, 1943); Flak-Sondergerätwerkstatt (mot) 3/IV (D-Hilden, May 43).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 26 (D-Hilden, 1939 – 1942/43).

Air Force Signals (Luftnachrichten): Stab/Ln.-Rgt. 34 (May 40); Stab II./Ln.-Rgt. 53 (Dec 44 – 1945); Lv-Nachr.Abt. 4 (Apr 39 – c.Sep 41); Ln.-Abt. 124 (Sep 41 – 1943); Ln.-Kp. z.b.V. 15 (c.Nov 44 – 1945); Fluko Düsseldorf.

Ground Transport (Transportkolonnen): Kfz.Instandsetzungszug d.Lw. 101/VI (May 44).

Other (sonstige, verschiedene): Lw.-Festungs-Btl. XV (Sep 44).

Düsseldorf (GER) (a.k.a. Düsseldorf-Lohausen) (51 16 40 N – 06 45 30 E)

General: airfield (Fliegerhorst) located at Lohausen 6 km N of the city in the Ruhr area in North Rhine – Westphalia with the airfield 1.6 km E of Lohausen.

History: Düsseldorf's airport since the 1920s. 1927 Verkehrslandeplatz. 1932 Flughafen II. Taken over by the Luftwaffe in 1936 and enlarged. In constant use since then.

Dimensions: approx. 1465 x 1100 meters (1,600 x 1,200 yards).

Runway: had 3 concrete runways in the form of a triangle, these measuring 1,280 meters, 1,280 meters and 760 meters, a paved hangar apron and a paved perimeter road. Night landing facilities.

Infrastructure: fuel, refueling points, water, ammunition, communications, 2 compass swings, 2 machine gun registration ranges and other amenities were available. Had a large repair hangar plus 4 large and 1 medium hangar all at the SE corner, and 1 large and 1 medium hangar at the SW corner, all fronted by tarmac aprons. Barrack blocks, admin and supply buildings, messes, officers' quarters, motor pool and other buildings were behind the hangar line at the SE corner. Flying control (Flugleitung) and the meteorological office were adjacent to the repair hangar. A branch rail line served the S end of the landing area.

Dispersal: there were 4 dispersal areas in 1944 with a total of 59 open aircraft shelters and blast bays, 7 additional hardstands and 8 additional parking sites.

Defenses: had 2 heavy and 7 light Flak positions within 3.6 km of the airfield in Jan 44, most of these with multiple guns. The airfield was also protected by the Flak belt surrounding the city of Düsseldorf.
Remarks:
1940-45: city heavily bombed by RAF Bomber Command and to a much lesser extent by the USAAF.
24 Dec 44: bombed by approx. half of 338 RAF bombers that attacked the airfields at Düsseldorf and Essen – 3 x Bf 109 K-4s from II. and III./JG 77 destroyed (2) or damaged (1); airfield reported unserviceable due to severe bomb damage including 600 craters on runway and taxiway; estimated repair time 4 weeks.
25 Dec 44: low-level attack by P-47s – 1 x Bf 109 K-4 from III./JG 77 damaged.
Jan-Feb 45: airfield reported to be severely damaged.
9 Mar 45: airfield ordered evacuated and destroyed immediately.
17 Apr 45: Düsseldorf taken by U.S. 3rd Army.
Operational Units: 7./JG 134 (Mar 36 – Mar 37); Stab, II./JG 132 (Nov 38 – Apr 39); Stab, II./JG 26 (May-Aug 39, Feb-Mar 41); Stab, II., III./KG 77 (Oct 39 – Jun 40); I./ZG 2 (Dec 39); I./ZG 52 (Dec 39 – Jan 40); 7.(F)/LG 2 (Feb-May 40); Transportstaffel IV. Fliegerkorps (Mar-May 40); 4.(F)/Aufkl.Gr. 14 (Mar-May 40); Stab, I., II., III./LG 1 (May-Jun 40); Zerstörerstaffel/KG 30 (Jun 40); II./NJG 1 (Jul-Sep 40, Sep 44 – Mar 45); III./NJG 1 (Jul-Dec 40); Jagdstaffel Münster-Loddenheide (May-Jul 41); Stab/JG 51 (Jun 41); 2./JG 1 (Jul 41); II./JG 27 (Dec 42); III./NJG 3 (Aug-Sep 44); III./JG 77 (Dec 44 – Jan 45).
Reserve Training & Replacement Units: IV./ZG 26 (Jul 41); Erg.Gr./JG 53 (Oct 41 – Jan 42); 3./Erg.JGr. Süd (Feb-Mar 42).
Station Commands: Fl.H.Kdtr. A(o) 12/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Ernest Gunczy (1939 - 1940); Obstlt. Paul Breidenbach (1 Aug 42 - ?) 6/44?; Oberst Karl Bode (12 Aug 43 - ?).
Station Units (on various dates – not complete): Koflug Düsseldorf (Jul 39 – c.Dec 40); Koflug 19/XI (Sep-Dec 44).
[Sources: AFHRA A5257A pp.133-40 (16 Jan 44 updated to 28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

E

Ebendorf-Seenwalde (GER): see Seenwalde.
Ebingen (GER) (48 11 30 N – 09 03 00 E)

General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 65 km S of Stuttgart and 33 S of the Tübingen-Reutlingen area. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Echterdingen (GER) (a.k.a. Stuttgart-Echterdingen, Stuttgart/Süd) (48 41 15 N – 09 12 15 E)
General: Airfield (Fliegerhorst) 10 km S of Stuttgart city center in Baden-Württemberg and 2.5 km ESE of the town of Echterdingen (Leinfelden-Echterdingen).
History: constructed 1937-39 as the new civil airport for Stuttgart, replacing Stuttgart-Böblingen. Wartime use was mainly as a night fighter station, both training and operational, although civil aircraft (Lufthansa) still flew in and out on occasion. Day fighters were also based there in 1944-45.
Dimensions: approx. 1000 x 1370 meters (1100 x 1500 yards) with roughly an oval shape.
Surface and Runways: grass surface. Had a single approx. 1370 meter (1500 yard) concrete runway aligned ENE/WSW. Two fan-shaped starting platforms were at the NE and SW corners near both ends of the runway, and a wide perimeter road encircled the landing area. Equipped with boundary and obstruction lighting, permanent runway illumination, a beam approach system and a visual Lorenz system for night operations.
Fuel and Ammunition: refueling points were on the servicing hardstand and at the SE corner.
Infrastructure: there were 2 very large hangars on the N boundary with 3 and 2 wings, respectively, projecting from the back of them and probably housed workshops. An engine testbed was to the rear of the hangar at the E end, and a very wide servicing hardstand covered the entire area in front of the hangars. The former airport terminal building at the NW corner was probably used for admin offices, meteorological and communications services. The control tower was in front of the terminal building, barracks and stores buildings were 180 meters behind the terminal and additional barrack huts were on the S boundary and off the NE corner. A branch rail line served the buildings and hangar area along the NW corner and N boundary.
Dispersal: area West, South, Southwest and Southeast with a total of 25 aircraft shelters and 6 parking hardstands.
Defenses: only 1 light Flak position with a single gun was detected on 30 Oct 43. The airfield relied instead on the heavy Flak defenses

around Stuttgart. Light Flak for the airfield was undoubtedly augmented in 1944.
Remarks: industry, oil and transportation targets at Stuttgart were bombed frequently by both the RAF and the USAAF, beginning 24/25 August 1940.
15/16 Mar 44: Stuttgart area bombed by 863 heavy bombers from RAF Bomber Command – 4 x Bf 110s from NJG 102 and 1 x Si 204 A-1 from FFS B 20 destroyed on the ground.
13 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Fw 190, 1 x Bf 109, 1 x Bf 110, 4 x He 111s, 1 x Ju 88, 1 x Ju 52 and 3 x trainers destroyed, plus 1 x Fw 190 and 1 x He 111 damaged.
14 Aug 44: airfield bombed by 74 8th AAF B-17 Fortresses – 3 x Bf 110s and 1 x F- 156 from I./NJG 6 destroyed or damaged on the ground.
5 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 110, 5 x He 111s, 1 x He 177, 1 x Ju 52 destroyed, plus 1 x Bf 109, 1 x Me 410, 5 x He 111s, 1 x Ju 52, 1 x glider and 1 x unidentified aircraft damaged.
9 Dec 44: airfield bombed by 25 8th AAF B-17s.
13 Mar 45: strafed by approx. 8 P-47s – 6 x Bf 109s, 3 x Fw 190s, 1 x Bf 110 and 1 x He 111 slightly damaged; buildings and barracks shot up, 1 x 3.7cm Flak gun hit; 2 KIA and 3 WIA. (German report)
19 Mar 45: strafed – 13 x Bf 109s, 2 x Fw 190s, 1 x Ju 188 and 2 x Bü 181s damaged. (German report)
23 Mar 45: bombed and strafed by 4 P-47s – 3 x Bf 109s damaged. (German report)
20 Apr 45: Stuttgart area taken by French troops.
Operational Units: 4.(F)/Aufkl.Gr. 121 (1939-40)?; II./KG 51 (Jun 40); Stab, I./St.G. 3 (Dec 40 – Jan 41)?; I./St.G. 2 (Dec 41 – Jan 42); II./NJG 6 (Oct 43 – Sep 44); Luftbeobachtungsstaffel 7 (Oct 43 – Jul/Aug 44); Stab, IV./JG 53 (Dec 44 – Apr 45); I./NJG 11 (Jan-Apr 45); Kdo. *Olga* of I./KG 200 (Jan-Apr 45).
School Units: Fliegerschule d.Lw. (S) (Jun – Oct 41); III./NJ-Schule 1 (Nov 42 – Mar 43); III./NJG 101 (Mar – Dec 43); II./NJG 102 (Dec 43 – Jun 44).
Reserve Training & Replacement Units: Erg.St./NJG 1 (Mar – Oct 41); Erg.Gr./NJG 1 (Oct 41 – Oct 42).
Station Commands: Fl.H.Kdtr. Echterdingen (to Feb 43); Fl.Pl.Kdo. A 3/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 8/VII (Apr 44 – Apr 45).
Station Units (on various dates – not complete):
Nachtjagdraumführer 108 (Jul 42 – c.May 44); Werft-Abt. 8/VII (1944); Werft-Abt.(v) 108/XII (1944-45); Stab IV.(Flum.Mess)/Ln.-

Rgt. 205 (c.Apr 43 – 1943/44); Lw.-Bau-Btl. 1/XIII (summer 44); Ldssch.Zug d.Lw. 7/VII (Dec 41).
[Sources: AFHRA A5258 pp.376-80 (12 Dec 43 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eckfeld (GER) (50 07 04 N – 06 50 53 E)
General: landing ground (Landeplatz) in Rheinland-Pfalz 28 km NE of Bitburg and 15 km N of Wittlich. History: listed as operational in Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Edelbeuren (GER) (48 06 06 N – 10 00 53 E)
General: landing ground (Landeplatz) in Baden-Wurttemberg 33.5 km S of Ulm and 16.5 km E of Biberach. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Egelsbach (GER) (49 57 35 N – 08 39 00 E)
General: field airstrip (Feldflugplatz) in Hesse 11 km N of Darmstadt. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure:
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 25/VII Rhein-Main (1945).
Station Units (on various dates – not complete): Werftkdo. (o) 103/XI (Dec 44); Werkstattwagenzug (Fl) 6/XIV (Dec 44).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eggebek (GER) (54 37 00 N – 09 21 00 E)
General: operational airfield (Einsatzhafen) 22.4 km NE of Husum in Schleswig-Holstein, 20 km SW of Flensburg, 17.6 km NW of Schleswig and just SW of Eggebek.
History: believed to have been built after the war started and not operational until 1943.
Dimensions: approx. 1510 x 1465 x 1325 meters (1,650 x 1,600 x 1,450 yards).
Runways: had 3 paved runways in the form of a triangle measuring 1,280 meters, 1,190 meters and 1,190 meters. Had a beam

approach system and was equipped for night landings. All runways were interconnected by a network of taxiways.
Infrastructure: servicing facilities were available. Had a medium hangar at the NE corner with a tarmac apron and a motor pool and garages behind the hangar. The entire N boundary was fronted by 26 ladder-type servicing platforms or tarmac slabs. Barracks, quarters and stores huts were off the NE corner on the outskirts of Eggebek. Several additional clusters of huts were on the S boundary and off the NW corner. In fact, the airfield had an unusually large number of small buildings, huts and sheds. There were two munition storage areas, the main one off the SE corner. A branch rail line ran to the N boundary and the main barrack area.
Dispersal: 27 large blast bays off the NW corner in Mar 44, of which 10 had camouflage netting.
Defenses: unknown.
Satellites and Decoys:

Treia (GER) (54 32 35 N – 09 18 15 E). Dummy 16 km ENE of Husum airfield, 15.4 km WNW of Schleswig/Land airfield, 11.3 km N of Olderup airfield, 8.5 km SW of Eggebek airfield and 3.25 km N of the village of Treia. Mock-up included 4 dummy hangars in a row on the N side along with some dummy aircraft parked nearby. The field was probably illuminated. [Sources: AFHRA A5257A p.621 (1944)]
Remarks:
18 Sep 44: low-level attack – 3 x Ar 96 B-7s and 4 x Bf 109 G-6s from JG 102 destroyed or damaged on the ground.
13 Apr 45: strafed by the 56th Fighter Group with P-47 Thunderbolts using the new T-48 .50-cal. ammunition – the group *claimed* 95 Luftwaffe aircraft destroyed and 82 more damaged at Eggebek for a total of 177. Most of the *claims* were for He 111s and Ju 88s, but there were also many Bf 110s,Bf 110s, Me 210s, Me 410s, Fw 190s and unidentified types. Also *claimed* a hangar.
8May 45: upon the surrender of German forces, the airfield was packed with 243 aircraft, mostly Fw 190s, He 111s, Ju 87s and Ju 88s.
Operational Units: II./SG 3 (Apr-May 45); II./KG 4 (May 45); III./KG 200 (May 45); 1. Tiefangriffsgruppe Bücker 181 (May 45).
School Units: 2., 5./JG 102 (Sep 44 – Apr 45).
Reserve Training & Replacement Units: 2./Erg.JG 1 (Feb 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/XI (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Maj. Emil Allmendinger (? - ?) 1/45.
Station Units (on various dates – not complete):
Wetterberatungsstelle Eggebek (8 May 45); Werft-Abt.d.Lw.(v) 108/XI (1944-45); 14. Flugzeug-Wartungs-Kp. (half) (8 May 45); le.Flak-

Battr. 38/XI (8 May 45); Schnellbau-Kp. d.Lw. 1 (8 May 45); Ldssch.Zug d.Lw. 487/IV (8 May 45); Ldssch.Zug d.Lw. 5/VII (8 May 45); Ldssch.Zug d.Lw. 126/VII (8 May 45); Ldssch.Zug d.Lw. 192/XIII (8 May 45).
[Sources: AFHRA A5257A pp.141-43 (23 Mar 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1; web site ww2.dk]

Eggersdorf (GER) (52 28 50 N – 14 05 30 E)

General: landing ground and practice field (Landeplatz and Arbeitsplatz) 47 km E of Berlin, 13 km N of Fürstenwalde and 1.2 km WNW of the village of Eggersdorf in Brandenburg. History: laid out during 1938-39. Used as a practice field for trainers to mid-1944 and then by fighters and ground-attack aircraft to Apr 45. Surface and Dimensions: grass surface measuring approx. 825 x 685 meters (900 x 750 yards) and roughly rectangular in shape. No paved runway. Infrastructure: had 1 medium hangar with a paved apron off the N corner with a workshop building nearby. A building on the NE boundary may have been used for airfield flight control. The nearest rail connect was at Müncheberg, 4.5 km NE of the airfield. Dispersal: no organized dispersal facilities.
Remarks: none.
Operational Units: II./JG 77 (Oct-Nov 44); 10.(Pz)/SG 1 (Dec 44 – Jan 45); 10.(Pz)/SG 3 (Dec 44 – Jan 45); I./SG 9 (Jan 45); Pz.Aufkl.Schwarm 1 (Mar-Apr 45); IV./JG 51 (Apr 45).
School Units: Arbeitsplatz for Schule/FAR 41, FFS A/B 41 then FFS A 41 (Frankfurt/Oder) (1939-45); Arbeitsplatz for FFS C Fürstenwalde (Nov 39 – Jan 40) then FFS C 10 (Jan 40 – Jul 44).
Station Commands: Platzkdo. of Fl.H.Kdtr. A(o) 22/III Fürstenwalde (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.582 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ehingen (GER) (c. 48 17 02 N – 09 43 52 E)

General: tactical airstrip (Gefechtslandeplatz) in Baden-Württemberg 23 km SW of Ulm. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: III./KG 55 (May 40).
Station Commands: none identified.
Station Units (on various dates – not complete): 22.(Flum.Leit)/Ln.-Rgt. 205 (Altbierlingen) (May 43 – Aug 44); Stab I.(Flum.Mess)/Ln.-Rgt. 227 (Sep 44 – Apr 45).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ehmen (GER) (52 24 04 N – 10 41 52 E)
General: landing ground (Landeplatz) in Lower Saxony 18 km NE of Braunschweig and 7 km WSW of Wolfsburg. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ehringerfeld (GER) (a.k.a. Eringerfeld) (51 35 20 N – 08 27 05 E)
General: operational airfield (Einsatzhafen) in North Rhine – Westphalia 12 km SE of Lippstadt. History: adjacent to Störmede airfield and able to use its runway. 1945 in construction. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eichwalde (GER) (a.k.a. Labiau) (54 50 30 N – 21 08 30 E)
General: operational airfield (Einsatzhafen I) 42 km NE of Königsberg (Kaliningrad) in the former East Prussia, 3.25 km SE of Labiau (today Polessk) and immediately W of the village of Eichwalde. History: laid out in 1939-40 and initially served as a practice field for trainers. Had some use in June 1941 as the Luftwaffe transferred units east for the attack on the USSR and then reverted to custodial status until mid-1944 when it became an active base for tactical reconnaissance aircraft. Surface and Dimensions: grass surface. Dimensions unknown, but probably allowed for take-off and landing runs of approx. 915 meters (1000 yards). No paved runway. Infrastructure: there were a few buildings with a hangar, workshop and admin building probably among them. The nearest rail connection passed by the airfield approx. 1 km to the north.
Remarks:
24 Jan 45: important facilities demolished, airfield rendered unserviceable and then abandoned.
Operational Units: KGr.z.b.V. 9 (Aug 39); III./KG z.b.V. 2 (Aug-Sep 39); 3.(F)/Aufkl.Gr. 22 (Apr-Jul 41); III./KG 1 (Jun-Jul 41); elements of II./KG 26 (Jan-Jun 44); III./TG 1 (Jul 44); III./SG 4 (Oct-Nov 44); Stab/NAGr. 4 (Oct-Dec 44); 1./NAGr. 8 (Oct-Dec 44);4.(H)/Aufkl.Gr. 31 (Oct-Dec 44); Nahaufkl.St. 11./12 (Oct-Dec 44). Other: part of Kroat. Jagdgruppe 1 (Jul-Oct 44).
School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (Königsberg-Neuhausen) (Nov 39 – Aug 40).

Station Commands: Fl.H.Kdtr. E Eichwalde (1939-40); Fl.H.Kdtr. E 8/I (Feb 40); Fl.H.Kdtr. E 28/IV (Apr 41 – May 42?); Fl.H.Kdtr. E(v) 259/III (1944 – Jan 45).
Station Units (on various dates – not complete): schw.Feldwerft-Abt. d.Lw. 5/VII (Sep/Oct 44); le.Zug 10/Feldwerftverband 10 (Dec 44); Ldssch.Zug d.Lw. 85/VI (Jun 41).
[Sources: AFHRA A5258 p.583 (24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Einhausen (GER) (a.k.a. Lorsch) (49 38 35 N – 08 35 05 E)
General: field airstrip (Feldflugplatz) in Hesse 16 km E of Worms and 1.6 km SE of Lorsch. History: no information, but possibly set up at the beginning of 1940. Briefly used by fighters in fall 1944. Surface and Dimensions: grass surface measuring approx. 870 x 730 meters (950 x 800 yards). No paved runway. Infrastructure: none. Nearest rail connection in Lorsch. Dispersal: small woods along the boundaries provided cover for parked aircraft.
Remarks: none.
Operational Units: II./JG 53 (Sep-Oct 44).
Station Commands: none identified.
[Sources: AFHRA A5258 p.256 (7 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Einswarden-See (GER) (53 30 50 N – 08 31 00 E)
General: seaplane station and factory airfield (Seeflugstützpunkt und Industriehafen) 4.8 km SW of Bremerhaven on the west bank of the Weser. History: used by the Weser Flugzeugbau firm for the design, production and repair of Dornier and Blohm und Voss flying boats, Heinkel floatplanes and even land-based aircraft such as the Ju 52 and Ju 87. Listed as still operational in Feb 45. Anchorage: had an approx. 1100 meter (1200 yard) take-off and landing run. Runway: had one large launching ramp fronting on a sheltered anchorage that could become ice-bound during the winter months. Infrastructure: fuel, water, compass swing and communications were available. There were 2 large hangars with adjacent workshop buildings, and 2 cranes at the S end of the waterfront. The numerous buildings of the Weser factory were just SW of the hangars. No barracks. the station and the factory were both served by a branch railway. Dispersal: 2 T-shaped aircraft shelters at the N end of the station. Defenses: protected by the same Flak positions that protected Blexen (see there).
Remarks: Bremerhaven and Weser Flugzeugbau were bombed numerous times during the war.
4 Aug 44: Einswarden bombed by 14 B-17 Fortresses as a target of opportunity.
Operational Units: none.

Station Commands: Flugplatzkdo. Einswarden-See of Fl.H.Kdtr. A(o) 16/XI Oldenburg (1944).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.144-45 (6 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eisfeld (GER) (50 25 25 N – 10 53 25 E)
General: operational airfield (Einsatzhafen) in Bavaria 18.5 km NNW of Coburg. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Elbing (GER) (today: Elblag) (54 08 30 N – 19 26 00 E)
General: airfield (Fliegerhorst) 55 km ESE of Danzig (Gdansk) in the former East Prussia; airfield located 3 km SE of Elbing.
History: Elbing was an old pre-war civil landing ground that was taken over by the Luftwaffe in the mid-1930's and developed into a major training field and transit stop-off for aircraft on long distance flights to and from the Eastern Front. Also, bomber units were based at Elbing in 1939 and fighters were there in spring and early summer 1941.
Dimensions: approx. 1145 x 1050 meters (1250 x 1150 yards) and irregular in shape.
Surface and Runways: grass surface. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: refueling facilities were on the S and SE sides of the airfield; underground bulk fuel storage was in the N corner immediately S of the airfield buildings.
Infrastructure: there were a total of 9 hangars and large workshop type buildings, including 4 long rectangular hangars and a repair hangar (these 5 dating from World War I), all with paved aprons and all along the N corner and NE boundary. The base motor pool and garages were off the N corner and a number of smaller workshop buildings were with the hangars on the NE boundary. The airfield buildings comprising admin offices, barracks (not all of which were occupied), stores warehouses, etc., were in a compact group to the rear of the hangars off the N corner. Additionally, on the NE boundary were separate quarters for signals servicewomen (Blitzmädels). The nearest rail connection ran close to the N side of the field.
Dispersal: a West dispersal, the only one, had a total of 1 large open, 2 medium open and 3 small aircraft shelters. This West dispersal may have been known as Elbing/West satellite airfield.
Defenses: unknown.
Remarks:

10 Feb 45: Elbing taken by Soviet forces.
Operational Units: Stab/KG 3 (May-Oct 39); I./St.G. 1 (Sep 39); 3./NAGr. 12 (Apr-Aug 43).
School Units: Schule/FAR 33 (Nov 39 – Mar 41); FFS A/B 123 (Mar – May 41); FFS A/B 51 (Jan 42 – Feb 43); Arbeitsplatz for FFS A/B 125 then FFS A 125 (Neukuhren) (1941-44); Arbeitsplatz for FFS C 21 (Białystok) (Sep 41 – Nov 43).
Reserve Training & Replacement Units: Erg.Gr./JG 52 (May – Jul 41).
Station Commands: Fl.H.Kdtr. A Elbing (1941); Fl.Pl.Kdo. A 12/I (1943 – Mar 44); Fl.H.Kdtr. A(o) 8/I (Apr 44 – Feb 45); Fl.H.Kdtr. E(v) 212/I (Jan 45)?.
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Christian Gross (? - 3 May 41).
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Koflug 5/VI (Apr-Jul 41); Koflug 2/I (1944); Werft-Abt. 11/I (Dec 44); Werft-Kp. 54 (Nov 43, Mar 44); Flieger-Werkstattzug (mot) 10 (May 41); Frontreparaturbetrieb GL 3751 (Mar 42); gem.Flak-Abt. 211(v) (1939); part of le.Flak-Abt. 93 (mot.) (1945); Stab/Hei.Flak-Abt. 24/I (1943-45); Stab/Hei.Flak-Abt. 316/I (1944-45); 2./Flak-Rgt. 21 (gem. mot.) (1939); le.Hei.Flak-Bttr. 1/I (1943-45)?; s.Hei.Flak-Bttr. 207/I (1943-45)?; s.Hei.Flak-Bttr. 214/I (1943-45)?; s.Hei.Flak-Bttr. 217/I (1943-45)?; s.Hei.Flak-Bttr. 232/I (1943-45)?; s.Hei.Flak-Bttr. 233/I (1943-45)?; 3./Ln.-Flugmelde-Rgt. 91 (Apr 44); Trsp.Kol. d.Lw. 102/VI (Jan 45)?; Kraftfahr-Ausb.Abt. 1 d.Lw. (1941-44); Flugzeug-Bergungstrupp 2/XII (May 41); Flugzeug-Bergungstrupp 11/XII (May 41); Flugzeug-Bergungstrupp 17/XII (May 41); Lw.-Sanitäts-Abt. 2/I.
On 17 Dec 41: Werftzug z.b.V. 3; Traktorenzug 1/I; Kdr.d.Ldssch.Züge; 4.Zug of Ldssch.Kp. d.Lw. 2/I; Ldssch.Zug d.Lw. 95/VI (Jun, Dec 41); Kraftfahr-Ausbildungs-Abt. d.Lw. 1 (1941-44).
[Sources: AFHRA A5258 pp.584-86 (19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ellrich (GER) (51 36 00 N – 10 40 40 E)

General: landing ground (Landeplatz) in Thuringia 38 km SSE of Goslar, 14.5 km NW of Nordhausen and 1.6 km NNE of Ellrich village.
History: in existence since at least 1937 and used exclusively by gliders. Deemed unsuitable for operational aircraft. Surface and Dimensions: uneven grass surface that was under cultivation in Sep 44. Measured approx. 730 x 365 meters (800 x 400 yards).
Infrastructure: had 2 small hangars off the W boundary.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5257A p.588 (13 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Elsdorf (GER) (a.k.a. Elsdorf/Etzweiler) (50 54 00 N – 06 33 50 E).
General: landing ground (Landeplatz) 22.7 km SW of Köln airfield, 4 km S of Elsdorf and immediately SE of Etzweiler. History: no evidence of use found. Surface and Dimensions: grass surface measuring approx. 730 x 825 meters (800 x 900 yards).
Infrastructure: had a small group of buildings off the N boundary.
[Sources: AFHRA A5257A p.628 (18 Jun 41); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Elvershausen (GER) (51 42 00 N – 10 06 00 E)
General: landing ground (Landeplatz) in Lower Saxony 21 km NNE of Göttingen and 7.2 km E of Northeim. History: no known use prior to April 1944 or after that date either. Dimensions: approx. 960 x 915 meters (1,050 x 1,000 yards). Runway: grass surface.
Infrastructure: none known. Nearest rail connection 1.6 km S at Katlenburg-Duhm. Dispersal: none known. Defenses: unknown.
Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.146 (1 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Emden (GER) (53 20 30 N – 07 07 43 E)
General: airfield in Lower Saxony 5 km SW of Emden. History: 1927 listed as a civil landing ground (Verkehrslandeplatz). No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none of any significance noted.
Station and Town Units (on various dates – not complete): 3. (Funkempf.)/Ln.-Funkhorch-Rgt. West (1942 – Oct 44).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Enkesen (GER) (51 34 15 N – 08 12 30 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 19 km SE of Hamm, 7.5 km E of Soest and 1.2 km WNW of Enkesen im Klei village. History: no evidence of use. Surface and Dimensions: grass surface measuring approx. 640 x 230 meters (700 x 250 yards) Infrastructure: 8 blast bays for dispersed aircraft were cut into the edge of a woods to the NW of the landing area in 1944. No other structures.
Operational Units: none identified.
Station Commands: none identified.

Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.586 (19 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ensheim (GER) (49 13 00 N – 07 06 55 E)
General: operational airfield (Einsatzhafen) in Saarland 9 km ESE of Saarbrücken and 1.2 km NE of the village of Ensheim. History: built in 1936-37 as a civil landing ground. Luftwaffe aircraft were occasionally in and out but no units were stationed there. Surface and Dimensions: leveled grass surface with a circular shape and a diameter of approx. 777 meters (850 yards). Infrastructure: civil airport buildings were on the NW side.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.431 (4 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Erbenheim (GER): see Wiesbaden-Erbenheim.

Erding (GER) (a.k.a. München-Erding) (48 19 10 N – 11 56 30 E)
General: airfield (Fliegerhorst) 32 km NE of Munich in Bavaria and 3.25 km NE of Erding.
History: identified as an emergency landing ground in the late 1920's with work to build it out as a full airfield beginning in 1935. Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. It was intended as an air equipment depot from its beginning and remained as such throughout the war.
Dimensions: approx. 1370 x 1100 meters (1500 x 1200 yards) with an irregular shape.
Surface and Runways: grass surface on firm meadowland.
Fuel and Ammunition: refueling points on the S boundary. Ammunition dump not located.
Infrastructure: had 3 large hangars off the S boundary plus 1 large repair hangar and 2 large regular hangars at the SW corner. A camp of huts used for accommodations was 2 km to the E on the SW outskirts of a small village. A cluster of storage sheds were off the SW corner and a square group of buildings 2.8 km NNW of the airfield probably belonged to the Luftzeugamt at Erding. A special rail line served the buildings off the SW corner of the airfield.
Dispersal: had 3 small aircraft shelters off the NW boundary and 6 more were under construction in early 1944.
Defenses: light Flak positions were on hangar roofs ond on the roofs of the buildings belonging to the Luftzeugamt.
Remarks:
24 Apr 44: airfield bombed by 109 B-17 Fortresses.

1 Mar 45: low-level attack by 10 VIII Fighter Command P-51 Mustangs – 7 x Bf 110s from Stabsstaffel/NJG 6 destroyed or damaged (German sources).
24 Mar 45: airfield bombed by 15th AAF heavy bombers – 4 x Bf 109s, 3 x Ar 96s, 1 x Ju 88, 1 x Bf 108 and 2 other aircraft slightly damaged; 5 KIA and 4 WIA. (German report)
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s destroyed and 2 more damaged.
25 Apr 45: bombed by 296 9th Air Division medium bombers.
Operational Units: Überführungsstelle Erding (1941-42); Überführungskdo. Luftzeuggruppe 3 (Aug 42); Gruppe Süd/Flugzeugüberführungsgeschwader 1 (Sep 43 – 1944); Flugzeugschleuse Luftflottenkdo. 2 (1944); III./KG(J) 54 (Apr 45).
Reserve Training & Replacement Units: 10./KG 51 (Apr-Dec 44); 13., 15., 17. and 3.(Eins.)/Erg.JG 1 (Feb – Apr 45).
Station Commands: Fl.H.Kdtr. B Erding (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/VII Neububerg (1944-45); Flugplatzkdo. of Fl.H.Kdtr. A(o) 4/VII (Nov 44).
Station Units (on various dates – not complete): Luftzeugamt Erding (later Luftzeugamt 1/VII); Werft-Abt. 17/VII (1944-45); Flieger-Geräteausgabestelle (mot) 103/VII (summer 44); Flieger-Geräteausgabestelle (Eis.) 52/XI (summer 44); Ln.-Heimatreparaturbetrieb 3/VII (? – fall 44); Kfz.Beständelager d.Lw. 2/VII B (1943-45); Kfz.Werkstatt (o) d.Lw. 121/VII (1944-45); Ldssch.Zug d.Lw. 4/VII (summer 44); Wehrersatzlager-Ausbildungskdo. 1/VII (1944-45).
[Sources: AFHRA A5258 pp.115-17 (20 Dec 43 updated to 1 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Erfurt-Bindersleben (GER) (50 58 40 N – 10 57 48 E)

General: airfield (Fliegerhorst) 5 km W of Erfurt in Thuringia.
History: construction began in 1933 and it was officially designated a Luftwaffe Fliegerhorstkommandantur on 1 October 1934 with the first aircraft arriving 8 days later. Aside from the training units there, it served mainly bomber formations until 1944 when it was taken over by fighter units.
Dimensions: approx. 915 x 730 meters (1,000 x 800 yards).
Surface and Runways: had 3 broad paved landing area approach tracks of 320, 290 and 210 meters in length respectively, paved hangar aprons and servicing hardstands, paved perimeter road and paved taxiways. Otherwise, grass surface. Fully equipped for night operations including a visual Lorenz system.
Infrastructure: a major airfield with fuel, refueling points, communications, a small ammunition dump, compass swing, machine gun registration range and other amenities available. Had 2 very

large hangars along the SE boundary and 3 very large and 1 large hangar along the SW boundary. Separate workshops, admin and supply buildings were behind the hangars on the SW side. Numerous barrack blocks stretched along the entire S side of the airfield behind the hangar area. The motor pool and garages were off the center of the S boundary and the flying control (Flugleitung) building was between two of the hangars at the SW corner. Airfield served by a branch rail line.
Dispersal: off the N boundary with 15 large open aircraft shelters and 34 small open shelters.
Defenses: unknown.
Remarks:
20 Jul 44: bombed by 11 B-24 Liberators as a target of opportunity – 1 x C 445, 2 x Fw 58 B-2s and 2 x Ju 86Es from Ln.-Schule 5 destroyed or damaged on the ground.
20 Mar 45: strafed by approx. 15 P-47s – little damage to the airfield but 1 KIA and 15 WIA. (German report)
Apr 45: German troops demolished much of what had not been destroyed in Allied air attacks.
12 Apr 45: airfield taken by U.S. forces where they found 60 wrecked or burned out aircraft strewn around the field, mostly Bf 109 and Fw 190 fighters.
Operational Units: II./KG 253 (Apr 36 – Apr 39); Stab, II./KG 4 (May-Sep 39); I./KG 2 (Oct-Nov 39); II./KG 1 (Jan-May 40); parts of IV./NJG 5 (Aug 43 – May 44); Stab, II./JG 300 (Aug-Sep 44); 9./ZG 26 (Sep 44); Stab, I./JG 3 (Oct-Nov 44); JGr. 10 (Mar 45).
School Units: Luftnachrichtenschule 5 (1940-44); Arbeitsplatz for Schule/FAR 51 (Weimar-Nohra) (1939-40).
Station Commands: Fl.H.Kdtr. E z.b.V. Erfurt (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 16/IV (c. Feb – Mar 40); as Fl.H. Erfurt-Bindersleben (to 1943); Fl.Pl.Kdo. A 33/IV (Dec 43); Fl.H.Kdtr. A(o) 31/III (1944-45);
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Wolfgang Erdmann (? - Jan 40) 9/39; Oberst Hermann Clauditz (c. May 41 - 14 Jan 43); Oberst Karl Hummel (14 Jan 43 - ?).
Station Units (on various dates – not complete): Koflug Erfurt (Jul 39 – Mar 41); Koflug 4/IV (Apr-Nov 41); Koflug 5/III (Dec 41 – Apr 45); 4. Flugh.Betr.Kp./KG 4 (1939); 5. Flugh.Betr.Kp./KG 4 (1939); Werft-Abt. 10/III (Dec 44); Werft-Abt. 104/IV (Feb-Mar 45); schw.Flak-Abt. 225(o) (mid-1940)?; Fluko Erfurt; Lw.-Bau-Btl. Erfurt (1939-40); E-Hafen-Ausrüstungs-Kolonne (mot) Erfurt; E-Hafen-Ausrüstungs-Kolonne (mot) 35/VI; Lw.-San.Abt. 5/III; Lw.-Einstellkdo. 8.
[Sources: AFHRA A5257A pp.147-50 (3 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Erfurt/Nord (GER) (51 01 30 N – 11 02 00 E)

General: operational airfield and factory airfield (Einsatzhafen and Industriehafen) in Thuringia 5 km N of Erfurt.
History: dates from fall 1924 as the civil airport for Erfurt and by 1927 it had a very modern combination terminal, hangar and airport administrative offices. Additional office space was built in 1934. Civil operations ended on 26 August 1939 and the Luftwaffe took over the airfield that October and added even more buildings. During the war years it served training units and was a major repair facility for the firms Reparaturwerk Erfurt (later renamed Mitteldeutsche Metallwerke Erfurt) and Motorenfabrik Otto Schwade & Co. The principal aircraft repaired or otherwise worked on were the He 177, He 111, Bf 109 and the prototype Ta 154. The field was used for workshop test flights.
Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards) and rectangular in shape.
Surface and Runways: firm, level and well-drained grass surface with a gravel sub-soil. No paved runway. A perimeter road encircles the landing area and there was a large rectangular servicing hardstand immediately N of the hangar at the SE corner.
Fuel and Ammunition: refueling points were on the servicing hardstand.
Infrastructure: had 1 medium flight hangar with paved apron at the SE corner that was used by Luftnachrichtenschule 5 at Erfurt-Bindersleben. A number of small sheds just S of the hangar were probably workshops. A broad taxi track connected the airfield with the hangars and shops of the repair facility located off the S boundary. The repair facility centered around a very large double hangar with E-shaped extensions containing technical offices and workshops. Other major buildings included a medium hangar, component stores, workshops, offices, garages, etc. A group of barrack huts were on the N boundary and a group of school buildings off the S boundary. A branch rail line served the repair facility buildings.
Dispersal: there was just one – West dispersal is a small woods off the W boundary that had 22 aircraft parking stands.
Defenses: unknown.
Satellites and Decoys:

Erfurt-Mittelhausen (GER) (51 02 30 N – 11 02 10 E). Dummy 7.25 km N of Erfurt, 3 km NNE of Erfurt/Nord factory airfield and 2 km E of the village of Mittelhausen. Mock-up consisted of phony buildings and hangars with fake aircraft parked along the W boundary. [Sources: AFHRA A5258 p.965 (1944)]

Remarks:
20 Jul 44: bombed by 123 B-24 Liberators.
12 Apr 45: taken by U.S. forces.

Operational Units: Wetterflugstelle Erfurt/Nord (later Wetterflugstelle 1558) (1944-45).
School Units: Arbeitsplatz for FFS A/B 7 (Plauen); Arbeitsplatz for FFS A/B 122 (Jena-Rödigen) (1941-42); Arbeitsplatz for FFS A/B 114 then FFS A 114 (Weimar-Nohra) (1943-45).
Station Commands: Fl.H.Kdtr. E 32/IV (Jun 40 - ?); as Fl.H. Erfurt-Nord (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 31/III Erfurt-Bindersleben (1944-45).
[Sources: AFHRA A5258 pp.587-91 (13 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Ergolding (GER) (48 34 05 N – 12 10 25 E)

General: operational airfield (Einsatzhafen I) in Bavaria 58 km NE of Munich (München), 3.6 km NE of Landshut and 1.6 km S of Ergolding.
History: dates from the late 1930's and was used as a practice field for elementary flight training during the war years.
Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards).
Surface and Runways: grass surface subject to softness during rainy weather. No paved runway.
Fuel and Ammunition: refueling points were in the NE corner and 3 underground storage tanks were nearby. The station ammunition dump was approx. 1150 meters to the NE with a paved road connecting it to the landing area.
Infrastructure: a medium hangar with a paved hangar apron was at the NE corner. A group of barracks was off the NE corner and a large stores building was W of the hangar. A branch rail line ran to the stores building at the NE corner.
Dispersal: no organized dispersal. Aircraft were parked along the boundary near the hangar.
Defenses: none identified.
Remarks:
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 23 destroyed or damaged, mostly Bf 109s and Fw 190s.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 13 (Neubiberg); Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45); Arbeitsplatz for LKS 11 (Sep 44 – Apr 45).
Station Commands: Fl.H.Kdtr. (E) Ergolding (1939-40); Fl.H.Kdtr. E 3/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/XII Straubing (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 34/VII Straubing (1944); Flugplatzkdo. of Fl.H.Kdtr. E(v) 208/VII Landau/Isar (Nov 44).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.119 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eringerfeld (GER) (51 35 20 N – 08 27 05 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 3.25 km SSW of Störmede and 1.2 km W of the village of Eringerfeld. It adjoined the Southwest dispersal of Störmede airfield and might have been considered a satellite of Störmede had it been completed.
History: construction began in late February/early March 1945 and was still in the early phase of development at the end of March.
Dimensions: approx. 1280 x 90 meters (1400 x 100 yards) with a planned extension to approx. 1600 meters (1750 yards).
Surface and Runways: grass with a prepared surface. No paved runway.
Infrastructure: none.
[Sources: AFHRA A5257A/p.153 (29 Mar 45); chronologies; BA-MA; NARA; PRO/NA]

Erkelenz (GER) (51 05 04 N – 06 18 53 E)
General: landing ground (Landeplatz) in North Rhine Westphalia 15 km SSW of Mönchengladbach. Exact location of the landing ground unknown, but possibly 8 km NW of the town of Erkelenz on the site where RAF Station Wildenrath was located after the war. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Erlangen (GER) (49 35 20 N – 11 01 40 E)
General: landing ground (Landeplatz) in Bavaria 16 km N of Nürnberg; airfield located 4 km S of Erlangen. History: a pre-war sports ground used by gliders. No record of use by the Luftwaffe.
[Sources: AFHRA A5258 p.452 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Erzhausen (GER) (49 57 04 N – 08 37 53 E) or (51 53 04 N – 09 55 52 E)
General: landing ground (Landeplatz) either in Hesse 19.5 km S of Frankfurt/M. and 8.5 km N of Darmstadt, or in Lower Saxony 30.5 km S of Hildesheim and 34 km W of Goslar. History: listed as operational in Feb 45, but no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eschborn (GER) (a.k.a. Frankfurt-Eschborn, Frankfurt-Sossenheim) (50 08 00 N – 08 33 00 E)
General: operational airfield (Einsatzhafen) in Hesse 10 km WNW of Frankfurt/M. and 1.6 km SW of Eschborn.
History: construction began in 1937 and included 5 large hangars and a flight operations building (Flugleitung), all of which were built of

stone. Eschborn was used mainly for the training of combat glider crews and replacement crews during the war and this continued to 9 Sep 44. Day fighter units began using Eschborn in Mar 44.
Dimensions: approx. 1370 x 1000 meters (1,500 x 1,100 yards).
Runway: grass surface. Perimeter lighting.
Infrastructure: fuel, refueling points, water, ammunition, communications and other amenities were available. All of the hangars (see above) were fronted by a continuous tarmac apron for servicing aircraft. A cluster of barrack huts and a few other buildings were on the W outskirts of Eschborn village. Nearest rail connections at Eschborn and Sulzbach, both less than 1 km from the field.
Dispersal: a remote dispersal area was located c.1.5 km from the NW corner of the landing area.
Defenses: unknown.
Remarks:
15 Aug 44: bombed by 65 B-17 Fortresses – the station HQ was completely destroyed, 2 hangers, the vehicle garages and the fuel tanks hit, and the runway cratered.
27 Mar 45: airfield ordered immediately evacuated and destroyed.
30 Mar 45: airfield taken by U.S. forces, quickly restored to serviceability, designated airfield Y-74 and on 8 April became home base to the 367th Fighter Group.
Operational Units: 4. DFS 230 Staffel (Apr-Sep 42); 1. (DFS)/Lw.-Kdo. Don (Apr-Sep 42); II./JG 27 (Aug-Sep 43); II./JG 53 (Mar-May 44); part of I./JG 301 (May-Jun 44); II./JG 2 (Sep 44).
School Units: 1./JG 106 (Mar – Aug 43).
Reserve Training & Replacement Units: Erg.Gruppe (S) 1 (Apr 42 – Sep 44).
Station Commands: Fl.Pl.Kdo. A 4/XII (Jan 43 – Mar 44); Flugplatzkdo. Eschborn of Fl.H.Kdtr. A(o) 4/XII Wiesbaden-Erbenheim (Apr-Jun 44); Flugplatzkdo. Eschborn of Fl.H.Kdtr. A(o) 20/VII Wiesbaden-Erbenheim (Jun 44 – Mar 45).
Station Units (on various dates – not complete):
[Sources: AFHRA A5257A pp.176-77 (18 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Eschede (GER) (52 41 50 N – 10 09 00 E)
General: operational airfield (Einsatzhafen) in Lower Saxony 9.6 km NE of Celle and 6.8 km SW of Eschede. History: built in 1939.
Dimensions: approx. 915 x 915 meters (1,000 x 1,000 yards).
Runway: grass surface. Infrastructure: none known. A main rail line paralleled the SE boundary of the landing area. Dispersal: no organized dispersal areas. Defenses: unknown.
Remarks:

11 May 44: Allied intelligence deleted Eschede from the airfields directory for Germany after deciding that it did not exist. Does not appear in German directories and lists either. Included here for the sake of completeness.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5257A pp.151-52 (11 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eschwege (GER) (51 12 00 N – 10 01 40 E)

General: airfield (Fliegerhorst) 41.6 km ESE of Kassel in Hesse and 2.4 km NW of Eschwege.
History: construction began on 1 October 1935 and the airfield was officially opened on 30 March 1936. Officially designated a Lw. Fliegerhorstkommandantur on 1 October 1936. Existed mainly for the air park (Luftpark) there, but also used by bomber and short-range reconnaissance units to 1940. Wartime role was storage, aircraft maintenance training and aircraft maintenance replacement.
Dimensions: approx. 915 x 1050 meters (1,000 x 1,150 yards).
Runway: grass surface with paved hangar apron and perimeter road surrounding the landing area.
Infrastructure: fuel, oil, water, ammunitions and communications available. The building area was at the S end of the field and consisted of 5 hangars including a large repair hangar, additional workshop buildings adjacent to the hangars, a flight operations building (Flugleitung), a motor pool with garages, supply buildings, barrack blocks, messes, station HQ and dispensary. A sports ground and swimming pool were sited on the W side of the landing area. A branch railway ran to the rear of the hangars and to storage warehouses at the SW corner of the airfield.
Dispersal: a small area with 4 open aircraft shelters at the SE corner of the field.
Defenses: a single tower for light Flak off the SSE boundary.
Remarks: repeatedly bombed and strafed during the war beginning the night of 18/19 July 1940.
19 Apr 44: bombed by 53 B-17 Fortresses.
27 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 and 1 x Ju 88 destroyed.
22 Feb 45: town marshaling yards bombed by 30 B-24 Liberators but some of the bombs fell on the airfield.
3 Apr 45: airfield taken by U.S. forces and a USAAF tactical reconnaissance group moved in on 9 April after repair work was completed.
May 45: a photo at: http://www.spiegel.de/fotostrecke/fotostrecke-54868-3.html .

Operational Units: II./KG 254 (Apr 37 – Mar 38); Stab, 1.(H), 2.(H), 4.(H)/Aufkl.Gr. 23 (Nov 38 – Aug 39); II./KG 1 (Nov 39 – Jan 40); 3.(H), 5.(H)/Aufkl.Gr. 23 (Dec 40 – Apr 41); Stab, 1., 2., 3./NSGr. 2 (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. A Eschwege (1940); Fl.Pl.Kdo. A 25/VI (c. Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 13/VI (Apr 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Maj. Siebel (fall 36 - Aug 38).
Station Units (on various dates – not complete): Luftpark Eschwege (fall 1936 - 1940); Feldwerft-Ers.Abt. (c.1941-45); NSFK-Gruppe "Mitte"; Ln.-Techn.Kp. (Bord) 1 (Jan 45); Ln.-Heimatreparaturbetrieb 4/VI (Wanfried, c.1942-45).
[Sources: AFHRA A5257A pp.154-58 (10 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Esperstedt (GER) (a.k.a. Bad Frankenhausen, Esperstedt-Kyffhäuser) (51 20 20 N – 11 11 40 E)
General: operational airfield (Einsatzhafen I) in Thuringia 41.5 km N of Erfurt, 40.5 km N of Weimar, 34 km SE or Nordhausen and 1.2 km SE of the village of Esperstedt. History: built 1938-39. Used as a practice field for trainers during the war, and then also as a fighter field in fall 1944. Surface and Dimensions: grass surface measuring approx. 1000 x 1000 meters (1100 x 1100 yards) and almost square in shape. Infrastructure: had 2 medium hangars with nearby workshops off the NW corner. Other workshop-type buildings were located off the NE corner and on the S and W boundaries. A small group of barracks was off the NW corner and the station ammunition dump was off the SE corner. A branch rail line served the NW and SE corners. Dispersal: no organized dispersal facilities.
Remarks:
9 Feb 45: low-level attack by some 16 VIII Fighter Command P-51s – *claimed* 33 x Fw 190s, 1 x Bf 109, 4 x Me 410s and 1 x unidentified aircraft destroyed, plus 2 x Fw 190s, 2 x Bf 110s and 1 x Me 410 damaged. According to German reports, 5 x Ju 188, 26 x Fw 190, 4 x Bf 110, 2 x Bü 181, 2 x Fw 44 and 1 x Fw 56 were destroyed, a hangar (Junkerhalle) hit and burned out, 1 KIA and 1 WIA.
Operational Units: I./JG 300 (Aug-Sep 44); III./JG 3 (Sep-Nov 44); III./JG 4 (Nov 44).
School Units: Arbeitsplatz for FFS A/B 122 (Jena-Rödigen) (1941-42); Arbeitsplatz for FFS A/B 42 (Langensalza) (1942-43); Arbeitsplatz for FFS A/B 114 then FFS A 114 (Weimar-Nohra) (1943-45).
Reserve Training & Replacement Units: Stab and IV./Erg.JG 2 (Jan – Mar 45).

Station Commands: Fl.H.Kdtr. E Esperstedt (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 13/IV (c. Feb – May 40); Fl.Pl.Kdo. A 21/IV (1941); Platzkdo. of Fl.H.Kdtr. A(o) 32/III Nordhausen (1944-45).
Station Units (on various dates – not complete):
Stab/Fliegerergänzungsdivision (Jan-Apr 45).
[Sources: AFHRA A5258 p.592 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Esselbach (GER) (49 51 05 N – 09 31 55 E)
General: landing ground (Landeplatz) in Bavaria 30 km WNW of Würzburg and 10 km N of Wertheim. The landing ground may have been 2 km SSE of the village of Esselbach. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Essen (GER) (51 28 N – 07 00 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):
Antiaircraft (Flak):
Higher Commands: Luftverteidigungskdo. 4 (Dec 38 – 1940).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 44(o) (as Flakgruppe Essen (Sep 39 – Apr 45); Stab/Flak-Rgt. 144(o) (Aug 40)?
Flak-Abt.: le.74 (mot.); le.93 (mot.); schw.134(o); schw.213(o); schw.227 (Eisb.); schw.233(o); schw.234(o); schw.278 (Eisb.); schw.321(o); gem.341(v); schw.353(o); schw.423 (Eisb.); schw.430 (Eisb.); gem.441(v); gem.442(v); schw.443(o); schw.444 (Eisb.); schw.462(o); schw.535 (Eisb.); schw.542(o); schw.623(o); schw.642(o); le.718(o); le.741(v); le.742(o); le.743(o); le.744(v); le.745(o); le.746(o); le.747(o); le.748(o); le.749(o); le.750(v); le.826(o); le.841 (mot.).
Flakscheinwerfer-Abt.: 248(o); 448(o).
Luftsperr-Abt.: 103(o).
Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 14 (E-Kray, 1944); Luftschutz-Abt. d.Lw. 20 (E-Kray, 1942 – Aug 43); Luftschutz-Abt. d.Lw. 23 (1944-45); Luftschutz-Abt. d.Lw. 25 (Jan 40 – 1942); Luftschutz-Abt. d.Lw. 29 (1943-44).
Medical Services (Sanitätsdienste): Lw.-Lazarett 8/XI (E-Kupferdreh, Aug 44 – Apr 45); Feldlaboratorium (mot) d.Lw. 5 (E-Kupferdreh, Dec 44 – Apr 45).

Essen-Mülheim (GER) (51 24 29 N – 06 56 30 E)
General: airfield (Fliegerhorst) in North Rhine – Westphalia 6 km SW of Essen in the Ruhr and 4.8 km SE of Mülheim.

History: built in 1926 as the civil airport for Essen. Classified in 1932 as an international airport with a customs office. Extended to the SW in 1940. Used for training and by operational fighter and bomber units to mid-1940, and then once again beginning in fall 1944.
Dimensions: approx. 1650 x 870 meters (1,800 x 950 yards).
Runways: 4 paved runways measuring 1,600 meters (complete and serviceable), 1,280 meters (incomplete – 825 meters serviceable), 1,280 meters (incomplete – 1,190 meters serviceable) and 412 meters (incomplete and unserviceable) as of Dec 44. Otherwise, grass surface on clay subsoil. Equipped for night landings, including a visual Lorenz system.
Infrastructure: fuel, water, ammunition, communications and other amenities were available. Had 1 very large and 2 medium hangars with separate workshop buildings behind them. All of the hangars had paved aprons in front. The flight control building (Flugleitung) with adjacent admin offices was on the NW side of the landing area. Nearest rail connection in Mülheim.
Dispersal: areas along the E side of the airfield and off the SE boundary with a total of 16 open aircraft shelters plus 5 parking hardstands.
Defenses: details on Flak positions not found.
Remarks:
1940-45: Essen bombed many, many times at night by the RAF with some of the bombs invariably falling on the airfield.
23 Oct 44: bombed during the early evening – 1 x Fw 190 and 1 x Bf 110 destroyed, hangar and fire apparatus burned out by incendiaries.
24 Dec 44: bombed by approx. half of 338 RAF Bomber Command heavy bombers that staged a daylight attack on Essen-Mülheim and Düsseldorf-Lohausen – 4 x Bf 109Gs from II./JG 77 destroyed; airfield reported unserviceable due to severe bomb damage on runway and taxiway; estimated repair time 4 weeks.
Feb 45: airfield reported to still be severely damaged and under repair.
20/21 Mar 45: bombed by 90 B-24 Liberators – runways, station HQ and barracks all hit, power and telephone service cut; at least 8 KIA and several wounded; airfield rendered unserviceable. (German reports)
24 Mar 45: airfield ordered immediately evacuated and destroyed.
10 Apr 45: city occupied by Allied forces.
Operational Units: III./JG 26 (Nov 39 – May 40); 4./JG 27 (Apr-May 40); I.(Jagd)/LG 2 (May 40); II./KG 51 (Jan-Mar 45).
Station Commands: Fl.H.Kdtr. E Essen (1939-40); Fl.H.Kdtr. E 10/VI (1940); Fl.H.Kdtr. A(o) 11/VI (1944-45); Fl.H.Kdtr. E 233/XI (c.Oct 44 – Mar 45).

Station Units (on various dates – not complete): elements of schw.Flak-Abt. 233 (1942-43); elements of Ln.-Telegrafenbau-Abt. z.b.V. 8 (1945); Ldssch.Zug d.Lw. 185/VI (to Oct 44).
[Sources: AFHRA A5257A pp.159-62 (6 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ettinghausen (**Ettingshausen**?) (GER) (50 34 10 N – 08 52 30 E)
General: operational airfield (Einsatzhafen I) in Hesse 15 km E of Giessen, 8.8 km WNW of Laubach and 2.4 km WNW of Ettingshausen. History: probably built in 1937, used by operational units during 1939-40, and then by trainers and gliders during the 1940 to 1944 period. Reactivated as a fighter field in Nov 44. Dimensions: approx. 960 x 825 meters (1,050 x 900 yards). Runway: grass surface with two paved starting platforms. Infrastructure: 2 small portable hangars off the SW boundary and a small cluster of workshops off the NE corner. A small group of barrack-type buildings was sited off the N corner and another off the SW corner. A munitions dump was probably located off the W boundary. A branch rail line served the NE and NW sides of the field. Dispersal: aircraft were parked in a woods off the SW boundary in June 1944. Defenses: details on Flak positions unknown. Remarks:
5 Sep 44: low-level attack by VIII Fighter Command P-38s – *claimed* 5 x Ju 88s, 1 x Bf 109, 6 x Bf 110s, 5 x Me 410 and 11 x Do 217s destroyed.
25 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s shot up and damaged.
24 Dec 44: bombed by 43 B-17 Fortresses and heavily damaged; urgent repairs underway.
11 Mar 45: bombed – runway and landing area cratered, airfield unserviceable for at least 4 days. (German report)
Operational Units: III./KG 1 (Feb-Jun 40); III./JG 2 (Dec 44 – Mar 45).
School Units: Arbeitsplatz for Schule/FAR 72, FFS A/B 72 then FFS A 72 (Markersdorf) (1940-44); Arbeitsplatz for Segelausbildungsstelle für Flugzeugführerschulen A/B (Gelnhausen) (1941-44).
Station Commands: Fl.H.Kdtr. (E) Ettinghausen (Aug 39 – Mar 40); Fl.H.Kdtr. E 13/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 21/VII Giessen (1944-45).
Station Units (on various dates – not complete): le.Feldwerft-Staffel 5/40 (1 Jan 45).
[Sources: AFHRA A5257A p.163 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Euba (GER): see Chemnitz-Euba.

Eudenbach (GER): see Asbach.

Euskirchen-Odendorf (GER) (50 39 00 N – 06 52 00 E)

General: operational airfield (Einsatzhafen) in North Rhine – Westphalia 33.5 km SSW of Köln; airfield located 5.2 km ESE of Euskirchen and 1 km W of Odendorf. History: built in the late 1930s. Active during the 1940 campaign in the West. Dimensions: approx. 1100 x 825 meters (1,200 x 900 yards). Runway: grass surface. Infrastructure: fuel and munitions either on site or brought in as needed. Had 1 medium hangar off the SE corner with a tawiway to the landing area. Another building adjacent to the hangar was probably a workshop. There was a munitions dump between the N boundary and a railway track. A small barracks camp was located just E of the field on the outskirts of Odendorf. Nearest rail connect at Odendorf. Dispersal: no organized areas in January 1944, but there was ample aircraft parking space in fields surrounding the landing ground. Defenses: unknown.

Remarks:

Fall 44: rail and communications at Euskirchen bombed several times by USAAF heavy bombers.

8 Sep 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 and 1 x unidentified aircraft destroyed, plus 3 x Ju 88s, 1 x Bf 109, 1 x Bf 110 and 1 x unidentified aircraft damaged.

3 Jan 45: dispersal stands under construction along the edge of the landing area and a concrete runway at satellite field Ollheim (see there), about 3 km to the north, mentioned.

10 Jan 45: airfield bombed by 98 B-17 Fortresses.

5 Mar 45: Euskirchen taken by U.S. forces.

Operational Units: 3.(H)/Aufkl.Gr. 13 (Mar-May 40)?; 1.(H)/Aufkl.Gr. 31 (Mar-May 40)?

Station Commands: Fl.Pl.Kdo. B 27/VI (22 Mar 44); Fl.H.Kdtr. E(v) 228/XI (c.Dec 44 – Mar 45).

Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5257A p.165 (9 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eutingen (GER) (a.k.a. Thalheim, Talheim) (48 29 10 N – 08 46 30 E)

General: operational airfield (Einsatzhafen I) in Baden-Württemberg 46.5 km SW of Stuttgart, 22 km WSW of Tübingen and 2 km ENE of the village of Eutingen.

History: built in 1937 and was an operational base for units from the general mobilization on 26 Aug 39 through the attack in the West in May-Jun 40. Used as a practice field for flight school students after summer 1940.

Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) aligned ENE/WSW.
Surface and Runways: grass surface with a hardened runway of 1000 meters that is probably not paved. Equipped with a flare path, perimeter and obstruction lighting for night landings.
Fuel and Ammunition: there were refueling points at the NE and SE corners of the landing area. The ammunition dump with a servicing track was approx. 1200 meters NE of the field.
Infrastructure: had 1 medium hangar with a paved apron off the NW corner with adjoining buildings, some of which were probably workshops and others admin buildings. Groups of barrack huts were on both sides of the road to Göttelfingen beyond the NW corner. A light rail line served the buildings at the NW corner and continued along the N boundary.
Dispersal: a North dispersal and a East dispersal had a total of 3 large open aircraft shelters at the end of Jan 44.
Defenses: none identified in Jan 44.
Satellites and Decoys:

Dornhan (GER) (48 20 00 N – 08 30 45 E). Dummy 26 km SW of Eutingen airfield and 2 km S of Dornhan village. Mock-up included a c. 915 x 730 meter (1000 x 800 yards) landing area enclosed by boundary lighting with dummy aircraft parked towards the center of the area. Thought to be only a night decoy. [Sources: AFHRA A5258 p.437 (19 Feb 44)]

Remarks:
24 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – 5 x Bü 181s and 4 x Fw 58Cs from FFS A 112 destroyed or damaged on the ground. VIII Fighter Command had a different score for this attack, *claiming* 5 x Bf 109s, 1 x Fw 190, 1 x Bf 110, 2 x Me 210s, 1 x Ju 87, 2 x Do 217s destroyed, plus 3 x Bf 109s, 1 x Bf 110, 1 x Me 210, 1 x Ju 87, 3 x Do 217s and 2 unidentified aircraft damaged.
19 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 4 x Do 217s, 1 x Ju 188, 1 x Bf 110, 1 x Me 410 and 1 x unidentified aircraft destroyed, plus 2 x Do 217s and 1 x Ju 87 damaged.
22 Mar 45: strafed by fighters – 1 x Ar 96 destroyed and 1 x Ar 96 and 3 x Fw 190s slightly damaged. (German report)
Operational Units: part of I./JG 51 (Sep-Nov 39); II./ZG 76 (Oct-Dec 39); II./JG 51 (Nov-Dec 39); I./JG 54 (Mar-May 40); III./KG 55 (May-Jun 40).
School Units: Arbeitsplatz for FFS A/B 112 (Böblingen then Nellingen) (1941-44); Arbeitsplatz for FFS C 15 (Gablingen) (Oct 40 – Jan 43).
Station Commands: Fl.H.Kdtr. (E) Eutingen (1939-40); Fl.H.Kdtr. E 14/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 8/VII (c.Apr-Sep 44);

Fl.H.Kdtr. E(v) 216/XII (Sep-Oct 44)?; Flugplatzkdo. of Fl.H.Kdtr. E(v) 234/VII Hailfingen (c. Oct 44 – Apr 45).
Station Units (on various dates – not complete): Heimat-Flak-Battr. 29/IV (1945).
[Sources: AFHRA A5258 pp.118, 120-22 (30 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eynern (GER) (a.k.a. Haus Eynern) (c. 51 18 N – 07 11 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 3 km N of Barmen (2.5 km NE of Wuppertal), which is 24.5 km SE of Essen/Ruhr. History: 1927 listed as a Notlandeplatz on a plateau and was used for that purpose until the end of the war.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Fallingbostel (GER) (52 50 10 N – 09 43 00 E)
General: operational airfield (Einsatzhafen) in Lower Saxony 37 km NW of Celle and 4 km S of Fallingbostel. History: used by civil aircraft in 1939 but no record of use by Luftwaffe flying units. Airfield listed as still operational in Feb 45. Surface and Dimensions: grass surface measuring approx. 365 x 500 meters (400 x 550 yards).
Infrastructure: none noted.
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete): 18.(Flum.Leit)/Ln.-Rgt. 202 (Oct 42 – Aug 44); Lw.-Feld-Div. 13 (Truppenübungsplatz Fallingbostel Nov-Dec 42); Fluko Fallingbostel/Ln.-Rgt. 232 (Sep 44 – Apr 45).
[Sources: AFHRA A5257A p.631 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fassberg (GER) (52 55 10 N – 10 11 30 E)
General: airfield (Fliegerhorst) 32 km NNE of Celle in Lower Saxony.
History: construction began at the end of 1933 with (initially) 3 hangars and a barracks camp. A bomber Gruppe and a bomber flying school began operating there in 1934 and in 1935 the airfield was enlarged, 9 more hangars build along with a large fuel storage tanks. Training at Fassberg was expanded to include observer/navigators, radio operators and gunners. A bombing range was set up in 1935-36 at Lutterloh, 10 km S of the airfield. A number of additional barracks were built in 1942 to accommodate personnel from Flieger-Techn.Schule 2 who were soon to arrive, most of this work being done by 200 Russian POWs. Fassberg was extremely active right through to the end of the war as a station for refitting and resting operational

units, re-equipping He 177 bomber Gruppen and carrying out conversion training.
Dimensions: approx. 1510 x 1100 meters (1,650 x 1,200 yards).
Runway: Grass surface with two parallel grass take-off and landing strips, one measuring 1,235 meters and the other 1,370 meters. Full night landing facilities including a beam approach system and visual Lorenz.
Infrastructure: fuel, refueling points, communications, ammunition, compass swing, machine gun registration range and other amenities available. Hangars (12) and numerous barrack blocks as noted above. A branch rail line served the W side of the airfield.
Dispersal: areas East, Southwest and Northwest with a total of 1 covered aircraft shelter, 8 open aircraft shelters and 28+ aircraft blast bays in December 1944.
Defenses: unknown.
Remarks:
Jan-Feb 44: a repair training and testing facility for Junkers JUMO and BMW jet engines was built 4 km NW of the airfield near the village of Dethlingen and camouflaged as a barn. Technical students previously billeted at the airfield were moved to new barracks in Dethlingen which were disguised as an agricultural equipment dealership. A similar off-field site for Me 163 rocket engine training was set up in Trauen, 4 km WNW of Fassberg.
15 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 2 x He 177s destroyed.
18 Apr 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x He 177s and 1 He 111 destroyed, plus 2 x unidentified aircraft damaged.
22 Oct 44: Fassberg airfield personnel strength this date - Flugplatzkdo. (908), Flieger-Techn.Schule 2 (1310), schw.Feldwerft-Abt. z.b.V. (228), 6./KG 100 (246), le.Hei.Flak-Bttr. 71/XI (143), I./FFS A 125 (610), I./SG 103 (395) for a total of 3,840.
4 Apr 45: 149 B-17 Fortresses unloaded 384 tons of bombs on Fassberg airfield.
7 Apr 45: bombed by 12 B-17s.
10 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Me 410s and 1 x unidentified aircraft destroyed.
13 Apr 45: demolition of what remained of the airfield and all of the 160 aircraft there commenced.
16 Apr 45: taken by advancing British troops.
Operational Units: I./KG 154 (May 34 – Mar 36); KGr. z.b.V. 5 (Aug-Oct 38); Schlachtfliegergruppe 30 (Aug-Sep 38); Schlachtfliegergruppe 40 (Aug-Sep 38); I./KG 1 (Oct-Nov 39); Stab, II./KG 1 (Oct 39 – Feb 40); Stab, II./KG 4 (Oct 39, Feb-Jun 40);

III./KG 4 (Dec 41 – Jul 42); I./KG 40 (Jan-Dec 43, Jan-May 44); 8./KG 40 (Mar-Oct 43); 11./KG 40 (Dec 43 – Jan 44); II./NJG 4 (Jan-Feb 44); I./ZG 26 (Apr 44); I./KG 100 (May 44); part of III./KG 1 (Jun-Aug 44); 1./NJG 11 (Nov 44 – Jan 45); I./LG 1 (Nov-Dec 44); Stab/NAGr. 6 (Apr 45).
School Units: Bombenschule Fassberg (Jan – Apr 35); Kampffliegerschule Fassberg (May 35 – Sep 39); Flieger-Techn.Schule 2 (1943 – Apr 45); I./FFS A 125 (Aug 44 – Jan 45); I./SG 103 (Oct 44 – Apr 45); II./SG 103 (Apr 45); 5./SG 111 (Apr 45).
Reserve Training & Replacement Units: Ergänzungs-Kampfstaffel Fliegerdivision 9 (Mar-Jun 40); Erg.St./KG 4 (Jun – Nov 40); Ausb.St./KG 4 (Dec 40 – Mar 41); IV./KG 4 (Apr – Jul 41).
Station Commands: Fliegerhorstkommandantur Fassberg (to Jan 43); Fl.Pl.Kdo. A 29/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Fassberg (Fl.H.Kdtr. E(v) 205/XI) of Fl.H.Kdtr. A(o) 21/XI Lüneburg (1944 – Feb 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Martin Fiebig (1 Mar 37 - ?).
Station Units (on various dates – not complete): 10. Flugh.Betr.Kp./KG 4 (Mar-Jul 41); schw.Feldwerft-Abt. z.b.V. 2 (Sep 44 – 1945); le.Hei.Flak-Bttr. 55/XI (1943-44); le.Hei.Flak-Bttr. 71/XI (1944-45); le.Hei.Flak-Bttr. 79/XI (1943-45); Lw.San.Staffel Fassberg.
[Sources: AFHRA A5257A pp.166-68 (13 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fehmarn (Land) (GER): see Puttgarden.

Fehmarn (See) (GER) (a.k.a. Fehmarn-Marienleuchte) (54 29 40 N – 11 14 00 E)
General: seaplane anchorage in Schleswig-Holstein located in the harbor 3 km S of the village of Burg on Fehmarn Island, which is located at the entrance to Kiel Bay. History: 1927 listed as an emergency alighting area (Notlandeplatz) for seaplanes. Either rare or no use by the Luftwaffe during the war. Anchorage: ample.
Infrastructure: no information.
[Sources: AFHRA A5258 p.968 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fehmarn-Staberhof (GER) (54 24 45 N – 11 18 30 E).
General: landing ground (Landeplatz) 2 km E of the village of Staberhof near the SE corner of Fehmarn Island.
History: no record of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 455 x 175 meters (500 x 190 yards).
Infrastructure: no information found.

[Sources: AFHRA A5258 p.968 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Feldkirchen (GER): often appears in Allied documents in reference to Riem airfield near München (Munich) - see there.

Ferdinandshof (GER) (53 40 05 N – 13 54 04 E)
General: practice field (Arbeitsplatz) in Mecklenburg 23-24 km SE of Anklam and 38 km N of Prenzlau. History: listed as still operational in Feb 45. Not believed to have been used by operational units.
Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for FFS A/B 120 (Prenzlau) (1940-42).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ferschweiler (GER) (49 52 20 N – 06 23 25 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 22 km NW of Trier. History: built late 1939/early 1940 as a forward fighter strip for the attack in the West in May 1940 and then not used again until summer 1944. Surface and Dimensions: grass surface measuring approx. 1145 x 410 meters (1250 x 450 yards) with a rectangular shape. No paved runway. Infrastructure: none. Nearest rail connection 3.6 km SSW of the field. Dispersal: by mid-Aug 44, at least 20 aircraft bays had been cut into the woods along the N boundary of the landing area.
Remarks:
14 Aug 44: being used by transport aircraft.
Operational Units: III./JG 2 (May 40); I./JG 53 (May 40); I./Trägergruppe 186 (May 40); II./TG 1 (Aug-Sep 44).
Station Commands: none identified.
[Sources: AFHRA A5258 p.125 (5 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Finkenwerder (GER): see Hamburg-Finkenwerder.

Finow (GER) (a.k.a. Finow-Mark) (52 49 30 N – 13 42 30 E)
General: Fliegerhorst in Brandenburg 40.5 km NNE of Berlin, 6 km W of Eberswalde and 1.6 km SW of the village of Finow.
History: airfield construction began after the war started and was still underway in 1941. It was home to a Luftzeugamt (main equipment depot) and flying units were not station there until early 1944 when unit of all types began using Finow.
Dimensions: approx. 1785 x 915 meters (1950 x 1000 yards) and irregular in shape. It was being extended along the E boundary in Jul 44.
Surface and Runways: grass surface. Had 2 concrete runways, 1050 meters (1150 yards) aligned E/W, and 960 meters (1050 yards) aligned NE/SW. A third paved runway that paralleled the E/W runway

was under construction in summer 1944. A perimeter road ran along the N boundary. Equipped with perimeter lighting and runway illumination.
Fuel and Ammunition: both were available as needed.
Infrastructure: on the N boundary were 3 large flight hangars, 1 medium flight hangar and 1 large repair hangar, all with paved aprons and interconnected by a broad taxi-track. Another hangar was under construction off the N boundary in summer 1944. Workshops were at the E end of the N boundary. A large storage hangar and numerous storage sheds were off the N boundary and the NW corner. There were 3 barrack complexes within 1 to 2.5 km of the airfield on the NW, N and NE sides. A branch rail line served the airfield buildings.
Dispersal: had 14 open aircraft shelters along the perimeter of the landing area. A new Southeast dispersal area was under construction along the Finow-Biesenthal road in summer 1944.
Defenses: unknown.
Remarks: none.
Operational Units: 2./NJGr. 10 (Jan 44); I./KG 200 (Mar 44 – Apr 45); Kampfstaffel/Erprobungskdo. 25 (Jul-Aug 44); 5.(F)/Aufkl.Gr. 122 (Dec 44 – Mar 45); Stab/FAGr. 2 (Jan-Apr 45); 1./NAGr. 8 (Jan-Apr 45); Stab, II./SG 3 (Feb-Apr 45); Verbindungsstaffel II. Fliegerkorps (Mar 45); Stab, III./JG 3 (Apr 45); 1. Tiefangriffsgruppe Bücker 181 (Apr 45).
School Units: FFS B 3 (Aug 44).
Reserve Training & Replacement Units: IV./KG 76 (Feb – Aug 44); Erg.-u.Ausb.St./KG 200 (Feb 44 - ?); 13./SG 151 (Feb – Mar 45).
Station Commands: as Fl.H.Kdtr. Finow (to c. Sep 43); Platzkdo. of Fl.H.Kdtr. A(o) 24/III Jüterbog-Waldlager (1944); Platzkdo. of Fl.H.Kdtr. A(o) 28/III Werneuchen (1944-45).
Station Units (on various dates – not complete): Stab/II. Fliegerkorps (Biesenthal, Feb-Mar 45); Luftzeugamt 1/III (c. 1939-45); Werft-Abt. 11/III (1944-45); le.Feldwerft-Zug 6/70 (Feb 45); mittl.Flak-Bttr.z.b.V. 6540 (Jun-Dec 44); Flak-Bttr.z.b.V. 14080 (Feb 45); Startbahnbau-Ers.Abt. (c.1942-44); Lw.-Festungs-Btl. VII (Sep 44).
[Sources: AFHRA A5258 pp.593-98 (1 May 44 updated to 7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Finsterwalde (GER) (51 36 30 N – 13 44 20 E)

General: airfield (Fliegerhorst) 104 km SSE of Berlin, 45 km WSW of Cottbus in Brandenburg; airfield located 3.6 km SSE of Finsterwalde.
History: construction began in late 1934 or early 1935 and it was named a Luftwaffe Fliegerhorstkommandantur by fall 1935. Home station for pre-war bomber units and then became a training station for multi-engine schools. Fighter and ground-attack units used Finsterwalde from mid-1944 to the end of the war.

Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards) and roughly square in shape.
Surface and Runways: level grass surface. No paved runway, but had paved taxiways and a large servicing hardstand in front of the hangars on the S side of the airfield. Equipped with a beam approach system.
Fuel and Ammunition: refueling points were on the servicing hardstand, inside the N boundary and at the NW corner. A small ammunition dump was at the NE corner and connected to the landing area by a loop road.
Infrastructure: had 7 large hangars arranged in a curved row along the S edge of the landing area and all with paved hangar aprons. Close to the eastern-most hangar at the SE corner were 3 or 4 workshop buildings. A large concentration of admin offices, barracks and other station buildings were in a woods immediately behind the hangars off the S boundary. A small cluster of huts, possibly used for storage, was off the SW boundary. The flight control building was almost certainly at the SE corner. A branch rail line served the hangar area on the S boundary.
Dispersal: no organized dispersal facilities in Mar 44.
Defenses: unknown.
Remarks: no evidence of Allied bomber raids on Finsterwalde airfield found.
11 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – 5 x Ju 86Es and Gs from Ln.-Schule Halle destroyed or damaged on the ground.
20 Apr 45: reached by forward elements of Soviet 13th Army.
Operational Units: II./KG 153 (Oct 35 – Apr 39); II./KG 3 (May 39); II./KG z.b.V. 1 (May 41); 3./NJGr. 10 (Jan 44 - ?); I./KG 200 (Feb-Sep 44); Stab/JG 11 (Aug-Sep 44); Stab, II./JG 300 (Sep-Oct 44); II./JG 27 (Sep 44); II./JG 5 (Oct 44); IV./JG 4 (Oct-Nov 44); 12. (Pz.)/SG 9 (Nov 44 – Jan 45); Stab, II., III./SG 2 (Jan 45); 10. (Pz.)/SG 2 (Jan 45); I./JG 301 (Jan-Feb 45); 1.(Pz.)/SG 9 (Feb 45); III./TG 3 (Feb-Mar/Apr 45).
School Units: FFS C Finsterwalde (Nov 39 – Jan 40) then FFS C 7 (Jan 40 – Apr 43); Arbeitsplatz for Bordfunker from LNS Halle/Saale (Jul 43 – 1945).
Reserve Training & Replacement Units: 3.(Erg.)KG 200 (Feb – Jul 44); Stab and II./SG 151 (Feb 45).
Station Commands: Fl.H.Kdtr. E 42/IV (Oct 42 – Jan 43); as Fl.H. Finsterwalde (to c. Sep 43); Fl.Pl.Kdo. A 31/IV (Dec 43, Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 22/III Fürstenwalde (1944); Platzkdo. of Fl.H.Kdtr. A(o) 24/III (1944); Fl.H.Kdtr. A(o) 101/I (c. Nov 44 – Feb 45).

Station Units (on various dates – not complete): Koflug Finsterwalde (Jul 39 – Dec 40); Werft-Abt. 12/III (1944-45); Werft-Abt. 14/III (1944-45); elements of Werft-Abt. 102/IV (1945); 1. Flugh.Betr.Kp. KG 200 (Feb 44 - ?); schw.Feldwerft-Abt. IV/20 (Mar 45); Werft-Kp. 40/IV (n.d.); Lw.-Bau-Btl. Finsterwalde (1939-40); E-Hafen-Ausrüstungs-Kolonne (mot) Finsterwalde; Stab/Lw.-Berge-Btl. II (Mar-Apr 45).
[Sources: AFHRA A5258 pp.599-601 (27 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Finsterwalde-Heinrichsruh (GER) (51 38 15 N – 13 14 30 E)
General: emergency landing ground (Notlandeplatz) in Brandenburg 2.5 km W of Finsterwalde and 1.2 km SW of the village of Heinrichsruh. History: used for glider training during the war. Surface and Dimensions: grass surface measuring approx. 640 x 775 meters (700 x 850 yards) and roughly square in shape. Infrastructure: had a shed on the E boundary that was fronted with a small servicing hardstand.
[Sources: AFHRA A5258 p.957 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Finthen (GER): see Mainz-Finthen.

Fischbeker Heide (GER) (53 27 45 N – 09 49 20 E)
General: emergency landing ground (Notlandeplatz) and glider field 16 km SW of Hamburg city center between the villages of Wulmstorf and Neugraben-Fischbek. History: a Hitler Youth glider training school since 1935. Surface and Dimensions: uneven heathland with a diagonal run of approx. 550 meters (600 yards). The field was unsuitable for operational aircraft. Infrastructure: had workshops, classrooms and a single small hangar. Several clusters of barracks lying close to the landing area were probably used by the school.
Operational Units: none.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.588 (7 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fischhausen (GER/RUSS) (a.k.a. Primorsk) (54 44 N – 20 00 E)
General: landing ground or seaplane anchorage in the former East Prussia 12 km NNE of Pillau (Baltiysk). No further information or mention of wartime use by the Luftwaffe found.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Flacht (GER) (50 21 03 N – 08 02 53 E)
General: landing ground (Landeplatz) in Rhineland-Pfalz 4 km SSW of Limburg and possibly a satellite of Limburg-Linter airfield. History: listed as operational in Feb 45. No further information or mention of

wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Flamersheimerswald (GER) (50 37 N – 06 50 E)
General: landing ground (Landeplatz) in W Germany c.7 km SE of Euskirchen that was under construction on 3 January 1945 with the development of aircraft parking sites and fuel storage installations. Probably never completed or used as this area was taken by U.S. forces about 5 March 1945.
[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Flammersfeld (GER): see Asbach/Eudenbach.

Flatow (GER) (a.k.a. Zlotow) (c. 53 21 N – 17 02 E)
General: landing ground (Landeplatz) in Pomerania 32 km NE of Schneidemühl (Pila). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Flechum (GER) (52 42 11 N – 07 32 48 E)
General: landing ground (Landeplatz) in Lower Saxony 27 km W of Quakenbrück, 15 km NNW of Vechtel and 13 km NNE of Drope airfield. Possibly an alternate landing ground for these other three airfields.
History: listed as operational in Oct 43 but not of the lists for 1944 or 1945. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: note noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Flensburg (GER) (54 47 33 N – 09 25 43 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):
Antiaircraft (Flak):
Stab/Flak-Rgt.: Stab/Flak-Rgt. 66(o) (as Flakgruppe Schleswig-Holstein) (mid-43 – Jun 44).
Flak-Abt.: schw.306(o); le.742(o); le.755(v); le.828(v); le.876(o).
Flakscheinwerfer-Abt.: 208(o); 609(o).

Flensburg-Mürwik (GER) (c. 54 49 03 N – 09 27 22 E)
General: seaplane anchorage in Schleswig-Holstein 3.2 km (or 7 km?) NNE of Flensburg. History: 1927 listed as an emergency landing place (Notlandeplatz) for seaplanes. No further information or mention of wartime use by the Luftwaffe found. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Flensburg-Weiche (GER) (a.k.a. Flensburg-Schäferhaus) (54 46 30 N – 09 22 30 E)
General: airfield (Fliegerhorst) 4 km SW of Flensburg in Schleswig-Holstein.
History: dates from 1911 and used as a military airfield during World War I. It became a civil airport in 1926 with a single hangar and was then taken over by the Luftwaffen in the mid-1930's and built out to a well-equipped air base with numerous hangars, barracks and other buildings. An important and active airfield during the war.
Dimensions: approx. 1280 x 1005 meters (1,400 x 1,100 yards).
Runway: had 3 intersecting concrete runways in the form of a triangle, all of which measured 1,190 meters in length. Otherwise, grass on gravel subsoil. Additionally, there were 3 separate ladder-type aircraft servicing areas with a total of 42 tarmac hardstands. Equipped for night landings.
Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Hangars and barracks as noted above. A branch rail line ran to the S side of the airfield.
Dispersal: had a North area and a South area with a total of 43 open aircraft shelters in December 1943, of which 20 in the South area were covered with camouflage netting.
Defenses: 5 heavy and 9 light Flak positions within 5 km of the airfield in Dec 43. All of the heavy positions had 4 to 6 guns and some of the light Flak positions had multiple guns and some were mounted in Flak towers.
Satellites and Decoys:

Flensburg-Wallsbüll (GER) (54 48 30 N – 09 15 30 E). Dummy 12 km WNW of Flensburg and 8.5 km WNW of Flensburg airfield. Mock-up included 2 dummy hangars on the N boundary, a group of long narrow sheds on the S boundary with a large letter "V" in front. [Sources: AFHRA A5257A p.610 (11 Nov 44)]

Remarks: Flensburg city was bombed several times in fall 1942 by the RAF but the airfield apparently made it through to the end of the war without being targeted by the bombers.
15 Apr 44: low-level attack by 4 VIII Fighter Command P-51 Mustangs – 9 x He 111s from I./KG 26 shot up and destroyed on the ground.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 6 x Bf 109s, 14 x Fw 190s, 1 x Bf 110, 2 x He 111s, 1 x Ju 88, 1 x Do 217, 21 Ju 52s and 1 x Fi 156 destroyed, plus 11 x Bf 109s, 11 x Fw 190s, 1 x Bf 110, 1 x Do 217, 10 x Ju 52s and 1 x Fi 156 damaged.
8May 45: upon the surrender of German forces, the airfield had an occupancy of 66 aircraft, mostly Bf 109s and Fw 190s.

Operational Units: 2.(H)/Aufkl.Gr. 10 (Apr 40); III./KG 1 (Nov 43 – Mar 44); Einsatzstaffel/KG 26 (Apr 44); II./KG 54 (Apr 44); 3., 4., 5./KG 66 (May-Jun 44); 3./KG 200 (Mar 45); Stab, II., III./SG 1 (Apr-May 45); III./SG 3 (Apr-May 45); part of Fliegerstaffel des Führers (Apr-May 45); Kurierstaffel OKW (Apr-May 45); 4.(F)/Aufkl.Gr. 11 (Apr 45); I./SG 1 (May 45); Stab, I./JG 26 (May 45); I., II./JG 54 (May 45); NSGr. 3 (May 45)?; II./TG 3 (May 45).
School Units: Ln.-Schule 6 (See) (to – 1939); Fliegerschule d.Lw. (S) 2 (Jan 40 – Jul 41); Stab/JG 102 (Jul 44 – Mar 45); 4./JG 102 (Sep – Dec 44); II./JG 102 (Sep 44 – Mar 45); Luftdienstlehrkommando Flensburg (1942/43 – 1945).
Reserve Training & Replacement Units: Einsatzkommando Ju 88 (Pz.) (Aug 43)?; elements of I./Erg.JG 1 (Feb – May 45).
Station Commands: Fl.Pl.Kdo. A 20/XI (Feb 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 2/XI Leck (1944-45).
Station Units (on various dates – not complete): Wetterberatungsstelle A(o) Flensburg (8 May 45); Stab III and 8/Feldwerftverband 30 (8 May 45); Stab II, Stab IV, 4, 5, 6, 10 and 11/Feldwerftverband 40 (8 May 45); Stab I, 2 and 3/Feldwerftverband 60 (8 May 45); Waffenprüfungszug 1/20 (8 May 45); Werft-Kdo.d.Lw. (o) 1/XI (8 May 45); 1. Flugzeug-Wartungs-Kp. (8 May 45); Lufttorpedo-Zug 12 (? – Jun 44); elements of Res.Flak-Abt. 613 (Sep 41); 1./le.Res.Flak-Abt. 762 (Sep 41); elements of le.Flak-Abt. 755 (1943-45); le.Heimat-Flak-Battr. 37/XI and an unnumbered le.Flak-Battr. (8 May 45); 17./Ln.-Rgt. 351 (8 May 45); Lw.-Bau-Kp. 9/XI (Dec 39 - ?); Flieger-Geräteausgabestelle (Eis) 51/IV (8 May 45); Ldssch.Zug 149/VII (8 May 45); Ldssch.Zug d.Lw. 120/XIII (8 May 45).
[Sources: AFHRA A5257A pp.169-75 (6 Feb 44 updated to 27 May 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1; web site ww2.dk; web site fliegerhorste.de]

Forchheim (GER) (c. 49 43 33 N – 11 03 37 E)
General: field airstrip (Feldflugplatz) in Bavaria 30 km N of Nürnberg.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Frankenhausen (GER): see Esperstedt.

Frankenstein (GER) (a.k.a. Zabkowice Slaskie) (50 34 20 N – 16 50 00 E)
General: emergency landing ground (Notlandeplatz) in Silesia 61 km SSW of Breslau (Wroclaw) and 38 km WNW of Neisse (Nysa); landing

ground 2.5 km SE of Frankenstein. History: In use from at least 1927 to the end of the war. Surface and Dimensions: grass surface measuring approx. 550 x 365 meters (600 x 400 yards). Infrastructure: none.
[Sources: AFHRA A5258 p.968 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Frankfurt/Main (GER) (50 07 27 N – 08 40 31)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete):

Commands (Kommandobehörden, Stäbe): Stab/II. Fliegerkorps (c.Oct 39 – May 40); Stab/6. Fliegerdivision (Feb-Sep 39); Stab/2. Fliegerdivision (Sep-Oct 39); Koluft Heeresgruppe C (Sep 39 – 1940).

Antiaircraft (Flak):
Higher Flak Commands: Stab/II. Flakkorps (c.Oct-Dec 39); Stab/19. Flak-Brig. (Mar 45); Luftverteidigungskdo. 5 (Aug 39 – 1940).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 29(o) (as Flakgruppe Frankfurt/Main) (1939 – 1945); Stab/Flakscheinwerfer-Rgt. 119(o) (as Flakscheinwerfergruppe Frankfurt/Main) (Oct 41 – 1943); Stab/Flak-Rgt. 129 (mot.) (Jun 40); Stab/Flak-Rgt. 229 (mot.) (Dec 40 – Mar 41); Stab/Flak-Rgt. 652 (mot.) (Jun 42).
Flak-Abt.: le.95 (mot.); schw.255(o); I./Flak-Rgt. 291 (Sep 39 - ?); schw.291(v); gem.292(o); gem.293(v); gem.294(v); gem.295(v); schw.396(o); schw.435(o); schw.495(o); schw.631(v); gem.640(o); schw.681(o); le.685(v); le.715(o); le.856(o); le.857(o); schw.905(o); le.972 (ETr.); le.976(o); le.986(o)?; le.987(o).
Flakscheinwerfer-Abt.: 298(v); 519(o).
Flak-Ers./Flak-Ausb.: Flak-Ers.Rgt. 2 (1942-43); Flak-Ers.Abt. 29 (Aug-Oct 39); Flak-Ers.Abt. 95 (Aug 39 – 1945);

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 15 (Sep 44 - ?); Luftschutz-Abt. d.Lw. 31 (Jan 40 – 1941/42).

Air Force Signals (Luftnachrichten): parts of Ln.-Rgt. 102 (Oct 39 – May 40); Stab/Ln.-Rgt. 13 (Königstein im Taunus, Nov-Dec 44); Stab/Ln.-Rgt. 32 (May 40); 6.(Ers.)/Luftgau-Nachr.Rgt. 12 (Jul 38 - ?); 11.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (1939-45); Lv-Nachr.Abt. 5 (Feb 40 – c.Sep 41); 2./Ln.-Abt. 141 (Frankfurt-Höchst, c.1943-45); Fluko Frankfurt/Main.

Supply Services (Nachschubdienste): Munitionsausgabestelle d.Lw. (Oberhöchstadt – 1944); Nachschubbezirk d.Lw. 2/XII (May 43).

Ground Transport (Transportkolonnen): Kfz.Ausgabe- und Sammelstelle d.Lw. 1/XII (Apr 42).

Ground Defense and Security, etc. (Landesschützen, usw.): Ldssch.Zug d.Lw. 167/XI (Oberursel, summer 44); Ldssch.Kp. d.Lw. 14/XVII (Oberursel, 1943-44).

Medical Services (Sanitätsdienste): Lw.-Lazarett 2/XII (c.1939-45); Lw.-Lazarett 3/XII (Hofheim am Taunus, c.1939-45); Flieger-Untersuchungsstelle 2/XII (1944-45); Flieger-Untersuchungsstelle 2/XIII (Sep 43); Kleine Zahnstation d.Lw. 1/XII (Oct 44).

Other (sonstige, verschiedene): Kriegsgefangenendurchgangs-Lager d.Lw. Oberursel (Jan 40 – Apr 45); Lw.-Auskunftsstelle 1/XII (1943-45); Annahme- und Entlassungsstelle d.Lw. 2/VII (F-Höchst, 1944-45).

Frankfurt/Oder (GER) (52 20 49 N – 14 32 06 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/4. Flieger-Div. (Jan-Feb 45); Stab/Flak-Rgt. 7 (mot.) (1945); Stab/Flak-Rgt. 35 (mot.) (1945); I./Flak-Rgt. 16(o) (1945); schw.Flak-Abt. 495(o) (Feb 45); I. (Flum.Mess)/Ln.-Rgt. 231 (Sep 44 – spring 45); 13. (Flum.Res.)/Luftgau-Nachr.Rgt. 3 (Jul 42); Flugmelde-Funk-Kp. z.b.V. 23 (Feb 45)?; Ln.-Kp. z.b.V. 4 (Feb-Apr 45).

Frankfurt/Oder (GER) (52 20 15 N – 14 37 15 E)

General: airfield (Fliegerhorst) in Brandenburg 89 km ESE of Berlin, 5 km E of Frankfurt a.d. Oder and 2 km SSW of the village of Kunersdorf.

History: a commercial airfield since 1928, it was taken over by the Luftwaffe in 1936. Airfield used for flight training from its inception to Jan 45, by operational aircraft during the attack on Poland in Sep 39, and as a repair and equipment center for Ju 52 transports during the mid-war years. In Jan 45, as Soviet forces advanced toward the Oder, ground-attack units began using the airfield.

Dimensions: approx.. 1025 x 870 meters (1120 x 950 yards) and irregular in shape.

Surface and Runways: grass surface. There was a rectangular hardstand located more or less in the middle of the landing area that measured approx. 410 x 260 meters (450 x 285 yards) and had narrow concrete extensions projecting outward from all four sides. This rather unique configuration provided take-off and landing runs of approx. 800 meters (880 yards) NW/SE and 775 meters (850 yards) NE/SW. Night flying capability probably existed.

Fuel and Ammunition: refueling points were along the servicing hardstand in the S corner and in the E corner.

Infrastructure: had 4 large and 1 medium hangar off the S corner together with adjacent workshop buildings, and 1 large repair hangar set back from the SW boundary. The main station buildings comprising admin offices, barracks, classrooms, etc., were located off the W corner. A second group of buildings that included the station HQ was situated off the SW boundary, and a small group of huts was off the E corner. A light rail spur off the Frankfurt/O. – Reppen line

served the N, E and S sides of the field and terminated at the repair hangar.
Dispersal: no organized dispersal facilities in Apr 44. Aircraft were parked along the E boundary and on the N side of the landing area.
Defenses: unknown.
Remarks:
15/16 Feb 44: Frankfurt/O. bombed by 24 RAF Lancasters, but the airfield was not hit.
23 Apr 45: Frankfurt/O. taken by Soviet forces.
Operational Units: II./ZG 1 (Aug 39); KGr. z.b.V. 102 (Jun 41); NSGr. 8 (Jan-Apr 45); III./SG 2 (Jan-Feb 45); II./SG 2 (Feb 45).
School Units: elementary flight school Frankfurt/Oder (Jan 34 – Mar 39); Fl.Ausbildungs-Rgt. 41 (1939-42); Schule/FAR 41, FFS A/B 41 then FFS A 41 (Apr 39 – Jan 45).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 41 (Mar 39); Flieger-Ers.Btl. III (Apr 42 – 1945?).
Station Commands: as Fl.H.Kdtr. Frankfurt/Oder (to 1943); Fl.Pl.Kdo. A 33/III (1943-44); Fl.H.Kdtr. A(o) 21/III (1944-45).
Station Units (on various dates at or near the airfield or in the city – not complete): Werft-Abt. 13/III (1944-45);
[Sources: AFHRA A5258 pp.602-03 (13 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Frankfurt-Rebstock (GER) (50 06 40 N – 08 37 00 E)

General: operational airfield (Einsatzhafen I) in Hesse 5 km W of Frankfurt/M. city center.
History: pre-war civil airport (Verhehrsflughafen) since long before the war and also a factory airfield (Industriehafen) from 1938, accommodating the Gerner-Flugzeugbau firm. Very limited Luftwaffe use between mid-1940 and mid-1942.
Dimensions: approx. 1500 x 890 meters (1,640 x 970 yards).
Runway: well-drained grass surface on loam subsoil. Entire landing area surrounded by a perimeter track.
Infrastructure: fuel, water, ammunition, compass swing, communications and other amenities were available. Had 2 medium hangars along the S boundary with a long workshop-type building between them, and 1 medium hangar at the SE corner, all of these with tarmac hangar aprons. The admin buildings were grouped together at the center of the S boundary with the control tower at the E end. A barrack camp was S of the airfield and there was a cluster of huts at the SW end. The main Frankfurt – Mainz rail line paralleled the S boundary of the field.
Dispersal: at the edge of woods on the E boundary with 6 covered and 14 open aircraft shelters (Feb 44).

Defenses: 2 heavy Flak positions with 6 guns each and 5 light Flak positions and towers, all within 2 km of the airfield (Feb 44).
Remarks:
27 Mar 45: airfield ordered immediately evacuated and destroyed.
Operational Units: Stab, I./JG 334 (Mar-May 37); 2.(F)/Aufkl.Gr. 123 (Sep-Nov 39); 1.(F)/Aufkl.Gr. 22 (Aug 39 – May 40); Stab, I./JG 2 (Nov 39 – May 40); III./JG 2 (Apr-May 40); 4./Gruppe Süd (Flugzeugüberführungsgeschwader 1) (1943).
Station Commands: Fl.H.Kdtr. (E) Rebstock (Aug 39 – Mar 40); Fl.H.Kdtr. E 17/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 9/XII Fhein-Main (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 25/VII Rhein-Main (1944).
Station Units (on various dates – not complete): 3./le.Flak-Abt. 987 (Mar 44).
[Sources: AFHRA A5257A pp.178-81 (11 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Frankfurt – Rhein-Main (GER) (50 02 40 N – 08 35 25 E)

General: operational airfield (Einsatzhafen I) in Hesse 10.4 km SW of Frankfurt/M. city center.
History: classified in 1932 as an international airport with customs office. In 1939-40 the two civil airship hangars were dismantled and the field taken over by the Luftwaffe. After the 1940 campaign in the West, consistent wartime use by bomber and transport units and then by fighter units from 1943. Became a USAF base and a large international airport again after the war.
Dimensions: approx. 1370 x 1190 meters (1,500 x 1,300 yards).
Runway: grass surface with sand surroundings. The landing area was equipped with beam approach, perimeter and obstruction lighting.
Infrastructure: fuel, refueling points, water, ammunition, machine gun registration range, communications and other amenities were available. Had 1 very large hangar at NW corner, workshops adjacent to the hangar with more workshops and engine testing beds at the SE corner. A 2-story airport terminal building, a 6-story control tower and a building formerly used by customs and the police were at the NW corner. A small group of barrack-type huts and other buildings were just off the SE corner. A special branch rail line ran to the E boundary.
Dispersal: 3 open aircraft shelters along the perimeter (May 44).
Defenses: 1 x 6-gun heavy Flak position and 2 light Flak positions and towers were in the immediate vicinity of the airfield (Jan 44).
Remarks:
10/11 Apr 43: bombed by RAF (target Frankfurt) – 300 incendary bombs hit the airfield causing considerable damage to a building.

24 Dec 44: bombed by 143 B-17 Fortresses and heavily damaged; urgent repairs underway; 2 x Bf 109Gs from IV./JG 4 destroyed on the ground.
16 Mar 45: bombed – 5 x Fw 190s slightly damaged. (German report)
22 Mar 45: bombed by 109 B-17s – landing area and infrastructure severely damaged, RAD camp hit; 1 KIA and 2 WIA; airfield unserviceable. (German report)
23 Mar 45: airfield ordered evacuated and destroyed.
26 Mar 45: Frankfurt/M. entered by U.S. 3rd Army units and resistance ceased on 29 March.
Operational Units: Wetterflugstelle Rhein-Main (c. 1939-44); Kurierstaffel 9 (Sep 39 - ?); I./JG 77 (Oct-Nov 39); I./JG 76 (Oct 39 – Apr 40); 3.(F)/Aufkl.Gr. 121 (Oct 39 – May 40); 3.(F)/Aufkl.Gr. 31 (Jan-Jun 40)?; III./KG 53 (May-Jul 40); Stab/JG 301 (Oct 43 – Jan 44); Luftdienst-Teilkdo. 1/13 (? – Feb 44); part of Wekusta 1 Ob.d.L. (1944); 2./Fl.Zielgeschwader 3 (Feb 44 - ?); Behelfsbeleuchterstaffel 1 (Mar-Jun 44); part of 2./KG 200 (1944); II./NJG 4 (Aug-Nov 44); Kdo. *Olga*/KG 200 (Nov-Dec 44); IV./JG 4 (Nov 44 – Jan 45); Stab/JG 4 (Dec 44 – Jan 45); III./KG 200 (Mar 45).
School Units: Arbeitsplatz for BFS 3 (Strassburg-Entzheim) (Jun – Oct 41); Einsatzstaffel/KG 101 (Aug – Sep 44); 6./NJG 101 (Dec 44 – Feb 45).
Station Commands: Fl.H.Kdtr. (E) Rhein-Main (Aug 39 – Mar 40); Fl.H.Kdtr. E 18/XII (Mar-Aug 40); Fl.H.Kdtr. E 41/XI (May 40); Fl.Pl.Kdo. A 6/XII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 9/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 25/VII (Jun 44 – Mar 45).
Station Units (on various dates – not complete): Werft-Abt.(v) 119/XII (1 Jan 45); Werkstattwagenzug (Fl) 9/XIV (1 Jan 45); Sauerstoffwerk (1 Jan 45); Ldssch.Zug d.Lw. 23/VII (summer 44).
[Sources: AFHRA A5257A pp.182-85 (22 Dec 43 updated to 27 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Frauenburg (GER) (a.k.a. Frombork) (54 21 30 N – 19 41 30 E)
General: Feldflugplatz in the former East Prussia 30 km NE of Elbing (Elblag). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Freiburg i.Br. (GER) (48 01 32 N – 07 50 15 E)
General: airfield (Fliegerhorst) 3 km N of Freiburg/Baden-Württemberg in SW Germany.
History: 1928 listed as a civil landing ground (Verkehrslandeplatz). 1932 upgraded and now listed as secondary airport (Flughafen II).

Taken over by the Luftwaffe in 1937. Wartime use was mainly for flight training and for parachute training. Airfield used occasionally as an Industriehafen by Klemm-Flugzeugbau.
Dimensions: approx. 1370 x 915 meters (1500 x 1000 yards) and irregular in shape.
Surface and Runways: well-drained grass surface. No paved runway.
Fuel and Ammunition: both available.
Infrastructure: had 4 large and 1 medium hangar with pave aprons at the SW corner with separate workshop buildings to the rear of some of them. The medium hangar had 2 long sheds adjacent to it, these possibly used to garage motor vehicles. There was a large group of barracks off the SW corner and an additional cluster of barrack huts off the E boundary. Admin buildings were adjacent to the hangars and near the main entrance on the SE boundary. Just S of the airfield was a group of hospital buildings. Nearest rail connect along the SE and SW boundaries.
Dispersal: a North and a North-Northwest dispersal had a total of 2 medium open aircraft shelters and 3+ aircraft parking bays.
Defenses: airfield protected by 2 light Flak positions in Jan 44.
Remarks: transportation targets, e.g. the marshaling yard, in and around the city were bombed a number of times during the war but there were no attacks on the airfield by heavy bombers.
9 Sep 44: low-level attack – 1 x Go 145 and 6 x He 111Bs from Erg.Gruppe für Fallschirmjägerkampfbeobachter shot up and damaged on the ground.
20 Apr 45: Freiburg taken by French troops.
Operational Units: I./ZG 52 (Jun 40); II./ZG 2 (Jun-Jul 40); Erprobungskdo. *Charlotte* (c. Jul 44 – Mar/Apr 45); Stab/JG 76 (Aug-Oct 44); Sonderstaffel Kaatsch (Sep 44); 2./NAGr. 13 (Sep 44).
School Units: Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45); Fliegerschule d.Lw. (S) 2 (Jul 41 – Oct 42); Erg.Gruppe für Fallschirmjägerkampfbeobachter (Oct 42 – Sep 44); Fallschirmschule 4 (1943-44).
Station Commands: Fl.Pl.Kdo. A 2/VII (1943 – Mar 44); Fl.H.Kdtr. A(o) 7/VII (Apr-Dec 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 211/XII Donaueschingen (c.Dec 44 – c.Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Arnold Willerding (Aug 41 - c. summer 42).
Station Units (on various dates on the airfield, in the city or nearby – not complete): Stab/13.Flak-Div. (Nov-Dec 44); Flugh.Betr.Kp. Freiburg (1940?); Werft-Abt. 7/VII (1944); Werft-Abt.(v) 113/XII (Sep 44 - 1945); Flugh.Betr.Kp./Erg.Gruppe für Fallschirmjäger-Kampfbeobachter (Aug 44); Stab/Flak-Rgt. 19(o) (Oct 39 – 1940);

Stab/Hei.Flak-Abt. 71/VII (1943-45); Flakscheinw.Abt. 258(o) (1940); Heimat-Flak-Bttr. 217/VII (1943); 3./schw.Flak-Abt. 681 (1945); III. (Funkh.)/Ln.-Rgt. 3 (Sep-Nov 44); Stab III./Luftgau-Nachr.Rgt. Westfrankreich (Sep 44 – Jan 45); Ln.-Abt. 133 (Nov-Dec 44); Ln.-Flugmelde-Funk-Kp. z.b.V. 23 (Oct-Nov 44); Flugmelde-Funk-Kp. z.b.V. 44 (Nov 44); Institut für Luftfahrtmedizinische Pathologen (? – c.1944).
[Sources: AFHRA A5258 pp.126-28 (Jan 44 and updated); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Freienwalde (GER) (a.k.a. Bad Freienwalde, Chociwel) (53 27 40 N – 15 20 00 E)
General: emergency landing ground (Notlandeplatz) in Pomerania 52 km E of Stettin (Szczecin), 24 km NE of Stargard and just outside the present day village of Chociwel (formerly Freienwalde). History: wartime use, if any, unknown. Surface and Dimensions: grass surface. Infrastructure: none known.
[Sources: AFHRA A5258 p.957 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Freiwaldau (GER) (a.k.a. Gozdnica) (51 27 40 N – 15 06 30 E)
General: operational airfield (Einsatzhafen I) in Silesia 109 km NE of Dresden, 32 km NNE of Görlitz and 2.5 km N of the village of Freiwaldau. History: built in 1936 and used before and during the war as a practice field for single-engine and twin-engine trainers. Used by operational units during the Sep 39 attack on Poland, and then again in 1945 when fighters and ground-attack aircraft used it. Surface and Dimensions: grass surface measuring approx. 960 x 960 meters (1050 x 1050 yards) and almost square shaped. No paved runway. A perimeter road skirted the N, E and S boundaries. Equipped with perimeter lighting. Infrastructure: there was 1 medium portable hangar and 2 workshop huts at the NW corner. Limited barrack and office accommodations were off the N boundary. The nearest rail connection was in Freiwaldau. Dispersal: a single open aircraft shelter existed in the NW corner.
Operational Units: II., III./KG z.b.V. 2 (Aug-Sep 39); III./KG 53 (Feb-Jun 41)?; 3.(H)/Aufkl.Gr. 12 (May 41); I./JG 6 (Feb 45); Stab, II./SG 2 (Feb 45); 10.(Pz)/SG 2 (Feb 45); 1.(Pz)/SG 9 (Feb 45).
Remarks: none.
School Units: Arbeitsplatz for elementary flight school then twin-engined conversion school Alt-Lönnewitz (1936 – Jan 40), FFS C 3 then FFS B 3 (Jan 40 – Jul 44); Arbeitsplatz for FFS A/B 1 (Görlitz); Arbeitsplatz for FFS C 1 (Pyritz) (1938-42).
Station Commands: as Fl.H.Kdtr. (E) 48 Freiwaldau (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 19/IV c. Feb - Apr 40); Fl.H.Kdtr. E 25/IV (Apr – May 40)?; Fl.Pl.Kdo. A 9/IV (1941).

Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Heinrich Apfel (31 Mar 42 - 9 May 42).
Station Units (on various dates – not complete): Lw.-Bau-Btl. 24/XI (Feb 45).
[Sources: AFHRA A5258 p.604 (29 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fretsch (GER): not found. Probable misspelling of Pretzsch.

Freudenstadt (GER) (48 28 30 N – 08 24 30 E)
General: emergency landing ground (Notlandeplatz) in Baden-Württemberg 69 km SW of Stuttgart and 38 km SSE of Baden-Baden; airfield located 1 km N of the village. History: listed as a grass surfaced Notlandeplatz in 1927. No record of use by the Luftwaffe.
[Sources: AFHRA A5258 p.453 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Friedeberg (GER) (a.k.a. Strzelce Krajenskie) (52 52 30 N – 15 31 30 E)
General: field airstrip (Feldflugplatz) in eastern Brandenburg 26-27 km NE of Landsberg/Warthe (Gorzów Wielkopolski). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Friedersdorf (GER) (52 17 00 N – 13 48 25 E)
General: operational airfield (Einsatzhafen) and Arbeitsplatz in Brandenburg 37.5 km SE of Berlin, 37 km NNW of Lubben, 20 km WSW of Fürstenwalde and 1.6 km SSE of the village of Friedersdorf. History: in use by 1941 as a practice field for single-engine trainers. No evidence of use by operational units until Dec 44 when a tactical reconnaissance Staffel arrived. Surface and Dimensions: grass surface measuring approx. 775 x 1000 meters (850 x 1100 yards) and irregular in shape. No paved runway Infrastructure: had 3 medium hangar-type buildings and 2 small portable hangars on the S boundary with 1 long workshop at the W end of the hangars. A few small huts provided accommodations at the SE corner. The nearest rail connection was at Friedersdorf. Dispersal: no organized dispersal in Feb 44. Aircraft usually parked off the W boundary.
Remarks: none.
Operational Units: Nahaufkl.St. 11./11 (Dec 44 – Mar 45).
School Units: Arbeitsplatz for Schule/FAR 11 and FFS A/B 11 (Schönwalde).
Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 pp.605-06 (22 Mar 44 updated to 12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Friedrichshafen (GER) (47 39 42 N – 09 28 48 E)

Lw. Garrison and Station Units (on the airfields, in the city or nearby – not complete):

Antiaircraft (Flak):

Stab/Flak-Rgt.: Stab/Flak-Rgt. 96(o) (as Flakgruppe Friedrichshafen) (Jul 43 – Jun 44); Stab/Flak-Rgt. 130(o) (as Flakgruppe Friedrichshafen) (Jul-Dec 44).

Flak-Abt.: I./Flak-Rgt. 9 (gem. mot.); schw.241(o); schw.290(o); schw.351(o); schw.444 (Eisb.); schw.455(o); schw.458(o); schw.462(o); schw.472(o); schw.506(o); schw.625(o); le.674(v); schw.681(o); schw.705(o); gem.807(o); le.825 (Eisb.); schw.902 (Eisb.); le.932(v); le.987(o); Flakwaffenwerkstatt (o) 3/VII (1944-45).

Flakscheinwerfer-Abt.: III./Flak-Rgt. 25 (sw. mot.); 360(v); 508(o).

Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 97 (1941-45).

Other (sonstige, verschiedene): Flieger-Rgt. 94 (Jul 44 – Jan 45); Ausb.Btl.(OB) d.Lw. 3 (Jan 45).

Friedrichshafen-Löwenthal (GER) (47 40 15 N – 09 30 15 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Baden-Württemberg 2.4 km NE of Friedrichshafen on the Bodensee (Lake Constance).

History: dates from 1913 when it was established to train Zeppelin airship crews, the airships being made nearby. 1927 listed as an emergency landing ground (Nortlandeplatz). 1933 listed as a secondary airport (Flughafen II). Industriehafen for Dornier-Flugzeugbau since 1933. During the war, Dornier manufactured components and assembled aircraft here. Work to enlarge the airfield began in 1940.

Dimensions: approx. 1650 x 640 meters (1,800 x 700 yards).

Surface and Runway: had 1 paved runway of 1,000 x 80 meters built in 1942 and completed in May 1943. The rest of the field consisted of good turf on clay soil.

Fuel and Ammunition: fuel, oil, water, ammunition and communications available.

Infrastructure: there were 3 very large aircraft assembly hangars belonging to Dornier located at the W and S corners of the field and along the SE boundary. Along the NW boundary were 2 more large hangars with paved aprons and with adjacent workshop buildings. Admin and supply buildings were grouped with the two hangars and a separate barracks camp with 10 to 12 buildings was located 1.2 km to the NW. A rail line paralleled the SE boundary.

Dispersal: 10 open aircraft shelters located along the SE perimeter.

Defenses: heavily defended by Flak – in Jan 44 there were 13 heavy Flak positions within 4 km of the airfield, each with 4 to 6 guns, and 16 light Flak positions, of which 22 or 23 were mounted on Flak towers and 2 or 3 on rooftops.
Satellites and Decoys:

Tettnang (GER) (47 39 25 N – 09 34 20 E). Dummy 7.3 km E of Friedrichshafen/Bodensee, 5.25 km ESE of Friedrichshafen-Löwenthal airfield and 2 km SSW of Tettnang village. Mock-up included a rectangular landing area measuring approx. 730 x 550 meters (800 x 600 yards) on which were parked 6 or 7 light-colored aircraft replicas. There were was no infrastructure. AFHRA A5258 p.445 (1944)]

Remarks:
16 Mar 44: Friedrichshafen bombed by 210 B-24 Liberators.
18 Mar 44: Löwenthal airfield bombed by 77 B-24s.
24 Apr 44: Löwenthal airfield bombed by 98 B-17 Fortresses.
Jun 44: construction underway to extend the landing area to the NE and SW and an additional large hangar was being built along the NW boundary.
20 Jul 44: aircraft factories at Friedrichshafen bombed by 15th AAF B-24s.
3 Aug 44: 15th AAF B-17s and B-24s bombed steel, chemical and fabrics plants at Friedrichshafen.
25 Feb 45: tank factory at Friedrichshafen bombed by 63 8th AAF B-17s.
Operational Units: II./JG 51 (Jan-Feb 40); I./JG 54 (Feb-Mar 40); Luftdienst-Teilkdo. 2/7 (c.Jun 40 – Aug 42?); Erprobungskdo. Do 335 (Sep-Nov 44).
Station Commands: none identified.
Station Units (on various dates – not complete):
Munitionsausgabestelle d.Lw. 3/VII (1944-45); Kfz.Werkstatt (o) d.Lw. 107/VII (1944).
[Sources: AFHRA A5258 pp.129-33 (9 Jan 44 updated to 13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Friedrichshafen-Manzell (GER) (47 39 50 N – 09 25 50 E)

General: seaplane station (Seefliegerhorst) in Baden-Württemberg 3.6 km WNW of Friedrichshafen on the Bodensee (Lake Constance) and adjacent to the village of Manzell on its south side.
History: dates from 1912 when the firm Flugzeugbau Friedrichshafen GmbH was founded and built military aircraft during World War I. The original factory was at Friedrichshafen-Seemoos before it was moved to a new complex at Manzell less than a kilometer to the NW. A factory airfield (Industriehafen) for Dornier-Flugzeugbau since 1933-34

where it manufactured and assembled seaplanes and carried out experimental research.
Dimensions: the Bodensee provided unlimited take-off and landing space.
Anchorage: 1 slipway (launch ramp) near the main buildings and a second under construction in Oct 43.
Fuel and Ammunition: full services were available, including fuel and ammunition.
Infrastructure: the extensive buildings of the Dornier factory were situated between the rail lin on the north and the shore of the Bodensee on the south and consisted of 3 hangars, assembly and repair shops, admin buildings, supply buildings and billeting. There was a curved jetty at the NW end.
Defenses: in Jan 44 there were 4 heavy Flak positions within 3.6 km of the station, three of these with 6 guns and one with 4 guns. There were 7 light Flak positions within 2 km, including 5 Flak towers and several rooftop emplacements.
Remarks:
3 Aug 44: airfield damaged and Flak positions destroyed in heavy attack by 15th AAF B-17s and B-24s.
Operational Units: Seetransportstaffel 2 (Sep 43); 2./SAGr. 128 (Aug 44); 1. Seenotstaffel (Aug 44); 3. Seenotstaffel (Aug 44); Seekommando He 115 (Oct 44 – Feb 45).
School Units: Flieger-Technischevorschule Friedrichshafen (1939-44).
Station Commands: none identified.
Station Units (on various dates – not complete): Heimat-Flak-Bttr. 215/VII (to Sep 44); Heimat-Flak-Bttr. 230/VII (to Sep 44).
[Sources: AFHRA A5258 pp.134-35 (17 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Friedrichshafen-Seemoos (See) (GER) (47 39 30 N – 09 26 10 E)
General: seaplane station (Seefliegerhorst) in Baden-Württemberg 3 km W of Friedrichshafen on the Bodensee (Lake Constance) and .8 km SE of Friedrichshafen-Manzell seaplane station. History: factory airfield (Industriehafen) for Dornier-Flugzeugbau and an satellite field (Ausweichflugplatz) for Friedrichshafen-Manzell. Dornier had its original factory here prior to World War I. Dimensions: Lake Constance (Bodensee) provided ample take-off and landing room.
Anchorage: slipway (launch ramp) in front of the hangar.
Infrastructure: 1 large hangar with a few small buildings adjacent. Personnel were accommodated at Friedrichshafen-Manzell. A rail line passed just N of the station. Defenses: protected by the Flak defenses at Friedrichshafen-Manzell.
Remarks: none.

Air Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.136 (17 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Friedrichshafen-Zeppelindorf (GER): see Friedrichshafen-Löwenthal.

Fristringen (GER) (not located)
General: tactical airstrip (Gefechtslandeplatz) in Bavaria 33 km NW of Augsburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fritzlar (GER) (51 07 00 N – 09 17 00 E)
General: controlling air base (Leithorst) 29 km SW of Kassel/Hesse in C Germany; airfield located on the south bank of the Eder River 2 km SSE of Fritzlar.
History: built September 1935 - 1937 and used by bomber units before the war. The Junkers aircraft firm took over the hangars in August 1941 for maintenance and production work using forced labor. The Ju 352 was designed at Fritzlar and 44 manufactured before the line was shut down about October 1944 due to a lack of material. Airfield rendered unserviceable for several weeks on 17 May 1943 when RAF Bomber Command breached the Eder Dam and flooded the Eder Valley.
Dimensions: approx. 1190 x 915 meters (1,300 x 1,000 yards).
Runway: grass surface. Equipped with a beam approach system
Infrastructure: fuel, water, ammunition, compass swing, machine gun registration range, communications and other amenities were available. Had 6 large hangars and 1 large repair hangar with tarmac aprons along the N boundary. The station buildings and barrack blocks, including control tower, messes, dispensary, sports complex, etc., were all together behind the hangar area. A light rail branch line served the hangar area and the munitions dump.
Dispersal: consisted of 8 small and medium open aircraft shelter in May 44.
Defenses: at least 1 light Flak position existed on the roof of one of the hangars in Feb 44.
Satellites and Decoys:

Fritzlar-Werkel (GER) (51 08 50 N – 09 20 15 E). Dummy 5 km NE of Fritzlar airfield and 2 km ESE of the village of Werkel. Mock-up included 2 dummy buildings at the S end and dummy aircraft

were at times parked on the E and W boundaries. [Sources: AFHRA A5257A p.612 (1944)]
Remarks:
15 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Ju 52 and 1 x unidentified aircraft destroyed.
2 Oct 44: bombed by 12 B-17 Fortresses as a target of opportunity.
7 Oct 44: low-level attack by VIII Fighter Command P-47s – *claimed* 5 x Bf 110s, 3 x Ju 88s and 1 x unidentified aircraft destroyed, plus 7 x Bf 110s, 1 x Me 410, 11 x Ju 88s and 1 x Hs 123 damaged.
22 Feb 45: strafed by 13 P-38 Lightnings – 1 x Ju 88 destroyed.
22 Mar 45: a satellite landing ground called Fritzlar/North One by the Allies was under construction 4 km NE of Fritzlar airfield. A 1,650 meter prepared strip was being leveled adjacent to an existing taxi track that was connected to Fritzlar/North emergency landing ground.
29 Mar 45: airfield ordered immediately evacuated and destroyed.
30 Mar 45: captured by elements of the U.S. 9th Infantry Div. and USAAF P-47 Thunderbolt units moved in 12-13 April.
Operational Units: Stab, I./KG 254 (Nov 38 – Apr 39); Stab, I./KG 54 (May-Aug 39); Stab, I./KG 4 (Oct-Nov 39); Stab, III./KG 3 (Oct-Dec 39); Stab/Aufkl.Gr. Ob.d.L. (Dec 39 – Apr 40); 1.(F)/Aufkl.Gr. Ob.d.L. (Dec 39 - Jun 40); 1.(F)/Aufkl.Gr. 124 (May 40); I./LG 1 (Oct-Nov 41); III./LG 1 (Dec 41 – Mar 42); 1.(F)/Aufkl.Gr. 22 (Apr 42); III./NJG 1 (Sep 44 – Jan 45); 6./NJG 101 (Feb-Mar 45); Stab/NAGr. 1 (Mar 45); Nahaufkl.St. 13./14 (Mar 45).
Station Commands: Fl.H.Kdtr. L Fritzlar (1940); Sonderabteilung Fl.H.Kdtr. Fritzlar formed Fall 1940 with FpN L 41150 (disbanded fall 1941); Fl.H.Kdtr. E(v) 217/XI (c.Oct 44 – Mar 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Otto Höhne (? - 21 Jun 40); Obstlt. Heinrich Lorenz (Nov 42 - ?).
Station Units (on various dates – not complete): Koflug Fritzlar (Jul 39 0 Mar 41); Koflug 4/XII (Apr 41 – Jan 42); 1. Flugh.Betr.Kp./KG 54 (May-Oct 39); 2. Flugh.Betr.Kp./KG 54 (May-Oct 39); Werft-Kdo. (o) 15/VI (1944-45)?; one Zug from 2./le.Flak-Abt. 936 (May 44 – Mar 45); 2./le.Flak-Abt. 986 (Feb 45); Stab/Lw.-Bau-Rgt. Fritzlar (1939-40); E-Hafen-Ausrüstungs-Kolonne (mot) Fritzlar.
[Sources: AFHRA A5257A pp.186-89 (22 Feb 44 updated to 28 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fritzlar/Nord (GER) (51 08 40 N – 09 15 30 E) (51 08 30 N – 09 17 50 E)?
General: emergency landing ground (Notlandeplatz) in Hesse 23 km SSW pf Kassel and 3 km NE of Fritzlar. History: in existence since at least 1927 as part of a military exercise/training ground. Surface and

Dimensions: had a prepared airstrip measuring 1650 meters (1800 yards) aligned E by NW that was still under construction on 22 Mar 45 and not yet operational. Infrastructure: had a small cluster of barrack huts off the NW corner, a rifle range and probable aircraft dispersal in an adjacent woods.
Operational Units: Stab, 1./NAGr 1 (Mar 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 1/VI Kassel-Rothwesten (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.192 (1 Apr 45) and p.590 (23 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fritzow (GER) (a.k.a. Wrzosowo?) (c. 54 06 N – 15 49 E)
General: landing ground (Landeplatz) in Pomerania 25 km WSW of Köslin (Koszalin). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Füchtorf (GER) (52 03 07 N – 08 01 52 E)
General: landing ground (Landeplatz) in North Rhine Westphalia 25 km S of Osnabrück and 11.5 km NNE of Warendorf. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fuhlsbüttel (GER): see Hamburg-Fuhlsbüttel.

Fulda (GER) (a.k.a. Fulda-Sickels) (50 32 30 N – 09 38 20 E)
General: landing ground (Landeplatz) in Hesse 86 km NE of Frankfurt/Main; airfield 4 km SW of Fulda on an old military exercise ground. History: 1927 listed as an emergency landing ground Notlandeplatz. Later upgraded to a field airstrip (Feldflugplatz).
Surface and Dimensions: hardened grass surface. Luftpark located there?
Remarks:
10 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x Bü 133s destroyed.
Operational Units: none identified.
Station Commands: none identified.
Station Units: none identified.
[Sources: AFHRA A5257A p.631 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fürstenau (GER): see Vechtel.

Fürstenberg (GER) (52 08 40 N – 14 39 15 E)
General: landing ground (Landeplatz) 23 km S of Frankfurt/Oder, 22 km NNW of Guben and immediately W of the village of Fürstenberg.

History: in existence by 1937. Still listed as operational in Feb 45.
Surface and Dimensions: grass surface measuring approx. 1145 x 500 meters (1250 x 550 yards) and roughly rectangular in shape. No paved runway. Infrastructure: there were no hangars, but a small group of buildings on the W boundary may have comprised a few workshops and barrack accommodations. The Fürstenberg – Frankfurt/O. rail line formed the E boundary of the landing ground.
Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.607 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fürstenfeldbruck (GER) (48 12 30 N – 11 16 45 E)

General: Fliegerhorst in Bavaria 23.5 km WNW of Munich in Bavaria and 3.6 km NNE of Fürstenfeldbruck.
History: construction began in 1935 and it was ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 and on 10 October 1936 it was officially hand over to the Luftwaffe. From its inception, it was the intended home of Luftwaffe Air Cadet College (Luftkriegsschule) Fürstenfeldbruck and remained so until Jan 45.
Dimensions: approx. 1050 x 1100 meters (1150 x 1200 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. An E/W hardened runway (concrete?) was in the early stages of construction in Jun-Jul 44 and measured approx. 1000 meters (1100 yards) with a planned length of approx. 1550 meters (1700 yards). Unverified information suggests the runway was completed in Oct 44. A perimeter track encircled the landing area. Equipped with a flare path, boundary and obstruction lighting, and a beam approach system for night landings.
Fuel and Ammunition: refueling points were on the N boundary as well as on the S boundary in front of the hangars. A small ammunition dump was at the NW corner.
Infrastructure: had 6 hangars of various sizes with paved hangar aprons on the S boundary and off the SW corner, including a very large repair hangar. Numerous stores buildings, barracks, officers' quarters and admin buildings were in a woods to the rear of the hangars, and the station motor pool and garages were behind the repair hangar. The airfield control tower was in front of the repair hangar at the SW corner. A branch rail line served the buildings and hangars along the S boundary and continued around the E and N sides of the airfield.
Dispersal: there were 2 dispersal areas in Jul 44: Northeast and Northwest with a total of 6 large open aircraft shelters and 1 parking

site. A Southwest (remote) dispersal approx. 1370 meters (1500 yards) off the SW corner was under construction and the taxiway from there to the landing area had already been completed.
Defenses: unknown but well-protected by 1944-45.
Remarks:
11 Sep 44: low-level attack by VIII Fighter Command P-51s with a number of aircraft *claimed* on the ground.
9 Apr 45: bombed for the first and only time by 139 B-17 Fortresses and strafed by VIII Fighter Command P-51s – the fighters *claimed* 3 x Bf 109s, 1 x Do 217 and 1 x He 177 destroyed, plus 1 x Bf 109 damaged. Fifty (50) direct hits on the airfield did extensive damage to the runway, taxiways and workshop area knocked it out for the remainder of the war.
29 Apr 45: airfield captured by advancing U.S. forces.
Operational Units: JG 71 (Aug-Oct 39); II./JG 51 (Oct 39); III./KG 27 (Oct 39 – Feb 40); I./KG 55 (Mar-Apr 40); Erprobungskdo. Kolb (Nov 44 – Apr 45); II./KG(J) 54 (Mar-Apr 45); III./JG 53 (Apr 45); Sonderkommando "Bienenstock" (16-28 Apr 45).
School Units: LKS Fürstenfeldbruck (Oct 37 – Nov 39) then LKS 4 (Aug 40 – Jan 45); Lehrgang für Fliegerhorst- und Flughafenbereichs-Kommandanten (1945).
Reserve Training & Replacement Units: 3./Erg.Jagdgruppe Merseburg (Sep-Nov 39).
Station Commands: Fl.H.Kdtr. A Fürstenfeldbruck (1940); Fl.Pl.Kdo. A 10/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 12/VII (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt. 12/VII (1944); Werft-Abt. (v) 115/XII (c.Sep 44 – 1945); Feldwerft-Abt. (mot) z.b.V. 1 (Nov 44 – Apr 45); Kfz.Werkstatt (o) d.Lw. 118/VII (1944-45).
[Sources: AFHRA A5258 pp.137-40 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fürstenwalde (GER) (a.k.a. Fürstenwalde/Spree) (52 23 20 N – 14 05 45 E)
General: controlling airfield and operational airfield (Leithorst and Einsatzhafen) 50 km SE of Berlin, 30 km W of Frankfurt/O. in Brandenburg; airfield 4 km NE of Fürstenwalde.
History: Fürstenwalde/Spree was established in 1936-37 as a Leithorst (main or controlling airfield) but its status declined during the next few years because by 1940/41 it had not been built out beyond a few hangars with a concrete apron. On 1 November 1939 Flugzeugführerschule C Fürstenwalde was established there (name changed to FFS C 10 on 16 January 1940, to FFS B 10 on 15 October 1943, and to Luftkriegsschule 10 on 1 August 1944). This large multi-engine pilot training school was the only permanent unit there.

On 24 January 1945 LKS 10 departed for Straubing as forward elements of the Red Army reached the Oder. From then on the airfield went to a war-footing and it was used by many fighter and ground-attack units as a forward airfield.
Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards) and roughly pear shaped.
Surface and Runways: grass surface. Had two intersecting concrete runways measuring 1280 meters (1400 yards) aligned E/W and 520 meters (570 yards) aligned NE/SW. A servicing hardstand fronted the hangars on the S boundary. Equipped with perimeter and obstruction lighting, flare paths and the short form of the visual Lorenz system for night operations.
Fuel and Ammunition: refueling points were on the servicing hardstand. A small ammunition dump was off the NW corner of the landing area.
Infrastructure: by 1944 there were 3 large flight hangars and 1 large repair hangar on the S boundary, and 2 large flight hangars off the N boundary. All of the hangars had paved aprons. Workshop buildings were at the SW corner near the repair hangar. The main station buildings with admin offices, barracks, stores, etc., were off the S boundary to the rear of the hangars. There was also a small group of barrack-type huts in a woods off the SE corner. The station flight control building was in the center of the S boundary.
Dispersal: no organized dispersal facilities in early 1944.
Defenses: unknown, but heavy Flak defenses were set up around the airfield in 1945.
Remarks:
7 Feb 45: airfield's light Flak defenses ordered reinforced by OKL due to increased occupancy by operational units.
Operational Units: IV./KG 152 (May-Sep 37); KGr. z.b.V. 1 (Oct 37 – Sep 38); III./JG 132 (Aug-Oct 38); II./JG 141 (Nov 38); II./ZG 1 (May-Aug 39); Stab, I./JG 2 (Aug 39); Stab, 2./NAGr. 8 (Dec 44 – Mar 45); 2./NAGr. 3 (Dec 44 – Feb 45); Stab, II., III., 10.(Pz)/SG 2 (Dec 44 – Feb 45); II./TG 3 (Jan 45); Stab, I./SG 1 (Feb-Apr 45).
School Units: FFS C Fürstenwalde (Nov 39 – Jan 40) then FFS C 10 (Jan 40 – Jul 44); LKS 10 (Jul – Dec 44); Ausbildungskdo./Fluglehrerschule d.Lw.
Reserve Training & Replacement Units: II./SG 151 (Feb-Mar 45);
Station Commands: as Fl.H. Fürstenwalde (to c. Sep 43); Fl.Pl.Kdo. A 34/III (1943-44); Fl.H.Kdtr. A(o) 22/III (1944-45).
Station Units (on various dates – not complete): Stab/4. Fliegerdivision (Feb 45); Koflug 10/III (Jul 39 – c.May 41); le.II/Feldwerftverband 10 (Feb-Apr 45); Werft-Kp. 26 (n.d.); II./Flak-Rgt. 14 (c.Feb-Apr 45); schw.Flak-Abt. 321 (1945); elements of

le.Flak-Abt. 755 (Mar-Apr 45); Stab/le.Flak-Abt. 990(v) (Feb 45); le.Flak-Bttr.z.b.V. 14090 (1945); 24.(Flum.Leit)/Ln.-Rgt. 214 (Alt-Madlitz, May 43 – Aug 44); 4.(m.Flum.Leit)/Ln.-Rgt. 221 (Sep 44 – Apr 45); E-Hafen-Ausrüstungs-Kolonne (mot) Fürstenwalde; Kfz.Instandsetzungszug d.Lw. 16/XI (Feb-Apr 45); Ldssch.Zug d.Lw. 57/XI (Mar 45)?
[Sources: AFHRA A5258 pp.608- (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fürth (GER) (a.k.a. Fürth-Atzenhof) (49 30 10 N – 10 57 30 E)
General: principal or controlling airfield (Leithorst and Fliegerhorst) 5 km WNW of Nürnberg in Bavaria; airfield located near the village of Atzenhof 4 km NW of Fürth.
History: dates back to 1915/16 when it was used to train World War I pilots. During the 1920s and until August 1933, Fürth-Atzenhof was a civil airport and a Junkers aircraft maintenance center. It was first in use by the Luftwaffe in 1933 and became a full Luftwaffe Fliegerhorstkommandantur by fall 1935 following significant additional construction. The Junkers aircraft firm had a branch there and it was also used as a test site for prototypes.
Dimensions: approx. 1370 x 825 meters (1500 x 900 yards) and roughly rectangular in shape.
Surface and Runways: well-drained grass surface on light soil. No paved runway but had a long paved servicing and refueling platform on the S boundary as well as a paved taxiway.
Fuel and Ammunition: refueling points were on the S boundary, at the SW corner and the NW corner. A large underground fuel dump was outside the S boundary. The ammunition dump was off the N boundary by the machine gun range.
Infrastructure: there were 7 hangars of various sizes along the E and S boundaries, including 3 large ones, and all had paved hangar aprons. Some or all of the hangars were said to be air conditioned. Station vehicle garages were at the SE corner. Barracks were behind the most northerly hangar, officers' quarters and mess near the NW corner, flight control between two of the hangars and base stores buildings at the SE corner. Most of the buildings were carefully camouflaged. A special branch rail line served the airfield.
Dispersal: had a Northwest dispersal and a Southwest dispersal with a total of 17 small aircraft shelters in Dec 43. By May 44 the small shelters had been removed and replaced with 3 large open aircraft shelters.
Defenses: no details found.
Remarks:
11 Aug 43: bombed – 1 x Fw 56 and 1 x Kl 32 from III./JG 104 destroyed on the ground.

20 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed and 3 more damaged.
2 Apr 45: base personnel began mobilizing as "Luftwaffen-Rgt. 104" with orders to help defend Nürnberg.
5 Apr 45: 67 B-17s bombed an electrical industry target and a munitions dump at Fürth.
16-17 Apr 45: Fürth taken by U.S. 42nd Infantry Div. (Nürnberg fell on 20 April). Fürth-Atzenhof airfield survived the war relatively intact and undamaged.
Operational Units: II./KG 2 (Nov 39 – Feb 40); 15.(kroat.)/JG 52 (Jul-Sep 41); I./KG(J) 30 (Dec 44 – Feb 45); II./KG 51 (Apr 45).
School Units: FFS B/FFS C Fürth-Atzenhof (1933 – Sep 39); JFS 4 (1939 – Mar 43); Stab and I./JG 104 (Mar 43 – Apr 45).
Station Commands: Fl.H.Kdtr. L Fürth (1940); Fl.Pl.Kdo. A 7/XIII (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 16/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 32/VII (Jun 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Hptm. Rudolf Trautvetter (1 Apr 35 - 30 Jun 35); Hptm. Johannes Hackbarth (1 Aug 35 - 12 Mar 36); Maj. Franz Prantner (? - ?) 7/43. In addition to those noted, the Kommandeur of the FFS or the JFS located at Fürth concurrently held the position of base Kommandant.
Station Units (on various dates on, in or near the Fürth airfields and town – not complete): Koflug Fürth (Jul 39 – Mar 41); Koflug 1/XIII (Apr 41 – Feb 43); Koflug 11/XII (Feb 43 – Jun 44); Koflug 14/VII (Jun-Dec 44); 5. Flugh.Betr.Kp./KG 2; Werft-Abt.(o) 2/XII (1944-45); schw.Feldwerft-Abt. IV/70 (Mar 45); Flak-Abt. Fürth (1933-35); I./Flak-Rgt. 8 (Apr 35 – Nov 38?); I./Flak-Rgt. 9 (Nov 38 – Aug 39); Flakscheinw.Abt. 686(v) (May 42); schw.Flak-Abt. 697(v) (May 43 – Feb 44); gem.Flak-Abt. 901(v) (Aug 39); Res.Flak-Abt. 902 (Aug 39 – 1940); schw.Flak-Abt. 903(o) (Aug 39); Res.Flak-Abt. 905 (Apr, Nov 40); Flakscheinw.Abt. 908(o) (Aug 39); 2./le.Flak-Abt. 951 (Sep 44 – 1945); Flak-Ers.Abt. 5 (1940-42); Flak-Scheinwerfer-Ausb.Abt. 5 (1942-43); Flak-Ers.Abt. 9 ((1942-45); Flak-Geräteausgabestelle Fürth (1940); Flak-Trsp.Abt. 13 (1939-40); III. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 12 (Unterfürberg – 1943-45); Lw.-Bau-Btl. 7/XIII (Apr 40); Lw.-Bau-Btl. 13/XIII (Apr 40); Munitionsausgabestelle d.Lw. 2/XIII (Fürth-Bernbach – 1944); E-Hafen-Ausrüstungs-Kolonne (mot) Fürth; Traktorenzug d.Lw. 11/XII (1944); Lw.-San.Abt. 14/VII (Jun-Dec 44); Flieger-Ers.Btl. XII (c.Oct/Nov 44 – 1945).

[Sources: AFHRA A5258 pp.141-43 (23 Dec 43 updated to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Fürth-Industrie (GER) (a.k.a. Fürth-Hardhöhe) (49 28 55 N – 10 57 30 E)

General: factory airfield (Industriehafen) located 2 km WNW of Fürth town center in Bavaria. History: the airfield dates from 1919-20 when Gothaer Waggon- und Flugzeugfabrik established an aircraft manufacturing plant there. Gothaer was later renamed Bachmann, Blumenthal & Co. but continued producing aircraft and components. During the war years, those components were for the Ju 87, Bf 110 and the Me 262, while overhaul and repair work was carried out on Bf 110s. Dimensions: approx. 960 x 730 meters (1050 x 800 yards) with an oval shape. Surface and Runway: extensive work was underway in late 1943 to improve the landing area around the runway. Had one approx. 1190 meter (1300 yards) concrete runway aligned ESE/WNW that was completed in Sep 43. Infrastructure: factory assembly shop, offices, major components shop, transformer house, flight hangar with a paved hangar apron, boiler house, metal treatment shops, machine shop, forge, stores and light machine shops formed a compact group at the E boundary. An additional group of stores huts was off the N boundary. A special branch rail line served the factory buildings. Dispersal: no organized dispersals. Defenses: protected by 4 heavy Flak positions (three of them with 6 guns each) and 10 light Flak positions.

Satellites and Decoys:

Fürth-Veitsbronn (GER) (49 31 00 N – 10 54 15 E). Dummy 5.7 km NW of Fürth factory airfield, 4.5 km WNW of Fürth airfield and 1.2 km NE of the village of Veitsbronn. Mock-up included a group of stage-prop buildings simulating a factory airfield with dummy aircraft parked nearby. [Sources: AFHRA A5258 p.438 (19 Feb 44)]

Remarks:

25 Feb 44: Fürth aircraft components plant bombed by 172 B-24 Liberators. Post raid photos showed extensive damage and destruction to the factory buildings along the E boundary of the airfield.

10 Sep 44: 60 B-17s bombed the Fürth aircraft components factory. By April 1945, the airfield had been heavily damaged and largely bombed out.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/XII Fürth (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 32/VII Fürth (1944-45).

Station Units (on various dates – not complete): see under Fürth-Atzenhof airfield.

[Sources: AFHRA A5258 pp.144-48 (24 Dec 43 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Füssen (GER) (47 34 30 N – 10 40 16 E)
General: field airstrip (Feldflugplatz) in Bavaria 92 km SSW of München (Munich), 30 km WNW of Garmisch-Partenkirchen and 2 km WNW of Füssen village. History: listed as an emergency landing ground (Notlandeplatz) in 1927, but by 1939 had been upgraded to a field airstrip (Feldflugplatz). Glider training activity here during the war. Surface and Dimensions: grass surface measuring approx. 550 x 460 meters (600 x 500 yards). Infrastructure: none.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.431 (25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

G

Gabbert (GER) (53 18 40 N – 15 42 50 E)
General: operational airfield (Einsatzhafen II) in Pomerania 73 km E of Stettin, 44 km E of Stargard (Stargard Szczecinski) and 1.6 km SE of Gabbert that is the present-day village of Jaworze. History: operational and in use by late August 1939. Listed as still operational in Feb 45. Surface and Dimensions: grass surface measuring approx. 870 x 345 meters (950 x 375 yards) and pear-shaped. No paved runway. Infrastructure: there was 1 large repair hangar off the NW corner and several barracks in the woods behind the hangar. The nearest rail connection was 3.25 km WSW in Hassendorf. Dispersal: no organized dispersal facilities in March 1944.
Remarks: none.
Operational Units: Stab, II./KG 26 (Aug-Sep 39); I./ZG 26 (Apr-May 44).
School Units: Arbeitsplatz for Schule/FAR 12 then FFS A/B 12 (Königsberg/Neumark); Arbeitsplatz for FFS A/B 120 (Prenzlau) (1940-42); FFS B 38 (Jul – Dec 44).
Reserve Training & Replacement Units: Kommodore der Ergänzungsjagdgruppen (May – Jun 44); 1. and 2./(Erg.) JGr. West (Jun – Jul 44); 2./(Erg.) JGr. Süd (May-Jun 44).
Station Commands: Fl.H.Kdtr. E Gabbert (to Aug 39); Fl.H.Kdtr. E 43/III (Sep 39 – May 40); Fl.H.Kdtr. E 6/III (1940); as Fl.H. Gabbert (to 1943); Platzkdo. of A(o) 6/III Stettin-Altdamm (1944).
Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 p.609 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gäbersdorf (GER) (51 02 20 N – 16 27 00 E)

General: operational airfield (Einsatzhafen I) in Silesia 42 km W of Breslau (Wroclaw), 22 km N of Schweidnitz (Swidnica) and adjacent to the present-day village of Udanin. History: built during the late 1930's. May have been returned to cultivation during the war and then reactivated in fall 1944. Surface and Dimensions: grass surface of unknown dimensions. Infrastructure: no information found.
Reserve Training & Replacement Units: Stab and elements of Erg.JG 1 (Nov 44 – Mar 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.968 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gablingen (GER) (48 27 00 N – 10 51 50 E)

General: airfield (Fliegerhorst) in Bavaria 8-10 km N of Augsburg; airfield 3 km ENE of Gablingen and adjacent to the village of Stettenhofen.
History: built 1934-35 and a Luftwaffe Fliegerhorstkommandantur by fall 1935. Used as an aviation depot (Luftpark) from 1936 to the end of the war, handling parts, components right up to complete aircraft. Also home to flight schools from Oct 40 to the end. Further, bomber units were rested, refitted and re-equipped here during 1943.
Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards).
Surface and Runways: Grass surface.
Fuel and Ammunition: both available.
Infrastructure: had 5 or 6 hangars, a large repair hangar and adjacent workshop buildings ranged along the N side of the airfield. Station buildings, including barracks and numerous storage buildings, were also on the N side of the field. A branch rail line served the N and E boundaries.
Dispersal: aircraft were widely dispersed in fields off the SW corner.
Defenses: on 1 Nov 43, there were 3 heavy Flak batteries with a total of 16 guns with 1.2 and 5.25 km of the airfield, and 7 light Flak positions around the perimeter of the field or in Flak towers or on the roof of buildings.
Remarks:
Nov 42: troop occupancy consisted of the station's Stabskompanie and Horstkompanie, and FFS C 15's Schulerkompanie and Technische Kompanie.
24 Apr 44: bombed by 120 B-24 Liberators. According to German reports, 2 hangars and the control tower were completely burned out, another hangar lightly damaged, 50% of the other infrastructure in the hangar area destroyed, the majority of the 44 aircraft on the airfield

were damaged, 18 barrack huts in the branch camp of Dachau concentration camp as well as other accommodations were destroyed, 13 killed and 61 injured. The house of the Kommandant, Oberst Alfred Traeger, was destroyed, his 4 young children killed and his wife badly injured.
24 Jul 44: low-level attack by VIII Fighter Command P-51s – 1 x C 445 A-1 and 1 x Junkers W 34 Hi from FFS B 5 destroyed on the ground (incomplete German sources). VIII Fighter Command *claimed* 3 x Do 217s, 4 x Ju 88s and 1 x Fw 190 destroyed, plus 4 x Do 217s and 1 x unidentified aircraft damaged.
10 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x He 111s, 1 x Ju 88 and 1 x Bf 109 destroyed, plus 1 x He 111 damaged.
21 Mar 45: bombed – heavy damage to airfield infrastructure. (German report)
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 65 destroyed or damaged, mostly Bf 109s, Fw 190s, Me 410s and several He 177s, Ju 88s and Ju 52s.
Operational Units: Stab, I./KG 355 (Apr 37 – Jun 38); I./JG 144 (Nov-Dec 38); I./ZG 144 (Jan-Apr 39); II./ZG 76 (May-Jun and Sep 39); 4.(F)/Aufkl.Gr. 121 (Oct 39 – May 40); I./KG 27 (Nov 39 – Feb 40); III./KG 55 (Mar-May 40); I./KG 53 (Mar-Apr 43); II./KG 53 (Apr-Jul 43); III./KG 53 (Jul-Dec 43); NSGr. 1 (Süd) (Apr 45); Nahaufkl.St. 13./14 (Apr 45).
School Units: FFS C 15 (Oct 40 – Jan 43); FFS B 7 (Apr – Jul 44); FFS A 5 (Jul 44 – Apr 45).
Reserve Training & Replacement Units: II./EKG(J) (Mar 45).
Station Commands: Fl.H.Kdtr. A Gablingen (1940); Fl.Pl.Kdo. A 36/VII (Nov 43 – Feb 44); Fl.Pl.Kdo. B 39/VII (Jan-Feb 44); Flugplatzkdo. Gablingen of Fl.H.Kdtr. A(o) 13/VII Lechfeld (1944-45); Fl.H.Kdtr. E(v) 233/VII (Jan 45); Fl.H.Kdtr. A 102/XVII (Dec 44 - Apr 45).
Station Units (on various dates – not complete): Luftpark Gablingen (later Luftpark 1/VII) (c. 1935-45); Werft-Abt.(v) 107/XII (1944-45); Instandsetzungswerkstatt für Flieger-Bodengerät 1/VII (1944); le.Hei.Flak-Bttr. 13/VII (1943-44); le.Hei.Flak-Bttr. 38/VII (Nov 44); elements of Luftschutz-Abt. d.Lw. 38 (1942 – Apr 45); Kfz.Beständebezirk d.Lw. 2/VII (1943-45); Kfz.Beständelager d.Lw. 2/VII A (1943-45); Kfz.Beständelager d.Lw. 2/VII C (1943-45); Kfz.Werkstatt (o) d.Lw. 123/VII (1944-45); Ldssch.Zug d.Lw. 85/VII (summer 44).
[Sources: AFHRA A5258 pp.149-51 (4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site www.amerika-in-augsburg.de/index.php?id=1418]

Gager (GER) (54 18 55 N – 13 41 10 E)
General: seaplane anchorage on the island of Rügen in the Baltic off Stralsund; Gager, a small port with a sheltered harbor, located on the hook-shaped eastern tip of the island. History: no further information or mention of wartime use by the Luftwaffe found. Anchorage: had ample take-off and landing space just off the entrance to the harbor. Mooring facilities were available in the small harbor. Infrastructure: none noted.
[Sources: AFHRA A5258 p.962 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gahlendorf (GER) (c. 54 27 13 N – 11 14 50 E)
General: landing ground (Landeplatz) in Schleswig-Holstein on the island of Fehmarn and located 4 km ENE of the village of Burg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gahro (GER) (a.k.a. Dabern) (51 43 45 N – 13 41 20 E)
General: operational airfield (Einsatzhafen II) in Brandenburg 43 km W of Cottbus, 10 km N of Finsterwalde and on the SW edge of the village of Gahro, just 2 km NNE of the village of Dabern. History: built 1937-38 and used as a practice field for trainers to summer 1944 and then by single-engine fighters and ground attack aircraft to Apr 45. Surface and Dimensions: grass surface measuring approx. 960 x 1100 meters (1050 x 1200 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: refueling points at the NW corner. The ammunition dump was off the NE corner. Infrastructure: there were no hangars, but 2 workshop buildings were located off the N boundary. A few barrack huts were off the SE boundary. The nearest rail connection was the Finsterwalde-Luckau line 2.5 km E of the landing area. Dispersal: no organized dispersal facilities.
Remarks: none.
Operational Units: I./JG 76 (Aug-Sep 44); I./JG 300 (Sep-Oct 44); II./JG 11 (Oct 44); I./JG 4 (Oct-Nov 44); IV./JG 301 (Feb 45); II./SG 77 (Feb-Mar 45); 10.(Pz)/SG 77 (Feb-Mar 45).
School Units: Arbeitsplatz for elementary flight school then twin-engined conversion school Alt-Lönnewitz (1936 – Jan 40), FFS C 3 then FFS B 3 (Jan 40 – Jul 44); Arbeitsplatz for FFS C 7 (Finisterwalde (1940-43).
Station Commands: Fl.H.Kdtr. E Gahro (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 4/IV (Mar 40); Fl.H.Kdtr. E 27/IV (Nov 40); Fl.Pl.Kdo. A

6/IV (1941); Flugplatzkdo. of Fl.H.Kdtr. A(o) 101/I Finsterwalde (c. Nov 44 – Feb 45); Fl.H.Kdtr. E(v) 270/III (Mar 45)?
Station Units (on various dates – not complete): 6./le.Flak-Abt. 733 (Mar-Apr 45).
[Sources: AFHRA A5258 p.555 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Galtgarben (GER) (e. Kruglovo) (c. 54 49 03 N – 20 02 48 E)
General: landing ground (Landeplatz) 32 km WNW of Königsberg in East Prussia and located in the west-central part of the Samland Peninsula. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
Station Commands: Fl.H.Kdtr. E 10/I (1940)?
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ganacker (GER): see Landau/Isar.

Gandau (GER): see Breslau-Gandau.

Ganschendorf (GER) (53 49 04 N – 13 05 52 E)
History: landing ground (Landeplatz) in Mechlenburg – Western Pomerania 31 km NNW of Neubrandenburg and 10 km SSE of Demmin. May have consisted of a Ganschendorf/Ost and a Ganschendorf/West. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ganshorn (GER) (??)
General: landing ground (Landeplatz) in East Prussia near Osterode. Not located. History: used by tactical reconnaissance aircraft during the Polish Campaign but no evidence found of any use after that.
Operational Units: 2.(H)/Aufkl.Gr. 10 (Aug-Sep 39).
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gardelegen (GER) (52 32 20 N – 11 26 20 E)
General: airfield (Fliegerhorst) 47 km NNW of Magdeburg in Altmark; airfield located 3 km ENE of Gardelegen on the north side of the Gardelegen-Stendal road.
History: construction began in 1938 and was completed in 1940 and was used mainly as a station for Fallschirmjäger (parachute troops) air transport groups and flight training schools to the end of 1942. From the beginning of 1943, it was increasingly used by reserve training/replacement units and by operational fighter groups to the end of the war.
Dimensions: c.1,600 x 1,600 meters.

Surface and Runways: grass surface. Equipped for night landings with lighting, flarepath, a beam approach system and the short version of the visual Lorenz system.
Fuel and Ammunition: refueling points were along the SE boundary and bulk fuel storage off the SE boundary. The bomb dump was in a woods about 1 km NE of the landing area.
Infrastructure: communications, compass swing, machine gun registration range and other amenities were available. Had 7 hangars along the S boundary, all but one large or very large, numerous workshops and storage buildings to the rear of the hangars, two separate motor pool and garage yards, and clusters of admin buildings and barrack blocks off the S and SE boundaries. Gardelegen airfield was home to a Luftpark and accordingly had a large complex of storage buildings served by a branch rail line off the main Gardelegen-Stendal line. The main storage complex was at the SW corner of the field and a smaller one was hidden in woods 1.6 km E of the field.
Dispersal: there were 3 dispersal areas – North, Northeast and East – with a total of 13 open aircraft shelters and 19 aircraft blast bays (11 Apr 44).
Defenses: unknown.
Remarks:
29 Jun 44: airfield bombed by 9 B-24 Liberators as a secondary target.
15 Mar 45: town and a cavalry remount center bombed by 31 B-24s as a target of opportunity.
Operational Units: KGr. z.b.V. 1 (1937 - Aug 39); I./KG z.b.V. 1 (Aug 39 – Mar 40); elements of JG 25 (Jul-Dec 43); I./JG 301 (Nov-Dec 43); 6./TG 5 (Jan-Feb 44); II./JG 3 (Mar-Jun 44); II./JG 5 (Jun 44); IV./JG 301 (Nov 44 – Mar 45); II./KG(J) 54 (Jan 45); IV./JG 54 (Jan-Feb 45).
School Units: Arbeitsplatz for Schule/FAR 11 and FFS A/B 11 (Schönwalde); Arbeitsplatz for BFS 6 then FFS B 36 (Wesendorf) (Mar 41 – Jul 44); Stab/KG 101 (Feb 43 – Oct 44).
Reserve Training & Replacement Units: 12./KG 30 (Feb 43 – Feb/Mar 44); IV./KG 54 (Dec 43 – Dec 44); II./KG(J) 54 (Jan 45); IV./LG 1 (Jan 45); Stab and I./EKG 1 (Jan – Feb 45).
Station Commands: Fl.H.Kdtr. Gardelegen (- to Mar 44?); Fl.H.Kdtr. A(o) 25/XI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Bruno Wustrau (? - ?) 4/41; Oberst Gerhard Berlin (? - May 43); Oberst Emil Clemens (May 43 - ?); Oberst Walter Milz (? - 13 Apr 45).
Station Units (on various dates – not complete): Stab/XI. Fliegerkorps (Nov 43 – c.Feb 44); Werft-Abt. d.Lw. 11/XI (Dec 44 - ?); Werft-Abt. (o) 25/XI (spring 44 – 1945); 135. Flughafen-

Betr.Kp. (Qu) (Dec 44 - ?); Luftpark Gardelegen (Later Luftpark 2/XI) (c. 1938-45); Ln.-Heimatreparaturbetrieb 3/XI (c.1942-45); I./Fallschirmjäger-Rgt. 2 (Aug 39 - ?); Genesenden-Btl./Fallschirm-AOK 1 (1945); elements of 11. Fallschirmjäger-Div. (Apr 45).
[Sources: AFHRA A5258 pp.610-12 (4 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Garder-See (GER) (53 41 07 N – 12 03 57 E)
General: seaplane anchorage (Seeflugstützpunkt) on a lake in Mecklinburg – Western Pomerania 44 km E of Schwerin and 14.5 km SSW of Güstrow. History: listed as still operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Anchorage: no information. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Garz (Land) (GER) (a.k.a. Garz/Usedom) (53 52 40 N – 14 09 30 E)
General: airfield (Fliegerhorst) on Usedom Island 57 km NNW of Stettin, 6 km SW of Swinemünde (Swinoujscie) and immediately SW of the village of Garz.
History: a civil landing ground in 1928, Garz was taken over by the Luftwaffe in 1935 and developed into a military airfield. Inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Garz was home to single-engine and twin-engine fighter units at the beginning of the war, then to experimental units using air-launched guided bombs from 1942-44, and finally as a busy fighter interceptor station in 1945.
Dimensions: approx. 960 x 730 meters (1050 x 800 yards) with an irregular shape.
Surface and Runways: flat grass surface. Had 4 paved runways in the form of a modified letter "A" measuring approx: (1) 900 meters (980 yards) aligned NW/SE; (2) 660 meters (720 yards) aligned NE/SW; (3) 840 meters (920 yards) aligned WNW/ESE; and, (4) 550 meters (600 yards) aligned NNE/SSW.
Fuel and Ammunition: refueling points were on the S boundary and in front of the hangar at the SW corner. A small ammunition dump was off the NW corner.
Infrastructure: had 1 repair hangar and 3 medium flight hangars, all along the S and SW side of the airfield. Workshops, motor pool with garages, base construction office and the fire station were grouped in the same area. The main station buildings were in the woods off the SW corner and included admin offices, barracks, messhalls, etc., while the officers' quarters and mess, operations and communications center and female auxiliary quarters were off the S boundary. A branch off the Usedom-Swinemünde rail line served the hangar area.

Dispersal: no organized dispersal facilities in March 1944.
Defenses: unknown.
Remarks: none - no evidence found of attacks by Allied heavy bombers.
Operational Units: I.(J)/Lehrgeschwader Greifswald (Feb-Oct 38); Stab, I.(J)/LG 2 (Nov 38 – Sep 39); I./ZG 52 (Jan-Mar 40); II./ZG 76 (Feb-Mar 40); II./ZG 1 (Mar-Apr 40); II./SKG 210 (May-Jun 41); Versuchsstaffel d.Lw. 293 (Nov 41 – Feb 42); Lehr- und Erprobungskdo. 15 (Mar 42 – Apr 43); Lehr- und Erprobungskdo. 21 (Aug 42 – Jan 43); Stab, II./KG 100 (Apr-Jul 43); Lehr- und Erprobungskdo. 36 (Aug 43 – Dec 44); III./KG 100 (Aug-Sep 44); Versuchskdo./KG 200 (Dec 44 – Apr 45); Stab, II./JG 1 (Feb-Apr 45); II./JG 3 (Feb-Apr 45); IV./JG 51 (Apr 45).
School Units: Arbeitsplatz for FFS A/B 120 (Prenzlau) (1940-42); Jagdlehrerüberprüfungsgruppe (May 44); II./JG 110 (Jun 44 – Feb 45).
Station Commands: as Fl.H.Kdtr. Garz (1939 – Jan 43); Fl.Pl.Kdo. A 19/III (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 1/III (Apr 44 – 1945).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Erich Hill (? - ?) 4/41; Obstlt. Joachim von Ziegesar (Oct 42 - ?).
Station Units (on various dates – not complete): Werft-Abt. 15/III (1944-45); Flugh.Betr.Kp. (FK) 1 (Feb 45); Flugh.Betr.Kp. (FK) 5 (Nov 43 – Feb 44, Sep-Nov 44).
[Sources: AFHRA A5258 pp.613-15 (15 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Garz (See) (GER) (c. 53 52 40 N – 14 09 30 E)
General: seaplane station on Usedom Is. on the Baltic coast 96 km NNW of Stettin. History: No further information or mention of wartime use by the Luftwaffe found. Anchorage: no information.
Infrastructure: none noted.
[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Gatow (GER): see Berlin-Gatow.

Gaukönigshofen (GER): often appears in Allied documents in reference to Giebelstadt airfield - see there.

Gaulsheim (GER) (49 58 04 N – 07 57 53 E)
General: landing ground (Landeplatz) in Rhineland-Pfalz 21.5 km W of Mainz and 3.5 km E of Bingen. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Geilenkirchen-Gillrath (GER): see Gillrath.

Geilenkirchen-Puffendorf (GER): see Puffendorf.

Geilenkirchen-Tripsrath (GER): see Tripsrath.

Geinsheim (GER) (a.k.a. Hessenaue) (49 54 10 N – 08 22 30 E)
General: operational airfield (Einsatzhafen I) in Hesse 22 km W of Darmstadt, 10 km SE of Mainz and 3.25 km NNW of Geinsheim village. History: established in the late 1930's. Little or no activity after the conclusion of the campaign in the West in Jun 40. Surface and Dimensions: grass surface measuring approx. 915 x 915 meters (1000 x 1000 yards) and square in shape. No paved runway. Infrastructure: no hangars, but there were small groups of buildings at the SE corner, along the S boundary and at the NW corner. Nearest rail connection at Gross Gerau, 8 km to the NE of the field. Dispersal: no organized dispersal.
Remarks:
Jan 45: listed as still operational.
Operational Units: I./KG 2 (Mar-Apr 40).
Station Commands: Fl.H.Kdtr. (E) Geinsheim (Aug 39 – Mar 40); Fl.H.Kdtr. E 24/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 20/VII Wiesbaden-Erbenheim (1944-45).
Station Units (on various dates – not complete): 2. Flugh.Betr.Kp./KG 1.
[Sources: AFHRA A5258 p.152 (15 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Geithain (GER) (51 02 30 N – 12 40 30 E)
General: operational airfield (Einsatzhafen) in Thuringia 40 km SSE of Leipzig and 19-20 km ENE of Altenburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gelchsheim (GER) (49 34 30 N – 10 02 45 E)
General: operational airfield (Einsatzhafen I) in Bavaria 26 km SSE of Würzburg and 2 km ENE of the village of Gelchsheim. History: built in 1936 and received only limited use after the end of the 1940 air campaign in the West. Reportedly used by some transport aircraft during mid-1944. Surface and Dimensions: grass surface measuring approx. 730 x 1100 meters (800 x 1200 yards) and rectangular in shape. No paved runway. Fuel and Ammunition: there were 2 sets of refueling points inside the N boundary and 1 set in the SW corner. The ammunition dump was of the NW boundary. Infrastructure: had

1 medium hangar with a paved hangar apron and 4 small hangars off the N boundary. Additional workshops and stores were S of the medium hangar. All of the hangars, workshops and stores buildings were serviced by railway sidings. A small barracks complex was located on the W outskirts of Ollingen village near the airfield and additional personnel were probably billeted in nearby villages.
Dispersal: on the N side of the landing area were 13 "Dutch barn" type aircraft shelters, 2 very large, 9 large and 2 medium. Defenses: unknown.
Remarks:
13 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x Hs 123s and 2 x unidentified aircraft destroyed, plus 1 x unidentified aircraft damaged.
Feb 45: airfield listed as still operational.
Operational Units: I./KG 53 (May 40).
Station Commands: Fl.H.Kdtr. (E) Gelchsheim (Aug 39 – Mar 40); Fl.H.Kdtr. E 41/XIII (Mar-Apr 40).
Station Units (on various dates – not complete): Feld-Luftmunitionslager 4/XIII (Oct 44).
[Sources: AFHRA A5258 pp.153-54 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gelnhausen (GER) (a.k.a. Gelnhausen-Rothenbergen) (50 11 54 N – 09 07 30 E)
General: airfield (Fliegerhorst) located 32.4 km E of Frankfurt/M.; airfield 5 km west of the town.
History land taken over by the Luftwaffe on 28 March 1935 and construction began shortly after that and continued until the airfield was completed about May 1937. Occupied pre-war by bomber units using the nearby bombing range at Lettgenbrunn-Villbach.
Dimensions: approx. 1000 x 730 meters (1,100 x 800 yards).
Runway: grass surface with two fan-shaped paved starting platforms, one on the NW side of the landing area and the other on the E boundary.
Infrastructure: had 1 large hangar, workshops, motor pool and admin buildings grouped together on the W boundary, and a smaller cluster of buildings on the S boundary. A block of barracks was immediately behind the hangar and more barrack accommodations were just NE of the airfield on the western outskirts of Gelnhausen. Also had fuel tanks, refueling points and munitions bunkers. A branch rail line served the airfield.
Dispersal: no organized dispersal areas (Dec 44).
Defenses: location of Flak positions not identified.
Remarks:

5 Sep 44: two low-level attacks by VIII Fighter Command P-38 Lightnings and P-47 Thunderbolts - 26 x Fw 190As (all from I./JG 11), 5 x He 72D, 2 x Fw 58, 1 x Fw 56, 5 x Fw 44, 1x Bü 181, 1 x Ar 65, 1 x Bf 108 and 1 x Fi 156, plus 24 gliders of various types all reportedly destroyed on the ground; all but the Fw 190s belonged to Segelflugausbildungsstelle d.Lw. Gelnhausen which was put out of business and disbanded a short time later (German sources). The Allies reported 38 destroyed and 21 damaged in this attack, almost all Fw 190s.
8 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190A from I./JG 11 and 3 x Ju 52s destroyed, plus 1 x Ju 52 damaged.
12 Dec 44: bombed by 17 B-24 Liberators as a secondary target.
30 Mar 45: airfield captured by advancing U.S. forces after being partially destroyed by the retreating Germans.
Operational Units: 3.(F)/Aufkl.Gr. 123 (Oct 39 – May 40); II./ZG 26 (Jan-May 40); Stab/Aufkl.Gr. 123 (Mar-May 40); I./JG 11 (Sep 44).
School Units: Segelausbildungsstelle für Flugzeugführerschulen A/B (1941-44); Segelflugausbildungsstelle der Luftwaffe Gelnhausen/Ausb.Kdo. 330 (1942-44).
Station Commands: Fl.H.Kdtr. C Gelnhausen (1940); Fl.Pl.Kdo. A 7/XII (Jan 43 – Mar 44); Flugplatzkdo. Gelnhausen of Fl.H.Kdtr. A(o) 6/XII Langendiebach (Apr-Jun 44); Flugplatzkdo. Gelnhausen of Fl.H.Kdtr. A(o) 22/VII Langendiebach (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Hptm. Emil Wehinger (May 37 – May 38?); Obstlt. Ulrich Lademann (May 38 – c. Jul 39); Maj. Walter Geimecke (1939); Maj. Arthur Trost (1939 – Jun 40); Hptm. Bethke (Jun 40 - ?); Maj. Bäumlein (1945).
Station Units (on various dates – not complete): Koflug 2/XII (May 43 – Jun 44); Koflug 13/VII (Jun 44 – Apr 45); 3. (Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Abt. 14 (Meerholz, c.Nov 44 – 1945); Ln.-Kp. z.b.V. 2 (Feb-Mar 45); Ln.-Kp. z.b.V. 40 (Somborn, Sep 44 – 1945); Nachschub-Kp. d.Lw. 11/VII (Oct, Dec 44); Traktorenzug d.Lw. 10/XII (1944).
[Sources: AFHRA A5257A pp.193-95 (7 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Gelsdorf (GER) (50 35 04 N – 07 01 53 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 18 km SSW of Bonn and 17 km W of Remegen. History: listed as operational in Dec 39. May have been used during the May 1940 attack into Belgium, but no further information or mention of wartime

use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gelsenkirchen-Buer (GER) (c. 51 33 20 N – 07 04 05 E)

General: airfield (Fliegerhorst) in North Rhine – Westphalia 11.5 km NNE of Essen and 4 km NNW of Gelsenkirchen/Ruhr.
History: a civil landing ground in 1927 (Verkehrslandeplatz). Upgraded to a class II civil airport (Flughafen II) by 1932. Taken over by the Luftwaffe and built out as an airfield in 1936-37. Little wartime activity after mid-1940.
Dimensions: approx. 915 x 915 meters (1,000 x 1,000 yards).
Runway: grass surface. Taxi tracks from the hangar area to the landing area.
Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Had 5 medium hangars with paved aprons in a line at the N end of the airfield with small workshop buildings near the two hangars in the center. The station admin offices were in a semi-circular building between the hangars and barrack blocks were located behind the hangars. Nearest rail connection in Gelsenkirchen.
Dispersal: none identified (Feb 44).
Defenses: in mid-Aug 43 there were 8 heavy Flak positions of 6 guns each within a few hundred meters and 5 km of the airfield, 25 light Flak positions around the perimeter plus 7 barrage balloons.
Remarks:
1941-45: Gelsenkirchen bombed many times by both the RAF and USAAF due to oil and other targets located there, but the airfield does not appear to have been intentionally attacked prior to March 1945.
23 Mar 45: bombed and strafed by approx. 8 P-47 Thunderbolts – minor damage to landing area and a few buildings. (German report)
10 Apr 45: Gelsenkirchen taken by U.S. 9th Army.
Operational Units: II./ZG 1 (Apr-May 40); 5.(F)/Aufkl.Gr. 123 (Sep-Nov 44); 3./NAGr. 1 (Nov 44).
Station Commands: Fl.H.Kdtr. E Buer (1939-40); Fl.H.Kdtr. E 14/VI (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 4/VI Dortmund-Brackel (Apr 44 – 1945).
Station Units (on various dates – not complete): elements of schw.Flak-Abt. 112(o) (1942-43)?; elements of le.Flak-Abt. 718 (Jan 43); 1./Luftsperr-Abt. 103(o) (1942); Luftschutz-Rgt. z.b.V. 1 (fall 42 – Apr 45); Luftschutz-Abt. d.Lw. 23 (Oct 42); Luftschutz-Abt. d.Lw. 24 (Lenkerbeck, 1940 - c.1942).
[Sources: AFHRA A5257A pp.196-99 (15 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gelsenkirchen-Rotthausen (GER) (c. 51 30 30 N – 07 03 40 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 5.7 km S of Gelsenkirchen-Buer airfield. History: had limited use in spring 1940 but by 1941 had been abandoned and turned into a slag dump for a nearby industrial plant. Surface and Dimensions: grass surface measuring approx. 915 x 460 meters (1000 x 500 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.632 (2 Sep 41); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gera (GER) (50 54 52 N – 12 04 28 E)
General: airfield in Thuringia 55 km SW of Leipzig. History: 1927 listed as a civil landing ground (Verkehrslandeplatz). 1932 now listed as a secondary airport (Flughafen II). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gerdauen (GER) (a.k.a. Zheleznodorozhnyy) (54 23 50 N – 21 17 40 E)
General: operational airfield (Einsatzhafen I) 65 km SE of Königsberg (Kaliningrad), 42 km SW of Insterburg (Chernyakhovsk), 13 km SE of Allenburg and 4 km N of Gerdauen in the former East Prussia.
History: laid out in 1938-39 and in use by August 1939. Operationally active for the attack on Poland and then again for the attack on Russia in Jun 41. Served as a practice field for trainers during the mid-war years and then became an active airfield for fighters and ground-attack aircraft as the Russians approached East Prussia in fall 1944.
Surface and Dimensions: grass surface with unknown dimensions but a take-off and landing run of some 1370 meters (1500 yards) was said to be possible. Infrastructure: probably no more than a few sheds used as workshops. Nearest rail connection in Gerdauen.
Operational Units: I./KG 2 (Aug-Sep 39); Stab, I./KG 76 (Jun-Jul 41); elements of I./NJG 100 (Aug-Nov 44); Stab, I./SG 3 (Oct 44 – Jan 45); 10.(Pz.)/SG 3 (Oct-Nov 44); II./SG 1 (Oct-Dec 44); I., II./SG 4 (Nov 44); II./JG 1 (Jan 45);
School Units: Arbeitsplatz for FFS A/B 125 then FFS A 125 (Neukuhren) (1941-44).
Reserve Training & Replacement Units: 13./KG 55 (Mar 44).

Station Commands: Fl.H.Kdtr. E Gerdauen (1939-40); Fl.H.Kdtr. E 1/I (1940); Fl.Pl.Kdo. Gerdauen (1941); Fl.H.Kdtr. E 44/XI (Mar-Jun 41); Fl.H.Kdtr. A(o) 104/I (c. fall 44 – Jan 45).
Station Units (on various dates – not complete): Jagdfliegerführer Ostpreussen (Sep-Oct 44); le.Feldwerft-Staffel 5/10 (mot) (Dec 41); schw.Feldwerft-Abt. IV/50 (Dec 41); elements of le.Feldwerft-Abt. I/60 (Jan 45); Lw.-Bau-Btl. 227/XI (Lett) (Sep 44 - ?); Ldssch.Zug d.Lw. 185/XI (Feb 45).
[Sources: AFHRA A5258 p.620 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Germersheim (GER) (49 13 30 N – 08 20 55 E)

General: field airstrip (Feldflugplatz) in Rhineland – Pfalz 24 km N of Karlsruhe, 12 km SSW of Speyer and 2 km NW of Germersheim.
History: probably laid out in late 1939 but not used to any extent until 1944 when it became an alternative landing ground for night fighters.
Surface and Dimensions: grass surface measuring approx. 1100 x 275 meters (1200 x 300 yards). No paved runway. Equipped with a flare path for night landings. Infrastructure: no hangars or other buildings, but there was a military barracks 900 meters SE of the landing area, and a barracks complex some 1800 meters to the NW that was still under construction in Aug 44. Nearest rail connection at Germersheim. Dispersal: a West (remote) dispersal was under construction some 2375 meters from the W boundary in late Aug 44 and already had 18 aircraft bays that had been cut into woods.
Remarks:
24 Mar 45: Germersheim taken by U.S. armor.
Operational Units: I./JG 4 (Sep 44); III./JG 53 (Nov-Dec 44); IV./KG 200 (Jan 45); NSGr. 20 (Jan-Mar 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/XII Lachen-Speyersdorf (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 19/VII Lachen-Speyerdorf (Jun-Sep 44); Fl.H.Kdtr. E(v) 204/XII (c.Oct 44 – Mar 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.155 (3 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gerolzhofen (GER) (49 54 00 N – 10 21 00 E)

General: operational airfield (Einsatzhafen I) in Bavaria 20 km SE of Schweinfurt. History: used as a practice field for trainers and a few night fighters were stationed here from Sep 44 to early 1945.
Surface and Dimensions: grass surface that afforded a take-off and landing run of approx. 915 meters (1000 yards). Infrastructure: little if any.
Remarks:

6 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 410 and 1 x Ju 88 destroyed, plus 1 x Bf 110 damaged.
Operational Units: part of IV./NJG 6 (Sep 44 – Jan 45).
School Units: Arbeitsplatz for FFS C 1 then FFS B 1 (1943-44); Arbeitsplatz for FFS A 7 (1944-45).
Station Commands: Fl.H.Kdtr. (E) Gerolzhofen (Aug 39 – Mar 40); Fl.H.Kdtr. E 60/XIII (Mar-Apr 40).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.453 (24 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gerslinden (GER/RUSS) (e. Gerslinden) (a.k.a. Ganovka, Gannovka) (54 55 N – 22 07 E)
General: field airstrip (Feldflugplatz) in the former East Prussia 23 km SE of Tilsit and near Liebenfelde and the tiny village (400 pop.) of Gerslinden. History: listed as operational in Sep 41. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gerstungen (GER) (50 57 48 N – 10 04 02 E)
General: an unimproved dispersal strip in the Gotha-Erfurt area where bombers were parked when no further operations were possible owing to the fuel shortage, specifically 68 km W of Erfurt, 17.5 km W of Eisenach and 2.75 km NE of the town of Wildeck. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: farm land and grass surface. Infrastructure: none noted.
Remarks:
27-30 Sep 44: strafed by USAAF P-51 Mustangs – 3 x Ju 188s from I./KG 6 destroyed or damaged on the ground.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Geseke (GER) (51 37 05 N – 08 33 15 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 19.5 km SW of Paderborn, 16 km SE of Lippstadt and 3.6 km SE of Geseke. History: inactive after mid-1940 but rehabilitated in 1944 and commenced operation in September 1944. Dimensions: 1,075 x 850 meters. Runway: grass surface. Infrastructure: none identified (Nov 44). Dispersal: in a woods SW of the landing area. Defenses: Flak positions not identified.
Remarks:
2 Oct 44: bombed by 9 B-17 Fortresses.

5 Oct 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Bf 109s, 1 x Fw 190, 3 x Bf 110s, 3 x Me 210s, 3 x Ju 88s destroyed, plus 3 x Bf 109s, 3 x Me 210s and 2 x He 111s damaged.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 72 (Detmold) (1939).
Reserve Training & Replacement Units: Stuka-Erg.St./VIII. Fliegerkorps (Feb – May 40).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.200 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Giebelstadt (GER) (49 39 10 N – 09 58 30 E)
General: Fliegerhorst in Bavaria 15 km S of Würzburg and 1.6 km E of the village of Giebelstadt.
History construction began in late summer 1934 and was completed June 1935. The infrastructure, especially the housing area, was designed to reflect a so-called "Luftwaffe Modern" style and on completion the base was considered one of the most attractive in Germany. Officially designated a Luftwaffe Fliegerhorstkommandantur by fall 1935. Hitler visited the airfield on 17 September 1936. From June 1940 to 1944, Giebelstadt was used by the Ergänzungsgruppe (reserve training group) of several bomber units and briefly by other units that arrived to rest and refit or to convert from one type of aircraft to another. In 1944 Giebelstadt was selected as an active base for jet aircraft and a great deal of hurried construction took place.
Dimensions: approx. 915 x 915 meters (1,000 x 1,000 yards).
Runway: had one 2,500 meter concrete runway just completed (Sep 44) and a paved taxiway. A 600 meter runway extension was under construction. Starting platforms have been built along the E and W boundaries at the N end of the runway. Obstruction lighting, flare path, beam approach and visual Lorenz for night landings.
Infrastructure: multiple refueling points, munitions dump and communications facilities. One very large, 5 large and 1 medium hangar in three clusters on the N and E boundaries and at the SE corner, all with paved aprons. Additional workshop buildings around the hangars. The very large hangar was probably for repairs. Station HQ, flight control and supply buildings located on the N side of the field among the hangars. Barracks, quarters, messes and canteens/clubs were in a wooded area at the NE corner. A single-track branch rail line was run to the airfield.
Dispersal: two remote areas to the N and E of the field were under construction in Sep 44.
Defenses: Flak positions were located about 1 km off the N boundary and at the SW corner.

Remarks:
9 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Bf 109s, 5 x Bf 110s and 4 x Me 210s destroyed, plus 10 x Bf 110s, 1 x Me 210 and 1 x Fw 200 damaged.
10 Sep 44: bombed by 112 B-17 Fortresses.
3 Oct 44: bombed by 49 B-17s.
6 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x Ju 88s, 2 x Do 217s and 3 x unidentified aircraft destroyed.
13 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 262, 1 x Ju 88 and 1 x Do 217 destroyed, plus 1 x Ju 88 damaged.
16 Jan 45: low-level attack – 1 x Me 262 A-1 from II./KG(J) 54 destroyed on the ground.
6 Feb 45: low-level attack by 9th AAF P-47 fighter-bombers – 1 x Fw 190 from I./KG(J) 54 damaged.
11 Feb 45: low-level attack by 9th AAF P-47 fighter-bombers – 1 x Fw 190 claimed destroyed.
20 Feb 45: low-level attack by VIII Fighter Command P-51s – 1 x Me 262 A-1 from I./KG(J) 54 damaged and 1 x He 177 damaged. (German report). The Allied fighters *claimed* 2 x Bf 109s and 1 x Ju 88 destroyed.
21 Feb 45: low-level attack by approx. 11 P-51s – 1 x Me 262 A-1 and 1 x Bü 181 C-3 from I./KG(J) 54 destroyed or damaged. (German report)
23 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x He 177 destroyed and another damaged.
25 Feb 45: bombed by 96 B-24 Liberators – 4 Me 262 A-1s and 2 x Bü 181 C-3s from I./KG(J) 54 destroyed or damaged; 1 KIA and 2 WIA.
19 Mar 45: low-level attack by approx. 8 P-51s – 3 x Me 262 A-1 from KG(J) 54 destroyed or damaged. (German report)
21 Mar 45: strafed by 36 P-51 Mustangs – German accounts state there was little damage aside from a single Me 262 shot down while attempting to land.
22 Mar 45: bombed by 75 B-24s – 11 x Me 262 A-1s and 2 x Bf 109s from KG(J) 54 destroyed or damaged plus 2 x Ju 88s destroyed; runway and the western third of the landing area heavily cratered; Me 262 operations no longer possible. (German report)
1 Apr 45: airfield taken by elements of the U.S. 12th Armored Div. The landing area was heavily cratered and many buildings had been destroyed.

Airfield Units:

Operational Units: Fliegergruppe Giebelstadt (Oct 35 – Apr 36); I./KG 155 (Apr 36 – Feb 38); III./KG 355 (Jul 38 – May 39); III./KG 53 (May 39 – Feb 40); I./KG 2 (Feb-May 40); I./KG 76 (Oct 40 – Mar 41);

III./KG 1 (Jun 41); Stab, I./KG 77 (Dec 41 – Jan 42); II./KG 76 (Apr-May 42); III./KG 100 (Aug-Sep 44); Stab and I./KG(J) 54 (Aug 44 – Mar 45); Stab, I./KG 51 (Mar 45).
School Units: Verkehrsfliegerschule Giebelstadt (Jun-Sep 35).
Reserve Training & Replacement Units: Schulstaffel/KG 53 (Jun – Sep 40); IV./KG 76 (Apr 41 – Sep 42); IV./KG 100 (May 43 – Sep 44)?;
Station Commands: Fl.H.Kdtr. L Giebelstadt (1940); Fl.H.Kdtr. A(o) 10/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 26/VII (Jun 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Heinrich Christenn (? - ?) 9/39; Oberst Johann Gehfink (? - Aug 43) 3/43; Obstlt. Georg Kugel (Aug 43 - ?).
Station Units (on various dates – not complete) Stab/2. Fliegerdivision (Sep 44); Koflug Giebelstadt (Jul 39 – c.Aug 40); 8. Flugh.Betr.Kp./KG 53; Werft-Abt. (v) 117/XII (1944-45); schw.Feldwerft-Abt. V/30 (Mar 45); 118. Flugh.Betr.Kp. (Qu) (Sep 44); 129. Flugh.Betr.Kp. (Qu) (Sep 44); 136. Flugh.Betr.Kp. (Qu) (Sep 44); 3. Flugh.Betr.Kp. (S) (Sep 44); 4. Flugh.Betr.Kp. (S) (Sep 44); Flugh.Betr.Kp. (FK) 3 (Sep 44); Lufttorpedo-Betr.Kp. 2 (Sep 44); Lufttorpedo-Betr.Kp. 7 (Sep 44); Lufttorpedo-Betr.Kp. 8 (Sep 44); Lufttorpedo-Betr.Kp. 9 (Sep 44); D 1 R – Nachschublager d.Lw. 1/XII (1944-45); Lw.-Bau-Btl. 6/XIII (Apr 40); Startbahnbauzug 1 (summer 44); E-Hafen-Ausrüstungs-Kolonne (mot) Giebelstadt.
[Sources: AFHRA A5258 pp.156-58 (17 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Gieboldehausen (GER) (51 36 27 N – 10 13 13 E)

General: landing ground (Landeplatz) in Lower Saxony 21 km NE of Göttingen and 9.5 km SW of Herzberg am Harz. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Giessen (GER) (50 35 40 N – 08 43 30 E)

General: airfield (Fliegerhorst) 50 km N of Frankfurt/M. in Hesse and 3.6 km ENE of the town center of Giessen.
History: 1928 classified as a civil landing ground (Verkehrslandeplatz). In military service from 1932 and then built out as a full Luftwaffe air base 1936-37. Used almost exclusively by bomber units to mid-1940.
Dimensions: approx. 1145 x 915 meters (1,250 x 1,000 yards).
Runway: grass surface with concrete starting platforms on the E and W boundaries, paved hangar aprons and a perimeter road that

connected the hangars with the starting platforms. Equipped for night landings.
Infrastructure: fuel, numerous refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Had 7 hangars along the S boundary, including 1 large repair hangar, with workshops and stores buildings off the SW corner of the airfield. Control tower between the hangars and barrack blocks behind the hangars. Airfield served by a branch rail line.
Dispersal: 7 open aircraft shelters and 4 or 5 blast bays off the SW corner (Apr 44); later, 5 large open shelters were built off the NE corner.
Defenses: none identified in Dec 43.
Satellites and Decoys:

Giessen-Daubringen (GER) (50 38 10 N – 08 44 45 E). Dummy 5 km NNE of Giessen airfield. Mock-up included representations of 4 hangars plus station buildings at the edge of a woods on the E boundary with dummy aircraft parked near the buildings. Believed to have been equipped with a lighting system. [Sources: AFHRA A5257A p.612 (11 Nov 44)]
Remarks:
20 Jul 44: bombed by 12 B-17 Fortresses.
9 Sep 44: attacked by 9th AAF P-47 Thunderbolts with *claims* for 3 aircraft destroyed on the ground and several more damaged. Also attacked same date by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 and 1 x Ju 88 destroyed.
24 Dec 44: bombed by 74 B-17s and heavily damaged; urgent repairs underway.
28-29 Mar 45: Giessen taken by U.S. 7th Armored Div.
Operational Units: II./KG 254 (Apr-Nov 38); Stab, II./KG 155 (Nov 38 – Apr 39); Stab, II./KG 55 (May-Aug 39); I./KG 53 (Sep 39); I./KG 4 (Oct-Nov 39); Stab, I./KG 1 (Jan-Jun 40); 1./JG 3 (Feb 40); 2./JG 3 (Mar 40); I./LLG 1 (Sep 44); Staffel z.b.V. Reich (Oct-Nov 44); Flieger-Kp./Ln.-Rgt. 3 (c.Nov 44 – Mar 45).
School Units: Flieger-Techn.Schule 1 (c. 1940-45); Lehrwerft Giessen (Jan 45).
Station Commands: Fl.H.Kdtr. L Giessen (1940); Fl.Pl.Kdo. A 32/VII (c.Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 5/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 21/VII (Jun 44 – Mar 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Oberst Dipl.Ing. Rudolph Schmock (22 Mar 42 - 1 Jan 43).
Station Units (on various dates – not complete): Stab/Luftgaukdo. 11 (Apr-Oct 37); Stab/Luftgaukdo. XII (Oct 37 – Mar 38); Koflug Giessen

(Jul 39 – c.Aug 40); Flugzeugschleuse (aircraft routing center); 4. Flugh.Betr.Kp./KG 55 (May-Aug 39); 5. Flugh.Betr.Kp./KG 55 (May-Aug 39); Werft-Kp. 9 (n.d.); I./Flak-Rgt. 111 (gem. mot.) (Aug 39 – 1940); III.(Tel.Bau)/Ln.-Rgt. 10 (Giessen and Lohra, c.Nov 44 – Feb 45); Stab/Ln.-Rgt. 40 (Holzheim, Jan 45 - ?); I./Luftgau-Nachr.Rgt. 12 (Jul 38 - ?); 12.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (1939-45); Fluko Giessen; Ln.-Flugsicherungshauptstelle 14 (1944-45); Lw.-Bau-Rgt. Giessen (1940); E-Hafen-Ausrüstungs-Kolonne (mot) 3/XII; Trsp.Kol. d.Lw. 110/IV (summer 44); Kriegs-Sanitätsoffiziernachwuchs-Kp. d.Lw. 22 (? – 1944/45).
[Sources: AFHRA A5257A pp.201-04 (1 Feb 44 updated to 1 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gifhorn (GER) (a.k.a. Isenbüttel) (52 27 10 N – 10 33 00 E)
General: landing ground (Landeplatz) 25 km N of Braunschweig in Lower Saxony and 2.25 km S of Gifhorn town center. History: 1932 listed as a civil landing ground and aviation sports field (Verkehrslandeplatz and Sportflugplatz). Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 but these plans evidently postponed and then downsized. In 1944 it was used to park aircraft, some of these belonging to deactivated or disbanded units.
Remarks:
8 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Me 210, 5 x Ju 88s and 1 x Do 217 destroyed.
11 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 109, 1 x Fw 190, 4 x Bf 110s, 7 x Ju 88s destroyed, plus 1 x Ju 52 and 2 x unidentified aircraft damaged.
Operational Units: Stab with parts of I. and II./KG 30 (Oct-Nov 44).
Station Commands: none identified.
[Sources: AFHRA A5257A p.629 (29 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gillrath (GER) (a.k.a. Geilenkirchen-Gillrath) (50 58 25 N – 06 04 30 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 22 km N of Aachen, 3.25 km WNW of Geilenkirchen and immediately S of the village of Gillrath. History: no record of use. Surface and Dimensions: grass surface measuring approx. 500 x 500 meters (550 x 550 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.631 (18 Jun 41); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gindrich (GER) (c. 51 37 48 N – 06 34 05 E)

General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 6 km SW of Wesel. History: No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gitter (GER) (52 01 46 N – 10 21 51 E)
General: landing ground (Landeplatz) in Lower Saxony 30 km SSW of Braunschweig and 2.5 km SSW of the town of Salzgitter (Bad Salzgitter). History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gladbach-Rheydt (GER): see Mönchen-Gladbach.

Glatz (GER) (a.k.a. Glatz-Konturhof; Glatz/West; Klodzko) (c. 50 26 N – 16 39 E)
General: landing ground (Landeplatz) in Silesia c. 76 km SSW of Breslau and 48 km W of Neisse (Nysa). History: no information found prior to its use in early 1945 following the beginning of the Russian winter offensive in Poland in mid-January 1945.
Operational Units: Stab, 2./NAGr. 2 (Mar-Apr 45); 1.(H)/Aufkl.Gr. 31 (Mar 45); Stab/NAGr. 4 (Apr-May 45).
Station Commands: none identified.
Station Units (on various dates – not complete): I./Flak-Rgt. 7 (gem.mot.) (1945); 7.(le.Flum.)/Ln.-Rgt. 229 (1945); Lw.-Lazarett (o) 7/III (1945).
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gleiwitz (GER) (a.k.a. Gliwice) (50 16 15 N – 18 40 30 E)
General: airfield (Fliegerhorst) in Silesia 148 km SE of Breslau (Wroclaw) and 94 km WNW of Kraków; airfield 3 km S of Gleiwitz.
History: 1927 listed as a civil landing ground (Verkehrsflugplatz). By 1932, upgraded to an international airport with a customs office. 1939-40 classified by the Luftwaffe as an operational airfield (Einsatzhafen). The airfield's main wartime function was to support the large air park (Luftpark) located there that inventoried and supplied aircraft parts and components.
Dimensions: approx. 915 x 1100 meters (1000 x 1200 yards) and roughly irregular in shape.
Surface and Runways: grass surface. Had either a hardened runway or a long starting platform. Equipped with boundary and obstruction lighting, a flare path and a beam approach system for night landings.

Fuel and Ammunition: refueling points were at the NW corner; also had bulk fuel storage.
Infrastructure: had 1 large and 5 medium hangars off the N boundary, all with paved aprons and interconnected by taxiways. Also off the N boundary were the admin offices, barracks, messes and other station buildings. The flight control building was probably in the NW corner. The Gleiwitz-Ratibor rail line ran just E of the landing area.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
23-25 Jan 45: infrastructure demolished and airfield evacuated as Soviet forces advanced into Silesia.
Operational Units: Stab, II./Schl.G. 2 (Dec 42 – Apr 43).
School Units: Arbeitsplatz for FFS C 19 then FFS B 19 (Ohlau) (Sep 41 – Jun 44).
Erg./Ers. Units: Erg.Gr./JG 51 (Jan – Feb 42); 2./Erg.JGr. Ost (Feb – Sep 42).
Station Commands: Fl.Pl.Kdo. A 6/VIII (1943); Fl.Pl.Kdo. A 18/VIII (1943 – Mar 44), Fl.H.Kdtr. A(o) 1/VIII (Apr 44 – Jan 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Hptm. Ernst Ziffer (? - 26 Aug 39); Hptm. Adolf Zaiser (Apr 40 - ?); Oberst Kuno Berger (31 Oct 41 - c. Mar 43).
Station Units (on various dates – not complete): Luftpark Gleiwitz (later Luftpark 2/VIII) (c. 1938-44); Werft-Abt. 12/VIII (1944 – Jan 45); Hei.Flak-Abt. 51/VIII (Oct 43 – Oct 44); mittl.Hei.Flak-Bttr. 6/VIII (1944); schw.Hei.Flak-Bttr. 229/VIII (1944 – Jan 45); schw.Hei.Flak-Bttr. 254/VIII (1944 – Jan 45); Lw.-Bauamt 4/VIII (1941-44); Hauptlohnstelle d.Lw. 1/VIII (Dec 44).
[Sources: AFHRA A5258 p.622 (10 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Glienicke (GER): often appears in Allied documents in reference to an unidentified airfield, but possibly either Staaken or Schönwalde, both on the NW side of Berlin.

Glogau (GER) (a.k.a. Glogau-Zerbau, Glogów, Glogów-Serby) (51 42 00 N – 16 07 00 E)
General: landing ground (Landeplatz) in Silesia 90 km NW of Breslau (Wroclaw) and 5 km NE of Glogau. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gmünd (GER) (a.k.a. Schwäbisch Gmünd) (48 48 48 N – 09 48 18 E)
General: landing ground (Landeplatz) in Baden-Württemberg 44 km E of Stuttgart; airfield 1 km E of Gmünd. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.
Remarks:
20 Apr 45: town taken by U.S. 114th Division.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gochsen (GER) (49 14 06 N – 09 21 53 E)
General: landing ground (Landeplatz) in Baden-Wurttemberg 14.5 km NE of Heilbronn. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Goddelsheim (GER) (51 12 02 N – 08 48 27 E)
General: landing ground (Landeplatz) in Hesse 48 km WSW of Kassel and 9.5 km SSW of Korbach. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Godshorn (GER) (52 26 15 N – 09 42 15 E)
General: satellite field of Hannover-Langenhagen airfield, 8 km N of Hannover city center and 2.5 km SSE of Hannover-Langenhagen airfield. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface? Infrastructure: none reported.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Goldhausen (GER) (??)
General: landing ground (Landeplatz). Location unknown. Listed as operational in Feb 45. No other information.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Göllheim (GER): see Dreisen-Göllheim.

Göppingen (GER) (48 42 30 N – 09 41 30 E)

General: airfield (Fliegerhorst) in Baden-Württemberg 40.5 km ESE of Stuttgart; airfield 3.25 km E of Göppingen and 1.6 km NW of Eislingen village.
History: built in the early 1930's and a Luftwaffe Fliegerhorstkommandantur by fall 1935. Used mainly as a elementary flight training field during the war.
Dimensions: approx. 1050 x 685 meters (1150 x 750 yards) aligned NW/SE.
Surface and Runways: grass surface with some paving in the take-off area. A perimeter track encircled the landing area.
Fuel and Ammunition: refueling loop on the SE boundary and refueling points on the NE, SE and S portions of the landing area. A small ammunition store was off the boundary to the SE.
Infrastructure: had 2 large hangars with paved aprons and 3 medium hangars off the N boundary. Station motor pool and garages were adjacent to the most westerly hangar and there were numerous station buildings hidden in the woods to the N of the hangars, including admin offices, barracks, stores, etc. The control tower was probably in front of the hangars. Nearest rail connects at Göppingen and Eislingen stations.
Dispersal: no organized dispersals, but 2 large open aircraft shelters were constructed in early 1944 off the S boundary.
Defenses: unknown.
Remarks:
5 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 87 destroyed, plus 2 x He 177s and 1 x Bf 110 damaged.
Operational Units: Aufkl.Gr. 315 (Feb 35 – Mar 36); Aufkl.Gr. 115 (Apr 36 – Sep 37); Aufkl.Gr. 15 (Oct 37 – Oct 38); Stab/Aufklärungsgeschwader 13 (Nov 38 – Aug 39?); Aufkl.Gr. 13 (Jan-Aug 39); Luftdienst-Teilkdo. 1/7 (Jan – c.May 39); 2. (H)/Aufkl.Gr. 23 (Apr 40).
School Units: Höh.Kdr.d.FFS A/B (Jul 43 – Nov 43); Höh.Kdr.der A Schulen (Nov 43 – 1945); 1. Fliegerschuldivision (Oct 43 – Feb/Mar 45); FFS A/B 116 then FFS A 116 (Jun 41 – c. Dec 44); Flakartillerieschule IV (Oct 39 - ?); Luftkriegsschule 8 (Flak) (Aug 41 – Mar 45).
Station Commands: Fl.H.Kdtr. A Göppingen (1940); Fl.Pl.Kdo. A 11/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 9/VII (Apr 44 – Apr 45).
Station Units (on various dates on the airfield, in the town or nearby – not complete): Werft-Abt. 9/VII (1944); Werft-Abt. (v) 135/XII (1944-45); Werft-Kp. 4 (1940-41); II./Flak-Rgt. 25 (gem. mot.) (Oct 36 – Nov 38); le.Flak-Abt. 85 (mot.) (Nov 38 – 1939); schw.Flak-Abt. 136(o) (1945)?; le.Flak-Abt. 851 (mot.) (Aug 39 – 1940); le.Res.Flak-Abt. 852(v) (Jul-Aug 40); le.Flak-Abt. 853(v) (Jul-Aug 41);

le.Res.Flak-Abt. 854(v) (Jul-Aug 41); le.Flak-Abt. 855(o) (Jul-Aug 42); le.Flak-Abt. 856(o) (Jul-Aug 42); Traktorenzug d.Lw. 12/VII (1944); Kfz.Werkstatt (o) d.Lw. 126/VII (1944-45).
[Sources: AFHRA A5258 pp.160-63 (10 Jan 44 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Göritz (GER) (c. 53 24 50 N – 13 54 00 E)
General: field airstrip (Feldflugplatz) in Mecklenburg 11 km N of Prenzlau. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Görlitz (GER) (51 09 42 N – 14 57 10 E)
General: airfield (Fliegerhorst) in Silesia 86 km E of Dresden and 2.5 km WNW of Görlitz.
History: airfield in use since 1925 by civil aviation and airships and was being used as a commercial airport in 1932. Luftwaffe use dates from 1934. Görlitz was an elementary flight training station until 1945 when it was taken over by fighters and ground-attack units.
Dimensions: approx. 775 x 595 meters (850 x 650 yards) and irregular in shape.
Surface and Runways: level grass with a gravel sub-soil. No paved runway. A perimeter road ran along the N and W boundaries.
Fuel and Ammunition: fuel available and ammunition as needed.
Infrastructure: had 1 very large, 1 large and 1 medium hangar off the W boundary with nearby workshops. Admin offices, barracks, classrooms and other station buildings were off the NW corner. The Görlitz-Wehrkirch rail line closely paralleled the E boundary of the landing area.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: elements of KGr. z.b.V. 9 (Sep 39); III./SG 2 (Feb 45); II./JG 6 (Mar-May 45); 10.(Pz.)/SG 77 (Apr-May 45).
School Units: elementary flight school Görlitz (Jan 35 – Dec 39); FFS A/B 1 later FFS A 1 (Jan 40 – Feb 45).
Reserve Training & Replacement Units: III./Erg.JG 1 (Apr 45).
Station Commands: as Fl.H.Kdtr. Görlitz (to 1943); Fl.H.Kdtr. A(o) 46/III (1 Apr – 15 Jun 44); Fl.H.Kdtr. A(o) 10/VIII (15 Jun 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Theodor Rumpel (Nov 42 - ?).

Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/17. Flak-Div. (Apr 45); Stab/Luftgaukdo. VIII (Sep/Oct 44 – Jan 45); Luftgaustab z.b.V. 25 (Jul-Sep 44); Koflug 2/VIII (c.Sep 44 – Feb 45); Werft-Abt. 53/III (1944-45); elements of Flak-Sturm-Rgt. 1 (mot.) (Jan 45); elements of le.Flak-Abt. 90 (mot.) (Mar 45); 10.(*Celebes III*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (? - Feb 45); Lw.-Lazarett 10/VII (1944-45).
[Sources: AFHRA A5258 pp.623-24 (26 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gorow (GER) (a.k.a. Gorowo Ilaweckie, Górowo Iławeckie) (c. 54 17 N – 20 29 E)
General: landing ground (Landeplatz) in East Prussia 72 km ENE of Elbing and 45 km ESE of Braunsberg (Braniewo). History: no evidence found of Luftwaffe use after the Polish campaign.
Operational Units: I./St.G. 1 (Aug-Sep 39).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Goslar (GER) (51 55 35 N – 10 26 20 E)
General: airfield (Fliegerhorst) 40 km SSW of Braunschweig in Lower Saxony and 1.5 km N of Goslar.
History: dates from 1925-26 when a 600 x 600 meter civil landing ground was opened. 1927 classified as an emergency landing ground (Notlandeplatz). The first hangar was erected in 1932 and it was reclassified as a civil airport (Flughafen II). The Luftwaffe took it over and in May 1935 began developing it into an air base with dimensions now of 3,500 x 2,400 meters. Officially designated as a Lw. Fliegerhorstkommandantur on or about 1 October 1936 with 5 aircraft hangars, a repair hangar, a flying control building, admin and supply buildings, messes, motor pool garages, several blocks of barracks and other infrastructure. By 1937, a total of 95 airfield buildings had been built in about two years. Reconnaissance units (Aufklärungsverbände) were based at Goslar before the war and it was used mainly by training units and glider-borne air-landing transport units after that. Italian and German transport units were equipped here in 1944 with Italian transport planes. The development and testing of equipment for night fighters moved to Goslar in 1944 and in 1945 Goslar was selected to training pilots for the He 162 jet fighter.
Dimensions: approx. 1280 x 960 meters (1,400 x 1,050 yards).
Runway: grass surface with a perimeter road circling the landing area.
Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. See above for hangars, buildings, etc. The nearest rail connection was in Goslar.

Dispersal: the Northeast area and the Southwest area had a total of 10 open aircraft shelters with 2 more under construction and at least 18 blast bays in mid-1944.
Defenses: 4 light Flak positions within 1.5 km of the field in Jan 44, two of which were rooftop emplacements.
Remarks:
Nov 40 – Nov 42: inmates from Buchenwald concentration camp were used on the airfield.
11 Jan 44: 53 Italian Savoia S. 81 and S. 82 transports identified on the ground at Goslar.
29 Mar 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x unidentified aircraft destroyed and 2 x Me 108s damaged.
5 Aug 44: bombed by 9 B-24 Liberators as a secondary target.
24 Aug 44: bombed by 37 B-17 Fortresses with severe damage to several buildings including a hangar and the loss of 1 x He 45D and 1 x He 46E belonging to Fliegerbildschule II.
10 Apr 45: captured by U.S. forces after station personnel demolished most of the technical facilities.
Operational Units: Stab/Aufkl.Gr. 127 (See) (Apr-Sep 37); Stab/Aufkl.Gr. 27 (Oct 37 – Oct 38); Stab/Aufkl.Gr. 122 (Nov 38 – May 40); 1.(F(/Aufkl.Gr. 122 (Nov 38 – Mar 40); 2.(F)/Aufkl.Gr. 122 (Nov 38 – Aug 39); 3.(F)/Aufkl.Gr. 122 (Nov 38 – Aug 39); Wekusta 26 (Jul-Nov 39); 4.(F)/Aufkl.Gr. 122 (Sep 39 – May 40); 5. (F)/Aufkl.Gr. 122 (Oct-Nov 39); Aufkl.St. Fliegerdivision 7 (Mar-Apr 40); 3.(F)/Aufkl.Gr. 22 (May 40); Aufkl.St. XI. Fliegerkorps (Jul 40 – Apr 41); III./KG 3 (Jun 41); 2.(DFS)/Verbindungskdo. (S) 1 (Dec 42); II./KG z.b.V. 1 (Feb-Apr 43); IV./TG 1 (Jun-Oct 43, Nov/Dec 44 – Jan 45); I./KG 27 (Sep 43 – Jan 44); III./TG 2 (Aug 43); II./TG 5 (Oct 43 – c. Feb 44); II./TG 1 (Oct 43 – Mar 44, Sep 44); Transportfliegergruppe 10 (Ital.) (Jan-Apr 44); Transportfliegergruppe 110 (Ital.) (Jun-Oct 44); III./LLG 1 (Nov 44); I./TG 4 (Dec 44 – Feb 45); 3./NAGr. 1 (Apr 45); Nahaufkl.St. 13./14 (Apr 45).
School Units: Arbeitsplatz for Schule/FAR 52 (Halberstadt) (1939-40); Arbeitsplatz for FFS C 16 then FFS B 16 (Burg bei Magdeburg) (May 40 – Apr 45); Fallschirmjäger-Offiziersschule (Oct 44 – Apr 45); Fliegerbildschule II (1943/44 – Apr 45).
Reserve Training & Replacement Units:
Erg.St./Flugzeugüberführungsgeschwader 1 (Mar – Apr 45).
Station Commands: 27 Aug 42 as Fl.H. Goslar; Flugplatzkdo. Goslar of Fl.H.Kdtr. A(o) 26/XI Hildesheim (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Heinrich Rauch (Oct 39 - Oct 39); Maj. Gottfried Gravert (? - Jul 41); Obstlt. Johannes Rockel (? - 27 Aug 42); Obstlt. Hans-Detlef von Lieberman (27 Aug 42

- 27 Nov 42); Obstlt. Alexander Andreae (27 Nov 42 - ?); Obstlt. Günther Staroste (Mar 43 - Aug 43); Obstlt. Oskar von der Lühe (Sep 43 - ?).
Station Units (on various dates – not complete): Koflug Goslar (Jul 39 – Mar 41); Koflug 1/VI (Apr 41 – Feb 43); Werft-Abt. (o) 31/XI (spring 44 – 1945); Werft-Abt. d.Lw. 3/III (Oct 44); Ldssch.Kp. d.Lw. 5/XI (Aug 42); Kleine Zahnstation d.Lw. 2/XI (Apr 45).
[Sources: AFHRA A5257A pp.209-12 (12 Feb 44 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Gotha (GER) (50 56 48 N – 10 42 33 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete): I./Flak-Rgt. 3 (gem. mot.) (Oct 35 – 1939/40); schw.Flak-Abt. 301(o) (c.Aug 39 – 1940); gem.Flak-Abt. 302(v) (c.Aug 39 – 1940); gem.Flak-Abt. 303(v) (c.Aug 39 – 1940); Flakscheinw.Abt. 308(v) (c.Aug 39 – 1940); Flakscheinw.Abt. 681(v) (May-Jun 42); Stab/Flak-Ers.Rgt. 4 (Sep 40 – 1944); Flak-Ers.Abt. 19 (Feb 40 - 1945); Flakwaffenwerkstatt (o) 11/IV (1044-45); 5. (Tel.Bau)/Ln.-Rgt. 12 (Cobstädt, Feb 45); 6.(Tel.Bau)/Ln.-Rgt. 12 (Teutleben, Feb 45); Lw.-Lazarett 8/III (n.d.); elements of Lw.-Berge-Btl. III (Schnepfenthal, 1944).

Gotha/Nord (GER) (a.k.a. Gotha) (50 58 20 N – 10 43 55 E)
General: airfield (Fliegerhorst) 23 km W of Erfurt in Thuringia and 3 km NNE of Gotha town center.
History: taken over by the Luftwaffe in 1936. Luftwaffe Fliegerhorstkommandantur by fall 1935.
Dimensions: approx. 915 x 550 meters (1,000 x 600 yards). A mid-war extension changed these to approx. 1190 x 550 meters (1,300 x 600 yards).
Runway: two concrete runways measuring 960 meters and 780 meters with a long (500 meters), broad taxiway connecting the ends. Otherwise, grass surface. Gotha/North and Gotha/South were connected by a short concrete taxiway.
Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Station hangars and buildings formed a compact group on the S side of the airfield. Barrack blocks, quarters, messes and other station facilities were behind the hangars of the factory airfield. A very large stores yard that was served by a railway siding was opposite the SW corner of the station buildings. Airfield was served by a branch rail line.
Dispersal: a Northeast area and a Northwest area had a total of 28 open aircraft shelters of which 11 were covered with camouflage netting on 25 Feb 44.

Defenses: see Gotha factory airfield. All antiaircraft (Flak) defenses were shared.
Satellites and Decoys:

Gotha-Racecourse (GER) (50 54 10 N – 10 39 50 E). Dummy 5.7 km SSW of Gotha town center and 8.5 km SW of Gotha airfield. Mock-up included an oval landing area measuring approx. 1100 x 365 meters (1200 x 400 yards) with 3 dummy hangars, a small building and a number of aircraft replicas parked on the racecourse and near the hangars. [Sources: AFHRA A5257A p.613 (1944)]
Remarks: see Gotha factory airfield for bombings.
Operational Units: 2.(H)/Aufkl.Gr. 114 (Apr 34 – Dec 35); Stab, I./KG 253 (Oct 35 – Apr 39); I./KG 4 (May-Sep 39); III./KG 26 (Jan-Feb 40).
School Units: Aufklärungsschule 3 (Oct 40 – Jul 41); FFS A/B 126 (Jun 41 – Jun 42). Other: Hungarian Fighter School (Mar-Apr 45).
Station Commands: as Fl.H. Gotha (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 31/III Erfurt-Bindersleben (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Nikolaus-Wolfgang Maier (c. 1 May 39 - 14 Nov 39).
Station Units (on various dates – not complete): 1. Flugh.Betr.Kp./KG 4 (May-Sep 39); 2. Flugh.Betr.Kp./KG 4 (May-Sep 39); 2. Flugh.Betr.Kp./KG 76.
[Sources: AFHRA A5257A pp.213-18 (13 Jan 44 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gotha/Süd (GER) (a.k.a. Gotha-Industrie, Gotha-Waggon) (50 58 00 N – 10 44 35 E)
General: factory airfield (Industriehafen) 23 km W of Erfurt in Thuringia; airfield 4 km NE of Gotha. History: used by the Gothaer Waggonfabrik firm for many years before the war and later for the production of Messerschmitt and Focke-Wulf aircraft. Dimensions: approx. 1420 x 870 meters (1,550 x 950 yards). Runway: grass surface with paved hangar apron and paved taxiway. There were 3 concrete starting platforms measuring 320 meters in length on opposing sides of the grass take-off/landing area. Gotha/North and Gotha/South were connected by a short concrete taxiway.
Infrastructure: fuel, water, ammunition, communications and other amenities were available. Factory hangars (4 very large and 2 large), assembly buildings, component, machine, hydraulic press and sheet metal shops were grouped on the W side of the airfield along the engine test beds, motor pool and garages. Airfield was served by a branch rail line. Dispersal: 11 open aircraft shelters. Defenses: 2 heavy and 8 light Flak positions within 2 km of the airfield in March

1943. Most of the light Flak was mounted in Flak towers or on rooftops.
Remarks:
20 Feb 44: factory bombed by 87 B-24 Liberators.
20 Jul 44: Gotha town bombed by 72 B-24s.
11 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x Ju 88s, 1 x He 177 destroyed, plus 2 x Me 410s, 9 x Ju 88s, 1 x He 177 damaged.
30 Nov 44: Gotha town bombed by 22 B-17 Fortresses as a target of opportunity.
6 Feb 45: Gotha marshalling yards bombed by 88 B-17s as a target of opportunity.
21 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x He 111s destroyed.
28 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 6 x Bf 110s, 1 x Me 410 and 1 x unidentified aircraft destroyed, plus 1 x Ju 88 damaged.
31 Mar 45: Gotha town bombed by 20 B-17s as a secondary target.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates): none identified.
[Sources: AFHRA A5257A pp.213-18 (13 Jan 44 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Göttingen (GER) (51 32 45 N – 09 54 05 E)

General: airfield (Fliegerhorst) in Lower Saxony 38 km NE of Kassel and 2.8 km NW of Göttingen.
History construction began in 1934, it was officially designated a Luftwaffe Fliegerhorstkommandantur by fall 1935 and most of the buildings were completed in 1936. Used mainly as a servicing, repair and re-equipping airfield. Wartime development and test center for Horten flying wing aircraft (Nurflügelflugzeuge).
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards).
Runway: well-drained grass surface. Equipped for night landings.
Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Had 7 large and medium hangars, all with paved hangar aprons, engine test beds, technical offices, motor pool and garages with nearly all of this at the S end of the airfield. Barrack blocks, admin offices, messes and other station buildings were grouped together off the E boundary. There were also 50+ storage buildings and sheds off the E boundary and NE corner, all served by an elaborate network of branch railway tracks. Numerous additional storage sheds were located in a woods 3.25 km W of the airfield.

Dispersal: 22 open aircraft shelters and 2 parking sites were located in a North area, a Southwest area and along the airfield perimeter.
Defenses: 3 Flak towers for light Flak in December 1943; undoubtedly augmented in 1944.
Remarks:
Although the Göttingen marshalling yards were repeatedly bombed during the war, the airfield does not seem to have been intentionally targeted.
7-8 Apr 45: Göttingen taken by U.S. forces.
Operational Units: Fliegergruppe Z (1935); Fliegergruppe Göttingen (1935-36); Stab/KG 2 (Jun 41); I./KG 2 (Jun 41); III./KG 2 (Jun 41); 2./Versuchsverband Ob.d.L. (c.Dec 44 – Apr 45); Erprobungskdo. 9 (a.k.a. Sonderkdo. Göttingen) (1942-45); Fliegerforstschutzverband (1943 – Dec 43); Erprobungskdo. 40 (Jan-Nov 44).
School Units: Arbeitsplatz for LKS 2 (Berlin-Gatow) Kdo. Oedheim (c. 1941-42); Nachschubschule Göttingen (c.1938 – Oct 44).
Station Commands: Fl.H.Kdtr. E 50/VI (summer 1940); Fl.H. Göttingen (to c.Feb 43); Fl.Pl.Kdo. A 45/XI (5 Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 27/XI (Apr 44 – Apr 45).
Kommandanten (not complete): Maj. Gustav Banse (1935-37?); Obstlt. Josef Grauer (Jun 40 - ?); Oberst Max-Arnim, Protzen von Schramm (1 Oct 42 - ?); Oberst Karl Dauselt (1944-45).
Station Units (on various dates – not complete): Aerodynamische Versuchsanstalt (AVA); Luftzeugamt 1/VI (c. 1938-45); Luftpark Göttingen (c. 1938-41); Flakpark Göttingen (1939-40); Flakzeugamt 1/VI (1943-45); Werft-Abt. (o) 27/XI (spring 44 – 1945); 5./le.Flak-Abt. 772 (1943-44); Ldssch.Zug d.Lw. 384/VI (Sep 41); Flieger-Untersuchungsstelle 13/III (Apr 45); Luftfahrtmedizinisches Institut des Reichsluftfahrtministeriums (1944-45).
[Sources: AFHRA A5257A pp.219-22 (6 Jan 44 updated to 6 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Götzenhain (GER) (49 59 45 N – 08 45 15 E)
General: field airstrip (Feldflugplatz) in Hesse 14.5 km SE of Frankfurt/Main and 1.2 km E of Götzenhain. History: probably laid out in summer 1944 for use by fighters. Surface and Dimensions: grass surface measuring approx. 915 x 68 meters (1000 x 75 yards) aligned NNW/SSE. Infrastructure: none. Dispersal: aircraft could park adjacent to the strip along the edge of a woods.
Operational Units: I./JG 4 (Sep-Oct 44); III./JG 53 (Oct 44).
Station Units: none identified.
[Sources: AFHRA A5258 p.166 (18 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grafenwöhr (GER) (49 42 30 N – 11 58 00 E)

General: tactical landing ground (Gefechtslandeplatz) in Bavaria 67 km ENE of Nürnberg; airfield 1 km S of Grafenwöhr. History: existed pre-war. No record of use by Luftwaffe air units during the war and believed to have been returned to cultivation. Surface and Dimensions: firm, dry meadowland measuring approx. 460 x 250 meters (500 x 270 yards). Infrastructure: none noted.
[Sources: AFHRA A5258 p.453 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Greifswald (GER) (54 06 30 N – 13 26 30 E)
General: Fliegerhorst 31 km SSE of Stralsund on the Baltic Coast in Pomerania.
History: dates from 1915 when a naval air station was established at Greifswald that in 1933 was being used as a university sports flying ground. A Deutschen Verkehrsflieger Schule (D.V.S.) took over the field in 1934. Officially designated a Luftwaffe Fliegerhorstkommandantur on 1 April 1935. It was home station for the Luftwaffe's elite *Lehr* or demonstration/instructional units. Greifswald was a very large, very busy airfield during the war years. The Arado aircraft manufacturing firm took over one of the hangars at Greifswald in 1943 for assembly work on the Fw 190 fighter. Day and night fighter air defense units made increasing use of Greifswald during 1944-45.
Dimensions: approx. 1100 x 1100 meters (1200 x 1200 yards).
Surface and Runways: grass surface with paved hangar apron and taxiway.
Fuel and Ammunition: there were refueling points along the N side and a refueling hardstand at the SE corner.
Infrastructure: fully servicing and fueling facilities with 6 large hangars, additional workshop buildings among and behind the hangars, flight control (Flugleitung), station HQ and supply buildings, officer quarters, messes and numerous barrack blocks surrounding a large sports ground and gym. The building area was all on the S side of the field, especially at the SE corner. The munitions dump was along the W boundary and was served by a branch railway that also ran behind the hangars and into the main building area. A branch rail line from Greifswald served the S side of the airfield and the munitions dump on the W boundary.
Dispersal: not reported.
Defenses: not reported.
Satellites and Decoys:

Griefswald-Wampen (GER) (54 08 35 N – 13 24 30 E). Dummy 6 km NNE of Griefswald, 4.5 km NNW of Griefswald airfield and 1.2 km NNW of the village of Wampen. Mock-up used to have 2 phony hangars but these were removed in 1943 or 1944. It had little

resemblance to Griefswald airfield. [Sources: AFHRA A5258 p.965 (1944)]
Remarks:
30 Apr 45: airfield taken without resistance by advancing Soviet troops.
Operational Units: II./KG 152 (Oct 35 – Mar 37); Lehrgeschwader Greifswald (Oct 36 – Oct 38); Stab/KG 152 (Apr-Sep 36); III./KG 152 (Apr-Jun 36); Stab, III./LG 1 (Nov 38 – Nov 39); 11.(Nacht)/LG 2 (Aug 39); 1./KG 25 (Sep 39); Stab, I./KG 30 (Sep 39 – Apr 40); I./LG 1 (Oct 39 – Mar 40); 10.(kroat.)/KG 3 (Aug-Oct 41); II./KG 53 (Dec 42 – Jan 43); 4./NJG 5 (c. Jul 43 – Jan 44); I./NJG 2 (Oct 43); IV./NJG 5 (Jan-Apr 45); Erprobungskdo. 26 (Jan-Apr 45); III./KG 53 (Feb-Mar 45); 3.(F)/Aufkl.Gr. 22 (Feb-Apr 45); I./NJG 100 (Mar-Apr 45); II./KG 4 (Apr 45).
School Units: Grosse Kampffliegerschule 3 (Jun 41 – Sep 42); Stab and II./Kampfschulgeschwader 1 (Nov 41 – Jan 43); Stab/KG 101 (Feb 43 – Feb 45); I./KG 101 (May 43 – Sep 44); II./KG 101 (Feb – May 43); III./KG 101 (Jul – Aug 43); Arbeitsplatz for FFS C 17 then FFS B 17 (Pütnitz) (Jan 41 – Sep 44); Bomben- u.Zielfinderschule Greifswald (Sep 44 – Mar 45).
Reserve Training & Replacement Units: Lehrgruppe Ju 88 (Sep 39 – Mar 40); Erg.KGr. 4 (Mar 40 – May 41); 12./KG 51 (Mar-Jun 41); Erg.St./KG 66 (Aug – Sep 44).
Station Commands: as Fl.H.Kdtr. Greifswald (to May 43); Fl.Pl.Kdo. 20/III (1943 – 03.44); Fl.H.Kdtr. A(o) 2/III (04.44 – 1945).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Hans Jeschonnek (12 Mar 36 - 30 Sep 37); Maj. Friedrich-Karl Knust (Apr 40 - Jun 40); Obstlt. Kurt Schröder (Jun 40 - ?); Obstlt. Adolf Schmertmann (1 Nov 42 - 1 Mar 43).
Station Units (on various dates – not complete): Stab/Luftwaffen-Lehrdivision (Jul 38 – Aug 39); Koflug Greifswald (Jul 39 – Mar 41); Koflug 9/XI (Apr 41 – Feb 43); Koflug 1/III (c.Nov 44 – May 45); 8. Flugh.Betr.Kp./LG 1; Werft-Abt. 17/III (1944-45); 7. Flugh.Betr.Kp. Erg.KGr. 4 (Mar 40 – May 41); 7. Flugh.Betr.Kp. KG 30 (Aug 39); 4. Flugh.Betr.Kp./KG 53 (Dec 42 - Jan 43); III./Flak-Rgt. 411 (Sw. mot.) (Aug 39 – 1940); schw.Flak-Abt. 676(v) (May-Jun 42); le.Flak-Abt. 694 (May-Jul 42); le.Flak-Abt. 850 (Mar-Apr 45); le.Hei.Flak-Bttr. 9/III (Sep 44 – Apr 45); Flak-Ers.Abt. 16 (Dec 40 - 1945); Flak-Ausb.Abt. 16 (1942); Flak-Waffentechnische Schule IV (1944-45); Stab II. (Flum.Mess)/Ln.-Rgt. 214 (c.Apr 43 – Aug 44); Stab III. (Flum.Mess)/Ln.-Rgt. 221 (Sep 44 – Apr 45); Ln.-Lehr-Abt. (Apr 38 – Sep 39); E-Hafen-Ausrüstungs-Kolonne (mot) Greifswald; Lw.-Lazarett 2/III (n.d.).

[Sources: AFHRA A5258 pp.621, 625-27- (2 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Gremsdorf (GER) (49 41 42 N – 10 50 00 E)

General: landing ground (Landeplatz) in Bavaria 32 km NNW of Nürnberg and 17.5 km NW of Erlangen. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Greven (GER) (52 05 47 N – 07 37 01 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 16 km N of Münster. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Griesheim (GER): see Darmstadt-Griesheim.

Grieslienen (GER) (a.k.a. Gryzliny) (53 36 15 N – 20 22 30 E)

General: operational airfield (Einsatzhafen II) in the former East Prussia 122 km S of Königsberg, 22 km SSW of Allenstein (Olsztyn) and 6 km NE of Hohenstein. History: used operationally during the attack on Poland, then by a blind or instrument flying school (BFS 3) during 1941-42, and then as a rest and refit station for bomber Gruppen. In fall 1944, a night nuisance group was in the process of forming at Grieslienen with Ju 87s but this was canceled before it could be completed. Surface and Dimensions: grass surface with a maximum take-off and landing run of approx. 1370 meters (1500 yards). Infrastructure: initially not more than a single hangar and a few sheds for workshops and accommodations, but these limited facilities were considerably augmented during the war years.

Remarks: none.

Operational Units: I./St.G. 1 (Sep 39); IV.(Stuka)/LG 1 (Sep 39); I./KG 77 (Jul-Nov 43); III./KG 3 (Mar-Jun 44); NSGr. 6 (Sep-Oct 44).

School Units: BFS 3 (Oct 41 – Jun 42).

Station Commands: Fl.Pl.Kdo. Grieslienen (1941); Fl.H.Kdtr. E 30/XI (Mar-Jun 41).

Station Units (on various dates – not complete): Traktorenzug 6/XIII (Dec 41).

[Sources: AFHRA A5258 p.628 (22 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grimma (GER) (51 14 11 N – 12 41 30 E)

General: landing ground (Landeplatz) in Saxony 22 km SE of Leipzig. The landing ground may have been located just NW of the town.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gros-Caillou (GER): see Kirchberg.

Grossborn (GER) (today: Borne Sulinowo) (53 32 00 N – 16 32 00 E)
General: two landing grounds, Grossborn/Nord and Grossborn/Süd, located at the Grossborn training ground in Western Pomerania 95 km SE of Kolberg (Kolobrzeg). History: listed as operational in Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: unimproved ground.
Infrastructure: unknown.
Operational Units: Fliegerübungsstaffel Grossborn (c. 1942-44).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grossburg (GER) (50 52 00 N – 17 04 50 E)
General: operational airfield (Einsatzhafen) in Silesia 18 km SW of Ohlau (Olawa). History: set up in 1939 in preparation for the attack on Poland. However, no evidence of its use has been found. Surface and Dimensions: grass surface. Infrastructure: little if any.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.629 (22 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grosse Breite (GER) (c.54 31 N – 09 36 E)
General: an at times wide bay that runs from the Baltic (Kieler Bucht/Kiel Bay) southwest to Schleswig. It is unclear whether this was also the name of a seaplane station located there. In any event, a seaplane station command I Class (Einsatzhafen I (See)) was mobilized there in Aug 39. No evidence found of seaplane units being based here.
Station Commands: Fl.H.Kdtr. (E) Grosse Breite (Aug 39 – 7 May 40 then became Fl.H.Kdtr. E 101/XI (See) at Bergen/Norway).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grosselfingen (GER) (48 19 40 N – 08 54 40 E)
General: operational airfield (Einsatzhafen II) in Baden-Württemberg 56.5 km SSW of Stuttgart, 5 km WSW of Hechingen and 1.6 km SE of the village of Grosselfingen.

History: construction began in 1937 and the airfield was used to a limited extent for the May 1940 campaign in the West. It was relatively inactive from mid-1940 to 1943 when it became a training field.
Dimensions: approx. 595 x 870 meters (650 x 950 yards) with an irregular shape.
Surface and Runways: well-drained grass surface in good condition. No paved runway.
Fuel and Ammunition: refueling points believed to be along a loop track between the NW corner and the E boundary and underground fuel tanks off the E boundary. Ammunition was stored in 5 ventilated bunkers off the W boundary that was served by a loop road. The machine gun testing range was off the E boundary. There were several rifle ranges off the E and W sides.
Infrastructure: had 2 small groups of buildings off the S corner and these may have included workshops. Small clusters of buildings at the S corner and on both sides of the road to Bisingen probably included barrack accommodations. The control tower was believed to be at the SE corner. The nearest rail connection was at Bisingen, 1.6 km SE of the airfield.
Dispersal: no organized dispersals.
Defenses: unknown.
Remarks:
19 Jul 44: low-level attack – 3 x Fw 58 C-2s from FFS A 112 destroyed on the ground.
Operational Units: II./ZG 76 (Sep-Oct 39).
School Units: Arbeitsplatz for FFS A 112 (Nellingen) (1943-44); FFS A 112 (Dec 44 – Mar 45);
Station Commands: Fl.H.Kdtr. E Grosselfingen (1939-40); Fl.H.Kdtr. E 15/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. E(v) 234/VII Hailfingen (c. Oct 44 – Apr 45).
Station Units (on the field or nearby on various dates – not complete): Stab/16. Fliegerdivision (Hechingen, Jan-Mar 45); Stab/5. Jagddivision (Hechingen, Dec 44 – Jan 45); elements of II.(Tel.Bau)/Ln.-Rgt. 11 (c.Oct 44 – Feb 45); Flieger-Ers.Btl. VII (Apr 42 - ?).
[Sources: AFHRA A5258 pp.174-75 (24 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grossenbrode (Land and See) (GER) (54 21 30 N – 11 05 30 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 62 km E of Kiel and 7 km E of Heiligenhafen in Schleswig-Holstein; airfield located 2 km S of the village of Grossenbrode.
History: construction began in 1937 and continued to 1942. Its primary role was training crews and ground personnel on aerial torpedoes and aerial mines, re-equipping operational units and

providing conversion training from one aircraft type to another, resting and refitting combat-depleted units and the formation of new units. It also served as a refueling and rearming airfield for night fighter units. A Luftwaffe airfield survey team stated on 11 Sep 44 that Grossenbrode was unsatisfactory for operations because it was surrounded by woods and swamps, had no camouflage material, its Flak defenses were inadequate and the landing area was too small with two runways ending at the water's edge.

Dimensions: (Land) approx. 1400 x 950 yards) and roughly oval in shape; (Sea) ample take-off and alighting runs for seaplanes in the Binnensee, a large lagoon on the S side of the airfield and in the Baltic along the E boundary.

Surface and Runways: grass surface with 2 concrete runways in the shape of an "X", each of 1,280 meters, and a paved taxiway. Prepared strips paralleled both runways giving each a width of nearly 200 meters. Both runways were illuminated for night landings. Also had a jetty, an adjacent concrete slipway and a rail track for moving seaplanes. There were 8 more jetties that projected into the Binnensee.

Fuel and Ammunition: both were available in quantity.

Infrastructure: there was 1 large hangar off the W boundary with adjacent workshops. Station buildings, including offices, barracks, messes, officers' quarters, etc., were in three groups: one off the NE boundary, another at the S corner and the third off the W boundary serving the seaplane station. Further billeting was available in Grossenbrode. A branch rail line served the W boundary of the airfield.

Dispersal: had a Northeast dispersal with 4 large uncovered aircraft shelters, 5 open blast bays and 7 parking hardstands.

Defenses: had 7 light Flak positions surrounding the airfield in Feb 44. Several of these were emplaced in Flak towers.

Remarks:

25 Aug 44: bombed by 11 B-24 Liberators with very little damage resulting.

20 Mar 45: low-level attack by approx. 6 VIII Fighter Command P-51s – *claimed* 1 x He 111, 1 x Fw 200 and 1 x unidentified aircraft destroyed, plus 1 x He 111 and 2 x Ju 52s damaged. According to German reports, 1 x Ju 52 destroyed, and 1 x Fw 190 and 1 x Do 217 damaged.

26/27 Apr 45: night attack by 28 RAF Mosquitos but the bombs fell on inhabited areas outside the station killing at least 12 civilians.

3 May 45: strafed by 24 RAF Tempest fighters causing immense loss to the estimated 200 Luftwaffe aircraft that were either over the airfield

or on the ground at the moment of the attack. Eleven of the Tempests failed to return.
Operational Units: 3./Kü.Fl.Gr. 106 (Nov-Dec 39); 1./Kü.Fl.Gr. 506 (Dec 39 – Jan 40); II./KG 26 (Jun 43 – May 44); 2. Seenotstaffel (Jul-Oct 44); part of II./KG 4 (May 45).
School Units: Fliegerwaffentechnische Schule 3 (Minen und Torpedos) (c. 1939 – Sep 44); Torpedoschule d.Lw. (Jun 39 – Oct 41); Kampfschulgeschwader 2 (Oct – Nov 41); 2./JG 102 (Aug-Sep 44); elements of SG 111 (Jan – Mar 45); U-Boot-Übungsstaffel (1945).
Reserve Training & Replacement Units: 15./SG 151 (Mar – May 45); 12.(See)/SG 151 (May 45).
Station Commands: (Land) Flugstützpunktkdo. 38/XI (Nov 41 – 13 Apr 43); Fl.Pl.Kdo. A 55/XI (13 Apr 43 – Mar 44); Flugplatzkdo. Grossenbrode of Fl.H.Kdtr. A(o) 5/XI Lübeck-Blankensee (1944-45). (See) Fl.H.Kdtr. E 123/XI (See) (c.Dec 41 – Apr 43).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Wilhelm Cranz (? - c. May 42); Oberst Fritz Schacke (c. 1 Apr 44 - 15 Sep 44); Maj. Hermann Mietzel (15 Oct 44 - 16 Feb 45).
Station Units (on various dates – not complete): 2. Flugh.Betr.Kp. KSG 2 (Oct 41 - ?); 4. Flgh.Betr.Kp. KG 26 (Oct 44 - 1945); Lufttorpedo-Betr.Kp. (Sep-Oct 42); Lufttorpedo-Betr.Kp. 8 (Sep-Nov 42); Lufttorpedo-Zug 1 (Sep 42 - ?); Lufttorpedo-Zug 9 (? – Apr 42); Lufttorpedo-Zug 10 (? – Apr 42); Lufttorpedo-Zug 13 (? – Jul 42); Lufttorpedo-Zug 14 (? – Jul 42); Luftminen-Zug 4 (Jul 42 - ?); Luftminen-Zug 10 (May 42 - ?); Luftminen-Zug 13 (? – Jul 42); Ln.-Ausbau-Stab 8 (Mar 43); Ldssch.Zug d.Lw. 55/XI (? – Aug 42); elements of Sonderkdo. d.Lw. Siebel (Jan-Apr 45).
[Sources: AFHRA A5258 pp.630-33 (24 Apr 44 updated to 31 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Grossenhain (GER) (51 18 40 N – 13 33 10 E)

General: airfield (Fliegerhorst) 31 km NW of Dresden in Saxony and 2.5 km NNE of of Grossenhain.
History: 1927 listed as an emergency landing ground (Notlandeplatz). Taken over by theLuftwaffe and developed into a major airfield during 1934-35. Inaugurated a Fliegerhorstkommandantur by fall 1935. Served before and during the war as one of the main airfield for the formation and training of reconnaissance units, especially the long-range type. During the last 6 months of the war it was an operational field for fighters and ground-attack units.
Dimensions: approx. 1690 x 1000 meters (1850 x 1100 yards) and irregular in shape.

Surface and Runways: grass surface of varying quality with artificial drainage. Had 2 concrete runways in the shape of the letter "T" measuring: (1) approx. 1415 meters (1550 yards) aligned WNW/ESE, and (2) approx. 1370 meters (1500 yards) aligned NE/SW and still under construction in September 1943. Also had a paved taxiway. The operational runway was illuminated and equipped with a beam approach system for night landings.
Fuel and Ammunition: there were 4 groups of refueling points at the NW, N, S and SW sides of the landing area. The station ammunition dump was off the N boundary.
Infrastructure: had 10 hangars – 3 very large, 5 large and 2 medium, all of which had concrete aprons. Workshop buildings were adjacent to the hangars at the SW corner and there was a large motor pool and garages just W of a large barracks complex off the SW corner. Station admin offices, officers' mess, the flight control building and other facilities were also at the SW corner. A branch rail line served the S, W and N sides of the airfield.
Dispersal: no organized dispersal facilities. Aircraft generally parked off the E boundary.
Defenses: unknown.
Remarks: none.
Operational Units: Aufkl.Gr. 323 (Mar 35 – Mar 36); Aufkl.Gr. 123 (Apr 36 – Sep 37); Aufkl.Gr. 23 (Oct 37 – Oct 38); Aufkl.Gr. 11 (Nov 38 – Aug 39); 4.(F)/Aufkl.Gr. 11 (Apr-Aug 39); 5.(H)/Aufkl.Gr. 11 (Oct 40 – Apr 41); Lehr-u.Erprobungskdo. 24 (Mar 43 – Oct 44?); II./ZG 76 (Nov 44 – Feb 45); 14.(Eis.)/KG 3 (c. Nov 44 – Mar 45); Stab, II./SG 2 (Feb-Mar 45); 1.(Pz)/SG 9 (Feb-Apr 45); III./JG 54 (Feb-Apr 45); I., III./JG 27 (Apr 45).
School Units: Aufklärungsschule Grossenhain (Sep 39 – Jan 40); Aufklärungsschule 1 (Jan 40 – Oct 42); Fernaufklärungsschule 1 (Oct 42 – Feb 43); I./Fernaufklärungsgeschwader 101 (Feb 43 – Feb 45); 5./SG 102 (Jul-Sep 44); 3./SG 102 (Jan-Feb 45).
Station Commands: as Fl.H.Kdtr. Grossenhain (to 1943); Fl.Pl.Kdo. A 41/IV (1943-44); Fl.H.Kdtr. A(o) 39/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Gen.Maj. Helmuth Mentzel (1939 - 1941?); Obstlt. Werner Mundt (Jun 40 - Mar 41).
Station Units (on various dates – not complete): Koluft Heeresgruppe Süd (Aug 39); Koluft AOK 4 (Aug 39); Koflug Grossenhain (Jul 39 – Mar 41); Koflug 2/IV (Apr-Nov 41); Koflug 7/III (Dec 41 – Apr 45); Werft-Abt. 18/III (1944-45); Werft-Kp. 31 (n.d.); 2./le.Flak-Abt. 728 (1945); Lw.-Bau-Btl. Grossenhain (1939-40); E-Hafen-Ausrüstungs-Kolonne (mot) Grossenhain; Lw.-San.Abt. 7/III (Dec 41 – Apr 45).

[Sources: AFHRA A5258 pp.634-35 (20 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross-Hennersdorf (GER) (a.k.a. Grosshennersdorf) (50 59 20 N – 14 47 20 E)

General: Emergency landing ground (Notlandeplatz) and/or operational airfield (Einsatzhafen) in Silesia 76 km E of Dresden, 23 km SSW of Görlitz, 14.5 km N of Zittau and 1.2 km NW of the town of Grosshennersdorf. History: used by a recce squadron (Aufklärungsstaffel) in Oct 38. Wartime use unknown, but no operational units were based there. Surface and Dimensions: grass surface. Infrastructure: no information.

[Sources: AFHRA A5258 p.957 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross Herzberg (GER) (??)

General: landing ground (Landeplatz) in Pomerania/West Prussia in the Neustettin (Szczecinek) area c. 60-70 km SSE of Köslin (Koszalin) and near a small village of the same name. History: operational during the Sep 39 attack on Poland. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: probably grass. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross-Kosel (GER) (a.k.a. Gross-Koslau?) (53 19 30 N – 20 17 30 E)

General: landing ground (Landeplatz) in the former East Prussia 53 km SSW of Allenstein (Olsztyn) and c. 9 km WSW of Neidenburg (Nidzica). History: No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grossostheim (GER) (49 56 00 N – 09 02 15 E)

General: operational airfield (Einsatzhafen I) in Hesse 10 km SW of Aschaffenburg, 5 km WNW of Grossostheim and 2.4 km ENE of the village of Schaafheim.

History: construction began in 1936 with a small number of buildings camouflaged as a farmstead. The completion ceremony was held on 7 May 1937. The field was activated on 26 Aug 39 and construction began on a small number of barracks in the woods at the N end. Used for glider training after summer 1940, the formation of a transport unit in late spring 1943 and then by fighter and transport units from 30 Aug 44 to the end of the war. A top secret research facility was located on the perimeter of the airfield 1942-44

(development of radioactive and non-radioactive beam or ray weapons).
Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards) and roughly rectangular in shape.
Runway: grass surface. No paved runway. Equipped with a flare path for night landings.
Fuel and Ammunition: refueling points were probably along the E boundary and ammunition was stored in a building at the NE corner.
Infrastructure: no formal hangars or workshops. See above under History. Airfield served by a branch of the main Aschaffenburg-Eberbach rail line.
Dispersal: had a Northwest dispersal area in woods off the NW boundary with 30+ aircraft bays. More bays and parking hardstands were under construction in Jan 45 in the woods off the E boundary.
Defenses: unknown.
Remarks:
18 Nov 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Bf 109s, 1 x Fw 190 and 1 x He 111 destroyed, plus 1 x unidentified aircraft damaged.
24 Dec 44: airfield bombed by 60 B-17 Fortresses and heavily damaged; urgent repairs underway – 2 x Fw 190As from III./JG 11 destroyed (1) or damaged (1) on the ground.
5 Jan 45: bombed – 2 x Fw 190As from III./JG 11 destroyed on the ground.
14 Mar 45: bombed by approx. 90 B-26 Marauders – numerous bursts on landing area and major destruction to buildings; at least 1 KIA. (German report)
25-26 Mar 45: airfield evacuated by the Luftwaffe.
Operational Units: III./KG 53 (Sep 39); II./KG 2 (Apr-May 40); I./KG 53 (May-Jun 40); TGr. 30 (May-Jun 43); III./JG 11 (Dec 44 – Jan 45).
Station Commands: Fl.H.Kdtr. (E) Gross-Ostheim (Aug 39 – Mar 40); Fl.H.Kdtr. E 20/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. E(v) 221/XII Zellhausen (Nov/Dec 44 – Apr 45).
Station Units (on various dates – not complete): 3. Flugh.Betr.Kp./KG 2; 1./le.Flak-Abt. 715 (Jan-Feb 45).
[Sources: AFHRA A5258 p.176 (10 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Gross Reken (GER) (51 49 59 N – 07 02 40 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 42 km WSW of Münster and 20.5 km NNE of Dorsten. History: listed as operational Jan-Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grossrückerswalde (GER): see Marienberg-Moosheide.

Grosssachsenheim (GER) (a.k.a. Gross Sachsenheim, Sachsenheim) (48 57 00 N – 09 02 45 E)

General: operational airfield (Einsatzhafen) later upgraded to an airfield (Fliegerhorst) in Baden-Württemberg 16 km NNW of Stuttgart and 2 km SW of Sachsenheim.

History: built 1941-43. In Apr 42, extensive work was underway leveling the landing area and laying down the runway. Used as a practice field for trainers before it was completed. Day fighters were based here in spring 1944 and then night fighters from Sep 44 to Mar/Apr 45.

Dimensions: approx. 1715 x 985 meters (1875 x 1075 yards) with an irregular shape.

Surface and Runways: grass surface with paved taxiways. Had a single concrete runway approx. 1600 meters (1750 yards) in length.

Fuel and Ammunition: available or brought in as needed.

Infrastructure: no hangars or workshops. A small group of barrack huts was off the N and S boundaries. The nearest rail connection was in Sachsenheim.

Dispersal: Northwest dispersal, the only one, had 8+ aircraft bays in the woods off and along the NW boundary.

Defenses: unknown.

Remarks:

19 Jul 44: low-level attack by P-51 Mustangs – 4 x Ju 88s from Luftbeobachterstaffel 7 destroyed. (German report)

8 Oct 44: low-level attack – several Ju 88 R-2s and Bf 110s from I./NJG 6 destroyed or damaged. (German report)

19 Dec 44: low-level attack by P-47 Thunderbolts – 3 x Ju 88s from I./NJG 6 destroyed or damaged. (German report)

15 Feb 45: bombed and strafed – 1 x Ju 88 damaged. (German report)

23 Mar 45: bombed and strafed by approx. 19 P-47s – 2 x Bf 109s, 4 x Bf 110s and 2 x Ju 88s damaged. (German report)

Operational Units: III./JG 301 (Apr-May 44); Luftbeobachterstaffel 7 (Jul 44); I./NJG 6 (Sep 44 – Apr 45).

School Units: Arbeitsplatz for FFS A/B 116 then FFS A 116 (Göppingen) (1941-44).

Station Commands: Flugplatzkdo. Gross Sachsenheim of Fl.H.Kdtr. A(o) 8/VII Echterdingen (Apr-Sep 44); Fl.H.Kdtr. E(v) 217/XII (Oct/Nov 44); Fl.H.Kdtr. E(v) 215/XII (Oct/Nov 44 – Feb 45).

Station Units (on various dates – not complete): Werft-Abt.(v) 109/XII (1944-45).

[Sources: AFHRA A5258 p.344 (18 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross-Schiemanen (GER) (52 28 45 N – 20 57 30 E)

General: operational airfield (Einsatzhafen) in the former East Prussia 10 km S of Ortelsburg (Szczytno) and probably just W of Gross-Schiemanen village. History: laid out during the 1940-41 airfield construction program in Poland in preparation for the attack on the Soviet Union in June 1941. Used as a practice field for elementary trainers after that, then became home to a reserve training bomber unit and finally to an operational long-range reconnaissance unit. Surface and Dimensions: grass surface with probable take-off and landing runs of 1370 meters (1500 yards). Infrastructure: no information. The nearest rail connection was about 1 km N of Gross-Schiemanen village.

Remarks: none.

Operational Units: Stab, I., II./KG 4 (Apr-May 42); 4.(F)/Aufkl.Gr. 14 (Jul-Aug 44); 2./KG 200 (Oct 44 – Jan 45).

School Units: Arbeitsplatz for FFS A/B 51 (Elbing) (1942-43); 4./NJG 102 (Jun – Aug 44); Einsatzgruppe/2. Fliegerschuldivision (Jul – Sep 44).

Reserve Training & Replacement Units: IV./KG 77 (May 43 – Aug 44).

Station Commands: Fl.H.Kdtr. E 15/XI (Apr-Jun 41); Fl.Pl.Kdo. A 9/II (Sep 41); Fl.H.Kdtr. A(o) 12/I (Apr 44 – Jan 45).

Station Units (on various dates – not complete): Werft-Abt. 108/I (Dec 44); Stab/Lw.-Bau-Rgt. 6/XI (1 Jun 41); Lw.-Bau-Btl. 24/XI (1 Jun 41); Lw.-Bau-Kol. 2 (1 Jun 41); Trsp.Kol. d.Lw. 10/XVII (1 Jun 41); Trsp.Kol. d.Lw. 3/See (1 Jun 41); Ldssch.Zug d.Lw. 92/VI (1 Jun 41); Ldssch.Zug d.Lw. 144/VI (Sep 41); Ldssch.Zug d.Lw. 205/VI (1 Jun 41); Ldssch.Zug d.Lw. 254/VI (1 Jun 41); Ldssch.Zug d.Lw. 330/VI (Sep 41); Ldssch.Zug d.Lw. 331/VI (1 Jun 41).

[Sources: AFHRA A5258 p.636 (22 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross-Schönfeld (GER) (53 06 00 N – 14 33 00 E)

General: field airstrip (Feldflugplatz) in Pomerania 39 km S of Stettin (Szczecin) with the airstrip just S of the village of Gross-Schönfeld. History: in existence since at least 1937. No mention found of use by the Luftwaffe. Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5258 p.969 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross Stein (GER) (a.k.a. Kamionek; Kamien Slaski) (50 31 35 N – 18 05 45 E)

General: landing ground (Landeplatz) in Silesia 19-20 km SE of Oppeln (Opole). History: laid out just before the 1939 attack on Poland. Used as a practice field for single-engine trainers and later for training ground-attack pilots. Surface and Dimensions: grass surface. Infrastructure: unknown.
Operational Units: I./ZG 2 (Aug-Sep 39); 3./NSGr. 1 (Jun 44).
School Units: Arbeitsplatz for FFS A/B 110 (Stubendorf) (1940-43); Arbeitsplatz for FFS A/B 9 later A 9 (Grottkau); Störkampffliegerschule Gross Stein (1942-43); 1./SG 111 (Oct 43 – Jan 45).
Station Commands: Arbeitsplatzkdo. 9/VIII (Feb-Mar 43); Fl.Pl.Kdo. C 15/VIII (Mar 43 – Mar 44).
Station Units (on various dates – not complete): Transport-Begleit-Kp. d.Lw. 1/VIII (Krappitz/Krapkowice, Aug 42 - ?); Ldssch.Zug d.Lw. 464/VI (Krappitz/Krapkowice, Aug 42 – fall 44?); Ldssch.Zug d.Lw. 465/VI (Krappitz/Krapkowice, c.Aug 42 – Jan 45).
[Sources: AFHRA A5258 pp.-637 (15 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross Tychow (GER) (today: Gmina Tychow) (53 55 41 N – 16 15 28 E)
General: operational airfield (Einsatzhafen II) in Pomerania 19.5 km SE of Belgard (Bialogard). History: Gross Tychow was the location of the Stalag Luft IV camp for mostly USAAF POWs from May 44 to Feb 45. Airfield still listed as still operational Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: natural surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grottkau (GER) (a.k.a. Grodkow Slaski) (50 38 15 N – 17 23 30 E)
General: operational airfield (Einsatzhafen I) 57 km SSE of Breslau, 17 km S of Brieg (Brzeg) in Silesia and 7.3 km S of Grottkau.
History: listed as a landing ground at least by 1937 then taken over by the Luftwaffe and operational by fall 1938. Upgraded to a Fliegerhorst in 1940. Used mainly as a training station during the war.
Dimensions: approx. 915 x 915 meters (1000 x 1000 yards) and irregular in shape.
Surface and Runways: grass surface in good condition. No paved runway. Equipped with boundary and obstruction lighting as well as a flare path.
Fuel and Ammunition: had 2 groups of refueling points on the S boundary, and 1 group at the NW corner. A small ammunition dump was located off the SE corner.

Infrastructure: 3 large hangars were at the NE corner plus 1 medium hangar set back from the NE boundary, all with paved aprons. Separate workshop buildings were near the medium hangar and the station motor pool and garages were in the same area. The main station buildings were off the NE boundary and included fairly extensive barracks, messes, admin offices and other quarters. A separate and small cluster of barracks huts was at the NW corner. The main Neisse-Grottkau rail line passed close to the W boundary.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
14 Apr 44: construction in progress was observed in the NE corner for a possible extension of the landing area.
Operational Units: Schlachtfliegergruppe 50 (Sep-Nov 38).
School Units: elementary flight school Grottkau (Jul – Dec 39); FFS A/B 9 then FFS A 9 (Jan 40 – Jan 45).
Reserve Training & Replacement Units: Erg.St./JG 27 (May – Jun 41); Erg.Gr./JG 27 (Jun – Jul 41).
Station Commands: Fl.H.Kdtr. (E) z.b.V. 168 (26 Aug 39 – c.Feb 40); as Fl.H.Kdtr. Grottkau (to Feb 43); Fl.Pl.Kdo. A 1/VIII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 3/VIII (Apr 44 – Jan 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Friedrich Ziegler (15 Jan 41 - ?) 11/42; Maj. Kurt von Haustein (acting?) (? - ?) 4/41; Hptm. Hans-Joachim? Hagen (acting?) (? - ?) 6/41.
Station Units (on various dates – not complete): Stab/2. Fliegerdivision (Aug-Sep 39).
[Sources: AFHRA A5258 pp.638-39 (29 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grunau (GER) (50 54 00 N – 15 47 10 E)

General: emergency landing ground (Notlandeplatz) in Silesia 5 km N of Hirschberg (Jelenia Góra). History: Location of the Reichssegelflugschule (State Glider Flight School). Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grunau-Schettnienen (GER) (54 26 30 N – 19 52 00 E)

General: field airstrip (Feldflugplatz) in the former East Prussia 50 km SW of Königsberg (Kaliningrad) and 7 km N of Braunsberg (Braniewo).
History: listed as still operational in Jan 45. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
School Units: Arbeitsplatz (gliders) for Schule/FAR 51 then FFS A/B 51 (Heiligenbeil) (1940-42).

Station Commands: none identified.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grüngräbchen (GER) (51 20 45 N – 14 01 15 E)
General: emergency landing ground (Notlandeplatz) in Saxony 38 km NNE of Dresden, 20 km SW of Hoyerswerda, 9 km NW of Kamenz airfield and immediately S of the village of Grossgrabe. History: no information. Surface and Dimensions: grass surface measuring approx. 460 x 460 meters (500 x 500 yards). Infrastructure: had a small hangar and workshop on the W boundary.
Operational Units: none identified.
School Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.954 (27 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Guben (GER) (a.k.a. Guben-Lausitz) (51 59 20 N – 14 43 40 E)
General: operational airfield (Einsatzhafen II) 105 km SE of Berlin, 37 km NE of Cottbus on the Nysa (Neisse); airfield 4 km N of Guben.
History: 1932 listed as a secondary airport (Flughafen II). Taken over by the Luftwaffe in 1937 and built into a major training station.
Dimensions: approx. 1000 x 960 meters (1100 x 1050 yards) and roughly rectangular in shape.
Surface and Runways: naturally drained level grass surface on gravel sub-soil. No paved runway.
Fuel and Ammunition: fuel storage was said to be in the woods off the N boundary. A small ammunition dump was in a woods NNE of the landing area.
Infrastructure: had 1 very large, 3 large and 1 medium hangar along the N boundary, all fronted by a wide servicing hardstand. Separate workshops were behind the very large hangar, which was probably the repair hangar, as well as off the NW boundary. A barracks complex was behind the hangars and the station flight control building was probably situated on the N boundary just W of the very large hangar. Approx 1 km S of the landing area was another barrack complex (probably not Luftwaffe) and 1.6 km SSW was a large ordnance depot. The Guben-Rothenburg rail line passed about a half a kilometer S of the airfield.
Dispersal: no organized dispersal facilities aside from 1 small covered aircraft shelter on the S boundary.
Defenses: unknown.
Remarks: none.
Operational Units: Stab, I./JG 4 (Jan-Feb 45).

School Units: elementary flight school Guben (1935 – Dec 39); Schule/FAR 71 (1939-40); FFS A/B 3 later FFS A 3 (Jan 40 – Jan 45).
Station Commands: Fl.H.Kdtr. E Guben (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 22/IV (c. Feb – Apr 40); as Fl.H. Guben (to 1943); Fl.Pl.Kdo. A 35/III (1943-44); Fl.H.Kdtr. A(o) 23/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Gerhard Vollschwitz (? - ?) 3/42.
Station Units (on various dates – not complete): Werft-Abt. 105/VIII (Feb-Apr 45); Werft-Abt. 19/III (1944-45); schw.Flak-Abt. 174(o) (1945); Fluko Guben.
[Sources: AFHRA A5258 pp.641-42 (26 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gudendorf (GER) (??)

General: landing ground (Landeplatz) either 9 km S of Cuxhaven in Lower Saxony or 6.5 km S of Meldorf in southeastern Schleswig-Holstein. Listed as operational in Feb 45, but no further information or mention of wartime use by the Luftwaffe found.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gülzow (GER) (53 26 00 N – 10 29 30 E)

General: landing ground (Landeplatz) in Schleswig-Holstein 32 km ESE of Hamburg and 10 km NW of Lauenburg/Elbe. History: no record of use. Surface and Dimensions: firm, grass surface measuring approx. 730 x 460 meters (800 x 500 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.632 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gumbinnen (GER/RUSS) (a.k.a. Gusev) (54 36 N – 22 11 E)

General: landing ground (Landeplatz) in the former East Prussia 25 km E of Insterburg (Chernyakhovsk). History: used as a staging ground for the June 1944 attack on the USSR and then again in fall 1944 until it was overrun in Jan 45. Surface and Dimensions: grass surface. Infrastructure: unknown.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Stab/I. Fliegerkorps (Jun 41); Luftgaustab z.b.V. Russland bei der Heeresgruppe Nord (Jun 41); part of Feldwerft-Abt. I/60 (Nov-Dec 44); gem.Flak-Abt. 802 (Oct 44); Stab/Hei.Flak-Abt. 23/I (1944-45); s.Hei.Flak-Bttr. 225/I (1944-45); s.Hei.Flak-Bttr. 226/I (1944-45); s.Hei.Flak-Bttr. 227/I (1944-

45); Stab II./Ln.-Rgt. 130 (Apr-May 42); Ldssch.Zug d.Lw. 104/VI (Jun 41); Ldssch.Zug d.Lw. 171/VI (Jun 41); Ldssch.Zug d.Lw. 294/VI (Jun 41); Ldssch.Zug d.Lw. 179/XI (Jun 41); Ldssch.Zug d.Lw. 226/XI (Jun 41); elements of Fallschirmjäger-Kriegsberichter-Kp. (c.Dec 44 – Jan 45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Günzburg (GER): often appears in Allied documents in reference to Leipheim airfield - see there.

Güstrow (GER) (a.k.a. Bockhorst) (53 48 25 N – 12 14 00 E)
General: airfield (Fliegerhorst) 32 km S of Rostock in Mecklenburg and 4 km E of the town of Güstrow.
History: in existence as a landing ground (Landeplatz) in 1935 and then developed by the Luftwaffe into a training station in 1937-38.
Dimensions: unknown but an E/W take-off and landing run of approx. 1000 meters (1100 yards) was possible.
Surface and Runways: grass surface.
Fuel and Ammunition: refueling points were in front of the hangars on the W boundary. The station ammunition dump was off the NE corner.
Infrastructure: there were 2 very large hangars on the W boundary and at least 4 small hangars on the S boundary. A very large repair hangar was under construction off the W boundary in Oct 43. Behind the hangars on the S boundary were a large number of workshops, barracks and related buildings. The station admin offices, main barracks, messes, etc., were off the W side of the landing area. A large complex of barracks and warehouses was in a wooded area approx. 1 km off the SW corner.
Dispersal: not reported, although there was ample room for parking aircraft on the E, N and W sides of the field.
Defenses: there were at least 3 light Flak positions around the airfield.
Satellites and Decoys:

Gustrow-Spoitgendorf (GER) (53 51 00 N – 12 16 20 E). Dummy 9 km NE of Gustrow, 5.5 km NNE of Gustrow airfield and 1 km W of the village of Spoitgendorf. Mock-up included a phony hangar, blast bays containing fake aircraft, a lighting system and a large area for staging decoy fires. [Sources: AFHRA A5258 p.965 (1944)]
Remarks:
Operational Units: II./TG 3 (Apr 45).
School Units: Fl.Ausbildungs-Rgt. 22 (1939-41); Arbeitsplatz for FFS A/B 10 and FFS A 10 (Warnemünde); Arbeitsplatz for FFS C 17 then FFS B 17 (Pütnitz) (Jan 41 – Sep 44); Arbeitsplatz for FFS A 72 (1944-45); 3./JG 103 (Feb 45).

Station Commands: Fl.Pl.Kdo. A 14/XI (c.Jan 43 – Mar 44); Flugplatzkdo. Güstrow of Fl.H.Kdtr. A(o) 8/XI Warnemünde (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Friedrich-Wilhelm Wichardt (? - ?) 9/39.
Station Units (on various dates – not complete): Koflug Güstrow (Jul 39 – Mar 41); Koflug 17/XI (Apr 41 – Dec 41 or Feb 43?); le.IV/Feldwerftverband 10 (Feb-Mar 45); le.Flak-Abt. 679(v) (May-Jun 42); Flak-Ers.Abt. 60 (1942-44); Flak-Ers.Abt. 91 (1943); Veterinär-Ausbildungs- und Ers.Abt. d.Lw. 1 (? – 1944); Fallsch.Pi.Ers.-u.Ausb.Btl. 2 (Jan 45).
[Sources: AFHRA A5258 pp.643-44 (17 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gutenfeld (GER) (a.k.a. Königsberg-Gutenfeld) (54 40 30 N – 20 38 40 E)
General: operational airfield (Einsatzhafen) 12 km ESE of Königsberg in East Prussia.
History: built 1936-37. The main Luftpark for Luftgau I located there. During 1943-44 it was the main station for re-equipping Ju 88-equipped long-range reconnaissance units with the new Ju 188.
Dimensions: not reported.
Surface and Runways: grass surface.
Fuel and Ammunition: refueling points were in front of the hangars at the SE corner, and bulk fuel storage was at the NW corner.
Infrastructure: had 5 hangars in a row along the E and SE side of the airfield, all with paved aprons. Numerous workshop buildings were behind the hangars and the flight control building and tower was on the E boundary between two of the hangars. The storage warehouses belonging to the Luftpark were off the SE corner and off the S boundary. Station barracks and admin buildings were just behind the Luftpark buildings off the SE corner. A small cluster of 3 or 4 barracks were situated about a half kilometer off the W boundary. A branch rail line served the hangars, workshops and the equipment depot (Luftpark).
Dispersal: a small dispersal area was off the NW corner and had (in Apr 44) 3aircraft shelters.
Defenses: unknown.
Satellites and Decoys:
Remarks:
Operational Units: Luftdienst-Teilkdo. 1/1 (c. Jan-May 39); I./JG 21 (Jul-Aug 39); KGr. z.b.V. 106 (Jun-Jul 41); II./KG z.b.V. 1 (Sep-Oct 41); I./KG 4 (Jan-Feb 43); 3.(F)/Aufkl.Gr. 10 (Apr 43); 3.(F)/Aufkl.Gr. 121 (May-Oct 43); 4./Gruppe Nord (Flugzeugüberführungsgeschwader 1) (May 43 – 1944); 4.(F)/Aufkl.Gr. 11 (Sep-Nov 43); 3.(F)/Aufkl.Gr.

22 (Sep 43 – Jan 44); 3.(F)/Aufkl.Gr. 33 (Oct 43 – Mar 44); 2.(F)/Aufkl.Gr. 100 (Nov 43 – Feb 44); 4.(F)/Aufkl.Gr. 14 (Dec 43 – Mar 44); 4.(F)/Aufkl.Gr. 121 (Mar-Jul 44); 1.(F)/Aufkl.Gr. 122 (Mar-Jul 44); 4.(F)/Aufkl.Gr. 122 (Jun-Jul 44); 14.(Eis.)/KG 55 (Sep 44 – Jan 45); 10.(Pz)/SG 1 (Nov-Dec 44).
School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (Königsberg-Neuhausen) (Nov 39 – Aug 40); Schule/FAR 53 (Nov 39 – Mar 41); Fl.Ausbildungs-Rgt. 53 (1940-41); Fliegerschule d.Lw. (S) 91940 – Jun 41); FFS A/B 122 (Mar 41); Arbeitsplatz for FFS A/B 51 (Elbing) (1942-43).
Reserve Training & Replacement Units: Ergänzungsgruppe (S) 2 (Dec 40 – Jun 41).
Station Commands: Fl.H.Kdtr. A Gutenfeld (1939-43); Fl.H.Kdtr. A(o) 5/I (Apr 44 – Feb 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Felix Wendler (24 Aug 42 - 21 Nov 42).
Station Units (on various dates): Umrüstungskommando Ju 188 (1943-44); Werft-Abt. 106/I (Dec 44); Werft-Kp. 34 (c.Mar-Jul 41); 1. Flugh.Betr.Kp./KG 4 (Jan 43); Flak-Trsp.Battr. Gutenfeld (1941); Luftpark Gutenfeld (later Luftpark 1/XI) (c. 1938-45); Lufttanklager Löwenhagen (Dec 41); Nachschub-Kp. d.Lw. 15/III (? – Aug 41); Trsp.Kol. d.Lw. 116/VI (? – Aug 41); Umrüstungskommando Ju 188 (Apr – Sep/Oct 44).
[Sources: AFHRA A5258 pp.644-46 (29 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Güterfelde (GER) (a.k.a. Potsdam-Güterfelde, Babelsberg?) (52 21 20 N – 13 10 20 E)
General: landing ground (Landeplatz) and operational airfield (Einsatzhafen) in Brandenburg 10 km ESE of Potsdam near Berlin and 1.6 km SW of the village of Güterfelde. History: believed to have been laid out during 1935-36. Surface and Dimensions: grass surface measuring approx. 730 x 1000 meters (800 x 1100 yards) and roughly rectangular in shape. No paved runway. Infrastructure: had 1 small hangar with an adjacent workshop-type building off the NE corner. A small group of barracks was 1.6 km NNE of the field. The nearest rail connection was in Babelsberg, 5 km to the NNW.
Dispersal: there was no organized aircraft dispersal.
Remarks: none.
Operational Units: none.
School Units: Arbeitsplatz for LKS 2 (Berlin-Gatow) (1936-44); Arbeitsplatz for LKS 3 (Werder/Havel) (1936-44);
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 p.800 (21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gütersloh (GER) (51 55 30 N – 08 18 30 E)

General: airfield (Fliegerhorst) 45.5 km E of Münster in North Rhine – Westphalia; airfield 5.7 km WNW of Gütersloh.

History: construction began in 1936, it was ordered designated a Lw. Fliegerhorstkommandantur by 1 October 1936, and the work was completed in 1937. Gütersloh was a fully-equipped "A" Horst (base) and occupied by bomber units before the war and during the 1940 campaign in the West. After that, it was increasingly used by night fighter units.

Dimensions: approx. 1235 x 870 meters (1,350 x 950 yards).

Runway: grass surface with a perimeter road. Equipped for night landings, including lighting and a visual Lorenz system.

Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Had 7 large hangars plus 1 large repair hangar in a line along the NE boundary, all with paved aprons. Barrack blocks, messes, officers' quarters, station HQ, flight control (Flugleitung), motor pool and garages, stores and supply buildings were behind the hangar area. The airfield was served by a branch rail line.

Dispersal: the two areas, East and Northwest, had a total of 9 very large open aircraft shelters plus 20 blast bays (3 Jul 44).

Defenses: location of Flak positions unknown.

Remarks:

1 Apr 44: strafed by VIII Fighter Command P-47 Thunderbolts – *claimed* 4 x Ju 88s destroyed.

10 Apr 44: attacked by 27 P-38 Lightning fighter-bombers which dropped 13 tons of bombs on the airfield.

11 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 4 x Fw 190s and 1 x Ju 88 destroyed, plus 7 x Fw 190s damaged.

19 Apr 44: bombed by 62 B-24 Liberators.

31 May 44: attacked by 78 VIII Bomber Command P-47 Thunderbolts which dropped 31 tons of bombs on the airfield – *claimed* 1 x Me 410 damaged and 6 hangars shot up and damaged.

21 Nov 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x Ju 88s destroyed and 1 more damaged.

23 Jan 45: low-level attack by RAF Tempests – *claimed* 2 x Ju 52s destroyed and 2 more Ju 52s damaged.

22 Feb 45: bombed – 2 x Ju 88 G-1s from II./NJG 4 destroyed. (German report)

20 Mar 45: bombed – 16 aircraft destroyed or damaged, including 6 x Bf 109s and 1 x Fw 190; landing area and installations hit; airfield no longer serviceable for night fighter operations; 1 KIA and 6 WIA. (German report)
30 Mar 45: attacked by 58 P-47s which dropped 145 bombs and made several strafing passes claiming 10 Ju 88s, 5 He 111s, 1 Fw 200, 7 Bf 109s, 4 Me 410s and 3 Fw 190s. Additionally, industrial targets and the marshalling yard in Gütersloh were bombed a number of times.
Operational Units: IV./KG 254 (Apr 37 – Oct 38); II./KG 254 (Nov 38 – Apr 39); II./KG 28 (May-Nov 39); Stab/KG 54 (Sep 39 – Feb 40); I., II./JG 77 (Nov-Dec 39); I./KG 4 (Feb-Mar 40); II./KG 27 (Mar-Apr 40); II./ZG 1 (May 40); III./KG z.b.V. 1 (May 40); Aufkl.St. Fliegerdivision 7 (May 40); II./KG 54 (May-Jun 40); I./NJG 1 (Jul 40 – Mar 41); III./KG 3 (Nov 41 – May 42); Überführungskdo. Gütersloh (1941-42); Flugzeugschleuse Mittle/Luftflottenkdo. Reich (1942-44); part of II./NJG 5 (May-Aug 44); part of II./JG 2 (Jun 44); I./JG 3 (Jul 44); II./NJG 3 (Aug 44); II./JG 27 (Sep-Oct 44); III./NJG 2 (Sep-Nov 44); Stab/JG 11 (Sep-Oct 44); Stab, II./SG 4 (Oct-Dec 44); Stab, II./NJG 4 (Nov 44 – Mar 45); IV./JG 3 (Dec 44 – Jan 45); III./JG 27 (Mar 45).
School Units: Arbeitsplatz for FFS A/B 33 (Quakenbrück) (1941-42).
Reserve Training & Replacement Units: Stab/Ln.-Ers.-u.Ausb.Rgt. 2 (1944-45).
Station Commands: Fl.H. Gütersloh (to c.Jan 43); Fl.Pl.Kdo. A 23/VI (c. Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 5/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Gustav Ulmer (Sep 43 - ?).
Station Units (on various dates on the airfield, in town or the immediate area – not complete): Stab/3. Jagddivision (Wiedenbrück, Nov 44 – Mar 45); Koflug Gütersloh (Jul 39 – Aug 40); 4. Flugh.Betr.Kp./KG 28 (May-Aug 39); 5. Flugh.Betr.Kp./KG 28 (May-Aug 39); 4. and 5./le.Flak-Abt. 737 (1944-45); le.Hei.Flak-Bttr. 26/VI (Dec 43); Luftschutz-Abt. d.Lw. 39 (1941-45); I.(Feldfernkabel-Bau)/Ln.-Rgt. 10 (Rheda-Wiedenbrück, c.Nov 44 – Feb 45); parts of Ln.-Rgt. 14 (Oct 35 – Jun 38); 1.(Fspr.u.Fschr.Betr.)/Ln.-Rgt. 213 (Herzebrock, c.Sep 44 – Apr 45); 3.(Flum.Ausw.u.Betr.)/Ln.-Rgt. 213 (Herzebrock, c.Sep 44 – Apr 45); Stab, II./Ln.-Ers.u.Ausb.Rgt. 2 (Mar 44 – 1945); 6.(Ers.)/Luftgau-Nachr.Rgt. 2 (Feb 44)?; Stab, I. (Betriebs-), III.(Ausb.Abt.f.Ln.Helferinnen) and IV.(Ers.)/Luftgau-Nachr.Rgt. 6 (1938-45); Ln.-Ausbau-Stab 7 (Rheda-Wiedenbrück, fall 44 - 1945); Ln.-Ausbau-Kp. 7 (Beelen, fall 44 – 1945); E-Hafen-Ausrüstungs-Kolonne (mot) Gütersloh; Ldssch.Zug d.Lw. 399/VI (c.Oct-Nov 41); Feldersatz-Rgt. d.Lw. 1 (Apr 42 – Jul 43); Feldersatz-Btl. d.Lw. 1 (c.Jul-Oct 43).

[Sources: AFHRA A5257A pp.223-27 (8 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gymnich (GER) (50 51 00 N – 06 44 30 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 19.5 km SW of Köln and 1.6 km NNE of the village of Gymnich.
History: used from Nov 39 to May 40 but not again until Sep 44.
Dimensions: approx. 1150 x 825 meters (1,250 x 900 yards).
Runway: rough grass surface. Infrastructure: fuel, ammunition and other amenities were brought in as needed. There were a few huts at the north end and a machine gun registration range off the W boundary. Nearest rail connection at Brüggen, 2.4 km from the airfield. Dispersal: none (20 May 44). Defenses: unknown.
Remarks:
10 Jan 45: targeted by 52 B-17 Fortresses but strong headwinds and heavy Flak over the area prevented a successful attack.
Operational Units: I.(Jagd)/LG 2 (Nov 39 – Jan 40); I./JG 1 (Jan-May 40); IV.(Stuka)/LG 1 (May 40); II./JG 11 (Sep 44).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.228 (17 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

H

Habsheim (GER/FR): see Mühlhausen-Habsheim.

Hage (GER) (53 37 05 N – 07 17 10 E)

General: operational airfield (Einsatzhafen I) 56 km WNW of Wilhelmshaven, 28 km N of Emden, 6 km ENE of Norden and 1.6 km N of the village of Hage in Lower Saxony.
History: built in 1914 as an airship station with 4 immense dirigible hangars, barracks and a gas production facility. Returned to agricultural use after World War I and then taken over by the Luftwaffe in 1935 and by 1937 had been developed into a fully equipped operational airfield with buildings and barracks at the S end and a munitions dump off the NW boundary. A 750 meter concrete runway and a paved taxiway were built beginning at the end of 1940. Hage was used very little after mid-1940.
Dimensions: approx. 1280 x 1000 meters (1,400 x 1,100 yards).
Runway: as already stated. Aside from the concrete runway, the remainder of the airfield was grass in a low-lying area that was very wet during the winter months.

Infrastructure: limited fuel, ammunition and other necessities. Hangars and buildings as already stated. Nearest rail connection was in Hage.
Dispersal: none (11 Jun 43).
Defenses: at least 1 heavy and 2 light Flak positions.
Remarks:
21 Mar 45: bombed by several aircraft – landing area hit. (German report)
Operational Units: II./Trägergruppe 186 (Sep 39); I.(Jagd)/LG 2 (Jan 40); IV.(N)/JG 2 (Feb-May 40).
Station Commands: Fl.H.Kdtr. (E) Hage (Aug 39 – Feb 40); Fl.H.Kdtr. E 64/XI (Mar-Apr 40); Flugplatzkdo. Hage of Fl.H.Kdtr. A(o) 12/XI Wittmundhafen (1944-45).
Station Units (on various dates – not complete): elements of schw.Feldwerft-Abt. IV/40 (Feb 45).
[Sources: AFHRA A5257A pp.229-31 (6 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Hagen (GER) (51 21 10 N – 07 29 40 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 16 km S of Dortmund and 4 km W of Hagen. History: used for glider training during the 1930's but by May 1943 had been abandoned and returned to cultivation. Surface and Dimensions: moorland measuring approx. 365 x 90 meters (400 x 100 yards).
[Sources: AFHRA A5257A; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hagenau (GER/FR) (a.k.a. Haguenau) (48 47 45 N – 07 48 50 E)
General: operational airfield (Einsatzhafen) 29 km N of Strasbourg in Alsace; airfield 3 km SE of Hagenau to the E of the railway line that connected Strasbourg with Haguenau.
History: a former French Air Force landing ground that was developed into an airfield by the Germans after May 40, including construction of the 2 runways.
Dimensions: approx. 915 x 870 meters (1000 x 950 yards) and triangular in shape.
Surface and Runways: grass surface. There were 2 runways (paved?) – (1) 1000 x 55 meters (1100 x 60 yards) aligned ENE/WSW, and (2) 915 x 27 meters (1000 x 30 yards) aligned NNE/SSW. The ENE/WSW runway was equipped with permanent illumination.
Fuel and Ammunition: both available.
Infrastructure: had 9 medium hangars with paved aprons on the N boundary, 7 of which were in the NW corner. A large group of buildings behind the hangars included the station HQ, admin offices and barracks. A branch rail line from Haguenau served the hangar area.

Dispersal: there were a total of 7 large open aircraft shelters along and off the S end of the field.
Defenses: none seen or reported in Apr 43, although the airfield was surrounded by a 6-foot barbed wire fence.
Remarks:
13 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 2 x Bf 110s destroyed and 2 more damaged.
23 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 5 x He 111s and 1 x Bf 109 destroyed, plus 1 x Bf 109, 9 x He 111s and 14 x Go 242s damaged.
27 May 44: low-level attack by 3 P-47s – 3 x Bf 110s from III./NJG 6 destroyed or damaged on the ground.
14 Aug 44: bombed by 92 B-17 Fortresses.
17 Nov 44: Haguenau bombed by 30 9th AAF medium bombers.
Operational Units: Stab/LLG 2 (May-Jun 42); I./LLG 2 (May-Jun 42, Sep 43 – Sep 44); III./NJG 6 (May 44); detachment of II./NJG 5 (May-Aug 44); Jagdgruppe 200 (Sep 44); 5.(F)/Aufkl.Gr. 123 (Sep 44).
Station Commands: Fl.Pl.Kdo. B 1/VII (1942-43); Fl.Pl.Kdo. A 4/VII (c. Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 10/VII (Feb-Nov 44).
Station and Nearby Units (on various dates – not complete): Werft-Abt. 10/VII (1944); elements of gem.Flak-Abt. 261(v) (Sep 44); 4./schw.Flak-Abt. 290 (Nov 44); 3./le.Flak-Abt. 721 (Aug 44); 3./le.Flak-Abt. 828 (Nov 44); 2.(Flum.Mess)/Ln.-Rgt. 237 (Sep-Oct 44); Nachschub-Kp. d.Lw. 4/IV (Eschbach – Oct 44); Ldssch.Zug d.Lw. 6/VII (summer 44); Sanitätsbereitschaft (mot) d.Lw. 7/VII (1940-41); Sanitätsbereitschaft (mot) d.Lw. 1/XIII (Bischwiller, Sep-Nov 44).
[Sources: AFHRA A5259 pp.1646-47 (3 Aug 43 updated to 25 Feb 44) and A5260 pp.2032-34 (3 Aug 43 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hagenow (GER) (53 25 50 N – 11 13 30 E)

General: operational airfield (Einsatzhafen) 31 km WSW of Schwerin in Mecklenburg and 2.5 km E of the town of Hagenow.
History: built 1935-36 and established as a Lw. Fliegerhorstkommandantur by 1 October 1936. 1941 upgraded to a class A airfield (Fliegerhorst). There was almost no activity at Hagenow until the upgrade construction was completed in spring 1942, and by 1943 it was an active training station. Fighter and night nuisance units were there for the final two months of the war.
Dimensions: approx. 1140 x 1000 meters (1250 x 1100 yards) with an irregular shape. An extension to the NW allowed for take-off and landing runs of some 1830 meters (2000 yards).
Surface and Runways: uneven grass surface. No paved runway. A perimeter road ran along the E boundary. Equipped with boundary

and obstruction lighting, a flare path and a beam approach system for night operations.
Fuel and Ammunition: refueling points were in the hangar area and the station ammunition dump was off the SE corner.
Infrastructure: there were 1 large repair hangar, 4 large flight hangars and 3 medium flight hangars, all with paved aprons and all grouped on the N boundary and in the NW corner. Workshops were to the rear of the hangars and the station motor pool and garages were just E of the repair hangar. The barracks, admin offices, messes and other station buildings were in a group 100-200 meters behind the hangars off the N boundary. The nearest rail connection was 2.5 km SSW of the airfield.
Dispersal: had three areas – Northeast, East and Southeast with a total of 14 large open aircraft shelters and 24 parking bays carved into the woods.
Defenses: unknown.
Remarks:
15 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Bf 110, 2 x Ju 88s and 5 x He 177s destroyed, plus 2 x He 177s and 1 x unidentified aircraft damaged.
21 May 44: low-level attack by VIII Fighter Command P-38s – several aircraft claimed.
Operational Units: KGr. z.b.V. 9 (Feb-Mar 40); III./KG z.b.V. 1 (Apr 40); IV./KG z.b.V. 1 (Apr 40); Luftverkehrsstaffel *Habicht* (Sep 41 - ?); part of I./KG z.b.V. 1 (Dec 41); KGr. z.b.V. 106 (Apr-Jun 42); 5. DFS 230-Staffel (Apr-Jun 42); 6. DFS 230-Staffel (Apr-Jun 42); KGr.z.b.V. 104 (Jul 42); part of NSGr. 1 (Mar-Apr 45); I., III./JG 301 (Apr 45); part of NSGr. 20 (Apr 45).
School Units: FFS B 35 (Dec 43 – Jun 44); I./JG 115 (Sep-Oct 44); Stab and I./JG 107 (Oct 44 – Apr 45); FFS B 4 (Jan-Mar 45).
Reserve Training & Replacement Units: 2./Erg.NJGr. (Oct 44); 2./Erg.JG 2 (Nov 44 – Mar 45).
Station Commands: Fl.H.Kdtr. Hagenow (to c. Jan 43); Fl.Pl.Kdo. A 30/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Hagenow of Fl.H.Kdtr. A(o) 7/XI Schwerin-Görries (1944-45).
Station Units (on various dates – not complete): Werft-Abt.d.Lw.(o) 8/XI (spring 44 – May 45); 142. Flugh.Betr.Kp. (Qu) (c.Nov-Dec 44); Auffanglager d.Lw. Hagenow (Feb 45).
[Sources: AFHRA A5258 pp.646-48 (1 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hagen-Westhofen (GER) (51 25 00 N – 07 30 30 E)

General: field airstrip (Feldflugplatz) 8 km NE of Hagen/Ruhr in North Rhine – Westphalia. History: 1927 listed as an emergency landing ground (Notlandeplatz). No record of use by the Luftwaffe. Surface

and Dimensions: uneven pasture land measuring approx. 732 x 732 meters (800 x 800 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.632 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hailfingen (GER) (a.k.a. Bondorf) (48 32 30 N – 08 51 30 E)
General: operational airfield (Einsatzhafen) in Baden-Württemberg 34 km SSW of Stuttgart and 1.6 km NW of the village of Hailfingen.
History: built in 1939 with work still underway in Oct 39.
Dimensions: approx. 1190 x 1100 meters (1300 x 1200 yards) with an irregular shape.
Surface and Runways: grass surface. Had 2 concrete runways measuring approx. 1190 meters (1300 yards) and aligned ENE/WSW, and 320 meters (350 yards) and aligned NNE/SSW. The shorter runway was finished off with hardened strips at both ends giving a total run of approx. 1235 meters (1350 yards).
Fuel and Ammunition: refueling points were on the S boundary along with bulk fuel storage.
Infrastructure: there were 2 small hangars on the N boundary and small buildings on the S boundary and off the SW corner, these probably including workshops. A few huts off the N boundary and the SW corner probably served as accommodations, with other personnel housed in Hailfingen village. A branch rail line served the N, W and S sides of the airfield.
Dispersal: had 3 dispersal areas – East (remote), West (remote) and Perimeter with a total of 3 large covered aircraft shelters, 1 large open aircraft shelter with 3 more under construction, and 2 parking hardstands.
Defenses: unknown.
Remarks:
19 Jul 44: low-level attack by P-51 Mustangs – 8 x Ju 88s from II./NJG 6 destroyed or damaged (German sources).
8 Oct 44: low-level attack – several Ju 88 R-2s and Bf 110s from I./NJG 6 destroyed or damaged (German sources).
25 Feb 45: low-level attack by approx. 4 VIII Fighter Command P-51s – 1 x Bf 110 G-4 and 2 x Ju 88 G-6s from I./NJG 6 destroyed or damaged (German sources).
19 Mar 45: bombed – 2 x Bf 110s and 2 x Ju 88s slightly damaged. (German report)
9 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Bf 110s, 2 x He 111s destroyed, plus 2 x He 111s and 1 x unidentified aircraft damaged.

Operational Units: parts of I., II./NJG 6 (Jun-Sep 44).
Station Commands: Fl.H.Kdtr. E(v) 234/VII (Oct 44 – Apr 45).
Station Units (on various dates – not complete): 2. and 3./le.Flak-Abt. 721 (Aug 44 – 1945); Flughafenbereichs-Ln.-Kp. z.b.V. 2 (Remmingsheim, Nov 44)?; Luftgaubereichswerkstatt (N) 2/XII (fall 44 – 1945).
[Sources: AFHRA A5258 pp.177-79 (9 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hainberg (GER) (a.k.a. Nürnberg-Zirndorf) (49 25 25 N – 10 59 30 E)
General: field airstrip (Feldflugplatz) in Bavaria 5 km SW of the Nürnberg suburg of Schweinau. 1927 listed as an emergency landing ground (Notlandeplatz). History: used by gliders. Unsuitable for operational aircraft. Surface and Dimensions: grass surface measuring approx. 685 x 595 meters (750 x 650 yards).
Infrastructure: little if any. Defenses: had a Flak tower off the E boundary and another off the S boundary.
[Sources: AFHRA A5258 p.455 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hakendorf-Robach (GER) (a.k.a. Zawadka) (??)
General: landing ground (Landeplatz) in East Prussia c. 19 km NE of Marienburg. History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Halberstadt (GER) (51 51 20 N – 11 03 20 E)
General: airfield (Fliegerhorst) in Anhalt 55 km SE of Braunschweig, 47 km SW of Magdeburg; airfield 4 km S of Halberstadt and 3.25 km SW of Harsleben.
History: 1927 listed as a civil landing ground (Verkehrslandeplatz). 1932 listed as a secondary airport (Flughafen II). Taken over by the Luftwaffe in 1934, developed as a military airfield and inaugurated as a Fliegerhorstkommandantur by fall 1935. Wartime training station, especially for basic training and glider-towing units, and also a factory airfield (Industriehafen) for Junkers Flugzeugbau.
Dimensions: approx. 1300 x 890 meters (1420 x 975 yards) and irregular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: refueling points were thought to be in front of the hangars and there was a small ammunition dump at the NE corner.
Infrastructure: had 1 very large hangar on the N boundary, 2 very large, 1 large repair and 1 medium hangar on the S boundary, and 1 medium hangar on the W boundary. Small workshops were at the rear of the hangars on the S boundary and an additional workshop was located in the NW dispersal area. The main group of airfield buildings

with barracks, admin offices, stores buildings, etc., was at the NW corner of the airfield. A further barracks complex was off the SW boundary to the rear of the hangars. The Halberstadt-Blankenburg rail line ran 3.25 km N of the airfield.
Dispersal: there were 4 areas – Northeast, Southeast, Southwest and Northwest with a total of 22 large open aircraft shelters, with each shelter designed to accommodate 2 fighters or 1 bomber.
Defenses: unknown.
Remarks:
11 Jan 44: airfield bombed by 107 B-17 Fortresses.
22 Feb 44: airfield bombed by 18 B-17s.
11 Apr 44: airfield bombed as a secondary target by 9 B-24 Liberators.
30 May 44: airfield bombed by 107 B-17s.
5 Aug 44: airfield bombed by 70 B-24s.
16 Aug 44: airfield bombed by 51 B-24s.
22 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 3 x Fw 190s, 3 x Me 410s, 3 x He 111s, 2 x Ju 88s, 3 x Do 217s destroyed, plus 2 x Fw 190s, 4 x He 111s, 6 x Ju 88s, 1 x Ju 52 and 3 x unidentified aircraft damaged. German sources give 5 x Bf 110, 1 x Fw 190 and 1 x Ju 86 destroyed, 1 x Bf 110 and 2 Fw 190 severely damaged, and 1 x Bf 110 and 1 x He 111 lightly damaged; flight operations building hit and burned out, 1 munitions storage shed destroyed.
Operational Units: II./Luftlandegeschwader 1 (Jul 40 – Jan 43, Apr-Jul 43).
School Units: elementary flight school Halberstadt (1935 – Mar 39); Fl.Ausbildungs-Rgt. 52 (1939-41); Schule/FAR 52 (Apr 39 – Aug 40); LKS 3 (Werder/Havel) Kdo. (Mar 43 – May 44).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 52 (Nov 38 – Mar 39).
Station Commands: as Fl.H.Kdtr. Halberstadt (to 1943); Fl.Pl.Kdo. A 48/III (Sep 43); Platzkdo. of Fl.H.Kdtr. A(o) 13/III Magdeburg/East (1944); Platzkdo. of Fl.H.Kdtr. A(o) 15/III Salzwedel (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Gen.Maj. Wolf Freiherr von Biedermann (1940 - Sep 42).
Station Units (on various dates – not complete): Werft-Abt. 20/III (1944-45); Stab and elements of Fallschirmjäger-Ers.-u.Ausb.Rgt. 1 (Jan-Apr 45).
[Sources: AFHRA A5258 pp.649-51 (4 Apr 44 updated to 15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Halle (GER) (51 29 N – 11 57 E)
Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete): the great majority of the

approx. 61 Flak units in the Halle area are listed in documents as Halle-Leuna, the latter being the huge refinery complex 20 km S of Halle and 4.25 km SE of Merseburg. In practice, these units had little to do with Halle and almost everything to do with protecting the Leuna complex so they will not be listed.

Halle-Leipzig (GER): see Leipzig-Schkeuditz.

Halle-Mötzlich (GER) (a.k.a. Halle-Klemm) (51 31 05 N – 11 59 30 E)

General: factory airfield (Industriehafen) in Anhalt 4 km NNE of Halle and just W of the village of Mötzlich.

History: built 1934-35 for use by Klemm Flugzeug to manufacture trainers and light communications and liaison aircraft. Taken over by Siebel Flugzeugbau in December 1937 and the manufacturing continued through the war.

Dimensions: approx. 825 x 410 meters (900 x 450 yards) and irregular in shape.

Surface and Runways: grass surface. No paved runway, but there was a prepared (dirt? gravel?) 275 meter (300 yard) airstrip inside the W boundary.

Fuel and Ammunition: fuel was available.

Infrastructure: had 1 large and 1 medium hangar with paved aprons off the SE corner, as well as the workshops and assembly buildings of the Siebel factory. A very large housing estate for civilian employees was just S of the Siebel factory complex, a very large hutted camp for forced labor workers and another – Aussenlager Birkhahn – for Buchenwald concentration camp inmates used by Siebel, were both just S and SE of the housing estate. A branch from the Halle-Magdeburg rail line served the airfield.

Dispersal: there were 3 large and 8 medium open aircraft shelters positioned around the E, SW and NW sides of the landing area.

Defenses: had 2 heavy Flak batteries of 6 guns each within 1 to 2 km of the airfield in Sep 43.

Remarks: there were several heavy bomber raids on oil industry targets and the marshaling yards at Halle that are not listed below.
12 Apr 44: Halle bombed by B-17 Fortresses.
28 May 44: Halle bombed by B-24 Liberators.
16 Aug 44: airfield bombed by 60 B-17s.

Operational Units: none identified.

Station Units: none identified.

[Sources: AFHRA A5258 pp.655-57 (3 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Halle-Nietleben (GER) (51 29 10 N – 11 56 30 E)

General: airfield (Fliegerhorst) in Anhalt 39 km W of Leipzig, 2.5 km W of Halle town center and 1.6 km E of the village of Nietleben.
History: 1927 listed as a secondary airport (Flughafen II). Taken over by the Luftwaffe and developed into its main signals training center during 1934-36. Airfield used as a practice field (Arbeitsplatz) by the central Luftnachrichtenschule (signals school) at Halle and, from 1942, as a repair facility for transport aircraft.
Dimensions: approx. 1100 x 1450 yards) with an irregular shape.
Surface and Runways: grass surface subject to unserviceability during heavy rains and spring flooding. No paved runway. A perimeter road encircled the airfield.
Fuel and Ammunition: bulk fuel storage was reportedly on the S boundary near the SE corner.
Infrastructure: there were 2 large flight hangars and 1 large repair hangar on the NW boundary, all with large paved servicing hardstands in front. A medium hangar was in the SE corner, this probably being used by the base construction office. Behind the hangars off the N boundary were the nearly 200 buildings comprising the signal school, blocks and blocks of barracks, admin buildings, a hospital, motor pool and garages, base services, etc. In terms of buildings, Halle-Nietleben was the largest or one of the largest air bases in Germany. A branch rail line from Halle served the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: there were several heavy bomber raids on oil industry targets and the marshaling yards at Halle that are not listed below.
12 Apr 44: Halle bombed by B-17 Fortresses.
28 May 44: Halle bombed by B-24 Liberators.
16 Aug 44: airfield bombed by 60 B-17s.
27 Feb 45: strafed by 6 P-51 Mustangs – 2 x C 445s slightly damaged.
Operational Units: 3./Schleppgruppe 1 (Nov 44 – Jan 45).
School Units: Höherer Kdr.d.Luftnachrichtenschulen (Sep 40? – Aug 44); Stab/Ln.-Schuldivision (Aug 44 – Apr 45); Luftnachrichtenschule Halle/Saale (Aug 35 – Apr 45); Waffenmeisterschule d.Lw. (later Fliegerwaffentechnische Schule 1) (c. 1937 – 41); LKS (Ln) 13 (Sep 44 – Apr 45)?
Station Commands: as Fl.H. Halle-Nietleben (to 1943); Fl.Pl.Kdo. A 42/IV (1943-44); Fl.H.Kdtr. A(o) 40/III (1944-45).
Station Units (on various dates – not complete): Werft-Abt. 21/III (1944-45); Werft-Abt. 103/IV (Feb-Apr 45); Stab I.(Feldfernkabel-Bau)/Ln.-Rgt. 22 (Mar 45); Ln.-Lehr-u.Versuchs-Abt. (Oct 35 – Sep 37); Kfz.Werkstatt (o) d.Lw. 102/IV (H-Wörmlitz – May 43); Lw.-Lazarett 9/III (H-Dölau, n.d.); Hauptlohnstelle d.Lw. 2/III (Apr 45).

[Sources: AFHRA A5258 pp.652-54 (22 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Halle-Sennewitz (GER) (51 32 15 N – 11 55 15 E)

General: operational airfield (Einsatzhafen) in Anhalt 6.5 km NNW of Halle town center, 2.5 km W of Sennewitz and 1.6 km NNE of Lettin. History: laid out in 1939-40? Used as a practice field (Arbeitsplatz) by the central Luftnachrichtenschule (signals school) at Halle and occasionally by transport aircraft. Surface and Dimensions: rough grass surface measuring approx. 1100 x 550 meters (1200 x 600 yards) with an irregular shape. No paved runway. Infrastructure: no known hangars, workshops, barracks or other infrastructure.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.658 (10 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hambach (GER) (a.k.a. Jülich-Hambach, Niederzier) (50 54 15 N – 06 30 40 E)

General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 31 km W of Köln, 26 km NE of Aachen, 5 km SE of Jülich, 5 km E of Hambach and 3.6 km ENE of Niederzier. History: the south end of the airfield was used as a bombing range during the war.
Surface and Dimensions: grass surface measuring approx. 1465 x 185 meters (1600 x 200 yards) with an elongated shape. Had bad approaches.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.596 (12 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hamburg (GER) (53 33 24 N – 09 59 40 E)

Lw. Garrison and Station Units (on various dates – specific airfield, if any, not identified):

Commands (Kommandobehörden, Stäbe): Stab/X. Fliegerkorps (Oct 39 – Apr 40); Stab/10. Fliegerdivision (Sep 39); Stab/Luftgaukdo. 3 (Apr-Oct 37); Stab/Luftgaukdo. X (Oct 37 – Jun 38); Stab/Luftgaukdo. XI (H-Blankenese, Mar 40 – Apr 45).

Antiaircraft (Flak):
Higher Flak Commands: Luftverteidigungskdo. 6 (Aug 38 – Jul 39); Stab/3. Flak-Div. (H-Bahrenfeld, Sep 41 – May 45); Stab/VI. Flakkorps (Mar-Apr 45).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 6 (mot.) (as Flakgruppe Hamburg-Nord) (Oct 36 – Apr 40); Stab/Flak-Rgt. 16(o) (as Flakgruppe Hanburg-Süd) (Apr 41 - 1945); Stab/Flak-Rgt. 51(o) (as Flakgruppe

Hamburg-Nord) (Jun 42 - 1945); Stab/Flak-Rgt. 60(o) (as Flakgruppe Hamburg-Ost) (May 40 – 1945); Stab/Flak-Rgt. 61(o) (as Flakgruppe Hamburg-Süd) (Sep 39 – Apr 41); Stab/Flak-Rgt. 66(o) (Nov 41 – Apr 42); Stab/Flak-Rgt. 122 (Eisb.) (c.Nov 41 – 1945); Stab/Flak-Rgt. 123(o) (as Flakgruppe Hamburg-Nord) (Apr 40 – Jun 42); Stab/Flakscheinwerfer-Rgt. 161(o) (as Flakscheinwerfergruppe Hamburg (Jun 41 - 1945); Stab/Flak-Rgt. 655 (mot.) (Jun-Jul 42).
Flak-Abt.: I./Flak-Rgt. 6 (gem. mot.); II./Flak-Rgt. 6 (gem. mot.); I./Flak-Rgt. 21 (gem. mot.); II./Flak-Rgt. 23 (gem. mot.); I./Flak-Rgt. 29 (gem. mot.); le.76 (mot.); schw.137(o); schw.144 (Eisb.); schw.151(o); schw.162(o); gem.165(o); schw.167(v); schw.185(o); schw.225(o); schw.263 (Eisb.); gem.265(v); gem.266(v); schw.267(o); gem.294(v); schw.306(o); gem.341(v); schw.393(o); schw.413(o); gem.414(T); schw.536 (Eisb.); gem.601 (v); schw.602(o); schw.603(v); gem.604(o); schw.605(o); schw.607(o); gem.613(o); schw.634(o); schw.635(o); schw.647(o); le.734(v); le.755(v); le.761(o); le.762(o); le.763(v); le.764(o); le.765(v); le.766(v); le.767(v); le.768(o); le.769(v); le.770(o); le.876(o); le.921(v).
Flakscheinwerfer-Abt.: III./Flak-Rgt. 6 (sw. mot.); 119(o); 150(o); 368(o); 530(o); 583(v); 608(o); 609(o); 610(o); 618(v);
Luftsperr-Abt.: 201(o); 205(o); 208(o).
Flak-Ers./Flak-Ausb.: Flak-Ers.Rgt. 5; Flak-Ers.Abt. 6.

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 21 (H-Wentdorf, 1941-45); Luftschutz-Abt. d.Lw. 53 (1944); Luftschutz-Kp. z.b.V. 1/XI (H-Blankenese, Aug 42 – Apr 45); Sprengkommando d.Lw. 1/XI; Luftschutz-Rgt. z.b.V. 2 (H-Blankenese, Sep 42 – Apr 45).

Air Force Signals (Luftnachrichten): Stab/Ln.-Flugmelde-Rgt. 101 (H-Pinneberg, 1943 – Sep 44); Stab IV./Ln.-Flugmelde-Rgt. 101 (H-Pinneberg, 1943 – Sep 44); Stab/Ln.-Rgt. 232 (Sep 44 – May 45); II. (Flum.Mess)/Ln.-Rgt. 232 (H-Hittfeld, Sep 44 – Apr 45); Stab/Luftgau-Nachr.Rgt. 11 (H-Blankenese, Mar 40 – 1945); I./Luftgau-Nachr.Rgt. 11 (H-Blankenese, Mar 40 – 1944); IV. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 11 (H-Appen, c.1943-44); Stab V.(Flum.)/Luftgau-Nachr.Rgt. 11 (1940 – Aug 43); 8. (Flum.Res.)/Luftgau-Nachr.Rgt. 11 (Mar 41); Lv-Nachr.Abt. 3 (Feb 40 – Sep 41); Lv-Nachr.Abt. 6 (c.Apr 39 – Feb 40); Ln.-Abt. 40 (1939 – Apr 40); Ln.-Abt. 123 (H-Bahrenfeld, Sep 41 – May 45); 2. (Funkh.)/Ln.-Abt. 356 (Jan-Apr 45); Luftgau-Nachr.Abt. 11 (c.Oct 44 – Apr 45); 3./Ln.-RV-Abt. z.b.V. 11 (H-Blankenese, c.Oct 44 – May 45); 2./Ln.-Funkaufklärungs-Abt. Reich (May-Nov 44); Ln.-Heimatreparaturbetrieb 5/XI (c.1942-45).

Ground Transport (Transportkolonnen): Kfz.Beständebezirk d.Lw. 11/XI (H-Blankenese, Aug 44); Kraftfahr-Ausbildungs-Abt. d.Lw. 8 (H-Osdorf, c.1941-44).

Medical Services (Sanitätsdienste): Lw.-Lazarett 1/I (H-Blankenese, Feb-May 45); Flieger-Untersuchungsstelle 6/XI (1945); Kleine Zahnstation d.Lw. 6/III (Apr 45); Kleine Zahnstation d.Lw. 1/XI (H-Blankenese, Apr 45); Institut für Luftfahrtmedizin Hamburg (? – Feb 45).

Other (sonstige, verschiedene): Lw.-Leitstelle Nord (Nov 44 – May 45); Lw.-Auskunftsstelle 1/XI (1944-45).

Hamburg-Altona (GER): see Altona.

Hamburg-Borstel (GER) (53 33 00 N – 09 42 20 E). Dummy 19.5 km W of Hamburg, 13.8 km SE of Stade airfield and 9.3 km W of Finkenwerder airfield. Mock-up included 3 small dummy hangars plus 2 other buildings on the N side of the landing area which was nothing more than a couple od adjoining farm fields.
[Sources: AFHRA A5257A p.613 (1944)]

Hamburg-Finkenwerder (GER) (53 32 20 N – 09 50 10 E)
General: factory airfield (Industriehafen) and seaplane station (Flughafen (See)) 11.3 km WSW of Hamburg on reclaimed land on what used to be an island in the Elbe River.
History: land reclamation and construction began in 1936 but was not completed until late 1939 or early 1940. Used as an Industriehafen by Blohm & Voss for the assembly of BV 138s, BV 141s and BV 222s.
Dimensions: approx. 1000 x 775 meters (1,100 x 850 yards) that was in the process of being extended in February 1944.
Runway: grass surface on dredged sand. The adjacent seaplane anchorage was in a small harbor.
Infrastructure: fuel, ammunition and other amenities were available. Had 2 large and 1 medium aircraft assembly hangars at the N end along with a long rectangular workshop building. Barracks and station buildings were off the NE corner and the E boundary. Seaplane facilities in the harbor area consisted of 2 jetties with a slipway between them and a pier. A branch rail line served the airfield and the Blohm & Voss factory yard.
Dispersal: 6 large open aircraft shelters and 6 additional parking sites along the perimeter of the landing area.
Defenses: unknown but protected by the great Flak belt that surrounded Hamburg.
Remarks: repeatedly bombed during the war as part of the area bombing of the greater Hamburg area and as an aircraft industry target.
Operational Units: none identified.

Station Commands: Platzkdo. Finkenwerder of Fl.H.Kdtr. A(o) 6/XI (Uetersen) (Apr 44 – 1945).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.237-40 (22 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hamburg-Fuhlsbüttel (GER) (53 38 00 N – 10 00 00 E)

General: operational airfield (Einsatzhafen) 8.2 km N of Hamburg city center and .8 km W of the suburb of Fuhlsbüttel.
History: the former civil airport for Hamburg that was expanded and militarized by the Luftwaffe during 1936-37. Classed as an international airport with a customs office in 1932. In relatively constant use before and during the war.
Dimensions: approx. 1610 x 1190 meters (1,760 x 1,300 yards).
Runway: grass surface on reclaimed swampland.
Infrastructure: fuel, water, ammunition, communications and other amenities were available. Had 2 large hangars, 2 large workshops, a small group of workshop sheds, a motor pool with garages, barracks and admin buildings and offices along the E boundary. Additional barracks were located at the S end of the field.
Dispersal: at least 12 open aircraft shelters along the N and E perimeter of the field.
Defenses: 1 heavy and 5 light Flak positions in the immediate vicinity of the airfield (12 Aug 43). It was additionally covered by the thick Flak defenses protecting Hamburg.
Remarks: repeatedly bombed during the war as part of the area bombing of the greater Hamburg area.
14 Mar 44: reported a total station complement of 98 military, 233 civilian employees of the Wehrmacht, 82 non-Wehrmacht civilian employees, 166 RAD personnel for a total of 579.
3 May 45: Hamburg surrendered to British forces following a (at times) brisk defense than began on 23 April.
Operational Units: Luftdienst-Teilkdo. 1/11 (May 39 – Dec 43); 1. (F)/Aufkl.Gr. 122 (Mar-Apr 40); KGr. z.b.V. 107 (Mar-Apr 40); Wetterkette Nord (Apr 40); Flugbereitschaft Luftgaukdo. XI (1940, 41, 42); III./Fliegerzielgeschwader 1 (Apr/May 44); Fliegerzielgruppe II (H-Sasel, Nov 44); III./NJG 11 (Apr-May 45).
Reserve Training & Replacement Units: 2./Erg.JG 2 (Apr 45).
Station Commands: Fl.H.Kdtr. (E) Hamburg-Fuhlsbüttel (Aug 39 – c.Mar 40); Fl.H.Kdtr. E 15/XI (Mar 40 -?); Flugstützpunktkommando 1/XI (1941 – Nov 42); Fl.Pl.Kdo. A 1/XI (Nov 42 – Mar 44); Flugplatzkdo. Hamburg-Fuhlsbüttel of Fl.H.Kdtr. A(o) 6/XI Uetersen (1944-45).
Station Units (on various dates – not complete): Luftzeuggruppe 11 (c. 1939-43); Stab and 2.Kp. Lw.-Bau-Btl. 13/XI (? – Sep 42).

[Sources: AFHRA A5257A pp.241-46 (6 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hamburg-Garstedt (GER) (53 40 05 N – 09 56 25 E). Dummy 12 km NNW of Hamburg city center and 6 km NW of Hamburg-Fuhlsbüttel airfield. Mock-up included 2 open aircraft shelters on the edge of woods around the landing area and probably had decoy lighting. [Sources: AFHRA A5257A p.616 (1944)]

Hamburg-Wandsbek (GER) (53 33 55 N – 10 07 00 E)
General: emergency landing ground (Notlandeplatz) on the northern outskirts of wartime Hamburg and on the S side of an Autobahn that crosses the city from WSW to ENE. History: used by gliders. Surface and Dimensions: grass surface measuring approx. 640 x 550 meters (700 x 600 yards).
Operational Units: None.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.589 (6 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hamm (GER) (51 41 29 N – 07 49 03 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 2 km N of Hamm/Ruhr city center. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hammelburg (GER) (50 05 59 N – 09 53 05 E)
General: tactical landing ground (Gefechtslandeplatz) in Bavaria 25 km NW of Schweinfurt. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface on moorland. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hamminkeln (GER) (51 44 35 N – 06 33 50 E)
General: emergency landing ground (Notlandeplatz) and satellite or dispersal field (Ausweichplatz) in North Rhine – Westphalia 10 km NNW of Wesel and 2.4 km NW of Hamminkeln village. History: preliminary leveling to make a landing strip began in October 1944 but then stopped due to the arrival of wet winter weather. Dimensions: approx. 915 x 460 meters (1,000 x 500 yards). Runway: grass surface that was soft in wet weather. Infrastructure: fuel, ammunition and other expendables were probably to be brought up if and when needed. No hangars or buildings of any sort. Nearest rail

connection in Hamminkeln. Dispersal: no organized dispersals but woods surrounded the landing area. Defenses: none identified (11 Nov 44).
Remarks:
26 Oct 44: airfield ordered developed and ready for use in 4 days.
9 Mar 45: airfield ordered evacuated and destroyed immediately.
Operational Units: II./JG 2 (May 40).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.247 (18 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hanau-Langendiebach (GER): see Langendiebach.

Handorf (GER): see Münster-Handorf.

Hangelar (GER): see Bonn-Hangelar.

Hannover (GER) (a.k.a. Hanover) (52 22 N – 09 43 E)
Lw. Garrison and Station Units (on the airfields, in the city or nearby on various dates – not complete):
Commands (Kommandobehörden, Stäbe): Stab/Luftgaukdo. 9 (Apr-Sep 36, Apr-Oct 37); Stab/Luftgaukdo. XI (Oct 37 – Mar 40);
Antiaircraft (Flak):
Higher Flak Commands: Luftverteidigungskdo. 8 (Sep 39 – 1940); Stab/Flak-Brig. VIII (Jun 41 – Apr 42); Stab/8. Flak-Brig. (May 44 – Apr 45); Stab/Flak-Brig. XV later 15. Flak-Brig. (H-Burgdorf, Jun 42 – Apr 44).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 13(o) (1941); Stab/Flak-Rgt. 25 (mot.) (as Flakgruppe Hannover) (c.Jun 41 - 1945); Stab/Flak-Rgt. 56(o) (as Flakscheinwerfergruppe Hannover) (c.Jun 42 - 1945); Stab/Flak-Rgt. 122 (Eisb.) (c.1941-42); Stab/Flak-Lehr-Rgt. (as Flakgruppe Hannover (Aug 39 – c. Jun 41).
Flak-Abt.: schw.113(o); gem.114(v); schw.165(o); schw.185(o); schw.216(o); schw.232(o); schw.237(v); schw.306(o); schw.461(o); gem.361(v); gem.364(o); schw.418 (Eisb.); I./Flak-Rgt. 501 (gem. mot.); schw.521(o); gem.604(o); schw.695(o); le.770(o); le.772(o); schw.801(o); le.851 (mot.); le.871(o); le.916(o).
Flakscheinwerfer-Abt.: III./Flak-Rgt. 26 (Sw. mot.) (Nov 38 – 1939); III./Flak-Rgt. 51 (Sw. mot.) (1941-43)?; 119(o); 139(o); 149(o); 169(o); 258(o); 368(o); 619(o).
Luftsperr-Abt.: 206(o).
Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 6.
Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 14 (Oct 42); Luftschutz-Abt. d.Lw. 32 (H-Buchholz, 1943/44 – 1945); Sprengkommando d.Lw. 3/XI;

Air Force Signals (Luftnachrichten): Stab, I. and II./Luftgau-Nachr.Rgt. 11 (H-Bemerode - Jul 38 – Mar 40); 9.(Flum.Res.)/Luftgau-Nachr.Rgt. 11 (Aug 41); 10.(Flum.Res.)/Luftgau-Nachr.Rgt. 11 (Jul 43); LV-Nachr.Abt. 2 (Aug 39 – Feb 40); LV-Nachr.Abt. 6 (Feb-Oct 40); Ln.-Abt. 168 (May 44 – Apr 45); 22.(Funkh.)/Ln.-Rgt. 351 (1944-45)?; Fluko Hannover.

Other (sonstige, verschiedene): Lw.-Auskunftsstelle 2/XI (1944-45); Annahmestelle 2 für Offizieranwärter d.Lw. (1939 – ?).

Hannover-Bemerode (GER) (52 20 34 N – 09 49 21 E)

General: satellite airfield (Ausweichflugplatz) in Lower Saxony 7 km SE of Hannover city center. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hannover-Langenhagen (GER) (a.k.a. Langenhagen-Evershorst, Evershorst) (52 27 30 N – 09 42 00 E)

General: airfield (Fliegerhorst) 8 km NNW of Hannover in Lower Saxony and 2.8 km W of Langenhagen.

History: construction began in spring 1935 and it was declared operational on 4 April 1936, although construction work continued for some time after that. The layout followed the "halfmoon" design used for many of the larger airfields built by the Luftwaffe during the 1934-39 period. Langenhagen was mainly used for the formation and training of bomber units and crews during the war as well as for the resting and refitting of those returning from the front. The Focke-Wulf aircraft firm set up a production and development branch at Langenhagen in 1943 with the prototypes of the Fw 190D high-performance fighter, the Ta 152 and the high-altitude Ta 154 fighter being three of the aircraft that were developed and test flown there.

Dimensions: approx. 1370 x 1100 meters (1,500 x 1,200 yards).

Runway: good grass surface. There was an elaborate system of ladder-type servicing tarmacs along with 3 starting platforms, all of which were interconnected, in front of the hangars at the N end of the airfield. A perimeter road enclosed the landing area. Fully equipped for night landings including lighting and a visual Lorenz system.

Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Had 9 large and medium hangars along the N boundary, all with concrete aprons. Barrack blocks, station buildings, messes, motor pool and garages, control tower, gym, sports center, etc., were all clustered at the N, NE and E sides of the field. A special branch rail line served the E and N sides.

Dispersal: had East, South and West areas with a total of 25 open aircraft shelters.
Defenses: there were 5 heavy Flak positions with 6 or 12 guns each and 4 light Flak positions emplaced in Flak towers and on rooftops in the vicinity of the airfield (27 Sep 43).
Satellites and Decoys:

Hannover-Heitlingen (GER) (32 27 35 N – 09 39 05 E). Dummy 12 km NNW of Hannover city center, 8 km NW of Hannover-Vahrenwalderheide airfield and 3.25 km WNW of Hannover-Langenhagen airfield. Mock-up included a moderate size landing area with 2 dummy hangars in the NE corner. [Sources: AFHRA A5257A p.616 (1944)]

Remarks:
17/18 May 40: bombed for the first time with little damage resulting.
8 Apr 44: bombed by 48 B-24 Liberators.
5 Aug 44: bombed by 143 B-17 Fortresses – 1 x Fw 44 and 8 x Ta 154s from Erprobungskommando Ta 154 destroyed or damaged on the ground.
24 Aug 44: bombed by 72 B-24 Liberators. These two attacks destroyed the majority of the airfield's infrastructure.
22 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Ju 88s destroyed and 1 more damaged.
10 Apr 45: Hannover-Langenhagen airfield taken by elements of U.S. 9th Army.
Operational Units: Stab, I./KG 154 (Apr 36 – Mar 37); Stab, I./KG 157 (Apr 37 – Apr 39); Stab, I./KG 27 (May 39 – Jun 40); II./LG 1 (Oct-Nov 39); Stab/LG 1 (Nov-Dec 39); III./KG 27 (Aug-Nov 41); KGr. 100 (Nov-Dec 41); II./KG 27 (Nov 41 – Feb 42); KGr. z.b.V. 5 (Jul 42); KGr. z.b.V. 23 (Jan 43); Erprobungskdo. Ta 154 (Dec 43 – Jul 44); I./SG 5 (Sep-Oct 44); 3./NAGr. 1 (Mar 45).
School Units: FFS B 21 (Jun – Sep 44).
Reserve Training & Replacement Units: Erg.St./KG 100 (May – Nov 41); IV./KG 27 (Dec 41 – Aug 42); Erg.Gr./Flugzeugüberführungsgeschwader 1 (1944).
Station Commands: Fl.Pl.Kdo. C 88/XI (1943 – Mar 44); Flugplatzkdo. Hannover-Langenhagen of Fl.H.Kdtr. A(o) 23/XI Wunstorf (1944-45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Fritz Graumnitz (? - Oct 39) 9/39; Obstlt. Richard Ossig (? - Mar 40).
Station Units (on various dates – not complete): Koflug Langenhagen (Jul 39 – Mar 41); Koflug 12/XI (Apr 41 – Apr 45); 1. Flugh.Betr.Kp./KG 27 (May 39 – Jun 40); 2. Flugh.Betr.Kp./KG 27 (May 39 – Jun 40); 3. Res.Flugh.Betr.Kp. Langenhagen; Stamm-

Kp./Flak-Rgt. 7 (1939); 2./le.Flak-Abt. 871 (1943-44); elements of Res..Flak-Abt. 907 (May 41); le.Hei.Flak-Bttr. 29/XI (1943-45); Stab III.(Flum.Mess)/Ln.-Rgt. 202 (c.1943 – Aug 44); Lw.-Bau-Btl. 32/IV (Oct 42); Lw.-Sanitäts-Abt. 12/XI (May 44).
[Sources: AFHRA A5257A pp.255-60 (8 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Hannover-Linden (GER) (52 22 00 N – 09 43 09 E)
General: former factory airfield (Industriehafen) 4 km SW of Hannover city center. History: built in 1915 with a grass surface for Hannoversche Waggonfabrik, which built airplanes during World War I, it became Hannover's civil airport in 1919 and remained so until 1928 when Hannover-Vahrenwalderheide airport replaced it. Hannover-Linden was completely closed in 1930.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hannover-Vahrenwalderheide (GER) (a.k.a. Hannover-Vahrenheide, Hannover – Vahrenwalder Heide, Hannover-Vahrenwald) (52 25 00 N – 09 45 30 E)
General: operational airfield (Einsatzhafen) in Lower Saxony 4 km N of Hannover city center.
History: dates from 1903 when Karl Jatho allegedly made the first powered flight. Served as an airship school and a Flak searchlight school during World War I. Airport for Hannover during the 1920s and 1930s. In limited use by the Luftwaffe as a paratroop and glider training station by 1935-36. Used mainly by Luftdienst target-towing units during the war.
Dimensions: approx. 1100 x 1000 meters (1,200 x 1,100 yards).
Runway: firm grass on sandy soil. There was a wide tarmac apron in front of the airport terminal building. Perimeter and obstruction lighting for night landings.
Infrastructure: fuel, refueling points, water, ammunition, communications and other amenities were available. Had 2 large, 3 medium and 3 small hangars, all with tarmac aprons. The terminal building and control tower were on the W boundary, a large block of barracks off the NW corner, a small group of barrack huts at the SW corner and other station buildings scattered among the hangars on the N and W sides of the airfield. Nearest rail connection 2.5 km to the WNW.
Dispersal: the East and South areas had a total of 16 aircraft blast bays (10 Dec 43).
Defenses: 5 heavy Flak positions within 4 km of the airfield, each with either 6 or 12 guns, and 4 light Flak positions that were mostly in Flak towers and on rooftops with at least 22 guns. Nearly half of these

positions also protected Hannover-Langenhagen airfield and industrial targets in this area.
Remarks: Hannover and vicinity were very heavily bombed during the war and the airfield had been bombed out of existence by April 1945, although it does not seem to have been intentionally targeted by heavy bombers.
Operational Units: Luftdienstkdo. 1/11 (1939-40).
Reserve Training & Replacement Units:
Erg.Gr./Flugzeugüberführungsgeschwader 1 (1944).
Station Commands: Fl.H.Kdtr. (E) Hannover-Vahrenwald (Aug 39 – Mar 40); Fl.H.Kdtr. E 13/XI(Mar-Apr 40); Flgh.Stüpu.Kdo. 13/XI (1941 – Nov 42); Fl.Pl.Kdo. A 11/XI (c.Dec 42 – Mar 44); Flugplatzkdo. Hannover-Vahrenwalderheide of Fl.H.Kdtr. A(o) 23/XI Wunstorf (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Maj. Rudolf Boehm (1 Jul 39 - ?).
Station Units (on various dates): none identified.
[Sources: AFHRA A5257A pp.261-63 (17 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Hardisleben (GER) (51 10 07 N – 11 24 52 E)
General: landing ground (Landeplatz) in Thuringia 33 km NE of Erfurt and 27 km W of Naumburg. History: listed as operational in Oct 44. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Harsberg (GER) (?)
General: field airstrip (Feldflugplatz) either 17 km SW of Kaiserslautern or 23 km E of Heilbronn. History: listed as operational in Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hartenau (GER) (50 20 30 N – 17 59 30 E)
General: emergency landing ground (Notlandeplatz) and/or operational airfield (Einsatzhafen) in Silesia 36.5 km S of Oppeln (Opole) and 9 km ESE of Oberglogau (Glogówek) near the present-day village of Twardawa. History: construction was underway in 1942 but may have been halted before it was completed. Surface and Dimensions: grass surface. Infrastructure: no information.

[Sources: AFHRA A5258 p.957 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Haustenbeck (GER) (a.k.a. Senne, Senne I and Senne II) (51 51 50 N – 08 47 00 E)

General: parking ground for aircraft not in use (Abstellplatz) and airfield distribution field (Abholplatz) in North Rhine – Westphalia 13 km N of Paderborn, 10.4 km SW of Detmold and 8.8 km N of Lippspringe. History: Used by Luftpark Paderborn for parking and delivering aircraft. For example, 21 Ju 52s were parked there on 27 Dec 44. Dimensions: approx. 915 x 410 meters (1,000 x 450 yards. Runway: grass on rough heath-land. Infrastructure: none. Nearest rail connection at Bad Lippspringe. Dispersal: rough aircraft bays were cut in the woods and in the hedges around the landing ground. Defenses: unknown. Remarks: 7 Dec 44: ordered activated for use by Luftwaffenkdo. West.

Station Commands: subordinated to Luftpark Paderborn.

[Sources: AFHRA A5257A p.264 (27 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heidenau (GER) (53 19 08 N – 09 39 41 E)

General: operational airfield (Einsatzhafen) 35 km SSW of Hamburg in Lower Saxony. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. (E) Heidenau (Aug 39 – c.Feb 40); Fl.H.Kdtr. E 11/XI (Mar-Apr 40).

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heidenau (GER) (a.k.a. Pirna) (50 58 30 N – 13 54 30 E)

General: landing ground in Saxony c. 12 km SE of Dresden and 5.5 km WNW of Pirna. History: no further information or mention of wartime use by the Luftwaffe found.

[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Heidenheim (GER) (a.k.a. Heidenheim an der Brenz; Steinheim-Schäfhalde) (48 41 40 N – 10 06 01 E)

General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 33 km NNE of Ulm; airfield 4 km WNW of Heidenheim an der Brenz. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heilbronn (GER) (49 07 48 N – 09 16 25 E)

General: landing ground (Landeplatz) in Baden-Württemberg 39 km N of Stuttgart; landing ground 3 km E of Heilbronn. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted. Remarks:

4 Apr 45: Heilbronn taken under attack by U.S. 10th Armored Div. and was finally captured on 12 April.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): gem.Flak-Abt. 253(v) (Aug 39); 4./le.Flak-Abt. 876 (Oct-Nov 44); Heimat-Flak-Battr. 2/VII (1944).

[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heiligenbeil (GER) (today Mamonovo) (54 28 30 N – 19 58 00 E)

General: airfield (Fliegerhorst) in the former East Prussia 49 km SW of Königsberg and 1.5 km NE of Heiligenbeil.

History: built 1935-36 and established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Also used as a factory airfield (Industriehafen) by Industriewerk Heiligenbeil.

Dimensions: approx. 960 x 1465 meters (1050 x 1600 yards) with an oval shape.

Surface and Runways: grass surface. No paved runway. A perimeter road ran along the N and W sides of the landing area.

Fuel and Ammunition: refueling points were in front of the hangars on the NW boundary. A large ammunition dump was located approx. 1280 meters (1400 yards) NNE of the landing area and connected to it by a taxi track.

Infrastructure: there were 2 very large, 3 large and 1 medium hangar plus 1 very large repair hangar off the NW boundary, and 1 very large and 1 medium hangar off the S corner, all with paved hangar aprons. The motor pool, garages and storage sheds were behind the repair hangar. The very large factory complex with upwards of 100 buildings was off the S and SE end of the field and included all sorts of workshops, machine shops, assembly buildings, engine test beds, etc. The Luftwaffe station buildings with barracks, messes, offices, flight control building, etc., were all off the NW boundary. A second group of barracks were located in the factory area. A branch rail line served the factory area and all of the hangars.

Dispersal: there were 10 open aircraft shelters off the SE side of the airfield.

Defenses: unknown.
Remarks:
3 Feb 45: low-level attack – 1 x Ju 52 from I./TG 1 destroyed on the ground.
24-25 Mar 45: Heiligenbeil taken by Soviet forces.
Operational Units: III./KG 153 (Apr 36 – Apr 39); Wetterflugstelle Heiligenbeil (c. 1939-45); II., III./KG 3 (May-Oct 39); I./JG 1 (Aug-Sep 39); Stab, III./KG 77 (Jun-Jul 41); III./KG 76 (Aug-Oct 41)?; II./KG 30 (Dec 41); KGr. z.b.V. 800 (Dec 41); Verbindungsstaffel 2 (Dec 41); I./KG 77 (Jan-Feb 42); KGr. z.b.V. 4 (Apr 42); KGr. z.b.V. 5 (Apr-May 42); III./LG 1 (Aug 42); III./KG 6 (Sep 42); I./JG 26 (Jan-Feb 43); I./JG 54 (Feb-Mar 43); II./KG 77 (Jan-Jul 44); I./KG 53 (Jul-Aug 44); NSGr. 11 (estn.) (Oct 44); 2./NAGr. 4 (Dec 44 – Feb 45); I./SG 3 (Jan-Feb 45); II./JG 54 (Mar 45).
School Units: Fl.Ausbildungs-Rgt. 31 (1939-41); Schule/FAR 31 (1939); Schule/FAR 51 then FFS A/B 51 (Jan 40 – Dec 41); Arbeitsplatz for FFS A/B 51 (Elbing) (1942-43).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 31 (Mar 39); IV./KG 3 (Jul 43 – Aug 44).
Station Commands: Fl.H.Kdtr. L Heiligenbeil (1941-42); Fl.Pl.Kdo. A 7/I (mid-1942 – Mar 44); Fl.H.Kdtr. E(v) 214/I (Apr 44 – Jan 45); Fl.H.Kdtr. A(o) 6/I (Apr 44 – Apr 45).
Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): Koflug 4/I (Jul 39 – Jun 41); 4. Flugh.Betr.Kp./KG 3 (c. May-Aug 39); 5. Flugh.Betr.Kp./KG 3 (c. May-Aug 39); 7. Flugh.Betr.Kp./KG 3 (c. May-Aug 39); 8. Flugh.Betr.Kp./KG 3 (c. May-Aug 39); Werft-Abt. 9/I (Jan 45); le.III/Feldwerftverband 10 (May 41); Werft-Kp. 35 (Mar 41); Stab/Flak-Rgt. 116 (mot.) (Jan 45); I./Flak-Rgt. 2 (gem. mot.) (1945); Flakscheinw.Abt. 260 (1945); 1./schw.Flak-Abt. 275 (1945); Stab/Lw.-Bau-Btl. Heiligenbeil (1939-40); Flieger-Geräteausgabestelle (Eis.) 51/VII (Feb 45); Flieger-Geräteausgabe- und Sammelstelle 3/I (Feb-Mar 45); Nachschub-Kp. d.Lw. 2/XIII (Mar 45); Trsp.Kol. d.Lw. 116/IV (Jan-Feb 45)?; Trsp.Kol. d.Lw. 124/XI (Jan-Feb 45); Traktorenzug 2/XI (Dec 41); Ldssch.Zug d.Lw. 285/VI (Jun 41); Flugzeug-Bergungstrupp 9/VI (May 41).
[Sources: AFHRA A5258 pp.659-61 (5 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heiligendamm (GER) (not found on current maps)

General: airfield in Mecklenburg 22 km NW of Rostock. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: unknown. Infrastructure: unknown.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heiligenhafen (GER) (c. 54 22 09 N – 10 58 55 E)
General: airfield in Schleswig-Holstein 56 km E of Kiel. History: listed as still operational in Feb 45. Surface and Dimensions: unknown. Infrastructure: none noted.
Remarks:
4 May 45: strafed by RAF Tempests – claimed 4 aircraft destroyed and 12 damaged.
Operational Units: none identified.
School Units: Fl.Ausbildungs-Rgt. 26 (1939-42); Ausbildungsfliegerführer Ostsee (Apr – May 45).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 26 (1938-39); Flieger-Ausb.Btl. 26 (Apr 39 - ?).
Station Commands:
Station Units (on various dates – not complete): 3.Kp. Lw.-Bau-Btl. 8/XI (? – Jan 43).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heinsberg (GER) (51 03 25 N – 06 09 05 E)
General: operational airfield (Einsatzhafen) in North Rhine – Westphalia near the Dutch-German frontier 52 km WSW of Düsseldorf, 27 km SW of Mönchengladbach and 4 km ESE of Heinsberg village.
History: inactive. Surface and Dimensions: grass surface measuring roughly 915 x 115 meters (1000 x 125 yards) that ran parallel to the N bank of the Wurm River.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.589 (12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heitersheim (GER) (47 52 10 N – 07 38 45 E)
General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 21 km SW of Freiburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Helgoland-Düne (GER) (54 11 10 N – 07 54 50 E)
General: emergency landing ground (Notlandeplatz) on a sand dune island by the name of Düne 1.2 km E of the island of Helgoland off the west coast of Schleswig-Holstein.
History: constructed during 1941-42 and became operational in 1943. Used mainly to refuel and rearm fighters employed in the air defense of the NW German coastal area.

Dimensions and Runways: 2 intersecting concrete runways on packed dredged sand in the form of a cross measuring 800 meters and 780 meters respectively.
Infrastructure: fuel, water, ammunition, communications and other amenities were available. Had 1 medium hangar, 3 repair sheds, a barrack block, stores sheds and a control tower in front of the barrack block. A light railway connected the airfield to the tiny harbor on the W side of the island.
Dispersal: 12 covered aircraft shelters along the runways and connected by concrete taxiways.
Defenses: unknown.
Remarks: the RAF bombed the naval base on Helgoland and mined the harbor and surrounding waters many times right from the beginning of the war. The USAAF record was more modest.
15 May 43: bombed by B-17 Fortresses, apparently as a target of opportunity – 6 hits on the runway, 13 killed and 31 wounded.
13 Nov 43: bombed by 8 B-24 Liberators as a target of opportunity.
18 Jun 44: bombed by 8 B-24 Liberators as a target of opportunity.
27 Aug 44: bombed by 11 B-17s as a target of opportunity.
18 Apr 45: the heaviest attack - 969 British bombers turned Helgoland Is. and Düne Is. into nothing more than rocks and dust.
Operational Units: Jagdstaffel Helgoland (Apr-Oct 43).
Station Commands: Fl.Pl.Kdo. A 8/XI (c. Nov 42 – Mar 44); Flugplatzkdo. Helgoland of Fl.H.Kdtr. A(o) 1/XI Westerland (1944); Flugplatzkdo. Helgoland of Fl.H.Kdtr. A(o) 13/XI Marx (1944-45).
Station Units (on various dates – not complete): Wetternebenstelle Helgoland; Werftkdo. 12/XI (Dec 43); 10.(Flum-Leit)/Ln.-Rgt. 212 (May-Oct 43); 20.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – Apr 45); Fernflugmeldemesszug z.b.V. 52 (1944-45).
[Sources: AFHRA A5257A pp.265-68 (18 Mar 44 updated to 19 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Helgoland-Südhafen (GER) (54 11 00 N – 07 54 00 E)
General: emergency landing ground (Notlandeplatz) for seaplanes (as listed in 1927) on the island of Helgoland off the west coast of Schleswig-Holstein. 1928 reclassified as a commercial seaplane station (Verkehrslandeplatz). Used by Luftwaffe seaplanes during the war but it was never expanded into a permanent seaplane base.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heller (GER) (51 55 07 N – 07 23 53 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 17 km WSW of Münster. History: listed as operational in 1944-45. No further information or mention of wartime use by the Luftwaffe found.

Surface and Dimensions: unknown, but presumably grass.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Helmshagen (GER) (54 03 00 N – 13 22 00 E).
General: landing ground (Landeplatz) in Pomerania 33 km SE of Stralsund, 4.5 km SSW of Greifswald and 1 km W of the village of Helmshagen. History: used by gliders of the DLV in 1934. No record of any Luftwaffe use during the war. Surface and Dimensions: unknown. Infrastructure: none known.
[Sources: AFHRA A5258 p.969 (28 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Helmstedt-Marienthal (GER) (52 17 015 N – 10 59 55 E)
General: airfield (Einsatzhafen) in Lower Saxony 32.5 km E of Braunschweig; airfield 5 km N of Helmstedt and immediately NE of Marienthal village.
History: built between 1937 and 1940 with hangars, administrative and supply buildings and a barrack block. Used mainly as a practive field for training units during the war years, although fighters began using it in 1944. Also used for paratroop training and as a repair center for fighter aircraft.
Dimensions: approx. 1190 x 685 meters (1300 x 750 yards) with a rectangular layout.
Surface and Runway: grass improved with leveling and draining. No paved runway noted in April 1944. A taxiway ran along the N boundary. Believed to have had a beam approach system for night landings.
Fuel and Ammunition: had refueling points along the N boundary in front of the hangars. Location of fuel and ammunition storage not identified.
Infrastructure: there were 2 large hangars and 1 medium repair hangar set back 185 meters from the N boundary and all of them had paved aprons. Workshops were located behind the hangars and a motor pool with garages was sited 400 meters N of the hangars. Airfield buildings, stores, barracks, messhalls, flight operations, etc., all grouped in a wooded area immediately behind the hangars at the N end of the field. A branch rail line served the N boundary.
Dispersal: no organized dispersal areas noted in Apr 44.
Defenses: No information.
Satellites and Decoys: none noted.
Remarks:
20 Feb 44: town bombed by 58 B-24 Liberators, but the airfield was not specifically targeted.

Mid-Apr 44: leveling work to build an extension off the E boundary was in progress.
21 May 44: low-level attack by VIII Fighter Command P-38s – *claimed* 2 x Bf 109s, 1 x Hs 129 and 2 x unidentified aircraft destroyed, plus 3 x Fw 190s and 2 x unidentified aircraft damaged.
5 Aug 44: airfield bombed by 14 B-17 Fortresses.
12 Apr 45: taken by U.S. forces.
Operational Units: KGr.z.b.V. 700 (Feb-Mar 43).
School Units: Arbeitsplatz for FFS A/B 119 (Jüterbog-Damm) (1940-41); FFS A 42 (Oct 43 – Jan 45); II./JG 105 (Jan – Mar 45).
Station Commands: Fl.Pl.Kdo. A 50/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Helmstedt of Fl.H.Kdtr. A(o) 25/XI Gardelegen (1944-45).
Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete): 3/Werftzug 759 (Feb 44); 20/Werftzug 170 (Feb 44); 11/Werftzug z.b.V. (Feb 44); Werft-Abt. (o) 30/XI (spring 44 – 1945); le.Hei.Flak-Bttr. 13/XI (1944); 4.(Tel.Bau)/Ln.-Rgt. 204 (May 43 – c.Feb 44); 4.(Tel.Bau)/Ln.-Rgt. 211 (Sep 44 – 1945); I./Fallschirmjäger-Ers.-u.Ausb.Rgt. 3 (Jan-Mar 45).
[Sources: AFHRA A5257A pp.269-71 (5 Jul 44); chronologies; BA-MA; NARA; PRO/NA]

Hengsen (GER) (51 28 50 N – 07 39 05 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 5.7 km ESE of Dortmund and 1.2 km ESE of Hengsen.
History: used for glider training. Surface and Dimensions: grass surface measuring approx. 320 x 275 meters (350 x 300 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.587 (19 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Henkenhagen (GER): see Kolberg-Ost.

Hennef (GER) (50 47 06 N – 07 16 52 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 14 km ENE of Bonn and 6 km SE of Siegburg. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hennigsdorf (GER) (c. 52 38 04 N – 13 11 50 E)

General: operational airfield (Einsatzhafen) 19 km NNW of Berlin. History: dates from 1935, but in reality this was the east side of Berlin-Schönwalde airfield (see there).

Hennweiler (GER) (c. 49 49 45 N – 07 26 00 E)

General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 47 km NNW of Kaiserslautern and 4 km N of the town of Kirn. History: no further development after being laid out for the May-Jun 40 campaign in the West and apparently abandoned after the campaign. Surface and Dimensions: grass surface measuring approx. 700 x 520 meters (770 x 570 yards). Infrastructure: little or none.
Operational Units: I.(Stuka)/Trägergruppe 186 (Apr-May 40).
Station Commands: Fl.H.Kdtr. (E) Hennweiler (Aug 39 – Mar 40); Fl.H.Kdtr. E 8/XVII (Mar 40 - ?).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.453 (16 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herbrechtingen (GER) (48 38 00 N – 10 11 00 E)

General: landing ground (Landeplatz) in Baden-Württemberg 27 km NNE of Ulm and 6 km S of Heidenheim; airfield 3 km NE of the village. History: listed as an emergency landing ground (Notlandeplatz) in 1927. No record of use by the Luftwaffe during the war.
[Sources: AFHRA A5258 p.454 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herford (GER) (c. 52 08 02 N – 08 38 54 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 45.5 km ESE of Osnabrück and 12 km NE of Bielefeld; airfield 2 km NW of the city center. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hermsdorf (GER) (Jerzmanice Zdrój) (51 07 06 N – 15 51 53 E)?

General: satellite or dispersal field in Silesia 23 km WSW of Liegnitz (Legnica). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 5/VIII Brieg (1944).
Station Units (on various dates): Werft-Kp. 10 (n.d.).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herzberg (GER) (51 38 35 N – 10 23 15 E)

General: emergency landing ground (Notlandeplatz) in Lower Saxony 34 km NW of Nordhausen airfield, 30 km SSW of Goslar and 3.65 km ESE of Herzberg village. History: used only by gliders. Surface and Dimensions: grass surface measuring approx. 825 x 460 meters (900 x 500 yards). Infrastructure: had 2 small hangar-type buildings in the NE corner.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.589 (6 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herzhausen (GER) (??)

General: operational airfield (Einsatzhafen I) in the area bordered by Bonn – Koblenz – Giessen – Marburg/Lahn – not specifically located. History: existed during 1939-40. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: unknown. Infrastructure: unknown.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herzogenaurach (GER) (49 34 40 N – 10 54 40 E)

General: Fliegerhorst 18.4 km NW of Nürnberg in Bavaria and 1.6 km NE of Herzogenaurach.
History: a fully equipped airfield with construction beginning in Sep 1934. Fl.H. A Herzogenaurach became operational on 4 November 1935 with a strength of 350 officers and men. It was mostly used for fighter training before and during the war, by Stuka units in 1942-43, for the re-equipping and conversion training of tactical reconnaissance (Aufklärungs-) units beginning in 1943 and as an operational fighter base in 1944.
Dimensions: 685 x 1280 meters (750 x 1,400 yards).
Runway: grass surface with two camouflaged concrete starting platforms at the NW and SW corners of the landing area. The field had a beam approach system, perimeter lighting and obstruction lighting.
Infrastructure: full services (fuel, ammunition, communications, machin gun registration range, etc.) available. Herzo base had 4 large and 3 medium hangars along the N boundary with workshops and motor pool facilities located behind them. The munitions dump was at the SE corner. The nearest rail connection was in Herzogenaurach.
Dispersal: there were two areas, one in woods off the E boundary and the other in woods off the W boundary. The first had 20-plus aircraft bays on hardstands and the second had 12-plus of the same. Addition bays were under construction in the western dispersal area in Nov 44.

Defenses: unknown.
Remarks:
12 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 52 and 2 x unidentified aircraft destroyed, plus 2 x Me 410s, 1 x Ju 87, 4 x Ju 88s and 1 x He 177 damaged.
16 Apr 45: captured intact by U.S. forces, save for one hangar and two wooden barrack buildings which had been destroyed.
Operational Units: I./JG 333 (Nov 38 – Apr 39); I./JG 54 (May, Sep-Oct 39); JG 70 (Jul-Sep 39); Stab, I., II./St.G. 3 (Dec 42 – Jun 43); NAGr. 12 (Apr-Nov 43); III./St.G. 3 (May-Jun 43); NAGr. 5 (Sep 43 – Jan 44); NAGr. 8 (Nov 43 – Aug 44); I./JG 5 (Feb-Jun 44); 3./NAGr. 14 (Apr-May 44); 3.(H)/Aufkl.Gr. 21 (May-Aug 44); I./JG 300 (Jun-Jul 44); NAGr. 6 (Sep-Dec 44); 1./NAGr. 1 (Oct 44 – Mar 45); Stab/NAGr. 1 (Feb 45).
School Units: elements of JG 104 (Mar 43 – Apr 45).
Reserve Training & Replacement Units: 4./Erg.Jagdgruppe Merseburg (Sep-Nov 39).
Station Commands: Fl.H.Kdtr. A Herzogenaurach (1940); Fl.H.Kdtr. A(o) 13/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 29/VII (Jun 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Erhard Schmidt? (1 Oct 35 - ?); Maj. Ernst Klenk (1939 - 19 Aug 42); Maj. Karl Heinlein (20 Aug 42 - Nov 42); Obstlt. Oskar Schmoczer (Nov 42 - ?).
Station Units (on various dates – not complete): Werft-Abt. (v) 128/XII (1944-45); 3./le.Flak-Abt. 951 (1944-45); Ln.-Betr.Kp./NAGr. 6 (Dec 44); Lw.-Bau-Btl. 10/XIII (Apr 40).
[Sources: AFHRA A5258 pp.182-84 (17 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Hesepe (GER) (52 27 00 N – 07 57 05 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 22.4 km NW of Osnabrück, 5.6 km NW of Bramsche and 1.6 km NNW of the village of Hesepe.
History: construction began in 1938 and was finished a year later. The work was done by local contractors assisted by RAD personnel in battalion-strength. The hangars. admin area and flying control (Flugleitung) were on the NE side of the field while a small repair hangar, repair shops, supply sheds and barracks were on the S side. A railway spur was put in from the station in Hespe to the airfield. Two munitions dumps were built using wood shelters, one to S of the field and one to the W. Hesepe received little use until 1944 and then it became very busy until the end of the war with a variety of different units being based there.
Dimensions: approx. 1325 x 1370 meters (1,450 x 1,500 yards).

Surface and Runways: grass with artificial drainage. Had 3 concrete runways in the form of a triangle measuring approx. 1510 meters (1,650 yards), 1465 meters (1,600 yards) and 1370 meters (1,500 yards). Ladder-type servicing tarmacs were laid out in long rows on the N boundary (15 of them), on the SE boundary (12) and the SW boundary (16), all interconnected by a paved perimeter road. All 3 runways were illuminated for night landings and the airfield was equipped with a beam approach system.
Fuel and Ammunition: fuel, oil, water, ammunition and communications were all available.
Infrastructure: building layout as described above.
Dispersal: areas existed off the NE, E and S boundaries with a total of 2 covered and 24 open aircraft shelters along with 16 hardstands. Two additional dispersal areas were under construction in Feb 44.
Defenses: at least 1 heavy and 7 light Flak positions surrounded the airfield with half of the light Flak emplaced in towers.
Remarks:
21 Feb 44: bombed by B-24 Liberators - 1 x Fw 190A from II./JG 1 damaged on the ground and damage to both the airfield and inhabited areas nearby.
24 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 110 damaged.
8 Mar 44: low-level attack by VIII Fighter Command P-47s – 1 x Do 217 from I./KG 2 shot up. The VIII FC report for this attack *claimed* 7 x Ju 88s destroyed and 2 more damaged, 2 x Bf 110s destroyed and 2 more damaged.
8 Apr 44: bombed by 21 B-17 Fortresses - 5 x Ju 188 A-2s and 1 x Bf 108 from I./KG 2 destroyed or damaged and resulted in the evacuation of base communications facilities to an air raid bunker cut into a ridge near the station.
15 Apr 44: low-level attack – 1 x Ju 188 A-2 from I./KG 2 shot up.
Aug-Sep 44: selected as an airfield for jet aircraft, additional blast bays were built along the S boundary of the field and Hesepe was subsequently used by twin-jet Ar 234 bombers.
21 Mar 45: bombed by 165 B-24s followed by 36 B-17s on 24 March – 2 x Me 262s, 3 x Ar 234s and 2 x Bf 109 destroyed, and 4 x Ar 234s damaged; 27 KIA and 44 WIA; these two attacks effectively obliterating the airfield and forcing its evacuation. What little was left was demolished during the night of 3/4 April and British troops took Hesepe on 10 April.
Operational Units: III./KG 2 (Sep 41 – Jan 42); I./KG 2 (Jan-Jun 44); III./KG 3 (Jun 44); Stab, I./LG 1 (Sep 44); Kommando Nowotny (Sep-Nov 44); 9./JG 54 (Oct-Dec 44); 6./KG 51 (Dec 44 – Jan 45); III./JG 27 (Dec 44 – Mar 45); 6./KG 76 (Feb-Apr 45).

Station Commands: Fl.H.Kdtr. E Hesepe (1939-40); Fl.H.Kdtr. E 9/VI (1940); Fl.Pl.Kdo. A 84/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Hesepe of Fl.H.Kdtr. A(o) 19/XI Achmer (1944-45).
Station Units (on various dates – not complete): 5. Flugh.Betr.Kp./KG 27; Werft-Kdo. (o) 4/XI (1944-45); 1./le.Flak-Abt. 844 (1943-44); 4. and 6./le.Flak-Abt. 922 (1943-44); le.Hei.Flak-Bttr. 39/XI (1943-44); Flieger-Ers.Btl. VI (1942).
[Sources: AFHRA A5257A pp.272-76 (23 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Hessenaue (GER): see Geinsheim.

Hessental (GER): see Schwäbisch-Hall.

Hessisch-Lichtenau (GER) (51 11 40 N – 09 44 40 E)
General: operational airfield (Einsatzhafen I) in Hesse 22 km SE of Kassel, 22 km W of Eschwege and 1.6 km ESE of the village of Hessisch-Lichtenau.
History: built during the 1939-40 period. Used for glider training.
Dimensions: approx. 1050 x 915 meters (1150 x 1000 yards) and roughly circular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: no details.
Infrastructure: there were several workshop-type buildings and sheds off the NW corner. Station HQ, offices and barracks probably off the NW corner. A branch rail line served the buildings area at the NW corner.
Dispersal: no organized dispersals seen in Feb 44.
Remarks: none.
Operational Units: none identified.
School Units: Arbeitsplatz (gliders) for FFS A/B 119 (Kassel-Rothwesten) (1941-43); glider Arbeitsplatz for FFS A/B 42 (Helmstedt) (1943-44).
Station Commands: Fl.H.Kdtr. (E) Hess.-Lichtenau (Aug 39 – c.Mar 40); Fl.H.Kdtr. E 9/XII (Mar 40).
Station Units (on various dates – not complete): none found.
[Sources: AFHRA A5257A, pp.277 (22 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Hettstadt (GER) (49 48 00 N – 09 50 17 E)
General: field airstrip (Feldflugplatz) in Bavaria 10 km WNW of Würzburg, 12.5 km WNW of Würzburg airfield and 2.5 km N of Hettstadt village on the N side of the Tännig woods. History: hurriedly laid out in summer 1944. Surface and Dimensions: grass surface measuring approx. 850 x 295 meters (930 x 320 yards). No paved runway. Infrastructure: there were a few huts and sheds in the woods approx. 1100 meters (1200 yards) W of the landing area.

Dispersal: aircraft could park along the edge of woods on the N and S sides of the landing area.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.185 (12 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heuberg (GER) (c. 48 10 02 N – 09 05 52 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 71 km WSW of Ulm and 13 km NW of Sigmaringen; airfield along the rail line near the village of Strassberg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): one Zug (3 x 2-cm guns) from 4./le.Flak-Abt. 738 (c.summer 44).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Heuberg (GER): see Oettingen in Bavaria.

Hiddensee (GER) (c. 54 35 23 N – 13 08 07 E)
General: field airstrip (Feldflugplatz) in Schleswig-Holstein 30 km N of Stralsund along the west coast of Rügen and near the village of Grieben. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hilden (GER) (51 11 25 N – 06 53 44 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 12 km SE of Düsseldorf; airfield 3.25 km NW of Hilden. The Rhine River was 4 km to the SW and there were 3 small lakes to the N and S of the landing area.
History: built on the site of a dummy flarepath that had been set up in fall 1942, Upgraded and commenced operations as a landing ground in 1944. Believed to have been used as a dispersal field for fighters operating in the Düsseldorf-Köln area.
Dimensions: irregular dimensions that provided a take-off/landing run of approx. 1000 meters (1100 yards).
Surface and Runways: grass surface that was serviceable in September 1944. No paved runway.
Infrastructure: no information. The nearest rail connection was in Hilden.

Dispersal: parking bays were cut into the border of a woods along the W boundary and a clump of trees at the N end of the landing area was also used.
Remarks:
9 Mar 45: airfield ordered evacuated and destroyed immediately.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. E(v) 223/XI (c.Oct 44 – Jan 45); Flugplatzkdo. of Fl.H.Kdtr. A(o) 11/VI Essen-Mülheim (Jan 45).
Station and Town Units (on various dates – not complete): III./Flak-Rgt. 64 (Sw. mot.) (Nov 38); Flakwaffenwerkstatt (o) 3/XI (1943); Flakwaffenwerkstatt (o) 5/VI (1944-45); Flak-Sondergerätwerkstatt (mot) 3/IV (1943 - ?); Flak-Sammel-u.Instandsetzungsstelle für Funkmessgeräte 1/VI (`1944-45).
[Sources: AFHRA A5257A p.278 (Oct 44); chronologies; BA-MA; NARA; PRO/NA]

Hildesheim (GER) (52 10 51 N – 09 56 50 E)

General: airfield (Fliegerhorst) 28 km SSE of Hannover in Lower Saxony; airfield 3.25 km N of Hildesheim.
History: dates from 1926 as a civil landing ground. Taken over by the Luftwaffe in 1933 and developed into an airfield with operations commencing 1 July 1934. Officiall designated a Luftwaffe Fliegerhorstkommandantur in 1935. Hildesheim became the principal Luftwaffe center for all things concerning aerial photography in 1936 and remained so to the end of the war. Additionally, large numbers of combat and training units were based here before and during the war years. From 1939 to 1941, there was a concentration of troop-carrying glider training at Hildesheim and the airborne/air-landing force that invaded Crete in May 1941 was largely assembled here.
Dimensions: approx. 1050 x 1600 meters (1150 x 1750 yards) with an oval shape.
Surface and Runways: grass surface in good condition. No paved runway (Dec 43). Equipped with a flarepath, illumination, a beam approach system and the short version of the visual Lorenz system for night landings.
Fuel and Ammunition: 8 refueling points in front of the hangars at the SW corner.
Infrastructure: had a total of 9 hangars – 1 very large at the SW corner, 1 very large at the SE corner, 5 large on the S boundary and 2 large on the N boundary. All 9 had paved aprons and were connected by taxiways. Workshops and an engine-testing bed were just S of the hangars on the S boundary and a motor pool was immediately to the W of those. Station HQ, admin buildings, control tower, stores, barracks and an oval sports ground were all at the S end of the airfield. The nearest rail connection was at Hildesheim.

Dispersal: 2 areas – North Dispersal had 30 large and 9 small aircraft shelters plus 2 hardstands, the West Dispersal had just 1 large aircraft shelter (Dec 43).
Defenses: had 2 light Flak positions (Dec 43).
Satellites and Decoys:

Hildesheim-Gestorf (GER) (52 12 05 N – 09 52 50 E). Dummy 17 km WNW of Hildesheim airfield and 2 km SE of the village of Gestorf. Mock-up included 5 dummy hangars and 2 small groups of dummy aircraft shelters off the NE corner. A few aircraft replicas were parked in the hangar area or along the S boundary of the landing area. [Sources: AFHRA A5257A p.616 (1944)]

Remarks:
14 Nov 40: bombed by the RAF - 1 x Ju 52, 1 x Hs 126 and 1 x Fi 156 destroyed on the ground.
2 Nov 39: the glider-assault paratroop unit *Sturmabteilung Koch*, that was to capture the Belgian fort at Eben Emael on 10 May 1940, began training at Hildesheim airfield.
20 Jun 44: construction was in progress to develop a remote extension to the North Dispersal in a woods 2 km from the N boundary but it is not know if this was ever completed.
c.Aug-Sep 44: all aircraft, equipment and technical facilities relocated to a satellite airfield at Wrisbergholzen/12 km S of Hildesheim due to the threat of Allied air attacks. While the city of Hildesheim was bombed a number of times because of its marshalling yards and industrial targets, the airfield ended the war relatively unscathed.
Dec 44 – Feb 45: airfield reported consistent difficulties with serviceability.
16 Feb 45: strafed by 8 P-47 Thunderbolts – 1 x Bf 109 destroyed. (German report)
7-8 Apr 45: Hildesheim taken by U.S. forces.
Operational Units: 17./KGr.z.b.V 5 (Oct 39 – Jul 40); Luftlande-Sturm-Rgt. 1 (Nov 39 – Feb 42); III./St.G. 2 (c. Jan-Feb 40); Stab/LLG 1 (Jul 40 – Jan 43, Apr-Jun 43); I./LLG 1 (Jul 40 – Jun 42, Sep 42 – Jan 43, Apr-May 43); Luftbildstaffel 1 (Apr 41 – Dec 44); Schleppschwarm Afrika (Sep 41); KGr. z.b.V. 400 (Dec 41); 1. (Go)/Lw.-Kdo. Don (Apr-Aug 42); 2., 3., 6., 7., 8., 9., 10. Staffel DFS 230 d.Lw. (Apr-Jul/Aug 42); Stab/Verbindungskdo. (S) 1 (May 42); Stab/Verb.Kdo. (S) 2 (May-Jun 42); Stab/Verb.Kdo. (S) 4 (May 42); Verbindungskdo. (S) V (May-Jun 42); I./KG z.b.V. 1 (Sep-Oct 42, Apr 43); III./LLG 1 (Mar-Apr 43); Stab/KG z.b.V. 1 (Apr 43); 17./LLG 1 (Apr-Jun 43); Stab/TG 1 (May 43); I./TG 1 (May 43); II./ZG 26 (Oct 43 – Feb 44); parts of II./ZG 76 (Feb-Mar 44); II./KG 200 (c. Feb-Jun 44); I./KG 200 (Feb-Apr 45).

School Units: Aufklärungsschule Hildesheim (Jul 34 – Oct 39); Fliegerbildschule Hildesheim (Oct 35 – Apr 45); II./JG 107 (Oct 44 – Jan 45); 6., 7. and 8./JG 105 (Jan – Mar 45).
Reserve Training & Replacement Units: IV./KG 51 (Aug 43 – Mar 44); Erg.Gr./Flugzeugüberführungsgeschwader 1 (1944); Erg.St./Flugzeugüberführungsgeschwader 1 (Nov 44 – 1945); Fallschirm-Panzerjäger-Ausb.-u.Ers.Btl. (1945).
Station Commands: Fl.H. Hildesheim (to Feb 43); Fl.Pl.Kdo. A 46/XI (5 Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 26/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt. (o) 26/XI (spring 44 – 1945); 2. Flugh.Betr.Kp. KG 200 (Feb 44 - ?); 4./le.Flak-Abt. 770 (1943-44); le.Hei.Flak-Bttr. 87/XI (1943-45).
[Sources: AFHRA A5257A pp.279-83 (7 Apr 44 updated to 20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Hildesheim-Himmelsthür (GER) (52 10 30 N – 09 54 15 E)
General: emergency landing ground (Notlandeplatz) 28 km SSE of Hannover in Lower Saxony; airfield 3 km NW of Hildesheim near the suburban village of Himmelsthür. History: a glider training ground and satellite of Hildesheim airfield. Surface and Dimensions: grass surface, approx. 825 x 685 meters (900 x 750 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.589 (5 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Himmerod (GER) (c. 50 02 13 N – 06 44 51 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 17 km ENE of Bitburg and 9 km NW of Wittlich. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hirschberg (GER) (a.k.a. Hirschberg-Riesengebirge; today: Jelenia Gora) (50 54 00 N – 15 47 10 E)
General: emergency landing ground (Notlandeplatz) in Silesia 91 km WSW of Breslau and 45 km SW of Liegnitz (Legnica); airfield 2 km E of the town of Hirschberg-Riesengebirge. History: a pre-war civil landing ground. used for glider training during the war in conjunction with the Reich glider school at nearby Grunau. Hirschberg surrendered to Soviet forces on 8 May 1945. Surface and Dimensions: grass surface measuring approx. 685 x 410 meters (750 x 450 yards). Infrastructure: had 2 small hangars.

Operational Units: Pz.Aufkl.Schwarm 5 ((Mar-Apr 45).
Station Commands: none identified.
Lw. Garrison and Station Units (on the landing ground, in the town or nearby on various dates – not complete): Koflug 6/VIII (Jan-Apr 45); elements of le.Feldwerft-Abt. I/70 (Feb-Apr 45); Stab/Flak-Rgt. 99 (mot.) (1945); Flak-Instandsetzungs-Abt. 1/VI (1945); Ln.-Betr.Zug z.b.V. 8 (Jan-Apr 45); Flug-Betriebsstoff-Kolonne 518/III (1945).
[Sources: AFHRA A5258 p.957 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hof (GER) (50 19 00 N – 11 52 22 E)
General: field airstrip (Feldflugplatz) in Bavaria 115 km NNE of Nürnberg, 47.5 km NNE of Bayreuth, 28 km SW of Plauen; airfield 3 km WNW of the town of Hof. History: 1927 listed as an emergency landing ground (Notlandeplatz). 1928 list as a civil landing ground (Verkehrslandeplatz). No records found of wartime use. Surface and Dimensions: grass surface on clay soil measuring approx. 460 x 395 meters (500 x 430 yards) and irregular in shape. Infrastructure: had a small hangar on the W boundary and an admin building on the S boundary.
[Sources: AFHRA A5258 p.958 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hofgeismar (GER) (c. 51 29 19 N – 09 23 42 E)
General: field airstrip (Feldflugplatz) in Hesse 20 km NNW of Kassel.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hohenaspe (GER) (a.k.a. Hungriger Wolf) (53 59 45 N – 09 34 45 E)
General: satellite airfield (Feldflugplatz) in Schleswig-Holstein 57 km NNW of Hamburg and 8 km NE of Itzehoe. History: dates from 1905 when artillery balloon observation units used it followed by some aircraft use during World War I. The land was turned into a manouvre area for the Reichswehr after the war and then as a SA sports field from 1935. The Luftwaffe had a grass runway and a single building constructed 1936-39, but it was not until fall 1939 that barracks and other buildings were finally built and Hohenaspe turned into an airfield of sorts. A replacement battalion (Lw.-Ers.Btl. XI) was formed there in May 1942 but then departed in July. As a wartime satellite of Uetersen airfield, no units were permanently stationed there.
Dimensions: no information. Runway: grass surface.
Infrastructure: see above – no further details. Dispersal: no

organized dispersal facilities. Defenses: unknown, but probably none.
Remarks:
Feb 45: still listed as operational.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. (E) Hohenaspe (Aug 39 – Feb 40); Fl.H.Kdtr. E 7/XI (Mar 40 - ?).
Station Units (on various dates – not complete): Lw.-Ers.Btl. XI (May-Jul 42); 7.(Genesenden)/Flieger-Ausb.Rgt. 42 (May 42).

Hohenberg (GER) (50 56 50 N – 07 02 10 E)
General: landing ground (Landeplatz) in North Rhine-Westphalia 6 km ENE of Köln city center on a sports ground in the middle of a built-up area 1.6 km NW of Köln-Ostheim airfield. History: sports ground converted for use as an auxiliary landing ground for Ostheim airfield in September 1944. Dimensions: approx. 915 x 137 meters (1000 x 150 yards). Runway: grass surface with no paved runway. Infrastructure: none seen. Dispersal: aircraft were able to park under trees around the perimeter of the landing area. Defenses: unknown. Remarks: none.
[Sources: AFHRA A5257A p.284 (16 Sep 44); chronologies; BA-MA; NARA; PRO/NA]

Hohenfriedeberg (GER) (a.k.a. Dobromierz) (50 55 30 N – 16 15 30 E)
General: field airstrip (Feldflugplatz) in Silesia 33 km S of Liegnitz (Legnica). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hohn (GER) (54 19 15 N – 09 32 00 E)
General: operational airfield (Einsatzhafen) under construction 39 km W of Kiel, 23 km S of Schleswig, 9.7 km WNW of Rendsburg and 3.25 km NE of Hohn village in Schleswig-Holstein.
History and Runways: the first construction was taken up in 1938-39 with the building of three barrack camps for RAD personnel and Luftwaffe Bau- (construction) units. The initial phase was completed in May 1940 and then Hohn fell into disuse until spring 1944 much like Kaltenkirchen airfield did. In 1944 Russian and other POWs were brought in to undertake further construction including 2 intersecting concrete runways that were never fully completed. In the final months of the war, Hohn was used by night fighters and by jet reconnaissance units flying Me 262s and Ar 234s as well as conventional recce units.

Infrastructure: 3 huts on the S side of the perimeter track and no hangars; 3 groups of barrack huts were located between the airfield and Hohn village and a smaller group in woods 1.6 km SSE of the airfield; a branch of the Husum-Rendsburg rail line entered the airfield from the SE (3 Mar 45).
Dispersal: no organized dispersal.
Satellites and Decoys:

Hohn-Tetenhusen (GER) (54 21 20 N – 09 26 45 E). Dummy 14 km SSW of Schleswig/Land airfield, 7.3 km NW of Hohn airfield and 3.6 km NW of Tetenhusen village. Mock-up included 1 dummy hangar, a long shed and 1 small building along the S boundary with a few decoy aircraft parked near the hangar. An active practice bomb range was located to the WNW. This dummy was intended to be for the never-completed Hohn airfield. . [Sources: AFHRA A5257A p.618 (1944)]

Remarks:
5 May 45: airfield with 3,000 Luftwaffe occupants and 20 aircraft (mostly Bf 109s) taken by an RAF rifle platoon from 2627 Squadron.
Operational Units: 1./NAGr. 6 (Apr 45); Stab, 2./NAGr. 8 (Apr-May 45); 2./NAGr. 3 (Apr-May 45)?; Nahaufkl.St. 11./11 (Apr-May 45)?
Station Commands: Flugplatzkdo. Hohn of Fl.H.Kdtr. A(o) 4/XI Schleswig-Land (1944-45).
Station Units (on various dates – not complete): Wetternebenstelle Hohn (8 May 45); 13/Feldwerftverband 50 (8 May 45); Werft-Abt.d.Lw.(o) 27/XI (8 May 45); 24. Flugzeug-Wartungs-Kp. (part) (8 May 45); le.Flak-Zug (8 May 45).
[Sources: AFHRA A5257A p.285-86 (9 Mar 45); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1; web site ww2.dk; web site fliegerhorste.de]

Holm (GER): see Ütersen-Holm (dummy).

Holzkirchen (GER) (a.k.a. Holzkirchen-Hoggersdorf) (47 52 50 N – 11 41 30 E)
General: satellite airfield or landing ground (Schattenplatz) in Bavaria 29 km S of München (Munich), 1.2 km W of Holzkirchen and 2.8 km WNW of Holzkirchen-Marschall airfield. History: a small civil landing ground before the war. Use by the Luftwaffe unclear as it was a satellite of Holzkirchen-Marschall. Surface and Dimensions: grass surface on undulating meadowland measuring approx. 550 x 320 meters (600 x 350 yards). Infrastructure: had 1 small hangar on the N boundary.
Operational Units: as for Holzkirchen-Marschall.
Station Commands: none identified.
[Sources: AFHRA A5258 p.431 (15 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Holzkirchen-Marschall (GER) (47 52 15 N – 11 43 50 E)

General: operational airfield (Einsatzhafen) in Bavaria 32.5 km SSE of München (Munich); airfield 2.5 km ESE of the village of Holzkirchen.
History: believed to have been built during the 1942-43 period. Further developed at the end of 1943 for use as a dispersal field for fighters based in the Munich area.
Dimensions: approx. 1280 x 1100 meters (1400 x 1200 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: refueling points were possibly at the NE corner.
Infrastructure: had 1 small hangar at the SW corner, and 5 small buildings off the SW corner may have been used as workshops. Accommodations were in 4 small buildings in the center of the S boundary and 1 barrack-type building off the E boundary. Nearest rail connection in Holzkirchen.
Dispersal: a taxi track was under construction in April 1944 leading to a small woods off the S boundary.
Defenses: unknown.
Remarks:
31 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x Fw 190s, 1 x Bf 110, 2 x Me 410s, 1 x Ju 87, 1 x Ju 88 and 6 x unidentified aircraft destroyed, plus 1 x Fw 190 and 11 x unidentified aircraft damaged.
13 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed.
Operational Units: part of I./JG 301 (May-Jun 44); II./JG 300 (Jul-Aug 44); Sonderstaffel Einhorn (Sep-Nov 44); III./ital. Jagdgruppe (in formation) (Mar 45); Stab, I./KG 51 (Apr-May 45); IV./JG 53 (Apr 45); Stab/KG(J) 54 (Apr-May 45); Kdo. *Olga* I./KG 200 (Apr-May 45); NSGr. 2 (May 45).
School Units: Arbeitsplatz for Schule/FAR 13 (Neubiberg).
Station Commands: Fl.Pl.Kdo. A 33/VII (c. Apr 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/VII Neubiberg (1944-45);
Station Units: (on various dates – not complete): Werft-Abt. (v) 134/XII (1944-45); one Zug of 143. Flugh.Betr.Kp. (Qu) (Aug 44); Ldssch.Zug d.Lw. 101/VII (1944-45).
[Sources: AFHRA A5258 p.188 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Holzkirchen-Roggersdorf (GER) (47 52 50 N – 11 41 30 E)

General: landing ground (Landeplatz) in Bavaria 29 km S of Munich, 2.8 km WNW of Holzkirchen-Marschall airfield and 1.2 km W of Holzkirchen village. History: a small pre-war civil landing ground. Inactive in 1944 with the land under cultivation. Surface and

Dimensions: farm land measuring approx. 550 x 320 meters (600 x 350 yards). Infrastructure: had a shed on the N boundary.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.447 (13 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Höperhöfen (GER): often appears in Allied documents in reference to Rotenburg airfield - see there.

Hoppstädten (GER) (49 36 45 N – 07 11 10 E)
General: operational airfield (Einsatzhafen) in Rhineland-Pfalz 44.5 km NW of Kaiserslautern, 44 km ESE of Trier, 4.5 km SSE of the village of Birkenfeld and 1.2 km SW of Hoppstädten. History: built in the late 1930's and used as an forward field for fighters during the campaign in the West in May 1940. No information on use after that.
Surface and Dimensions: grass surface measuring approx. 1100 x 320 meters (1200 x 350 yards) with an oblong shape. No paved runway, but had a narrow perimeter track. Infrastructure: had 2 small buildings off the ENE corner that may have been used as workshops. A machine gun range was located just off the SE boundary. Personnel were probably billeted in the nearby villages. Nearest rail connection was the Hoppstädten – Saarbrücken line that passed along the N boundary.
Operational Units: 4.(H)/Aufkl.Gr. 22 (Sep 39); 8./JG 53 (Apr-May 40); I./JG 52 (May 40).
Station Commands: none identified.
[Sources: AFHRA A5258 p.189 (5 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hopsten (GER) (52 20 40 N – 07 32 30 E)
General: airfield (Fliegerhorst) 36 km WNW of Osnabrück in North Rhine – Westphalia and 10.5 km NE of Rheine; airfield 5.7 km SW of the village of Hopsten.
History: construction began in 1938 and was completed in 1939 and placed in service on 25 Oct 39. From then to early 1944, Hopsten was used only sporadically and for short periods of time by operational units. During that time the station was expanded with the construction of barrack blocks, taxiways and parking areas for aircraft. Air defense fighter units began using Hopsten in late March 1944 followed some time later by a bomber unit equipped with Me 262 jets.
Dimensions: a very large airfield of irregular shape.
Surface and Runways: grass on artificially drained sandy soil. Had 3 concrete runways built in 1938-39 measuring 1,800, 1,000 and 1,000 meters. The main 1,800 meter runway was extended to 3,000 meters during 1943-44. Entire area encircled by a perimeter track.

Equipped for night landings using a visual Lorenz system aligned on the long E/W runway.
Fuel and Ammunition: refueling points at the ladder-type servicing hardstands along the N and S runway boundaries and the munitions dump was off the SE corner and was served by a branch railway.
Infrastructure: there was 1 large hangar and a number of workshop buildings hidden in a small woods off the N boundary. Station buildings and barracks were along the roadside just W of the hangar and workshops.
Dispersal: 2 areas – South dispersal with approx. 12 hardstands and a remote Southeast dispersal built in 1944 with at least 29 hardstands and blast bays that was located 5 km E of the original South dispersal.
Defenses: extraordinary antiaircraft defenses from summer 1944 – some 500 Flak guns were positioned around the airfield, according to German sources. In retrospect, this seems like far too many and may have been a typo in the German document for the number "50."
Satellites and Decoys: none noted.
Remarks: despite bombings, Hopsten remained serviceable to the end thanks to the quick repair of cratered runways, widely dispersed aircraft parking areas and heavily camouflaged infrastructure.
8 Mar 44: low-level attack – 2 x Fw 190As from I./JG 1 destroyed or damaged.
15 Aug 44: bombed by 10 B-24 Liberators – no information regarding results.
26 Nov 44: low-level attack – 1 x Bf 109G from II./JG 27 destroyed.
21 Mar 45: bombed by 159 B-17 Fortresses and strafed by VIII Fighter Command P-51s – fighters *claimed* 6 x Fw 190s destroyed. According to the German report, a total of 2 x Me 262s and 3 x Bf 109s were destroyed; Runways 1 and 2 unserviceable, and Runway 3 destroyed; landing area heavily cratered; workshops destroyed; 27 KIA and 15 WIA. (German sources)
24 Mar 45: bombed by 62 B-17s – no aircraft hit, but runways destroyed, taxiways and lighting unserviceable and an emergency take-off/landing strip would take an estimated 4-5 days to build. (German sources)
6 Apr 45: taken by British troops after the retreating Luftwaffe personnel demolished and rendered unusable the runways and infrastructure.
Operational Units: I./JG 21 (Nov-Dec 39); III./JG 3 (Apr-May 40); 10./JG 2 (May-Jun 40); I./JG 1 (Mar-Apr 44); Stab, I./KG 51 (Sep 44 – Mar 45); II./KG 51 (Nov-Dec 44); II./JG 27 (Nov 44 – Mar 45); 6./KG 76 (Feb-Mar 45).
School Units: Arbeitsplatz for FFS A/B 33 (Quakenbrück) (1941-42).

Station Commands: Fl.H.Kdtr. E Hopsten (1939-40); Fl.H.Kdtr. E 4/VI (1940); Fl.H.Kdtr. E(v) 208/XI (c.Nov 44 – Apr 45).
Station Units (on various dates – not complete): E-Hafen-Ausrüstungs-Kolonne (mot) 12/VI (Dreierwalde); Ldssch.Zug d.Lw. 349/VI (Oct 44 - ?); Ldssch.Zug d.Lw. 51/XI (Oct 44 - ?); Flieger-Ers.Btl. V (1942).
[Sources: AFHRA A5257A pp.287-90 (9 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Hornberg (GER) (48 44 48 N – 09 51 50 E)

General: tactical landing ground (Gefechtslandeplatz) and glider school in Baden-Württemberg 15 km ENE of Göppingen. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hörnum (See) (GER) (54 45 30 N – 08 17 30 E)

General: seaplane station (Seefliegerhorst) on the S tip of Sylt Is. off the W coast of Schleswig-Holstein.
History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936.
Anchorage: experienced large variations between high and low tides, rough seas and pack ice from December to March. Had 3 jetties, 1 slipway and 1 very large girder crane.
Fuel and Ammunition: had refueling points along the waterfront between the slipway and crane; several underground fuel storage sites were said to exist. An ammunition dump served by a branch rail line was located 1.6 km N of the hangars.
Infrastructure: had 1 very large hangar, 2 large hangars and 1 large repair hangar. Admin buildings and barracks were NW of the hangars and other offices were in a cluster W of the harbor.
Dispersal: 5 open blast-wall shelters were arranged in a row adjacent to the most southerly hangar.
Defenses: unknown.
Remarks:
19/20 Mar 40: night raid by 50 RAF Whitleys and Hampdens – this was the RAF's first raid on a German land target but results were not determined.
8May 45: upon the surrender of German forces, the airfield had an occupancy of just 2 aircraft, both Do 24s.
Operational Units: 2./Küstenfliegergruppe 106 (Jul 37 – Jan 39); Kü.Fl.Gr. 406 (1939-41); 2./Kü.Fl.Gr. 906 (1939-41); Stab, 2./Kü.Fl.Gr. 306 (Sep-Oct 39); 2./Kü.Fl.Gr. 506 (Sep-Oct 39); 2./Kü.Fl.Gr. 606 (Sep-Oct 39); KGr.z.b.V. 108 (Mar-Jun 40).

Station Commands: Flugstützpunktkdo. 106/XI (See) (c.1941 – c.Dec 42); Fl.Pl.Kdo. B 105/XI (See) (c.Dec 42 – May 45). However, referred to in a Luftgaukdo. XI document dated 11 Dec 44 and a OKL document dated 10 Feb 45 as Fl.H.Kdtr. See (A) Hörnum without a number and subordinated directly under Koflug 3/XI (Schleswig).
Station Units (on various dates – not complete): elements of le.Flak-Abt. 836 (1942-44); 2.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – May 45); Fernflugmeldemesszug z.b.V. 3 (1943/44 – 1945).
[Sources: AFHRA A5257A pp.291-92 (22 Mar 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1]

Hoya (GER) (52 48 40 N – 09 09 30 E)

General: operational airfield (Einsatzhafen) that was almost immediately upgraded to an airfield (Fliegerhorst) in Lower Saxony on the west bank of the Weser 37.5 km SSE of Bremen and just E of Hoya village.
History: the landing ground was surveyed, prepared and a barracks camp built in 1936. Used briefly by bomber units in late 1939 and then not again until August 1944 when fighter units began operating from Hoya.
Dimensions: approx. 1150 x 870 meters (1250 x 950 yards) with an oval shape.
Runway: grass surface with no paved runway.
Fuel and Ammunition: fuel storage was at the SE corner of the buildings and an ammunition storage dump was under construction off the SE corner of the landing area (Oct 43).
Infrastructure: station buildings and barracks were in a compact group at the SW corner of the landing area. There were no hangars. A special rail line served the station buildings.
Dispersal: none noted (Oct 43).
Defenses: none noted (Oct 43).
Remarks:
4 Apr 45: bombed by 37 B-17 Fortresses, this being the first and only serious bombing of the airfield.
Operational Units: II./KG 28 (Nov-Dec 39); II./KG 54 (Dec 39 – Jan 40); III./JG 4 (Aug 44); I./JG 27 (Aug-Oct 44).
Station Commands: Fl.H.Kdtr. (E) Hoya (Aug 39 – Feb 40); Fl.H.Kdtr. E 12/XI (Mar-Apr 40); Flugplatzkdo. Hoya of Fl.H.Kdtr. A(o) 23/XI Wunstorf (1944-45).
Station Units (on various dates): none noted.
[Sources: AFHRA A5257A pp.293-94 (11 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Huchenfeld (GER) (48 51 25 N – 08 42 30 E)

General: field airstrip (Feldflugplatz) in Baden-Württemberg 18 km NW of Malmsheim airfield, 4.5 km S of Pforzheim and immediately E of

the village of Huchenfeld. History: pre-war use for glider training and for air displays. Became an alternative landing ground for fighters based in the Stuttgart area. Surface and Dimensions: grass surface measuring approx. 775 x 710 meters (850 x 775 yards) and roughly square in shape. Infrastructure: none. Personnel probably billeted in local villages. Nearest rail connection in Pforzheim. Dispersal: available in woods of the NE corner and in scrub land to the S of the landing area.
Remarks:
27 Oct 44: Flugplatzkdo. Huchenfeld ordered to obtain additional personnel from Fl.Ers.Btl. VII and ensure that the airfield is ready to begin operations by 2 Nov 44.
Operational Units: 2.(H)/Aufkl.Gr. 13 (Sep 39); 6./JG 53 (Nov 44 – Mar 45).
Station Commands: Platzkdo. of Fl.H.Kdtr. A(o) 10/VII Böblingen (Nov 44 – Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.194 (3 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hurlach (GER) (c. 48 07 08 N – 10 48 43 E)
General: emergency landing ground (Notlandeplatz) 30 km S of Augsburg and 6.5 km SE of Bad Worishofen airfield. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hustedt (GER) (a.k.a. Celle Hustedt-Waldkater) (52 41 45 N – 10 03 50 E)
General: operational airfield (Einsatzhafen II) 7 km NNE of Celle in Lower Saxony. History: built in 1935 on the site of an existing military exercise ground and used for the next 8 years as a practice field for elementary trainers and a training and dispersal field for transport aircraft. Luftwaffen-Bau-Kp. 8/IV arrived in 1939 and built a barrack camp for 1,000 personnel, an entrance road, a rail spur and unloading ramp, underground fuel storage tanks, Flak positions, ammunition and bomb bunkers, etc. Later in the war, a compound for forced laborers or concentration camp prisoners was build adjacent to the airfield. The airfield became operationally active at the beginning of May 1944 with the arrival of a fighter Gruppe.
Dimensions: approx. 1100 x 1235 meters (1200 x 1350 yards) and rectangular in shape. Surface and Runways: firm grass surface (no paved runway according to Allied sources, but German sources claim it had a concrete runway). Fuel and Ammunition: refueling points at the SE corner with a large ammunition dump off the SW corner.

Infrastructure: no hangars, but a few huts off the E boundary and at the SE corner were probably used as workshops. A cluster of barrack huts were also at the SE corner. A branch rail line served the S side of the landing area. Dispersal: 2 dispersal areas – North with 20+ aircraft bays, and a remote South dispersal some 1200 meters off the S boundary.
Remarks:
1942: a Ju 52 transport Staffel and a Fallsch.Art.Abt. were stationed at the airfield.
1943: airfield occupied by Savoia transports and an Italian guard detachment.
7 Apr 45: airfield evacuated by the Germans and captured by British forces on 13 April.
Operational Units: II./JG 11 (May-Jun 44); II./JG 53 (Jul-Aug 44); IV./JG 27 (Aug-Oct 44); Stab, I./JG 26 (Apr 45).
Station Commands: Fl.H.Kdtr. (E) Hustedt (Aug 39 – c.Feb 40); Fl.H.Kdtr. E 44/XI (Mar-Apr 40); Flugplatzkdo. Hustedt of Fl.H.Kdtr. A(o) 22/XI Wesendorf (1944-45).
Station Units (on various dates – not complete): 1./le.Flak-Abt. 772 (Oct 44).
[Sources: AFHRA A5257A pp.295-97 (12 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Husum (GER) (a.k.a. Husum-Schwesing) (54 30 00 N – 09 04 00 E)
General: Fliegerhorst at seaport on west coast of Schleswig-Holstein; airfield 2 km NNE of Husum.
History: a small civil airport dating from the 1920's that was taken over by the Luftwaffe in 1939 and developed into a major airfield.
Dimensions: large and in the shape of an inverted "U".
Surface and Runways: grass on artificially drained clay soil. Had 3 paved runways in the form of a triangle: approx. 1150 meters (1260 yards) ENE/WSW, 1143 meters (1250 yards) WNW/ESE and 1143 meters (1250 yards) NNW/SSE. There were ladder-type servicing hardstands at the SW corner and along part of the N bourdary. Equipped for night landings with full illumination for all 3 runways, boundary and obstruction lights, beam approach and the short version of the visual Lorenz system.
Fuel and Ammunition: refueling points were at the servicing hardstands and there was a munitions dump S of the SE corner and off the NE corner, both serviced by a light rail spur.
Infrastructure: had 1 small hangar with adjoining workshops off the S side of the airfield, and 1 medium repair hangar in the same area. The main group of barracks and other station buildings was at a road

intersection 1.6 km S of the airfield. Three smaller clusters of barracks were just off the airfield to the S, SSW and NW.
Dispersal: had 4 dispersal areas – North, East, South and Southwest with a total (Mar 44) of 4 large and 19 small covered aircraft shelters, and 38 large and 12 small open aircraft shelters for a grand total of 73. The largest was the North dispersal.
Defenses: not stated.
Satellites and Decoys: none noted.
Remarks:
13 Jun 44: the NNW/SSE runway noted as having been mined in preparation for demolition.
18 Jun 44: bombed by 13 B-24 Liberators –
8 Jul 44: a new dispersal area, Northeast (remote), was under construction 2 km from the NE corner.
4 Aug 44: bombed by 39 B-24s –
10 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x unidentified aircraft destroyed, plus 2 x Fw 190s and 1 x unidentified aircraft damaged.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 6 x Bf 109s, 3 x Fw 190s, 11 x He 111s, 3 x Ju 88s and 6 x unidentified aircraft destroyed, plus 2 x Bf 109s, 6 x Fw 190s, 6 x He 111s, 1 x Ju 88 and 6 x unidentified aircraft damaged.
8May 45: upon the surrender of German forces, the airfield was packed with 186 aircraft, mostly He 162s, Me 163s, Fw 190s, He 111s, Ju 87s and Ju 88s.

Airfield Units:

Operational Units: II./JG 52 (Sep 40); III./JG 1 (Jan 42 – Mar 43); I./JG 11 (Apr 43 – Feb 44); 10./JG 11 (Jul 43); Stab/JG 11 (Oct 43 – Mar 44); Wekusta 1 OKL (Apr-May 45); I./JG 2 (Jul-Aug 44); NJG 1 (1945); Stab, 1./NAGr. 6 (Apr-May 45); part of NSGr. 1 (Apr-May 45); II./JG 26 (May 45); II./JG 400 (May 45).
Reserve Training & Replacement Units: Erg.Gr./JG 27 (Sep 41 – Jan 42); Stab and IV./Erg.JG 2 (Mar – Apr 45).
Station Commands: Fl.H.Kdtr. E 2/XI (c.1941 – Sep 43); Fl.Pl.Kdo. A 133/XI (Sep 43 – Mar 44); Fl.H.Kdtr. A(o) 3/XI (Apr 44 – May 45).
Station Units (on various dates – not complete): Werft-Abt.d.Lw.(v) 110/XI (1944-45); Werftzug 466 (Jan 44); 5./le.Flak-Abt. 876 (1943-44); le.Hei.Flak-Bttr. 13/XI (Mar 43); le.Hei.Flak-Bttr. 45/XI (1943-45); le.Hei.Flak-Bttr. 47/XI (1943-45); III.(Funkh.)/Ln.-Rgt. 6 (Aug-Sep 44); 15.(Funkh.)/Ln.-Rgt. 2 (Oct 42, Jun 44); 15.(Funkh.)/Ln.-Rgt. 5 (c.Nov 42 – Sep 44); 5.(Funkh.)/Ln.-Rgt. 351 (Oct 44 – Jan 45); Horch-Betriebsstelle W 22/Ln.-Rgt. 2 (Aug 39 – Oct 42); Lw.-Bau-Btl. 20/XI (Mar-Apr 40); Ldssch.Zug d.Lw. 239/XI (May 44); Ldssch.Zug d.Lw. 348/XI (May 44, 8 May 45);

Wetterfunkempfangsstelle 22 Husum; Wetterberatungsstelle Husum (8 May 45).
[Sources: AFHRA A5257A pp.300-04 (11 Mar 44 updated to 8 Jul 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1; web site ww2.dk]

Hüttenfelde (GER) (a.k.a. Lobellen/Neusiedel, Sovietsk Neyzidel?) (?)
General: landing ground (Landeplatz) in the former East Prussia 30 km SE of Tilsit and near Gumbinnen. Not located. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

I

Illesheim (GER) (49 28 30 N – 10 23 00 E)
General: airfield (Fliegerhorst) 48.5 km W of Nürnberg in Bavaria, 17.5 km NE of Rothenburg/Tauber and immediately S of the village of Illesheim.
History: construction began in 1935 and Illesheim was ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Luftpark located there. It was mainly used for refitting and re-equipping bomber units during the war.
Dimensions: approx. 1650 x 825 meters (1800 x 900 yards) and roughly oval in shape.
Surface and Runways: artificially drained grass surface. Had a paved runway, according to German sources, but Allied aerial photos of 11 Sep 44 do not reveal a hard surface runway or one under construction. Equipped with boundary and obstruction lighting, flare path, beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were probably in front of the hangars on the N boundary. A very large munitions dump was in a woods 4 km SSE of the landing area and a small ammunitions dump was off the W boundary.
Infrastructure: off the N boundary were 3 very large hangars, 1 large hangar and 1 very large repair hangar, all with paved hangar aprons. Some 4.5 km ESE of the landing area were 5 large hangars with paved aprons plus 5 small buildings. Workshops and storage buildings belonging to the Air Park were behind the hangars with the motor pool and garages in the same area. Airfield buildings comprising barracks, messhalls, officers' quarters and messes were behind the hangars and off the NE corner. The station flight control building was off the N

boundary. A branch rail line served the hangars and the Air Park buildings.
Dispersal: had a Southeast dispersal and a Southwest dispersal with a total of 1 open aircraft shelter and 15 parking hardstands in Sep 44.
Defenses: unknown.
Remarks:
24 Feb 44: low-level attack – 1 x Bf 110 G-4 shot up and damaged on the ground, 1 KIA.
10 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Me 210s, 1 x He 111, 1 x Ju 88 and 1 x unidentified aircraft destroyed, plus 4 x Me 210s damaged.
25 Feb 45: low-level attack by approx. 11 VIII Fighter Command P-51s – *claimed* 2 x Bf 109s and 4 x Fw 190s destroyed, plus 1 x Bf 109s, 2 x Fw 190s and 2 x Ar 96s damaged. According to German reports, just 1 x Ar 96 was destroyed and 1 x Fw 190 damaged.
Operational Units: III./KG 355 (Apr 37 – Jun 38); I./JG 143 (Nov-Dec 38); I./ZG 143 (Jan-Apr 39); I./ZG 52 (May-Aug 39); III./KG 2 (Mar-May 40); III./KG 76 (Dec 40 – Apr 41); KGr. 606 (Mar-May 41); KGr. 106 (Aug-Nov 41); I./KG 51 (May-Sep 43); Stab/KG 51 (Sep-Dec 43); III./KG 51 (Sep-Dec 43); I./NJG 6 (Mar-Jun 44); III./JG 54 (May-Jun 44).
School Units: Arbeitsplatz for FFS B/FFS C Fürth-Atzenhof (1936-39); Arbeitsplatz for LKS 2 (Berlin-Gatow) Kdo. Oedheim (c. 1941-42); I./ZG 101 (Jul 44 – Mar 45).
Reserve Training & Replacement Units: Erg.St./KG 76 (Dec 40 – Mar 41); IV./KG 51 (Sep 41); Erg.Zerst.Gr. (Mar – Apr 44); Erg.St./ZG 1 (Apr – Jul 44); Erg.St./ZG 26 (Apr – Jul 44); Stab/EKG (J) (Jan – Mar 45).
Station Commands: Fl.H.Kdtr. A Illesheim (1940); Fl.H.Kdtr. A(o) 12/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 28/VII (Jun 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt., Walter Fricke (1940 - Jun 40).
Station Units (on various dates – not complete): Luftpark Illesheim (later Luftpark 1/XIII) (c. 1938-45); Ln.-Heimatreparaturbetrieb 1/XIII (? - 1945); Werft-Abt.(o) 3/XII (1944-45); 3./le.Flak-Abt. 953 (c.Apr 44 – 1945); Flieger-Geräteausgabestelle (Eis.) 51/XIII (Jun 42 - ?); Traktorenzug d.Lw. 15/VII (1944).
[Sources: AFHRA A5258 pp.195-98 (17 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ilsenburg (GER) (51 52 04 N – 10 40 52 E)

General: landing ground (Landeplatz) in Saxony-Anhalt 18.5 km ESE of Goslar. History: no further information or mention of wartime use

by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ingolstadt (GER) 48 40 08 N – 11 20 05 E) ?
General: landing ground (Landeplatz) in Bavaria 4 km NW of Ingolstadt. History: listed as an emergency landing ground (Notlandeplatz) in 1927. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ingolstadt-Manching (GER) (48 43 08 N – 11 31 54 E)
General: Fliegerhorst near Ingolstadt 68 km N of Munich in Bavaria; airfield 9 km SE of Ingolstadt near the village of Manching.
History: construction began approx. 1935.
Dimensions: no information.
Surface and Runways: had a single paved runway and a paved taxiway.
Fuel and Ammunition: both were available.
Infrastructure: there were at least 4 large hangars with workshops on the SE side of the airfield. Had a special branch rail line that served the airfield buildings and had a station behind the hangars.
Dispersal: had 2 dispersals on the SE side, Southeast (perimeter) and Southeast (off boundary) with a total of 20 aircraft bays concealed in woods, 3 parking sites in woods and 7 large open aircraft shelters.
Defenses: unknown.
Remarks:
24 Apr 44: low-level attack by VIII Fighter Command P-51s – 2 x Ju 88 C-6s and a Do 17Z from I./NJG 101 destroyed, 1 x Ju 88 A-7 damaged (German sources). VIII Fighter Command claimed 1 x Bf 110, 3 x He 111s, 7 x Ju 88s, 2 x Do 217s and 2 x He 177s destroyed, plus 11 x Ju 88s and 4 x unidentified aircraft damaged.
19 Sep 44: low-level attack – 4 x Ju 88 G-1s destroyed and another damaged, these belonging to I./NJG 101.
23 Feb 45: strafed by P-51s – 2 x Ju 88s destroyed, 1 x Ju 88 and 1 x Fw 190 slightly damaged. (German reports)
8 Apr 45: low-level attack by P-47 Thunderbolts – half of the aircraft belonging to II. and IV./NJG 6 destroyed or damaged on the ground.
11 Apr 45: bombed by 131 B-17 Fortresses – remaining a/c from 4. and 10./NJG 6 destroyed.
16 Apr 45: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 destroyed and another damaged.

18 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed.
Operational Units: I./JG 433 (Nov 38 – Mar 39); Stab, I., II./KG 55 (Oct 39 – Feb 40); II./KG 53 (Feb-Apr 40); I./KG 54 (Jun-Sep 43, Dec 43 – Jan 44); Stab/KG 54 (Oct 43 – Jan 44); III./KG 54 (Oct 43 – Mar 44); II./KG 54 (Dec 43); part of IV./NJG 6 (Sep 44 – Jan 45).
School Units: elementary flight school Ingolstadt-Manching (Dec 38 – Mar 39); Fl.Ausbildungs-Rgt. 33 (1939-40); Schule/FAR 33 (Apr – Nov 39); FFS A/B 112 (Oct 40 – Oct 41); I./NJ-Schule 1 (Sep 41 – Jan 42); III./NJ-Schule 1 (Sep 41 – Oct 42); Stab and I./NJG 101 (Apr 43 – Mar 45).
Reserve Training & Replacement Units: Erg.Zerst.St. 1 (Dec 40 – Mar 41); Erg.St./NJG 1 (Dec 40 – Jan 41); IV.KG 54 (Feb 42); II./SG 151 (Mar – Apr 45).
Station Commands: Fl.H.Kdtr. A Ingolstadt (1940); Fl.Pl.Kdo. A 12/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 2/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Heinrich Geerkens (? - May 40?) 9/39; Maj. Bernhard Dunn (May 40 - ?).
Station Units (on various dates – not complete): Werft-Abt. 2/VII (1944-45); 5./le.Flak-Abt. 738 (1945); Luftschutz-Abt. d.Lw. 44 (1943); Kfz.Werkstatt (o) d.Lw. 113/VII (1944); Ldssch.Zug d.Lw. 90/VII (summer 44); Flieger-Untersuchungsstelle 4/VII (1944); Flieger-Ers.Abt. 33 (Dec 38 – Mar 39?).
[Sources: AFHRA A5258 pp.199-200 (22 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Insterburg (GER/RUSS) (a.k.a. Chernyakhovsk) (54 36 40 N – 21 48 30 E)
General: airfield (Fliegerhorst) 81 km E of Königsberg in the former East Prussia; airfield 2.5 km SE of Insterburg.
History: 1928 listed as a civil landing ground (Verkehrslandeplatz). Taken over by the Luftwaffe in the mid-1930's, developed into a military airfield and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Heavy wartime use by both operational and school units, served as an aircraft ferrying hub for northern sector of the Eastern Front.
Dimensions: take-off and landing runs of at least 915 meters (1000 yards) were available.
Surface and Runways: grass surface. No paved runway. Equipped with illumination, a beam approach system and other aids for night landings.
Fuel and Ammunition: both available.
Infrastructure: there were at least 5 flight hangars on the S boundary and 1 repair hangar on the W boundary, all with paved hangar aprons.

The main airfield buildings were behind the hangars off the S boundary and included the usual admin offices, barracks, messes, etc. The S boundary was probably served by a branch rail line from Insterburg.
Dispersal: none known.
Defenses: unknown.
Remarks:
22 Jan 45: captured by Soviet forces.
Operational Units: Aufkl.Gr. 111 (Oct 36 – Sep 37); Stab, 1., 2., 3./Aufkl.Gr. 11 (Oct 37 – Nov 38); I./St.G. 160 (Nov 38 – Apr 39); I./St.G. 1 (May-Oct 39); Stab/KG z.b.V. 2 (Aug 39); I., IV./KG z.b.V. 2 (Aug 39); part of KGr. z.b.V. 106 (Feb-Apr, Jun-Aug 41); part of 2. (F)/Aufkl.Gr. Ob.d.L. (May-Jul 41); 1.(F)/Aufkl.Gr. 22 (Jun-Jul 41, Nov-Dec 41); Aufkl.St. 3.(F)/Nacht (Jun 41); 3.(H)/Aufkl.Gr. 41 (Jun 41)?; III./St.G. 2 (Jun 41); Kurierstaffel 2 (Jun 41)?; Kurierstaffel 9 (Jun 41); Verbindungsstaffel 56 (Jun 41); II./JG 53 (Jul-Aug 41); II./KG 1 (Sep-Oct 41); III./KG 1 (Apr-May 42); IV./NJG 5 (Jan-Jul 43); 5./Gruppe Nord (Flugzeugüberführungsgeschwader 1) (May 43 – 1944); V./NJG 5 (Aug 43 – May 44); Flugzeugschleuse Luftflottenkdo. 1 (1942/43 - 1944); III./SG 2 (Jul-Aug 44); 10.(Pz.)/SG 2 (Aug 44); Stab, III./SG 1 (Aug-Sep 44); I./SG 10 (Aug-Sep 44); Stab, I./SG 4 (Sep-Oct 44); III./JG 51 (Nov 44 – Jan 45); Stab, II./JG 1 (Jan 45).
School Units: Stukaschule Insterburg (Nov 39 – Jan 40); Stukaschule 1 (Jan – Oct 40); BFS 7 (Nov 40 – May 41); Arbeitsplatz for BFS 9 (Kaunas) (Apr – Sep 43); Stab and II./NJG 102 (Jun – Aug 44).
Station Commands: Fl.H. Insterburg (to 1943); Fl.H.Kdtr. A(o) 1/I (Apr 44 – Feb 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Robert Koerner (1 Jul 39 - 4 Nov 39); Obstlt. Karl Dauselt (12 Mar 41 - ?).
Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): Stab/Jagdfliegerführer Ostpreussen (Oct 43 – c.Aug 44); Koflug 1/I (Jul 39 – 1943); Werft-Abt. 1/I (Dec 44); le.Feldwerft-Abt. I/60 (May-Jun 41); 127. Flugh.Betr.Kp. (Qu) (Jan 45); Werft-Kp. 24 (Mar-Aug 41); Stab/Flak-Rgt. 136 (mot.) (as Flakgruppe Insterburg) (Aug 44 - ?)); schw.Flak-Abt. 117(o) (1939-40); Flakscheinw.Abt. 585(o) (fall 44); Stab/Hei.Flak-Abt. 22/I (1943-45); elements of Ln.-Rgt. 10 (Insterburg-Ebenrode, Jun 41); Flugmelde-Res.Kp. 9/I (Nov 41); Lw.-Bau-Btl. Insterburg (1939-40); Lw.-Bau-Stamm-Abt. 3 (Nov 41); Flieger-Geräteausgabestelle (Eisb.) 6 (Jun-Aug 41); Flieger-Geräteausgabestelle (Eisb.) 14 (Jun-Aug 41); Ldssch.Zug d.Lw. 295/VI (Jun 41); Ldssch.Zug d.Lw. 107/XI (Jun 41); Ldssch.Zug d.Lw. 179/XI (Jun 41); Ldssch.Zug d.Lw. 226/XI (Jun 41); Flugzeug-Bergungstrupp 6/III (May 41); Flugzeug-Bergungstrupp 7/III (May 41); Flugzeug-Bergungstrupp 15/VI (May 41).

[Sources: AFHRA A5258 p.662 (23 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ippesheim (GER) (a.k.a. Kreuznach-Ippesheim) (49 52 30 N – 07 54 40 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 28 km WSW of Mainz and 6 km NE of Bad Kreuznach. History: laid out in Sep 39 and used to the end of the May-Jun 40 campaign in the West, then returned to cultivation. Surface and Dimensions: grassy surface measuring approx. 1000 x 365 meters (1100 x 400 yards).
Infrastructure: none known. Aircraft were parked along the NW and NE sides of the field.
Operational Units: II./JG 53 (May 40); III./JG 52 (May 40).
Station Commands: none identified.
[Sources: AFHRA A5258 p.454 (16 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Iven (GER) (53 48 00 N – 13 25 00 E)
General: field airstrip (Feldflugplatz) in Brandenburg 18 km WSW of Anklam and 1 km NW of the village of Iven. History: laid out in summer 1944? Surface and Dimensions: grass surface.
Infrastructure: none noted.
Operational Units: none identified.
School Units: elements of I./SG 104 (Aug 44 – Feb 45).
Station Commands: none identified.
[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

J

Jade Bay (GER): often appears in Allied documents in reference to Varel airfield - see there.

Jena-Rödigen (GER) (50 58 30 N – 11 36 20 E)
General: airfield (Fliegerhorst) in Thuringia 20 km E of Weimar, 5.25 km NNE of Jena and immediately S of the village of Rödigen. The airfield was on a plateau overlooking the valley of the Saale River.
History: initially a private airfield, it was taken over by the Luftwaffe in 1936-37 and developed into a Fliegerhorst. Served as a station and practice field for elementary trainers, and as a rest and refit station for transport units during 1943 and 1944.
Dimensions: approx. 1280 x 870 meters (1400 x 950 yards) and roughly oval in shape.
Surface and Runways: grass surface in good condition. No paved runways.

Fuel and Ammunition: had bulk fuel storage tanks but location not determined. The ammunition dump was off the N boundary.
Infrastructure: there were 2 large, 1 medium and 1 small hangar on the S boundary along with separate workshop buildings, and 1 large hangar at the SW corner. All of the hangars had paved aprons. Taxi tracks connected the hangars on the S boundary. A very long building was under construction off the S boundary and this was thought to be for a motor pool and garages. Also along the S boundary were the flight control building, admin offices, the station HQ, a group of barracks and stores buildings. Another group of barracks was off the SW corner. The nearest rail connection was in Zwätzen, 2 km SSE of the airfield.
Dispersal: no organized dispersal facilities. Aircraft were parked along the perimeter.
Defenses: unknown.
Remarks: Jena was first attacked by a few aircraft in Feb 45 and then heavily bombed in Mar 45, but the target was the Zeiss Optical plant. The airfield was evidently not targeted.
Operational Units: Stab/KGr.z.b.V. 9 (Nov 39); III./JG 3 (Mar 40); II./TG 4 (Jul 43); IV./TG 1 (Sep 43); II./TG 1 (Oct 43 – c. Jan 44); I./TG 4 (Jan-Mar 44).
School Units: Arbeitsplatz for Schule/FAR 51 (Weimar-Nohra) (1939-40); FFS A/B 122 (Apr 41 – Jul 42); Arbeitsplatz for FFS A/B 33 (Altenburg) (1942-43).
Station Commands: as Fl.H. Jena-Rödigen (to 1943); Fl.Pl.Kdo. B 23/IV (1943-44); Platzkdo. of Fl.H.Kdtr. A(o) 33/III (1944-45).
Station and City Units (on various dates – not complete): Luftschutz-Abt. d.Lw. 15 (Dec 39 – May 40); Kraftfahr-Ausbildungs-Abt. d.Lw. 3 (J-Lichtenhain, c.1941-44).
[Sources: AFHRA A5258 pp.845-47 (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jerxheim (GER) (52 05 04 N – 10 53 52 E)
General: landing ground (Landeplatz) in Lower Saxony 33.5 km SE of Braunschweig. History: listed as operational Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: probably grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jesau (GER/RUSS) (a.k.a. today: Jyezau?) (54 33 40 N – 20 36 00 E)
General: airfield (Fliegerhorst) 16.8 km SSE of Königsberg in East Prussia and 1.6 km N of the hamlet of Jesau.

History: construction details are lacking but Jesau became operational on or about 15 March 1937 when JG 131 began forming there. It was heavily used pre-war, during the campaign in Poland and was a major staging field for the advance into the Baltic States and Russia in June 1941. A few months later during the second half of 1941 it became the principal aircraft distribution/redistribution hub for the northern sector of the Eastern Front and center for minor Bf 109 (and later Fw 190) airframe and engine repairs, with major parts brought in by rail from Königsberg. An apprentice school of engineering was set up at Jesau so the students could receive hands-on repair training. In 1943-44, fighters were brought to Jesau to have bomb racks and reconnaissance cameras installed. Dimensions: approx. 1235 x 1280 meters (1,350 x 1,400 yards).
Surface and Runways: had one 1,300 meter concrete runway. A paved perimeter road circled the landing area and there was a large "L"-shaped refueling tarmac on the N boundary as well as refueling points on the N and S boundaries.
Fuel and Ammunition: fuel, oil, water, ammunition and communications, a compass swing and two machine gun testing ranges were available.
Infrastructure: there was one large repair hangar plus 2 large and 2 medium hangars along the N boundary running from W to E. and another large hangar in a woods 600 meters N of the east end of the runway. All 6 hangars had paved aprons. Numerous separate repair shop buildings were sited behind the hangars. Storage buildings for aircraft parts and several motor pool yards and garages were located behind the flying control (Flugleitung) building and the fire station at the center of the N boundary. A munitions dump was behind the repair hangar. The main barracks complex was on the edge of the woods at the NNE end of the field and there was a second cluster of barracks off the NW corner. A rail spur connected the base to the Königsberg-Bartenstein railway line.
Dispersal: off the S boundary where numerous very large open aircraft shelters had been built.
Defenses: unknown.
Remarks:
Jan 45: the airfield was overrun the last week of January 1945 by Soviet forces advancing on Königsberg.
Operational Units: I./JG 131 (Apr 37 – Oct 38); I./JG 130 (Nov 38 – Apr 39); I./JG 1 (May-Aug 39); I./JG 21 (Jul-Oct 39); 4.(F)/Aufkl.Gr. 121 (Aug-Oct 39); Stab/KG 2 (Aug-Sep 39); Stab, I., V.(Z)/LG 1 (Aug-Nov 39); Stab, I./KG 28 (Sep-Dec 39); III./KG 26 (Sep 39 – Jan 40); III./KG 28 (Feb-Mar 40); Wekusta 1 Luftflotte 1 (Mar 40 – Jun 41); I./KG 77 (Jun-Aug 41); II./KG 76 (Dec 41 – Jan 42); III./JG 3

(Jan-Feb 42); Stab, I., II./JG 52 (Jan-Apr 42); Stab, II./KG 4 (May-Jun 42); Flugzeugleitstelle Luftflottenkdo. 1 (1942, 1944); I./JG 51 (Aug-Sep 42); III./JG 77 (Aug-Sep 42); II./JG 51 (Oct-Nov 42); 5./Schl.G. 1 (Oct 42); III./JG 51 (Nov-Dec 42); IV./JG 51 (Feb 43); IV./JG 54 (Jul-Aug 43); Stab, II., III./KG 53 (Jul-Aug 44); 2. (F)/Aufkl.Gr. 11 (Aug-Oct 44); Stab, I./NJG 5 (Sep 44 – Jan 45); Einsatzkdo./NJG 102 (Sep-Nov 44); 5.(F)/Aufkl.Gr. 122 (Oct-Dec 44); II./SG 3 (Nov-Dec 44).
Reserve Training & Replacement Units: Erg.Stukagruppe (Aug – Oct 40); 12./KG 27 (May 43 – Apr 44).
Station Commands: Fl.H.Kdtr. L Jesau (1941).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Otto Stams (15 Oct 43 - ?).
Station Units (on various dates – not complete): Stab/Luftwaffen-Lehrdivision (Gut Wickbold, Sep 39); Koflug 2/I (Jul 39 – 1944); 1. Flugh.Betr.Kp./KG 28 (Sep 39); 3. Flugh.Betr.Kp./KG 28 (Feb 40); 8. Flugh.Betr.Kp./KG 28 (Feb 40); 1. Flugh.Betr.Kp./LG 1; 7. Flugh.Betr.Kp.KG 26 (Sep 39); Werft-Abt. 12/I (Dec 44); schw.Flak-Abt. 115 (Eisb.) (1939-40); Lw.-Bau-Btl. Jesau (1939-40); 3.Kp. Lw.-Bau-Btl. 20/XI (Dec 41); Trsp.Kol. d.Lw. 9/VI (Dec 41); Stab Ldssch.Kp. d.Lw. 2/I (Dec 41)Ldssch.Zug d.Lw. 231/XI (Jun 41); Flugzeug-Bergungstrupp 2/III (May 41); Erprobungsstelle Jesau (Zweigstelle/Erprobungsstelle Peenemünde/West) (Sep 43 – Jul 44).
[Sources: AFHRA A5258 pp.663-64 (1 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jeseritz (GER) (52 26 07 N – 11 17 52 E)
General: landing ground (Landeplatz) in Saxony-Anhalt 41 km NW of Magdeburg and 12 km SW of Gardelegen. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jever (GER) (53 32 10 N – 07 52 30 E)
General: operational airfield (Einsatzhafen) 15.2 km W of Wilhelmshaven in Lower Saxony; airfield 4 km SSW of Jever.
History: construction began in 1935, handed over to the Luftwaffe on 1 May 1936 and officially designated a Lw. Fliegerhorstkommandantur by 1 October 1936. Jever received constant use by all sorts of units flying all sorts of aircraft from 1936 to the end of the war, especially air defense fighter units protecting the Wilhelmshaven area.
Dimensions: 1,800 x 1,000 meters. Work was under way in May 44 to extend the landing area by 600 meters.

Surface and Runways: grass surface. Equipped with beam approach system for night landings.
Fuel and Ammunition: full servicing facilities available with ample refueling points at the N and S ends of the field. Ammunition dump off the SW corner.
Infrastructure: a large repair hangar and 2 medium hangars were at the NE corner; 1 large, 1 small and 1 medium hangar at the E end of the S boundary. Station HQ, admin buildings, motor pool and probably the flying control building (Flugleitung) off the center of the N boundary. The largest cluster of buildings were mostly hidden in a wooded area at the NE corner and included 3 or 4 blocks of barracks, officers' quarters, messes, supply buildings and such. A branch rail line entered the airfield from the E.
Dispersal: the N and S areas were approximately the same size and had a total of 36 covered aircraft shelters and 3 open shelters. A new remote area along the edge of a woods 1.7 km from the SW corner was under construction in Jul 44.
Defenses: in early Jan 44 there were at least 4 heavy Flak positions within 5 km of the of the airfield, each with 4 guns, and 15-20 light Flak guns in 9 positions on or adjacent to the field, half of these being mounted in towers or on rooftops. These antiaircraft defenses certainly increased when the Allies began targeting the Luftwaffe's airfields later in 1944.
Remarks:
9 Jul 42: bombed - a K1 35 assigned to Stabskette/Jafü Deutsche Bucht destroyed on the ground.
26/27 Jul 42: bombed by a small number of RAF Boston and Blenheim intruder aircraft with negligible results. Aside from this single attack, Jever was not significantly bombed during the war and was in relatively good condition when the war ended.
8 May 44: construction work to extend the landing area by some 550 meters noted as being underway.
6 Jul 44: a new Southwest (remote) dispersal noted as being under construction.

Airfield Units:

Operational Units: Luftdienst-Schleppstaffel Nordsee (Aug 34 – Jun 36); I./JG 136 (Oct 36 – Oct 38); I./St.G. 162 (Nov 38 – Apr 39); 1./KG 25 (Sep 39); I./KG 30 (Sep 39); 10.(Nacht)/ZG 26 (Sep 39); II. (Jagd)/Trägergruppe 186 (Sep-Nov 39); III./LG 1 (Oct-Nov 39); Stab/JG 1 (Nov 39 – May 43); 11.(Nacht)/LG 2 (Dec 39 – Feb 40); 10. (Nacht)/JG 26 (Dec 39 – Feb 40); II./JG 77 (Dec 39 – Mar 40); I./ZG 76 (Dec 39 – Apr 40); 12.(Nacht)/JG 2 (Feb-Apr 40); 11.(Nacht)/JG 2 (May 40); I./JG 51 (Jun 40); II./JG 52 (Aug 40); II./JG 51 (Sep 40); II./ZG 76 (Sep 40 – May 41); 3./JG 54 (Nov 40 – Jan 41, May-Jun

41); 6./JG 53 (Jun 41); I./JG 1 (Sep 41 – Mar 43); Einsatzstaffel/JFS 1 (Dec 41 – Feb 42); Sonderkdo. *Mausi* (1942-43); Stab, II./JG 11 (Apr-Oct 43); Jagdstaffel Helgoland (Oct 43); I./KG 54 (Jan-Jun 44); Seenotgruppe 80 (Aug 44 – ?); Seenotstaffel 80 (Aug 44 - ?); 5./KG 53 (Oct 44 – Mar 45); IV./NJG 3 (Dec 44 – Mar 45).
Station Commands: Fl.Pl.Kdo. C 13/XI; Flugplatzkdo. Jever of Fl.H.Kdtr. A(o) 13/XI Marx (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Hptm. Martin Mettig (1 Apr 36 - 30 Sep 36); Maj. Kuno von Rosen, acting (1 Jul 39 - ?); Maj. Kurt Breitkreuz? (1939 - 13 Jul 42) promoted to Obstlt. 12/42; Maj. Ludwig Grosse? (1939 - 1942) promoted to Obstlt 01.04.42; Oberst Karl Volbehr (? - ?) 1945.
Station Units (on various dates – not complete): Stab/9. Fliegerdivision (Feb-Jul 40); Führer der Luft West (Aug 39 – Aug 40); Stab/Führer der Seeluftstreitkräfte (Aug 40 – Mar 41); Stab/Jagdfliegerführer 1 (Deutsche Bucht) (Jan 40 – 1942/43); Stab/Jagdfliegerführer 2 (Jan-Mar 44); Koflug Jever (Jul 39 – Mar 41); Koflug 15/XI (Apr 41 – Feb 43); Wetterberatungsstelle A(o) Jever; 44); 1. Flugh.Betr.Kp./KG 30 (Sep 39); Werft-Kp. d.Lw. 7 (Dec 43 - ?); Werftzug 493 (Feb-Mar 44); Werftzug 495 (Feb-Mar 44); Werftzug 496 (Feb-Mar 44); Werft-Abt.d.Lw.(o) 15/XI (spring 44 – Apr 45); elements of le.Res.Flak-Abt. 872 (Jun-Jul 42); le.Hei.Flak-Bttr. 52/XI (1943-45); Luftschutz-Abt. d.Lw. 28 (Jun 42 – 1943); Luftschutz-Abt. d.Lw. 29 (Jun 42); Luftschutz-Zug 144/XI (Feb-Mar 44); Luftpark Jever (1942); 16.(Flum.)/Luftgau-Nachr.Rgt. 4 (Nov 39); Ln.-Abt. 39 (Mar 41); E-Hafen-Ausrüstungs-Kolonne (mot) Jever; Wachzug d.Lw. 89 (Jul 42 - ?); Wachzug d.Lw. 90 (Jul 42 - ?); Wachzug d.Lw. 91 (Jul 42 - ?).
[Sources: AFHRA A5257A pp.305-11 (7 Jan 44); chronologies; BA-MA; NARA; PRO/NA]

Jocksdorf (GER) (a.k.a. Jocksdorf bei Forst) (51 39 30 N – 14 37 20 E)
General: operational airfield (Einsatzhafen) in Brandenburg 23 km SE of Cottbus, 10 km SSW of Forst and 1.2 km SSE of Jocksdorf bei Forst.
History: laid out in 1937-38 and was used mainly for glider training during the war. Listed as still operational in Feb 45. Surface and Dimensions: grass surface measuring approx. 775 x 915 meters (850 x 1000 yards) and roughly rectangular in shape. No paved runway.
Infrastructure: there was a single workshop-type building on the NW boundary together with 1 barrack-type hut. The nearest rail connection was 3.25 km SSW in Gross Kolzig. Dispersal: 7 aircraft bays were cut into the woods off the N corner.
Remarks: none.

Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.665 (17 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Johannisburg (GER) (today Pisz) (53 38 04 N – 21 47 52 E)
General: landing ground (Landeplatz) in the former East Prussia (today NE Poland) 90 km SW of Suwałki and 105 km NW of Bialystok. History: no information or mention of wartime use by the Luftwaffe after 1941. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
Operational Units: none identified.
Station Commands: a small custodial detachment (Sep 41).
Station Units (on various dates – not complete): elements of Ln.-Rgt. 1 (nearby at Niedersee, Sep 39); Kfz.Werkstatt d.Lw. (6 Sep 41).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Johannisthal (GER): see Berlin-Johannisthal.

Juist/Ost (GER) (53 41 00 N – 07 04 10 E)
General: operational airfield (Einsatzhafen) on the east end of Juist Is. in the East Frisians and 4 km E of the village of Juist. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Station Units (on various dates): elements of le.Res.Flak-Abt. 988 (Jun 42); Fernflugmeldemesszug z.b.V. 4 (1943/44 – 1945).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Juist/West (GER) (53 40 15 N – 06 53 45 E)
General: field airstrip (Feldflugplatz) on the far west end of Juist Is. in the East Frisians and 7 km W of the village of Juist. History: inactive. Surface and Dimensions: grass surface in poor condition measuring approc 640 x 595 meters (700 x 650 yards).
Infrastructure: 2 buildings at the NW corner were probably used as hangars.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): 7.(Flum.Leit)/Ln.-Rgt. 202 (Oct 42 – Aug 44); 22.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – May 45).
[Sources: AFHRA A5257A p.592 (29 Oct 44); chronologies; BA-MA; NARA; PRO/NA;web site ww2.dk]

Jülich-Hambach (GER): see Hambach.

Juliusburg (GER) (today: Dobroszyce) (51 16 04 N – 17 19 53 E)
General: two field airstrips (Feldflugplatz), Juliusburg/Nord and Juliusburg/Süd, in Silesia 26.5 km NE of Breslau (Wroclaw) and 8 km

NNW of Oels (Oleśnica). History: used during the attack on Poland but no evidence found of any used by the Luftwaffe after 1939.
Surface and Dimensions: leveled grass or farm land. Infrastructure: none noted.
Operational Units: 5.(H)/Aufkl.Gr. 13 (Aug-Sep 39); 4.(H)/Aufkl.Gr. 23 (Aug-Sep 39); I./JG 77 (Aug-Sep 39).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Junkertroylhof (GER) (54 18 30 N – 19 02 00 E)
General: field airstrip (Feldflugplatz) in the former West Prussia 25 km E of Danzig and 1 km SE of the present-day village of Malayevka.
History: first noted in Apr 45. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: I./JG 51 (Apr 45).
Station Commands: none identified.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jürgenfelde (GER/RUSS) (a.k.a. Jurgaitschen, Hasenfeld?) (54 28 45 N – 21 47 30 E)
General: operational airfield (Einsatzhafen II) in former East Prussia 18 km S of Insterburg (Chernyakhovsk) and 4 km NNW of the present day village of Novostroyevo. History: developed 1939-40 and was operational during the June 1941 build-up for the attack on the Soviet Union followed by a long period of inactivity until mid-summer 1944.
Surface and Dimensions: grass surface with take-off and landing runs of approx. 915 meters (1000 yards). Fuel and Ammunition: available when airfield in use. Infrastructure: unknown but believed to have had at least a few workshop buildings and barrack huts.
Remarks:
21-25 Jan 45: overrun by advancing Sobviet forces.
Operational Units: Wekusta 1 Luftflotte 1 (Jun-Jul 41); 5. (F)/Aufkl.Gr. 122 (Jun-Jul 41); II./KG 76 (Jun-Jul 41); Stab/NAGr. 4 (Jul-Sep 44); 4.(H)/Aufkl.Gr. 31 (Jul-Sep 44); 1./NAGr. 8 (Jul-Sep 44); III./JG 11 (Aug 44); III./SG 1 (Sep 44); Stab IV.(Pz.), 12., 13./SG 9 (Aug-Oct 44); II./SG 1 (Oct 44); Stab, I., III./JG 52 (Oct-Nov 44); I./JG 1 (Jan 45).
Station Commands: Fl.H.Kdtr. E Jürgenfelde (1939-40); Fl.H.Kdtr. E 36/I Feb-Mar 40); Fl.H.Kdtr. E 11/I (Mar-Apr 40); Fl.H.Kdtr. E(v) 213/I (Jan 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.669 (27 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Justingen (GER) (a.k.a. Jüstingen?) (48 23 04 N – 09 39 48 E)
General: landing ground (Landeplatz) in Baden-Württemberg 24.5 km W of Ulm and 12.5 km ESE of Münsingen. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jüterbog-Damm (GER) (51 58 40 N – 13 04 20 E)
General: airfield (Fliegerhorst) 65 km SSW of Berlin in Brandenburg; airfield located 2 km SSW of Jüterbog.
History: built about 1934-35 and established as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Used almost exclusively by single-engine fighters and reconnaissance units from 1935 to the end of the war.
Dimensions: approx. 1050 x 1000 meters (1150 x 1100 yards).
Surface and Runways: grass surface. No paved runway. A perimeter road encircled the airfield.
Fuel and Ammunition: refueling points were on the servicing hardstands at the N end and SW corner of the landing area. Bulk fuel storage was probably at the N end.
Infrastructure: had 6 large hangars with paved aprons in a row that curved around the N end of the field together with several separate workshop buildings. Servicing hardstands at the N end and SW corner of the landing area. Station buildings and barracks were grouped behind the hangars at the N end. A branch rail line served the W side of the field.
Dispersal: at least 20 open aircraft shelters were distributed around the E, S and SW sides of the airfield perimeter.
Defenses: unknown.
Remarks:
18 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 8 x Ju 52s destroyed and another 6 damaged.
29 May 44: low-level attack – 1 x Ju 52 from Flugbereitschaft des Generalluftzeugmeisters destroyed (German sources). VIII Fighter Command *claimed* 3 x He 111s, 1 x Ju 88, 2 x Ju 52s and 1 x unidentified aircraft destroyed, plus 1 x Ju 88 damaged.
22-23 Apr 45: airfield taken by Soviet 5th Mechanized Corps/1st Ukrainian Front. Captured on the airfield were 144 damaged aircraft, 362 aircraft engines and 3,000 bombs according to Soviet records.
Operational Units: II./JG 132 (Oct 35 – Oct 38); 3./Aufkl.Gr. 125 (Apr-Nov 36); Aufkl.Gr. Jüterbog (Nov 36 – Nov 39); III./JG 132 (Jul-Aug 38); III.(Aufkl.)/LG 2 (Nov 38 – Aug 39); I./JG 141 (schwere) (Nov-Dec 38); I./ZG 141 (Jan-Apr 39); I./ZG 1 (May-Aug 39);

Stab/LG 2 (Jun-Nov 39); 3.(F)/Aufkl.Gr. Ob.d.L. (Sep 39 – Apr 40); Stab/St.G. 1 (Nov-Dec 39); 3.(F)/Aufkl.Gr. 10 (May 41)?; III./KG 3 (May 44); Stab, III./JG 300 (Oct-Dec 44); 3./JGr. 10 (Oct-Dec 44); II./JG 77 (Nov-Dec 44); Stab, III./JG 4 (Feb-Apr 45).
School Units: Bombenschule Jüterbog (1934 – Apr 35); Kampffliegerschule Jüterbog (May 35 – Jan 36); Kampffliegerlehrgang Jüterbog (Jan – Oct 36); Schule/FAR 23 (Nov 39 – Jul 40); Schule/FAR 52 (Aug 40); FFS A/B 119 (Aug 40 – May 41); Aufkl.Erprobungsstab (May – Oct 42); Aufkl.Lehr- u. Erprobungsstaffel Jüterbog-Damm (May – Oct 42); 1. and 2./Jagdfliegerschulstaffel (May – Oct 42); Artillerieflieger-u.Bordschützenkommando (May – Aug 42); II./Nahaufklärungsschule (eins.) 2 (Oct 42 – Feb 43); Stab and II./Nahaufklärungsgeschwader 102 (Feb 43 – Feb 45); Stab and II./Aufklärungsgeschwader 103 (Feb – Mar 45).
Reserve Training & Replacement Units: 2.(H) and 3.(H)/Erg.Aufkl.Gr. Ob.d.H. (Jul 41 – Apr 42); 1., 2. and 3./Erg.Nahaufkl.Gr. (Apr – Oct 42).
Station Commands: as Fl.H. Jüterbog-Damm (to c. Sep 43); Platzkdo. of Fl.H.Kdtr. A(o) 21/III Frankfurt/Oder (1944); Platzkdo. of Fl.H.Kdtr. A(o) 24/III Jüterbog-Waldlager (1944-45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Georg Vrbancic (Jan 40 - 1942); Oberst Heinrich Lorenz? (6 Dec 40 - 17 Apr 42); Oberst Friedrich Niehuus (1942 - 1943).
Station and Town Units (on various dates – not complete): General d.Aufklärungsflieger (L.In. 1) (1944 – Feb 45); Koluft Pz.AOK 2 (Dec 41 – May 42); Koflug 5/III (Dec 39 – 1942); Werft-Abt. 7/III (1944-45); Ln.-Kp. (H) (mot) 2 (Jan-May 42); 3.(*Sumatra III*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb 45); Lw.-Bau-Gerätezug 5/III (Sep 39); E-Hafen-Ausrüstungs-Kolonne (mot) Jüterbog-Damm; Sanitätsversuchs- und Lehr-Abt. d.Lw. (c.1939-45).
[Sources: AFHRA A5258 pp.556-58 (19 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jüterbog-Waldlager (GER) (a.k.a. Jüterbog – Altes Lager) (51 59 45 N – 12 59 50 E)
General: operational airfield (Einsatzhafen) in Brandenburg 6 km W of Jüterbog and 3 km S of Jüterbog – Altes Lager.
History: built 1934-35 as a training field for reconnaissance, a technical school and as an air park (Luftpark) depot.
Dimensions: approx. 1600 x 1415 meters (1750 x 1550 yards).
Surface and Runways: grass surface with sand surroundings. No paved runway. Equipped with boundary and obstruction lighting, flare path, beam approach system and the shortened form of the visual Lorenz system.

Fuel and Ammunition: refueling points were in front of the hangars on the N and NW sides of the field. Underground bulk storage was reportedly at the N end. A small ammunition dump served by a light railway was off the S boundary.
Infrastructure: had 7 very large and 5 large hangars at the N end of the airfield with separate workshop buildings in an adjacent woods along with the central heating plant. A large group of barracks, stores buildings, station HQ, messes, officers' mess, school classrooms and lecture halls, etc., were N of the hangars. A group of barrack huts was at the SW corner, and a second group of permanent barrack buildings and storage warehouses were 2 km to the E of the airfield with a road and branch rail line connecting them to the landing area. In a woods some 3.25 km to the WNW were 8 large and several smaller buildings that were probably used for storage and likewise connected to the landing area by taxi track. A branch rail line served all four sides of the airfield.
Dispersal: an aircraft dispersal was being developed in Apr 44 in a woods to the NW where bays for at least 30 planes had already been built.
Defenses: unknown.
Remarks: the April and May 1944 strafing attacks on Jüterbog-Damm may also include claims for aircraft at Jüterbog-Waldlager.
Operational Units: Flugbereitschaft Jüterbog/Altes-Lager (Oct 40 – Apr 41); Überführungsstelle Jüterbog (1941-42); Überführungs- u.Einfliegerkdo. Jüterbog (1942-43); Stab/Flugzeugüberführungsgeschwader 1 (Apr 43 – 1944/45); I./JG 302 (Nov 43 – May 44); 4.(F)/Aufkl.Gr. 121 (Jul-Aug 44); 2. (F)/Aufkl.Gr. 22 (Aug-Sep 44); 1.(F)/Aufkl.Gr. 100 (Aug-Dec 44); 3. (F)/Aufkl.Gr. 123 (Sep 44 – Mar 45); Wekusta 51 (Sep-Oct 44); 2. (F)/Aufkl.Gr. 123 (Oct 44 – Jan 45); 1.(F)/Aufkl.Gr. 33 (Oct 44 – Feb 45); II./NJG 11 (Nov 44 – Apr 45); Stab, III./JG 300 (Dec 44 – Apr 45); Stab/FAGr. 1 (Jan-Feb 45); I./LG 1 (Mar-Apr 45); San.Flugbereitschaft 2 (Mar 45); Pz.Aufkl.Schwarm 5 (Mar 45); Verbindungsstaffel Luftflotte 6 (Mar-Apr 45); part of II./TG 3 (Apr 45).
School Units: Aufklärungsschule 3 (Sep 39 – Sep 40); Höhere Fliegertechnischeschule (1942 – Apr 45).
Reserve Training & Replacement Units: Ausb.- u.Erg.Gr./Flugzeugüberführungsgeschwader 1 (May 43 – 1944).
Station Commands: as Fl.H.Kdtr. Jüterbog-Waldlager (to c. Sep 43); Fl.Pl.Kdo. A 37/III (1943 – Mar 44); Fl.H.Kdtr. A(o) 24/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Gen.Maj. Viktor Krocker (Dec 39 - ?); Oberst Heinrich Lorenz (6 Dec 40 - 17 Apr 42); Obstlt. Georg Bernhardt (10 Apr 42 - 31 Dec 42).

Station Units (on various dates – not complete): Luftpark Jüterbog (later Luftpark 2/III) (1938-45); Werft-Abt. 22/III (1944-45); Werft-Kp. 36/III (n.d.); le.Flak-Bttr.z.b.V. 6512 (May 44).
[Sources: AFHRA A5258 pp.670-71 (28 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Kaarst (GER) (a.k.a. Neuss-Kaarst) (51 14 20 N – 06 39 00 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 11 km W of Düsseldorf and 5.7 km NNW of Neuss.
History: no activity reported there from mid-1940 through mid-September 1944. Surface and Dimensions: grass surface on moorland measuring approx. 500 x 565 meters (550 x 620 yards) with an irregular shape. Infrastructure: had 3 large barrack-type buildings on the N, S and W sides of a concrete square. The building on the S side had a tall tower and several adjoining barrack-type huts.
Remarks: Neuss marshaling yards and industrial targets bombed several times during the war but no mention found of attacks on the airfield.
30 Dec 44: 500 men to move to the airfield to make it serviceable in 3 weeks for two Staffeln of day fighters.
Operational Units: II./ZG 26 (May 40).
Station Commands: none identified.
Station Units (on various dates – not complete): III.(scheinw.)/Flak-Rgt. 611 (1942); Luftsperr-Abt. 209(o) (1942-43); Ldssch.Zug d.Lw. 207/VI (? – c.Dec 43).
[Sources: AFHRA A5257A p.596 (11 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kahla-Grosseutersdorf (GER) (50 47 45 N – 11 35 20 E)
General: factory airfield (Industriehafen) and planned operational airfield (Einsatzhafen) in Thuringia 27 km SE of Weimar, 15 km S of Jena and 2.5 km SW of Kahla.
History: in construction beginning 11 April 1944. Site of an underground assembly plant for the Me 262 jet. An inclined hoist was built to lift the aircraft to one and possibly two runways built on a surface plateau above the plant. The work was done by 12,000 to 15,000 forced laborers housed in 21 nearby camps and was still underway when the way ended. An estimated 2,000 laborers died building the plant that by the end of war produced just 17-27 completed Me 262s.
Surface and Runways: in late Dec 44, a single runway measuring approx. 1125 x 27 meters (1230 x 30 yards) was under construction

on a surface of leveled sandstone running along the Walpersberg ridge.
Fuel and Ammunition: stored underground.
Infrastructure: 1 very large, 1 large and 3 medium buildings, partly above ground and party below ground, were positioned along the S side of the runway and were probably part of the underground assembly plant. A branch rail line was being built to serve the factory.
Dispersal: none.
Defenses: none identified.
Remarks: none.
[Sources: AFHRA A5258 pp.673-74 (3 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kahlebirsen (GER) (??)
General: town or operational airfield (Einsatzhafen) in NW Schleswig-Holstein (Kahlebüll?) - not located. There is no evidence of this being an airfield and no town by the name of Kahlebirsen appears on current maps.
Station Commands: Fl.H.Kdtr. (E) Kahlebirsen (Aug 39 – c.May 40); Fl.H.Kdtr. E 10/XI (c.May 40).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kaiserslautern (GER) (49 26 00 N – 07 36 00 E)
General: operational airfield (Einsatzhafen I) in Rhineland-Pfalz 12 km W of Kaiserslautern and adjacent to the village of Ramstein.
History: listed as operational in Dec 39. Surface and Dimensions: grass surface on a packed sand foundation. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: none identified.
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Festungs-Flak-Rgt. 33 (1938-41); Res.Fest.Flak-Abt. 333(v) (1939-40); Res.Fest.Flakscheinw.Abt. 330(v) (1939-41); Heimat-Flak-Battr. 203/XII (1944); Luftschutz-Abt. d.Lw. 37 (1941-44); 9.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (1939-44); 3./LV-Nachr.Abt. 9 (Apr 39 - ?); Ln.-Flugm.Funk-Kp. z.b.V. 40 (K-Hohenecken, Sep 44 – 1945).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kallies-Ratheide (GER) (a.k.a. Kalisz-Pomorski) (c. 53 17 N – 15 54 E)

General: landing ground (Landeplatz) in Pomerania 53 km WNW of of Schneidemühl (Pila) in Kreis Dramburg (Drawsko Pomorskie).
History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kallinchen (GER) (52 12 10 N – 13 33 30 E)
General: field airstrip (Feldflugplatz) in Brandenburg 37 SSE of Berlin, 8 km ESE of Zossen and 1.2 km S of the village of Kallinchen. History: its only use was apparently for glider training. Surface and Dimensions: grass surface measuring approx. 730 x 1000 meters (800 x 1100 yards) and roughly triangular in shape. No paved runway. Infrastructure: none observed.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.672 (17 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kaltenkirchen (GER) (53 49 55 N – 09 54 00 E)
General: operational airfield (Einsatzhafen) in Schleswig-Holstein 28 km N of Hamburg, 27.5 km SSW of Neumünster and 4 km W of Kaltenkirchen. History: construction ordered on 8 Oct 1935 but did not begin until 1938, and then continued until 1942. At the high point in 1940, there were 1,400 workers busy on the project including a RAD Abteilung and Luftwaffe construction troops. Russian POWs were used on the base until mid-1944 when they were replaced with concentration camp inmates from KZ- Neuengamme. There was very little air activity at Kaltenkirchen until Dec 44. Dimensions: approx. 1100 x 1100 meters (1200 x 1200 yards). Surface and Runway: grass surface with one paved runway measuring 1,800 x 85 meters. Fuel and Ammunition: buried fuel tanks off the N boundary and probably on the SE side of the runway. A small ammunition store was in the woods off the N boundary. Infrastructure: sheds in woods off the W boundary. Barracks, stores and admin buildings in 3 separate groupings off W boundary, off the SW corner and off the SE corner. A branch rail line served the SE corner of the airfield. Dispersal: 2 dispersal areas – North with 6 aircraft bays, South (remote) with 2 large covered aircraft shelters and possibly 2 more under construction in Dec 44. Defenses: not noted.
Satellites and Decoys:

Lentfohrden (GER) (53 52 05 N – 09 51 00 E). Dummy 35 km NNW of Hamburg, 5.7 km NW of Kaltenkirchen and 2.4 km W of Lentfohrden village. Mock-up included a simulated landing area with a dummy hangar along the N boundary. A few decoy aircraft were usually parked in the landing area. [Sources: AFHRA A5257A p.618 (1944)]
Remarks:

Dec 44: the arrival of a fighter group (I./JG 7) equipped with Me 262 jets along with a radar site equipped with Freya and Würzburg sets that was set up just 2 to 3 km NW of the airfield immediately made Kaltenkirchen a target of increased interest.
30 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 262 destroyed and another damaged.
7 Apr 45: bombed by 143 B-17 Fortresses – runway heavily cratered and many buildings destroyed. The craters were filled in by the concentration camp inmates and back in use by late 10 April.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190, 2 x Ju 88s and 2 x unidentified aircraft destroyed, plus 1 x Fw 190, 1 x Ju 88 and 1 x unidentified aircraft damaged.
5 May 45: airfield taken without resistance by British troops.
Operational Units: I./JG 7 (Feb-Mar 45); 1./Versuchsverband OKL (Feb – c. Apr 45); 3.(F)/Aufkl.Gr. 122 (Apr 45); Stab, 1., 2./NAGr. 6 (Apr-May 45); III./KG 76 (Apr-May 45); 6./KG 76 (Apr 45); Sonderkdo. Braunegg (Apr 45).
Station Commands: Fl.H.Kdtr. (E) Kaltenkirchen (Aug 39 – Mar 40); Fl.H.Kdtr. E 14/XI (Mar 40 - ?); Fl.Pl.Kdo. A 90/XI (1943 – Mar 44); Platzkdo. Kaltenkirchen of Fl.H.Kdtr. A(o) 6/XI Uetersen (1944-45).
Kommandant (not complete): Obstlt. Hans Rose (30 Sep 44 - 4 May 45).
Station Units (on various dates): le.Feldwerft-St.. 12/50 (c.Dec 44 – Mar 45); schw.Feldwerft-Abt. z.b.V. 2 (Apr 45); 6./le.Flak-Abt. 755 (Dec 44 – Mar 45); elements of le.Flak-Abt. 916 (1944-45); Lw.-Bau-Btl. 25/XI (1940-41); Sanitäts-Ausb.Abt. d.Luftgau XI (Dec 40 – Oct 42).
[Sources: AFHRA A5257A pp.312-13 (14 Feb 45); chronologies; BA-MA; NARA; PRO/NA]

Kamenz (GER) (51 17 35 N – 14 07 25 E)

General: operational airfield (Einsatzhafen I), upgraded to an airfield (Fliegerhorst) on 1 Oct 39, then a factory airfield (Industriehafen) from early 1942 in Saxony 40 km NE of Dresden, 26 km SSE of Senftenberg and 2 km NE of Kamenz.
History: built in the mid-1930's and used mainly as a practice field for trainers. From spring 1942 became a factory airfield (Industriehafen) for Weser-Flugzeugbau where Ju 87s were assembled and test flown before delivery to the Luftwaffe.
Dimensions: approx. 870 x 870 meters (950 x 950 yards) and roughly pear-shaped.
Surface and Runways: grass surface. No paved runway. A perimeter road paralleled the W side of the landing area.

Fuel and Ammunition: refueling points were at the N end of the field and at the SE corner. A small ammunition dump was off the N boundary.
Infrastructure: 2 very large assembly hangars and 1 large hangar were on the SSW corner, all fronted with interconnected paved aprons. Separate workshops flanked the branch rail line behind the hangars. A large motor pool, garages and stores buildings were grouped 1.3 km off the SW corner. Numerous barracks, offices, messes, quarters, stores, etc., were behind the hangars. A branch rail line served the building area on the S side of the field and the ammunitions dump off the N side.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
2 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 6 x He 111s and 2 x unidentified aircraft destroyed, plus 1 x He 111 and 1 x unidentified aircraft damaged.
17 Apr 45: low-level attack by 60-80 U.S. P-51 Mustangs – 19 x Fw 190s from SG 10 destroyed on the ground (German sources).
Operational Units: III./LG 1 (Mar 39); part of IV./KG z.b.V. 1 (Aug-Sep 39); Stab/SG 77 (Feb, Apr 45); I./SG 77 (Feb 45); III./SG 2 (Feb-Mar 45); 10.(Pz.)/SG 2 (Feb-Mar 45); 3./NSGr. 4 (Mar 45); III./SG 77 (Apr 45).
School Units: Arbeitsplatz for LKS Dresden-Klotzsche then LKS 1 (1936-45); FFS A/B 117 (Mar – Oct 40); Jagdfliegervorschule 1 (1940 – Nov 42); FFS A/B 1 (Jan-Feb 45).
Reserve Training & Replacement Units: Erg.St.(Stuka)/VIII. Fliegerkorps (Apr-May 40).
Station Commands: Fl.H.Kdtr. Kamenz.
Station Units (on various dates – not complete): 7.(Ers.)/Luftgau-Nachr.Rgt. 3 (Dec 42, Mar 44); gem.Flak-Abt. 254(v) (Apr 45).
[Sources: AFHRA A5258 pp.675-77 (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kämeritz (GER) (51 57 04 N – 11 57 53 E)

General: landing ground (Landeplatz) in Saxony-Anhalt 30.5 km SE of Magdeburg and 8 km W of Zerbst. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kamp (Land) (GER) (54 08 45 N – 15 20 00 E)

General: airfield (Fliegerhorst) in Pomerania 97 km NNE of Stettin, 16 km WSW of Kolberg, 10 km NNE of Treptow and 1.2 km NW of the hamlet of Kamp.
History: the airfield and seaplane station were built during 1935-37. Wartime use as a practice field for twin-engine trainers.
Dimensions: approx. 1000 x 1145 meters (1100 x 1250 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: refueling points were on the servicing hardstand on the N boundary. The ammunition dump was 2.8 km ENE of the landing area adjacent to the seaplane station.
Infrastructure: had 1 very large hangar on the N boundary with adjacent buildings that were probably workshops. Station admin buildings and barracks were off the NW corner in or on the edge of some woods. Additional barracks were just E of the landing area. A branch rail line from Treptow served the airfield and seaplane station and terminated at the ammunition dump.
Dispersal: no organized dispersal facilities (Dec 43).
Defenses: unknown.
Remarks: none.
Operational Units: none identified.
School Units: Arbeitsplatz for twin-engined conversion school Kolberg (Nov 39 – Jan 40), FFS C 6 then FFS B 6 (Jan 40 – Feb 45); 6./JG 103 (Oct 44 – Jan 45).
Station Commands: Fl.Pl.Kdo. A 27/III (1943); Platzkdo. of A(o) 3/III Kolberg (Apr 44 - 1945).
Station Units (on various dates – not complete): Stab/Fliegerführer 6 (Luftflotte 6) (Jan-Feb 45); Flugh.Betr.Kp. Kamp; 1.(Fspr.)/Luftgau-Nachr.Rgt. 25 (Jan 45).
[Sources: AFHRA A5258 pp.678-79 (5 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kamp (See) (GER) (54 09 15 N – 15 21 40 E)
General: seaplane station (Seefliegerhorst) in Pomerania 14.5 km WSW of Kolberg and 1.6 km NE of Kamp.
History: the seaplane station along with the airfield were built during 1935-37. It was very active with operational maritime units until the end of 1939 and then became home to the reserve training and replacement pool for maritime units.
Anchorage: ample take-off and landing room was available on both the Baltic and Kamper Lake (Kamper See). Icy conditions were a potential hazard during the winter months.
Fuel and Ammunition: had at least one refueling point, and that was along a 365-meter quay that sloped downward facing the Kamper See.

An ammunition dump was about 1 km E of the station and enclosed by a loop road.
Infrastructure: there were 2 concrete slipways, one for the Baltic and the other for Kamper Lake, and these were connected to the hangars by taxiways. The station buildings were on a strip of land that separated the Baltic from Kamper Lake (Kamper See) and included 2 large hangars and 1 large repair hangar, all fronted with concrete aprons. The barracks complex was just W of the hangars. A branch rail line from Treptow served the airfield and seaplane station and terminated at the ammunition dump.
Defenses: protected by a single light Flak battery on 30 Sep 43.
Remarks: none.
Operational Units: Stab/Kü.Fl.Gr. 706 (Oct 37 – Oct 39); Luftdienst-Teilkdo 1/68 (Apr 38 – 1942); 3./Kü.Fl.Gr. 706 (Nov 38 – 1939); 2./Kü.Fl.Gr. 506 (Aug-Sep 39); 2./Kü.Fl.Gr. 606 (Aug-Sep 39); Stab/Kü.Fl.Gr. 906 (Oct 39); 1./Kü.Fl.Gr. 806 (Oct-Dec 39).
Reserve Training & Replacement Units: Flieger-Erg.Gr. (See) (Jan 40 – Oct 44).
Station Commands: none identified. The station command at Kamp (Land) most likely took care of both the airfield and the seaplane station.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.680 (25 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kampen (GER) (53 52 04 N – 09 55 52 E)
General: alternative landing ground or satellite in Schleswig-Holstein 35 km N of Hamburg and 4 km NNW of the town of Kaltenkirchen and 4 km NNE of Kaltenkirchen airfield. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Karlshagen (GER) (a.k.a. Peenemünde, Peenemünde-Karlshagen, Peenemünde-West?) (54 09 35 N – 13 47 05 E)
General: airfield (Fliegerhorst) 72 km NNE of Neubrandenburg and 27 km ENE of Greifswald on the Baltic coast of Pomerania; airfield located 2.5 km N of the village of Peenemünde at the N end of Usedom Island.
History: construction began in August 1936, at peak employed 10,000 workers, and was essentially completed in 1939. The airfield was only a part of a large Luftwaffe research and experimental establishment that developed and tested missiles, rockets and jet-propelled aircraft.

Dimensions: approx. 1235 x 960 meters (1350 x 1050 yards) and fan-shaped.
Surface and Runways: reclaimed and leveled sea marsh. Had 3 prepared strips (partially paved) as follows – (a) approx. 775 meters (850 yards) unpaved connected to 1325 meters (1450 yards) paved for a total length of 2100 meters (2300 yards) aligned E/W; (b) approx. 1050 meters (1150 yards) unpaved connected to 410 meters (450 yards) paved for a total length of 1465 meters (1600 yards) aligned NW/SE; and (c) a rough and unserviceable strip approx. 1050 meters (1150 yards) unpaved aligned NNE/SSW. Additionally, a concrete runway was under construction off the E boundary in Feb 45 and already measured 730 meters (800 yards) with a WNW/ESE alignment. All of the strips were connected by taxiways with the hangars on the S side of the field. Two small starting platforms were on the S side of the landing area.
Fuel and Ammunition: both were available.
Infrastructure: there were 2 large and 1 medium flight hangars and 1 large repair hangar along the S boundary, and another large hangar-type building was behind these. To the rear of these were separate workshop buildings, some admin offices, storage buildings, station flight control, railway sidings and a motor pool and garages. A large complex of barracks, quarters, messes, etc., was about 2 km SE of the airfield. Near a small harbor to the SW of the landing area was a medium hangar and a group of other buildings that were associated with jet-propelled aircraft, missiles and rockets, including a row of 4 testing sheds in a special enclosure. A system of branch rail tracks served this area as well as a track-like launching apparatus to the N.
Dispersal: no organized dispersal facilities aprt from 3 small aircraft shelters off the W boundary.
Defenses: protected by at least 5 heavy Flak positions (6 guns each) and 27 light Flak positions (nearly all mounted in Flak towers) in late Sep 43.
Remarks:
17/18 Aug 43: bombed by 596 RAF Bomber Command aircraft – the raid was aimed at the V-2 rocket development complex and at the German settlement for scientists, engineers and technical workers with great damage being done to these targets and 735 killed. The airfield was not hit.
18 Jul 44: bombed by 377 B-17 Fortresses – great destruction wrought and 2,000 killed, but the airfield was not affected.
4 Aug 44: bombed by 221 B-17s – further destruction but the airfield was apparently unscathed.

7 Oct 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed, plus 1 x Ju 88 and 1 x unidentified aircraft damaged.
Operational Units: Sondergruppe/Erprobungs-u.Lehrkdo. 21 (1942); Erprobungskdo. 16 (Apr 42 - Aug 43); Erprobungskdo. Banneick (c. Dec 43 – Jun 44); Lehr-u.Erprobungskdo. V1 (1944-45); Erprobungskdo. Graudenz (c. Jul-Nov 44); Erprobungskdo. 4 (Dec 44 – May 45); 1./MSGr. 1 (Mar-Apr 45); 6./MSGr. 1 (Mar-Apr 45).
School Units: 5./KG 101 (Oct 43 – May 44).
Station Commands: Fl.H.Kdtr. Karlshagen (to c. Feb 43); Fl.Pl.Kdo. A 34/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Karlshagen of Fl.H.Kdtr. A(o) 9/XI Neubrandenburg (1944-45).
Station Units (on various dates – not complete): Versuchs- und Erprobungsstelle d.Lw. Peenemünde-West (Apr 38 – Mar 45); Flak-Raketenerprobungskdo. (Oct 42 – Feb 45); Flak-Versuchsstelle d.Lw. Karlshagen (Jan 43 – Mar/Apr 45); Lehr-u.Erprobungskdo. Wachtel (Jul-Aug 43); Flak-Lehr-u.Versuchs-Abt. 700 (c.Jul 44 – Mar 45); Stab/Flak-Rgt. 155 (W) (Aug 43); le.Hei.Flak-Bttr. 18/III (1944-45); 14./Ln.-Versuchs-Rgt. (1943-44); Ldssch.Zug d.Lw. 308/XI (1944)?
[Sources: AFHRA A5258 pp.787-88 (1 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Karlsruhe (GER) (49 00 33 N – 08 22 47 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby – not complete):

Commands (Kommandobehörden, Stäbe): Stab/5. Jagddivision (Karlsruhe-Durlach, Sep-Nov 44); Koflug 3/VII (Jul 40 – Apr 42).

Antiaircraft (Flak):

Stab/Flak-Rgt.: Stab/Flak-Rgt. 35 (mot.) (as Flakgruppe Karlsruhe) (Jan-Jun 42); Stab/Flak-Rgt. 68(o) (as Flakgruppe Karlsruhe) (Jun 42 – 1945).
Flak-Abt.: s.234(o); s.241(o); s.357(o); s.424 (Eisb.); s.429 (Eisb.); s.436(o); s.444 (Eisb.); s.458(o); s.460(o); s.506(o); s.538 (Eisb.); s.543 (Eisb.); le.691(v); s.705(o); le.721(o); le.767(v); le.825 (Eisb.); le.876(o); le.932(v); le.942(o); le.987(o).
Flakscheinwerfer-Abt.: III./Flak-Rgt. 9 (Sw. mot.); III./Flak-Rgt. 36 (Sw. mot.); 400(o); 583(v).
Luftsperr-Abt.: 107(o); 203(o); 962(o).

Air Force Signals (Luftnachrichten): Stab I.(Ln.Betr.)/Ln.-Rgt. 57 (Oct 44).

Karlsruhe (GER) (49 01 24 N – 08 22 37 E)

General: airfield (Fliegerhorst) in Baden-Württemberg 3 km NW of the city center.
History: 1927 civil landing ground (Verkehrslandeplatz). 1932 secondary airport with a customs office (customs Flughafen II).

Wartime Industriehafen used by firm Badisch-Pfälzischen to operate aircraft repair workshops.
Dimensions: approx. 1465 x 915 (1600 x 1000 yards) and irregular in shape.
Surface and Runways: grass on sandy sub-soil with drainage problems during wet weather. No paved runway.
Fuel and Ammunition: no information.
Infrastructure: had 2 large and 1 medium hangar along the E boundary with adjacent workshops. One of the large hangars was destroyed in a 1942 bombing and was being rebuilt in Mar 43. There were 4 small huts at the SE corner and 2 new small buildings on the E boundary. A light rail system served the S boundary.
Dispersal: no organized dispersal facilities.
Defenses: protected by Karlsruhe Flak forces.
Remarks: the marshaling yard and oil storage facilities at Karlsruhe were heavily bombed but the airfield does not appear to have been intentionally targeted.
4-5 Apr 45: Karlsruhe taken by French troops.
Operational Units: II./JG 52 (Jun 40).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 215/XII Gross-Sachsenheim (c.Nov/Dec 44 – Feb 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.205-10 (10 Jan 44 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Karlsruhe-Durlach (GER) (49 00 00 N – 08 29 00)
General: landing ground (Landeplatz) in Baden-Württemberg 7.5–8 km E of Karlsruhe city center. History: very little information – appears in an 18-page German listing of all operational airfields as of Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Karthause (GER): see Koblenz-Karthause.

Kassel (GER) (51 19 N – 09 28 E)
Lw. Garrison and Station Units (on various dates):
Antiaircraft (Flak): Stab/Flak-Rgt. 103 (as Flakgruppe Kurhessen) (Jun 42 – 1945); Stab/Flak-Rgt. 181 (as Flakgruppe Kassel) (c.Oct 40 – Jun 42); 2./Luftsperr-Abt. 101(o) (Mar-May 44); 6./Luftsperr-Abt. 106(o) (May-Sep 44); schw.Flak-Abt. 112(o) (1943 – May 44); schw.Flak-Abt. 146(o) (Dec 43 - 1945); gem.Flak-Abt. 153(v) (Jan-Feb 41); 6./Luftsperr-Abt. 209(o) (1943-45); 2./schw.Flak-Abt. 232(o) (Nov 44 – 1945); Flakscheinw.Abt. 328(o) (1943 – Jul 44); gem.Flak-

Abt. 341(v) (1939-40); schw.Flak-Abt. 351(o) (1943 – Mar 44); Flakscheinw.Abt. 367(o) (Apr 43 – Jul 44); schw.Flak-Abt. 392(o) (1942-45); schw.Flak-Abt. 393(o) (1943-45); 5./schw.Flak-Abt. 394(o) (Mar-Jul 44); Stab, 1., 2./schw.Flak-Abt. 413(o) (Nov 44 – 1945); 6./schw.Flak-Abt. 462(o) (Mar-Jul 44); 2./schw.Flak-Abt. 463(o) (Mar-Jul 44); 3., 4./schw.Flak-Abt. 474(o) (Mar-Jul 44); part of schw.Flak-Abt. 535 (Eisb.) (Oct 44); schw.Flak-Abt. 635(o) (1943-45); gem.Flak-Abt. 683(v) (May 42); 5./le.Flak-Abt. 718(o) (May-Aug 44); 7., 8./le.Flak-Abt. 826(o) (May 44 – 1945); 8./le.Flak-Abt. 883(o) (May-Jul 44); le.Flak-Abt. 933(o) (mid-1943 – 1945); 8./le.Flak-Abt. 941(o) (1943 – Sep 44); le.Flak-Abt. 986(o) (? – 1945); Flak-Ers.Abt. 64 (Kassel-Wolfsanger, 1939-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 26 (c.1943-44); Luftschutz-Abt. d.Lw. 29 (1945);

Air Force Signals (Luftnachrichten): 13.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (1939 - ?).

Kassel-Rothwesten (GER) (51 23 30 N – 09 32 00 E)

General: airfield (Fliegerhorst) 8 km NNE of Kassel in Hesse and 1.6 km E of Rothwesten.

History: built 1934-35 in a pine forest overlooking the picturesque Fulda Valley and was often described as Germany's most beautiful Luftwaffe base. It was also one of the few capable of supporting and servicing two full bomber Gruppen at the same time. Officially designated a Luftwaffe Fliegerhorstkommandantur by fall 1935. Home mainly to long-range reconnaissance units to 1940 and then became a training base to 1943. From fall 1943 to the end of the war, it was used mostly by night fighter units.

Dimensions: approx. 1100 x 915 meters (1,200 x 1,000 yards).

Surface and Runways: grass surface with paved hangar aprons and taxiway. Equipped with flarepath, perimeter and obstruction lighting, and a visual Lorenz system for night landings.

Fuel and Ammunition: full servicing facilities were available.

Infrastructure: had 6 hangars and workshops along the NE and E boundary, motor pool with garages, flying control building (Flugleitung), offices and a stores building. The station HQ, barrack blocks, messes, officers' quarters, dispensary, base swimming pool and other buildings were all in a wooded area immediately behind the hangar line. There was also a base housing area for families with c.39 homes off the S boundary of the field.

Dispersal: 5 dispersal areas with a total of 33 open aircraft shelters and bays in mid-1944.

Defenses: on 1 Sep 43, had 2 heavy Flak positions off the S and SE end of the field and 2 light Flak positions on the N and NE end.

Remarks:

27 Sep 44: low-level attack by RAF Mosquitos – 3 x Ju 88s from I./NJG 2 destroyed or damaged on the ground.
Jan 45: airfield reported to be consistently unserviceable throughout January.
4 Apr 45: Kassel surrendered to U.S. 80th Div. and the airfield occupied on 6 April.
Operational Units: 1.(F)/Aufkl.Gr. 124 (Apr 35 – Sep 37); 2.(F)/Aufkl.Gr. 124 (Apr 36 – Sep 37); 3.(F)/Aufkl.Gr. 124 (Apr 36 – Sep 37); Stab, 1./Aufkl.Gr. 424 (Apr 36 – Sep 37); ; Stab, 1.(F), 2.(F), 3.(F)/Aufkl.Gr. 24 (Oct 37 – Oct 38); Stab, 1.(F), 2.(F), 3.(F)/Aufkl.Gr. 25 (Oct 37 – Oct 38); Stab, 1.(F), 2.(F), 3.(F), 4.(H)/Aufkl.Gr. 22 (Nov 38 – Aug 39); Stab/KG 28 (Nov 39 – Jun 40); II./KG 28 (Feb-Jun 40); II./KG 76 (Feb-May 40); 3.(F)/Aufkl.Gr. 33 (Jan-May 41); Stab/JG z.b.V. (Apr-May 44); I./JG 4 (Aug 44); I./NJG 2 (Aug-Nov 44); III./NJG 4 (Nov 44 – Jan 45).
School Units: FFS A/B 119 (Jun 41 – Jun 43).
Station Commands: Fl.H.Kdtr. A Kassel-Rothwesten (1940); Fl.H.Kdtr. A(o) 1/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Maj. Rudolf Meister (1 Jul 36 - 28 Feb 37); Obstlt. Rudolf Boehm (Jun 41 - ?); Obstlt. Fritz Gewert (18 Mar 42 - 12 Feb 43); Oberst Albert von Malortie (15 Mar 43 - c. Jun 43); Obstlt., Karl Bärenfänger (c. Jun 43 - Sep 43).
Station Units (on various dates – not complete): Koflug 1/VI (Feb 43 – Apr 45); 142. Flugh.Betr.Kp. (Qu) (c.Jan-Mar 45); 3./le.Flak-Abt. 986 (Feb 44).
[Sources: AFHRA A5257A pp.83-87 (16 Mar 44 updated); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Kassel-Waldau (GER) (51 17 00 N – 09 30 30 E)

General: operational airfield (Einsatzhafen I) in Hesse 4.4 km S of Kassel and 1.2 km SW of Waldau.
History: Kassel's civil airport for many years before the war. In the mid-1930s, Fieseler established buildings on the W side while continuing to share the field with Lufthansa. Classified by the Luftwaffe as a factory airfield (Industriehafen) of the Fieseler aircraft firm where different types of planes were assembled and tested during the war, including the Bf 109 and Fw 190 fighters. But more importantly, Fieseler developed and began producing the V 1 (Fi 103) flying bomb here in 1942.
Dimensions: approx. 1100 x 915 meters (1,200 x 1,000 yards).

Runway: grass surface in excellent condition. An 1,100 meter runway may have been built later in the war. Had an extensive network of concrete taxiways.
Infrastructure: full services were available (fuel, water, ammunition, communications, etc.). The Fieseler factory assembly buildings and hangars were located along the W and NW boundaries. The main part of the factory was 1.6 km E of the airfield and connected to it by a straight paved road. A few buildings on the N side of the field were probably used for storage. Nearest rail connection at Niederzwehren 2.4 km NW of the airfield.
Dispersal: at least 28 large and medium open aircraft shelters along the W and N boundaries, all of them covered with camouflaged netting.
Defenses: covered by the Kassel city Flak defenses. There were 6 heavy Flak positions of 4 to 8 guns each within 3.6 km of the field and 11 light Flak positions on the N, NE and E side, some mounted in Flak towers.
Satellites and Decoys:

Kassel-Crumbach (GER) (51 16 00 N – 09 31 44 E). Dummy 6 km SSE of Kassel city center and 2 km SE of Kassel-Waldau factory airfield. Served as a decoy for Kassel-Waldau. Mock-up included a landing area of some 550 x 275 meters with 3 assembly shops, power plant and roads all carefully designed to accurately replicate the real buildings and layout at Kassel-Waldau. A very clever reproduction. [Sources: AFHRA A5257A p.605 (1944)]

Remarks:
28 Jul 43: Fieseler plant bombed by 58 B-17 Fortresses – most of the bombs missed the factory and fell on residential areas.
30 Jul 43: Fieseler plant bombed by 40 B-17s.
22/23 Oct 43: Kassel area bombed by 569 RAF Lancasters and Halifaxes – city burned out by a firestorm and the Fieseler plants seriously damaged and temporarily put out of operation.
19 Apr 44: Fieseler plant bombed by 107 B-17s with significant damage.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS A/B 119 (Kassel-Rothwesten) (1941-43).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 1/VI Kassel-Rothwesten (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.88-92 (4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kastellaun (GER) (50 04 40 N – 07 27 00 E)

General: emergency landing ground (Notlandeplatz) in Rhineland-Pfalz 36 km SSW of Koblenz; airfield 1.2 km ENE of Kastellaun village.
History: listed as a Leithorst (main airfield) in Dec 39, probably because of the presence of the Kommando Flughafenbereich (Koflug) in the town. Possibly used for glider training during the war years. By Jan 45, there were two landing grounds listed for Kastellaun – Kastellaun/Nord and Kastellaun-Bell. Nord was the old field that had been in existence since before the war, while Bell was an auxiliary strip adjacent to the village of Bell, 2.5 km SW of Kastellaun. Surface and Dimensions: grass surface measuring approx. 595 x 550 meters (650 x 600 yards). Infrastructure: a small hangar and shed were off the SW boundary.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. (E) Kastellaun (Aug 39 – Mar 40); Fl.H.Kdtr. E 31/XII (Mar 40).
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Koflug Kastellaun (Jul 39 - Apr 40); Lw.-Bau-Rgt. Kastellaun (1940); Kfz.Werkstattzug d.Lw. 101/XII (Dec 44).
[Sources: AFHRA A5257A p.591 (19 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Katharinenhof (GER) (c. 54 26 04 N – 11 16 50 E)
General: emergency landing ground (Notlandeplatz) in Schleswig-Holstein on Fehmarn Is., 6 km E of the village of Burg. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Katharinentalerhof (GER) (c. 48 55 40 N – 08 42 53 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 4 km NNE of Pforzheim. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kaufbeuren (GER) (47 52 10 N – 10 37 10 E)
General: airfield (Fliegerhorst) 76 km SW of Munich in Bavaria and 1.2 km S of the town of Kaufbeuren.
History: served as an emergency landing ground for many years before the war. Taken over by the Luftwaffe 1935-37 and developed into a major flight training field.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and square in shape.

Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: refueling points were in front of the hangars at the NE corner. The ammunition dump was in the woods off the S boundary.
Infrastructure: had 1 very large, 3 large, 2 medium and 2 small hangars, the majority of these along the N boundary. All of them had paved hangar aprons except for the 2 small hangars. Separate workshops and a large motor pool were between the hangars on the NW side of the field. The majority of the airfield buildings comprising extensive barracks, offices and stores were located off the NW and N boundaries. Additionally, 2 small groups of buildings were 1 km S of the airfield on either side of a small hangar. Nearest rail connection was in the town of Kaufbeuren.
Dispersal: no organized dispersals.
Defenses: 2 light Flak guns were mounted on hangar rooftops at the NW and NE corners of the airfield (Oct 43).
Remarks:
25 Feb 45: Kaufbeuren bombed by 13 B-17 Fortresses as a target of opportunity.
Operational Units: Verbindungsstaffel 62 (Apr-Jun 42); TGr. 30 (Dec 43 – Mar 44, May-Jun 44); III./KG 26 (Aug-Oct 44); 3. Panzerjägerstaffel Bü 181 (Apr 45); 6. Panzerjägerstaffel Bü 181 (Apr 45).
School Units: elementary flight school Kaufbeuren (Sep 35 – Mar 39); 1. Fl.Schuldivision (Jan – Apr 45); Fl.Ausbildungs-Rgt. 23 (1939-41); Schule/FAR 23 (Apr – Oct 39); Schule.FAR 23, FFS A/B 23 then FFS A 23 (Aug 40 – Apr 45).
Station Commands: Fl.H.Kdtr. A Kaufbeuren (1940); Fl.Pl.Kdo. A 13/VII (c. Mar 43 – Mar 44); Fl.H.Kdtr. A(o) 14/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Karl Deinhardt (1 Oct 36 - 31 Jan 39); Oberst Josef Pultar (1 Feb 39 - ?) 9/39.
Station Units (on various dates – not complete): Erg.Fl.H.Kdtr. Afrika (1942-43); 2. Flugh.Betr.Kp./ZG 1; Werft-Abt. 14/VII (1944-45); gem.Flak-Abt. 191(v) (c.Oct-Dec 42)?; Traktorenzug d.Lw. 7/VII (1944); Kfz.Werkstatt (o) d.Lw. 119/VII (1944-45); Flieger-Ers.Abt. 23 (Nov 38 – Apr 39); Stab/Erg.Fl.H.Kdtr. Afrika (? – Nov 43); Ausb.- und Sammel-Btl. Luftflotte 2 (Nov 43); Lw.-Einstellkommando 27 Kaufbeuren.
[Sources: AFHRA A5258 pp.211-213 (10 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kayhauserfeld (GER) (a.k.a. Wehnen) (53 10 20 N – 08 07 20 E)

General: emergency landing ground (Notlandeplatz) in Lower Saxony 51 km WNW of Bremen, 7 km WNW of Oldenburg city center and 3.6 km SW of Oldenburg airfield. History: in existence since before the war as a satellite for Oldenburg airfield. Used very little or not at all between 1940 and 1944. Dimensions: approx. 1190 x 730 meters (1300 x 800 yards) with an irregular shape. Surface and Runways: grass surface. Infrastructure: no hangars, but had 10 large barrack blocks and other smaller buildings grouped on the S boundary. Nearest rail connection approx. 1 km from S boundary. Dispersal: no organized dispersal facilities.
Remarks: none.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 32 (Oldenburg) (1939).
Station Commands: Flugplatzkdo. Wehnen (Kayhauserfeld) of Fl.H.Kdtr. A(o) 16/XI Oldenburg (1944-45).
[Sources: AFHRA A5257A p.424 (27 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Kehl (GER) (48 33 43 N – 07 50 40 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 5 km SE of Strasbourg. History: No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kempten-Durach (GER) (47 41 35 N – 10 20 30 E)
General: operational airfield (Einsatzhafen) in Bavaria 105 km WSW of München (Munich) and 81 km SSE of Ulm; airfield 4 km SE of Kempten and immediately SW of the village of Durach. History: existed since 1938 as a small landing ground for training. Used for glider training and as a practice field for elementary flight training during the war, and also as a factory airfield (Industriehafen) for the Dornier firm. Surface and Dimensions: grass surface measuring approx. 825 x 685 meters (900 x 750 yards). No paved runway.
Infrastructure: had 1 small hangar with a paved hangar apron and an adjacent workshop building, both at the NE corner. Personnel were probably billeted in nearby villages and farms. Nearest rail connection was a branch line from Kempten to Durach which passed close to the NE corner of the landing area. Dispersal: no organized dispersal.
Defenses: 6 Flak towers were around a building some 1190 meters (1300 yards) NW of the landing area.
Remarks: none.
Operational Units: none identified.

School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 15/VII Memmingen (1944-45).
Station Units (on various dates – not complete): 1. Fliegerschuldivision (Kempten, 1944-45)?; 11.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (Kempten, 1944); 21.(le.Flugm.)/Ln.-Rgt. 227 (Kempten, Sep 44 – 1945).
[Sources: AFHRA A5258 pp.214-15 (12 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kenzingen (GER) (c. 48 12 03 N – 07 45 53 E)
General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 22 km NNW of Freiburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: pasture-land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ketterschwang (GER) (47 58 04 N – 10 41 53 E)
General: landing ground (Landeplatz) in Bavaria 68 km WSW of Munich and 10.5 km NNE of Kaufbeuren. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ketzin (GER) (52 28 30 N – 12 50 00 E)
General: emergency landing ground (Notlandeplatz) in Brandenburg 35 km W of Berlin, 19.5 km ENE of Brandenburg city and 1 km W of the village of Ketzin. History: located on an island just W of Ketzin and only reachable by boat, it was used as a glider train ground during the war. Surface and Dimensions: grass surface measuring approx. 730 x 460 meters (800 x 500 yards) and L-shaped. Infrastructure: had a small shed in the SE corner.
[Sources: AFHRA A5258 p.958 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kiel (GER) (54 19 N – 10 07 E)
Lw. Garrison and Station Units (on various dates and not necessarily on the airfield): Luftkreiskdo. VI (See) (Apr 34 – Jul 38); Luftwaffenkdo. See (1938 – Jan 39); General d.Luftwaffe beim OKM (L.In. 8) (c.1941-45); Luftkreiskdo. VI; Kommandeur der Schiffe und Boote d.Lw. (Aug 40 – 1945); Fliegerhorst-Kommandantur 4/XI Schleswig-Land; Flak-Rgt. 61; Flak-Rgt. 62; Lsp.Abt. 202; Lsp.Abt.

205; Luftschutzschule Kiel; Ln.-Rgt. 16; Seenotbereichskdo. VI; Seenotkdo. 28. City and port protected by Kriegsmarine (Navy) Flak.

Kiel-Holtenau (GER) (Land and Sea) (54 23 00 N – 10 08 45 E)

General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 5 km N of Kiel in Schleswig-Holstein.

History: dates from 1913 and during World War I was the "mother station" for German naval aviation. The now disused land was taken over in 1927 and opened as a civil airport on 23 Apr 1928. Converted to military use beginning in 1934, officially designated a Luftwaffe Fliegerhorstkommandantur in 1935, with the first unit permanently based there from 1 March 1937. Both the airfield and the seaplane station were in constant use throughout the war.

Dimensions: approx. 960 x 775 meters (1050 x 850 yards).

Surface and Runways: grass surface on sandy loam soil. No paved runway.

Anchorage: seaplanes were moored in the small harbor at the N end of the base and were able to taxi straight out from the 2 slipways and take off. A large crane was adjacent to the larger of the two slipways.

Fuel and Ammunition: ample refueling points and underground fuel storage. The munitions dump was located in a woods approx. 1.2 km from the NW corner of the airfield.

Infrastructure: had a total of 10 hangars jointly served both the airfield and the seaplane station, most of them along E boundary of the airfield, and all had paved aprons. The main barrack blocks were at the NE and SE corners, and the station HQ, admin buildings, base stores and other facilities were also along the E side of the base. Taxiways and perimeter roads connected the various parts of the airfield and seaplane station. A special branch rail line served the E side of the airfield.

Dispersal: the airfield had 6 dispersals with a total of 25 large aircraft shelters and 6 small shelters. Most of the shelters were open although some were covered with netting. The seaplane station had 13 large open shelters.

Defenses: not noted.

Remarks: Kiel city, the port, the seaplane station and the airfield were relentlessly bombed by both the RAF and the USAAF from 1939 to 1945, far too many times to record here.heine

Operational Units: Luftdienst-Schleppstaffel Ostsee (Aug 34 – Jun 36); Fliegerstaffel J 1 (Oct 34 – Sep 35); Fliegerstaffel J 2 (Apr-Sep 35); 1./JG 136 (Oct 35 – c.Sep 36); 2./JG 136 (Oct 35 – Mar 36); Luftdienstverband II (Jul 36 – Dec 43?); Luftdienstkdo. 4 (Jul 36 – Dec 38); 5./Borfliegergruppe 196 (Jul 37 – Apr 40, Sep 40); II. (Jagd)/Trägergruppe 186 (Nov 38 – Aug 39); Luftdienst-Kdo. 64 (Jan 39 – Dec 43); I.(Stuka)/Trägergruppe 186 (Sep-Nov 39); 10.(See)/LG

2 (Sep 39); 3./Kü.Fl.Gr. 806 (Oct-Dec 39); Kü.Fl.Gr. 606 (Nov 39 – Jul 40); 1./Kampfgruppe 806 (Jan-May 40); Stab, 1./Kü.Fl.Gr. 706 (Jan-Jun 40); Kurierstaffel Ob.d.M./OKM (1940-45); 1./Kü.Fl.Gr. 906 (Jan-Apr 40); KGr.z.b.V. 105 (Mar-Apr 40); I./St.G. 1 (Apr 40); Transportstaffel (See) Kiel (c. Oct 40 – May 41); Seenotstaffel 7 (Mar 41); Aufkl.Gr. 125 (See) (Apr-Jun 41); Seenotstaffel 9 (Apr-Aug 41); Einsatzstaffel/JFS 2 (c. Jul-Oct 41); Erprobungskdo. 20 (Oct 42 – Oct 43); 2./Bordfl.Gr. 196 (Aug 43); 3./Bordfl.Gr. 196 (Oct 43 – Mar 44); IV./Fliegerzielgeschwader 1 (May 44); 13./Flieger-Zielgeschwader 1 (Mar, May 44); 14./Flieger-Zielgeschwader 1 (Dec 43 – c. Sep 44); Fliegerzielgruppe II (Jan 44 – 1945); Fliegerzielstaffel 4 (c. Sep 44 - 1945).
Schools: navigation and sea rescue training was conducted at Kiel-Holtenau.
Reserve Training & Replacement Units: Erg.Seenotstaffel (Aug 39 – Apr 41).
Station Commands: Flugplatzkdo. Kiel-Holtenau of Fl.H.Kdtr. A(o) 4/XI Schleswig-Land (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Alfred Schuster? (? - ?) 1/43; Obstlt. Berthold Kreitlow (? - 8 May 45).
Station Units (on various dates): Seenotbezirksstelle (L) Holtenau (Aug 38 - ?); Seenotbereichskdo. VI (Apr 40 – 1943); Seenotzentrale (L) westliche Ostsee (Dec 41 – Jun 42); Seenotkdo. 28 (Aug 39 – Aug 44); Flugh.Betr.Kp. Kiel-Holtenau; Werft-Abt.d.Lw.(o) 207/XI (8 May 45); Luftzeuggruppe See (1933-44); Luftpark (See) 2/XI (c.1938-45); Nachschub-Kp. d.Lw. 16/XI (8 May 45); Kfz.Beständebezirk d.Lw. 1/XI (Apr 44); Trsp.Kol. d.Lw. 8/See (1940-42).
[Sources: AFHRA A5257A pp.314-18 (11 Feb 45); chronologies; BA-MA; NARA; PRO/NA]

Kiliansdorf (GER): see Roth.

Kirchberg (GER) (a.k.a. Maitzborn) (49 56 00 N – 07 25 20 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 62 km WSW of Wiesbaden, 48 km SSW of Koblenz, 17 km N of Kirn and adjacent to the village of Maitzborn. History: in existence by Oct 39 and used by both fighters and bombers in May-Jun 40. Little or no use after that date, but still listed as operational in Jan 45. Surface and Dimensions: grass surface measuring approx. 825 x 685 meters (900 x 750 yards) and roughly rectangular in shape. No paved runway. A perimeter track ran along the W boundary and part of the S boundary. Infrastructure: no hangars or workshops. There were 5 barrack-type buildings and a few small sheds grouped together off the W boundary. Additionally, a number of barracks were along the road from Kirchberg

to the NW corner of the landing area. The nearest rail connection was in Kirchberg. Dispersal: no organized dispersal facilities.
Operational Units: I./JG 53 (Sep-Dec 39, May 40); part of I./JG 2 (May 40); III./KG 2 (Jun 40).
Station Commands: none identified.
Station Units (on various dates – not complete): Lw.-Bau-Ers.Btl. XIII (1943).
[Sources: AFHRA A5258 p.258 (11 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kirchenlaibach (GER): see Windischenlaibach.

Kirchgöns (GER) (a.k.a. Kirch-Göns) (50 28 40 N - 08 38 40 E)
General: operational airfield (Einsatzhafen I) in Hesse 13.5 km S of Giessen and 1 km NW of Kirch-Göns village. History: built 1936-37. Very little wartime use between May 40 and Dec 44. Dimensions: approx. 800 x 960 meters (875 x 1050 yards) and roughly rectangular in shape. Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: both were available when needed.
Infrastructure: had a group of workshop-type buildings on the SW boundary that were connected by taxi track to the landing area. There was a small group of barracks off the SW boundary and a few stores buildings in the W corner. A branch rail line served both the SW and NW boundaries. Dispersal: just one area – the Northwest dispersal had 15 hardstands cut into the woods, fronted with a paved apron and connected by taxi tracks with the landing area.
Remarks:
24 Dec 44: bombed by 54 B-17 Fortresses -
27 Dec 44: reported to be completely bombed out and asked that field kitchens be brought up to feed its complement of 800.
Operational Units: 4.(F)/Aufkl.Gr. 11 (Nov 39 – May 40). For additional details go to Google and enter: Kirch-Göns site:ww2.dk .
Station Commands: Fl.H.Kdtr. (E) Kirch-Göns (Aug 39 – Mar 40); Fl.H.Kdtr. E 14/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. E(v) 213/XII Merzhausen (Oct 44 – 1945).
Station Units (on various dates – not complete): Auffanglager d.Lw. Kirchgoens (Jan 43).
[Sources: AFHRA A5257A pp.319-20 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA]

Kirchham (GER) (48 20 15 N – 13 16 25 E)
General: operational airfield (Einsatzhafen) in Bavaria 31 km SSW of Passau and 1 km SSE of the village of Kircham. History: used during the war for glider training, a practice field for elementary flight training and as an emergency landing ground. Listed as still operational in Feb 45. Surface and Dimensions: grass surface measuring approx.

825 x 730 meters (900 x 800 yards) with an irregular shape. No paved runway. Infrastructure: there were 2 small buildings off the S corner. Personnel were probably billeted in nearby villages. Nearest rail connection was a branch of the München-Passau line just off the W boundary.
Remarks: none.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt).
Station Commands: Fl.H.Kdtr. (E) Kirchham (1939-40); Fl.H.Kdtr. E 4/VII (1940).
[Sources: AFHRA A5258 p.216 (17 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kirchheim/Teck (GER) (a.k.a. Kirchheim unter Teck) (48 37 50 N – 09 25 55 E)
General: emergency landing ground (Notlandeplatz) in Baden-Württemburg 27 km SE of Stuttgart, 19 km SW of Göppingen airfield, 4.5 km SSE of Kirchheim unter Teck and 1.6 km ESE of Dettingen unter Teck. History: used for glider training. From Feb to Apr 45, it was the testing and operational evaluation center for the Bachem Ba 349 *Natter*, a vertically launched rocket-powered interceptor that could not be brought into action before the war ended. Surface and Dimensions: grass surface measuring approx. 800 x 620 meters (875 x 675 yards) with an irregular shape. No paved runway.
Infrastructure: had 2 small hangars off the SW corner, both with workshops and paved aprons, and one of the hangars with an attached boiler house. Additionally, 2 large, 1 medium and 1 small workshop buildings with paved aprons were along the N boundary. A factory building and several sheds were 1460 meters (1600 yards) to the SE of the landing area and connect by road to the buildings on the N boundary. Stores buildings were off the N boundary behind the workshops. Admin buildings and flight control were off the SW corner, while a few barrack hutsw were off the N boundary. Nearest rail connection in Dettingen. Dispersal: no organized dispersals.
Operational Units: Erprobungskdo. 600 (Apr 45).
Station Commands: none identified.
Station Units (on various dates – not complete): Luftschutz-Abt. d.Lw. 35 (Feb 45).
[Sources: AFHRA A5258 pp.218-19 (14 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kirchhellen (GER) (a.k.a. Duisburg-Kirchhellen) (51 36 50 N – 06 52 00 E)
General: operational airfield (Einsatzhafen) 19.5 km NNE of Duisburg city center, 18 km ESE of Wesel and 3.6 km WNW of Kirchhellen in

North Rhine – Westphalia. History: In service by 1 May 40. The airfield was busy during the attack on France and the Low Countries in May-June 1940 and then fell into disuse until the beginning of 1945. Dimensions: approx. 1100 x 825 meters (1200 x 900 yards) with an irregular shape. Surface and Runways: grass surface with no paved runway. Fuel and Ammunition: available as needed. Infrastructure: had a medium-size rectangular building off the SW corner that was possibly used as a workshop. Billeting was believed to be in 1 medium and 3 small buildings located in woods off the N boundary. Dispersal: there were about 20 aircraft bays in weeds off the N boundary but by Jan 44 these had become overgrown due to disuse. Defenses: 3 heavy Flak positions with 6 guns each were within 5 km of the airfield in Jan 44.
Remarks: no major attacks by Allied aircraft noted.
Operational Units: IV.(Stuka)/LG 1 (Apr-May 40); I./ZG 1 (5/40); II., III./KG 4 (Jun 40); I./JG 77 (28 Aug – 4 Sep 44); II./JG 26 (Sep-Nov 44); elements of NSGr. 1 (Feb-Mar 45).
Station Commands: Fl.H.Kdtr. E(v) 219/XI (c.Oct 44 – c.Feb 45).
Station Units (on various dates – not complete): part of Flakscheinw.Abt. 248(o) (Jun 41); part of gem.Flak-Abt. 382(o) (Apr 42).
[Sources: AFHRA A5257A pp.321 (8 Jan 44); chronologies; BA-MA; NARA; PRO/NA]

Kirchtroisdorf (GER): see Pütz-Kirchtroisdorf.

Kirrlach (GER) (49 15 00 N – 08 32 00 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 21 km SSW of Heidelberg, 10.5 km SE of Speyer and 1.6 km NW of Kirrlach village. History: dates from late 1939 or early 1940 when it was set up for the forthcoming campaign against France. It was reduced to caretaker status from mid-1940 to mid-1944 and then rehabilitated and used to March 1945. Surface and Dimensions: grass surface measuring approx. 980 x 775 meters (1070 x 850 yards) with an "L" shape. No paved runway. Infrastructure: no hangars or workshops, but there were 2 small huts at the S corner that may have been used as accommodations. Nearest rail connection at Waghäusel, 4 km NW of Kirrlach village. Dispersal: aircraft were parked on the edge of a woods along the N boundary and off the W corner.
Remarks: none.
Operational Units: III./SG 4 (Nov-Dec 44); III./JG 53 (Dec 44 – Mar 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 215/XII Gross-Sachsenheim (Oct/Nov 44 – Feb 45).
Station Units (on various dates – not complete): 1. and 2./le.Flak-Abt. 721 (Dec 44 – 1945).

[Sources: AFHRA A5258 p.217 (12 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kirtorf (GER) (50 47 35 N – 09 05 05 E)

General: operational airfield (Einsatzhafen I) in Hesse 37 km NE of Giessen, 25 km E of Marburg an der Lahn and 3.25 km NE of Kirtorf village. History: built in 1936-37 but used very little until late fall 1944. In Mar 45, it was used for night attacks on the Ludendorff Bridge at Remagen on the Rhine. Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards). Surface and Runways: grass surface (no paved runway). Fuel and Ammunition: available when needed. Infrastructure: no hangars. Station buildings and a few barracks were in woods off the S boundary. A branch rail line served the S boundary. Dispersal: 2 areas – East Dispersal and Northwest Dispersal, each with 6 aircraft handstands. Defenses: not noted. Remarks:

24 Mar 45: bombed by 65 B-24 Liberators.

Operational Units: II./KG 1 (Feb-Jun 40); 5./TG 3 (Aug-Sep 44); II./SG 4 (Dec 44); III./KG 200 (Jan 45); NSGr. 2 (Mar-Apr 45).

School Units: Arbeitsplatz for FFS A/B 119 (Kassel-Rothwesten) (1941-43).

Station Commands: Fl.H.Kdtr. Kirtorf (1939 – 194?); Fl.H.Kdtr. (E) Kirtorf (Aug 39 – Mar 40); Fl.H.Kdtr. E 12/XII (Mar 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 21/VII Giessen (1944-45).

Station Units (on various dates): Werftkdo. (o) 141/XII (Dec 44); elements of Luftminen-Zug 3 (Mar 45); Stab/Flak-Abt. 112 (Jan 44); Ldssch.Zug (mot) 101/XI (Dec 44).

[Sources: AFHRA A5257A pp.322 (8 Feb 45); chronologies; BA-MA; NARA; PRO/NA]

Kissingen (GER): see Bad Kissingen.

Kitzingen (GER) (49 44 30 N – 10 12 00 E)

General: airfield (Fliegerhorst) 20 km ESE of Würzburg in Bavaria and 2.4 km E of the town of Kitzingen.

History: completed 1934 and a Luftwaffe Fliegerhorstkommandantur by fall 1935. Kitzingen was a very active pre-war and wartime airfield for dive-bomber training, the rest, refitting and re-equipping of bomber units and then night fighter operations during 1944-45.

Dimensions: approx. 1600 x 870 meters (1750 x 950 yards).

Surface: artificially drained grass surface on sandy sub-soil.

Runways: one concrete runway approx. 1600 meters (1750 yards) in length aligned NE/SW. Equipped for night landings with boundary and obstruction lighting, flare path, beam approach system and the short version of the visual Lorenz system.

Fuel and Ammunition: refueling points along SE and SW boundaries with underground bulk storage tanks probably on the S boundary. Ammunition dump on the S boundary. The fuel and munitions storage areas were served by a branch rail line.
Infrastructure: had 7 hangars - 2 very large, 4 large and 1 medium along the N boundary. Station motor pool and garages were at the NW corner, and engine test beds were behind the hangars on the N boundary. Station HQ, barracks, messhalls, duty quarters and other admin buildings were immediately behind the hangars on the N boundary. Stores buildings were at the NW corner while officers' quarters and mess were to the NNW on the edge of a woods.
Dispersal: there were two dispersal areas, South and Northeast, with a total of 3 large open aircraft shelters and 6 aircraft bays cut into a woods.
Defenses: unknown.
Remarks:
10 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed and 1 more damaged.
24 Oct 44: closed due to extensive construction work underway.
29 Jan 45: low-level attack – 1 x Me 262 A-2 from 1./KG(J) 51 destroyed.
6 Feb 45: low-level attack by 4 P-51 Mustangs – 2 x Ju 88 G-6s from IV./NJG 6 destroyed on the ground.
23 Feb 45: marshaling yards bombed by 95 B-17 Fortresses and a low-level attack on the airfield by VIII Fighter Command P-51s – *claimed* 2 x He 111s, 2 x Bf 110s and 1 x He 177 destroyed, plus 1 x Bf 110 damaged.
22 Mar 45: airfield bombed by 168 B-24 Liberators and a low-level attack by VIII Fighter Command P-51 Mustangs – 5 x Me 262 A-1s from II./KG(J) 54 and several Ju 88s from II./NJG 6 destroyed or damaged on the ground; runway and landing area hard hit with numerous craters; 5 hangars damaged; airfield out of service. (German report) A revised German report states 10 x Me 262s, 1 x Bf 110, 1 x Ju 88 and 1 x Fw 58 destroyed, and 5 x Me 262s, 4 x Ju 88s and 2 x He 111s damaged.

Airfield Units:

Operational Units: Fliegergruppe Kitzingen (1935 – Apr 36); I./St.G. 165 (Apr 36 – Apr 39); I./St.G. 51 (May-Jul 39); Stab and I./KG 2 (Nov 39 – Feb 40); I./KG 3 (Mar-May 40); Stab, 1.(H)/Aufkl.Gr. 14 (May-Jun 41); III./St.G. 2 (Nov 41 - Feb 41); I./ZG 26 (Oct 41 – Mar 42); III./KG 77 (Dec 41 – Jan 42); Stab, III./KG 76 (Apr-May 42); II./KG 76 (Apr-Jul 43); Luftbeobachtungsstaffel 7 (Mar-May 44); Stab/NJG 6 (Dec 44 – May 45); II./KG(J) 54 (Jan-Mar 45).

School Units: Stukaschule Kitzingen (Apr – Oct 39); 6. and 8./NJ-School 1 (Nov 42 – Mar 43); I./St.G. 101 (Dec 42 – Jan 43); FFS A/B 24 (Feb – Jun 43); 7. and 9./NJG 101 (Mar – Dec 43); IV./NJG 101 (Jul – Dec 43); Stab and I./NJG 102 (Dec 43 – Jun 44); III./NJG 102 (Jun – Jul 44); III./NJG 101 (Jun – Nov 44).
Reserve Training & Replacement Units: Schulstaffel/NJG 6 (Jun – Nov 44).
Station Commands: Fl.H.Kdtr. A Kitzingen (1940); Fl.H.Kdtr. E 29/XII (May 40); Fl.H.Kdtr. A(o) 11/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 27/VII (Jun 44 – Apr 45).
Station Units (on various dates – not complete): Luftgaustab z.b.V. 100 (Feb-May 40); Nachtjagdraumführer 106 (Jul 42 – May 44); Flugh.Betr.Kp. Kitzingen; I./Flak-Rgt.28 (1936 – Nov 38); I./Flak-Rgt. 19 (Nov 38 – 1939); Luftkriegsschule 6 (Flak) (Nov 39 – Mar 45); Luftgau-Flakartillerieschule XII/XIII (1941-42); Feld-Flakartillerieschule (Mitte) 12 (1942-43); Flak-Ers.Abt. 19 (1939 – Feb 40); Stab III.(Flum.Mess)/Ln.-Rgt. 205 (c.Apr 43 – Aug 44); Luftpark Eschwege (Kitzingen?) (1941); Nachschub-Kp. d.Lw. 11/VI (Aug 40); Traktorenzug d.Lw. 14/VII (1944); Offz.Bewerber-Ausb.Rgt. d.Lw. 2 (Flak) (Feb-Apr 45); Kraftfahr-Ausbildungs-Abt. d.Lw. 9 (c.1941-44).
[Sources: AFHRA A5258 pp.220-22 (22 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klausheide (GER) (a.k.a. Clausheide): see Nordhorn.

Kleestadt (GER) (a.k.a. Altheim-Kleestadt) (49 54 40 N – 08 57 10 E)
General: satellite field and parking area for aircraft not in use (Abstellplatz and Schattenplatz) in Hesse 16 km SW of Aschaffenburg, 6.5 km WSW of Grossostheim airfield, 4.5 km SSW of Babenhausen and immediately N of the village of Kleestadt. History: under construction in fall 1944 and was still unfinished in Feb 45. Surface and Dimensions: grass surface measuring approx. 915 x 275 meters (1000 x 300 yards). No paved runway. Infrastructure: none. The Hanau – Eberbach rail line passed close to the W boundary.
Dispersal: a woods off the E side offered concealment for parked aircraft.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Flieger-Geräteausgabestelle (mot) 101/XIV (Dec 44 – 1945).
[Sources: AFHRA A5258 p.231 (24 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kleinkarolinenfeld (GER) (a.k.a. Klein-Karolinenfeld) (47 56 07 N – 11 45 53 E)

General: landing ground (Landeplatz) in Bavaria 29 km SSE of Munich and 7.5 km NE of Holzkirchen airfield. History: listed as operational in Feb 45. No information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klein Eichen (GER) (a.k.a. Klein-Eichen, Kleineichen) (50 30 00 N – 18 04 30 E)
General: alternative airfield, satellite airfield or dispersal airfield (Ausweichflugplatz or Schattenplatz) in Silesia 23 km SSE of Oppeln (Opole). History: laid out in the late 1930's and used during the Sep 39 attack on Poland, but no evidence found of any use after than date. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kleinhausen (GER) (a.k.a. today, Einhausen) (49 39 45 N – 08 31 45 E)
General: field airstrip (Feldflugplatz) in Hesse 15 km E of Worms, 3.25 km SE of Biblis airfield and 1.6 km SW of Einhausen. History: work on this strip began in late 1944 or early 1945. Not completed and no evidence of use by operational units. Surface and Dimensions: grass on a prepared surface with a maximum run of approx. 1740 meters (1900 yards) had it been completed. Infrastructure: had a few huts on the edge of the woods close to the E end of the landing strip.
[Sources: AFHRA A5258 p.26 (22 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kleinkötz (GER) (c. 48 25 05 N – 10 17 53 E)
General: landing ground (Landeplatz) in Bavaria 22.5 km E of Ulm and c. 5 km S of Leipheim. History: no information or mention of wartime use by Luftwaffe aircraft found; may have been an alternate field or satellite for Leipheim airfield. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
Station Units (on various dates – not complete): a Luftmunitionsanstalt located there.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klein-Kummersfeld (GER): see Neumünster – Klein Kummersfeld.

Kleinraschütz (GER) (a.k.a. Klein-Raschütz) (51 18 04 N – 13 29 52 E)

General: located in Saxony 32 km NNW of Dresden and 2 km NW of Grossenhain town center. History: alternate field or satellite for Grossenhain airfield, 4.5 km to the ENE. Listed as operational in Feb 45. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klein Welzheim (GER) (50 03 04 N – 09 00 53 E)
General: landing ground (Landeplatz) in Bavaria 25.5 km ESE of Frankfurt/M. and 11.5 km SE of Hanau. History: set up in the second half of 1944 as an alternate landing ground and dispersal field for the numerous airfields in the Frankfurt/M. area, especially Zellhausen which was just 4 or 5 km to the SW. Known to have been used by TGr. 30 in Nov-Dec 44. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Klepzig (GER): see Köthen-Klepzig.

Kletzen (GER) (51 27 04 N – 12 24 53 E)
General: landing ground in Saxony 12 km NNE of Leipzig and c. 4.25 km N of Leipzig-Mockau airfield, for which it was probably an alternate field or a satellite. History: listed as operational in Feb 45. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klotzsche (GER): see Dresden-Klotzsche.

Klützow (GER): see Stargard-Klützow.

Koblenz (GER) (50 21 N – 07 35 E)
Lw. Garrison and Station Units (on various dates):

Antiaircraft (Flak): Stab/Flak-Rgt. 7 (mot) (1940); Stab/Flak-Rgt. 50(o) (Feb-Oct 40); Stab/Flakscheinw.Rgt. 70(o) (Aug 43 – Apr 44); Flakscheinw.Abt. 200(o) (Jan-Apr 44); Res.Festungs-Flak-Abt. 311(v) (Nov 40); gem.Flak-Abt. 391(v) (Aug 39 – 1940); gem.Flak-Abt. 601(v) (1945); schw.Flak-Abt. 684(o) (May-Jun 42); Flakscheinw.Abt. 708(o) (Aug 39 – Apr 43); part of le.Flak-Abt. 952 (ETr.) (1943); 10./le.Flak-Abt. 987(o) (Feb-Apr 44); Stab/Flak-Ers.Rgt. 2 (1944); Flak-Ers.Abt. 39 (Koblenz-Niederberg) (Dec 40 – 1945).

Air Force Signals (Luftnachrichten): Flugmelde-Funk-Kp. z.b.V. 22 (Jan 45); Fluko Koblenz.

Koblenz-Karthause (GER) (50 20 30 N – 07 34 15 E)
General: field landing ground (Feldflugplatz) in Rhineland-Pfalz 2.4 km SW of Koblenz. History: situated on an old military parade ground that was in existence prior to 1933. Dimensions: approx. 1100 x 585

meters (1,200 x 640 yards). Runway: grass surface with the landing area surrounded by a perimeter track. Infrastructure: had 1 medium hangar and a few small sheds off the N corner. Nearest rail connection in Koblenz. Dispersal: no organized dispersal areas. Defenses: protected by the Flak belt around Koblenz with 8 heavy and 7 light Flak positions surrounding the landing ground out to a distance of 5 kilometers. Most of the positions had multiple guns.
Remarks:
1939-45: Koblenz was repeatedly bombed throughout the war by both the RAF and the USAAF and many of these bombs undoubtedly fell on the airfield due to its proximity to the city.
8 Sep 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Fw 190s, 1 x Bf 109 and 2 x unidentified aircraft destroyed.
18 Mar 45: Koblenz taken by U.S. forces.
Operational Units: 3.(F)/Aufkl.Gr. 22 (Aug 39 – May 40); I./St.G. 1 (Jan-Mar 40); 1.(F)/Aufkl.Gr. 11 (Jan-May 40); 3.(F)/Aufkl.Gr. 11 (Jan-May 40).
Station Commands: Fl.H.Kdtr. E 6/XVII (Apr – c.Aug 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 2/XII Diedenhofen (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/VII Diedenhofen (1944); Flugplatzkdo. of Fl.H.Kdtr. E(v) 225/XII Niedermendig (c.Oct 44 – Mar 45).
Station Units (on various dates – not complete): 8. (Flum.Res.)/Luftgau-Nachr.Rgt. 12 (1939-45); Kfz.Werkstatt-Kp. (o) d.Lw. 103/XI (fall 44 – 1945).
[Sources: AFHRA A5257A pp.96-97 (4 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kohlow (GER) (a.k.a. Kowalow, Kowalów) (c. 52 24 N – 14 45 E)
General: landing ground (Landeplatz) in Brandenburg c. 15 km ENE of Frankfurt/Oder. History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kohlenbissen (GER) (52 59 10 N – 10 09 50 E)
General: emergency landing ground (Notlandeplatz), later reclassified as a landing ground (Landeplatz) and then as an operational airfield (Einsatzhafen II) in Lower Saxony 33 km SSW of Lüneburg (SE of Hamburg) and 2 km E of Munster. Not to be confused with the city of Münster. History: dates from 1937 when the land was acquired, cleared, leveled, grass planted and a few buildings and bunkers built including a station HQ (Horstkommandantur). Used very little until late 1943/early 1944 when it began to be used as an aircraft park. Some experimental flights with chemical warfare (i.e., poison gas) bombs and spraying equipment occurred here under the auspices of Versuchsstelle d.Lw. Münster-Nord that was located nearby.
Dimensions: 1,150 x 1,000 meters. Surface and Runways: grass

surface (no paved runway). Fuel and Ammunition: Had a very large munitions dump in woods S of the landing area. Infrastructure: Barrack hut camp at the SW corner. A branch rail line served the SW corner of the field and the munitions dump. Dispersal: one area in woods off the NW corner and another in woods off the SE boundary with a total of 23 small aircraft bays. Defenses: not noted.
Remarks:
7 Apr 45: bombed by 93 B-17 Fortresses – 44 parked aircraft and several buildings and barracks were destroyed and the landing area heavily cratered and rendered unusable. The airfield was abandoned a short time later.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS A/B 10 (gliders) (c. 1941-45); Stab/SG 103 (Oct 44 – Mar 45); I./SG 103 (Oct – Nov 44); II./SG 103 (Jan – Mar 45).
Station Commands: Fl.H.Kdtr. E 10/XI (Feb/Mar-May 40); Flugplatzkdo. Kohlenbissen of Fl.H.Kdtr. A(o) 21/XI Lüneburg (1944-45).
Station Units (on various dates – not complete): Lw.-Bau-Kp. 59/XI (1937-38); elements of Versuchsstelle d.Lw. Münster/Nord 1938-45).
[Sources: AFHRA A5257A pp.323-25 (21 Sep 44); chronologies; BA-MA; NARA; PRO/NA]

Kolbatz (GER) (a.k.a. Kolbacz) (c. 53 18 08 N – 14 48 49 E)
General: Landeplatz in Pomerania 24 km SE of Stettin (Szczecin) 15 km WSW of Stargard (Stargard Szczecinski). History: No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kolberg (GER) (a.k.a. Kołobrzeg) (54 12 00 N – 15 40 30 E)
General: airfield (Fliegerhorst) 108 km NE of Stettin on the Baltic coast of Pomerania; airfield 7 km ENE of Kolberg and 1.6 km W of the village of Bodenhagen.
History: built 1935-36 and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936, although construction was still underway in 1938. Used as a bomber training station before and during the war. In late 1944, as the front approached from the East, operational units began occupying Kolberg.
Dimensions: approx. 1190 x 685 meters (1300 x 750 yards) and roughly oval in shape.
Surface and Runways: grass surface. Had two parallel runways built during 1942-43 across the landing area, both measuring approx. 1150 meters (1250 yards) with a separation of approx. 135 meters (150 yards). Wide taxiways abutted both ends of both runways. A

perimeter road ran along the E, W and S boundaries of the airfield. Both runways were illuminated and equipped with a beam approach system.
Fuel and Ammunition: refueling points were located on the servicing hardstands and a small ammunition dump was off the NE corner.
Infrastructure: there were 4 large flight hangars and 1 large repair hangar with paved hangar aprons in a row along the S boundary. Additionally, 2 rectangular buildings with paved aprons that were near the hangars were probably workshops. In front of the hangars and paved aprons were 22 ladder-type servicing hardstands laid out in 3 parallel rows. The station motor pool and garages were to the rear of the repair hangar. The station buildings – some 43 of them – were all behind the hangars and included admin offices, barracks, classrooms, messes, stores dispensary and various station services. A branch rail line from Kolberg served the hangar and building area on the S boundary.
Dispersal: no organized dispersal facilities (Dec 43).
Defenses: unknown.
Remarks:
18 Mar 45: Kolberg taken by Russian and Polish forces.
Operational Units: IV./KG 152 (Apr 38 – Apr 39); Stab, I./KG 1 (May-Oct 39); elements of III./NJG 5 (1943-44); IV./TG 1 (Sep 43); 7./KG 200 (Nov 44 – Jan 45); Stab, 1./NAGr. 3 (Dec 44 – Feb 45); Wekusta 26 (Ost) (Jan-Feb 45); Stab/FAGr. 2 (Jan-Feb 45); Aufkl.St. 2. (F)/Nacht (Jan 45); 3.(F)/Aufkl.Gr. 22 (Jan-Feb 45); 1.(F)/Aufkl.Gr. 122 (Jan-Feb 45); Nahaufkl.St. 4./31 (Jan-Feb 45)?; III./SG 1 (Feb-Mar 45).
School Units: twin-engined conversion school Kolberg (Nov 39 – Jan 40), FFS C 6 then FFS B 6 (Jan 40 – Feb 45); Bordschützenschule 2 (1940 – c. 1942); Arbeitsplatz for BFS 4 then FFS B 34 (Kopenhagen-Kastrup) (Apr 41 – Feb 45).
Reserve Training & Replacement Units: IV./KG 26 (Feb-Sep 44); II./EKG 1 (Feb 45).
Station Commands: as Fl.H. Kolberg (to c. Sep 43); Fl.Pl.Kdo. A 21/III (c Sep 43 – Mar 44); Fl.H.Kdtr. A(o) 3/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Robert Krause (? - Oct 39); Obstlt. Otto Fruhner (Nov 39 - Aug 40); Obstlt. Carl Berr (Aug 41 - ?).
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Koflug 1/III (Jul 39 – c.Feb 43); Koflug 11/XI (c.Jan-Mar 45); 1. Flugh.Betr.Kp./KG 1 (May-Oct 39); 2. Flugh.Betr.Kp./KG 1 (May-Oct 39); Werft-Abt. 26/III (1944-45); 126. Flugh.Betr.Kp. (Qu) (Feb 45); Werft-Kp. 37/III (1941); Lufttorpedo-

Betr.Kp. 3 (Jan 45); Flakschiessplatz Kolberg (Jan-Mar 45); Stab V. (Flum.Mess)/Ln.-Rgt. 221 (Henkenhagen/Ustronie Morskie, Sep 44 – c.Mar 45); E-Hafen-Ausrüstungs-Kolonne (mot) 1/III; E-Hafen-Ausrüstungs-Kolonne (mot) 2/III; E-Hafen-Ausrüstungs-Kolonne (mot) 4/III; E-Hafen-Ausrüstungs-Kolonne (mot) 5/III; Lw.-Sanitäts-Abt. 1/III (c. Jul 39 – Feb 43).
[Sources: AFHRA A5258 pp.681-83 (28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kolbingen (GER) (c. 48 03 05 N – 08 52 53 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 85 km SSW of Stuttgart and 10 km NE of Tuttlingen. History: No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: Grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kolitzheim (GER) (49 55 15 N – 10 15 55 E)
General: landing ground (Landeplatz) in Bavaria 15 km SSE of Schweinfurt and 2 km E of Kolitzheim. History: probably laid out in the late 1930's and briefly used until mid-1940, but there was no known activity there from then until fall 1944 when the runway extension was added and night fighters began using it. Surface and Dimensions: grass surface measuring approx. 825 x 825 meters (900 x 900 yards) with an additional 320 meter (350 yard) extension to the E. Boundary and obstruction lighting and a flare path existed for night landings. Fuel and Ammunition: an ammunition dump was hidden in the woods off the SE corner. Infrastructure: there were 2 small hangars at the SW corner and a few more sheds along the S and W boundaries. A small group of barrack huts had been set up in the woods off the SW corner. Nearest rail connection at Alitzheim.
Dispersal: a Southeast and a Southwest dispersal had a total of 21 aircraft bays cut into the woods.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.28-29, 230 (12 Feb 44 updated to 7 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kölleda (GER) (51 11 30 N – 11 13 40 E)
General: airfield (Fliegerhorst) 27 km NNE of Erfurt in Thuringia, 25 km NNW of Weimar and 2.5 km WNW of Kölleda.
History: built 1935-36 and established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Used as an equipment depot and air park from 1938 to the end of the war. From

1942, it was also a factory airfield (Industriehafen) for ATG (a Junkers sub-contractor).
Dimensions: approx. 1100 x 1100 meters (1200 x 1200 yards) and roughly circular in shape.
Surface and Runways: grass surface. No paved runway. Equipped with boundary and obstruction lighting, a flare path, a beam approach system and the short form of the visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were in front of the hangars.
Infrastructure: Kölleda had 3 very large hangars on the NE boundary, and 1 very large, 1 large repair type and 1 medium hangar on the NW boundary, all with paved hangar aprons and interconnected by taxiways. The ATG factory was on the S boundary along with the station buildings and barracks. A branch rail line from Kölleda encircled the airfield serving the hangars at the N end and all the buildings at the S end.
Dispersal: aircraft were parked in open fields off the NE, NW and SE sides of the landing area. There were also a total of 4 large open aircraft shelters including 2 at the SE corner.
Defenses: unknown.
Remarks:
7 Jul 44: bombed by 102 B-17 Fortresses.
20 Jul 44: bombed by 23 B-17s.
24 Aug 44: bombed by 30 B-17s.
Operational Units: none identified.
Reserve Training & Replacement Units: Stab and I./Erg.Aufklärungsgeschwader 1 (Jan – Apr 45).
Station Commands: as Fl.H.Kdtr. Kölleda (to 1943); Fl.H.Kdtr. A(o) 30/III (1944-45).
Kommandant (not complete): Oberst Rudolf Schonger (Mar 43 - 6 Jul 43); Obstlt. Georg Steinsiek (6 Jul 43 - Aug 43); Oberst Paul Dressler (Aug 43 - ?).
Station Units (on various dates – not complete): Luftzeugamt 1/IV (c. 1938-45); Luftpark Kölleda (c. 1938-43); Werft-Abt. 23/III (1944-45); Werft-Kp 22 (n.d.); Flieger-Geräteausgabestelle (Eis.) 54/XI (Sep 43 -).
[Sources: AFHRA A5258 pp.684-85 (4 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Köln (GER) (50 56 14 N – 06 57 37 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete):
Commands (Kommandobehörden, Stäbe): Stab/I. Fliegerkorps (c.Oct 39 – May 40).

Servicing, Repair (Wartungs, Instandsetzungs): Werft-Kp. 49 (n.d.).

Antiaircraft (Flak):

Higher Flak Commands: Stab/LV-Kdo. 7 (Feb 40 – Aug 41); Stab/7. Flak-Div. (Sep 41 – Mar 45); Stab/1. Flak-Brig. (Feb/Mar 45).

Stab/Flak-Rgt.: Stab/Flak-Rgt. 14 (as Flakgruppe Köln, 1942 – 1945); Stab/Flak-Rgt. 21 (as Flakgruppe Köln, Jun 41 – Apr 42); Stab/Flakscheinw.Rgt. 47 (as Flakgruppe Köln?, c.Jun 41 – 1942); Stab/Flakscheinw.Rgt. 84 (as Flakscheinwerfergruppe Köln, Jul 41 – Mar 44); Stab/Flakscheinw.Rgt. 113 (as Flakscheinwerfergruppe Köln, Mar 44 – Apr 45); Stab/Flak-Rgt. 114 (Aug 40 – Jan 42).

Flak-Abt.: I./Flak-Rgt. 19 (Oct 36 – 1937); gem.144 (Aug 39); gem.145 (Aug 39 - ?); s.145 (Eisb.) (c.Oct-Dec 43); s.146 (Aug 39 – Nov/Dec 43); s.244 (1939-41); 6., 7./s.246 (Sep 44 – 1945?); s.351 (1941); 3./s.353 (Dec 43 – Mar 44); part of s.354 (Jan 42); gem.361 (1940); gem.373 (Eisb.) (1942); s.381 (1943-45); s.386 (1941-43); s.416 (Eisb.) (Oct 44 – 1945); 4./s.446 (Jun-Aug 44); s.465 (1939-45); gem.511 (1941-42); part of s.512 (Jun 44 – 1945); 1./s.514 (Mar-Apr 44); s.543 (Eisb.) (c.Oct 42 – Feb 43); 5./gem.553 (Sep-Oct 44); part of gem.554 (Oct/Nov 44); 6./s.625 (Aug-Sep 44); s.666 (Dec 43 – 1945); part of s.707 (Nov/Dec 44); 4./le.737 (Oct/Nov 43, Mar/Apr 44); le.749 (1942-45); part of le.784 (Mar-May 44, Dec 44 – 1945); le.821 (Eisb.) (Nov 41 – 1942, Oct 44 – 1945); part of le.886 (May 44 – 1945); part of le.889 (1943-45); s.902 (Eisb.) (Sep 44 – 1945); le.915 (Jun-Oct 44); 1./le.960 (ETr.) (Jun-Jul 44).

Flakscheinwerfer-Abt.: 130 (c.1942 – Feb 44); 148 (Aug 39 – 1939/40); 149 (Aug 39 – 1939/40); 159 (1942/43 – 1945); 270 (1941/42 – 1945); 4./329 (1943 – Feb 44); 330 (Apr 43 – Mar 44); 408 (Aug 40 – 1945); 438 (1942/43 – 1945); 1./518 (Dec 43 – Feb 44); 586 (Oct 43 – Feb 44).

Luftsperr-Abt.: 101 (Jun 44 – 1945).

Other Flak: Kdr. d.Flakinstandsetzung 102/VI (1944-45); Flak-Waffenwerkstatt (o) 6/VI (1944-45); Flak-Waffenwerkstatt (o) 7/VI (1944-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 18 (1943; Apr-Jul 44); Luftschutz-Abt. d.Lw. 27 (1939-43); Nebel-Kp. d.Lw. 47 (1944-45)?; Sprengkommando d.Lw. 2/VI.

Air Force Signals (Luftnachrichten): Stab, I.(Feldfernkabel-Bau), II.(Tel.Bau) and III.(Tel.Bau)/Ln.-Rgt. 11 (K-Westhoven, Mar-May

40); 11.(Flum.Res.)/Luftgau-Nachr.Rgt. 6 (Aug 43); Lv-Nachr.Abt. 7 (Feb 40 – Sep 41); Ln.-Abt. 127 (c.Sep 41 – Mar 45).

Köln-Butzweilerhof (GER) (a.k.a. Köln) (50 59 00 N – 06 53 30 E)

General: airfield (Fliegerhorst) 7.2 km NW of Köln in North Rhine – Westphalia and 1.6 km SW of Longerich.

History: previously Köln's civil airport (Verkehrsflughafen) with customs office. Used by twin-engine fighter units and long-range reconnaissance units until summer 1940. Köln's largest wartime airfield, but its use was rather limited until 1944.

Dimensions: approx. 1650 x 915 meters (1,800 x 1,000 yards).

Runway: grass surface with sand surroundings. Equipped for night landings.

Infrastructure: fuel, refueling points, water, ammunition, communications and other amenities were available. Had 1 large and 2 small hangars along the SE boundary along with workshop and admin buildings, motor pool and flying control (Flugleitung). There was a small block of barracks at the N end of the SE boundary and a much larger barrack camp about 2 km to the SE of the airfield. Served by a branch railway.

Dispersal: areas to the N and SE had a total of at least 45 open aircraft shelters covered with camouflage netting.

Defenses: had at least 4 heavy and 5 light Flak positions within 4 kilometers of the airfield in Feb 44.

Satellites and Decoys:

Köln-Lövenich (GER) (50 57 38 N – 06 51 00 E). Dummy 7.3 km WNW of Köln, 4.5 km SW of Köln-Butzweilerhof airfield and 2.5 km NNE of Lövenich. Mock-up included 4 imitation hangars and a general layout that simulated Köln-Butzweilerhof airfield complete with its own dummy flarepath. [Sources: AFHRA A5257A p.608 (1944)]

Remarks:

1940-45: Köln was bombed continuously during the war and many of the bombs fell on its three airfields, Butzweilerhof, Ostheim and Wahn.

10 Nov 44: bombed by 96 B-17 Fortresses.

17 Nov 44: airfield unserviceable due to runway craters; Russians and Ukrainian women being used to effect repairs.

Jan 45: landing area reported to be greatly damaged making the airfield only partly usable.

6 Mar 45: Köln taken by U.S. forces.

Operational Units: I./JG 234 (Apr-Jun 37); Stab, I., II./St.G. 77 (Sep 39 – May 40); I.(Jagd)/LG 2 (Dec 39 – Feb 40); 17./KGr. z.b.V. 5 (May 40); 11.(N)/JG 2 (May 40); Stab, I., III./KG 1 (May-Jun 40); KGr. z.b.V. 106 (Aug-Oct 40); Stab, II./JG 53 (Dec 40 – Mar 41);

II./NJG 2 (Apr-Jun 44, Aug-Dec 44); Stab/NJG 2 (Jul-Dec 44); II./SG 4 (Jan 45).
Station Commands: Fl.H.Kdtr. E Butzweilerhof (1939-40); Fl.H.Kdtr. E 11/VI (1940); Fl.H.Kdtr. Köln-Butzweilerhof (to 1943); Fl.Pl.Kdo. A 17/VI (1943 – Mar 44); Fl.H.Kdtr. A(o) 9/VI (Apr 44 – Mar 45).
Kommandant (not complete): Obstlt. Peter Bouillon (25 Sep 43 - 7 Mar 44?).
Station Units (on various dates – not complete): part of Lw.-Bau-Btl. 109/XI (K) (Oct 44).
[Sources: AFHRA A5257A pp.99-104 (7 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Köln-Hohenberg (GER) (50 56 50 N – 07 02 10 E)

General: emergency landing ground (Notlandeplatz) 2 km N of Köln-Ostheim airfield in North Rhine – Westphalia. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Köln-Ostheim (GER) (50 56 25 N – 07 03 30 E)

General: airfield (Fliegerhorst) 7.3 km E of Köln city center in North Rhine – Westphalia, airfield immediately NE of Ostheim.
History: planning dates from tne end of 1934 but the construction did not begin in earnest until 21 April 1936 and the airfield was not put into commission until 8 June 1937. Ostheim was busy until the conclusion of the campaign in the West in summer 1940 and from then to 1944 it was used mainly as a transit airfield, particularly for night fighters. Night fighter and night ground attack units were stationed there from September 1944 to March 1945.
Dimensions: approx. 1150 x 915 meters (1250 x 1000 yards) with a pear-shaped landing area.
Surface and Runways: drained grass surface. No paved runway (Dec 43). A concrete perimeter road surrounded the landing area. Equipped with a N/S flarepath, perimeter and obstruction lighting, beam approach and a visual Lorenz system for night landings.
Fuel and Ammunition: refueling points in front of the hangars with underground fuel storage probably off the SE corner.
Infrastructure: had 1 large hangar, 1 large repair hangar and 3 medium hangars in a row along the NW corner with a wide, paved servicing apron in front of them. The hangars were all camouflaged with netting. Workshops and the motor pool were adjacent to the repair hangar. Station HQ, flight control building, admin and stores buildings, barracks, messes and other base services were in a long curving row behind the hangars. Nearest rail connection 2.5 km SE of the landing area.

Dispersal: 2 dispersal areas – East and West with a total of 36 open aircraft shelters.
Defenses: in the immediate vicinity of the airfield were 7 heavy Flak positions (4 to 6 guns each) and 6 light Flak positions, one of these being emplaced in Flak towers.
Satellites and Decoys:

Köln-Heumar (GER) (50 54 35 N – 07 04 05 E). Dummy 9 km ESE of Köln city center, 6.5 km NW of Köln-Wahn airfield and 3.25 km S of Köln-Ostheim airfield. Mock-up included 4 imitation hangars and a general layout that simulated Köln-Ostheim airfield complete with its own flarepath. [Sources: AFHRA A5257A p.606 (1944)]

Remarks:
Köln (Cologne) bombed continuously by the RAF and the USAAF from 1940-45, and Ostheim airfield was hit many times.
10 Nov 44: bombed by 97 B-17 Fortresses.
17 Nov 44: airfield unserviceable indefinitely due to runway craters; Russians and Ukrainian women being used to effect repairs.
10 Jan 45: bombed by 83 B-17s - 14 x Ju 87s from NSGr. 2 put out of action with minor to severe damage.
6 Feb 45: bombed by 12 B-17s as a target of opportunity.
8 Mar 45: airfield evacuated and captured by elements of U.S. 13th Armored Div. on 13 April.
Operational Units: I./JG 234 (Jun 37 – Oct 38); I./JG 132 (Nov 38 – Apr 39); I./Trägergruppe 186 (Nov 38 – Aug 39); Luftdienst-Teilkdo. 2/6 (Jan 39 – Dec 43); I./JG 26 (May-Oct 39); 11.(Nacht)/LG 2 (c. Aug-Nov 39); Stab/St.G. 2 (Oct 39 – May 40); I./St.G. 76 (Oct 39 – May 40); Aufkl.St.(F)/II. Flakkorps (Dec 39 – Jul 40); Wekusta 26 (May-Jun 40); 17./KGr.z.b.V. 5 (May 40); II./KG 1 (May-Jun 40); Stab, III./KG 54 (May-Jul 40); I./KG 76 (May-Jun 40); Sanitäts-Flugbereitschaft 7 (Jun 40); Erprobungsgruppe 210 (Jul 40); 12./JG 2 (Jun 40); Erg.Gr./NJG 1 (Jan-Feb 41); 3./Gruppe West (Flugzeugüberführungsgeschwader 1) (Jul 44); I./SKG 10 (Sep 44); NSGr. 2 (Sep 44 – Mar 45); I./SG 4 (Dec 44).
Station Commands: Koflug 4/VI; Fl.Pl.Kdo. A 26/VI (1943 – Mar 44); Fl.H.Kdtr. A(o) 8/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Hptm. Walter Grabmann (15 Mar 37 - 31 Aug 38).
Station Units (on various dates – not complete): Koflug Köln-Ostheim (Jul 39 – Mar 41); Koflug 4/VI (Apr 41 – Mar 45); 1. Flugh.Betr.Kp. Erprobungsgruppe 210 (Jul 40); 2. Flugh.Betr.Kp./Erprobungsgruppe 210 (Jul 40); Werftkdo. 126/XII (one Zug) (1 Jan 45); Feld-Luftmunitionslager 4/VI (Bensberg – Dec 44); Nachschub-Kp. d.Lw. 15/VI (May 42); Flug-Betr.St.Kol. 509/XII (1 Jan 45); E-Hafen-

Ausrüstungs-Kolonne (mot) 16/VI; E-Hafen-Ausrüstungs-Kolonne (mot) 36/VI (Erker Mühle).
[Sources: AFHRA A5257A pp.427-32 (14 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Köln-Wahn (GER) (c. 50 52 00 N – 07 07 50 E)

General: operational airfield (Einsatzhafen II) later upgraded to an airfield (Fliegerhorst) 13-14 km SE of Köln in North Rhine – Westphalia and 4 km E of the prominent loop in the Rhine at the south end of Köln.
History: dates from 1913 when it opened as a training field for artillery spotter aircraft. Taken over by the Luftwaffe by 1938 and greatly expanded. It was very active during the German attack on France and the Low Countries in May-June 1940 but then fell into relative inactivity until September 1944. From then through Feb 45, it was used mainly by ground attack units and less frequently by single-engine fighters. Today, Köln-Wahn is Köln-Bonn International Airport.
Dimensions: approx. 1280 x 1000 meters (1400 x 1100 yards) and roughly rectangular in shape.
Surface and Runways: grass surface that presented difficulties in wet weather. No paved runway. Equipped for night landings but details lacking other than the presence of boundary and obstruction lighting.
Fuel and Ammunition: refueling points on the S boundary and at the NE corner with bult fuel storage at the NW corner. A large munitions dump was concealed in a woods off the SW corner.
Infrastructure: 1 medium and 1 small hangar were off the SW corner and these were surrounded by a number of workshops. A very large motor pool with garages as at the NW corner. Station HQ, barrack blocks, accommodations for flying personnel, a large supply depot and other station buildings were located in a woods approx. 800 meters off the SW corner. Beginning 400 meters N of the station buildings was a very large Kaserne for thousands of troops that ran on to the N for at least 3 km. This Kaserne was mostly used by Luftwaffe Fallschirmjäger during 1944-45. Station Flak troops were billeted in a separate barrack complex off the NW corner. A special branch rail line served the airfield.
Dispersal: there were 3 dispersal areas – South, Northeast and Northwest with a total of 22 open aircraft shelters and 9 blast bays.
Defenses: no information found regarding Flak positions. In addition to its own Flak, K-Wahn benefited from the intense Flak umbrella that protected the major industrial city of Köln.
Satellites and Decoys: 3 dummy/decoy airfields were set up near Wahn, one 6.5 km to the NW, one 5.7 km to the ESE and one 8 km to the SSE.

Remarks:
24 Dec 44: unserviceable due to bomb damage.
Operational Units: III./St.G. 51 (Sep 39 – May 40); I./St.G. 1 (Oct 39 – Jan 40); I./JG 77 (Nov 39); 5.(F)/Aufkl.Gr. 122 (Nov 39 – May 40); Stab, II./ZG 76 (Apr-Jun 40); II./KG 76 (May-Jun 40); 1. (H)/Aufkl.Gr. 11 (Apr-May 41); 1./NAGr. 13 (Sep 44); III./JG 27 (Sep-Oct 44); 3./NAGr. 13 (Sep 44 – Mar 45); NSGr. 1 (c. Oct-Dec 44); NSGr. 2 (Oct 44 – Mar 45); NSGr. 20 (Dec 44 – Jan 45); Stab, I., II., III./SG 4 (Dec 44 – Jan 45); IV./KG 200 (Dec 44 – Jan 45).
Station Commands: Fl.H.Kdtr. E Wahn (1939-40); Fl.H.Kdtr. E 13/VI (1940); Fl.H.Kdtr. E(v) 228/XI (c.Oct-Nov 44); Fl.H.Kdtr. E(v) 232/XI (c.Nov 44 – Mar 45).
Station Units (on various dates – not complete): Werft-Abt. (v) 112/XI (1944 – Feb 45); schw.Flak-Abt. 331 (Oct/Nov 44 – Mar 45); elements of schw.Flak-Abt. 902 (Eisb.) (Feb-Mar 45); 24.(Flugmelde-Leit)/Ln.-Rgt. 211 (May 43 – Sep 44); Fallschirmjäger-Rgt. 6 (Jan 44); 2. Fallschirmjäger-Div. (May 44); part of 8. Fallschirmjäger-Div. (Jan 45); Fallschirmjäger-Rgt. 22 (Jan 45); Fallschirmjäger-Rgt. 24 (Feb 45); Fallschirmjäger-Rgt. 32 (Feb 45); Fallschirm-Pi.Btl. 8 (Feb 45).
[Sources: AFHRA A5257A pp.537-39 (19 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Komturhof (GER) (??)

General: field airstrip (Feldflugplatz) in Silesia S of Schweidnitz (Swidnica). Exact location not determined. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Köngen (GER) (c. 48 41 09 N – 09 21 53 E)

General: landing ground (Landeplatz) in Baden-Württemberg 17 km SE of Stuttgart. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface or farm land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Königsberg (GER/RUSS) (today: Kaliningrad) (54 42 18 N – 20 31 05 E)

General: Luftwaffe units stationed in and around the former capital of East Prussia but not identifiable with a specific airfield. 9 Apr 45: Königsberg, after a bloody siege that lasted for more than two months, finally capitulated to forces belonging to the Russian 3rd Belorussian Front.

Lw. Garrison and Station Units (on various dates – not complete). For additional Luftwaffe city garrison units and details, mainly Flak, go to Google and enter: Königsberg site:ww2.dk. Some of the listed Flak and other ground units were in the immediate proximity of the airfield or airfields around the city.

Commands (Kommandobehörden, Stäbe): Luftkreiskdo. I (Apr 34 – Feb 38); Luftwaffenkdo. Ostpreussen (K-Ballieth, Feb 38 – Sep 39); Luftgaukdo. I (Aug 38 – Jan 45); Stab/Fliegerführer Ostsee (c.May-Aug 41); Stab/Jagdfliegerführer Ostpreussen (K-Seewiesen, c.Sep 44 – Jan 45).

Antiaircraft (Flak): Stab/27. Flak-Div. (Sep 44 – Jan 45); Stab/11. Flak-Brig. (Jul-Sep 44); Stab/Flak-Rgt. 81 (mid-43 – 1945); Stab/Flak-Rgt. 121 (Jan 45); Stab/Hei.Flak-Abt. 20/I (1943-44); Stab/Hei.Flak-Abt. 27/I (1943-44); Flak-Trsp.Bttr. 12/VII (Jun 43); Luftschutz-Abt. d.Lw. 16 (1940-41); Luftschutz-Kp. z.b.V. 1/I (1944-45); Sprengkommando d.Lw. 1/I (?).

Air Force Signals (Luftnachrichten): Stab and components/Luftgau-Nachr.Rgt. 1 (K-Ballieth, 1939-45); Stab III. (Funkh.) and components/Ln.-Rgt. 1 (1939 – Jul 41; K-Kobbelbude, Jul 44 - 1945); elements of Stab IV./Ln.-Rgt. 1 (K-Kobbelbude, Aug 44); V.(Ers.)/Ln.-Rgt. 1 (1942-44); Stab/Ln.-Flugmelde-Rgt. 91 (K-Seewiesen, c.Jan 43 – Aug 44); Stab III.(Flum.Mess)/Ln.-Rgt. 214 (c.Apr-Jul 43); Stab II.(Flum.Mess)/Ln.-Rgt. 224 (c.Jul 43 – Aug 44); Stab III.(Flum.Mess)/Ln.-Rgt. 224 (c.Jul 43 – Aug 44); Stab/Ln.-Rgt. 260 (Sep 44 – Feb 45); Stab I.(Ln.Betr.)/Ln.-Rgt. 260 (K-Seewiesen, Sep 44 – Feb 45); Stab/Ln.-Rgt. 261 (K-Seewiesen, Sep 44 – Feb 45); I.(Funkh.)/Ln.-Rgt. 353 (Nov 44 – Feb 45); Ln.-Abt. 6 (K-Ballieth, Jul 38 – Oct 39); Ln.-Abt. 73 (Feb-Mar 45); Ln.-Abt. 147 (Oct 44 – Jan 45); Ln.-Abt. 171 (Jul-Sep 44); Ln.-Betr.Abt. (mot) z.b.V. 10 (May-Jul 41); 1./Ln.-RV-Abt. (mot) z.b.V. 1 (Jan-Mar 45); Flugmelde-Abt. z.b.V. 12 (K-Ballieth, Oct-Nov 44 – disbanding); Luftgaubereichswerkstatt (N) 1/I (K-Ballieth, ? – Feb 45).

Construction (Bau): Stab/Lw.-Bau-Rgt. 3/VII (Nov 41).

Supply Services (Nachschubdienste): Flieger-Geräteausgabe- und Sammelstelle 2/XII (Jan-Feb 45); Nachschub-Kp. d.Lw. 10/VI (Jan-Feb 45); Nachschub-Kp. d.Lw. 22/XI (Jan 45).

Ground Transport (Transportkolonnen): Kdr.d.Kraftfahrtruppen d.Lw. 2/I (n.d.); Trsp.Kol. d.Lw. 111/I (1945)?; Trsp.Kol. d.Lw. 118/I (1945)?; Trsp.Kol. d.Lw. 119/I (1945)?; Trsp.Kol. d.Lw. 169/III (1945)?; Trsp.Kol. d.Lw. 105/VII (1945); Kfz.Werkstattzug d.Lw. 102/I (Jan 45)?

Ground Defense and Security, etc. (Landesschützen, usw.): Transport-Begleit-Kp. d.Lw. 1/I (1944-45); Ldssch.Zug d.Lw. 62/I (Jan 45); Ldssch.Zug d.Lw. 46/VI (Jun 41); Ldssch.Zug d.Lw. 56/VI (Jun

41); Ldssch.Zug d.Lw. 297/VI (Jun 41); Ldssch.Zug d.Lw. 298/VI (Jun 41); Ldssch.Zug d.Lw. 303/VI (Jun 41); Ldssch.Zug d.Lw. 307/VI (Jun 41); Ldssch.Zug d.Lw. 311/VI (Jun 41); Ldssch.Zug d.Lw. 317/VI (Jun 41); Ldssch.Zug d.Lw. 216/XI (Jan-Feb 45); Ldssch.Zug d.Lw. 224/XI (Jun 41); Ldssch.Zug d.Lw. 226/XI (Jan 45)?; Ldssch.Zug d.Lw. 232/XI (Jun 41).

Medical Services (Sanitätsdienste): Lw.-Lazarett 1/I (K-Dommelkeim, c.1938 – Jan 45); Sanitätsbereitschaft (mot) d.Lw. 1/I (Feb-Mar 45); Sanitätsbereitschaft (mot) d.Lw. 4/XII (Jan-Mar 45).

Other (sonstige, verschiedene): elements of Lw.-Berge-Btl. II (Jan-Mar 45).

Königsberg-Devau (GER/RUSS) (54 43 30 N – 20 34 30 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in former East Prussia 4 km ENE of Königsberg (Kaliningrad).

History: 1927 listed as a commercial airport (Verkehrsflughafen). 1931 listed as a first-class commercial airport (Flughafen I) with a customs office. 1935 in use by D.L.V. for pilot training. 1938 became a factory airfield (Industriehafen) for DLH workshops.

Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards).

Surface and Runways: deteriorating grass surface that was once firm and well-drained. No paved runway. A perimeter road encircled the airfield. Probably equipped for night landings.

Fuel and Ammunition: bulk fuel storage was reportedly on the W boundary.

Infrastructure: had 1 large and 5 medium hangars in a row along the W corner of the field. Workshops were among the buildings off the NW boundary, these including barracks, admin offices, etc. The station flight control building and control tower were at the NW corner. A branch rail line from Königsberg served the N side of the airfield.

Dispersal: at least 8 open aircraft shelters were off the SE boundary (Apr 44).

Defenses: unknown.

Remarks: none.

Operational Units: Kurierstaffel 2 (Aug 41); Flugbereitschaft Luftgaukdo. I. (Apr 43); Stab/KG 77 (Jul 43 – Mar 44).

School Units: BFS Königsberg-Devau (Nov 39 – Jan 40) then BFS 3 (Jan 40 – Jun 41); FFS B 21 (Nov 43 – Feb 44).

Station Commands: Fl.H.Kdtr. A Königsberg-Devau (1939-45).

Kommandant (not complete): Obstlt. Günther Riegels (Mar 43 - Sep 43?); Maj. Walter Sieh (Sep 43 - ?).

Station Units (on various dates – not complete): Nachtjagdraumführer 112 (c.Oct 43 – Apr 44); Flieger-Werkstattzug (mot) 15 (May 41); Auffanglager d.Lw. Königsberg-Devau (Jan 43).

[Sources: AFHRA A5258 pp.686-87 (24 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Königsberg-Neuhausen (GER/RUSS) (today, Neuhausen = Guryevsk) (54 47 15 N – 20 37 10 E)

General: airfield (Fliegerhorst) 13 km NE of Königsberg (Kaliningrad) in East Prussia and 1.2 km NNE of Neuhausen village.

History: built 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Used mainly as a pre-war formation station for reconnaissance units, a training field, a supply hub for the northern sector of the Eastern Front, and as a wartime rest and refit center for bomber units.

Dimensions: approx. 1235 x 1145 meters (1350 x 1250 yards) and roughly circular in shape.

Surface and Runways: artificially drained grass surface. No paved runway. A perimeter road encircled the airfield. Equipped with a beam approach system, perimeter lighting and probably other night landing aids.

Fuel and Ammunition: refueling points were on the N, SE, S and SW sides of the landing area. Bulk fuel was brought to the airfield by rail from a storage depot 24 km to the W. A large ammunition dump was 1.5 km E of the field.

Infrastructure: there were a total of 8 hangars in 3 groups – 2 very large off the NE boundary; 1 very large repair hangar, 2 large regular and 1 medium off the S boundary; 1 very large and 1 large off the SW boundary. All of them had paved aprons and were interconnected. Each hangar group had a motor pool and garages. A number of workshops were in a separate group off the W boundary. There were 2 groups of airfield buildings with offices, barracks, messes, stores, etc., off the NE corner and the other off the S boundary. The flight control building was off the NE corner. A branch spur off the Königsberg-Labiau rail line served the N, W and S boundaries.

Dispersal: there were 2 medium open aircraft shelters on the W boundary in Apr 44.

Defenses: unknown.

Remarks:

27 Jan 45: town of Neuhausen and the airfield taken by the Red Army.

Operational Units: Fliegerstaffel Neuhausen/Fliegerstaffel 1 Neuhausen (May 34 – Sep 37); Fliegerstaffel 2 Neuhausen (Oct 36 – Sep 37); Fliegerstaffel 3 Neuhausen (Oct 36 – Sep 37); 1.(F)/Aufkl.Gr. 120 (Nov 38 – Mar 40); Stab, 1., 2., 3./Aufkl.Gr. 10 (Nov 38 – Aug 39); Stab/LG 1 (Aug-Sep 39); Wekusta 1 Luftflotte 1 (Nov 39 – Feb 40); 4./Aufkl.Gr. 10 (Oct 40 – May 41); II./KG 54 (Jan 42); II./JG 3 (Aug-Sep 42); Stab/KG 1 (Nov 42 – May 43); III./KG 1 (Nov 42 – Jan 43); II./KG 1 (Jan-Apr 43); I./KG 1 (Apr-May 43); Stab/KG 77 (Mar

44); III./KG 27 (Mar-May 44); 4.(F)/Aufkl.Gr. 122 (Mar-Jun 44); II./KG 27 (Jun-Oct 44).
School Units: Schule/FAR 71 (1939); LKS Fürstenfeldbruck/LKS 4 (Nov 39 – Aug 40); Fliegerschule d.Lw. (S) 1 (Sep 40 – Apr 41); III./Fl.Ausbildungs-Rgt. 11 (1941-42).
Reserve Training & Replacement Units: IV./KG 27 (May 43 – Jul 44); IV./KG 55 (May – Jul 44).
Station Commands: Fl.H.Kdtr. L Neuhausen (1939); Fl.H.Kdtr. A(o) 2/I (Apr 44 – Feb 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Georg Fitze (Feb 40 - Sep 40); Obstlt. Karl-Friedrich Domke (8 Mar 41 - ?).
Station Units (on various dates – not complete): Koflug 3/I (Jul 39 – c.Mar 42); Koflug 1/I (1943 – c.Mar 45); 2. Flugh.Betr.Kp./KG 1 (Jan-Mar 43); 3. Flugh.Betr.Kp./KG 1 (Jan 43); Werft-Abt. 2/I (Dec 44); Luftschutz-Abt. d.Lw. 44 (1944); Luftzeuggruppe 1 (c. 1939-44); Lw.-Bau-Btl. Neuhausen (1939-40); Nachschub-Kp. d.Lw. 1/VI (? – Aug 41); Trsp.Kol. d.Lw. 138/IV (Jan-Feb 45); Stab/Ldssch.Kp. d.Lw. 1/I (fall 40 - ?); Ldssch.Zug d.Lw. 2/III (Jun 41); Sanitätsbereitschaft (mot) d.Lw. 1/II (Jun 41); Flugzeug-Bergungstrupp 13/XI (May 41).
[Sources: AFHRA A5258 pp.749-51 (2 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Königsberg-Neumark (GER) (a.k.a. Chojna) (52 56 30 N – 14 25 00 E)
General: operational airfield (Einsatzhafen) 52 km S of Stettin; airfield 2 km SSW of Königsberg/Neumark.
History: built during 1937-38. Used mainly for flight training, but in early 1944 fighter units were transferred here to intercept raids over NE Germany, especially in the Stettin-Berlin area.
Dimensions: approx. 1370 x 1000 meters (1500 x 1100 yards) and oval in shape.
Surface and Runways: grass surface. No praved runway. A perimeter road encircled the landing area. Equipped with boundary and obstruction lighting, a flare path, a beam approach system and the short form of the visual Lorenz system.
Fuel and Ammunition: refueling points were in front of the hangars on the N boundary. The ammunition dump was probably off the SE boundary.
Infrastructure: there were 6 hangars along the N boundary – 2 very large, 3 large plus 1 large repair hangar, all with interconnected paved aprons. Separate workshop buildings were behind the hangars. The station admin buildings, barracks, messes and other base support and service facilities were all off the N boundary. A number of farm buildings off the SE boundary were reportedly part of the airfield

infrastructure. A branch off the Königsberg-Stettin rail line served the buildings on the N boundary.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: II./KG 27 (Aug-Sep 39); III./KG 27 (Sep-Oct 39); elements of III./NJG 5 (1943-44); Stab, II./ZG 26 (Mar-Aug 44); III./ZG 26 (Mar-May 44); I./ZG 26 (May-Aug 44); Stab, I., II./JG 6 (Jul-Sep 44); Stabsstaffel/NJG 1 (Jan – Feb 45); Stabsstaffel/NJG 5 (Jan – Apr 45); NSGr. 30 (Feb-Mar 45).
School Units: Schule/FAR 12 (1939 – Oct 41) then FFS A/B 12 (Oct 41 – Jun 43); Ausbildungslehrgang für Kommandeure der Jagd- und Zerstörerverbände (Jun-Sep 44); Verbandsführerschule des General der Jagdflieger (Sep 44 – Jan 45).
Reserve Training & Replacement Units: Schulstaffel/NJG 5 (Jun – Dec 44); 3./Erg.Jagdgruppe Süd (Aug-Sep 44); Schulstaffel/NJG 1 (Sep – Dec 44).
Station Commands: as Fl.H.Kdtr. Königsberg/Neumark (to c. Sep 43); Fl.Pl.Kdo. A 38/III (to Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 19/III Döberitz (1944); Platzkdo. of Fl.H.Kdtr. A(o) 21/III Frankfurt/Oder (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Hermann Kuhrt (30 Jun 41 - 26 Mar 43).
Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): Nachtjagdraumführer 104 (Jul 42 – c.May 44); Koflug 6/IV (Dec 44 – Feb 45); Werft-Abt. 201/I (Dec 44); Werft-Kp. 13 (n.d.); II.(Tel.Bau)/Ln.-Rgt. 11 (Apr, Jun 43); Kriegsgefangenen-Lager 2 d.Lw. (1944-45); Kriegsgefangenen-Lager 6 d.Lw. (1944-45).
[Sources: AFHRA A5258 pp.688-90 (1 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Konstanz (GER) (47 40 30 N – 09 09 30 E)
General: emergency landing ground/landing ground (Notlandeplatz/Landeplatz) in Baden-Württemberg 23 km W of Friedrichshafen on the Bodensee (Lake Constance); airfield 2 km NW of Konstanz. History: listed as a civil landing ground (Verkehrslandeplatz) in 1927, then as a secondary airport (Flughafen II) with customs office in 1932. In 1937 the Luftwaffe began using it occasionally. Surface and Dimensions: grass surface with a take-off/landing run of approx.. 550 meters (600 yards). Infrastructure: had 1 small hangar.
Remarks: none.
Operational Units: none identified.

Station Commands: none identified.
[Sources: AFHRA A5258 p.430 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Körbelitz (GER) (52 10 30 N – 11 47 00 E)
General: field airstrip (Feldflugplatz) in Anhalt 12 km NE of Magdeburg. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kornau (GER) (a.k.a. Olszewki) (c. 53 40 N – 20 59 E)
General: landing ground (Landeplatz) in East Prussia c. 33 km ESE of Allenstein (Olsztyn). History: no record found of Luftwaffe use prior to January 1945.
Operational Units: III./SG 1 (Jan 45)?
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Köslin (GER) (a.k.a. Koszalin) (c. 54 11 25 N – 16 11 11 E)
General: landing ground (Landeplatz) in Pomerania 40 km E of Kolberg (Kolobrzeg). History: laid out in summer 1914. During WW I, it was occupied by an aircraft factory and a pilots' school (Luftverkehrsgesellschaft mbH). 1927 listed as a civil landing ground (Verkehrslandeplatz) with almost no activity and very little infrastructure. Little or no air activity during the war and may have been used for glider training. Surface and Dimensions: grass and sand surface. Infrastructure: none noted.
Air Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Koflug 2/I (Feb-Mar 45); 8.(Flum.Res.)/Luftgau-Nachr.Rgt. 3 (Jan 43); Fluko Köslin.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Köthen (GER) (51 43 30 N – 11 58 30 E)
General: airfield (Fliegerhorst) 52 km SSE of Magdeburg and 17 km WSW of Dessau in Anhalt; airfield 2 km S of the town of Köthen.
History: 1927 listed as an emergency landing ground (Notlandeplatz). Taken over by the Luftwaffe and between 1936 and 1938 and developed into its main signals experimental station.
Dimensions: approx. 1190 x 1000 meters (1300 x 1100 yards) and irregular in shape.

Surface and Runways: firm, level grass surface. No paved runway. Equipped with boundary and obstruction lighting, flare path and a beam approach system.
Fuel and Ammunition: refueling points were on the servicing hardstand in front of the hangars on the N boundary. A small ammunition dump was on the S boundary.
Infrastructure: the hangar complex projected out on to the landing area at the center of the N boundary and consisted of 5 hangars – 4 very large plus 1 large repair type, all with paved aprons and all fronted by a continuous servicing hardstand. One of the very large hangars was mainly used for repairs and another for housing experimental aircraft. Separate workshops, garages and the station motor pool were behind the hangars. Echeloned behind these were the station admin offices, barracks, messes and sundry service and support buildings. The flight control building was in the middle of the N boundary facing the flight line. Rail sidings served the N end of the airfield.
Dispersal: there were a total of 7 large open aircraft shelters – 4 along the N boundary and 3 off the SW corner.
Defenses: unknown.
Satellites and Decoys:

Köthen/West (51 44 30 N – 11 57 30 E), satellite and dispersal field 2.5 km NW of Köthen airfield. Under cultivation in Aug 42 and no record of Luftwaffe use.

Remarks:
20 Jul 44: Köthen bombed by 69 B-17 Fortresses.
16 Aug 44: airfield bombed by 71 B-24 Liberators.
9 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s and 1 x Ju 188 destroyed, plus 2 x Bf 109s, 1 x Fw 190, 2 x Ju 188s, 1 x Ju 52 and 2 x unidentified aircraft damaged.
25 Feb 45: low-level attack by approx. 20 VIII Fighter Command P-51s – 3 x Ju 88s destroyed and 1 x He 111 P-10 from Fliegerzielstaffel 3 damaged (German sources). The P-51s *claimed* 1 x He 111 and 2 x unidentified aircraft destroyed, plus 2 x Bf 109s, 1 x He 111 and 1 x Ju 88 damaged.
Operational Units: KGr. 100 (Nov-Dec 39); Luftdienst-Teilkdo. 2/4 (Aug 41 – Dec 43); 6.(F)/Aufkl.Gr. 123 (Sep 44); Schleppgruppe 1 (Nov 44 – Jan 45); 5./NJG 11 (Dec 44 – Mar 45).
School Units: Peilflugleiter-Lehrgänge Köthen (1944-45).
Station Commands: Fl.H.Kdtr. Köthen (1939-44); Fl.H.Kdtr. E 17/IV (1940); Fl.H.Kdtr. A(o) 12/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Hptm. Adolf Koch (15 Aug 40 - 28 May 41).

Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): 1. Flugh.Betr.Kp./KGr. 100 (Nov-Dec 39); Werft-Abt. 24/III (1944-45); Werft-Abt. 25/III (May 44); le.Hei.Flak-Bttr. 30/IV (1943-45); 8.(Fernverb.Betr.Pers.)/Ln.-Rgt. 130 (Oct-Nov 44); Stab/Ln.-Versuchs-Rgt. (Apr 38 – 1945); Stab I./Ln.-Versuchs-Rgt. (Apr 38 – 1945); Stab II./Ln.-Versuchs-Rgt. (Apr 38 – 1945); Stab IV./Ln.-Versuchs-Rgt. (Apr 38 – 1945); Ln.-Abt. 42 (c.Aug-Dec 44); Ln.-Abt. 100 (Sep 38 – c.Dec 39); Ln.-Lehr-u.Versuchs-Abt. (Oct 37 – Mar 38); Ln.-Betr.Abt. (mot) z.b.V. 15 (c.Apr-May 41); Stab, 5., 6. and 7./Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb 45); 1., 2. Ln.-Spezial-Ers.Kp./Ln.-Ers.-u.Ausb.Rgt. 1 (1944-45).
[Sources: AFHRA A5258 pp.691-93 (5 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Köthen-Klepzig (GER) (51 44 30 N – 12 00 50 E)
General: emergency landing ground (Notlandeplatz) 17 km WSW of Dessau in Anhalt; airfield 3 km NE of Köthen. History: 1927 listed as a Notlandeplatz. No record of Luftwaffe use and the area was under cultivation in summer 1942. Surface and Dimensions: grass surface of unknown measurements. Infrastructure: none mentioned.
[Sources: AFHRA A5258 p.969 (1 Aug 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kottenhain (GER) (a.k.a. Blankenhain) (50 50 30 N – 11 23 30 E)
General: operational airfield (Einsatzhafen II) in Thuringia 17 km SSW of Weimar. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Krakow am See (GER) (c. 53 39 07 N – 12 15 52 E)
General: landing ground (Landeplatz) in Mecklenburg 15 km SSE of Güstrow. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Krefeld (GER) (51 20 24 N – 06 34 21 E)
Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):

Antiaircraft (Flak):
Stab/Flak-Rgt.: Stab/Flak-Rgt. 5 (as Flakgruppe Krefeld, 1941-42);
Flak-Abt.: s.181 (1942); s.264 (1942); s.383 (1942);
Flakscheinwerfer-Abt.: 250 (1941-43);

Heimat-Flak: le.27/VI (Dec 42 - ?); le.28/VI (Dec 42 - ?); le.61/VI (Feb 43 - ?); s.201/VI (Feb 43 - ?); s.202/VI (Feb 43 - ?); s.203/VI (Feb 43 - ?); s.210/VI (Jul 43 - ?); s.211/VI (Jul 43 - ?); s.212/VI (Jul 43 - ?); s.213/VI (Jul 43 - ?); s.225/VI (Jul 43 - ?); s.227/VI (Dec 42 - ?); s.228/VI (Dec 42 - ?); s.229/VI (Dec 42 - ?); s.230/VI (Dec 42 - ?); s.231/VI (Dec 42 - ?); s.238/VI (Feb 43 - ?); s.238/VI (Feb 43 - ?); s.239/VI (Feb 43 - ?); s.240/VI (Feb 43 - ?).

Krefeld (GER) (51 21 40 N – 06 37 00 E)

General: airfield (Fliegerhorst) 18.5 km NW of Düsseldorf in North Rhine – Westphalia; airfield 5 km NE of Krefeld.

History: 1927 Verkehrslandeplatz classified as a (civil landing ground) and in use by the Luftwaffe in 1937 for the training of reservists.

Dimensions: approx. 1150 x 825 meters (1250 x 900 yards) with an oval shape.

Surface and Runways: level grass turf kept in good condition. Equipped with perimeter and obstruction lights for night landings.

Fuel and Ammunition: refueling point were in front of the hangars and underground bulk storage at the NE corner of the airfield. Ammunition storage was along the E boundary.

Infrastructure: had 6 hangars on the S boundary including a repair hangar. All of the hangars had paved aprons and were camouflaged with netting. Station HQ, barracks, admin buildings and some stores buildings were grouped just behind the hangars on the S boundary. A special branch rail line served the buildings on the S boundary.

Dispersal: 3 dispersal areas – Northeast with 2 large and 7 small aircraft shelters, Southeast with 6 small and Northwest with 4 large and 10 small. All of the shelters were open and covered with camouflage netting.

Defenses: had 2 heavy Flak positions with 6 guns each and 8 light Flak positions in mid-August 1943.

Remarks:

Krefeld city was bombed numerous times by the RAF but no specific attacks appear to have been airmed at the airfield.

5 Feb 45: airfield ordered completely evacuated (but no mention of demolition).

2 Mar 45: Krefeld taken by Allied forces.

Operational Units: I./JG 21 (Dec 39); I./JG 1 (Dec 39 – Jan 40); III./ZG 26 (Dec 39 – Jan 40); Stab/JG 27 (Jan-Mar 40); I./JG 27 (Jan-Mar 40, Oct 40); 9.(H)/LG 2 (Mar-May 40); I./JG 51 (Mar-May 40, May-Jun 41); Stab, II./KG 27 (May-Jun 40); Stab/JG 52 (Nov 40 – Jan 41); I./JG 52 (Nov-Dec 40); I./JG 53 (Dec 40 – Apr 41); II./JG 51 (Jun 41); Stab/JG 51 (Jun 41); parts of III./NJG 1 (1945).

Reserve Training & Replacement Units: Flieger-Ers.Btl. VI (c.Jan 43 – early 44); Erg.St./JG 52 (Oct 40 – Jan 41).
Station Commands: Flugplatzkdo. Krefeld (to mid-1943); Fl.Pl.Kdo. A 31/VI (mid-1943 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 11/VI Essen-Mülheim (1944).
Station Units (on various dates – not complete): Werft-Abt. d.Lw. 1/VI (Oct 44); Stab IV.(Flum.Mess)/Ln.-Rgt. 201 (Berg, Oct 42 – Aug 44?); Ldssch.Zug d.Lw. 51/XI (to Oct 44); Ldssch.Zug d.Lw. 349/VI (to Oct 44).
[Sources: AFHRA A5257A pp.326-29 (27 Feb 44); chronologies; BA-MA; NARA; PRO/NA]

Krefeld-Linn (GER) (51 19 40 N – 06 38 25 E)
General: operational airfield (Einsatzhafen) 18.5 km NW of Düsseldorf in North Rhine – Westphalia; airfield 6 km E of Krefeld, 4 km SSE of Krefeld airfield and 1.2 km S of Linn village. History: used by fighters in 1940. Subsequently deactivated and returned to agricultural use until fall 1944 when the landing area was rehabilitated and once again in use by fighters. Dimensions: 870 x 230 meters (950 x 250 yards). Surface and Runways: grass surface (no paved runway). Fuel and Ammunition: available as needed.
Infrastructure: had a paved hangar apron, according to German sources, but Allied photo reconnaissance was not able to detect any infrastructure here. Nearest rail connection at Linn. Dispersal: no organized dispersal or aircraft shelters. Remarks: see under Krefeld.
Operational Units: I./JG 26 (Sep-Oct 44).
Station Commands: operated as a satellite of the main airfield at Krefeld.
[Sources: AFHRA A5257A pp.349 (8 Oct 44); chronologies; BA-MA; NARA; PRO/NA]

Kreuzbruch (GER) (a.k.a. Liebenwalde) (52 49 20 N – 13 26 00 E)
General: emergency landing ground (Notlandeplatz) in Brandenburg 36 km N of Berlin, 6 km SSE of Liebenwalde and 2 km SSE of Kreuzbruch. History: in existence since 1937 and used as a practice field for elementary flight trainers. Surface and Dimensions: grass surface measuring approx. 1190 x 1650 meters (1300 x 1800 yards). No paved runway. Fuel and Ammunition: had 2 groups of refueling points on the S boundary and 1 group on the W boundary.
Infrastructure: there was 1 small hut on the S boundary that may have been used as a workshop. No accommodations of other buildings. A branch rail track off the Liebenwalde-Berlin line served the S boundary.
Operational Units: NJGr. 10 (Mar-Apr 45).

School Units: Arbeitsplatz for Schule/FAR 11 and FFS A/B 11 (Schönwalde).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.703 (26 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kreuznach-Ippesheim (GER): see Ippesheim.

Kruft (GER) (50 23 06 N – 07 21 45 E)
General: emergency landing ground (Notlandeplatz) in Rhineland-Pfalz 17 km WNW of Koblenz and 1.6 km E of the small town of Kruft. History: training field for primary glider. Surface and Dimensions: level grass surface measuring approx. 730 x 410 meters (800 x 450 yards) and having an irregular shape. Infrastructure: a group of buildings off the N boundary may have been billets.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Stab/Flak-Rgt. 61 (Jan 45).
[Sources: AFHRA A5257A p.592 (4 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Krumbach (GER) (48 14 46 N – 10 21 59 E))
General: practice field (Arbeitsplatz) for gliders in Bavaria 42 km WSW of Augsburg and 34 km SE of Ulm. History: no further information or mention of wartime use by Luftwaffe powered aircraft found. Surface and Dimensions: open meadowland. Infrastructure: none noted.
School Units: glider Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kubitzer Bay (GER): often appears in Allied documents in reference to Parow seaplane station - see there.

Kummersfeld (GER): see Neumünster – Klein-Kummersfeld.

Kunsebeck (GER) (52 01 30 N – 08 23 30 E).
General: landing ground (Landeplatz) in North Rhine – Westphalia 13 km NNE of Gütersloh airfield and immediately S of the village of Kunsebeck. History: no known activity. Surface and Dimensions: unknown. Infrastructure: none noted.
[Sources: AFHRA A5257A p.633 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Küpper (GER): see Sagan-Küpper.

Kurnach (GER) (49 51 00 N – 10 05 50 E)
General: landing ground (Landeplatz) in Bavaria 14 km ENE of Würzburg and 4 km E of Kurnach. History: laid out 1934-35 with

measurments of 825 x 775 meters (900 x 850 yards). No record of any Luftwaffe units being stationed there and after mid-1940 it was turned into a large munitions storage area.
[Sources: AFHRA A5258 p.454 (25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kusel (GER) (c. 49 33 03 N – 07 23 53 E)
General: operational airfield (Einsatzhafen I) in Rhineland-Pfalz 30 km NW of Kaiserslautern. History: laid out in the late 1930's. May have been used as a refueling field during the campaign in the West that began on 10 May 1940. Surface and Dimensions: grass surface.
Infrastructure: none noted.
Operational Units: none identified.
Station Commands: none identified.
Station and Town Units (on various dates – not complete): 3., 4./Festungs-Flak-Rgt. 33(v) (Jul 38 – Aug 39); Res.Festungs-Flak-Abt. 331(v) (Aug 39 – 1940/41); le.Flak-Abt. 993(v) (Apr-May 41)?
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kussfeld (GER) (a.k.a. Stare Kusy? Nowe Kusy?) (c. 54 02 N – 19 36 E)
General: landing ground (Landeplatz) in East Prussia c. 18 km SE of Elbing and c. 4.5 km SW of Paslek/Pasłęk (Preussisch Holland).
History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Küstrin (GER) (a.k.a. Kostrzyn) (52 36 30 N – 14 40 00 E)
General: field airstrip (Feldflugplatz) 27 km NNE of Frankfurt/Oder; landing ground located 3.25 km NE of Küstrin. History: 1927 listed as a Notlandeplatz. 1938 in Luftwaffe service as a Feldflugplatz but no record of its use has been found. Surface and Dimensions: grass surface measuring approx. 915 x 460 meters (1000 x 500 yards).
Infrastructure: none reported.
Remarks:
12 Mar 45: Küstrin taken by Soviet forces.
Operational Units: none identified.
[Sources: AFHRA A5258 p.969 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Labiau (GER): see Eichwalde.

Lachen-Speyerdorf (GER) (49 19 50 N - 08 12 50 E).

General: operational airfield (Einsatzhafen) later upgraded to an airfield (Fliegerhorst) 26 km SW of Mannheim in Rheinland-Pfalz, 6 km ESE of Neustadt and immediately SE of Speyerdorf near the village of Lachen.
History: in existence in 1917 as a training airfield. 1934 used for pre-flight glider training. 1939 now as an Einsatzhafen I (operational airfield, class I). An important wartime training airfield. Used as a civil/general aviation airfield after the war. Wartime Code name: "Bode". Allied code name: "Y 68".
Dimensions: approx. 1420 x 825 meters (1550 x 900 yards) and irregular in shape.
Surface and Runways: grass surface on sandy sub-soil. No paved runway.
Fuel and Ammunition: refueling points were in the W corner, and ammunition storage was believed to be in the trees off the E corner.
Infrastructure: there were 4 large and medium hangars dispersed around the landing area and all had paved aprons. Extensive billeting and admin buildings in groups at the SE corner and on the W boundary. Separate workshops were adjacent to the hangars. A branch rail line served the S boundary and the buildings at the SE corner of the airfield.
Dispersal: had an East dispersal with at least 6 aircraft bays cut into a woods running along a taxi track.
Defenses: unknown.
Remarks:
27 May 44: Lachen bombed by 18 B-17 Fortresses as a target of opportunity.
21 Jul 44: Lachen bombed by 12 B-17 Fortresses as a target of opportunity.
31 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x unidentified aircraft destroyed.
3 Oct 44: airfield and other targets at Lachen bombed by 143 8th Air Force B-24 Liberators.
Operational Units: I./ZG 2 (Oct – Nov 1939); I./JG 52 (May 1940); III./KG 53 (Aug-Sep 44); I./JG 4 (Sep 44); Stab, 1./NAGr. 13 (Sep-Nov 44).
School Units: Arbeitsplatz (gliders) for FFS A/B 116 then FFS A 116 (Göppingen) (1941-44); Jagdfliegervorschule 2 (1940 – Nov 42); Jagdfliegerschule 6 (Nov 42 – Mar 43); Stab and I./JG 106 (Mar 43 – Jun 44).
Station Commands: Fl.H.Kdtr. (E) Lachen-Speyerdorf (Aug 39 – Mar 40); Fl.H.Kdtr. E 28/XII (Mar 40); Fl.Pl.Kdo. A 33/XII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 3/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 19/VII (Jun 44 – Mar 45).

Station Units (on various dates on the airfield, in the city or nearby – not complete): Stab/IV. Flakkorps (Edenkoben, Oct 44 – Mar 45); Koflug 12/VII (Neustadt/Weinstrasse Sep 44 – Mar 45); 2. Flugh.Betr.Kp./KG 53; 2. Flugh.Betr.Kp./ZG 52; Ln.-Abt. (mot) 104 (Edenkoben, Oct 44 - Mar 45); 5./gem.Flak-Abt. 491(o) (May 44); Nachschub-Kp. d.Lw. 9/XII (Neustadt/Weinstrasse – Oct, Dec 44); Kfz.Werkstattzug d.Lw. 107/XII (Diedesfeld – ? - Dec 44); Flieger-Untersuchungsstelle 2/XIII (Neustadt/Weinstrasse, Oct 44); Stab/Lw.-Berge-Btl. IV (Oct-Nov 44).
[Sources: AFHRA A5258 pp.232-35 (12 Mar 44 updated to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ladbergen (GER) (52 08 10 N – 07 41 10 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 26.5 km SW of Osnabrück and 21 km NNE of Münster; airfield 4 km W of Ladbergen village. History: used as a glider field. Surface and Dimensions: rough grass surface measuring approx. 950 x 190 meters (1040 x 210 yards). Construction apparently abandoned after strip leveled. Infrastructure: had 1 small hangar at the W end.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.592 (15 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lägerdorf (GER) (c. 53 53 03 N – 09 34 56 E)
General: landing ground (Landeplatz) in Schleswig-Holstein 7 km SE of Itzehoe. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

Lagerlechfeld (GER): see Lechfeld.

Lahr (GER) (48 21 10 N – 07 49 40 E)
General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 25 km SSE of Strasbourg and 41 km N of Freiburg; airfield 3 km W of Lahr. History: wartime use as a practice field for single-engine trainers. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for FFS A/B 2 (Luxeuil) (Jun 41 – 1944).
Station Commands: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lampertheim (GER) (49 35 30 N – 08 25 30 E)
General: emergency landing ground (Notlandeplatz) in Hesse 12 km N of Mannheim; airfield 2.5 km W of Lampertheim. History: no

record of use by the Luftwaffe of this small grass surfaced landing ground measuring approx. 455 x 455 meter (500 x 500 yards).
Infrastructure: none noted.
[Sources: AFHRA A5258 p.454 (7 Apr 40); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landau/Isar (GER) (a.k.a. Ganacker, Landau an der Isar) (48 43 30 N – 12 41 45 E)
General: operational airfield (Einsatzhafen) in Bavaria 101 km NE of München (Munich) and 23 km SSE of Straubing; airfield 6 km N of Landau. History: 1927 emergency landing ground (Notlandeplatz). Wartime use mainly as a training field. Surface and Dimensions: grass surface measuring approx. 960 x 960 meters (1050 x 1050 yards) and square in shape. No paved runway. Infrastructure: had 3 small hangars on the N boundary. There was a large barracks complex off the N boundary, further barrack accommodations to the NE, plus a few buildings off the S boundary on the outskirts of Ganacker village. A branch rail line probably served the S, W and N sides of the airfield. Dispersal: 3 dispersal areas, Northwest, North and South, with a total of 18 open aircraft shelters, mostly large.
Remarks:
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 75 destroyed or damaged, nearly all Bf 109s and Fw 190s.
17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 34 destroyed or damaged, almost all Bf 109s (17) and Fw 190s (15).
24 Apr 45: bombed by 172 9th AAF bombers.
Operational Units: III./JG 54 (Apr-May 44); IV./JG 54 (May-Jun 44); 1.(H)/Aufkl.Gr. 21 (May-Jun 44)?; 5.(H)/Aufkl.Gr. 41 (May-Jun 44)?; 3./Gruppe Süd (Flugzeugüberführungsgeschwader 1) (Aug 44); Stab, I./KG(J) 55 (Oct 44 – Apr 45).
School Units: FFS C Landau (1938 – Oct 39) but actual location at Erding; Arbeitsplatz for Schule/FAR 43 (Prossnitz) (1939-40); Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45); Stab and II./JG 101 (Jul 44 – Apr 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/XII Straubing (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 34/VII Straubing (Jun-Oct 44); Fl.H.Kdtr. E(v) 208/VII (or E(v) 208/VIII?) (Nov 44 – May 45).
Station Units (on various dates – not complete): Werft-Abt.(v) 114/XII (1944-45); Werft-Zug 6/VII (1944-45); le.Alarm-Flak-Battr. 42/VII (one Zug) (1944-45); Lw.-Bau-Ers.Btl. VII (1943 – Mar 44).
[Sources: AFHRA A5258 pp.236-37 (30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landau/Pfalz (GER) (a.k.a. Landau in der Pfalz) (49 10 35 N – 08 08 05 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 30 km NW of Karlsruhe; airfield 3 km S of Landau. History: set up in the late 1930's. Surface and Dimensions: grass surface. Infrastructure: none noted.
Air Units: none identified.
Station Commands: none identified.
Station and Town Units (on various dates – not complete): 3., 4./Festungs-Flak-Rgt. 34(v) (Jul 38 – 1940/41); Stab/Flak-Rgt. 45 (mot.) (1944-45); Res.Festungs-Flak-Abt. 341(v) (Aug 39 – 1940); le.Flak-Abt. 842(v) (1945); le.Flak-Abt. 923(v) (1945); Kfz.Werkstattzug d.Lw. 103/XII (? – Dec 44).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landsberg/Lech (GER) (48 04 20 N – 10 55 00 E)
General: airfield (Fliegerhorst) 50 km WSW of Munich in Bavaria; airfield 4 km NE of Landsberg and just W of the village of Penzing. Paved hangar apron and taxiway, and possibly a paved runway.
History: construction began in 1935 and it was ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Served as a major bomber base to Jun 40 and then for resting, refitting and re-equiping bomber units during the war years. From fall 1943, Landsberg became a parking area for large numbers of Do 217 bombers that had apparently become surplus to the needs of the Luftwaffe because the engines were removed from the majority of them.
Dimensions: approx. 1190 x 825 meters (1300 x 900 yards).
Surface and Runways: grass with clay on gravel subsoil. Had a single concrete runway measuring 1190 x 50 meters (1300 by 55 yards) aligned ENE/WSW. A perimeter road and taxiways connected the runway with the rest of the airfield.
Fuel and Ammunition: both were available. Two groups of refueling points were along the S boundary and on a servicing hardstand in front of the hangars. Ammunition storage bunkers were along the S boundary.
Infrastructure: there were 3 very large flight hangars, 1 large flight hangar, 2 medium flight hangars and 1 very large repair hangar on the N side of the airfield with paved aprons and numerous workshop buildings adjacent to them. The motor pool and garages were off the extreme NW corner of the field. Station admin buildings, barracks, messes and other facilities were grouped behind the hangars. A light branch rail line served the buildings at the NW corner and the ammunition dump on the S boundary.

Dispersal: 2 dispersal areas – Southwest and Northwest with a total of 9 open aircraft shelters and 2 covered aircraft shelters.
Defenses:
Remarks:
18 Mar 44: bombed by 75 to 100 B-17 Fortresses.
5 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 3 x Bf 110s, 4 x Ju 88s, 1 x He 111, 6 x Do 217s and 1 x Fw 200 destroyed, plus 4 x Bf 110s, 3 x Ju 88s, 1 x He 111, 30 x Do 217s, 2 x Fw 44s and 1 x DFS 230 damaged.
24 Apr 44: bombed by 57 B-17s.
21 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Ju 88s destroyed and 10 x Ju 88s damaged.
15 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190, 3 x Bf 110s and 5 x unidentified aircraft destroyed, plus 2 x Bf 110s and 7 x unidentified aircraft damaged.
16 Feb 45: low-level attack – 15 x Ar 96, 3 x Bü 131 and 2 x Si 204 destroyed, 2 x Bf 110 G-4 and 1 x Si 204 D-1 from III./Erg.JG 2 damaged; 8 hangars, buildings and barracks badly damaged and 10 more lightly damaged; runway and landing area heavily cratered. (German report)
28 Feb 45: low-level attack – 1 x Bf 110 G-4 from III./Erg.JG 2 damaged.
9 Apr 45: bombed by 62 B-24 Liberators.
Operational Units: Stab, I./KG 255 (Mar 37 – Apr 39); Stab/KG 51 (May 39 – Jun 40, Aug-Nov 44); I./KG 51 (May-Aug 39); III./KG 27 (Oct 39); III./KG 51 (Nov 39 – Jun 40); I./SKG 210 (Oct 41 – Jan 42); II./KG 54 (Nov-Dec 41); 7.(H)/Aufkl.Gr. 12 (Jan 42); Stab, I., II./ZG 2 (Mar-Jun 42); I./KG 55 (Jul-Aug 43); Gefechtsverband Sigel (c.Aug-Sep 43); 2./NAGr. 13 (Aug-Sep 44); 1.(F)/Aufkl.Gr. 33 (Sep 44).
School Units: Arbeitsplatz (gliders) for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for BFS Neuburg then BFS 2 (Neuburg) (1938-42); II./NJG 101 (Nov 44 – Feb 45).
Reserve Training & Replacement Units: Erg.St./KG 55 (Oct 40 – Mar 41); Erg.St./KG 40 (Jun – Aug 41); IV.(Erg.)/KG 40 (Jun-Aug 44); 9./Erg.JG 2 (Nov 44 – Apr 45).
Station Commands: Fl.H.Kdtr. L Landsberg; Fl.Pl.Kdo. A 16/VII (c. Mar 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 13/VII Lechfeld (Apr-Oct 44); Fl.H.Kdtr. E(v) 214/XII (c.Oct 44 – c.Apr 45).
Kommandant (not complete): Obstlt. Wilhelm von Heinz (17 Oct 42 - ?);
Station Units (on various dates – not complete): Koflug Landsberg/Lech (Jul 39 – Mar 41); Koflug 11/VII (Apr 41 – Apr 45); 2. Flugh.Betr.Kp./KG 51; 7. Flugh.Betr.Kp./KG 51 (1939 – Jun 40); 3. Flugh.Betr.Kp./KG 40; Heimat-Flak-Bttr. 12/VII (1944-45); III.

(Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 7 (1942-44); Fluko Landsberg; Lw.-Bau-Btl. 26/VII (1940); Lw.-Bau-Btl. 27/VII (1940); E-Hafen-Ausrüstungs-Kolonne (mot) 3/VII; Kfz.Werkstatt (o) d.Lw. 115/VII (1944-45); Ldssch.Zug d.Lw. 116/XIII (summer 44); Lw.-San.Abt. 11/VII (Apr 41 – Apr 45).
[Sources: AFHRA A5257 p.1276 (1943); A5258 pp.238-40 (17 Jul 44); A5265 p.159 (Feb 46); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landsberg-Ost (GER) (48 04 20 N – 10 57 10 E)
General: satellite airfield or dispersal airfield (Ausweichplatz) for Landsberg/Lech airfield and located 5.5 km ENE of Landsberg and 2 km ESE of the nearby village of Penzing. History: laid out in summer 1944. Surface and Dimensions: grass surface measuring approx. 1050 x 870 meters (1150 x 950 yards) and triangular in shape. Infrastructure: none. Dispersal: had an East and South dispersal with a total of 18 aircraft bays cut into woods on E boundary and off the S corner.
Remarks:
Sep 44: the landing area was elaborately camouflaged to represent cultivated fields.
9 Apr 45: bombed by 33 B-24 Liberators.
Operational Units: see Landsberg/Lech.
Station Commands: see Landsberg/Lech.
[Sources: AFHRA A5258 p.242 (17 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landsberg/Warthe (GER) (a.k.a. (Gorzów Wielkopolski) (c. 52 44 N - 15 14 E)
General: landing ground (Landeplatz) in Brandenburg c. 62 km NE of Frankfurt/Oder. History: no evidence found of Luftwaffe use during the war.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landshut (GER): see Ergolding.

Landshut-Lutzenhof (GER) (48 33 45 N – 12 12 30 E)
General: landing ground (Landeplatz) in Bavaria (Bayern) 53.5 km ESE of Ingolstadt airfield, 5 km ENE of Landshut and 2.8 km E of Ergolding airfield. History: said to have existed before the war. Used during the war years for glider training. Surface and Dimensions: grass surface measuring approx. 915 x 365 meters (1000 x 400 yards). No paved runways. Infrastructure: no hangers or workshops. Small groups of buildings off the SW and NW boundaries were apparently used for accommodations. Nearest rail connection in Landshut. Dispersal: woods along the SE boundary could be used to park aircraft.

Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.243 (29 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Langelsheim (GER) (51 56 04 N – 10 19 53 E)
General: landing ground (Landeplatz) in Lower Saxony 7 km WNW of Goslar. History: an alternate landing ground or satellite for Goslar airfield which lay just to the E. Listed as operational in Feb 45.
Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Langen (GER) (49 57 35 N – 08 39 00 E)
General: landing ground (Landeplatz) in Hesse 17 km S of Frankfurt/Main, 12.5 km NNE of Darmstast-Griesheim airfield and .8 km SW of the village of Egelsbach. History: laid out in fall 1944 and by Nov 44 it was serviceable and active. Surface and Dimensions: grass surface measuring approx. 915 x 412 meters (1000 x 450 yards) and irregular in shape. No paved runway. Infrastructure: none. Nearest rail connection at Egelsbach. Dispersal: aircraft parked along the edge of a woods on the NW boundary.
Remarks: none.
Operational Units: 4./JG 4 (Sep 44).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.241 (9 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Langenau (GER) (today: Langowo) (51 11 30 N – 17 05 00 E)
General: operational airfield (Einsatzhafen) in Silesia 10 km NNE of Breslau (Wroclaw) and 1.6 km SSW of the village of Langenau.
History: built in the late 1930's, used by bombers during the campaign in Poland and then as a practice field for trainers.
Surface and Dimensions: grass surface measuring approx. 1280 x 1050 meters (1400 x 1150 yards) and roughly "L" shaped. No paved runway. Equipped with perimeter lighting.
Fuel and Ammunition: refueling points and fuel storage were on the N boundary and off the SW corner. A smqall ammunition dump was off the W boundary.
Infrastructure: there were 4 large hangars off the NW boundary with paved aprons. Just W of the hangars was a group of buildings that were probably used as motor pool garages and warehouses. Another

block of buildings in the same area housed offices and possibly served as quarters for senior personnel. A cluster of small sheds were in the same area. The men stationed at Langenau were probably billeted in the village and in nearby Pappelhof. The Breslau-Trebnitz rail line passed 1.2 km E of the airfield.
Remarks:
1942-44: reportedly developed into a factory airfield (Industrieplatz) for use as a repair center for the Junkers aircraft manufacturing firm.
Operational Units: Stab, I., III./KG 4 (Aug-Sep 39).
School Units: Arbeitsplatz for LKS Breslau-Schöngarten/LKS 5 (1939-44).
Station Commands: Fl.H.Kdtr. (E) z.b.V. 128 (26 Aug 39 – c.Feb 40).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.697-98 (26 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Langendiebach (GER) (50 10 00 N – 08 58 00 E)

General: airfield (Fliegerhorst) 22 km E of Frankfurt/M. in Hesse, 4.8 km NE of Hanau and 1.6 km WSW of the village of Langendiebach.
History: construction began in 1937 and flying operations began a year later although construction work continued to 1939. To summer 1940, Langendiebach was home to bomber and long-range reconnaissance units, then by glider-towing training and replacement units to 1944. Night fighter units moved in during the seond half of 1944.
Dimensions: 1370 x 1370 meters (1,500 x 1,500 yards).
Runway: grass surface with paved hangar apron and perimeter road along E and S boundaries.
Fuel and Ammunition: fuel, oil, water and communications available.
Infrastructure: the building area was in the shape of an inverted "V" and consisted of 6 large hangars, a number of separate repair workshops, flying control and tower (Flugleitung), barrack blocks, messes, station HQ, admin and supply buildings and the base dispensary. Small blocks of barrack huts were located off the E boundary and the SE corner of the airfield, and a further barrack camp with 22 buildings and huts was 3.2 km to the SSW on the outskirts of Hanau. A railway spur was built along the W boundary and another spur ran into the hangar and building area.
Dispersal: blast bays in a woods off the S boundary with more and more being added all the time.
Defenses: well defended by fall 1944 but specifics lacking.
Remarks:
Aug 40: Leithorst Langendiebach had a normal station complement of 112 officers and officials (Beamten) with 1,107 NCOs and men in Aug 40 and this was probably its peak wartime population.

Mid-1943 – mid-1944: average station complement approx. 500 Luftwaffe flying, ground and signals personnel, 100-200 civilian base personnel, a Flakzug (AA platoon) with 3 x 2.0-cm guns manned by 40 Luftwaffenhelferen (16-year-old male Air Force assistants) and a civilian base guard force of 20 men armed with pistols.
10 Nov 44: bombed by 229 B-24 Liberators on receipt of photo recon intelligence that the runway had been extended 300 meters to accommodate Me 262 jets. This and subsequent attacks destroyed some 20% of the buildings and facilities, destroyed the aircraft dispersal areas and badly cratered the runways. Russia POWs were brought in from nearby Aussenstelle Langendiebach/SS-Sonderlager Hinzert to fill craters and to locate and remove UXBs (unexploded bombs). Nevertheless, by January 1945 Langendiebach was essentially unserviceable and remained that way to the end of the war.
Operational Units: I./KG 155 (Nov 38 – Apr 39); I./KG 55 (May-Oct 39); 1.(F)/Aufkl.Gr. 123 (Oct 39 – May 40); Wekusta 51 (Oct 39 – Jun 40); Aufkl.St.(F)/I. Flakkorps (Dec 39 – May 40); Luftdienst-Teilkdo. 2/13 (1940); I./ZG 26 (Mar-May 40); 1. DFS 230 Staffel (Apr-Jun 42); Wekusta 51 (May 40); 1. (DFS) Staffel/VIII. Fliegerkorps (May-Jun 42); IV./LLG 1 (Jan 43, Apr 43 – Jan 44); 2.(DFS)/Schleppgruppe 1 (Nov-Dec 43); II./NJG 3 (Mar-May 44); III./NJG 2 (Mar-Sep 44); part of I./JG 301 (May-Jun 44); I./NJG 4 (Aug 44 – Jan 45); 1.(F)/Aufkl.Gr. 121 (Sep-Nov 44); Flugzeugschleuse Langendiebach.
School Units: Fliegerschule d.Lw. (S) 1 (Apr 41 – Apr 42).
Reserve Training & Replacement Units: Erg.Gruppe (S) 1 (Apr 42 – Sep 44).
Station Commands: Fl.H.Kdtr. L Langendiebach (1940); Fl.Pl.Kdo. A 31/XII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 6/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 22/VII (Jun 44 – Mar 45).
Kommandant (not complete): Maj. Gustav Müldner (Sep 42 - ?) 12/42.
Station Units (on various dates – not complete): Koflug Langendiebach (Jul 39 – Mar 41); Koflug 3/XII (Apr 41 – Mar 42); 1. Flugh.Betr.Kp./KG 55 (May-Oct 39); 2. Flugh.Betr.Kp./KG 55 (May-Oct 39); Werft-Abt. (v) 116/XII (Aug 44, Jan 45); Werft-Abt. d.Lw. 8/XII (Oct 44); 3./le.Flak-Abt. 987 (Sep-Nov 44); Lw.-Bau-Rgt. Langendiebach (1940); Lw.-Bau-Gerätezug 9/XII (Oct 39); Lw.-Bau-Gerätezug 10/XII (Oct 39); Nachschub-Kp. d.Lw. 4/XII (1939 – Aug 40); Nachschubkolonnen-Abt. d.Lw. 1/XIV (Marköbel – Dec 44); Trsp.Kol. d.Lw. 128/VI (Dec 44); Trsp.Kol. d.Lw. 131/XI (Marköbel – Dec 44); Ldssch.Zug d.Lw. 162/XIII (1944); Ldssch.Zug d.Lw. 275/XI (Dec 44); Erprobungsstelle d.Lw. Langendiebach (Aug 43).
[Sources: AFHRA A5257A pp.248-50 (7 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Langenhagen (GER): see Hannover-Langenhagen.

Langenhanshagen (GER) (c. 54 17 07 N – 12 39 52 E)

General: landing ground (Landeplatz) in Mecklenburg 25 km WSW of Stralsund. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Langensalza (GER) (a.k.a. Bad Langensalza) (51 07 30 N – 10 37 40 E)

General: airfield (Fliegerhorst) 86 km SE of Kassel and 30 km NW of Erfurt in Thuringia; airfield 2.5 km NNW of the town.

History: a landing ground from at least 1927, ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 and became operational in 1938 after much construction and building. Used by dive-bomber (Stuka) units, an elementary flight school and a night fighter unit before and during the war. On the E side of the town of Langensalza and not far from the airfield, Junkers Flugzeug- und Motorenwerke AG set up a factory in spring 1944 for the production of Ju 88 and Fw 190 fuselages that at peak had some 750 German workers and 1,458 concentration camp inmates doing forced labor in the factory.

Dimensions: approx. 825 x 1000 meters (900 x 1100 yards).

Surface and Runways: grass surface. There was a concrete starting platform on the E boundary which led to a prepared strip from the W boundary that gave an E/W take-off and landing run of approx. 1600 meters (1750 yards). Additionally, a narrow wedge-shaped starting platform in the SE corner projected into the center of the landing area giving a NW/SE run of approx. 1190 meters (1300 yards). Equipped with perimeter lighting for night landings.

Fuel and Ammunition: fuel was readily available and there were two ammunition dumps at the N and S ends of the airfield.

Infrastructure: had 2 very large and 4 large hangars plus 1 large repair hangar, all with paved hangar aprons. Station HQ, workshops, admin offices, barracks and flying control were all grouped in the hangar area at the SE end of the airfield. The motor pool, garages, stores buildings and a second cluster of barracks were all in a separate group approx. 2000 meters (2200 yards) SE of the landing area. A branch rail line served the hangar and building area at the SE corner of the field.

Dispersal: no organized dispersal facilities (5 Jul 44), but shortly thereafter an East Dispersal with 7 aircraft hardstands was constructed on the edge of a woods.

Defenses: not noted.
Remarks:
No evidence found of attacks on this airfield by Allied 4-engine bombers.
12 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x unidentified aircraft destroyed and 1 more damaged.
11 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 7 x Fw 190s destroyed and 2 x Fw 190s plus 1 x Ju 188 damaged.
8 Apr 45: airfield occupied by an USAAF engineer aviation unit after falling to U.S. forces without resistance a day or two before.
Operational Units: II./St.G. 163 (Nov 38 – Apr 39); III./St.G. 2 (May-Aug 39); III./KG 28 (Jun-Jul 40); II./KG 76 (Jun-Jul 40); I./NJG 2 (Mar-May 44).
School Units: FFS A/B 42 (Sep 42 – c. Sep 43).
Station Commands: Fl.H.Kdtr. E Langensalza (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 17/IV (c. Feb 40 - ?); as Fl.H. Langensalza (to 1943); Fl.Pl.Kdo. A 34/IV (Dec 43); Fl.H.Kdtr. E 44/XI (1943-44)?; Platzkdo. of Fl.H.Kdtr. A(o) 30/III Kölleda (1944-45).
Kommandant (not complete): Obstlt. Hans-Joachim Wiedorn-Roy (? - 17 Oct 42).
Station Units (on various dates – not complete): none found.
[Sources: AFHRA A5257A pp.330-33 (5 Jul 44, revised 18 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Langenwinkel (GER) (48 21 10 N – 07 49 40 E)

General: landing ground (Landeplatz) in Baden-Württemburg 26 km SSE of Strasbourg, 3 km W of Lahr and immediately NE of Langenwinkel village. History: used in spring 1944 for glider training. Surface and Dimensions: grass surface measuring approx. 640 x 160 meters (700 x 175 yards). Infrastructure: had 1 small hangar and 1 workshop-type building on the E boundary.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 pp.431 (8 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Langeoog (GER) (53 43 40 N – 07 28 30 E)

General: landing ground (Feldflugplatz) on the island of the same name 47 km NW of Wilhelmshaven in Lower Saxony; airfield 1 km S of the village. History: classed as an airport in 1932 (Flughafen II). Taken over by the Luftwaffe c. 1938 and was still under construction in 1939 as a fighter airstrip and first used in Jun 41. Had very little wartime use and rarely were more than 3 or 4 aircraft seen there at one time. Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards). Surface and Runways: grass surface on mostly reclaimed land. No paved runway. Ladder-type servicing hardstands along NW

and SE boundaries with taxiways and perimeter tracks connecting them to other parts of the landing area. Fuel and Ammunition: refueling points and storage tanks located at both hardstand servicing areas. Ammunition dump 1.6 km NNE of the landing area. Infrastructure: had 1 medium-size repair hangar off the NW corner. Station HQ, barracks and offices outside the NW corner. A light rail spur connected the harbor to the landing ground along its E boundary. Dispersal: 2 areas – Southeast Dispersal and North Dispersal with a total of 6 large covered, 12 large open and 7 small covered aircraft shelters. Defenses: had 3 light Flak positions and several machine gun posts in Dec 43.
Remarks: no significant Allied air attacks on the landing ground noted.
Operational Units: parts of I./JG 52 (Jul-Aug 41).
Reserve Training & Replacement Units: Erg.St./Minensuchgruppe 1 (Oct 43 – mid-1944).
Station Units: Fl.Pl.Kdo. C 13/XI (1942 – c.Dec 43); Flugplatzkdo. Langeoog of Fl.H.Kdtr. A(o) 13/XI Marx (1944); Flugplatzkdo. Langeoog of Fl.H.Kdtr. A(o) 12/XI Wittmundhafen (1945).
Station Units (on various dates – not complete): none found.
[Sources: AFHRA A5257A pp.334-35 (14 Jan 44); chronologies; BA-MA; NARA; PRO/NA]

Langhermsdorf (GER) (a.k.a. Urzuty) (c. 51 48 N – 15 24 E)
General: landing ground (Landeplatz) in Silesia c. 22 km NE of Sagan (Zagan). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lärz (GER) (a.k.a. Rechlin-Lärz, Rechlin/Süd) (53 18 25 N – 12 44 50 E)
General: operational airfield (Einsatzhafen) 97 km NNW of Berlin, 44 km SW of Neubrandenburg in Mecklenburg, 5 km SSE of Rechlin airfield and immediately N of the village of Lärz. Lake Müritz (Müritz See) was 3.25 km to the NW.
History: Satellite field of Erprobungsstelle Rechlin. Existed from 1918 when an experimental detachment for airborne radio was located there (Flieger-Funker Versuchsabteilung). A large barrack camp was built by the RAD about 1939 that several years later was used to accommodate foreign workers and concentration camp inmates from Ravensbrück. Erprobungsstelle/Erprobungskommando Lärz was established in 1942 was the principal tenant and was engaged in testing pre-production and experimental aircraft, handle some of Rechlin's air transport activity, and to provide accommodations for the personnel of the various Erprobungskommandos temporarily stationed at Rechlin. After a devastating air attack on Rechlin/Nord (Rechlin/North, i.e., Rechlin Main) on 25 August 1944, all development, experimental and testing work was moved to Lärz.

Dimensions: approx. 1740 x 1740 meters (1900 x 1900 yards) with an "L" shape.
Surface and Runways: grass surface. Had 2 concrete runways measuring approx. 1920 meters (2100 yards) and aligned NW/SE, and 1550 meters (1700 yards) aligned ENE/WSW. One of these was built in the late 1930's. Equipped with runway illumination, a beam approach system and a visual Lorenz system.
Fuel and Ammunition: there was a refueling loop along the taxiway on the S boundary.
Infrastructure: had 2 large hangars with concrete aprons at the E end of the S boundary. A few buildings on the S boundary were probably used as workshops. A small group of barracks and the station flight control building were also on the S boundary.
Dispersal: Lärz had a North dispersal and a South dispersal in Jul 44 with a total of 4 medium open aircraft shelters with 6 more under construction.
Defenses: unknown.
Satellites and Decoys:

Rechlin-Boek (GER) (53 23 08 N – 12 48 00 E). Mock-up 18 km W of Neustrelitz, 10 km NE of Rechlin-Lärz airfield, 6 km NE of Rechlin airfield, 2 km inland from Lake Müritz and1 km SE of the hamlet of Boek. Consisted of 2 fake hangars, 2 fake buildings with some replica aircraft parked outside the hangars. [Sources: AFHRA A5258 p.966 (1944)]

Remarks:
12 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 110s, 7 x Ju 88s, 1 x Ju 52, 4 x unidentified aircraft destroyed, plus 2 x Bf 110s, 3 x Ju 88s, 1 x Do 217 and 2 x unidentified aircraft damaged.
10 Apr 45: bombed by 103 B-24 Liberators – near total destruction of the airfield and its infrastructure.
2 May 45: captured by Soviet troops.
Operational Units: Erprobungs-u.Lehrstaffel He 177 (Feb 42 – Sep 43); Erprobungs-u.Lehrkdo. 22 (c. Oct 42 – C. Mar 43); Erprobungskdo. Ar 234 (Jul-Nov 44); Nachtjagderprobungskdo. 262 (Nov 44 – Jan 45); 8./ZG 26 (Aug 44); Erprobungskdo. He 162 (Jan 45); Stab, I., III./JG 11 (Apr 45); elements of II./JG 4 (Apr 45); elements of III./JG 7 (Apr 45); Sonderkdo. Braunegg (Apr 45).
Station Commands: Feldflugplatz Lärz (c. Feb 42 – Mar 44); Fl.H.Kdtr. A(o) 10/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.832-33 (19 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Laucha/Unstrut (GER) (51 15 00 N – 11 41 30 E)

General: emergency landing ground (Notlandeplatz) and a major glider training field in Anhalt 24 km WSW of Merseburg, 14 km NW of Naumburg, 3 km NNE of Laucha an der Unstrut and 2.25 km WSW of the town of Gleina. Sited on the edge of a bluff overlooking the River Unstrut just to the W. History: home to a pre-war NSFK glider school that continued glider training during the war years. Surface and Dimensions: grass surface measuring approx. 615 x 570 meters (675 x 625 yards). Infrastructure: had 1 medium hangar, 3 small hangars and several workshop buildings off the S corner that were connected to the landing area by taxiway. A small motor pool and a few barrack buildings were near the workshops.
Remarks:
29 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 52s destroyed.
School Units: Segelflugschule d.Lw. Laucha (1942-45).
[Sources: AFHRA A5258 p.958 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lauenburg (GER) (a.k.a. Lebork) (54 32 25 N – 17 47 30 E)
General: field airstrip (Feldflugplatz) in Pomerania 57 km WNW of Danzig (Gdansk), 47 km ENE of Stolp (Slupsk) and 2.5 km E of Lauenburg. History: in existence as a landing ground since 1929 and used mainly for glider training during the war. Target-towing aircraft may have also used it. Surface and Dimensions: grass surface measuring approx. 685 x 825 meters (750 x 900 yards) and irregular in shape. No paved runway. Infrastructure: there was a single small hangar and several sheds off the NE boundary. No evidence of any accommodations in March 1944. The nearest rail connection was in Lauenburg.
Operational Units: I.(Jagd)/LG 2 (Sep 39); I.(Stuka)/Trägergruppe 186 (Sep 39).
Station Commands: Flugstützpunkt Lauenburg/Pom. (1939).
Station Units (on various dates – not complete): Kfz.Beständebezirk d.Lw. 1/III C (Aug 43).
[Sources: AFHRA A5258 p.699 (17 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lauffenberg (GER) (a.k.a. Neuss-Kaarst) (c. 51 12 15 N – 06 41 15 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia very close to Neuss in the Ruhr and probably on the SW side of the city where there was and still is a relatively large expanse of open land.
History: laid out in the late 1930's and used for the 1940 campaign in the West. No mention found of any use after that. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
Operational Units: II.(Schlacht)/LG 2 (Oct 39 – May 40).

[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Lauingen (GER) (c. 48 34 05 N – 10 25 56 E)

General: operational airfield (Einsatzhafen II) in Bavaria on the Danube 35 km NE of Ulm. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Laupheim (GER) 48 13 20 N – 09 54 30 E)

General: operational airfield (Einsatzhafen) in Baden-Württemberg 20 km SSW of Ulm and 2 km ESE of Laupheim.
History: construction began about 1938. Laupheim became a helicopter development and production center in 1943-44 after the Focke Achgelis factory in Bremen was bombed out, but this facility was then bombed out and 6 Fa 223 helicopters destroyed in Jul 44. Further development and production was moved to Berlin.
Dimensions: approx. 1050 x 870 meters (1150 x 950 yards) with an irregular shape.
Surface and Runways: grass surface in good condition. No paved runways. Equipped with a flare path, boundary and obstruction lighting for night operations.
Fuel and Ammunition: available – no details.
Infrastructure: had 1 very large, 1 large and 1 medium hangar with paved hangar aprons at the SE corner, but these had all been severely damaged during Allied attacks in July and October 1944. Another large hangar and a repair hangar were under construction, and some additional workshop buildings were in the hangar area. Airfield admin, barracks and related buildings were off the SE corner. A group of huts were along the N boundary. A branch rail line served the buildings at the SE corner of the airfield.
Dispersal: had a Northwest and a Southeast dispersal with 33+ aircraft bays and parking stands.
Defenses: there were 3 light Flak positions on the SE, S and SW sides of the airfield in Dec 43.
Remarks:
24 Jul 44: bombed – 1 x Ar 96, 1 x Bf 108 B-1, 12 x Bf 110s and 2 x Fw 44s from III./ZG 101 destroyed or damaged on the ground.
Operational Units: II./NJG 4 (Apr-May 42); Eprobungskdo. Laupheim (Nov 43 – Apr 45); 2./ZG 101 (Mar-May 44); III./ZG 101 (Jun-Jul 44); I./JG 113 (Jul-Oct 44); II./JG 106 (Oct 44 – Apr 45).
School Units: II./JG 106 (Jul 44 – Apr 45); 2./ZG 101 (1944); III./ZG 101 (Jun – Jul 44).

Station Commands: Fl.H.Kdtr. E Laupheim (Jul 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 15/VII Memmingen (1944); Fl.H.Kdtr. A(o) 7/VII (Dec 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt. (v) 120/XII (1944-45); Heimat-Flak-Bttr. 38/VII (Oct 43 – c.Jul 44).
[Sources: AFHRA A5258 pp.30-31 and 244-46 (22 Jul 44 updated to 24 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leba (See) (GER) (54 45 20 N – 17 31 00 E)
General: seaplane anchorage 83 km NW of Danzig (Gdansk) in Pomerania and 2.5 km W of Leba on Lake Leba (Jezioro Łebsko).
History: an emergency landing site for seaplanes during the 1930's. A few barrack huts and an ammunition storage facility were built at the lake approx. 1938, but there were no hangars or concrete slipways (launching ramps). Used during the campaign in Poland in Sep 39, but after that only for emergency landings and during occasional air-sea rescue operations. Listed as still operational in Jan 45. Anchorage: in existence since 1929. There was ample and well-sheltered space on the lake for seaplane operations.
Infrastructure: no information.
Operational Units: none identified.
Station Units: 1939 as Fl.H.Kdtr. (E) Leba See. Later, Fl.H.Kdtr. E (See) 2/III (1940).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.962 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lechfeld (GER) (a.k.a. present-day as Lager Lechfeld) (48 11 20 N – 10 51 40 E)
General: airfield (Fliegerhorst) 20 km S of Augsburg in Bavaria.
History: construction began in 1934 and it was inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. A major pre-war and wartime training base for bombers and night fighters. Wartime conversion courses to the Me 410 and He 177 were carried out here. Additionally, it was a wartime factory airfield (Industriehafen) used by the Messerschmitt firm for final assembly and test flight prior to delivery. In 1944-45, Me 262 jet units were equipped at Lechfeld.
Dimensions: approx. 1965 x 1000 meters (2150 x 1100 yards).
Surface and Runways: grass on gravel subsoil. Had a single paved runway measuring approx. 1965 x 50 meters (2150 x 50 yards) that was camouflaged. Equipped with boundary and obstruction lighting and a flare-path for night landings.
Fuel and Ammunition: the ammunition dump was at the NW corner of the landing area.
Infrastructure: had 5 large and 1 medium hangar, all with paved hangar aprons, and a paved taxiway. The hangars, workshops,

station HQ, control tower, admin offices, stores buildings, motor pool and garages, extensive barrack accommodations, officers' mess and quarters were all grouped at the SW end of the airfield. A separate complex of 6 or 7 barracks was at the NW corner. A branch rail line served the W and N boundaries as well as the ammunition dump at the NW corner.

Dispersal: there were three dispersals – East, West and North with a total of 22+ large open aircraft shelters and 12 medium open aircraft shelters.

Defenses: had 3 light Flak positions along the airfield perimeter in Oct 43.

Remarks:

18 Mar 44: bombed by 75-100 8th AAF B-17 Fortresses – 1 x Bf 110 E-3 and 1 x Fw 44B from Erprobungskommando 262 destroyed or damaged on the ground.

13 Apr 44: bombed by 93 8th AAF B-24 Liberators.

19 Jul 44: bombed by 98 8th AAF B-17s.

24 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Do 217 and 3 x unidentified aircraft destroyed, plus 3 x Bf 109s, 1 x Me 262, 1 x Fw 190, 1 x Do 217 and 1 x unidentified aircraft damaged.

12 Sep 44: bombed by 263 15th AAF B-17s and B-24s – claimed 4 aircraft destroyed on the ground, incl. 2 x Me 262s, and damaged to several hangars, admin buildings, warehouses, barracks and workshops. A portion of the runway was also cratered.

18 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 110, 2 x Fw 190s, 1 x Me 163, 5 x He 111s, 4 x Ju 88s, 4 x He 177s and 1 x unidentified aircraft destroyed, plus 2 x Fw 190s, 1 x Me 163, 3 x He 111s, 1 x Ju 88, 2 x He 177s and 3 x unidentified aircraft damaged.

22 Mar 45: strafed by approx. 12 P-51s – 1 x Me 262 shot down in the airfield circuit; light damage to a few buildings. (German report)

9 Apr 45: bombed by 109 8th AAF B-17 Fortresses with heavy damage to runway and landing area along with 1 Me 262 damaged; repairs being made at night.

15/16 Apr 45: 4 RAF Mosquito intruders sent to Lechfeld airfield.

Operational Units: Schl.Fl.Gr. 50 (Aug-Sep 38); KGr. z.b.V. 6 (Aug-Oct 38); II./KG 27 (Nov 39 – Feb 40); Stab/LG 1 (Dec 40 – Jan 41); I./KG 51 (May-Jun 40, May-Jul 44)); Stab/SKG 210 (Nov 41 – Jan 42); ZG 1 (Jan-May 42); Erprobungsstaffel Me 210 (May-Jul 42); 1. (Go)/VK(S) 1 (Oct 42); Stab, I./LLG 2 (Oct 42 – Jan 43); I./LLG 2 (Oct 42 – Jan 43); IV./NJG 5 (Dec 42 – Jan 43); Erprobungsstaffel 410 (Jan-Aug 43); I./KG 4 (Feb-Oct 43); 5./KG 2 (May-Jun 43); V./KG 2 (Jun 43); I./KG 100 (Oct 43 – Apr 44); III./KG 40 (Mar-May 44); Erprobungskdo. 262 (Apr-Sep 44); III./ZG 26 (May-Sep 44); Stab/KG

51 (May-Aug 44); III./KG 1 (Jun-Jul 44); Einsatzkdo. Schenck (Jun-Jul 44); I./SKG 10 (Jul 44); Sonderkdo. Braunegg (Nov 44); III./JG 7 (Nov-Dec 44); I./JG 7 (Dec 44 – Jan 45); Stab, 1./NAGr. 6 (Dec 44 – Apr 45); 1./NAGr. 13 (Mar-Apr 45); 2./NAGr. 6 (Apr 45); 1. (F)/Aufkl.Gr. 100 (Apr 45); Stab/Aufkl.Gr. 123 (Apr 45); Stab/NAGr. 13 (Apr 45).
School Units: Bombenschule Lechfeld (Mar 34 – Apr 35); Kampffliegerschule Lechfeld (May 35 – Oct 38); Grosse Kampffliegerschule Lechfeld (Nov 38 – Dec 39); II./NJ-Schule 1 (Nov 42 – Mar 43); II./NJG 101 (May – Dec 43); II.(Versuchs-)/KG 101 (Sep 43 – May 44).
Reserve Training & Replacement Units: Erg.St./KG 54 (later 10. (Erg.)/KG 54) (Jul 40 – Mar 41); Erg.St./KG 51 (Jan – Mar 41); IV./KG 51 (Apr – Aug 41); IV./KG 54 (Apr 41 – Feb 42); IV./KG 40 (Sep 41 – Jan 42); Erg.St./ZG 1 (Jan – Apr 42); 1./Erg.Zerst.Gr. (Apr – Jun 42); 10./NJG 1 (Sep-Oct 42); 13./KG 2 (Jun – Aug 43); IV./KG 40 (Jan – Jul 44); Stab III and 10./Erg.JG 2 (Nov 44 – Apr 45).
Station Commands: Fl.H.Kdtr. A Lechfeld; Fl.H.Kdtr. A(o) 13/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Karl Deinhardt (1 Sep 35 - 31 Mar 36).
Station Units (on various dates – not complete): Stab/Kommandeur der Erprobungsstellen d.Lw. (Mar-Apr 45); Werft-Abt. (o) 13/VII (1944); Werft-Abt.(v) 102/XII (1944-45); 10. Flugh.Betr.Kp. KG 51 (Mar 41); 1. Flugh.Betr.Kp. ZG 1 (? – 28 Feb 42); 3. Flugh.Betr.Kp. ZG 1 (? – 28 Feb 42); 5. Flugh.Betr.Kp. KG 2 (Jun 43); 1. Flugh.Betr.Kp. KG 100 (Oct 43 – May 44); 6./schw.Flak-Abt. 443(o) (Scheuring, Jul 44); elements of I./Flak-Rgt. 501 (Sep 39 – Jun 40); 2./le.Flak-Abt. 738 (Jul 44 – Apr 45); 4./le.Flak-Abt. 738 (Jul 44); 3./le.Flak-Abt. 951 (Dec 44 – Feb 45); elements of 15. (Funkpeilung)/Ln.-Versuchs-Rgt. (Apr 44); Luftmunitionsanstalt 3/VII (at nearby Schwabstadl); Nebelsäure-Nachschublager 1/VII (Schwabstadl, 1944); Kfz.Werkstatt (o) d.Lw. 114/VII (1944-45); Ldssch.Zug d.Lw. 56/III (Jul 44); Ldssch.Zug d.Lw. 20/VII (Schwabstadl, summer 44); Ldssch.Zug d.Lw. 76/VII (summer 44); Ldssch.Zug d.Lw. 83/VII (summer 44); Ldssch.Zug d.Lw. 330/VI (Jan 45 - ?).
[Sources: AFHRA A5258 pp.247-49 (23 Jul 44); A5265 pp.160-61 (Feb 46); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leck (GER) (54 47 20 N – 08 57 45 E)
General: operational airfield (Einsatzhafen) 32 km W of Flensburg in Schleswig-Holstein; airfield 2 km NW of Leck.
History: built between 1939 and 1941.

Dimensions: approx. 1200 x 1200 meters (1300 x 1300 yards) in the shape of a square.
Surface and Runways: grass surface with a large amount of artificial drainage. Had 3 concrete runways measuring approx. 1200 meters (1300 yards) NW/SE, 1165 meters (1275 yards) ENE/WSW and 1165 meters (1275 yards) ESE/WNW. Ladder-type servicing hardstands wrapped around the entire N side of the landing area, some of these separated by blast walls, and 16 more of them in the shape of a "U" were at the SW corner of the landing area. A paved taxiway encircled the landing area. Equipped for night landings with illuminated runways, perimeter and obstruction lighting and a short version of the visual Lorenz system.
Fuel and Ammunition: refueling points were located at the servicing hardstands. Ammunition dumps were in a woods off the N boundary (30 bunkers) and 1.6 km farther out in the same direction (smaller).
Infrastructure: had 1 large and 1 small hangar with paved aprons near the SW servicing hardstands with nearby workshops. Barrack blocks, admin and stores buildings were along the S boundary. The control tower and operations block were in the same location but separate and closer to the runways. A special rail line served both the S and N sides of the airfield.
Dispersal: 4 areas – Northwest, Northeast, Southeast and Southwest with a total of 29 open and 11 covered aircraft shelters plus 7 parking sites in Feb 44. All were connected to the servicing and runway areas by paved taxiways.
Defenses: there were 10 light Flak positions around the airfield in Feb 44, some mounted in Flak towers. This deployment no doubt changed between then and the end of the war.
Remarks:
Strafed by fighters a few times, but no significant air attacks on Leck airfield noted.
8 May 45: surrendered to British forces. The airfield was found to be packed with 270 aircraft, mostly Bf 109s, Fw 190s, He 162s, Bü 181 trainers and an assortment of 47 bombers.
Operational Units: II./KG 30 (Jun-Aug 43); III./KG 30 (Sep 43 – Feb 44); II./KG 100 (Nov-Dec 43); 4./KG 100 (Nov 43 – Mar 44); Stab/KG 30 (Feb 44); part of I./KG 30 (Feb-Jul 44); 1.(F)/Aufkl.Gr. 33 (Sep-Oct 44); I./KG 53 (Dec 44 – Mar 45); additionally, a large number of fighters from a variety of units assembled at Leck during the last few days of April and the first week of May 1945.
Station Commands: Fl.Pl.Kdo. A 18/XI (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 2/XI (Apr 44 – May 45).
Station Units (on various dates – not complete):
Wetterberatungsstelle Leck (8 May 45); 1. Flugh.Betr.Kp./KG 30

(1944); 117. Flugh.Betr.Kp. (Qu) (to Jul 43); Stab IV, 10, 11 and 12/Feldwerftverband 90 (8 May 45); Werft-Abt.d.Lw.(o) 2/XI (spring 44 – May 45); Werft-Kdo. 132/VII (8 May 45); Werft-Kdo. 126/XI (8 May 45); Werft-Zug 13/XI (8 May 45); 14. Flugzeug-Wartungs-Kp. (half) (8 May 45); 4./le.Flak-Abt. 876 (1943-44); le.Alarm-Flak-Battr. 104 (8 May 45); Flieger-Geräteausgabestelle (mot) 103/XI and (mot) 105/VI (8 May 45); Ldssch.Zug d.Lw. 166/XIII (8 May 45).
[Sources: AFHRA A5257A pp.336-40 (29 Feb 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1]

Leipheim (GER) (48 26 25 N – 10 14 00 E)

General: operational airfield later upgraded to an airfield (Einsatzhafen/Fliegerhorst) 18 km ENE of Ulm in Bavaria; airfield 2 km SE of Leipheim.

History: constructed 1935-36 and ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Also an Industriehafen for Messerschmitt. Used mainly as a base for transport aircraft during the war and as a repair center for Me 321 cargo gliders and Me 323 *Gigant* transports.

Dimensions: approx. 1150 x 960 meters (1250 x 1050 yards) and roughly rectangular in shape.

Surface: grass surface.

Runways: had a single concrete runway measuring 1150 meters (1250 yards) in length and aligned ENE/WSW. Work was underway in mid-1944 to extend the runway 275 meters (300 yards) to the west. Paved taxiways ran from each end of the runway to the hangars on the N boundary. Equipped with boundary and obstruction lighting as well as a beam approach system for night landings.

Fuel and Ammunition: there were 3 sets of refueling points inside the S boundary and additional refueling points on the servicing hardstand on the N boundary. Bulk fuel storage was probably at the SW corner in the same area as the main ammunition dump.

Infrastructure: Leipheim had a total of 9 hangars along the N and NW boundaries of the airfield – 2 very large, 1 large repair, 4 large and 2 medium. All but 1 of the hangars had paved hangar aprons. Separate workshop buildings, storage sheds, base motor pool and garages, admin buildings, numerous barracks, messes, station HQ, etc., were all grouped behind the hangars on the N and NW boundaries of the airfield. A branch rail line served the N, W and S boundaries of the landing area.

Dispersal: aircraft were accommodated in a Southwest dispersal area and along the perimeter. The aircraft shelters and parking stands were increased from 13 at the beginning of 1944 to at least 16 by mid-1944. The Autobahn ran just S of the Southwest dispersal and a taxi

track was cut through to it and two access ramps provided in early summer 1944.
Defenses: had 3 light Flak positions in multiple Flak towers on the N and NW sides of the field in Jan 44.
Satellites and Decoys:

Leipheim-Riedhausen (GER) (48 30 00 N – 10 17 00 E). Dummy 7.3 km NNE of Leipheim and 1.6 km SE of the village of Riedhausen. Mock-up included a built-up area of stage-prop sheds off the E boundary and fake gliders painted on the ground. Although it resembled Leipheim airfield, the orientation was incorrect. [Sources: AFHRA A5258 p.438 (19 Feb 44)]

Remarks:
24 Apr 44: bombed by 98 8th AAF B-24 Liberators.
19 Jul 44: bombed by 49 8th AAF B-17 Fortresses – 10 x Me 262s destroyed (7) or badly damaged (3).
18 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 19 x Me 262s and 1 x Bf 109 destroyed, plus 52 x Me 262s and 2 x Bf 109s damaged.
21 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 88 and 1 x Ju 52 destroyed, plus 1 x Me 262, 1 x Ju 88 and 1 x Ju 52 damaged.
23 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 262 and 2 x unidentified aircraft destroyed.
28 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s destroyed.
19 Mar 45: bombed by 84 8th AAF B-24s – 28 x Me 262s destroyed and 3 more damaged; motor pool garage destroyed, barracks and base residential quarters damaged; runway and landing area cratered. (German reports)
9 Apr 45: bombed by 88 8th AAF B-24s.
Operational Units: II./KG 255 (Mar 37 – Apr 39); I./KG 76 (Sep-Oct 39); I./KG 27 (Oct-Nov 39); Stab/KG 27 (Oct 39 – Jan 40); Stab, II./KG 55 (Feb-Jun 40); Erprobungskdo. H (Apr-May 41); Sonderstaffel (G.S.) 1 (Jun 41); Sonderstaffel (G.S.) 2 (Jun-Nov 41); Sonderstaffel (G.S.) 4 (Jun 41, Nov 41 – Jan 42); Sonderstaffel (G.S.) 22 (Jun 41, Nov 41 – Jan 42); KGr. z.b.V. 323 (May-Nov 42); IV./NJG 5 (Jan 43); II./KG z.b.V. 323 (Jan, Mar 43); III./KG z.b.V. 323 (Mar-Apr 43); III./TG 5 (May-Jul 43); II./TG 5 (Aug 43); I./TG 5 (Aug-Nov 43); Stab/TG 5 (Oct 43 – c. Jan 44); 2./JG 301 (Dec 43 – May 44); III./JG 3 (Feb-Apr 44); part of I., II., III./ZG 76 (Mar 44); II./NJG 5 (Apr 44); 8./ZG 26 (May-Aug 44); IV./NJG 6 (Aug-Sep 44); 16./TG 4 (Sep 44 - ?); III./NJG 6 (Oct-Nov 44); Stab, I./KG 51 (Apr 45).
School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45).

Reserve Training & Replacement Units: 5./KGr. z.b.V. 300 (Mar – Apr 43); 5./Erg.Transportgruppe (May – Oct 43).
Station Commands: Fl.H.Kdtr. L Leipheim (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/VII Neuburg/Donau (Apr-Sep 44); Fl.H.Kdtr. E(v) 218/XII (Oct 44 – Jan 45); Fl.H.Kdtr. E(v) 233/VII (Feb-Apr 45).
Station Units (on various dates – not complete): Koflug Leipheim (Jul 39 – Mar 41); Koflug 4/VII (Apr 41 – Nov 42); 3./le.Flak-Abt. 951 (Mar 45); le.Heimat-Flak-Bttr. 36/VII (Nov 44 – Jan 45); le.Heimat-Flak-Bttr. 45/VII (1944-45); Ln.-Abt. 122 (Sep 41 – Jan 42); Luftgau-Nachr.Abt. 14 (Wasserburg, Oct-Nov 44); Lw.-Bau-Btl. 23/VII (1940); Lw.-Bau-Btl. 24/VII (1940); Lw.-Bau-Btl. 25/VII (1940); E-Hafen-Ausrüstungs-Kolonne (mot) 4/VII; Kfz.Werkstatt (o) d.Lw. 122/VII (1944); Ldssch.Zug d.Lw. 19/VII (Kleinkötz, summer 44); Sonderkdo. Nebel (Offingen, Jul 44 – Apr 45).
[Sources: AFHRA A5258 pp.250-54 (14 Jan 44 updated to 19 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leipzig (GER) (51 20 N – 12 22 E)

Lw. Garrison and Station Units (on the airfields, in the city or nearby on various dates – not complete):

Antiaircraft (Flak):

Higher Flak Commands: Stab/LV-Kdo. 3 (Jul 38 – 1938/39); Stab/LV-Kdo. 2 (Aug 39 – Aug 41); Stab/2. Flak-Div. (Sep 41 – Jan 42); Stab/14. Flak-Div. (L-Schönau, c.Jan 42 – 1945); Stab/17. Flak-Div. (Apr 42); Stab/20. Flak-Div. (Nov 42).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 13 (as Flakgruppe Leipzig (1937 – Apr 41); Stab/Flakscheinw.Rgt. 73 (as Flakscheinwerfergruppe Leipzig, Jul 41 – Apr 45); Stab/Flak-Rgt. 90 (as Flakgruppe Leipzig, Jun 44 – Apr 45); Stab/Flak-Rgt. 131 (Aug 39); Stab/Flak-Rgt. 300 (as Flakgruppe Leipzig, Apr 41 – May 44).
Flak-Abt.: II./Flak-Rgt. 13 (Oct 37 – 1938); le.73 (Nov 38 – 1939); le.94 (Aug-Dec 38); s.121 (1943-45); gem.131 (Aug 39 – 1939/40); s.132 (Aug 39 – 1939/40); s.133 (Aug 39 – 1939/40); s.134 (Aug 39); s.135 (Aug 39); s.136 (Aug/Sep 39); part of s.174 (Feb 44 – 1945); part of s.323 (1942-45); 6./s.333 (1943 – Feb 44); s.430 (Eisb.) (1943 – May 44); 6./s.535 (Eisb.) (Apr-May 44)?; s.563 (Oct 42 – 1942/43); s.564 (1942); gem.566 (Oct 42 – Oct 43); s.568 (Jun 43 – 1945); 4./s.662 (Jun-Jul 44); 3./s.666 (1943 – Feb 44); 4./le.728 (Sep 44 – 1945); Stab and elements of le.729 (Nov 43 – 1945); le.731 (Aug 39); le.733 (Jul 41); le.734 (Jul 41); le.735 (Jul 41); part of le.736 (1943-45); le.737 (Jan 42 - ?); le.738 (Jul 42); le.739 (Jul 42); le.740 (May 42); 3., 4./le.761 (Oct-Nov/Dec 43); 3./le.821 (Eisb.) (Mar-Jun 44); s.902 (Eisb.) (Jun-Aug 44); le.921 (c.1939-43).

Flakscheinwerfer-Abt.: 138 (Aug 39); 178 (Oct 43 – Apr 45); 199 (Apr 41 – Apr 45); 258 (1943-45); 308 (1939-42)?; 328 (Jul 44 – 1945); 350 (1943 – Feb 44); 367 (Jul 44 – 1945); 500 (Aug 43 – 1945); 510 (c.1943-45).
Luftsperr-Abt.: 5./104 (1943 – Jan 44).
Heimat-Flak: at least 41 batteries at various times.
z.b.V. Batterien: at least 9 of these at various times.
Other Flak: Flak-Transportbatterie 7/IV (Flak Kaserne, Oct 43); Kdr. d.Flakinstandsetzung 101/IV (1942-45); Flak-Waffenwerkstatt (o) 4/IV (1942-45); Flak-Waffenwerkstatt (o) 5/IV (1943-45); Flak-Sondergerätwerkstatt (o) 101/IV (1943-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 13 (1941/42 – Jan 43); Luftschutz-Abt. d.Lw. 14 (Jan 40 – 1941/42); Luftschutz-Abt. d.Lw. 59 (summer 44 – 1945); Luftschutz-Nebel-Abt. z.b.V. Leipzig (c.1943-44); Nebel-Kp. d.Lw. 36 (1943 - ?).

Air Force Signals (Luftnachrichten): 11./Ln.-Flugmelde-Rgt. 93 (1943 – Sep 44); Lv-Nachr.Abt. 2 (Feb 40 – Sep 41); Lv-Nachr.Abt. 3 (Apr 39 – Feb 40); Ln.-Abt. 122 (c.Sep 41 – Jan 42); Ln.Betr.Kp. 134 then Ln.-Abt. 134 (L-Schönau, c.Jan 42 – 1945);

Medical Services (Sanitätsdienste): Lw.-Lazarett 13/III (n.d.);

Other (sonstige, verschiedene): Flieger-Ers.Btl. IV (L-Schönau, c.Jan 43 – Mar 45).

Leipzig-Mockau (GER) (51 23 30 N – 12 24 30 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Saxony 6 km NNE of Leipzig city center.
History: 1932 listed as a secondary airport (Flughafen II). 1935-37 began as a factory airfield (Industriehafen) for ATG (Junkers licensee) and the ERLA firm, these being joined by Junkers just before the war.
Dimensions: approx. 1050 x 1050 meters (1150 x 1150 yards) and roughly rectangular in shape.
Surface and Runways: level and dry grass surface. Had a single concrete runway measuring approx. 960 meters (1050 yards) and aligned NW/SE. The SW end of the runway was connected by taxiway with the SW dispersal area, and the NW end of the runway was connected by taxiway with the ERLA and ATG buildings.
Fuel and Ammunition: refueling points were on the servicing hardstands.
Infrastructure: the main buildings were in 4 groups – (a) off the N boundary was the Allgemeine transport and bomber assembly factory with 3 large assembly buildings, 1 flight hangar, offices and boiler house; (b) off the SE corner was the ERLA Maschinewerk fighter assembly factory with 3 assembly buildings, 2 flight hangars and offices; (c) off the SW corner was the Junkers repair factory with 1

assembly building, 1 components erecting building, workshops, offices, canteens and boiler house; (d) off the W boundary were the buildings of the Luftwaffe station consisting of 2 flight hangars, 1 multi-bay building, numerous workshops and barracks. A rail junction and sidings were off the SW corner.
Dispersal: had 3 areas – North, Southwest and Southeast with a total of 9 large aircraft shelters, 17 medium and 30 small.
Defenses: had 6 heavy Flak batteries and 11 light Flak batteries within 5.25 km of the airfield in Feb 44. A few of the light Flak positions were in Flak towers and on rooftops.
Satellites and Decoys:

Leipzig-Göbschelwitz (GER) (51 25 08 N – 12 24 30 E). Dummy 9.25 km NNE of Leipzig, 2.8 km N of Leipzig-Mockau airfield and 1.6 km WSW of the village of Göbschelwitz. Mock-up replicated Leipzig-Mockau airfield and included 5 phony hangars and buildings and fake aircraft parked around the perimeter. [Sources: AFHRA A5258 p.965 (1944)]

Remarks:
23 Sep 43: the SW end of the NE/SW concrete runway extended 320 meters (350 yards) and surfaced giving it a total length of 960 meters (1050 yards). An additional 275 meters (300 yards) has been leveled and rolled for a future extension.
20 Feb 44: airfield and factory area bombed by 276 B-17 Fortresses – severe damage inflicted on the ERLA and Junkers/ATG factory buildings and on the station hangars and buildings; landing area heavily cratered leaving only the NE/SW runway serviceable.
28 May 44: airfield bombed by 28 B-17 Fortresses.
29 May 44: airfield bombed by 149 B-17s.
7 Jul 44: bombed – 1 x Ar 66C, 1 x Ar 96B, 1 x Bü 181 B-1, 2 x Fw 44J and 1 x He 72D from FFS A 61 destroyed or damaged on the ground.
20 Jul 44: airfield bombed by 56 B-17s.
12 Apr 45: low-level attack by 9th AAF P-47 Thunderbolts – *claimed* 16 x Ju 88s, 9 x Fw 190s, 7 x Bf 109s, 6 x He 111s, 5 x Me 410s, 1 x Me 262, 1 x Ju 87, 10 trainers and 1 x captured P-47 shot up and destroyed.
19 Apr 45: Leipzig taken by U.S. 2nd and 69th Divisions (1st Army).
Operational Units: Stab/Luftdienst-Abt. I (Apr 41 – 1943); Luftdienst-Teilkdo. 1/4 (Jan 39 – Dec 43); Luftdienst-Teilkdo. 1/8 (May 39 – Feb 44).
School Units: FFS C 7 (Sep-Oct 39)?; Arbeitsplatz for FFS A 61 (Werder/Havel) (1944-45); Luftdienstlehrkdo. Flensburg (Feb 43).

Station Commands: as Fl.H. Leipzig-Mockau (to 1943); Fl.H.Kdtr. E 23/IV (Sep 41); Fl.Pl.Kdo. A 25/IV (May 43); Platzkdo. of Fl.H.Kdtr. A(o) 36/III Alt-Lönnewitz (1944-45).
Kommandant (not complete): Obstlt. Johannes Leischner (Jul 43 - ?).
Station Units (on various dates – not complete): Kfz.Werkstatt (o) d.Lw. 107/IV (Feb 43); Kfz.Werkstatt (o) d.Lw. 108/IV (L-Schönau – Aug 43).
[Sources: AFHRA A5258 pp.700-02 (6 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leipzig-Schkeuditz (GER) (51 24 30 N – 12 12 30 E)

General: airfield (Fliegerhorst) 15 km WNW of Leipzig in Saxony and 2 km NW of the village of Schkeuditz. Near an Autobahn interchange.
History: construction began in 1926 and it was designated an airport (Flughafen) in 1927. By 1932 it was listed as a first class airport (Flughafen I) with a customs office. Taken over by the Luftwaffe in the late 1930's and in 1939 because a factory airfield (Industriehafen) for Siebel-Flugzeugwerke GmbH and DLH overhaul, repair and maintenance workshops.
Dimensions: approx. 1190 x 1050 meters (1300 x 1150 yards) and roughly rectangular in shape.
Surface and Runways: level grass surface on clay sub-soil. Had a narrow concrete strip 410 meters (450 yards) in length down the center of the landing area, and 2 servicing hardstands at the SE corner, one of which was connected to the Siebel factory. Equipped with boundary lighting and a beam approach system.
Fuel and Ammunition: refueling points were located on the servicing hardstands.
Infrastructure: there was 1 very large hangar with a paved apron, taxiway and a few nearby workshop buildings off the SE corner. The buildings of the Siebel plant were off the SE corner and included a very large repair hangar, an assembly shop, workshops, offices, canteens and a heating plant. Station motor pool, garages, the airfield flight control building and a hutted camp were off the SE corner while the barracks and stores buildings were E of the factory complex. The nearest rail connection was the Schkeuditz station, just off the SE corner.
Dispersal: had 3 dispersals – Southeast (off corner), South (perimeter) and West (off boundary) – with a total of 21 large open aircraft shelters plus 6 "Dutch-barn" type shelters, each of which was approx. 73 meters (240 feet) in length and apparently used for the storage of aircraft fuselages and wings.
Defenses: unknown.

Remarks: the city of Leipzig was bombed several times by the RAF beginning in late Oct 43, but no evidence has been found that Schkeuditz airfield was specifically targeted during these raids.
12 Apr 44: airfield and factory bombed by part of a force of 174 B-17 Fortresses.
16 Aug 44: airfield and factory bombed by 92 B-17s.
12 Apr 45: low-level attack by 9th AAF P-47 Thunderbolts – claimed 14 x He 111s and 3 x Do 217s shot up and destroyed plus 1 hangar wrecked.
Operational Units: none identified.
Station Commands: Fl.Pl.Kdo. A 12/IV (1941); Flugplatzkdo. of Fl.H.Kdtr. A(o) 40/III Halle-Nietleben (1944-45).
Station Units (on various dates – not complete): le.Hei.Flak-Bttr. 9/IV (Feb-Apr 45).
[Sources: AFHRA A5258 pp.862-64 (7 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lelkendorf (GER) (53 50 40 N – 12 44 00 E)
General: field airstrip (Feldflugplatz) in Mecklenburg 44 km NW of Neubrandenburg, 4.75 km NE of Neukalen and on the NE side of the village of Lelkendorf. History: in existence by 1937. No mention of Luftwaffe use found. Surface and Dimensions: grass surface. Infrastructure: none.
[Sources: AFHRA A5258 p.969 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lembruch (GER) (c. 52 32 26 N – 08 20 40 E)
General: field airstrip (Feldflugplatz) in Lower Saxony 35 km NE of Osnabrück and 10 km S of Diepholz. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lemwerder (GER): see Bremen-Lemwerder.

Lengerich (GER) (52 10 56 N – 07 51 45 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 17 km SW of Osnabrück – the exact location in respect to the town is not known. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lenggries (GER) (c. 47 41 08 N – 11 33 43 E)
General: landing ground (Landeplatz) in Bavaria 47 km NNE of Innsbruck and 50 km S of München (Munich). History: no further

information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lenzkirch (GER) (47 52 01 N – 08 12 57 E)
General: landing ground (Landeplatz) in Baden-Württemberg 31 km SE of Freiburg and 5 km SE of Lake Titisee. History: laid out in 1939-40. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leobschütz (GER) (a.k.a. Glubczyce) (c. 50 13 00 N – 17 47 00 E)
General: operational airfield (Einsatzhafen) in Silesia 45 km SE of Neisse (Nysa); airfield 3 km WNW of Leobschütz. History: no record found of any use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 365 x 275 meters (400 x 300 yards). Infrastructure: none.
[Sources: AFHRA A5258 p.970 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leutewitz (GER): see Riesa-Leutewitz.

Leutkirch (GER) (47 49 45 N – 10 00 35 E)
General: emergency landing ground (Notlandeplatz) in Baden-Württemberg 22 km SW of Memmingen. History: 1927 listed as a Notlandeplatz. Listed as operational in Feb 45. No record of use by the Luftwaffe. Surface and Dimensions: had a grass surface measuring approx. 410 x 150 meters (450 x 165 yards). Infrastructure: none noted.
[Sources: AFHRA A5258 p.455 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lichtenau (GER) (48 41 15 N – 11 21 10 E)
General: operational airfield (Einsatzhafen) in Bavaria, 65 km NNW of Munich, 11 km SSW of Ingolstadt and 2 km S of the village of Lichtenau. History: dates from December 1934 but purposeful construction did not begin until spring 1936. A landing area was cleared, leveled and grass planted, 6 below ground fuel storage tanks installed and 8 barracks built with accommodations for 1,000 men. Flying operations began in May 1939. The airfield was used by bomber units to May 1940 but almost no use from then to December 1944. Dimensions: approx. 1190 x 1100 meters (1300 x 1200 yards). Runway: grass surface. No paved runway. Infrastructure:

no hangars or workshops. Had extensive railway sidings on station property. Dispersal: no organized dispersal facilities. Defenses: none aside from some unmanned machine gun strongpoints on the NW and NE boundaries.
Remarks:
1945: attacked several times by USAAF fighter-bombers but not believed to have been targeted by heavy bombers.
Operational Units: II./KG 4 (Sep-Oct 39); I./KG 55 (Apr-May 40).
School Units: Arbeitsplatz for FFS A/B 112 (Ingolstadt) (1940-41).
Reserve Training & Replacement Units: 10., 11. and 12./KG (J) 40 (Dec 44 – Jan 45); 5./Erg.KG(J) (Jan-Feb 45).
Station Commands: Fl.H.Kdtr. (E) Lichtenau (1939-40); Fl.H.Kdtr. E 6/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/VII Neuburg/Donau (1944-45).
Station Units (on various dates – not complete): *Java I* (fighter control) and *Sumatra* (aircraft reporting) railway radar trains belonging to Ln.-Flugmelde-Abt. (E) z.b.V. 21 and 22 (winter 1942/43 for several weeks); 1.(*Raubvogel 1*)/Ln.-Flugmelde-Abt. (E) z.b.V. 22 (Feb 45); Lw.-Beutesichtungs- und Weiterleitungsstelle 2 and 6 (1943-44); Ldssch.Zug d.Lw. 232/XI (summer 44).
[Sources: AFHRA A5258 p.255 (19 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Liebenwalde (GER): see Kreuzbruch.

Liegnitz (GER) (a.k.a. Legnica) (51 11 10 N – 16 11 30 E)
General: airfield (Fliegerhorst) 60 km WNW of Breslau (Wrocław) in Silesia and 3.25 km SE of Liegnitz.
History: Liegnitz was an old World War I airfield that lay unused for 15 years until taken over by the Luftwaffe in 1935 and developed into a large components, parts and equipment depot which remained there throughout the war. Fliegerhorstkommandantur by fall 1935. Home to a number of operational units during the pre-war years and then to reserve training and replacement units during the war. Also a wartime practice field for twin-engine trainers.
Dimensions: approx. 1190 x 1000 meters (1300 x 1100 yards) and roughly rectangular in shape.
Surface and Runways: grass surface that tended to be soft in wet weather. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: refueling were on the N and S boundaries, and bulk fuel storage was off the N boundary near the admin buildings. A small ammunition dump was at the S end of the E boundary.
Infrastructure: had 4 large flight hangars and 1 medium repair hangar along the N boundary, plus 2 large hangars off the NE corner. All had paved aprons and were interconnected by taxiways. Numerous

workshop buildings, engine test beds, the motor pool and garages were behind the hangars on the N side. The main station buildings were at the center of the N boundary behind the workshops. The station HQ was at the NW corner, the flight control building and fire station on the flight line at the center of the N boundary. The Luftzeugamt components and parts storage facilities comprised some 70-75 buildings and warehouses off the NW side of the airfield. The 3 barrack complexes were off the NW corner, off the NE corner and off the SE corner. A branch rail line served the warehouse, hangar and workshop area off the NW corner and on the N boundary, and a second branch line passed by off the SW corner.
Dispersal: no organized dispersal facilities (Apr 44).
Defenses: unknown.
Remarks:
May 44: work began to lay out 2 dispersal areas off the NE and S boundaries.
22 Mar 45: Liegnitz taken by Soviet forces.
Operational Units: IV./KG 153 (Apr 37 – Oct 38); 2., 3./JG 131 (Aug-Oct 38); II./KG 252 (Nov 38 – Apr 39); Stab, I., II./KG 2 (May-Oct 39); Stab, IV./KG z.b.V. 1 (Aug-Sep 39); Aufkl.St./Fliegerdivision 7 (Aug-Sep 39); III./KG 53 (Feb 41).
School Units: Arbeitsplatz for FFS C 18 then FFS B 18 (Lüben) (Sep 41 – Sep 44); Arbeitsplatz for FFS C 22 then FFS B 22 (Oels) (Oct 41 – Oct 44).
Reserve Training & Replacement Units: 5./Erg.Transportgeschwader (Oct 43 – Jul 44); Kommodore der Ergänzungsjagdgruppen (Nov 44); JGr. Ost (Feb – Nov 44); 2./Erg.JGr. Süd (Jun 44); 3./Erg.JGr. Nord (Sep – Oct 44); Stab and elements of Erg.JG 1 (Nov 44 – Jan 45); II./SG 151 (Oct 44 – Jan 45).
Station Commands: as Fl.H.Kdtr. Liegnitz (to 1943); Fl.H.Kdtr. A(o) 42/III (Apr – Jun 44); Fl.H.Kdtr. A(o) 8/VIII (Jun 44 – c.Mar 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Paul Weitkus (? - Nov 39) 9/39; Oberst Armin Christenn (Nov 39 - Feb 43?); Oberst Hans Beusse (4 Feb 43 - ?).
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Koflug Liegnitz (Jul 39 – Mar 41); Koflug 7/IV (Apr-Jan 43); 1. Flugh.Betr.Kp./KG 2 (May-Oct 39); 2. Flugh.Betr.Kp./KG 2 (May-Oct 39); 4. Flugh.Betr.Kp./KG 2 (May-Oct 39); 5. Flugh.Betr.Kp./KG 2 (May-Oct 39); Werft-Abt. 55/III (1944-45); II./Flak-Rgt. 46 (gem. mot.) (Feb 45); le.Hei.Flak-Bttr. 55/IV (1943-44); le.Hei.Flak-Bttr. 25/VIII (1944-45); 21./Ln.-Versuchs-Rgt. (May 44); III.(Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 8 (1944); Fluko Liegnitz; Stab/Lw.-Bau-Btl. Liegnitz (1939-40); Luftzeugamt

3/XI (c. 1939-45); Flieger-Geräteausgabestelle 101/VII (May 44)?; E-Hafen-Ausrüstungs-Kolonne (mot) 46/VI; Ldssch.Zug d.Lw. 344/XI (Jan 45)?; Lw.-Leitstelle II Liegnitz (Jan-Feb 45).
[Sources: AFHRA A5258 pp.704-07 (28 Apr 44 updated to 11 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Limburg (GER) (50 23 54 N – 08 04 46 E)
Lw. Garrison and Station Units (on the airfield at Linter, in the city or nearby – not complete): Luftwaffenkdo. West (Schloss Dehrn, Sep 44 – Mar 45); Koflug 4/XII (Oberneisen Sep 44 – Jan 45); Stab/Feldwerftverband 20 (c.Oct 44 - 1945); Stab/Ln.-Rgt. 3 (Weyer, c.Nov 44 – Mar 45); I./Ln.-Rgt. 3 (Hadamar, c.Nov 44 – Mar 45); Stab I./Ln.Rgt. 53 (Sep 44); Stab/Ln.-Rgt. 351 (Runkel, Oct 44 – Mar 45); Stab I.(Funkh.) and components/Ln.-Rgt. 351 (Runkel, Oct 44 – Mar 45); III.(Funkh.)/Ln.-Rgt. 351 (Burgschwalbach, Oct 44 – Mar 45); 25.(Ausw.)/Ln.-Rgt. 351 (Oct 44 – Mar 45); 26.(Betr..)/Ln.-Rgt. 351 (Oct 44 – Mar 45); Stab/Ln.-Funkhorch-Rgt. West (Sep-Oct 44); Ln.-Kp. z.b.V. 2 (Langenbach, Sep 44 – Jan 45); Ln.-Techn.Kp. (Bord) 2 (Hahnstätten, Jan-Feb 45); 3./Ln.-Abt. 72 (Jan 45); Ldssch.Kp. d.Lw. 9/VII (fall 44 – 1945).

Limburg/Lahn (GER) (c. 50 23 44 N – 08 04 35 E)
General: grass surface emergency landing ground (Notlandeplatz) in Hesse 53 km NW of Frankfurt/Main and on the east bank of the Lahn 1.5 km E of Limburg that dated from at least 1927. No information or mention of wartime use by the Luftwaffe found.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Limburg-Linter (GER) (50 21 45 N – 08 04 20 E)
General: landing ground (Gefechtslandeplatz) in Hesse 3 km SSE of Limburg an der Lahn (33 km E of Koblenz) and 1 km W of the village of Linter. History: construction began in 1936 and was said to have been on-going throughout the war. Used as a glider training field. After the retreat from France, fighters were based there. Dimensions: approx. 1830 x 775 meters (2000 x 850 yards) and irregular in shape. Surface and Runways: grass surface, well drained. No paved runway. Equipped for night landings with a visual Lorenz system. Fuel and Ammunition: refueling points were set up on the N boundary and ammunition was available at the dispersal areas. Infrastructure: had 1 large hangar and the foundation for a second off the NW corner. There was a workshop building just E of the hangar. A small cluster of buildings, including 5 suspected barracks, was positioned approx. 600 meters N of the N boundary. Nearest rail connection at Limburg. Dispersal: 3 areas – North, Northeast (remote) and Southeast with a

total of at least 11 blast bays and 8 hardstands. Defenses: not noted.
Remarks: although Limburg's marshaling yard and bridges were bombed often, little attention was paid to the landing ground by Allied 4-engine bombers.
19 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 7 x Ju 188s and 1 x Do 217 destroyed, plus 7 x Ju 188s damaged.
5 Sep 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 110, 3 x Me 210s, 4 x Ju 88s, 1 x He 111 and 2 x Fi 156s destroyed, plus 1 x Bf 110, 5 x Ju 88s, 2 x Me 210s, 2 x Bf 109 G-6s from III./JG 3 damaged.
15 Mar 45: bombed and strafed by approx. 10 P-47s – 3 x Fw 190s and 1 x Fw 189 slightly damaged; 1 WIA. (German report)
19 Mar 45: bombed and strafed by approx. 8 P-47s – 4 x Fw 190s and 3 x Bf 109s slightly damaged, hangar roof damaged. (German report)
26-27 Mar 45: Limburg/Lahn and Limburg-Linter airfield taken by U.S. 9th Armored Div.
Operational Units: 1.(H)/Aufkl.Gr. 14 (Nov 39 – May 40); III./JG 3 (Sep 44); Stab, 1.(F)/Aufkl.Gr. 123 (Sep-Oct 44); 2./NAGr. 1 (Oct 44 – Mar 45).
Station Commands: Fl.H.Kdtr. E 3/VII (Mar-May 40)?; Flugplatzkdo. of Fl.H.Kdtr. A(o) 7/XII Mainz-Finthen (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 23/VII Mainz-Finthen (Jun 44 – Sep 44?); Flugplatzkdo. of Fl.H.Kdtr. E(v) 213/XII Merzhausen (Oct 44 – 1945); Fl.H.Kdtr. E(v) 212/XI (Mar 45).
Station Units (on various dates – not complete): see above under Limburg.
[Sources: AFHRA A5257A pp.345-47 (10 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Lindau (Land) (GER) (47 32 40 N – 09 44 00 E)
General: emergency landing ground (Notlandeplatz) in Bavaria 20 km SE of Friedrichshafen on the Bodensee (Lake Constance); airfield 4 km E of Lindau. 1927 listed as a Notlandeplatz with a grass surface measuring approx. 840 x 630 yards). No record of wartime use by the Luftwaffe.
[Sources: AFHRA A5258 p.455 (12 Apr 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lindau (See) (GER) (c. 47 33 04 N – 09 42 41 E)
General: seaplane anchorage in Lindau harbor, 20 km SE of Friedrichshafen on the Bodensee (Lake Constance). History: used occasionally during the war as a rest and refueling stopover.
Anchorage: there was ample take-off and alighting space on the lake.
Infrastructure: unknown.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lindenberg (GER) (52 11 20 N – 14 08 00 E)
General: emergency landing ground (Notlandeplatz) in Brandenburg 33 km SW of Frankfurt/Oder and 2 kn SE of the village of Lindenberg. History: existed, but no mention found of Luftwaffe use. Surface and Dimensions: unknown. Infrastructure: none.
[Sources: AFHRA A5258 p.970 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lindengarten (GER/RUSS) (??)
General: field airstrip in the Königsberg/East Prussia area – not located. Listed as operational in Sep 41 under Koflug 3/I Königsberg-Neuhausen. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lindenthal (GER/RUSS) (??)
General: field airstrip in the Königsberg/East Prussia area – not located. Listed as operational in Sep 41 under Koflug 3/I Königsberg-Neuhausen. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lingen (GER) (52 37 35 N – 07 17 40 E)
General: landing ground (Feldflugplatz) in Lower Saxony 86 km S of Emden, 11.5 km N of Lingen and 7.3 km S of Meppen. History: construction began before the 1940 campaign in the West but was abandoned in summer 1940. Never in operational use. Dimensions: approx. 915 x 90 meters (1000 x 100 yards). Surface and Runways: grass surface. No paved runway. Fuel and Ammunition: unknown. Infrastructure: none seen. Dispersal: no organized dispersal. Operational Units: none found.
[Sources: AFHRA A5257A pp.348 (22 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Linn (GER): see Krefeld-Linn.

Linter (GER): see Limburg-Linter.

Lippe (GER) (a.k.a. today: Flughafen Siegerland) (50 42 50 N – 08 04 50 E)
General: operational airfield (Einsatzhafen I) 18 km SSE of Siegen (66 km E of Bonn) in North Rhine – Westphalia; airfield 1.6 km ENE of Lippe village. History: built during 1938-39. Used during spring 1940 but then inactive until fall 1944. Dimensions: approx. 1000 x 825 meters (1100 x 900 yards). Surface and Runways: grass

surface (no paved runway). Fuel and Ammunition: fuel available and the ammunition dump was approx. 730 km E of the landing area and connected to it by a taxiway. Infrastructure: there were a few workshop-type buildings on the NE corner. A small group of barrack buildings were off the N boundary and the flying control building was believed to be in the center of the N boundary. A branch rail line served the airfield. Dispersal: an unknown number of aircraft bays and parking stands were well concealed in woods off the SE and NW corners of the landing area.
Remarks:
11 Mar 45: bombed – runway and landing area cratered and operations limited to an auxiliary strip. (German report)
14 Mar 45: low-level attack by 9th AAF P-47 fighter-bombers – 22 x Ju 87s from NSGr. 2 destroyed on the ground according to the German account, while 9th AAF *claimed* the destruction of 44 x Ju 87s and Bf 109s on the ground. The Ju 87s were fueled and bomb-up for an attack on the Ludendorff Bridge at Remagen. Additionally, minor damage to landing area and buildings, 2 KIA and 1 WIA.
Operational Units: NSGr. 2 (Mar 45); Fliegerzielgruppe III (1945).
Station Commands: Fl.H.Kdtr. (E) Lippe (Aug 39 – Mar 40); Fl.H.Kdtr. E 21/XII (Mar 40); Fl.H.Kdtr. E(v) 212/XI or Flugplatzkdo. of Fl.H.Kdtr. E(v) 212/XII (c.Oct 44 – Apr 45)?
Station Units (on various dates – not complete): le.Feldwerft-Staffel 6/40 (1 Jan 45); le.Feldwerftzug 3/10 (Mar 45).
[Sources: AFHRA A5257A pp.350-51 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA]

Lippen (GER) (51 56 00 N – 15 15 00 E)
General: emergency landing ground (Notlandeplatz) in Saxony 44 km S of Cottbus, 23 km N of Bautzen and 3 km NW of the village of Lippen. History: a former civil emergency landing ground on the Berlin-Breslau route. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none known.
[Sources: AFHRA A5258 p.959 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lippspringe (GER) (a.k.a. Bad Lippspringe) (51 47 00 N – 08 47 30 E)
General: operational airfield (Einsatzhafen II) in North Rhine – Westphalia 8.5 km NNE of Paderborn and 1.6 km WNW of Bad Lippspringe. History: built in the late 1930's. Relatively inactive during 1941-42, but then became a very busy fighter airfield.
Dimensions: approx. 1000 x 730 meters (1100 x 800 yards) with an irregular shape. Surface and Runways: grass surface in good condition but undrained. No paved runway. Fuel and Ammunition:

both available as needed. Infrastructure: had a workshop off the SE boundary as well as a small group of office and barrack buildings. There was also a large hospital located in a woods off the airfield boundary. Nearest rail connection at Bad Lippspringe. Dispersal: 3 areas – North, Southeast and Southwest with a total of 26 aircraft bays cut into woods. Remarks: does not seem to have received much attention from the Allies – no mention of significant attacks found.
Operational Units: I./KG 54 (Sep-Nov 39); Stab/KG z.b.V. 2 (Mar-May 40); KGr.z.b.V. 9 (Mar 40 – Jan 41 or later); I./ZG 1 (Aug-Sep 43); I./ZG 26 (Oct-Dec 43); Stab/JG 1 (Apr-Jun 44); III./JG 53 (Jun-Aug 44); Stab/JG 4 (Jul-Sep 44); 4./Gruppe West (Flugzeugüberführungsgeschwader 1) (Aug-Sep 44); III./JG 4 (Sep-Oct 44); I./SG 4 (Nov-Dec 44); II./TG 3 (Dec 44); 6./NJG 4 (Jan-Mar 45); III./NJG 11 (Mar 45); II./JG 27 (Mar 45).
School Units: Arbeitsplatz for Schule/FAR 72 (Detmold) (1939).
Station Commands: Fl.H.Kdtr. E Lippspringe (1939-40); Fl.H.Kdtr. E 5/VI (1940); Fl.H.Kdtr. E(v) 213/XI (Oct 44 – Apr 45).
[Sources: AFHRA A5257A pp.352-53 (10 Feb 45); chronologies; BA-MA; NARA; PRO/NA]

Lippstadt (GER) (51 43 00 N – 08 22 20 E)
General: airfield (Fliegerhorst) 26 km W of Paderborn in North Rhine – Westphalia and 4.8 km NNE of Lippstadt.
History: dates from 1933-34 as a practice field for gliders with a hangar and an administrative building or barrack built in late 1934. The Luftwaffe took it over in 1935 and it was officially designated a Lw. Fliegerhorstkommandantur on 29 February 1936. Lippstadt was home to both fighter and bomber units before the war, and during the war units came here to rest and refit.
Dimensions: approx. 1280 x 1100 meters (1,400 x 1,200 yards).
Surface and Runways: grass surface on sandy soil. No paved runway. Had a flare path, perimeter lighting and obstruction illumination.
Fuel and Ammunition: had fuel storage, refueling points and a small ammunition dump.
Infrastructure: communications, compass swing, machine gun registration range and other amenities were available. There were 8 hangars – 1 large to the NW of the field, 1 large with adjacent workshops on the S boundary and 6 medium with tarmac aprons along the SE boundary. Barrack blocks, officer quarters, officers' club, messes, dispensary, flying control (Flugleitung), motor pool and garages, station HQ (Kommandantur), and admin and supply buildings, sports and exercise ground all off the S boundary. A

narrow-guage rail spur connected the main building area with the railway line in Lippstadt.
Dispersal: 11 large aircraft shelters, 8 of which covered with camouflage netting. Additional shelters and bays were under construction in mid-1944.
Defenses: light Flak positions in towers and on rooftops.
Remarks:
19 Apr 44: bombed by 122 B-17 Fortresses with considerable damage to buildings.
5 Oct 44: bombed by 175 B-24 Liberators with further severe damage to the infrastructure.
28 Jan 45: bombed by 9 B-24s.
23 Mar 45: strafed by 3 P-51s – 4 x Ju 87s slightly damaged. (German report)
29 Mar 45: station evacuated and all remaining technical facilities, especially hangars, demolished.
1 Apr 45: captured by advancing U.S. forces.
Operational Units: III./JG 134 (Feb-Mar 36, Mar 37); Stab, I./KG 254 (Apr 37 – Oct 38); III./JG 142 (Nov-Dec 38); III./ZG 142 (Jan-Apr 39); III./ZG 26 (May-Aug 39); I.(Jagd)/LG 2 (Dec 39); I./ZG 26 (Dec 39 – Jan 40); I./St.G. 77 (Feb-Mar 40); KGr.z.b.V. 11 (Apr-Jun 40); KGr.z.b.V. 101 (May 40); 2.(H)/Aufkl.Gr. 32 (May 41); I./SKG 210 (May-Jun 41); II./Schl.G. 1 (Jan-Apr 42); 4., 8./Schl.G. 1 (Apr-May 42); 1./NJG 11 (Aug-Nov 44).
Reserve Training & Replacement Units: Stuka-Erg.St./VIII. Fliegerkorps (May 40 – Mar 41); Erg.St.(Schl.)/LG 2 (Aug 40 – Jan 42); Erg.St./Schl.G. 1 (Jan – Mar 42); 5./Erg.JGr. Ost (Mar – Apr 42).
Station Commands: Fliegerhorst Lippstadt (1930's – 1942); Fl.H.Kdtr. A 6/VI (1943 – Mar 44); Fl.H.Kdtr. A(o) 6/VI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): 8. Flugh.Betr.Kp./ZG 26; Flugh.Betr.Kp. 126; II./Flak-Rgt. 9 (Oct 36 – 1938); III./Flak-Rgt. 44 (Jul 38 – 1941); Feld-Flakartillerieschule (Mitte) 14 (1942-44); Frontfliegersammelgruppe Lippstadt (1943).
[Sources: AFHRA A5257A pp.354-58 (12 Dec 43 with additions to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA]

List (See) (GER) (55 01 15 N – 08 26 15 E)
General: seaplane station (Seefliegerhorst) on north tip of Sylt off W coast of Schleswig-Holstein. Luftwaffe Fliegerhorstkommandantur by fall 1935.
History: List was a Zeppelin station during World War I and remained in continuous existence after that. In 1934, major development began and by 1937 it was a fully operational as a large seaplane station.

Dimensions: there were ample alighting and take-off facilities.
Anchorage: large tidal changes, rough waters and pack ice (December to March) existed. Had two launching ramps for the seaplanes just N of the harbor with a large girder-type crane adjacent to them.
Fuel and Ammunition: underground fuel and ammunition storage were along the coast 1 to 2 km N of the station.
Infrastructure: had 5 large hangars and 1 small hangar, with one of the large hangars reserved for repairs. A double engine test-bed was sited along the coast road just S of the harbor. The station HQ, operations building, stores and other facilities were approx. 200 meters N of the harbor. Barracks for Luftwaffe station personnel were W of the main station buildings and there were two large housing estates for officers, ground staff and civilians to the NW and SW of the harbor. A single narrow guage rail line linked the station to Westerland and from there on the standard line across the Hindenburg Damm to the mainland.
Remarks: does not appear to have received much attention from the Allies – no mention of significant air attacks found.
8May 45: upon the surrender of German forces, the airfield had an occupancy of 24 flying boats and floatplanes.
Operational Units: Fliegerstaffel (F) List (c.Nov/Dec 33 – Mar 35); Kü.Aufkl.St. (F) 1./126 (Apr 35 - ?); Kü.Fl.Gr. 106 (Oct 36 – Jun 37); Kü.Fl.Gr. 406 (1937-41); Kü.Fl.Gr. 506 (Oct 39 – Apr 40); 1. Seenotstaffel (Jun 39 – Jun 40); 2./Kü.Fl.Gr. 106 (Dec 39 – Mar 40); 5. Seenotstaffel (Jun 40 – Jul 41); 3./Kü.Fl.Gr. 506 (Apr-Jun 41); Aufkl.Gr. 125 (See) (Oct-Nov 41); 3./SAGr. 125 (Sep 44); Seenotstaffel 80 (Mar-May 45).
Station Commands: referred to in a Luftgaukdo. XI document dated 11 Dec 44 and a OKL document dated 10 Feb 45 as Fl.H.Kdtr. See (A) List without a number and subordinated directly under Koflug 3/XI (Schleswig).
Kommandant (not complete): Obstlt. Karl Engelbrecht (4 Nov 42 - 26 Mar 43); Obstlt. Hans Petzet (27 Mar 43 - Sep 43); Obstlt. Mathias von Bredow (Sep 43 - ?); Oberst Wilhelm Plachte (? - ?) 3/45.
Station Units (on various dates – not complete): Seenotbezirksstelle (L) List (1938-38); Seenotbereichskdo. V (Aug 39 – Jun 42); Seenotkdo. 27 (Aug 39 – Aug 44); Erg.Seenotflotille (Jun 40 – Aug 44); Wetternebenstelle List (1945); Werft-Abt.d.Lw.(o) 205/XI (1945).
[Sources: AFHRA A5257A pp.359-61 (21 Mar 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1]

Littausdorf (GER/RUSS) (a.k.a. Litthausdorf) (c. 54 41 41 N – 20 07 55 E)

General: field landing strip (Feldflugplatz) in the former East Prussia 15 km ENE of Pillau (Baltiysk) near the present-day village of Svetlyy and c.11 km SSE of Palmnicken (Yantarnyy) on the Sambian Peninsula, 40 km W of Königsberg. Used in 1945.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lobbe (GER) (54 19 07 N – 13 43 06 E)
General: landing ground (Landeplatz) on Rügen Island off the Baltic coast in N Germany. History: listed as still operational in Feb 45. No further information or mention of wartime use by Luftwaffe flying units found. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Seefahrtschule d.Lw. (c. 1941-45); Sanitäts-Ausb.Kp. bei Seefahrtschule d.Lw. (c. 1941-45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lobellen (GER) (54 56 30 N – 22 15 30 E)
General: field airstrip (Feldflugplatz) in the former East Prussia 25 km SE of Tilsit (Sovetsk). History: very limited activity until the front approached in Aug 44. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
19 Jan 45: overrun by advancing Soviet forces.
Operational Units: 2.(H)/Aufkl.Gr. 23 (Jun 41); Nahaufkl.St. 11./12 (Aug-Sep 44); Stab, I., II./SG 1 (Aug-Sep 44); III./SG 77 (Sep 44); I./SG 4 (Sep-Oct 44); III./JG 52 (Oct 44); I./JG 51 (Oct-Nov 44).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Löbnitz (GER) (51 34 50 N – 12 29 25 E)
General: operational airfield (Einsatzhafen) in Saxony 33 km SSE of Dessau, 29-30 km N of Leipzig, 12 km NE of Delitzsch and 2.5 km SE of Löbnitz. History: laid out in 1938-39, but no evidence found of operational use until fall 1944 when it became a fighter station.
Surface and Dimensions: grass surface measuring approx. 1145 x 355 meters (1250 x 390 yards) with an "L" shape. No paved runway.
Infrastructure: no hangars or workshops, but several small buildings off the NW corner may have been used for temporary accommodations. Nearest rail connection in Düben, 8 km ENE of the landing ground. Dispersal: there were at least 7 aircraft bays cut into the woods off the S boundary (Feb 45).
Operational Units: II./JG 300 (Oct 44 – Apr 45); III./JG 4 (Apr 45).

Station Commands: Fl.H.Kdtr. E Löbnitz (Aug 39 – c. Feb/Mar 40).
Station Units (on various dates – not complete): Werft-Abt. 48/III (1944-45)?; le.Feldwerft-Abt. II/40 (Feb 45)?
[Sources: AFHRA A5258 p.708 (11 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lochstädt (See) (GER) (54 42 50 N – 19 57 30 E)
General: seaplane anchorage in East Prussia 36 km W of Königsberg and 6.5 km NNE of Pillau (Baltiysk). History: a sea rescue training establishment located at Lochstädt during the 1939-41 period, and then it was briefly used again in fall 1944. Anchorage: ample space for take-offs and landings. Infrastructure: none.
Operational Units: Stab, 1., 2., 3./SAGr. 126 (Oct-Dec 44).
Station Commands: Fl.H.Kdtr. E (See) Lochstädt (1939-40); Fl.H.Kdtr. E 12/I (See) (1940); Fl.H.Kdtr. E 13/I (See) (Mar 40 – Jul 41).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.962 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Locken (GER) (a.k.a. Lukta, Łukta) (c. 53 48 N – 20 05 E)
General: landing ground (Landeplatz) in East Prussia 25 W of Allenstein (Olsztyn). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Loddenheide (GER): see Münster-Loddenheide.

Löningen (GER) (c. 52 44 06 N – 07 45 51 E)
General: landing ground (Landeplatz) in Lower Saxony 54 km NNW of Osnabrück and 13.5 km WNW of Quakenbrück. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: sandy ground. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lonner Tannen (GER): see Vechtel.

Lorsch (GER): see Einhausen.

Losheim (GER) (a.k.a. Losheim am See) (49 30 30 N – 06 45 40 E)
General: landing ground (Landeplatz) in the Saarland 28 km SSE of Trier and 1.6 km W of Nieder Losheim. History: no record of use by the Luftwaffe of this approx. 915 x 365 meter (1000 x 400 yards) grass surface landing ground. Infrastructure: none noted.
[Sources: AFHRA A5258 p.455 (26 Sep 39); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lotschen (GER) (50 53 16 N – 11 43 11 E)

General: alternate landing ground or dispersal field (Ausweichflugplatz) in Thuringia 10 km SE of Jena. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lottin (GER) (a.k.a. Lotyn, Lotyń) (c. 53 36 N – 16 48 E)
General: landing ground (Landeplatz) in Pomerania c. 48 km SE of Köslin (Koszalin). History: no evidence found of Luftwaffe use after the Sep 39 attack on Poland.
Operational Units: 1./LG 2 (Sep 39).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lötzen (GER) (a.k.a. today: Gizycko) (54 02 30 N – 21 46 15 E)
General: operational airfield (Einsatzhafen) in the former East Prussia 66 km SSE of Insterburg (Chernyakhovsk). History: listed as an emergency landing ground in 1935. Upgraded to an Einsatzhafen in 1940-41 in preparation for the attack on the USSR in Jun 41. Surface and Dimensions: grass surface. Fuel and Ammunition: both available. Infrastructure: unknown.
Operational Units: Kurierstaffel 110 d.OKH (Jun 41 - 1942); Stab, I./Fliegerverbindungsgeschwader 2 (Nov 43 – Aug 44).
School Units: Arbeitsplatz for Schule/FAR 51 then FFS A/B 51 (Heiligenbeil) (1940-42).
Station Commands: Koflug Lötzen (Sep 41); Fl.H.Kdtr. E 46/XI (c.Aug/Sep 41 – Mar 44); Fl.H.Kdtr. E(v) 215/I (Apr 44 – Jan 45).
Station Units (on various dates – not complete): part of Feldwerft-Abt. I/60 (Aug 44); Stab/27. Flak-Div. (Oct-Dec 44); Stab/10. Flak-Brig. (Oct 44); Koflug 6/I (Oct 40 – c.Feb 42); Koflug 10/IV (Apr-Jul 41); Koflug 6/IV (Jul 41)?; elements of le.Flak-Abt. 854 (Jan 45); Stab/Telegrafenbau-Abt. (mot) z.b.V. 2 d.Lw. (Jan-Mar 41); Ln.-Abt. 147 (Oct-Dec 44); Stab/Lw.-Bau-Rgt. 5/VI (Jun 41); Fahr-Kol. d.Lw. 4/III (Sep 41); 3.Zug of Ldssch.Kp. d.Lw. 4/I (Sep 41); Ldssch.Zug d.Lw. 94/VI (Sep 41).
[Sources: AFHRA A5258 p.959 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lowenstadt (Löwenstadt) (GER): often appears in Allied documents, possibly in reference to the city of Braunschweig and/or the two airfields around it - see there.

Löwental (GER): see Friedrichshafen-Löwenthal.

Lübeck (GER) (53 52 N – 10 40 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield):

Antiaircraft (Flak):

Higher Flak Commands: none.

Stab/Flak-Rgt.: Stab/Flak-Rgt. 61 (as Flakgruppe Lübeck, Apr 41 – May 44); Stab/Flak-Rgt. 66 (as Flakgruppe Lübeck, Jun 44 – 1945).

Flak-Abt.: gem.161 (c.1941-43); s.232 (c.1942/43 – Nov 44); part of s.275 (Oct 43 – Mar 44); s.306 (Jun-Nov 44); s.413 (Jan-Nov 44); 4./s.461 (c.1943 – Sep 44); 2./s.602 (Dec 43 – Apr 44); part of gem.604 (Jun-Aug 44); 1./s.607 (Aug-Nov 44); 3./s.611 (Jan-Sep 44); part of gem.613 (Mar-Nov 44); gem.617 (1942); le.770 (1942/43 – 1945); 5./le.822 (Eisb.) (Feb 44 – 1945); le.916 (Jan 44 – 1945).

Flakscheinwerfer-Abt.: 580 (Aug 43 – May 44); 584 (Jan-May 44).

Luftsperr-Abt.: 105 (1943 – Mar 44); 201 (Jul 44 – 1945).

Alarm-Flak: c. 10 batteries.

Heimat-Flak: c. 14 heavy and light batteries.

z.b.V. Batterien: 2-4 batteries.

Other Flak: Flak-Waffenwerkstatt (o) 5/XI (c.1942/43 – 1945).

Air Force Signals (Luftnachrichten): I.(Funkh.)/Ln.-Rgt. 353 (Apr 45); Stab III.(Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 11 (Lübeck – Sankt Hubertus, 1942-44); III./Ln.-Ers.- u.Ausb.Rgt. 2 (Lübeck – Sankt Hubertus, May 44 – 1945); Ln.-Abt. 358 (Funkh.Ausb.) (Feb 45); 8.(*Celebes I*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb 45 - ?); Luftgaubereichswerkstatt (N) 1/XI (Lübeck – Sankt Hubertus, c.1942-45).

Lübeck-Blankensee (GER) (53 48 20 N – 10 42 40 E)

General: Fliegerhorst 7.2 km SSE of Lübeck in Schleswig-Holstein and immediately N of the village of Blankensee and S of the village of Sankt Hubertus. Tiny Lake Blankensee lies close to the SE boundary of the airfield.

History: constructed 1933-36 with a concrete runway, hangars, numerous barrack blocks and other buildings. Officially designated a Lw. Fliegerhorstkommandantur by 1 October 1936. Heavily used both before and during the war, and long-time home field of KG 26. It was also used by the Dornier-Werke in Lübeck to test fly new aircraft prior to their delivery. Toward the end of the war, Me 262 and Ar 234 jet units began using Blankensee making it a target of interest to the Allies.

Dimensions: 1,600 x 1,050 meters. Extension work was underway at the E end in Dec 44.

had one 2,000 meter concrete runway with a narrow 200 meter extension at the W end. Flarepath, perimeter and obstruction lighting and the short form of visual Lorenz afforded night landings.
Surface and Runways: had fuel storage, refueling points and ammunition dump.
Infrastructure: communications, , compass swing, machine gun registration range and other amenities available. Had 2 large hangars, 6 medium hangars and 1 enormous repair hangar for a total of 9, all along the S boundary. Flying control (Flugleitung) was located on the flightline halfway between the hangars, and admin, supply and motor pool buildings were behind the hangars. A branch rail line served the repair hangar, the fuel dump and the munitions dump.
Dispersal: three areas with a total of 49 open aircraft shelters plus 3 hardstands (Dec 44).
Defenses: unknown.
Satellites and Decoys:

Lübeck-Schlagsdorf (GER) (53 45 35 N – 10 47 40 E). Dummy 7.3 km SE of Lübeck-Blankensee airfield and 3.6 km NW of the village of Schlagsdorf. Mock-up included 2 dummy hangars and several open aircraft shelters at the SE corner of a crossroad. Decoy aircraft were parked in the area. [Sources: AFHRA A5257A p.617 (1944)]

Remarks:
Lübeck was bombed at night several times by RAF Bomber Command, particularly in 1942, but Blankensee airfield was not targeted.
9 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 3 x Bf 109s shot up and damaged.
24/25 Aug 44: Lübeck aviation industry targets bombed by 81 B-24 Liberators.
2-3 Feb 45: bombed – 1 x Ju 88 G-1 from I./NJG 3, plus 1 x Ju 88 G-6 from III./NJG 5 damaged on the ground.
28 Feb 45: strafed by approx. 15 P-47s and P-51s – 1 x Ju 88 destroyed, 2 x Ju 88s, 2 x He 111s and 1 x Bf 110 damaged. (German reports)
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ar 234s destroyed.
3 May 45: airfield taken by British troops who found it to be heavily cratered and in a state of shambles. But engineers were able to repair the runway and return Blankensee to serviceable status on 7 May, a day before the war officially ended.
Operational Units: II./St.G. 162 (Apr 36 – Mar 37); St.G. 167 (Apr 37 – Mar 38); I./KG 257 (1937 – Apr 39); I./KG 26 (May-Sep 39); I./KG 28 (Feb 40); III./KG 26 (Feb-Apr 40, Aug-Sep 40); 1.(F)/Aufkl.Gr. 120

(Mar-Apr 40); II./KG 26 (Apr 40, Jun 43?); III./KG 26 (c. Feb-May 42); I./KG 1 (Jun 42); Stab/KG 26 (Mar-Jun 44, Sep-Oct 44); II./KG 3 (Jul 44); Stab, III./KG 40 (Sep 44 – Feb 45); III./NJG 5 (Oct 44 – May 45); 3./SG 151 (Feb 45); 12.(See)/SG 151 (Feb-Mar 45); 14./SG 151 (Feb-May 45); Stab/NJG 5 (Feb-May 45); 1.(F)/Aufkl.Gr. 22 (Apr 45); Stab/KG 76 (Apr 45); II., IV., Schulstaffel/NJG 5 (Apr-May 45); III./KG 200 (Apr-May 45); I./NJG 100 (Apr-May 45); 1.(F)/Aufkl.St. 123 (Apr-May 45); 15./SG 151 (May 45).
School Units: Bomben- u.Zielfinderschule Greifswald (Mar-Apr 45).
Reserve Training & Replacement Units: IV./KG 26 (Mar 41 – Sep 44); Erg.KGr. LT (Sep 44 – Jan 45).
Station Commands: Fl.H.Kdtr. (E) 68 (26 Aug – Dec 39); Fl.H.Kdtr. E 31/XI (Mar 40); Fl.H.Kdtr. A(o) 5/XI (Apr 44 – May 45).
Kommandant (not complete): Maj. Walter Loebel (1 May 39? - Oct 39; Obstlt. Gerhard Kuehn (Feb 43 - ?); Oberst Paul Neumann (? - ?) 8/43.
Station Units (on various dates – not complete): Behelfsluftpark Lübeck (1940 - ?); Koflug Lübeck-Blankensee (Jul 39 – Mar 41); Koflug 6/XI (Apr 41 – Jul 42); Koflug 7/XII (Oct 44 – Mar 45); Werft-Abt.d.Lw.(o) 5/XI (spring 44 – May 45); 1., 2. and 10. Flugh.Betr.Kp./KG 26 (Aug 39); 10. Flugh.Betr.Kp. KG 26 (c.Mar 41); 1. and 3.Kp. Lw.-Bau-Btl. 13/XI (? – Sep 42); Stab Lw.-Bau-Btl. 13/XI (Sep 42 - ?); Flieger-Geräteausgabe- und Sammelstelle 1/XI (o) (Mar 42, Aug 43, Dec 44).
[Sources: AFHRA A5257A pp.362-65 (11 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Lübeck-Palingen (GER) (53 51 40 N – 10 47 30 E)

General: emergency landing ground (Notlandeplatz) 7 km E of Lübeck in Schleswig-Holstein and immediately NW of Palingen village. History: used by training gliders. Surface and Dimensions: poor quality grass surface with trees and a pond within the boundaries of the landing area. Measurements not determined but a diagonal run of approx. 915 meters (1000 yards)might have been possible.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete):
[Sources: AFHRA A5257A p.593 (5 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lübeck-Schlutup (GER) (53 53 14 N – 10 47 57 E)

General: landing ground (Landeplatz) in Schleswig-Holstein 8 km ENE of Lübeck city center. The landing ground was probably located just E of the town. History: no information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or meadowland. Infrastructure: none noted.

[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lüben (GER) (51 25 30 N – 16 11 30 E)

General: operational airfield (Einsatzhafen I) 71 km NW of Breslau (Wrocław) in Silesia and 3.25 km NNW of Lüben.
History: in existence in 1936 as a little-used landing ground, then developed into a training station for a multi-engine flight school in 1939.
Dimensions: approx. 960 x 960 meters (1050 x 1050 yards) with an irregular shape.
Surface and Runways: grass surface. No paved runway. Equipped with perimeter and obstruction lighting for night landings.
Fuel and Ammunition: there were refueling points on the N boundary.
Infrastructure: had 1 large and 2 medium hangars on the N boundary with interconnected paved aprons. Numerous workshop buildings were near the hangars. A large number of separate barrack buildings and huts were just off the NW corner on open land called the Lübener Heide (Lüben Moor). The Glogau-Lüben raqil line passed close to the E boundary of the airfield.
Dispersal: had 3 large open aircraft shelters off the NE corner, but no other dispersal facilities (Apr 44).
Defenses: unknown.
Remarks: none.
Operational Units: IV./KG z.b.V. 1 (Sep 39); part of III./KG 53 (Feb-Jun 41); I./SG 1 (Oct 44).
School Units: FFS C Lüben then FFS C 15 (Jan – Sep 40); FFS C 18 then FFS B 18 (Sep 41 – Sep 44); Überprüfungstelle/Überprüfungsschule/Überprüfungslehrgang ELF Lüben (1941-43).
Reserve Training & Replacement Units: 15./SG 151 (Oct 44 – Jan 45); 2./Erg.JG 1 (Nov 44 – Jan 45).
Station Commands: as Fl.H. Lüben (to 1943); Fl.Pl.Kdo. A 47/IV (1943-44); Fl.H.Kdtr. A(o) 47/III (1 Apr – 15 Jun 44); Fl.H.Kdtr. A(o) 9/VIII (15 Jun 44 – Jan 45).
Station Units (on various dates – not complete): Werft-Abt. 56/III (1944-45).
[Sources: AFHRA A5258 pp.709-11 (2 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lüchow (GER) (53 01 00 N – 11 08 45 E)

General: landing ground (Landeplatz) in Lower Saxony 55 km SE of Lüneburg and c. 18 km N of Salzwedel. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface.
Infrastructure: none noted.
Operational Units: none identified.

School Units: Arbeitsplatz for Überprüfungslehrgang LF Prenzlau (1941-43).
Station Commands: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lüchtringen (GER) (51 47 00 N – 09 26 30 E)
General: emergency landing ground (Notlandeplatz) in Lower Saxony 46.5 km E of Paderborn; airfield 1 km SE of the village. History: no information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Luckau (GER): see Alteno.

Ludendorf (GER) (50 40 04 N – 06 53 53 E)
General: advanced landing ground (Absprunghafen) in North Rhine – Westphalia 16 km SW of Bonn and 8 km E of Euskirchen. History: listed as operational in Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ludwigsburg (GER) (48 51 54 N – 09 13 30 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 12 km NNE of Stuttgart. History: no information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface.
Infrastructure: none noted.
Lw. Garrison and Station Units (in the city of Ludwigsburg or nearby on various dates – not complete): Stab/Flak-Rgt. 25 (Mot.) (Oct 36 – Jul 38, Aug 39 – 1940); I./Flak-Rgt. 25 (gem. mot.) (Apr 35 - ?); schw.Flak-Abt. 251(v) (Aug 39); gem.Flak-Abt. 252(v) (Aug 39); gem.Flak-Abt. 672(v) (May 42 – 1942); Flakwaffenwerkstatt (o) 2/VII (1944-45); Flak-Ers.Abt. 1 (Sep 40 – Apr 45); Ausbildungslager für Flakhelferinnen VII (1944-45); IV.(Flum.Ausb.)/Ln.-Rgt. beim I. Jagdkorps (Sep 43 – Aug 44)?; Stab III.(Flum.Mess)/Ln.-Rgt. 42 (L-Ossweil, mid-1943 – Aug 44); 10.(Offz.Ausb.)/Ln.-Rgt. 42 (c.Aug 42 – Aug 44); 5.(Flum.Ausb.)/Ln.-Abt. 201 (L-Ossweil, 1944-45); 25. (Techn.)/Ln.-Rgt. 217 (L-Ossweil, 1944-45); Kfz.Werkstatt (o) d.Lw. 103/VII (L-Ossweil, 1944-45); Aust.Btl. (OB) d.Lw. 3 (Mar 45).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ludwigslust (GER) (53 18 00 N – 11 30 20 E)

General: airfield (Fliegerhorst) in Mecklenburg 102 km ESE of Hamburg, 34 km SSE of Schwerin, 26 km WSW of Parchim; airfield 3.25 km S of Ludwigslust.
History: 1927 listed as an emergency landing ground (Notlandeplatz). Developed into a military airfield in 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. It was used as a training station until early 1942 when it became a repair and modification center for the Heinkel aircraft firm. Reserve training and replacement units began using it in spring 1944.
Dimensions: approx. 1325 x 825 meters (1450 x 900 yards) with a rectangular shape.
Surface and Runways: grass surface on sandy ground making for very dusty take-off and landings in dry weather. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: refueling points at NW and S corners. The ammunition dump was believed to be off the S corner.
Infrastructure: had 3 very large hangars on the SE side of the landing area, and 1 very large and 1 large hangar in the N corner, all with paved aprons. Additionally, 2 of the hangars the SE hangar group were fronted by a 275 meter long servicing handstand. Workshops were among both hangar groups and the motor pool and garages were at the E end of the barrack area. Station flight control, meteorological office and other offices were at the SE corner. The station's large barrack complex was NNE of the landing area along with messes and classrooms. A branch rail line served both hangar groups.
Dispersal: had a Southeast dispersal area with 22 large open aircraft shelters plus 18 aircraft bays cut into a woods. Furthermore, some small open aircraft shelters were being built in the N and E corners of the field (Apr 44).
Defenses: unknown.
Satellites and Decoys:

Ludwigslust/Ost (53 19 20 N – 11 31 00 E), satellite field 2.8 km NNE of Ludwigslust airfield. Existed before the war, but no mention found of wartime use.

Remarks:
19 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 52s and 1 x unidentified aircraft destroyed.
21 May 44: low-level attack by VIII Fighter Command P-38s – several aircraft claimed.
3 Feb 45: strafed mid-day by 8 P-51 Mustangs – 1 x He 177, 2 x He 219, 4 x Fw 190, 1 x Ju 87 and 1 x Ar 96 destroyed; 2 x He 219, 1 x Ju 88 and 1 x Fw 190 damaged. (German report)
22 Feb 44: Ludwigslust bombed by 48 B-17 Fortresses.

Operational Units: II./LG 1 (Sep-Oct 39); III./LG 1 (Nov 39 – Apr 40); Zerstörerstaffel/KG 30 (Jun-Jul 40); Luftverkehrsgruppe Ludwigslust (Jun-Dec 41); KGr. z.b.V. 172 (Apr 43); II./JG 302 (Nov 43 – Jun 44); III./JG 54 (Dec 43 – Feb 44); elements of 3./TGr. 30 (Mar-Apr 45); Stab, II./JG 1 (Apr 45); Einsatzgruppe Uhl (Apr 45).
School Units: twin-engined conversion school Ludwigslust (Jul 35 – Aug 39); Arbeitsplatz for FFS (See) Warnemünde (1939); Aufklärungsschule 3 (Jul 41 – May 42); SG 111 (Jan – Mar 45).
Reserve Training & Replacement Units: Erg.St./KG 30 (Oct 40 – Mar 41); IV./KG 30 (Apr – Jun 41); Erg.Nachtjagd-Staffel (einmot.) (Apr – Jul 44); Erg.Nachtjagd-Gr. (einmot.) (Jul – Oct 44); I./Erg.JG 2 (Nov 44 – Mar 45); Erg.Transportstaffel (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. Ludwigslust (to c. Feb 43); Fl.Pl.Kdo. A 31/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Ludwigslust of Fl.H.Kdtr. A(o) 11/XI Parchim (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Eitel-Friedrich Roediger von Manteuffel (1 Mar 37 - 31 Mar 39); Obstlt. Georg Gerick (? - ?) 9/39.
Station Units (on various dates – not complete): 10. Flugh.Betr.Kp./KG 30 (Nov 40 – Jun 41); Werft-Abt.(v) 113/XI (1944-45); Feldwerft-Abt. (mot) z.b.V. 1 (May-Oct 43).
[Sources: AFHRA A5258 pp.714-17 (17 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lüneburg (GER) (53 15 00 N – 10 27 40 E)

General: airfield (Fliegerhorst) 43 km SSE of Hamburg in Lower Saxony; airfield 3.6 km E of Lüneburg.
History: constructed 1935-37. The airfield was associated from 1940 with the installation and maintenance of beam navigation equipment used by pathfinder aircraft and the training of these specialized crews was carried out at Lüneburg also. Anti-shipping units were also sent here for specialized equipment installation and training.
Dimensions: approx. 1150 x 1600 meters (1250 x 1750 yards) with a rectangular shape.
Surface and Runways: level, good quality grass surface No paved runway. Equipped for night landings with flarepaths, perimeter and obstruction lighting, and a visual Lorenz system.
Fuel and Ammunition: refueling points at the servicing hardstands along the N boundary. Ammunition dump was deep in the woods off the SE corner.
Infrastructure: had a total of 6 hangars – 1 very large, 4 large plus a large repair hangar, all along the N boundary and all with interconnected paved hangar aprons. A motor pool was at the NW corner and a compass swing base in front of the hangars. Barrack

blocks, admin buildings and stores were to the N and W of the hangars. Additionally, a large military barracks (Kaserne) was approx. 1 km W of the hangar area. A light rail system served the N, E and S sides of the landing area.
Dispersal: along 2 roads in woods off the NE boundary.
Defenses: 1 heavy and 3 light Flak positions (mounted in towers) were around the airfield in Oct 43.
Remarks:
18 Apr 44: airfield bombed by B-17 Fortresses.
3 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x Fw 190s, 2 x Me 410s, 1 x Hs 126, 1 x Ju 87, 1 x Ju 88 and 2 x Fw 200s destroyed, plus 1 x Fw 190, 4 x Me 410s, 2 x Ju 87s and 1 x Fw 200 damaged.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 110, 1 x He 111 and 1 x unidentified aircraft destroyed. all unserviceable aircraft remaining on the airfield ordered blown up and burned.
18-19 Apr 45: Lüneburg taken without resistance by British 11th Armoured Div.
Operational Units: Stab, II./KG 257 (Apr 38 – Apr 39); Stab, II./KG 26 (May-Aug/Sep 39); I./KG 4 (Oct 39); I./KG 1 (Oct 39 – Jan 40); Stab, II./KG 1 (Oct-Nov 39); III./KG 4 (Jan-Apr 40); KGr. 100 (Feb-Aug 40); I./KG 40 (Apr 40); I./KG 26 (Jun 40)?; II./KG 40 (Jan-Jul 41); 7./NJG 3 (Nov 41 – Apr 43); 8./NJG 3 (Apr 43 – Apr 44); III./JG 54 (Feb-Apr 44); part of III./NJG 5 (Nov 44); Schulstaffel/NJG 1 (Feb-Apr 45); NSGr. 1 (Nord) (Mar-Apr 45); III./JG 1 (Apr 45).
Reserve Training & Replacement Units: Ausb.St./KG 40 (Mar – Dec 40); Erg.Kette/KG 100 (Aug 40 – Apr 41); Erg.St./KG 40 (Apr – May 41); Erg.St./KG 26 (Aug 40 – Mar 41); Erg.St./KG 28 (Dec 40 – May 41); IV./KG 100 (Jan – Apr 42); IV./KG 6 (Mar – Nov 44); Stabsstaffel/NJG 1 (Feb – Apr 45).
Station Commands: Flugstützpunktkdo. 28/XI (1941 – 12 Nov 42); Fl.Pl.Kdo. A 25/XI (12 Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 21/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Koflug Lüneburg (Jul 39 – Mar 41); Koflug 13/XI (Apr 41 – Feb 43); Koflug 8/VI (fall 44); Werft-Abt. (o) 36/XI (spring 44 – 1945); 4. and 5. Flgh.Betr.Kp. KG 26 (Aug 39); Luftminen-Zug 3 (Sep 44); le.Hei.Flak-Bttr. 13/XI (1944).
[Sources: AFHRA A5257A pp.366-71 (3 Feb 44 with revisions); chronologies; BA-MA; NARA; PRO/NA]

Lurzenhof (GER) (48 33 45 N – 12 12 30 E)

General: emergency landing ground (Notlandeplatz) in Bavaria 5 km NE of Landshut near village of Ergolding. History: also used by gliders. No further information or mention of wartime use by the

Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lütjenholm (GER) (54 41 05 N – 09 00 00 E)
General: operational airfield (Einsatzhafen) 12.5 km SSE of Leck in Schleswig-Holstein and 1.6 km W of the village of Lütjenholm.
History: said to have been under construction from 1940 to 1944 and never completed or made operational. Luftwaffe units were ordered to fly to Lütjenholm the first week of May 1945 and park their aircraft in preparation for surrender to British forces. Dimensions: approx. 1600 x 1150 meters (1750 x 1250 yards). Surface and Runways: grass surface. There were two intersecting paved runways, each of 985 meters (1075 yards). Both runways were incomplete and unserviceable in Feb 44. A ladder-type servicing hardstand area had been started off the NE corner but abandoned. Infrastructure: completed were a group admin and barrack buildings off the NE corner, a second group of barracks off the N boundary and clusters of small buildings at the NE corner and along the N boundary.
Remarks:
8May 45: upon the surrender of German forces, the airfield had an occupancy of 66 aircraft, mostly Bf 109s and Me 110s.
Operational Units: none found. For additional details go to Google and enter: Lütjenholm site:ww2.dk .
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 2/XI Leck (1944-45).
Station Units (on various dates – not complete): Wetternebenstelle Lütjenholm.
[Sources: AFHRA A5257A p.372 (23 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Luxemburg (LUX): see Sandweiler.

Lyck (GER) (a.k.a. today: Elk) (53 49 50 N – 22 23 45 E)
General: emergency landing ground (Notlandeplatz) 95 km SSE of Insterburg (Chernyakhovsk), 49 km SW of Sudauen (Suwałki) in former East Prussia and 2 km E of Lyck. History: in existence since at least 1925. Used for the attack on Poland and then upgraded to an operational airfield (Einsatzhafen) in 1940-41 in preparation for the attack on the USSR in Jun 41. After the attack, used as a practice field for single-engine trainers until Jul 44 when it became a forward field for tactical reconnaissance units. Surface and Dimensions: grass surface. Infrastructure: no information found.

Operational Units: IV.(Stuka)/LG 1 (Sep 39); 1./JG 2 (Sep 39); III./KG 2 (Jun 41); Stab/NAGr. 10 (Jul-Oct 44); 2./NAGr. 4 (Jul-Oct 44); Nahaufkl.St. 13./14 (Jul-Oct 44).
School Units: Arbeitsplatz for FFS A/B 125 then FFS A 125 (Neukuhren) (1941-44).
Station Commands: Fl.H.Kdtr. Lyck (1940-41); Fl.H.Kdtr. E 27/XI (Apr 41 – fall 41).
Station Units (on various dates – not complete): elements of Telegrafenbau-Abt. (mot) z.b.V. 1 d.Lw. (Jan-Mar 41); Lw.-Bau-Btl. 3/XI (Jun-Jul 41); elements of Lw.-Bau-Btl. 17/XIII (Jun 41); elements of Ln.-Rgt. 22 (Jun 41); Flugzeugbergungstrupp 5/VI (Jun 41); Traktorenzug 61 (Sep 41); Kw.Werkstatt d.Luftzeuggruppe 2 (Sep 41); 3.Zug of Ldssch.Kp. d.Lw. 1/I (Sep 41); Ldssch.Zug d.Lw. 107/VI (Sep 41).
[Sources: AFHRA A5258 p.959 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

M

Mackfitz (GER) (a.k.a. today: Makowice) (53 45 40 N – 15 17 50 E)
General: initially a field airstrip (Feldflugplatz) that was upgraded to an operational airfield (Einsatzhafen I) in Pomerania 55 km NE of Stettin (Szczecin), 4 km SE of the village of Plathe (Ploty) and 1.2 km SE of the village of Mackfitz.
History: built 1937-38. Used during the attack on Poland and then became a practice field for elementary trainers. Operational units arrived in December 1944 following the Soviet advance into C Poland and were heavily engaged after the Soviet winter offensive commenced on 12 Jan 45.
Dimensions: approx. 730 x 1190 meters (800 x 1300 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runway. A perimeter road ran along the S boundary.
Fuel and Ammunition: refueling points existed along the S boundary and bulk fuel storage was probably in the same area.
Infrastructure: had 1 large hangar with paved apron off the S boundary that was connected to the landing area by a taxiway. A small group of station buildings were off the S boundary and these included offices, barracks, stores and probably the flight control building. A branch spur off the Stettin-Regenwalde line served the S boundary.
Dispersal: no organized dispersal facilities (Mar 44).

Defenses: unknown.
Remarks:
29 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 7 x He 177s destroyed.
Operational Units: I./ZG 1 (Aug-Sep 39); 1./NAGr. 8 (Dec 44 – Feb 45); II./SG 1 (Dec 44 – Feb 45); Stab, 1./NAGr. 3 (Feb-Mar 45); 4. (H)/Aufkl.Gr. 31 (Feb-Mar 45); 2., 3./SG 9 (Mar-Apr 45).
School Units: Arbeitsplatz for FFS A/B 118 then FFS A 118 (Stettin-Altdamm) (1940-44); 3./JG 103 (Jan 44 – Jan 45); 1./JG 103 (Dec 44 – Feb 45).
Station Commands: Fl.H.Kdtr. Mackfitz (1939 - ?); Fl.H.Kdtr. E 2/IV z.b.V. (1939-40); Platzkdo. of A(o) 6/III Stettin-Altdamm (1944-45); Fl.H.Kdtr. E(v) 253/III (1945).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.718-19 (18 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Magdeburg (GER) (52 07 50 N – 11 37 43 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):

Antiaircraft (Flak):

Higher Flak Commands: none.

Stab/Flak-Rgt.: Stab/Flak-Rgt. 22 (as Flakgruppe Magdeburg , Sep 39 – Mar 40); Stab/Flak-Rgt. 52 (Aug 39, then as Flakgruppe Magdeburg, Oct 40 – 1945); Stab/Flakscheinw.Rgt. 108 (as Flakscheinwerfergruppe Magdeburg, Mar 44 – 1945); Stab/Flak-Rgt. 136 (as Flakgruppe Magdeburg , 1939-40)?

Flak-Abt.: I./Flak-Rgt. 42 (c.Oct 43 – Jan 44); I./Flak-Rgt. 52 (Nov 38 – Aug 39); gem.124 (1939-40); gem.125 (1939-41); 3./s.132 (Jul 44 – 1945); 5./s.154 (Jul 44 – 1945); gem.166 (1941)?; 1./s.176 (Feb 44 – 1945); 5./s.262 (? – Dec 43); 3., 4./s.272 (Jul 44 – 1945); part of s.279 (Eisb.) (Mar-Apr 44, Jun-Sep 44); part of s.313 (May-Sep 44); 1., 2./gem.316 (Aug 44 – 1945); 5./s.335 (Apr-May 44); s.418 (Eisb.) (Jul-Aug 44); s.434 (1942/43 – Mar 44); s.464 (Feb-Mar 44); part of gem.476 (Apr 44 – 1945); s.521 (Aug 39); s.535 (Eisb.) (1943 – Dec 43); s.537 (c.1942 – Jul 44); s.539 (Oct 43 – 1945); 3., 5./s.602 (? – Dec 43); s.660 (May 42); part of le.727 (1942/43 – Oct 44); 1./le.821 (Eisb.) (Dec 43 – May 44); le.827 (Jan 42 – 1945).

Flakscheinwerfer-Abt.: 179 (Mar 44 – 1945); 583 (Feb 44 – 1945); 587 (Nov 43 – 1945); 709 (May 44 – 1945); 710 (Jun-Jul 44).

Luftsperr-Abt.: part of 104 (? – 1945); 5./210 (May-Jul 44).

Alarm-Flak: 2-4 batteries during 1943-44.

Heimat-Flak: as many as 33 batteries during 1943-44.

z.b.V. Batterien: 10-21 plus 15 z.b.V. searchlight batteries during 1943-44.
Other Flak: Flak-Waffenwerkstatt (o) 6/III (1943-45).
Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 7 (Aug 39 – 1945); Flak-Ers.Abt. 52 (Aug 39 – Apr 41).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 11 (May-Oct 40); Flakwaffenwerkstatt (o) 6/III (1944-45); Luftschutz-Abt. d.Lw. 48 (1943-45);

Air Force Signals (Luftnachrichten): Stab II/Ln.-Flugmelde-Rgt. 93 (1943 – Sep 44); 19./Ln.-Flugmelde-Rgt. 93 (c.1943 – Sep 44); 24.(Flum.Leit)/Ln.-Rgt. 204 (May 43 – Aug 44); Fluko Magdeburg (n.d.).

Construction (Bau): 3./Lw.-Bau-Btl. 130/I (1945).

Other (sonstige, verschiedene): Lw.-Berge-Btl. VI (1944); Lw.-Auskunftsstelle 3/III (1943-45); Ersatz-Btl. für Ostfreiwillige d.Lw. (1945).

Remarks:
17-18 Apr 45: city attacked and taken by U.S. 30th Infantry Div. and 2nd Armored Div.

Magdeburg (Flughafen) (GER) (52 08 09 N – 11 41 00 E)

General: airport (Flughafen) in Anhalt 3 km ENE of Magdeburg and located on a former military exercise field; not believed to have been used by main-line Luftwaffe flying units during the war. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Magdeburg-Ost (GER) (52 07 50 N – 11 42 50 E)

General: operational airfield (Einsatzhafen) in Anhalt 5.25 km E of Magdeburg.
History: a pre-war civil landing ground that was taken over by the Luftwaffe in 1934-35 and developed into a military airfield. It was used mainly for flight training during the war.
Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards) and irregular in shape.
Surface and Runways: grass surface with rough spots. No paved runway.
Fuel and Ammunition: refueling points were inside the S boundary and at the SW corner. A small ammunition dump was at the SE corner.
Infrastructure: had 2 large and 3 medium hangars along the N boundary with interconnected paved aprons and servicing hardstands. Workshops, repair shops, an engine repair facility and engine test beds were grouped behind and W of the hangars. The station offices, barracks, messes, etc., were also on the N side of the airfield and the

flight control building was in the NW corner. A branch rail spur off the Magdeburg-Berlin line probably served the W boundary of the landing area.
Dispersal: there were 6 large open aircraft shelters on the perimeter of the field (Apr 44).
Defenses: protechted by 1 heavy Flak position with 6 guns and 1 light Flak position in Aug 43.
Remarks: Magdeburg was repeatedly bombed beginning in Sep 40 by both the RAF and the USAAF, but the targets were oil refineries, munitions plants and the city's marshaling yards. The airfields were apparently not targeted by the heavy bombers.
2 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x He 111s, 2 x Ju 88s and 4 x unidentified aircraft destroyed, plus 10 x He 111s, 2 x Ju 88s, 1 x Ju 188, 3 x unidentified aircraft damaged.
3 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x He 111, 5 x Ju 88s, 1 x Do 217 and 1 x unidentified aircraft destroyed, plus 2 x Ju 88s damaged.
18 Apr 45: Magdeburg taken by U.S. 9th Army after several days of resistance and a heavy air attack by medium bombers.
Operational Units: II./JG 27 (Jan-Feb 40); III./JG 2 (Mar-Apr 40); KGr. z.b.V. 101 (May 40); KGr. z.b.V. 105 (May-Jul 40).
School Units: elementary flight school Magdeburg-Ost (Jan 34 – Mar 39); Fl.Ausbildungs-Rgt. 21 (1939-41); Schule/FAR 21 (Apr – Dec 39); Arbeitsplatz for FFS C 16 then FFS B 16 (Burg bei Magdeburg) (May 40 – Apr 45); I./FFS A 125 (Jan - Mar 45); Jagdfliegerschule 2 (Jun 40 – 1941); 3./JG 102 (Feb 43 – Jul 44); Lw.-Fachschule (1941-44).
Reserve Training & Replacement Units: Erg.Zerst.Gr. (Apr – Jun 40).
Station Commands: as Fl.H. Magdeburg-Ost (3/43); Fl.Pl.Kdo. A 29/III (1943-44); Fl.H.Kdtr. A(o) 13/III (1944-45).
Kommandant (not complete): Obstlt. Hans-Karl Krüger (Mar 43 - ?).
Station Units (on various dates – not complete): Transport-Fliegerführer 1 (Apr 44); Transport-Fliegerführer 2 (Sep 43); Koflug 3/III (c.Feb 44 – Apr 45); Werft-Abt. 27/III (1944-45); Werft-Kp. 56 (n.d.); Lw.-Sanitäts-Abt. 3/III (c.Feb 44 – Apr 45).
[Sources: AFHRA A5258 pp.720-23 (25 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Magdeburg-Rothensee (GER) (52 11 N – 11 39 E)

General: practice field (Arbeitsplatz) in Anhalt 7 km NNE of Magdeburg. History: no operational units are known to have been stationed there. Used as a fuel storage facility during the war.
Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for Schule/FAR 21 (1939).

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Magdeburg-Süd (GER) (52 04 35 N – 11 37 40 E)

General: operational airfield (Einsatzhafen) in Anhalt 126 km WSW of Berlin 6 km S of Magdeburg.

History: built 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. The airfield's wartime use is something of a mystery. It was used for flight training at the very beginning of the war and then at the very end, but its use from 1940-44 is unknown.

Dimensions: approx. 825 x 685 meters (900 x 750 yards) and roughly rectangular in shape.

Surface and Runways: good grass surface. No paved runway. A perimeter road ran along the N boundary.

Fuel and Ammunition: refueling point were on the servicing hardstands and underground bulk fuel storage was reportedly on the N boundary.

Infrastructure: had 2 medium hangars on the N boundary with paved aprons, and 1 medium hangar on the S boundary that may have been a portable-type. Projecting out into the landing area from the hangars on the N boundary were 5 strips of servicing hardstands. Separate workshop buildings were in the hangar area on the N side of the field. A few station buildings were also on the N boundary and the station control tower was in the NW corner. A barrack complex with some 28 buildings was 1.2 km N of the N boundary. The nearest rail connection was 1.2 km E of the airfield.

Dispersal: no organized dispersal area.

Defenses: mainly covered by the Magdeburg city Flak defenses, but the airfield did have 3 light Flak positions in the SE corner of the airfield in Dec 43.

Remarks: Magdeburg was repeatedly bombed beginning in Sep 40 by both the RAF and the USAAF, but the targets were oil refineries, munitions plants and the city's marshaling yards. The airfields were apparently not targeted by the heavy bombers.

Operational Units: 8.(Pz.)/Bü 181 (Apr 45).

School Units: FFS A/B 2 (Oct – Dec 39); II./FFS A 125 (Jan - Mar 45).

Station Commands: Koflug 3/III; Fl.H.Kdtr. A(o) 13/III; Platzkdo. of Fl.H.Kdtr. A(o) 16/III Zerbst (1944-45).

Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Alfred Sturm (1 Jan 35 - 30 Sep 36).

Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 pp.724-26 (25 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mahlberg (GER) (48 18 15 N – 07 47 15 E)

General: field airstrip (Feldflugplatz) in Baden-Württemberg 31 km N of Freiburg, 6 km SSW of Lahr and 2.5 km NE of the village of Mahlberg. History: began operation in October 1944 as an alternate strip for fighters engaged in the Freiburg-Strasbourg area. Surface and Dimensions: grass surface measuring approx. 1000 x 90 meters (1100 x 100 yards). No praved runway. Infrastructure: none. Nearest rail connection 1.6 km E (W?) on the Basle – Strasbourg line. Dispersal: aircraft sheltered in woods at the NE corner.
Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.257 (13 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mahlen (GER) (52 47 50 N – 09 10 30 E)

General: emergency landing ground and dispersal airfield (Notlandeplatz und Ausweichplatz) in Lower Saxony 41 km SSE of Bremen, 15 km SSW of Verden and 2 km WNW of Mahlen village. History: under active development in fall 1944, probably as an advanced landing ground for fighters operating in the Bremen area. Dimensions: 1235 x 230 meters (1350 x 250 yards). Surface and Runways: grass surface. No paved runway. Fuel and Ammunition: probably brought in when needed. Infrastructure: none. When used, personnel probably billeted in the barracks at Hoya airfield and in the local villages. Remarks: does not appear to have received much attention from the Allies – no mention of significant air attacks found.
Operational Units: none identified.
[Sources: AFHRA A5257A pp.373 (1 Oct 44); chronologies; BA-MA; NARA; PRO/NA]

Maierhof (GER): a.k.a. Passau? (??)

General: tactical landing ground (Gefechtslandeplatz) in Bavaria located west of Passau, but exact location and other details are not known. See Passau for further details. However, there was a Mayrhof (Austrian spelling) across the Danube 2.6 km SE of Passau.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mainbullau (GER) (49 41 40 N – 09 11 00 E)

General: landing ground (Landeplatz) in Bavaria 44 km SE of Darmstadt, 5 km WSW of Miltenberg and just NW of the village of Mainbullau. History: laid out c. 1937 with a grass surface and

measurments of approx. 550 x 230 meters (600 x 250 yards). Rarely if ever used by the Luftwaffe until 1944 when it was used as a parking area for aircraft not in use (Abstellplatz).

Remarks:

10 Sep 44: low-level attack by VIII Fighter Command P-47s – *claimed* 25 x He 111s, 9 x Ju 88s and 1 x Fi 156 destroyed, plus 16 x He 111s and 2 x Ju 88s damaged. [Note: the location of this attack is given in the official documents as Meinbullen, a possible misspelling of Mainbullau or Rheinböllen, more likely the former. Since there was no airfield or landing ground by the name of Meinbullen, the most likely choice is Mainbullau.]

[Sources: AFHRA A5258 p.455 (19 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mainz (GER) (49 59 34 N – 08 14 50 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):

Antiaircraft (Flak):

Higher Flak Commands: none.

Stab/Flak-Rgt.: Stab/Flak-Rgt. Mainz (Sep 39 – Feb 40); Stab/Flak-Rgt. 39 (Feb-May 40); Stab/Flak-Rgt. 189 (as Flakgruppe Mainz, May 43 – 1945).

Flak-Abt.: s.322 (1943-45); s.394 (Aug 39 – 1939); s.424 (Eisb.) (Aug 42); s.434 (Eisb.) (Sep 44 – 1945); part of s.435 (Mar 44 – 1945); s.444 (Eisb.) (Apr 44 – 1945); 4./s.492 (Mar-Jun 44); s.535 (Eisb.) (Nov 44 – 1945); s.536 (Eisb.) (Sep 44 – 1945); part of gem.640 (Mar 44 – 1945); 6./s.681 (Oct 44 - ?); gem.686 (Aug-Sep 44); part of le.715 (Jun 44 – 1945); 1./le.839 (Oct 44 – 1945); 3./le.859 (Eisb.) (Sep 44 – 1945); 3./le.883 (Oct 44 – 1945); 1./le.917 (c.Oct-Dec 44); le.952 (ETr.) (c.Nov/Dec 43 – Feb 44); part of le.954 (ETr.) (Jul-Aug 44); le.971 (Oct 43 – 1945); part of le.980 (1943 – Jan 44, Jun 44); le.995 (Jun 42)?

Flakscheinwerfer-Abt.: none.

Luftsperr-Abt.: 107 (Aug 44 – 1945).

Alarm-Flak: 1 battery.

Heimat-Flak: Heimat-Flak-Battr. 241/VII (1944 – Mar 45).

z.b.V. Batterien: 2 batteries.

Other Flak: Flakwaffen-Werkstatt (o) 3/XII (1943-45).

Air Force Signals (Luftnachrichten): Horch-Betriebsstelle W 33/Ln.-Rgt. 3 (1939-40); IV.(Ausb.-u.Ers.Abt.f.Ln.-u.Wetterdienst-Helferinnen)/Luftgau-Nachr-Rgt. 13 (M-Hechtsheim, fall 42 – spring 43); IV.(Ausb.-u.Ers.Abt. für Ln.-u.Wetterdienst-Helferinnen)/Luftgau-Nachr-Rgt. 12 (M-Hechtsheim, spring 43 - 1944); Stab/Lv-Nachr.Abt. 9 (Apr 39 – Jan 41); Luftgaubereichswerkstatt 2/VI (M-Hechtsheim,

c.1942 – Nov 44); Luftgaubereichswerkstatt (N) 1/XII (M-Hechtsheim, c.1942-44).

Mainz-Finthen (GER) (a.k.a. Ober-Olm, Ober Olm) (49 58 00 N – 08 09 00 E)

General: operational airfield (Einsatzhafen I) in Rhineland-Pfalz 9.7 km WSW of Mainz and 4.5 km NW of Ober Olm.

History: Wartime use mainly as a night fighter base.

Dimensions: approx. 915 x 730 meters (1000 x 800 yards) with a rectangular shape.

Surface and Runways: grass surface. No paved runway, but a specially prepared take-off and landing airstrip was aligned ENE/WSW across the center of the landing area. A perimeter road encircled the landing area. Equipped with perimeter and obstruction lighting, a permanent flare-path, a beam approach system and a visual Lorenz system for night operations.

Fuel and Ammunition: 2 refueling points were in front of the hangar aprons at the NE corner.

Infrastructure: there were 3 large hangars with attached workshops off the N boundary and a very large repair hangar several hundred meters behind the other hangars. All had paved hangar aprons and were connected by taxiways. Barracks were in a woods off the NE corner and several more off the SE corner. Some 7 or 8 other buildings off the N boundary probably were for admin offices, station services and station stores.

Dispersal: unknown.

Defenses: mostly protected by the Flak belt around the city of Mainz.

Satellites and Decoys:

Ober-Olm – Winternheim (GER) (49 56 05 N – 08 15 10 E). Dummy 8 km ESE of Ober-Olm (Mainz-Finthen) airfield, 7 km SW of Mainz and 2.8 km SE of Klein Winternheim. Mock-up included fake aircraft parked in fields over a simulated landing ground measuring approx. 1100 x 915 meters (1200 x 1000 yards). There were no buildings. [Sources: AFHRA A5258 p.441 (25 Jan 45)]

Remarks: Mainz marshaling yard, Rhine bridges and other targets were bombed frequently beginning in Aug 42, but the heavy bombers left the airfield alone.

10 Sep 44: low-level attack by 4 P-38 Lightnings – 1 x Ju 88G and 1 x Me 110 from III./NJG 4 destroyed or damaged on the ground.

29 Jan 45: attacked by Allied fighter-bombers – 11 x Ju 88 G-6s from II./NJG 2 damaged with 3 of these having to be replaced.

2 Feb 45: bombed (probably by 9th AAF mediums or by fighter-bombers) – 10 x Ju 88 G-6s from II./NJG 2, plus 1 x Ju 88 G-6 from I./NJG 4 destroyed or damaged on the ground.

13 Feb 45: strafed by approx. 8 P-38 Lightnings – 1 x Ju 88 destroyed. (German report)
21-22 Mar 45: Mainz taken by U.S. 3rd Army units.
Operational Units: I./JG 76 (Apr-May 40); II./KG 2 (May-Jun 40); part of II./NJG 3 (Dec 41); III./NJG 4 (c.Apr-Sep 42, Sep-Nov 44); IV./NJG 4 (Jan-Jul 43); I./NJG 6 (Aug 43 – Mar 44); IV./NJG 5 (May-Aug 44); part of Luftverkehrsgruppe Rangsdorf (Jul-Aug 44); Stab/NJG 4 (Aug-Nov 44); part of II./JG 4 (Nov 44).
Station Commands: Fl.H.Kdtr. (E) Oberolm (Aug 39 – Mar 40); Fl.H.Kdtr. E 29/XII (Mar 40); Fl.Pl.Kdo. A 5/XII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 7/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 23/VII (Jun 44 – Mar 45).
Station Units (on various dates – not complete): Werft-Abt.(v) 112/XII (1944-45); Werkstattwagenzug (Fl) 2/XIV (1 Jan 45); Werft-Abt. 111/III (Feb 45); Werft-Abt.(v) 112/XI (Feb-Mar 45)?; Werft-Abt. (v) 112/XIII (Feb-Mar 45)?; Flieger-Geräteausgabe- und Sammelstelle 1/WF (Sep-Nov 44); Trsp.Kol. d.Lw. 144/XII (Nieder Olm) (1 Jan 45); Kfz.Werkstatt-Kp. (o) 107/XI (1 Jan 45); Kfz.Werkstatt (o) 104/XII (1 Jan 45); Ldssch.Zug d.Lw. 101/XIII (1944).
[Sources: AFHRA A5258 pp.309-10 (Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Maitzborn (GER): see Kirchberg.

Malmsheim (GER) (48 47 00 N – 08 55 15 E)
General: operational airfield (Einsatzhafen I) in Baden-Württemberg 19.5 km W of Stuttgart and 1.6 km NE of the village of Malmsheim.
History: built during 1938-39. Used during the May-Jun 40 campaign in the West, but not again by operational units until Sep-Oct 44 due to very limited facilities.
Dimensions: approx. 915 x 1050 meters (1000 x 1150 yards) and roughly rectangular in shape.
Surface and Runways: grass surface that tended to be soft in wet weather with paved taxiway. Had a single concrete runway measuring approx. 985 x 80 meters (1075 x 90 yards) and aligned ENE/WSW along the S side of the landing area.
Fuel and Ammunition: available.
Infrastructure: there was 1 small hangar at the center of the N boundary with a few small buildings on either side that were probably used as workshops. A small cluster of storage huts was situated just off the NE corner and 2 more at the center of the S boundary. Station offices were probably in a a group of 5 or 6 small buildings at the NW corner. A light rail branch line served the N, W and S sides of the airfield.
Dispersal: aircraft parked along the edge of a woods at the NW corner and a new Southwest dispersal area was under construction in Jul 44.

Defenses: no Flak positions identified in Jan 44.
Remarks:
10 Sep 44: low-level attack by VIII Fighter Command P-38s – *claimed* 2 x He 111s shot up and damaged.
13 Sep 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Fw 190 and 1 x Me 410 destroyed, plus 1 x Fw 190 and 2 x Me 410s damaged.
26 Dec 44: low-level attack – 1 x Bf 109 G-14 from II./JG 53 shot up and damaged.
Operational Units: 2.(H)/Aufkl.Gr. 13 (Sep 39)?; I./KG 55 (May-Jun 40); II./JG 53 (Oct 44 – Mar 45).
School Units: Arbeitsplatz (gliders) for FFS A 112 (Nellingen) (1943-44);
Station Commands: Fl.H.Kdtr. Malmsheim; Fl.H.Kdtr. (E) Malmsheim (1939-40); Fl.H.Kdtr. E 16/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 10/VII Böblingen (Dec 44 – Apr 45).
Station Units (on various dates – not complete): Heimat-Flak-Bttr. 22/VII (1945).
[Sources: AFHRA A5258 pp.259-61 (12 Jan 44 updated to 3 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Malterhausen (GER) (52 00 04 N – 12 55 52 E)
General: alternate, satellite or dispersal field (Ausweichflugplatz) in Brandenburg 64 km SSW of Berlin, 10.5 km W of Jüterbog and 3 km W of Jüterbog-Waldlager airfield. History: in existence in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or prepared farm land.
Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Malzkow (GER) (a.k.a. Malczkowo) (c. 54 25 N – 17 23 E)
General: landing ground (Landeplatz) in NW Poland c. 80 km W of Danzig (Gdansk) and 23 km ESE of Stolp (Slupsk). History: no evidence found of Luftwaffe use after the attack on Poland in Sep 39.
Operational Units: 1./LG 2 (Aug-Sep 39).
Station Commands: none identified.
Station Units (on various dates – not complete): 4./Ln.-Lehr-Abt. (Aug-Sep 39).
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Manching (GER): see Ingolstadt-Manching.

Mannheim (GER) (49 29 14 N – 08 27 57 E)
Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete
Antiaircraft (Flak):
Higher Flak Commands: none.

Stab/Flak-Rgt.: Stab/Flak-Rgt. 49 (as Flakgruppe Mannheim, Sep 39 – 1945); Stab/Flak-Rgt. 149 (Apr 41).
Flak-Abt.: I./Flak-Rgt. 18 (Oct 36 – 1937/38); I./Flak-Rgt. 49 (Oct 37 – 1939); 2./s.241 (Jul 44 – 1945); 5./s.255 (Jun 44 – 1945); s.263 (Eisb.) (); Sep-Nov 44); s.291 (Aug-Oct 44); s.418 (Eisb.) (Aug 44 – 1945); s.423 (Eisb.) (May 44 – 1945); 1./s.435 (Jun 44 – 1945); 2./s.477 (Oct 44 – 1945); I./Flak-Rgt. 491 (Aug 39 – 1939); gem.491 (Aug 39 – 1945); s.492 (c.Aug 39 – 1945); s.636 (c.Oct 42 – 1945); 3./s.681 (Aug 44 – 1945); le.776 (Jul 42 – 1945); 5./s.903 (1943 – Mar 44); le.977 (Jul 43 – May 44); le.980 (1941 – Jun 44); 5./le.987 (Jun-Sep 44); le.990 (Apr 41 – 1942).
Flakscheinwerfer-Abt.: 299 (c.Aug 39 – 1945).
Luftsperr-Abt.: 107 (1941 – Aug 44).
Alarm-Flak: none.
Heimat-Flak: 4 heavy batteries.
z.b.V. Batterien: 3 to 5 during 1943-45 period.
Other Flak: Flak-Trsp.Battr. 131/XI (Aug 44 – 1945); Flakwaffenwerkstatt (o) 1/XII (1943-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 25 (M-Käfertal, 1943-45); Nebel-Kp. d.Lw. 41 (Oggersheim, 1944-45); Nebel-Kp. d.Lw. 42 (M-Käfertal, 1944-45); Luftschutz-Gerätelager 1/XII (M-Käfertal, 1943-45).

Air Force Signals (Luftnachrichten): I.(Feldfernkabel-Bau)/Ln.-Rgt. 13 (Weinheim-Sulzbach, 1945); 10.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (1939-45); Stab III.(Flum.Mess)/Ln.-Rgt. 42 (Ludwigshafen, c.Aug 42 – mid-1943); 4.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Abt. 14 (M-Käfertal, c.Nov 44 – 1945).

Construction (Bau): Lw.-Bau-Rgt. Mannheim-Sandhofen (later 2/XII) (1940).

Supply Services (Nachschubdienste): Munitionsausgabestelle d.Lw. 25/XII (M-Käfertal – 1944).

Ground Transport (Transportkolonnen): Kfz.Werkstatt (o) d.Lw. 107/VII (M-Käfertal, 1944); Kfz.Werkstattzug d.Lw. 103/XII (Dec 44 – Mar 45); Kfz.Werkstattzug d.Lw. 107/XII (Dec 44 – Mar 45).

Mannheim-Sandhofen (GER) (49 33 40 N – 08 27 50 E)

General: airfield (Fliegerhorst) in Baden-Württemberg 8 km N of Mannheim and 2 km NNE of the village of Sandhofen.

History: after serving as a Zeppelin Station during World War I, construction by the Luftwaffe began in fall 1935 with the first military personnel and units arriving in February 1937. Served mainly as a fighter base during the war.

Dimensions: approx. 1280 x 1000 meters (1400 x 1100 yards) and irregular in shape.

Surface and Runways: grass surface in good condition with paved hangar apron and ring road. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: numerous refueling points at the NW corner where the bulk fuel storage and ammunition dump were also located.
Infrastructure: had 4 large hangars and 1 large repair hangar at the SE corner with adjacent workshop buildings. The base motor pool and garages were at the S end of the hangar row. Station HQ, admin offices, messes, storage buildings, officers' quarters and a very extensive row of large barrack buildings were lined up behind the hangars. Housing estates for senior married personnel were approx. 1 km E of the station buildings. A light branch rail line served the airfield.
Dispersal: there were 4 – Northwest, South, Northeast and Perimeter with a total of 1 open aircraft shelter and 27 parking hardstands for aircraft.
Defenses: heavily defended by airfield Flak and the greater Mannheim Flak belt. For example, in Aug 43 there were at least 4 heavy and 12 light Flak positions within approx. 5 km of the airfield.
Remarks: the Mannheim area was repeatedly bombed by the RAF from Jun 40 and then later the USAAF to late Mar 45. Targets were oil refineries and storage, marshaling yards, road and rail bridges over the Rhine and armored vehicle manufacturing plants, etc.
18 Mar 44: low-level attack by VIII Fighter Command P-51s – claimed 4 x He 111s damaged.
21 Jul 44: work to extend the S boundary by approx. 320 meters (350 yards) was observed to be underway.
14 Aug 44: airfield bombed by 72 B-17 Fortresses while 254 more bombed Mannheim city and Ludwigshafen.
26-29 Mar 45: Mannheim attacked and taken by U.S. troops.
Operational Units: II./JG 334 (Mar 37 – Oct 38); III./JG 334 (Jul-Oct 38); II./JG 133 (Nov 38 – Apr 39); 10./JG 72 (Jul 39 – Feb 40); I./JG 51 (Oct 39 – Mar 40, Dec 40 – Feb 41); Stab/JG 52 (Oct 39 – May 40); V.(Z)/LG 1 (Nov 39 – May 40); 1.(H)/Aufkl.Gr. 12 (1939-40); III./JG 52 (Apr-May 40); II./JG 53 (May 40, Jun 41); IV.(Stuka)/LG 1 (Jun-Jul 40); II., III./JG 51 (Dec 40 – Feb 41); Stab/JG 51 (Dec 40 – Feb 41); Stab, I./JG 3 (Feb-May 41); Stab, I./JG 53 (Jun 41, Aug-Sep 41); III./JG 53 (Jun 41, Oct-Nov 41); III./JG 3 (Nov 41 – Jan 42); I./KG 77 (Jun 43); 2./Gruppe West (Flugzeugüberführungsgeschwader 1) (Jul 44); 3./NAGr. 13 (Mar 45).
School Units: 1./JG 106 (Aug 43 – Jun 44).
Reserve Training & Replacement Units: IV./JG 51 (Dec 40 – Feb 41)?; Erg.JGr. Süd (Feb – Oct 42).

Station Commands: Fl.H.Kdtr. L Mannheim-Sandhofen (1940); Fl.Pl.Kdo. A 25/VII (1943-44); Fl.H.Kdtr. A(o) 8/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 24/VII (Jun 44 – Mar 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Gustav Scheller (? - 1 Oct 42); Oberst Richard Schuster (1 Oct 42 - ?).
Station Units on various dates – not complete): Stab/Luftflotte 3 (Sep 44); Koflug Mannheim-Sandhofen (Jul 39 – c.Aug 40); Koflug 12/VII; 4. Flugh.Betr.Kp. KG 53 (Aug 44); one Zug of 143. Flugh.Betr.Kp. (Qu) (Aug 44); 1. and 5./s.Flak-Abt. 636 (Mar 45); 6./le.Flak-Abt. 776 (Aug-Sep 44); Kfz.Werkstatt (o) d.Lw. 120/VII (1944-45); Ldssch.Zug d.Lw. 107/XIII (1944-45).
[Sources: AFHRA A5258 pp.262-66 (6 Jan 44 updated to 21 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Mannheim-Stadt (GER) (49 28 30 N – 08 31 00 E)

General: operational airfield (Einsatzhafen) in Baden-Württemberg 3.25 km ESE of Mannheim city center and on the S bank of the Neckar River.
History: 1927 listed as an airport (Flughafen), and in 1932 as a first class airport (Flughafen I) with customs office. In 1937, part of the airfield was already in Luftwaffe service as a reserve training school. It played a very limited role during the 1939-40 campaign in the West and after that it became a practice field for elementary flight training schools. Also used as a factory airfield (Industriehafen) for Flumann (Flugzeugwerke Mannheim) Messerschmitt repair workshops?
Dimensions: approx. 960 x 915 meters (1050 x 1000 yards) and roughly square in shape.
Surface and Runways: grass surface on light sandy sub-soil that did not drain well in heavy rain. No paved runway. Probably equipped for night landings but this cannot be confirmed.
Fuel and Ammunition: the refueling points were probably at the NE corner of the landing area.
Infrastructure: had 3 large repair hangars at the NW corner, 3 long, narrow hangars on the N boundary and 1 small hangar at the NE corner that was formerly used by the NSFK. Most had paved hangar aprons. Workshop buildings were adjacent to the hangars on the N boundary. Station buildings were mainly concentrated behind the hangars at the NW corner and included the station HQ, admin offices, flight control, officers' quarters and possibly a few barracks. The former Lufthansa terminal building and restaurant was situated on the NE boundary. Additional accommodations were available in the Mannheim suburb of Neuostheim just N of the airfield. Nearest rail

connection was the Seckenheim-Mannheim line that passed by the NE corner of the field.
Dispersal: there were just two – North and Northwest with a total of 7 open aircraft shelters in Aug 43.
Defenses: in Aug 43, had 6 heavy Flak positions (at least 5 of them with 6 guns) and 17 light Flak positions, some with single guns, some with two, and 5 of them emplaced on rooftops. Not all of these positions were actually on the airfield. Some were as far as 5 km away and undoubtedly protected industrial targets on the SE side of Mannheim as well as the airfield.
Remarks: while the city of Mannheim was heavily bombed throughout the war, no specific attacks on this airfield have been identified.
Operational Units: Luftdienstkdo. 12 with Luftdienst-Teilkdo 1/12 (Jan 39 – c.Aug 40); II./JG 52 (Oct 39 – Jan 40); Luftdienst-Teilkdo. 2/12 (Aug 40 – Dec 43).
School Units: Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45).
Station Commands: Fl.H.Kdtr. (E) Mannheim-Stadt (Aug 39 – Mar 40); Fl.H.Kdtr. E 27/XII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 8/XII Mannheim-Sandhofen (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 24/VII Mannheim-Sandhofen (Jun 44 – Mar 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.267-70 (7 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Manzell (GER): see Friedrichshafen-Manzell.

Marburg (GER) (50 50 00 N – 08 46 00 E)
General: emergency landing ground (Notlandeplatz) in Hesse 77 km N of Frankfurt/Main; airfield just north of Marburg an der Lahn on the east side of the Lahn River. History: in existence before the war but had little use until fall 1944 when light courier and liaison aircraft began using it on occasion. Surface and Dimensions: grass surface measuring approx. 795 x 175 meters (870 x 190 yards).
Remarks:
29 Mar 45: Marburg taken by U.S. forces.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Stab II. (Flum.Mess)/Ln.-Rgt. 233 (Sep 44 – Mar 45).
[Sources: AFHRA A5257A p.633 (12 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marienberg-Moosheide (GER) (a.k.a. Grossrückerswalde) (50 38 35 N – 13 07 35 E)

General: emergency landing ground (Notlandeplatz) in Saxony 27 km SE of Chemnitz, 2.8 km WSW of Marienberg and 1 km SW of the tiny hamlet of Moosheide. History: existed pre-war. Listed as operational in Feb 45. No record of use by the Luftwaffe during the war years. Surface and Dimensions: undulating grass surface on moorland measuring approx. 777 x 230 meters (850 x 250 yards). Infrastructure: had 1 small hangar, and aircraft were dispersed in bays cut into the woods along the W boundary.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.462 (20 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marienburg (GER) (a.k.a. today: Malbork) (54 01 40 N – 19 07 40 E)
General: operational airfield (Einsatzhafen II) and factory airfield (Industriehafen) in former West Prussia 45 km SSE of Danzig (Gdansk), 23 km SW of Elbing (Elblag) and 6 km ESE of Marienburg.
History: 1927 listed as a civil landing ground (Verkehrslandeplatz). 1932 now listed as a secondary airport (Flughafen II). Enlarged in 1937 and by 1939 it was in service as a factory airfield (Industriehafen) for Focke-Wulf and used to assemble fighters. Extensively developed during 1940-41 as a large airfield capable of handling bombers but it does not appear to have been used for that purpose.
Dimensions: approx. 1000 x 1465 meters (1100 x 1600 yards) and roughly rectangular in shape.
Surface and Runways: artificially drained grass surface. Had a single concrete runway measuring 1100 meters (1200 yards) in length and aligned E/W. A perimeter road ran along the N side of the airfield. Equipped with a flare path for night landings.
Fuel and Ammunition: 2 fuel tanks were located at the W end of the N boundary.
Infrastructure: there were 4 very large and 2 medium hangars off the N boundary, all with interconnected paved aprons. Separate workshop buildings were scattered among the hangars. A motor pool was at the W end of the N boundary and another at the N end of the barracks compound. The station HQ, admin offices, heating plant, dispensary, etc. were off the N boundary, and the barracks compound, with 1 very large permanent building with 5 wings plus 12 smaller buildings that may have been large huts, was off the NW corner. A branch spur from the Marienburg-Elbing rail line served the hangars and other buildings on the N boundary.

Dispersal: there were 3 dispersals in Jun 44 – Southwest (remote), North and Perimeter with a total of 38 covered aircraft shelters with 4 more under construction and 4 open aircraft shelters.
Defenses: unknown.
Remarks:
9 Oct 43: bombed at lower than normal altitude by 96 B-17 Fortresses – 4 of the 6 hangars heavily damaged and runway cratered.
9 Apr 44: bombed by 96 B-17s – further damage to the airfield and buildings, and fighter assembly considerably reduced.
Operational Units: none identified as actually being stationed at Marienburg.
School Units: Arbeitsplatz for BFS 5 (Stargard) (Jun 40 – May 41);
Station Commands: Fl.Pl.Kdo. Marienburg (1941).
Station Units (on various dates – not complete): Stab/Heimat-Flak-Abt. 315/I (1944-45); le.Hei.Flak-Bttr. 19/I (Sep 44); 10. (Funkh.)/Ln.-Rgt. 1 (May 43); Traktorenzug 2/I (17 Dec 41); Ldssch.Zug d.Lw. 48/VI (17 Dec 41).
[Sources: AFHRA A5258 pp.727-29 (27 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marienehe (GER): see Rostock-Marienehe.

Marienleuchte (GER) (54 29 33 N – 11 14 25 E)
General: landing ground (Landeplatz) on Fehmarn Island off the Baltic coast of N Germany. Possibly an a.k.a. for Puttgarden as the two villages were only 2 km apart.

Mariensiel (GER): see Wilhelmshaven-Mariensiel.

Markgrafenheide (GER): see Rostock-Markgrafenheide.

Märkisch-Friedland (GER) (a.k.a. Crössinsee, today: Gmina Mirosławiec) (53 23 35 N – 16 05 04 E)
General: operational airfield (Einsatzhafen) located c. 105 km E of Stettin (Szczecin), c. 75 km E of Stargard (Stargard Szczecinski) in Pomerania, 5 km N of the town of Märkisch-Friedland and 2 km SSE of the village of Schönfeld (34 dwellings and a church and today called Żeńsko). Crössinsee was the German name of a lake c. 18 km N of the airfield that today is known as Jezioro Krosino.
History: built 1936-37 as a training center for cadets of the Ordensburg training college for Nazi leaders, but in 1939 redeveloped into an airfield and renamed before its intended use occurred. Mainly used as a training station for flight schools, reserve training and replacement units. Fighter and ground-attack units were there in early 1945.
Dimensions: approx. 915 x 1000 meters (1000 x 1100 yards) and rectangular in shape.
Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: both were available.
Infrastructure: had 2 large hangars and 1 medium hangar on the N boundary, all with paved aprons. Separate workshop buildings were adjacent to the hangars. A fairly extensive barracks complex was off the N boundary and some additional accommodation huts were off the NE corner and on the S boundary. A branch rail line served the E and S sides of the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: I./KG 100 (Dec 41 – Jan 42); Lehr-u.Erprobungskdo. 100 (Jan 42); III./JG 3 (Jan 45); Stab, III./SG 2 (Jan-Feb 45); 10.(Pz.)/SG 2 (Jan-Feb 45); Stab/FAGr. 2 (Feb 45).
School Units: elements of JFS 3 (Sep 39 – Apr 41); Arbeitsplatz for Schule/FAR 12 then FFS A/B 12 (Königsberg/Neumark) (1939-43); Arbeitsplatz for Schule/FAR 41, FFS A/B 41 then FFS A 41 (Frankfurt/O.) (1939-45); Arbeitsplatz for twin-engined conversion school Kolberg (Nov 39 – Jan 40), FFS C 6 then FFS B 6 (Jan 40 – Feb 45).
Reserve Training & Replacement Units: Erg.KGr. 3 (Nov 39 – 1940); 11./KG 53 (Mar-Jun 41); 2./Erg.Nahaufkl.Gr. (Feb – Apr 44); Kommodore der Ergänzungsjagdgruppen (Jun - Oct 44); Erg.Jagdgruppe West (14 May 44 - 5 Nov 44) then IV./Erg.Jagdgeschwader 1 (Nov 44 - Jan 45).
Station Commands: Fl.Pl.Kdo. A 11/III (Feb 43 – Mar/Apr 44)?; Fl.H.Kdtr. A(o) 6/III (01.45).
Station Units (on various dates – not complete): elements of Werft-Abt. 1/III (Dec 44); Ln.-Verbindungs-Kp. z.b.V. 17 (Feb-Mar 45).
[Sources: AFHRA A5258 pp.730-31 (3 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mark Zwuschen (GER) (51 55 25 N – 12 58 30 E)
General: landing ground (Landeplatz) in Brandenburg c. 67 km SSW of Berlin and 9 km SW of Jüterbog, airfield 1.5 km NE of the village.
History: laid out in the late 1930's and used mainly as a practice field for trainers. Listed as still operational in Feb 45. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: Lehr-u.Erprobungskdo. 24 (spring 1944 – Oct 44?).
School Units: Arbeitsplatz for FFS A/B 119 (Jüterbog-Damm) (1940-41); Arbeitsplatz for FFS C 9 then FFS B 9 (Pretzsch) (Nov 42 – Sep 44).
Station Commands: none identified.
Station Units (on various dates): 3./le.Flak-Abt. 979 (Oct 44 – Jan 45).

[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marnheim (GER) (49 38 04 N – 08 02 24 E)

General: landing ground (Landeplatz) in Rheinland-Pfalz 23.5 km due W of Worms. History: laid out in the late 1930's and operational by Dec 39. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marx (GER) (53 25 20 N – 07 53 45 E)

General: operational airfield (Einsatzhafen) 18.5 km SW of Wilhelmshaven in Lower Saxony; airfield 2.8 km ESE of Marx village. History: built during the second half of the 1930s and of the 37 or so buildings, all were of wood except for 8. Used by bomber units, especially KGr. 126, to the end of the campaign in the West in 1940 and then infrequently until fall 1943. Heavy duty camouflaged blast bays were built in 1944-45 for the use of twin-engine Ar 234 jet bombers.

Dimensions: approx. 1630 x 1190 meters (1780 x 1300 yards) with an irregular shape.

Surface and Runways: grass surface with 3 concrete runways in the form of a triangle that measured approx. 1335 meters (1460 yards) WNW/ESE, 1235 meters (1350 yards) ENE/WSW and 1190 meters (1300 yards) N/S. paved perimeter road and a paved hangar aprons. Equipped for night landings with runway illumination, boundary and obstruction lighting and the short version of the Lorenz system.

Fuel and Ammunition: there were refueling points on the servicing hardstands and bulk fuel storage off the S boundary. Ready ammunition storage was off the SW corner and a huge munitions dump was in the woods off the NW boundary.

Infrastructure: had 1 large hangar at the NE corner and 1 small hangar at the SW corner. Ladder-type servicing hardstands were along the N and S boundaries. The main station buildings, control tower and some barracks were along the S boundary while another group of barracks was along the N boundary. Some workshop buildings were along the S and N boundaries and these were served by a branch railway.

Dispersals: there were 3 areas – Northeast with 13 open aircraft shelters, East with 7 covered aircraft shelters and 1 parking site, and Southwest with 4 covered and 21 open aircraft shelters.

Defenses: an estimated 5 heavy and 7 light Flak positions protected in airfield in Jun 43.

Satellites and Decoys:

Marx-Ruttelerfeld (GER) (53 22 22 N – 07 52 10 E). Dummy 24 km SW of Wilhelmshaven and 5 km SSW of Marx airfield. Mock-up included a fake runway measuring approx. 470 meters (512 yards) with at least 1 decoy aircraft at the N end. Also had a few dummy aircraft shelters and taxi tracks. [Sources: AFHRA A5257A p.618 (1944)]
Remarks:
21 Mar 45: bombed by 77 B-17 Fortresses – all 3 runways, landing area, taxiways, flight control, communications center, airfield lighting and barrack buildings all damaged to one extent or another; airfield no longer serviceable. (German report)
10-11 Apr 45: attacked by RAF Typhoons – 3 x Ju 88s claimed destroyed on the ground.
22 Apr 45: strafed by RAF Spitfires – claimed 2 x Ju 188s and 1 x Bf 109 destroyed plus several other aircraft damaged.
Operational Units: KGr. 126 (Feb-Jul 40); I./ZG 1 (Mar-Apr 40); I./KG 26 (Apr 40); III./KG 30 (Apr-Jun 40); II./JG 11 (Oct-Nov 43); Stab, II., III./KG 54 (Jan-Sep 44); III./NJG 2 (Nov 44 – Mar 45); IV./NJG 3 (Nov-Dec 44); III./KG 76 (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. (E) Marx (Aug 39 – c.Mar 40); Fl.H.Kdtr. E 2/XI (c.Mar 40 – 1941?); Fl.H.-Stützpunktkdo. 9/XI (Apr-Dec 41); Fl.Pl.Kdo. A 9/XI (Dec 42 – Mar 44); Fl.H.Kdtr. A(o) 13/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): 3. Flugh.Betr.Kp./KG 54 (Jan-Sep 44); Wetterberatungsstelle Marx; Werft-Abt.d.Lw.(o) 13/XI (spring 44 – Apr 45).
[Sources: AFHRA A5257A pp.374-78 (10 Feb 44 with updates); chronologies; BA-MA; NARA; PRO/NA]

Märzdorf (GER): see Ohlau.

Mauers (GER) (50 46 45 N – 09 41 45 E)
General: advanced landing ground (Feldflugplatz) in Hesse 61 km SSE of Kassel, 26 km N of Fulda and 10 km S of Bad Hersfeld.
History: the first known activity there was in November 1944.
Dimensions: 1190 x 230 meters (1300 x 250 yards). Surface and Runways: meadow grass surface. No paved runway. Fuel and Ammunition: brought in if needed. Infrastructure: a shed or two.
Dispersal: no organized dispersal.
Operational Units: none identified.
[Sources: AFHRA A5257A p.379 (5 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Mecklenhorst (GER) (52 30 04 N – 09 29 51 E)
General: landing ground (Landeplatz) in Lower Saxony 20.5 km NW of Hannover and 6 km NE of Wunstorp airfield. History: probably an

alternate landing ground or satellite of Wunstorf. Listed as operational in Feb 45. Surface and Dimensions: no information. Infrastructure: probably none.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meerdorf (GER) (52 45 04 N – 07 45 52 E) or (52 21 05 N – 10 18 50 E)
General: a field airstrip or landing ground either 14.5 km NW of Quakenbrück or 16 km NW of Braunschweig. Listed as operational in Feb 45, but no additional information has been found. Probably used as an alternate or dispersal field.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meerfeld-Bruch (GER) (50 05 40 N – 06 45 20 E)
General: field airstrip or landing ground in Rheinland-Pfalz 21 km NE of Bitburg. History: listed as operational in Jan 45. Believed to have been set up in fall 1944. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mehlsack-Wormditt (GER): see Wormditt.

Meierei (GER) (53 56 04 N – 13 22 52 E)
General: landing ground (Landeplatz) in Mecklenburg 17.5 km S of Greifswald. History: Listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meierei (GER) (a.k.a. ??) (??)
General: landing ground (Landeplatz) in Pomerania - not located but said to have been 28 km SSE of Kolberg (Kolobrzeg). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meinersen (GER) (52 29 04 N – 10 21 52 E)
General: landing ground in Lower Saxony 25 km SE of Celle and 12 km W of Gifhorn. History: in existence in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meiningen (GER) (50 34 20 N – 10 27 00 E)

General: operational airfield (Einsatzhafen) in Thuringia 50 km E of Fulda; airfield 2.5 km E of the town of Meiningen. History: 1927 Verkehrslandeplatz (civil landing ground). 1932 Flughafen II (II class airport). Not believed to have been further developed or used by the Luftwaffe. Dimensions: approx. 500 x 550 meters (550 x 600 yards). Surface and Runways: grass surface, level and dry. No paved runway. Fuel and Ammunition: brought in if needed. Infrastructure: had 3 small buildings off the NE corner. Nearest rail connection in Meiningen. Dispersal: just a North dispersal with 8 aircraft bays cut into the woods along the N boundary. Remarks: Meiningen was bombed twice and the area swept several times by P-51 Mustangs during 1945, but the airfield was not specifically targeted. Machinery manufacturing, rail and road junctions were the more likely targets.
Operational Units: none identified.
Station Units (on various dates – not complete): 7.(Tel.Bau)/Ln.-Rgt. 11 (Nov-Dec 44).
[Sources: AFHRA A5257A p.380 (10 Feb 45); chronologies; BA-MA; NARA; PRO/NA]

Mellingen (GER) (50 56 04 N – 11 23 53 E)
General: landing ground (Landeplatz) in Thuringia 8 km SE of Weimar. History: listed as operational in Oct 39. No further information or mention of wartime use by the Luftwaffe found. It is entirely possible that this is misspelling or typo for Nellingen (see there). Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Melzingen (GER) (53 01 04 N – 10 26 52 E)
General: landing ground (Landeplatz) in Lower Saxony 27 km S of Lüneburg and 9.5 km NW of Uelzen. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Memel-Rumpischken (GER/LITH): see Klaipėda.

Memmingen (GER) (47 59 00 N – 10 14 00 E)
General: airfield (Fliegerhorst) 48 km SSE of Ulm in Bavaria; airfield 4 km E of Memmingen.
History: 1927 listed as an emergency landing ground (Notlandeplatz) on the NNW outskirts of the town. Day and night construction began on 21 January 1936, following some preparatory work during 1935,

and was completed by the end of the year. Inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Served as a Leithorst (main or controlling airfield) during the first years of the war. Memmingen was the principal training base for twin-engine fighters and was also employed as a rest and refit base for bomber units. Used by Messerschmitt beginning in 1943 to test fly aircraft prior to delivery.
Dimensions: approx. 1050 x 1050 meters (1150 x 1150 yards).
Surface and Runways: grass surface in good condition. Had a single 1,000 meter concrete runway aligned NE/SW. A perimeter road on the N side of the landing area connected the runway to the hangar area.
Fuel and Ammunition: refueling points were on a servicing hardstand at the NW corner and 3 other sets of refueling points were inside the S boundary. A large ammunition dump was just off the SE corner of the airfield.
Infrastructure: had a total of 8 hangars along the N boundary including 1 very large, 4 large and 1 large repair hangar, all with paved aprons. Separate workshop buildings were grouped around the hangars. The station admin buildings, barracks, messes, etc., were all together immediately behind the hangar area. A separate cluster of 6 barrack huts was just off the end of the runway at the NE corner. A branch rail line served the buildings on the N boundary and the munitions dump at the SE corner.
Dispersal: there was a Northeast and a South dispersal area with a total of 7 large, open, blast-wall type aircraft shelters.
Defenses: no information on the number and location of Flak positions.
Satellites and Decoys:

Greuth (GER) (47 55 00 N – 10 08 00 E). Dummy in Bavaria 10 km SSW of Memmingen airfield. 1935 listed as a landing ground (Landeplatz). Details unknown.

Remarks:
18 Mar 44: heavily bombed by 8th AAF B-17 Fortresses and almost completely destroyed; among the losses were 1 x Ar 96 B-1 and 12 x Bf 110s destroyed or damaged from I./ZG 101.
18 and 20 Jul 44: bombed again, this time by 15th AAF B-17s and B-24s, and what little infrastructure remained was destroyed, especially during the 18 July attack which also killed some 200 military and civilians. A Luftwaffe loss report of 21 July states 32 a/c belonging to NJG 101 were destroyed or damaged on the ground, including 11 x Bf 110s and 8 Me 210s; also, 21 x Fw 190As, 2 x Fi 156s and 1 x Ar 96 from IV./JG 3 were destroyed (11) or damaged (13) during the attack on 18 July along with 27 KIA (German sources).

14 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x He 111s, 1 x Ju 88 and 1 x Me 410 destroyed, plus 8 x He 111s and 2 x Me 410s damaged.
12 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 52 and 7 x unidentified aircraft destroyed, plus 4 x unidentified aircraft damaged.
25 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x He 111s destroyed, plus 1 x Fw 190 and 1 x Ju 88 damaged. According to German reports, 2 x He 111 were damaged, 1 KIA and 3 WIA.
22 Mar 45: strafed by approx. 8 P-51s – 1 x He 111 destroyed and 5 more damaged. (German report)
9 Apr 45: bombed by 96 B-24 Liberators and a low-level attack by VIII Fighter Command P-51s – fighters *claimed* 5 x He 111s and 1 x Ju 88 destroyed, plus 1 x He 111 damaged.
23 Apr 45: evacuated by the Lw. after demolitions carried out and taken by U.S. forces on 26 April.
Operational Units: III./KG 255 (Mar 37 – Apr 39); I./KG 51 (Aug 39 – May 40, Aug 43, Apr 45); III./KG 51 (May-Nov 39); Stab, I., II./ZG 26 (Nov 40 – Mar 41); Stab, I./KG 54 (Nov-Dec 41); II./KG 30 (Aug 43); Stab/JG 300 (Jul 44)?; I./KG 26 (Aug-Sep 44).
School Units: Stab and I./Zerstörerschule 2 (Nov 40 – Mar 43); II./Zerstörerschule 2 (Feb – Jul 41); Stab/ZG 101 (Mar 43 – Dec 44); I./ZG 101 (Mar 43 – Jul 44).
Reserve Training & Replacement Units: I./St.G. 151 (Aug – Oct 43).
Station Commands: Fl.H.Kdtr. L Memmingen (1940); Fl.Pl.Kdo. A 26/VII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 15/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Gottlob Müller (1 Mar 37 - 31 Mar 38); Oberst Alois Stoeckl (? - ?) 9/39.
Station Units (on various dates – not complete): Koflug Memmingen (Jul 39 – Mar 41); Koflug 5/VII (Apr 41 – c.Feb 42); 7. Flugh.Betr.Kp./KG 51 (c.May 39 – May 40); 8. Flugh.Betr.Kp./KG 51 (c.May-Nov 39); Werft-Abt. 15/VII (1944-45); Werft-Kp. 27 (1944); elements of I./Flak-Rgt. 501 (Sep 39 – Jun 40); 3./le.Flak-Abt. 738 (Jul 44 – Apr 45); 4./le.Flak-Abt. 738 (Apr 45); Heimat-Flak-Bttr. 36/VII (Jan-Feb 45); Stab/Lw.-Bau-Rgt. 3/VII (mid-1943); Lw.-Bau-Btl. 19/VII (1940); Lw.-Bau-Btl. 22/VII (1940); Trsp.Kol. d.Lw. 109/VII (summer 44); Kfz.Werkstatt (o) d.Lw. 116/VII (1944-45); Ldssch.Zug d.Lw. 57/III (summer 44).
[Sources: AFHRA A5258 pp.274-75 (23 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Mengen (GER) (48 03 00 N – 09 22 10 E)

General: airfield (Fliegerhorst) in Baden-Württemberg 63 km SW of Ulm, 45.4 km NNW of Friedrichshafen, and 12 km ESE of Sigmaringen and 3.25 km E of the village of Mengen.
History: said to have been laid out in the late 1930's and definitely in existence by 1939 when its infrastructure consisted of just a few sheds along the boundaries. After being developed into a medium size airfield in 1940-41, it was used mainly as a practice field for flight training during the war. In Sep 44 it became the test site for the new Dornier 335 *Pfeil* (Arrow) revolutionary fighter with engines in both the nose and tail that failed to see operational service before the war ended.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and square in shape.
Surface and Runways: grass surface. Had a single paved runway measuring approx. 1190 meters (1300 yards) in length on the N side of the landing area and was aligned E/W. Also had a paved taxiway.
Fuel and Ammunition: no information.
Infrastructure: there were 5 hangars off the S boundary and SE corner – 1 large and 1 medium, both with paved aprons, and 3 small hangars. A small group of barrack huts were off the S boundary behind the hangars and a few sheds behind the hangars off the SE corner. A branch rail line served the N, E and S sides of the airfield.
Dispersal: no organized dispersal.
Defenses: unknown.
Remarks:
18 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 10 x Bf 109s and 1 x He 111 destroyed, plus 1 x Bf 109s damaged.
Operational Units: Erprobungskdo. 335 (Sep 44 – Feb 45).
School Units: Arbeitsplatz for FFS A/B 116 then FFS A 116 (Göppingen) (1941-44);.
Station Commands: Fl.H.Kdtr. (E) Mengen (1939-40); Fl.H.Kdtr. E 13/VII (1940); Fl.H.Kdtr. E(v) 243/XII (Oct 44 – Feb 45).
Station Units (on various dates – not complete): Ln.-Heimatreparaturbetrieb 1/VII (c.1942-45).
[Sources: AFHRA A5258 pp.276-77 (17 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mensdorf (GER): see Mörtitz.

Mensfelden (GER) (50 21 00 N – 08 05 00 E)
General: emergency landing ground (Notlandeplatz) in Hesse 33 km N of Wiesbaden, 6 km S of Limburg and 1.6 km SSE of Limburg-Linter airfield. History: used mainly as a glider practice field. Surface and Dimensions: grass surface with ground rising sharpely to the SE. Measured approx. 825 x 135 meters (900 x 150 years). Its taxiway was connected to Limburg-Linter airfield.

Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.594 (18 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meppen (GER) (52 41 04 N – 07 18 52 E)
General: landing ground (Landeplatz) in Lower Saxony 18 km N of Lingen. History: listed as operational in Feb 44 and Feb 45. No further information or mention of wartime use by the Luftwaffe found. There were several Flak units in the town but they do not appear to have been connected with the landing ground. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mergentheim (GER) (a.k.a. Bad Mergentheim) (49 30 04 N – 09 45 53 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 35 km SW of Würzburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
7 Apr 45: town taken by U.S. forces.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Merseburg (GER) (51 21 40 N – 11 57 50 E)
General: airfield (Fliegerhorst) 27 km W of Leipzig in Anhalt and 15 km S of Halle; airfield 5 km NW of Merseburg.
History: constructed beginning in 1934 with 5 hangars. Originally intended as a fighter base for the protection of the oil and chemical installations and Leuna and Böhlen. From 1941, it was also a factory airfield (Industriehafen) for Junkers where work and testing was carried out on the Ju 322 Mammut cargo glider and Ju 88, Ju 188 and Ju 388 bombers and reconnaissance aircraft.
Dimensions: landing area approx. 1280 x 1280 meters (1400 x 1400 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway, but there were large concrete starting platforms on the W and E sides of the landing area.
Fuel and Ammunition: had a refueling loop at the SE corner in front of the hangars and refueling points on the N boundary and next to a starting platform in the NE corner. An ammunition dump with 19 or 20 bunkers was off the NW corner.

Infrastructure: by Jun 44 a repair hangar had been added giving Merseburg a total of 6 with paved aprons that were interconnected by paved taxiways. Workshop buildings, station motorpool and garages, admin offices, barracks amd quarters were all grouped off the SE corner. The flight control building was on the SE corner facing the flightline.
Dispersal: there were 8 scattered aircraft shelters off the SW corner.
Defenses: a heavy Flak position with 4 guns was on the W boundary and light Flak positions were off the SW corner in Aug 43, but the airfield mainly benefited from the heavy array of Flak protecting the nearby synthetic refineries.
Remarks: Merseburg was bombed many times during the war because of the oil industry targets located in and around the city.
29 Jul 44: low-level attack on the airfield by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 destroyed, plus 1 x Fw 190 and 1 x Do 217 damaged.
11 Sep 44: low-level attack on the airfield by VIII Fighter Command P-51s – *claimed* 4 x Ju 88s destroyed and 6 more damaged.
15 Apr 45: Merseburg taken by U.S. forces where they found at least 60 Mistel combinations (Ju 88 with a Bf 109 or Fw 190 fighter riding on top) parked on the airfield.
Operational Units: Stab, I./KG 153 (Oct 35 – Apr 39); I./JG 3 (Sep-Nov 39); Sonderkdo. Merseburg/XI. Fliegerkorps (May 41); Sonderstaffel (G.S.) 1 (Nov 41 – Jan 42); Sonderstaffel (G.S.) 2 (Nov 41 – Jan 42).
School Units: FFS A/B 71 (Aug 39 – Jun 40)?; Fliegerwaffentechnische Schule 2 (c. 1939 – Sep 44); Fliegertechnische Schule (W) 8 (Sep 44 – Apr 45).
Reserve Training & Replacement Units: Erg.Jagdstaffel 1, 2, 3 and 4 (Nov 39 – Feb 40); Erg.Jagdgruppe Merseburg (Feb – Nov 40); elements of I./Erg.JG 1 (Jan – Feb 45).
Station Commands: as Fl.H.Kdtr. Merseburg (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 37/III Brandis (1944-45).
Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): Stab/21. Flak-Brig. (Bad Lauchstädt, Oct 44 – 1945); Koflug Merseburg (Jul 39 – Mar 41); Koflug 8/IV (Apr 41 – Jan 43); II./Flak-Rgt. 13 (gem. mot.) (Oct 36 – Sep 37, Nov 38 – Aug/Sep 39); I./Flak-Rgt. 23 (gem. mot.) (1937-38); schw.Flak-Abt. 132(o) (Dec 44 – 1945)?; schw.Flak-Abt. 134(o) (c. 1940-41); schw.Flak-Abt. 136(o) (1939-40); Flakbatterie 5582 z.b.V. (Sep 44); Flakbatterie 10276 z.b.V. (to Dec 44); Flakbatterie 10277 z.b.V. (Jul 44); Flakbatterie 10565 z.b.V. (Oct 44); Luftsperr-Abt. 202(o) (Aug 39); Flakwaffenwerkstatt (o) 2/IV (Jul 44); Flakwaffenwerkstatt (o) 3/IV (1944-45); Luftschutz-Rgt. z.b.V. 4 (fall 44); Luftschutz-Abt. d.Lw. 13

(Jan 40 – Jan 45); Luftschutz-Abt. d.Lw. 51 (1944-45); Stab II. (Flum.Mess)/Ln.-Rgt. 231 (Weissenfels, Sep 44 – Apr 45); Ln.-Abt. 181 (Bad Lauchstädt, Oct 44 – 1945); Lw.-Bau-Btl. Merseburg (1939-40); E-Hafen-Ausrüstungs-Kolonne (mot) Merseburg; E-Hafen-Ausrüstungs-Kolonne (mot) 8/IV; Kfz.Werkstatt (o) d.Lw. 103/IV (May 43).
[Sources: AFHRA A5258 pp.733-34 (8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Merzbrück (GER): see Aachen-Merzbrück.

Merzhausen (GER) (50 20 00 N – 08 28 40 E)
General: operational airfield (Einsatzhafen II) in Hesse 27 km NNW of Frankfurt/Main and 4 km W of Usingen. History: built in 1937 with the handful of buildings disguised as farm houses and barns. Aircraft were to be parked on the edge of the woods surrounding the landing area and covered with camouflage netting. It was also to serve as the main landing ground for Führer headquarters *Adlerhorst* at Langenhain-Ziegenberg. A branch rail line from Wilhelmsdorf to the airfield was started but probably never completed. Dimensions: approx. 1000 x 1650 meters (1100 x 1800 yards). Runway: grass surface (no paved runway). Fuel and Ammunition: underground fuel storage was in the woods off the NW boundary. Infrastructure: had a few buildings in the woods off the N and S boundaries (see above). Dispersal: no organized dispersal. Defenses: number and location of Flak positions not identified.
Remarks:
5 Sep 44: low-level attack by VIII Fighter Command P-38s and P-47s – *claimed* 3 x Bf 110s, 1 x Me 210, 1 x Me 410, 2 x Ju 88s, 3 x He 111s destroyed, plus 1 x Fw 190, 2 x He 111s, 1 x Do 217 and 4 x unidentified aircraft damaged.
24 Dec 44: bombed by 198 B-17 Fortresses rendering the airfield unserviceable.
c.Dec 44: an Aussenkommando of SS-Sonderlager Hinzert was established at Merzhausen to provide slave labor on the airfield, e.g., removing unexploded bombs, filling craters, etc.
27 Mar 45: airfield ordered immediately evacuated and destroyed.
Operational Units: I./KG 76 (Mar-May 40); II./JG 27 (May 44); Stab/JG 2 (Sep 44); I./JG 2 (Sep 44 – Mar 45).
Station Commands: Fl.H.Kdtr. (E) Merzhausen (Aug 39 – Mar 40); Fl.H.Kdtr. E 23/XII (Mar 40); Fl.H.Kdtr. E 29/XII (Apr, Jul 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 5/XII Giessen (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 21/VII Giessen (Jun-Sep 44); Fl.H.Kdtr. E(v) 213/XII (Oct 44 – Apr 45).
Station Units (on various dates – not complete): le.Feldwerft-Staffel 2/10 (Dec 44); 4./le.Flak-Abt. 715 (Dec 44); Stab and II.

(Tel.Bau)/Ln.-Rgt. 13 (Usingen-Westerfeld, Feb-Mar 45); Wehrersatzlager – Ausbildungskdo. Merzhausen (1944-45).
[Sources: AFHRA A5257A p.381 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA]

Metel (GER) (52 33 04 N – 09 32 52 E)
General: landing ground (Landeplatz) in Lower Saxony 22 km NNW of Hannover. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Metelen (GER) (52 09 04 N – 07 11 52 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 37 km NW of Münster and 9 km W of Steinfurt. History: listed as operational in Jan-Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Miesbach (GER) (a.k.a. Waltersdorf-Miesbach) (c. 47 47 53 N – 11 50 00 E)
General: landing ground in Bavaria 42 km SSE of München (Munich); airfield located 1.5 km N of the village. History: 1927 listed as an emergency landing ground (Notlandeplatz). No activity noted prior to Apr 45. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
Operational Units: II./KG(J) 54 (Apr 45).
Station Commands: none identified.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mindelheim (GER) (48 03 04 N – 10 28 53 E)
General: emergency landing ground (Notlandeplatz) in Bavaria 25 km NE of Memmingen. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: open pastureland. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Minden (GER) (52 17 39 N – 08 54 07 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 57 km W of Hannover. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime

use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
5 Apr 45: Minden taken by British forces.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Minderheide (GER) (52 19 15 N – 08 51 40 E)
General: landing ground (Landeplatz) 60 km W of Hannover, 5 km NW of Minden and 1.6 km NW of Mindener Heide village. History: in occasional use from approx. 1934 to at least 1941 as a practice field for flight training. Said to have been taken over by industry after that date. Surface and Dimensions: moorland grass in good condition but lacked drainage. Measured approx. 640 x 595 meters (700 x 650 yards). Infrastructure: 2 small hangars on the S boundary. Some barrack buildings off the E side of the landing area were removed in 1941 or later.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.593 (26 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mittich (GER) (c. 48 26 13 N – 13 23 43 E)
General: field airstrip (Feldflugplatz) in Bavaria 15 km SSW of Passau. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mittweida (GER) 950 59 30 N – 12 57 00 E)
General: field airstrip (Feldflugplatz) in Saxony 18 km NNE of Chemnitz. History: no further information or mention of wartime use by the Luftwaffe found. There was a radar site nearby at Erlau. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mockau (GER): see Leipzig-Mockau.

Möckendorf (GER) (a.k.a. Neisse-Möckendorf) (50 31 35 N – 17 18 35 E)
General: field airstrip (Feldflugplatz) in Silesia 6 km NNW of Neisse (Nysa) and NE of Neisse-Stephansdorf airfield. History: listed as operational in Feb 44 and Feb 45. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:

13 Mar 45: bombed – 1 x Bf 109 G-10 from 2./NAGr. 2 destroyed on the ground.
Operational Units: 1.(H)/Aufkl.Gr. 31 (Dec 44 – Feb 45); Stab, 2./NSGr. 4 (Dec 44 – Mar 45).
Station Commands: Arbeitsplatzkdo. 10/VIII (Feb-Mar 43); Fl.Pl.Kdo. C 16/VIII (Mar 43 – Mar 44?).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mohrin (GER) (a.k.a. today: Moryn) (52 48 50 N – 14 22 30 E)
General: operational airfield (Einsatzhafen) in present-day Poland 55 km NNW of Frankfurt/O., 39 km E of Eberswalde, 9 km WNW of Barwalde and 5.5 km SSW of the village of Mohrin. History: laid out in the late 1930's and used mainly as a practice field for trainers. Surface and Dimensions: grass surface in good condition measuring approx. 985 x 960 meters (1075 x 1050 yards) and circular in shape. No paved runway. Fuel and Ammunition: both were available as needed. Infrastructure: had 4 workshop sheds and 6 barrack-type buildings off the N boundary, the latter in a woods. The nearest rail connection was 6.5 km to the N in Butterfelde. Dispersal: there were 8 aircraft bays cut into the woods off the W boundary and 9 more in woods off the E boundary.
Operational Units: I./JG 11 (Jan 45); elements of I./KG 200 (Jan 45).
School Units: Arbeitsplatz for Schule/FAR 12 then FFS A/B 12 (Königsberg/Neumark).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.735 (21 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mönchen-Gladbach (GER): see München-Gladbach.

Mönchweiler (GER) (48 06 03 N – 08 25 57 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 45 km ENE of Freiburg and 4 km NNW of Villingen-Schwenningen. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mondschütz (GER) (51 18 30 N – 16 35 50 E)
General: field airstrip (Feldflugplatz) in Silesia 35 km NW of Breslau (Wroclaw). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Morgow (GER) (a.k.a. Margowo) (c. 53 56 N – 14 53 E)
General: landing ground (Landeplatz) in Pomerania c. 42 km E of Swinemünde (Swinoujscie). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Moritzfelde (GER) (a.k.a. Moritzlauken?) (??)
General: landing ground (Landeplatz) in the former East Prussia 28 km WSW of Insterburg. Not specifically located. History: built during the 1930's. Very little flying activity. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
25 Jan 45: airfield demolished and evacuated.
Operational Units: Fliegergruppe Holters (1943-44).
Station Commands: Fl.H.Kdtr. E Moritzfelde (1939-40); Fl.H.Kdtr. E 34/I (Feb-Mar 40); Fl.H.Kdtr. E 3/I (Mar-Apr 40); Fl.H.Kdtr. E 52/XI (Mar-Jun 41).
Station Units (on various dates – not complete):
le.II/Feldwerftverband 10 (May-Jun 41); Kriegsgefangenen-Lager 7 d.Lw. (1943-44).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Morschheim (GER) (49 42 04 N – 08 01 53 E)
General: field airstrip (Feldflugplatz) in Rheinland-Pfalz 24.5 km WNW of Worms. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: gras surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mörtitz (GER) (a.k.a. Mensdorf) (51 30 30 N – 12 41 00 E)
General: field airstrip (Feldflugplatz) then operational airfield (Einsatzhafen I) in Saxony 27.5 km NE of Leipzig and 2.4 km ENE of the village of Mörtitz. History: laid out in 1935 or 1938 (sources disagree). Used as a practice field for trainers. From Aug 44, fighters were also stationed there. Surface and Dimensions: grass surface measuring approx. 1000 x 1190 meters (1100 x 1300 yards) with an "L" shape. No paved runway. Infrastructure: none identified. A branch rail line served the W and N boundaries of the field. Dispersal: no organized dispersal facilities.
Remarks:
21 May 44: low-level attack – 8 x Do 17Ps from Fernaufklärungsgeschwader 101 destroyed or damaged on the ground.
Operational Units: III./JG 53 (Aug-Sep 44); IV./JG 54 (Oct-Nov 44); II./JG 4 (Apr 45); elements of Sonderkdo. Elbe (Apr 45).

School Units: Arbeitsplatz for BFS Brandis, BFS 1 (Brandis) then FFS B 31 (Brandis) (1935-45).
Reserve Training & Replacement Units: Stab III. and 11./Erg.JG 1 (Jan – Feb 45).
Station Commands: Fl.H.Kdtr. E Mörtitz (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 10/IV (c. Feb – c. May 40); Fl.Pl.Kdo. A 14/IV (1941); as Fl.H. Mörtitz (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 36/III Alt-Lönnewitz (1944-45).
Station Units (on various dates – not complete): 4./le.Flak-Abt. 728 (Sep 44 to end of Jan 45).
[Sources: AFHRA A5258 p.732 (27 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Moselsürsch (GER) (c. 50 16 08 N – 07 24 43 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 15 km SW of Koblenz. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mötzingen (GER) (48 32 30 N – 08 46 25 E)
General: landing ground or operational airfield (Landeplatz or Einsatzhafen) in Baden-Württemberg 37.7 km SW of Stuttgart, 6 km W of Hailfingen airfield, 3 km ESE of Nagold and .8 km N of the village of Mötzingen. History: built fall 1944 and began operations at the end of 1944. Surface and Dimensions: grass surface measuring approx. 825 x 410 meters (900 x 450 yards) with an irregular shape. No paved runway. Unserviceable in wet weather. Infrastructure: none. Nearest rail connection at Nagold. Dispersal: aircraft could park at the edge of a woods off the N boundary for cover.
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 234/VII Hailfingen (c. Oct-Dec 44).
Station Units (on various dates – not complete): Flieger-Ers.Btl. VII (Nagold, c.Jan 43 – 1944/45).
[Sources: AFHRA A5258 p.278 (9 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mötzlich (GER): see Halle-Mötzlich.

Mötzow (GER) (52 25 30 N – 12 35 30 E)
General: field airstrip (Feldflugplatz) in Brandenburg 54 km W of Berlin, 6 km NE of Brandenburg and 2 km SSW of the village of Mötzow on the E shore of Lake Beetz. History: in existence since at least 1937. No record found of wartime activity. Surface and Dimensions: grass surface measuring approx. 365 x 550 meters (400 x 600 yards) and triangular in shape. Infrastructure: none noted.

[Sources: AFHRA A5258 p.955 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mühldorf (GER) (48 15 40 N – 12 27 30 E)

General: initially an operational airfield (Einsatzhafen I) in Bavaria 72 km E of München (Munich); airfield 5 km NW of Mühldorf and immediately S and SW of the village of Mettenheim. History: laid out in 1936-37. By Jan 40 it had been upgraded to an airfield (Fliegerhorst) with infrastructure. Not used much until mid-1943 when it became home for units flying large 4-engine transports and maritime reconnaissance aircraft. Surface and Dimensions: grass surface with natural drainage that originally measured approx. 730 x 730 meters (800 x 800 yards). The dimensions were later extended to approx. 960 x 870 meters (1050 x 950 yards). An E/W runway was under construction when the war ended. Infrastructure: had 3 hangars, workshops and station admin buildings. A large group of barrack huts were along the S boundary. In a nearby woods just SW of Mühldorf a. Inn and the adjacent village of Mettenheim-Hart, a huge manufacturing facility was under construction by the Organisation Todt and some 8,000 concentration camp slave laborers that was to house Buna (synthetic rubber) and ammonia production intended to support the late war Me 262 jet program. Using an arch-type reinforced concrete design called a carapace, it was to measure 1200' x 260' with a roof thickness of 16', have 8 floors and 2,496,000 square feet of floor space. The war ended before it could be completed or produce anything.

Remarks:

16 Mar 45: strafed by approx. 8 P-51s – 1 x Bf 109, 1 x W 34 and 1 x Bü 181 destroyed, 4 x Bf 109s damaged. (German report)

16 Apr 45: low-level attack by VIII Fighter Command P-47s and P-51s – *claimed* 1 x Bf 109 and 1 x He 177 destroyed, plus 3 x Bf 109s and 4 x unidentified aircraft damaged.

17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Fw 190s destroyed and 3 more damaged.

18 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x unidentified aircraft destroyed and 5 more damaged.

Operational Units: Lufttransportstaffel 290 (Sep-Oct 43); Transportstaffel 5 (Aug 43 – Aug 44); Stab, 1., 2./FAGr. 5 (Aug 44 – Feb 45); 14./TG 4 (Sep 44 – Feb 45); Lufttransportstaffel 40 (Feb-Mar 45); I./KG 200 (Apr-May 45); NSGr. 1-Süd (May 45).

Reserve Training & Replacement Units: Stab and elements of Erg.JG 1 (Feb – May 45).

Station Commands: Fl.H.Kdtr. (E) Mühldorf (1939-40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 1/VII Bad Aibling (1944); Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/VII Neubiberg (1944-45).

Station Units (on various dates): 8.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); Fluko Mühldorf; Ldssch.Zug d.Lw. 77/VII (summer 44).
[Sources: AFHRA A5257 p.1332 (1943), A5265 p.255 (Feb 46); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mühlen (GER) (today: Mielno) (53 31 03 N – 20 11 47 E)
General: field airstrip (Feldflugplatz) in the former East Prussia 35 km SSW of Allenstein (Olsztyn) and 10 km SW of Hohenstein (Olsztynek). History: prepared in the late 1930's and used for the attack on Poland in September 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: I./ZG 1 (Sep-Oct 39).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mülhausen (GER) (51 20 04 N – 06 21 52 E))
General: landing ground (Landeplatz) 14 km W of Krefeld in North Rhine – Westphalia. History: believed to have been laid out in 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: no information.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mülheim (GER): see Essen-Mülheim.

Müllheim (GER) (47 49 20 N – 07 38 28 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 27 km SSW of Freiburg. History: believed to have been laid out in 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Müllrose (GER) (c. 52 15 N – 14 24 E)
General: practice field (Arbeitsplatz) in Brandenburg 13.5 km SW of Frankfurt/Oder. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted, but probably had a few sheds.
Air Units: Arbeitsplatz for Schule/FAR 41, FFS A/B 41 then FFS A 41 (Frankfurt/Oder) (1939-45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

München (GER) (e. Munich) (48 09 29 N – 11 33 44 E)
General: capital of Bavaria (Bayern) and one of Germany's principal cities. Occupied by U.S. forces on 1 May 1945.

Lw. Garrison and Station Units (on various dates in the city or on or near one of the airfields surrounding Munich - i.e., Erding, Fürstenfeldbruck, Neubiberg, Oberwiesenfeld, Riem, Schleissheim):

Commands (Kommandobehörden, Stäbe): Stab/Luftkreiskdo. V (Apr 34 – Feb 38); Stab/Luftgaukdo. 14 (Apr 36 – Oct 37); Stab/Luftgaukdo. VII (Oct 37 – Oct 44); Luftwaffengruppenkdo. 3 (Feb 38 – Jan 39); Luftflottenkdo. 3 (Feb-Aug 39); Stab/Luftflottenkdo. 6 (Apr 45); Stab/5. Fliegerdivision (Feb-Aug 39).

Antiaircraft (Flak):

Higher Flak Commands: Höherer Kdr.d.Flakart. im Luftkreis V (Oct 35 – Jun 38); Stab/26. Flak-Div. (M-Grünwald, May 44 – Apr 45); Stab/Flak-Brig. IV later 4. Flak-Brig. (Oct 42 – Apr 44).

Stab/Flak-Rgt.: 5 (as Flakgruppe München-Nord, Sep 39 – c.Jun 41); sw.8 (as Flakscheinwerfergruppe München, Feb 42 – 1945); 19 (as Flakgruppe München-Nord, c.Jun 41 – 1945); 55 (as Flakgruppe München-Süd, Jan 43 – 1945); 114 (Eisb.); 125; 653; Flak-Rgt. General Göring (Nov 41 – Mar 42).

Flak-Abt.: I./Flak-Rgt. 501; le.75; s.135; s.227; s.245; gem.254; s.256; s.257; s.278; s.290; s.354; s.384; s.405; s.423; s.451; s.454; s.456; s.458; s.459; gem.501; s.502; gem.505; s.506; gem.511; s.514; s.571; s.705; le.730; le.751; le.752; le.753; le.754; le.755; le.756; le.757; le.759; le.768; gem.802; le.822; le.844; le.884.

Flakscheinwerfer-Abt.: 249; 258; 309; 470; 508; 509.

Luftsperr-Abt.: none.

Alarm-Flak: peaked at 4 during 1944.

Heimat-Flak: peaked at 23 during 1944.

z.b.V. Batterien: peaked at 2 during 1944.

Other Flak: Flak-Waffenwerkstatt (o) 7/VII (1943-45).

Flak-Ers./Flak-Ausb.: Flak-Ers.Rgt. 3; Flak-Ers.Abt. 15.

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Rgt. z.b.V. 7 (Nov 43 – fall 44); elements of Luftschutz-Abt. d.Lw. 25 (Oct 42); Luftschutz-Abt. d.Lw. 26 (M-Freimann, 1944-45); Luftschutz-Abt. d.Lw. 36 (c.Jan-May 40); Luftschutz-Abt. z.b.V. XIII (fall 44 – 1945); Luftschutz-Warn-Abt. VII (c.1943-45); Sprengkommando d.Lw. 1/VII.

Air Force Signals (Luftnachrichten): Stab and I./Ln.-Rgt. 3 (Jul 38 – Aug 39); II./Ln.-Rgt. 3 (1938-40); III./Ln.-Rgt. 3 (M-Oberhaching, 1939-40); V.(Ln.Ers.)/Ln.-Rgt. 3 (M-Gauting, c.1940-42); 15.(Funk-Empf.)/Ln.-Rgt. 3 (M-Oberhaching, Sep 43, Aug 44); Horch-Leitstelle W 3/Ln.-Rgt. 3 (M-Oberhaching, 1939-40); Horch-Betriebsstelle W 13/Ln.-Rgt. 3 (M-Oberhaching, 1939-42); I./Ln.-Rgt. 15 (Oct 35 – Jun 38); Stab/Ln.-Flugmelde-Rgt. 97 (M-Oberföhring, 1943); Stab II./Ln.-Flugmelde-Rgt. 97 (M-Oberföhring, 1943 – Sep 44); Stab/Ln.-Rgt. 205 (M-Oberföhring, c.1943/44 – Aug 44); Stab II.(Flum.Mess)/Ln.-Rgt.

205 (M-Oberföhring, c.1943/44 – Aug 44); 4.(Tel.Bau)/Ln.-Rgt. 217 (M-Oberföhring, Sep 44 – 1945); III./Ln.-Ausb.Rgt. 4 (Sep 44 – Feb 45);3.(Funkh.)/Ln.-Abt. 356 (Jan-Apr 45); IV. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 7 (M-Freimann – 1942-44); 9.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); Ln.-Abt. 35 (early 1940); Ln.-Abt. 146 (M-Grünwald, May 44 – Apr 45); Luftgau-Nachr.Abt. 7 (M-Freimann, c.Oct 44 – Apr 45); 3./Ln.-Funkaufklärungs-Abt. Reich (May-Nov 44); Stab/Ln.-Telegrafenbau-Abt. z.b.V. 6 (M-Oberföhring, mid-1944 - Apr 45); Ln.-Flugsicherungshauptstelle 19 (1944); Luftgaubereichswerkstatt (N) 1/VII (M-Freimann, 1944-45).

Ground Transport (Transportkolonnen): Trsp.Kol. d.Lw. 145/III (mid-44); Trsp.Kol. d.Lw. 146/VI (summer 44); Kfz.Werkstatt (o) d.Lw. 101/VII (M-Freimann – 1944-45); Kfz.Werkstatt (o) d.Lw. 111/VII (M-Freimann – 1944-45); Kfz.Werkstatt-Kp. (o) d.Lw. 104/VII (1944-45).

Ground Defense and Security, etc. (Landesschützen, usw.): Ldssch.Kp. d.Lw. 1/VII (c.1939-45); Ldssch.Zug d.Lw. 87/VII (M-Oberföhring, summer 44).

Medical Services (Sanitätsdienste): Lw.-Lazarett 1/VII (M-Oberföhring, c.1939-45); Lw.-Lazarett 5/VII (M-Gauting, c.1939-45); Flieger-Untersuchungsstelle 1/VII (1944); Flieger-Untersuchungsstelle 2/VII (1944); Kriegs-Sanitätsoffiziernachwuchs-Kp. d.Lw. 14 (? – 1944/45); Institut für Luftfahrtmedizin München (? – 1945); Medizinisches Institut der Luftforschungsanstalt München (? – 1945).

Other (sonstige, verschiedene): Lw.-Auskunftsstelle 1/VII (1943-45); Annahmestelle 3 für Offizieranwärter d.Lw. (1939 – ?); Annahme- und Entlassungsstelle d.Lw. 1/VII (M-Freimann, ? – Sep 44).

München-Gladbach (GER) (today: Mönchengladbach) (a.k.a. Rheydt) (51 10 50 N – 06 23 35 E)

General: airfield (Fliegerhorst) in North Rhine – Westphalia 28 km WSW of Düsseldorf, 3.6 km WNW of Rheydt and 4 km WSW of Mönchengladbach.

History: a civil landing ground (Verkehrslandeplatz) in 1927. Upgraded to a class II civil airport (Flughafen II) by 1932. Taken over by the Luftwaffe in 1936 and built out as a military airfield. In continuous use to the end of the war.

Dimensions: approx. 1190 x 1050 meters (1,300 x 1,150 yards).

Runway: grass surface. A perimeter track connected the hangar area and dispersals. Equipped for night landings.

Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. Had 3 large hangars covered with

camouflage netting and 1 medium hangar on the S boundary, 1 medium hangar on the N boundary and 1 medium hangar off the E boundary. Workshops, motor pool, barracks, administrative offices and stores were all behind the hangars on the S boundary. Nearest rail connection in Mönchengladbach.
Dispersal: the North dispersal had 11 large open aircraft shelters, the East dispersal had 7 of the same and the South dispersal had 10 of the same. All but one of these was covered with camouflage netting in Jan 44. In early 1944 30 aircraft hardstands were added to the South dispersal.
Defenses: Flak positions unknown.
Remarks: Mönchengladbach was bombed fairly frequently 1940-45 but the airfield does not appear to have been targeted.
Operational Units: Flugbereitschaft VIII. Fliegerkorps (1939 – May 40); 2.(F)/Aufkl.Gr. 123 (Oct 39 – May 40); I./JG 21 (Jan-May 40); Stab, I./JG 27 (Apr-May 40); I./NJG 1 (Jun-Jul 40); I./ZG 1 (Jun 40); II./JG 52 (Nov-Dec 40); III./JG 53 (Dec 40 – Mar 41); I./JG 3 (Apr-Aug 43, Jan-Feb 44); Stab/JG 3 (May-Sep 43); Versuchskdo. Hermann (Jun-Aug 43); I./JG 11 (Jul-Aug 44); I./SKG 10 (Sep 44); III./KG 51 (Oct-Nov 44).
School Units: 4./JFS 4 (Aug 41 – Jan 42).
Station Commands: Fl.H.Kdtr. E 16/VI (Mar-May 40); Fl.H.Kdtr. A(o) 11/VI (Feb-Mar 45).
Kommandant (not complete): Maj. Paul Völker (Aug 43 - ?).
Station Units (on various dates – not complete): Jagdabschnittsführer Ruhrgebiet (c.Dec 43 – Aug 44)?; Stab/7. Flak-Div. (Feb 45); Stab/Flak-Rgt. 100 (1945); le.Flak-Abt. 84 (mot.) (Sep-Nov 44).
[Sources: AFHRA A5257A pp.205-08 (22 Feb 44 updated to 22 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

München-Neubiberg (GER): see Neubiberg.

München-Oberwiesenfeld (GER) (48 10 40 N – 11 33 00 E)
General: airfield (Fliegerhorst) in Bavaria 4 km NNW of München (Munich) city center in the middle of the built up northern suburbs.
History: 1927 listed as a civil landing ground (Verkehrslandeplatz). By 1932, now listed as a secondary civil airport (Flughafen II) with a customs office. 1936 taken over by the Luftwaffe. Used mainly as a technical training base and practice field for trainers during the war.
Dimensions: approx. 1370 x 1190 meters (1500 x 1300 yards) and roughly rectangular in shape.
Surface and Runways: good grass surface on a gravel sub-soil. No paved runway. A perimeter road surrounded the airfield. Equipped with boundary lighting and a visual beacon for night landings.

Fuel and Ammunition: probable refueling points at the N and S boundaries and had 3 bulk fuel storage tanks, each with a 7500-gallon capacity. No information on ammunition storage.
Infrastructure: there were 3 medium hangars on the N boundary, 1 large and 1 small at the SW corner and a medium repair hangar with adjoining shed on the W boundary, all with paved hangar aprons. The former civil airport terminal on the S boundary with a large paved apron area in front of it was used for station admin offices, a mess, control tower and meteorological office. Several additional station buildings were in the NE corner. The main group of 7 permanent barracks was on the N boundary while 1 large and 1 small group of barrack huts were at the SW corner along with a row of 3 long stores or workshop sheds. The base sports ground was also off the SW corner. Nearest rail connection was a line that ran parallel to the airfield's W boundary.
Dispersal: 3 large open, 2 medium covered and 4 small covered aircraft shelters were in the NW corner, and 2 very large open shelters in the SW corner (Jan 44).
Defenses: protected by the greater Munich Flak belt with 6 heavy Flak positions (each with 4 to 6 guns) and 5 light Flak positions within 5 km of the airfield (Oct 43). A Flak dispositions map from early 1945 shows 6 heavy Flak batteries within 4 km of the airfield and 5 light Flak batteries close around it.
Remarks: Munich was repeatedly bombed by the RAF and USAAF from Sep 42 to the end of the war. How many of these bombs fell on Oberwiesenfeld airfield is not known.
9 Mar 43: bombed – 1 x Ar 76 from Fliegertechnische Schule 3 damaged on the ground.
11 Sep 44: low-level attack by VIII Fighter Command P-51s with aircraft *claimed* on the ground.
22 Sep 44: bombed by elements of 150 B-17 Fortresses and 107 B-24 Liberators from 15th AAF – *claimed* 2 aircraft destroyed on the ground, damage to hangars, barracks and hits in the landing area.
Operational Units: Kurierstaffel 13 (Aug-Sep 43)?
School Units: Fliegertechnische Schule 3 (c. 1939-45); Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for FFS A 5.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 5/VII München-Schleissheim (1944-45).
Station Units (on various dates – not complete): Heimat-Flak-Battr. 225/VII (1944-45)?
[Sources: AFHRA A5258 pp.284-92 (30 Nov 43 updated to 1 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

München-Riem (GER) (48 07 55 N – 11 42 00 E)

General: airfield (Fliegerhorst) in Bavaria 9 km E of München (Munich) and 1.6 km SE of the village of Riem.
History: constructed between 1936 and 1939 to become the principal airport for Munich, taking over from Oberwiesenfeld. The Luftwaffe took it over when the war started but it continued to also serve as a civil air terminal to 1945. Also used as a factory airfield (Industriehafen) for DLH workshops. Large numbers of Luftwaffe aircraft en-route to and from the Mediterranean theater passed through Munich-Riem. 1942 became the principal Flugzeugschleuse (aircraft routing center) for OB Süd (commander-in-chief South).
Dimensions: approx. 2010 x 1510 meters (2200 x 1650 yards) with an oval shape.
Surface and Runways: well drained grass surface on a gravel sub-soil. No paved runway, but there were 2 broad, 320 meter- (350 yard) long, paved assembly and starting platforms on the E and W boundaries. A paved ring road encircled the entire landing area. Equipped with boundary lighting, a beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: ample supplies were available.
Infrastructure: station buildings were all on the N boundary fronted by 2 enormous connected hangars that stretched in a curve some 550 meters (600 yards) and had 9 attached workshop buildings to the rear. The entire run of hangars and station buildings had a long, wide paved apron and servicing area in front of them. Immediately W of the hangars was a 4-storey building that contained admin offices, the station meteorological office, communications center, the base dispensary, and the control tower at the building's SE corner. At the W end of the station buildings was the building originally intended to be the Munich-Riem Airport hotel and this served as a barracks for station personnel during the war. Additional barracks were to the rear of the row of hangars and station buildings. Nearest rail connection was 1.2 km to the N and S.
Dispersal: had 4 dispersal areas – North (perimeter), South (perimeter), South (off boundary) and East (off boundary) with a total of 35 open aircraft shelters and 13 parking stands (Nov 43).
Defenses: protected by 3 heavy Flak positions (each with 6 guns) and 12 light Flak positions (Nov 43). All of the heavy Flak positions were within 5 km of the airfield and the light Flak was either on the airfield or close by. A Flak dispositions map from early 1945 shows 4 heavy Flak batteries within 4 km of the airfield and 6 light Flak batteries close around it.
Satellites and Decoys:

München-Parsdorf (GER) (48 09 25 N – 11 47 50 E). Dummy 17 km NE of Munich, 8 km ENE of München-Riem airfield and 1.6 km

NNE of Parsdorf village. Mock-up included replica buildings corresponding to those at München-Riem airfield with stage-prop aircraft parked about. Probably illuminated at night. [Sources: AFHRA A5258 p.442 (26 Aug 44)]
Remarks:
9 Jun 44: airfield bombed by 27 15th AAF B-24 Liberators – *claim* 3 aircraft destroyed on the ground and damage to barracks, workshops, dispersal areas and the landing area.
11 Jul 44: airfield bombed by 55 8th AAF B-24 Liberators.
16 Jul 44: airfield bombed by 15th AAF B-17 Fortresses.
11 Sep 44: low-level attack by VIII Fighter Command P-51s with many aircraft *claimed* on the ground.
22 Sep 44: airfield bombed by 108 15th AAF B-24 Liberators – *claimed* landing area cratered and 13 aircraft destroyed on the ground. Airfield rendered unserviceable and still unserviceable on 2 October.
24 Mar 45: hit by some 2,000 high explosive and fragmentation bombs – 10 x Me 262s being assembled were destroyed along with 5 x Bf 109s, 5 x Fw 190s, 3 x Ju 88s, 2 x Bf 108s, 1 x Ju 290, 1 x Fw 200, 1 x Me 410, 2 x Si 204s, 1 x Ju 52 and 3 x Fi 156s, while 3 x Me 262s were damaged; 40-50 bursts on the landing area and heavy damage to hangars, station buildings and accommodations; 4 KIA and 10 WIA. (German reports)
9 Apr 45: airfield bombed by 212 8th AAF B-17s – 6 x Me 262s from Jagdverband 44 plus 2 Ar 234s from 1.(F)/FAGr. 100 destroyed or severely damaged on the ground. According to German sources, Riem was completely destroyed in this attack.
Operational Units: Wetterflugstelle 795 (c. 1939-45); I./KG 51 (Apr-Jun 40); I./JG 27 (Mar-Apr 41); KGr. z.b.V. 500 (Dec 41); 2. (F)/Aufkl.Gr. 122 (Dec 41 – Jan 42); Überführungsstelle O.B.S. (1941-42); Flugzeugschleuse Luftflottenkdo. 2 (1944); Stab/KG 26 (Aug-Sep 44); 1.(F)/Aufkl.Gr. 33 (Aug-Sep 44); Sonderstaffel Einhorn (Sep 44); 16./KG 200 (Nov 44 – Jan/Feb 45); Erprobungskdo. 162 (Mar-Apr 45); Jagdverband 44 (Apr 45); Stab, I./KG 51 (Apr 45); I./SG 2 (May 45).
School Units: Luftflotten-Nachr.Schule 3 (1937-39)?; Arbeitsplatz for Schule/FAR 13 (Neubiberg); 6./NJ-Schule 1 (Sep – Dec 41); II./NJG 101 (Mar – Apr 43 and Jan – May 44).
Reserve Training & Replacement Units: IV./KG 51 (Apr – Dec 44); 14./Erg.JG 1 (Feb – Apr 45); IV./Erg.KG 1.
Station Commands: Fl.H.Kdtr. (E) Riem (1939-40); Fl.H.Kdtr. E 2/VII (Jul-Aug 41); Fl.H.Kdtr. A(o) 4/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Franz Hailer (1939 - 1940).

Station Units (on various dates – not complete): Aussenstelle/Komm.Gen.d.Dt.Lw. in Italien (1944-45); 4. Flugh.Betr.Kp. KG 51 (Apr 40 - ?); Werft-Abt. 4/VII (1944-45); Ln.-Flugsicherungshauptstelle 15 (1944-45); Ldssch.Zug d.Lw. 59/III (Ismaning, summer 44); Beratungsstelle O.B.S. für Alpenflüge. [Sources: AFHRA A5258 pp.293-96 (3 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Munich-Schleissheim (GER): see Schleissheim.

Müncherlbach (GER): see Buchschwabach.

Münsingen-Mönchberg (GER) (48 24 37 N – 09 26 32 E)
General: emergency landing ground (Notlandeplatz) in Baden-Württemberg 35 km W of Ulm and 6 km ENE of Münsingen. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface on sand foundation. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Münster (GER) (in North Rhine – Westphalia)
Lw. Garrison and Station Units (on various dates in the city, at one of the two airfields or nearby):

Commands (Kommandobehörden, Stäbe): Luftkreiskdo. IV (Apr 34 – Feb 38); Höh.Fliegerkdr. IV (Apr 35 – Jul 38); Stab/Luftgaukdo. 10 (Apr 36 – Oct 37); Stab/Luftgaukdo. VI (Oct 37 – Mar 45); Luftflottenkdo. 2 (Sep 39 – Jun 40); Stab/3. Fliegerdivision (Aug 38 – Sep 39).

Antiaircraft (Flak):
Higher Flak Commands: Höh.Flak-Kommandeur 4 (Oct 35 – Jun 38); Luftverteidigungskdo. 4 (c.Jul-Sep 38); Stab/16. Flak-Brig. (Mar 45).
Stab/Flak-Rgt.: Stab/Flakscheinw.Rgt. 1(o) (Sep 40 – 1941)?; Stab/Flakscheinw.Rgt. 3(o) (as Flakgruppe Münster) (c.Jul 42 - Sep 43); Stab/Flak-Rgt. 41 (mot.) (Aug-Sep 39); Stab/Flak-Rgt. 47(o) (as Flakgruppe Münster) (Aug 44 – 1945); Stab/Flak-Rgt. 54(o) (as Flakgruppe Münster) (Sep 43 – Aug 44).
Flak-Abt.: II./Flak-Rgt. 4 (gem. mot.); I./Flak-Rgt. 9 (gem. mot.); I./Flak-Rgt. 34 (gem. mot.); schw.143(v); schw.227 (Eisb.); schw.232(o); schw.244(o); schw.321(o); schw.324(o); schw.335(o); schw.389(o); schw.404(o); schw.430 (Eisb.); schw.443(o); schw.473 (Eisb.); gem.476(o); schw.524(o); schw.541(v); gem.554(o); gem.613(o); schw.635(o); schw.642(o); schw.643(o); schw.703(o); schw.707(o); le.737(o); le.742(o); le.743(o); le.747(o); le.839(o); le.884(o); le.887(o); le.924(o); le.943(o); le.989(o).
Flakscheinwerfer-Abt.: 329(v); 358(v). For more details on the Flak defenses, go to Google and enter: Münster site:ww2.dk .

Luftsperr-Abt.: 106(o); 209(o).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 14 (1943); Luftschutz-Abt. d.Lw. 19 (1944-45); Luftschutz-Abt. d.Lw. 20 (Aug 43 – 1944); Luftschutz-Abt. d.Lw. 22 (Jan 40 – mid-42); Luftschutz-Kp. z.b.V. 1/VI (1944); Sprengkommando d.Lw. 3/VI.

Air Force Signals (Luftnachrichten): Ln.-Rgt. 14 (Oct 35 – Jun 38); Stab and I./Ln.-Rgt. 2 (Sep 39 – May 40); II.(Ln.Bau)/Ln.-Rgt. 2 (Jul 38 – Mar 40); III.(Funkh.)/Ln.-Rgt. 2 (mid-1939 – May 40); IV.(Flus.)/Ln.-Rgt. 2 (mid-1939 – May 40); II.(Flum.)/Luftgau-Nachr.Rgt. 6 (c.1939-42); Luftgau-Nachr.Abt. 6 (c.Oct 44 - 1945).

Other (sonstige, verschiedene): Versuchsstelle d.Lw. Münster/Nord (1937/38 – 1945); Luftgaubereichswerkstatt (N) 1/VI (M-Gremmendorf, c.1943-45); Lw.-Auskunftsstelle 1/VI (1944-45); Unfalluntersuchungsstelle d.Lw. Münster (1944-45).

Münster-Handorf (GER) (51 59 30 N – 07 44 00 E)

General: airfield (Fliegerhorst) 8 km NE of Münster in North Rhine – Westphalia and 2 km NE of Handorf village.

History: construction as a dual civil-military airfield began in 1935 and was completed 1 April 1937. The Luftwaffe moved into their part of the field on the NW side by 1 October 1936 and the first flying units in early 1938. Handorf was a recruit depot from 1936 to 1939 and was used mainly by bombers and long-range reconnaissance units before and during the war. In 1941-42, the 3 or 4 buildings on the SE civil side of the field were knocked down to make way for the building of paved aircraft servicing and parking hardstands.

Dimensions: approx. 1920 x 1920 meters (2,100 x 2,100 yards).

Runway: had two concrete runways measuring 1,190 meters and 1,160 meters. There was a third partially completed runway with a 460 meter gap in the middle (21 Jan 44). Ladder-type servicing tarmacs were adjacent to the two runways, 18 along one and 23 along the other. A concrete perimeter road linked the servicing tarmacs to the runways. Fully equipped for night landings including lighting and a visual Lorenz system.

Infrastructure: fuel, refueling points, communications, ammunition dump, compass swing, machine gun registration range and other amenities were available. There were 2 large and 2 medium hangars on the NW boundary, 2 large hangars at the N end and 2 large hangars just back from the center of the S boundary. Barracks (15 blocks of them), officers' quarters, messes, station HQ, hospital, motor pool with garages, flight control (Flugleitung) and other buildings were all in a group with the hangars on the NW side of the field. Airfield served by a branch rail line at the N corner adjacent to the munitions dump.

Dispersal: the North and South dispersal areas had a total of 26 large open aircraft shelters, 8 small open shelters and 10 small covered shelters (21 Jan 44).
Defenses: heavily defended – at least 4 heavy Flak positions of 4 or 6 guns each and 16 light Flak positions emplaced in 21 Flak towers and on 2 rooftops were identified on 21 Nov 43, all in the immediate vicinity of the airfield.
Remarks: the airfield was heavily bombed throughout the war causing great damage, but Handorf never became permanently unserviceable and remained in operation to the end.
23 Mar 44: bombed by 68 B-24 Liberators.
8 Apr 44: bombed by 19 B-17 Fortresses – 4 x Ju 188 E-1s from II./KG 2 destroyed plus 1 x Do 17 from Wetterflugstelle Münster-Handorf damaged on the ground.
15 Aug 44: bombed by 109 B-17s - 4 x Do 217s from II./KG 2 destroyed on the ground.
30 Sep 44: bombed by 14 B-17s.
2 Oct 44: bombed by 29 B-24s. And there were other attacks.
14 Feb 45: strafed by RAF Spitfires – claimed 2 x He 177s destroyed and 3 more damaged (unlikely that these were He 177s).
20 Mar 45: bombed and strafed by P-47s – 5 x He 219s slightly damaged. (German report)
21 Mar 45: heavily bombed – 5 aircraft destroyed and 13 damaged, airfield lighting knocked out, landing area severely cratered and airfield no longer serviceable. (German report)
22 Mar 45: bombed and strafed by 9th AAF P-47s – claimed 17 x Bf 109s and 3 x Me 410s destroyed, and 9 x Bf 109s, 3 x Me 410s and 2 other aircraft damaged. Identified as "an airfield near Münster" so it may have been a nearby dispersal field because it was not Handorf.
3 Apr 45: surviving technical facilities and installations demolished and the airfield abandoned.
4-5 Apr 45: Münster taken by British and U.S. forces.
Operational Units: Wetterflugstelle Münster-Handorf (c. 1939-45); Stab/KG 54 (Sep 39 – Feb 40); Stab/JG 27 (Oct 39 – Jan 40); Stab/JG 3 (Oct 39); Stab, 1.(F)/Aufkl.Gr. 121 (Oct 39 – May 40); I./JG 27 (Oct 39, Jul-Aug 43); Stab/JG 51 (Nov 39 – Feb 40); I./JG 21 (Dec 39 – Jan 40); Stab, I./KG 27 (c. Feb-Mar 40); III./KG 54 (May 40); III./KG 27 (Jun 40); III./KG 1 (Sep-Oct 40); II./KG 1 (Nov 40 – Mar 41); San.Flugbereitschaft 6 (Mar-May 41); I./KG 3 (Dec 41 – Feb 42, Mar-Jul 43); I./KG 1 (Jun-Sep 42); KGr. z.b.V. 900 (Feb-Mar 43); III./LG 1 (Jun-Oct 43); III./KG 3 (Aug 43 – Jan 44); I.(Bel.)/NJG 7 (Feb-Sep 44); II./KG 2 (Oct 43 - Sep 44); Stab, I./KG 2 (Sep 44); 7./KG 3 (Sep-Oct 44); I./NJG 1 (Sep 44 – Mar 45); IV./NJG 2 (Oct-Nov 44);

9./KG 76 (Dec 44 – Mar 45); Stab, 2./NAGr. 6 (Feb-Mar 45); 1./NAGr. 6 (Mar 45).
School Units: Kdo.d.Fliegerschule- u.FEA 4 (Apr 34 – Feb 37); Kdo.d.Fliegerschule- u.FEA 6 (Mar 37 – Dec 37); Fl.Ausbildungs-Rgt. 12 (1939-41); Arbeitsplatz for FFS A/B 33 (Quakenbrück) (1941-42).
Reserve Training & Replacement Units: Erg.St./KG 1 (Aug 40 – Apr 41); IV./KG 1 (Apr 41 – Jun 42).
Station Commands: Koflug 3/VI; Fl.H.Kdtr. A(o) 2/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Oberst Joseph Hilgers (- Nov 39) 9/39.
Station Units (on various dates – not complete): Koflug Münster-Handorf (Jul 39 – Mar 41); Koflug 3/VI (Apr 41 – Mar 45); 10. Flugh.Betr.Kp./KG 1 (Mar 41 – Jun 42); Frontreparaturbetrieb GL 2871 (Hansen) (Sep 44 - ?); Luftzeuggruppe 6 (c. 1939-45); Luftpark Münster 1940 - ?); elements of le.Flak-Abt. 737 (1943 – Jun 44); 3.Kp. Lw.-Bau-Btl. 2/VI (Aug 40); Ldssch.Kp. d.Lw. Münster-Handorf (1941-42); Auffanglager d.Lw. Münster-Handorf (Nov 42, Jan 43).
[Sources: AFHRA A5257A pp.251-54 (5 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Munsterlager (GER) (53 01 30 N - 10 04 30 E)

General: landing ground (Landeplatz) in Lower Saxony 40 km N of Celle; airfield c. 4 km N of Munsterlager near the village of Breloh.
History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by Luftwaffe flying units found. Munsterlager was a large manover area where 11. Lw.-Felddivision and 20. Lw.-Felddivision received infantry training during 1942 and 1943. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Münster-Loddenheide (GER) (51 56 20 N – 07 39 00 E)

General: operational airfield (Einsatzhafen) 3.25 km SSE of Münster in North Rhine – Westphalia.
History: previously a Verkehrslandeplatz (civil landing ground), it was taken over by the Luftwaffe in 1934 and built out as a military airfield. Used mainly for the formation and training of reconnaissance units from 1938 to 1941.
Dimensions: approx. 1100 x 825 meters (1200 x 900 yards) and rectangular in shape.
Surface and Runways: well-drained grass surface built on moorland. No paved runway. There were 2 fan-shaped concrete starting platforms at the NE and SW boundaries. Equipped for night landings

with perimeter and obstruction lighting, and blind landing facilities was believed to be available.
Fuel and Ammunition: refueling points were on the servicing hardstand in front of the hangar on the NE boundary, and there were 3 half-buried fuel storage tanks 1 km off the NE corner and two more off the NW and NE boundaries, both near hangars. Ammunition storage was probably in a converted slag heap that ran along the SW boundary.
Infrastructure: had a total of 7 hangars, all fronted with paved servicing aprons. Of these, 5 were along the NW boundary, 1 plus separate workshops and engine testing beds on the NE boundary, and 1 large hangar on the SE boundary. A motor pool was in the barrack area off the N corner. Station HQ, messes, barracks, a large swimming pool, control tower and photographic section along the N and NW sides. There was a railway station at the N corner.
Dispersal: had 4 areas – Northeast with 13 open blast-wall aircraft shelters (5 of these were occupied by Flak towers), East with 12 of the same, South with 24 of the same, and Perimeter with 7 open aircraft shelters (heavily camouflaged by netting). All were interconnected by taxi tracks.
Defenses: 4 heavy and 4 light Flak positions protected the airfield in Apr 44. The heavy Flak defenses in Münster afforded additional protection.
Remarks:
Jul 41: landing area and buildings heavily damaged during RAF raids.
5 Oct 44: bombed by 235 B-17 Fortresses -
Operational Units: Stab/Aufkl.Geschw. 12 (Nov 38 – Aug 39); Stab, 1.(H), 2.(H), 3.(H)/Aufkl.Gr. 12 (Nov 38 – Aug 39); Luftdienst-Teilkdo. 1/6 (Jan 39 – Dec 43); 4.(H)/Aufkl.Gr. 12 (Feb-Aug 39); 2. (F)/Aufkl.Gr. 122 (Aug 39 – Jun 40); 3.(F)/Aufkl.Gr. 122 (Oct 39 – May 40); Wekusta 26 (Oct 39 – May 40); 4.(F)/Aufkl.Gr. 122 (Mar-Apr 40); Transportstaffel IV. Fliegerkorps (Apr-May 40); 5.(F)/Aufkl.Gr. 122 (Jun-Jul 40); Jagdstaffel Münster-Loddenheide (Aug 40 – May 41); 5.(H)/Aufkl.Gr. 12 (Nov 40 – Feb 41); 6.(H), 7.(H)/Aufkl.Gr. 12 (Nov 40 – Apr 41); 4./Gruppe West (Flugzeugüberführungsgeschwader 1) (May 43 – 1944).
Station Commands: Fl.Pl.Kdo. Münster-Loddenheide (to 1943); Fl.Pl.Kdo. A 13/VI (1943 – Mar 44); Flugplatzkdo. Loddenheide of Fl.H.Kdtr. A(o) 2/VI Münster-Handorf (Apr 44 – 1945).
Station Units (on various dates – not complete): 2./le.Res.Flak-Abt. 989 (Jul 41); Lw.-Bau-Btl. 16/III (Jul 41); Lw.-Berge-Btl. VII (Apr 44, Jan 45); Lw.-Berge-Kp. z.b.V. 31 (May 44); Luftgau-San.Abt. 6 (Jul 38 – Mar 45); Auffanglager d.Lw. Münster-Loddenheide (Nov 42).

[Sources: AFHRA A5257A pp.382-86 (8 Apr 44); chronologies; BA-MA; NARA; PRO/NA]

Münsteuer (GER): see Reichersberg in East Prussia.

Müritz Lake (GER): often appears in Allied documents in reference to Rechlin and Lärz airfields - see there.

Mutlangen (GER) (48 49 04 N – 09 47 53 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 45 km E of Stuttgart and 2.5 km N of Schwäbisch Gmünd. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Nabern/Teck (GER): see Dettingen.

Narrenthal (GER): see Husum.

Nauheim (GER): see Bad Nauheim.

Naumburg/Bober (GER) (a.k.a. today: Nowogród Bobrzanski) (51 52 40 N – 15 18 40 E)
General: tactical landing ground (Gefechtslandeplatz) 65 km E of Cottbus. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Naumburg/Saale (GER) (c. 51 09 06 N – 11 48 51 E)
General: tactical landing ground (Gefechtslandeplatz in Anhalt 35 km NE of Jena. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
23 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109 destroyed and 1 x Fw 190 damaged.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neisse-Möckendorf (GER): see Möckendorf.

Neisse-Stephansdorf (GER) (50 30 25 N – 17 17 35 E)
General: operational airfield (Einsatzhafen) in Silesia 71 km SSE of Breslau (Wroclaw); airfield 5 km NNW of Neisse (today: Nysa) and 1.2 km SE of the village of Stephansdorf.

History: 1927 listed as an emergency landing ground (Notlandeplatz). 1928 upgraded to a civil landing ground (Verkehrslandeplatz). 1936 taken over by the Luftwaffe. In use for the attack on Poland and then became a practice field for trainers. Reconnaissance and night nuisance units were stationed there during the last few months of the war.
Dimensions: approx. 755 x 755 meters (825 x 825 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: a servicing and refueling hardstand was on the S boundary.
Infrastructure: there was 1 medium hangar and 3 medium repair workshops at the SW corner, all 4 with concrete aprons. Several other workshops were nearby. Admin buildings, barracks, stores, etc., were all in a compact group off the SW corner. Nearest rail connection was 1 km SW of the landing area.
Dispersal: had 8 medium open aircraft shelters along the N and S boundaries.
Defenses: unknown.
Remarks:
23 Mar 45: Neisse taken by Soviet forces.
Operational Units: Kurierstaffel 4 (Aug 39); 4.(F)/Aufkl.Gr. 11 (Aug-Sep 39); II./St.G. 2 (Jan-Mar 44); 10.(Pz)/SG 3 (Mar 44); Stab, 1., 2./NAGr. 2 (Dec 44 – Mar 45); 2./NSGr. 4 (Feb-Mar 45); 1. (Nacht)/Aufkl.Gr. 31 (Feb-Mar 45).
School Units: Arbeitsplatz for LKS Breslau-Schöngarten/LKS 5 (1939-45); Arbeitsplatz for Schule/FAR 71 (Breslau-Gandau) (1940); Arbeitsplatz for FFS A/B 9 later A 9 (Grottkau); Fl.Anwärter-Btl. VII (1942-43).
Station Commands: Fl.H.Kdtr. Neisse (1939 – Jan 43); Arbeitsplatzkdo. 2/VIII (c.Feb-Mar 43); Fl.Pl.Kdo. C 10/VIII (Mar 43 – Mar 44); Fl.H.Kdtr. A(o) 6/VIII (Mar 45).
Station Units (on various dates – not complete): Stab/2. Fliegerdivision (Neisse, Sep 39); elements of le.Feldwerft-Abt. I/70 (Feb-Apr 45); Werft-Kp. 32 (n.d.); Ldssch.Zug d.Lw. 72/XI (Jan-Feb 45); Fluganwärter-Btl. VII (1942); Bordschützenanwärter-Btl. I (1941-42).
[Sources: AFHRA A5258 p.736 (21 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nellingen (GER) (48 43 00 N – 09 16 30 E)

General: airfield (Einsatzhafen) 10 (12?) km SSE of Stuttgart city center in Baden-Württemberg and 2 km NW of the village of Nellingen.
History: originally intended in fall 1933 as the site for Stuttgart's commercial airport, it was taken over by the Luftwaffe on 1 October

1936 and built out as an air base with 5 large hangars during the next two years, becoming operational on 1 October 1938. Used mainly by day fighter, night fighter and school units during the war. Its importance increased during the second half of 1944 after Stuttgart-Echterdingen and Böblingen were badly damaged in bomber attacks forced units to disperse elsewhere.
Dimensions: approx. 1050 x 825 meters (1150 x 900 yards) designed in an oval shape.
Surface: grass surface.
Runways: none. Night landing capability was believed to exist.
Fuel and Ammunition: refueling points in front of the hangars on the S boundary. There was a small munitions dump at the NE corner of the landing area.
Infrastructure: there were 4 medium hangars with paved aprons at the S boundary, 1 large repair hangar off the SW corner, and 1 large hangar and 2 small repair hangars off the NW corner. There were also workshop buildings, station offices, stores and barracks directly behind the hangars on the S boundary. Additionally, a small cluster of barrack huts was situated off the NW corner.
Dispersal: had 1 covered aircraft shelter on the S boundary but most parked aircraft were dispersed in the fields off the SW corner.
Defenses: 2 x 6-gun heavy Flak positions to the N and NW of the airfield and 1 light Flak position on the roof of one of the hangars on the S boundary.
Remarks:
Nellingen airfield is not listed in the Allied mission chronologies as having been attacked during the war, but it is mentioned in the German accounts.
1944: total station personnel strength given as 1,000.
23 Mar 45: bombed and strafed by 4 P-47s – landing area cratered. (German report)
Operational Units: II./ZG 76 (Jan 40, May-Jun 40); 5.(H)/Aufkl.Gr. 12 (Feb-Mar 41); 1.(H)/Aufkl.Gr. 31 (Jan-Feb 41)?; Zieldarstellungsstaffel 103 (Dec 42 – Apr 43); V./NJG 6 (Jun-Jul 43); III./NJG 2 (Aug-Sep 43).
School Units: Arbeitsplatz for Schule/FAR 13 (Neubiberg); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS C 15 (Gablingen) (Feb – Jun 42); FFS A/B 112 then FFS A 112 (Aug 43 – Dec 44); Verpflegungslehrstab 2 Nellingen; Umschulungslehrgang General der Luftwaffe beim Oberbefehlshaber des Heeres (c. 1941 - ?); Ausbildungskommando für Landflugzeugschleuder (1941/42 – 1945); Nahkampfschule d.Lw. (Oct-Nov 44).

Station Commands: Fl.H.Kdtr. E Nellingen (to 1940); Fl.H.Kdtr. A Nellingen (1940 – Apr 43); Fl.Pl.Kdo. A 29/VII (14 Apr 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 8/VII Echterdingen (1944-45).
Station Units (on various dates – not complete): Werft-Abt. 18/VII (1944); Flugzeugschleuder-Zug 4 (1944-45); Heimat-Flak-Bttr. 34/VII (Dec 44 – Apr 45); Traktorenzug d.Lw. 11/VII (1944); Trsp.Begleit-Kp. d.Lw. 2/VII (1942-45).
[Sources: AFHRA A5258, pp.297-99 (13 Jan 44); chronologies; BA-MA; NARA; PRO/NA]

Nemmin (GER) (53 47 40 N – 15 48 30 E)
General: field airstrip (Feldflugplatz) in Pomerania 47 km SSE of Kolberg (Kolobrzeg) near the present-day village of Niemierzyno.
History: in use by the Luftwaffe in 1937 for manoeuvres. No evidence of use during the war. Surface and Dimensions: grass surface that allowed for a take-off and landing run of approx. 915 meters (1000 yards). Infrastructure: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete – not complete): none identified.
[Sources: AFHRA A5258 p.737 (28 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nest (Land/See) (GER) (a.k.a. today: Uniescie) (54 16 40 N – 16 07 20 E)
General: operational airfield (Einsatzhafen) and seaplane station (Seefliegerhorst) 36 km ENE of Kolberg (Kołobrzeg) on the Baltic coast of Pomerania and 2.8 km ENE of the village of Nest. Located on a narrow strip of land between the Baltic and the Jamunder See (Lake Jamunder).
History: built during World War I, saw little activity, and then deactivated in 1919. Reactivated in 1929 and taken over by the Luftwaffe in 1934-35 and inaugurated a Fliegerhorstkommandantur by fall 1935. Nest had very little use after fall 1939.
Dimensions: airfield approx. 915 x 320 meters (1000 x 350 yards) with an irregular shape.
Surface and Runways: grass surface. Had a single concrete runway strip measuring a scant 275 meters (300 yards) aligned NNW/SSE.
Anchorage: there was ample alighting and take-off space in the Baltic and on Lake Jamunder, but dangerous ice conditions existed during the winter months. Had a single concrete slipway ramp for launching seaplanes on the Jamunder See (Lake Jamunder) and another on the Baltic. Both ramps were connected to the hangars by taxi tracks. A jetty projected into the Jamunder See, which was fronted by a 460-meter (500-yard) long quay.

Fuel and Ammunition: fuel was available and the ammunition dump was located E of the very large hangar.
Infrastructure: there was 1 very large hangar with a paved apron and 1 medium hangar at the seaplane station. A small group of admin buildings and barrack huts was off the W boundary of the airfield, and a similar group for use by the seaplane station was immediately NE of the airfield's landing area. The nearest rail connection was in Nest.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: 1./Kü.Fl.Gr. 706 (Jul 37 – Oct 39); 2./Kü.Fl.Gr. 406 (Sep 39); 1./Kü.Fl.Gr. 906 (Oct 39); part of 1./Kü.Fl.Gr. 806 (Dec 39).
Station Commands: Platzkdo. of A(o) 3/III Kolberg (1944-45).
Station Units (on various dates – not complete): Seenotbezirkstelle (L) Nest (Aug 39 – Jun 42); Flakschiessplatz Nest (1939-41).
[Sources: AFHRA A5258 pp.738-40 (6 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neubiberg (GER) (a.k.a. München-Neubiberg). (48 04 25 N – 11 38 30 E)
General: airfield (Fliegerhorst) in Bavaria 8 km SE of Munich city center and 2.8 km WSW of the suburban town of Neubiberg.
History: constructed 1933-35 and began operations as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Used mainly as a recruit and replacement training base and flight training center to mid-1943, then as an aircraft park and transit depot, primarily for refitting and re-equipping fighter units. In 1944 in became a primary air defense base for the Munich area and home to both day and night fighters combat units.
Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards) with a rectangular shape.
Surface and Runways: good grass surface. No paved runway. A perimeter road encircled the landing area. Equipped with a beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were in front of the hangars on the N boundary and 3 more on the E boundary. Bulk fuel storage was at the SE corner. The station ammunition dump was at the SE corner.
Infrastructure: there were 6 hangars all with paved hangar aprons – 1 large repair hangar at the NW corner, 1 large repair and 3 medium hangars off the N boundary, and 1 large hangar standing alone off the SE boundary with a taxi track connecting it to the airfield. All of the station buildings, including numerous large barracks, were located immediately behind the hangars on the N boundary and to the W of the repair hangar on the NW corner. Flight control was in a separate

building at the NW corner between 2 hangars. Nearest rail connection was 1.6 km ENE of the airfield.
Dispersal: 4 areas – North, Southeast, Southwest and Northwest with a total of 10 large open aircraft shelters, 2 medium open shelters and 18 small open shelters.
Defenses: A Flak dispositions map from early 1945 shows 6 heavy Flak batteries within 5 km of the airfield and 5 light Flak batteries close around it.
Remarks:
10 Sep 44: low-level attack by VIII Fighter Command P-51s – 2 x Do 217 N-1s from Wetterflugstelle 795 München-Riem destroyed on the ground (incomplete German sources). VIII Fighter Command *claimed* 4 x Ju 88s and 1 x Ju 52 destroyed, plus 4 x Ju 88s and 2 x He 111s damaged.
16 Feb 45: airfield bombed by 15th AAF B-24 Liberators.
9 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 210, 2 x Me 262s, 1 x Me 410 amd 1 x unidentified aircraft destroyed, plus 2 x Me 262s damaged.
Operational Units: Flugbereitschaft Luftgaukdo. VII (Nov 40); III./ZG 26 (Nov-Dec 40); I./ZG 1 (Mar-May 42); Stab/ZG 1 (Mar-May 43); I./JG 77 (May-Jun 43); IV./JG 3 (Jun, Sep-Dec 43); II./JG 51 (Aug-Dec 43); Stab/JG 301 (Oct 43); I./JG 301 (Sep 43 – May 44); Stab/JG 3 (Nov 43 – Feb 44); Gruppe Süd/Flugzeugüberführungsgeschwader 1 (1944); II./ZG 76 (Jan-Apr 44); III./JG 26 (Apr 44); I./NJG 6 (c.Jun-Sep 44); II./KG 26 (Aug-Sep 44); Stab, 1., 2./FAGr. 5 (Dec 44 – Feb 45); V./NJG 2 (Dec 44 – Apr 45); IV./NJG 6 (Jan-Apr 45); III./NJG 6 (Feb-Apr 45); 2./FAGr. 1 (Feb-Apr 45); part of TGr. 30 (Apr 45).
School Units: elementary flight school Neubiberg (Jan 36 – Mar 39); Fl.Ausbildungs-Rgt. 13 (1939-41); Schule/FAR 13 (Apr - Nov 39); II./Zerstörerschule 1 (Apr 40 – Sep 41); II./NJ-Schule 1 (Sep – Dec 41); III./Zerstörerschule 2 (Nov 41 – Mar 42); Jagdfliegervorschule 3 (Aug – Oct 42); II./Zerstörerschule 2 (Oct 42 – Mar 43); FFS A/B 13 (Apr – Jun 43).
Reserve Training & Replacement Units: Erg.Gr./ZG 76 (Sep 41).
Station Commands: Fl.H.Kdtr. A Neubiberg (1940 – Jan 43); Fl.Pl.Kdos. A 14/VII (31 Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 3/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Hermann Unger (1 Mar 37 - ?); Maj. Friedrich Scheel (May 40 - ?).
Station Units (on various dates – not complete): Stab/9. Fliegerdivision (J) (Jan-Apr 45); Koflug 2/VII (Nov 42 – Nov 43); Werft-Abt. 3/VII (1944-45); Werft-Kp. 27 (1944-45); Werft-Kdo. (o) Neubiberg (1944-45); Ln.-Betr.Kp./9. Flieger-Div. (J) (Mar-Apr 45);

Trsp.Kol. d.Lw. 146/VI (summer 44); Traktorenzug d.Lw. 13/VII (1944); Kfz.Werkstatt (o) d.Lw. 117/VII (1944-45); Kleine Zahnstation d.Lw. 1/VII (1944-45); Kraftfahr-Ausbildungs-Abt. d.Lw. 6 (c.1941-44); Flieger-Ers.Abt. 15 (Aug 35 – Oct 38); Flieger-Ers.Abt. 13 (Nov 38 – Mar 39).
[Sources: AFHRA A5258 pp.280-83 (17 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neubrandenburg (GER) (a.k.a. Neubrandenburg-Trollenhagen) (53 36 10 N – 13 18 40 E)
General: airfield (Fliegerhorst) 117 km N of Berlin in Mecklenburg, 6 km NNE of Neubrandenburg and 1.6 km SE of the village of Trollenhagen.
History: taken over by the Luftwaffe on 20 Apr 34 and built out as a military airfield with the construction continuing until around 1942. Fliegergruppe Tutow arrived 15 Jan 36 and this was the first flying unit to take up occupancy. Home to bomber units before the war and wartime flight school with twin-engine trainers. Major aircraft workshops were established at Neubrandenburg in 1940 and several years later Focke-Wulf, Arado and Weserflug set up a final assembly line for the Fw 190A fighter at Neubrandenburg airfield. Reconnaissance and fighter units there in 1945.
Dimensions: approx. 1100 x 1100 meters (1200 x 1200 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. Had 2 concrete runways measuring (a) 1100 meters (1200 yards) aligned E/W with a starting platform at each end, and (b) 550 meters (600 yards) aligned N/S. A paved taxiway served the runways. Equipped with boundary and obstruction lighting, runway illumination, a beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were on the NE boundary, on the S boundary in front of the hangars, off the SW boundary and on the NW boundary. A small ammunition dump was located off the N corner.
Infrastructure: had 5 large and 2 medium hangars along the S boundary, all with paved aprons. Workshops were in the SW corner and single-engine test beds on the S boundary. Station admin buildings, barracks, messes, etc., were in a woods off the S boundary. A branch spur off the Neubrandenburg-Friedland rail line served the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:

20 Jun 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Ju 88 and 3 x Do 217s destroyed, plus 1 x Do 217 damaged.
25 Aug 44: bombed by 108 B-17 Fortresses and strafed by VIII Fighter Command P-51s – the fighters *claimed* 1 x Bf 109, 2 x Me 210s, 2 x He 177s, 1 x Ju 52 destroyed, plus 2 x Bf 109s, 1 x Bf 110, 1 x Me 210, 1 x Hs 129, 1 x Caudron and 2 x unidentified aircraft damaged.
6 Oct 44: bombed by 73 B-17s – these two major attacks destroyed major parts of the hangars and barracks, and cratered the runways.
29 Apr 45: captured by advancing Soviet troops.
Operational Units: Stab, I./KG 152 (Jan 36 – Apr 39); IV./KG 152 (Apr-May 37); Stab/KG 1 (May-Sep 39); II./KG 1 (Sep 39); Stab, 1. (F)/Aufkl.Gr. 122 (Feb-Mar 45); 1./NSGr. 4 (Feb-Mar 45); Nahaufkl.St. 4./31 (Feb-Apr 45); I./JG 3 (Mar 45); Stab, 1./NAGr. 3 (Mar-Apr 45); 1./NAGr. 3 (Mar-Apr 45); Verbindungsstaffel 1. Fliegerdivision (Mar-Apr 45); Stab, 2./NAGr. 4 (Apr 45)?; Nahaufkl.St. 11./12 (Apr 45)?; 4./KG 66 (Apr 45); part of III./SG 1 (Apr 45).
School Units: twin-engined conversion school Neubrandenburg, FFS C 5 then FFS B 5 (Sep 39 – Feb 45); Arbeitsplatz for FFS C 17 then FFS B 17 (Pütnitz) (Jan 41 – Sep 44).
Station Commands: Fl.H.Kdtr. Neubrandenburg (to Feb 43); Fl.Pl.Kdo. A 47/XI (5 Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 9/XI (Apr 44 – May 45).
Station Units (on various dates – not complete): Stab/1. Fliegerdivision (Mar-Apr 45); Koflug 3/III (C.Feb 39 – c.Feb 44); Werft-Abt.d.Lw.(o) 9/XI (spring 44 – May 45); Stab/Feldwerftverband 10 (Feb-Mar 45); Werft-Kp. 38/III (n.d.); 48. Flugzeugwartungs-Kp. (Mar 45); Stab/Flak-Rgt. 97 (Eisb.) (Mar 45); 4./Luftgau-Nachr.Rgt. 27 (c. Jan-Mar 44)?; 5./Ln.-Flugmelde-Rgt. 93 (1943 – Sep 44); Ln.-Abt. 71 (Mar-Apr 45); Stab/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb-Mar 45); Fluko Neubrandenburg; elements of Lw.-Bau-Btl. 14/XVII 1945); E-Hafen-Ausrüstungs-Kolonne (mot) Neubrandenburg; Lw.-Lazarett 16/III (Burg Stargard, n.d.).
[Sources: AFHRA A5258 pp.741-43 (24 May 44 updated to 21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Neuburg (GER) (a.k.a. Neuburg a.D., Neuburg/Donau) (48 42 35 N – 11 13 30 E)
General: airfield (Fliegerhorst) in Bavaria 45 km NNE of Augsburg, 18 km WSW of Ingolstadt and 4 km SE of Neuburg/Donau.
History: an emergency landing ground (Notlandeplatz) in 1927. Preliminary construction began in 1935 and the airfield dedication ceremony was held on 10 October 1936 with flight operations commencing in mid-November 1936. Initially designated

Fliegerübungsstelle der Luftgaureserve Neuburg/Donau (Air District Reserve Air Force Training Center Neuburg/Donau) because it was used mainly to train reservists and replacement personnel, especially observer/navigators, radio operators, gunners and ordnance specialists. On 1 Jan 39 it was upgraded to a regular air base and received its own Fliegerhorstkommandantur (station command). About May/June 1942 with the airfield now temporarily void of flying unit tenants, numerous RAD units were brought in to lengthen the runway and taxiways, and build additional buildings and other infrastructure. Russian and French POWs were brought in to do much of the work. Several of the large hangars were set aside for the Messerschmitt firm to set up final assembly lines for the Me 262 jets, and in 1944 Me 262 conversion training for former bomber pilots was established here. Additionally, Neuburg became an experimental and testing center for the German Glider Research Institute (Deutsches Forschungsinstitut für Segelflugwesen = DFS), and toward the very end of the war the Ba 349 *Natter* was test flown here.
Dimensions: approx. 990 x 775 meters (1080 x 850 yards) and rectangular in shape.
Surface and Runways: firm, well-drained grass surface. Had a single paved runway measuring approx. 2000 meters (2200 yards) in length and a paved hangar apron. Taxiways connected both ends of the runway to the servicing hardstand in front of the hangars on the N boundary. Equipped with permanent lighting and a beam approach system for night landings.
Fuel and Ammunition: refueling points were on the N and S boundaries. A large ammunition dump was in the woods 5 km E of the landing area.
Infrastructure: there were 6 large and medium hangars, including a repair hangar, grouped together in the NW corner of the airfield. All had paved aprons and were fronted by a large servicing hardstand. Station admin and stores buildings, a few permanent barracks, control tower and base motor pool and garages were also at the NW corner, mainly behind the hangars. A separate group of some 7 barrack huts were 400-500 meters off the W boundary near the extended end of the runway. Nearest rail connection was the Ingolstadt-Neuburg-Donauworth line that ran just past the N boundary.
Dispersal: had 3 aircraft dispersal areas – Northwest, North and South with a total of 5 open shelters and bays, and 37 parking hardstands.
Defenses: Flak positions located to the N and NW of the airfield.
Remarks:
24 Apr 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Ju 88s, 1 x He 111, 1 x Do 217, 1 x Me 410 and 1 x unidentified aircraft destroyed, plus 1 x Ju 88 damaged.

4 Dec 44: low-level attack by VIII Fighter Command P-47s – *claimed* 4 x Me 262s, 1 x Fw 190, 1 x He 111, 2 x He 177s, 1 x Fw 200 and 2 x unidentified aircraft destroyed, plus 9 x Me 262s, 2 x Fw 200s and 1 x unidentified aircraft damaged.
16 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 262 and 1 x He 177 destroyed.
16 Feb 45: bombed by 21 15th AAF B-24 Liberators – 3 x Me 262 A-1s from III./KG(J) 54 damaged; several buildings destroyed, 1 hangar and the shipping and receiving facilities damaged, several hits on the runway and landing area, 3 KIA and 9 WIA. ((German report)
23 Feb 45: low-level attack by VIII Fighter Command P-51s – 6 x Me 262 A-1s from III./KG(J) 54 destroyed or damaged (German sources). The Allied fighters *claimed* 3 x Bf 109s, 1 x Bf 110, 1 x Me 163, 1 x Me 262, 1 x Ju 88 and 1 x unidentified aircraft destroyed, plus 1 x Bf 109, 6 x Me 163s, 2 x Me 262s and 2 x Ju 88s damaged.
19 Mar 45: bombed by 125 8th AAF B-24s – 15 x Me 262 A-1s from III./KG(J) 54 destroyed or damaged and parts of the airfield and buildings were hard hit, especially the runway, hangar aprons, main taxiway and barrack buildings. (German report). A supplemental German report adds 1 x Ar 234 destroyed and 10 x Ar 234s damaged, but this may be erroneous information.
21 Mar 45: bombed by 364 15th AAF B-24s – 50 x Me 262 A-1s from III./KG(J) 54 destroyed (14) or damaged (36), 1 x Ju 88 and 1 x Ar 96 destroyed; the airfield was left in a state of total destruction with most of the infrastructure in ruins and the landing area heavily cratered; 16 KIA and 34 WIA. (German reports)
24 Mar 45: bombed by 269 15th AAF B-24s – 50 x Me 262 A-1s from III./KG(J) 54 destroyed (14) or damaged (36). Additionally, 3 x 2 cm Flak guns and nearly 850 rounds of Flak ammo were blown up, and several barracks were damaged. (German reports) Further, 15th AAF claimed bombs damaged dispersals, hangars, admin buildings and cratered taxiways.
9 Apr 45: bombed by 66 8th AAF B-17s – results unknown.
27-28 Apr 45: all 50-55 Me 262s belonging to IV./Erg-KG 1 that were parked on the field blown up to prevent them from falling into Allied hands. Airfield captured by the U.S. 179th Inf. Rgt.
Operational Units: Wekusta 51 (Jun-Aug 39); I./KG 55 (Feb 40); II./NJG 6 (Sep-Oct 43); 8./NJG 200 (Oct-Dec 43); 4./NJG 200 (Feb-May 44); III./KG(J) 54 (Oct 44 – Apr 45); I./KG(J) 40 (Dec 44 – Feb 45); Verbingungsstaffel 7 (Apr 45).
School Units: BFS Neuburg (Nov 38 – Jan 40) then BFS 2 (Jan 40 – May 42); Stab and elements of I./NJG 101 (Oct – Dec 43); II. (Versuchs-)/KG 101 (May – Nov 44).

Reserve Training & Replacement Units: IV./KG 1 (Feb – Aug 44); Erg.KGr. 177 (Jul – Nov 44); IV./KG 2 (Sep 44); IV./KG (J) 40 (Nov 44 – Jan 45); IV./EKG 1 (Jan – Apr 45); II./EKG (J) (Feb 45); Stab and elements of I./EKG 1 (Mar – Apr 45).
Station Commands: Fl.H.Kdtr. A Neuburg a.D. (1940 – Apr 43); Fl.Pl.Kdo. A 27/VII (14 Apr 43 – Mar 44); Fl.H.Kdtr. A(o) 16/VII (Apr 44 – Apr 45).
Kommandant (not complete): Obstlt. Paul Neumann (Apr 43 - ?).
Station Units (on various dates): Grossraumtanklager Neuburg/Donau (1944); Werft-Abt. 16/VII (1944-45); 1./le.Flak-Abt. 738 (Apr 44 – Apr 45); Heimat-Flak-Bttr. 6/VII (1944-45); Traktorenzug d.Lw. 8/VII (1944); Ldssch.Zug d.Lw. 91/VII (summer 44).
[Sources: AFHRA A5258 pp.8 and 300-02 - (17 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Neudorf (GER) (a.k.a. Neudorf-Oppeln; today: Polska Nowa Wies) (50 38 10 N – 17 47 00 E)
General: operational airfield (Einsatzhafen) in Silesia 76 km SE of Breslau (Wroclaw), 11 km WSW of Oppeln (Opole) and 1.2 km SW of the village of Neudorf (Nowa Wies).
History: built 1938-39. Used by operational units during the attack on Poland in Sep 39, but thereafter became a training station for single-engine elementary flight schools.
Dimensions: approx. 825 x 960 meters (900 x 1050 yards) and rectangular in shape.
Surface and Runways: grass surface. No pave runway. Equipped with boundary and obstruction lighting as well as a flare path for night landings.
Fuel and Ammunition: bulk fuel storage was among the workshops off the S boundary. A large munitions dump was in a forest 3.25 km SE of the landing area and a smaller dump 1 km to the SW.
Infrastructure: had 3 large and 1 medium hangar off the S boundary with interconnected paved aprons. Workshops were off the SE boundary grouped around the medium hangar and the station motor pool and garages just E of that. All of the station buildings, including admin offices, barracks and messes, were grouped behind the hangars off the S boundary. A branch rail spur from the Oppeln-Neisse rail line served the S and W sides of the airfield.
Dispersal: a number of aircraft bays were cut into the woods on the NW, W and SE sides of the landing area.
Defenses: unknown.
Remarks: none.

Operational Units: IV./KG 254 (Sep-Oct 38); Stab, I., II./St.G. 77 (Aug-Sep 39); Stab/KG 26 (Sep 39); I./KG 53 (Sep 39); IV./KG z.b.V. 1 (Sep 39); III./KG 55 (Dec 39 – Mar 40); III./SG 10 (Jan-Feb 44);
School Units: FFS A/B 116 (Dec 39 – Jun 41); FFS A/B 4 later FFS A 4 (Sep 41 – Jan 45); Arbeitsplatz for FFS A/B 110 (Stubendorf) (1940-43).
Reserve Training & Replacement Units: 4.(Pz.)/SG 152 (Nov 43 – Apr 44).
Station Commands: as Fl.H.Kdtr. Neudorf (to c. Feb 43); Fl.Pl.Kdo. A 3/VIII (c. Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 4/VIII (Apr 44 – Jan 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Dr. Werner Ulmer (Apr 40 - ?); Obstlt. Herbert Hülsewig (? - ?) 3/42.
Station Units (on various dates – not complete): 7. Flugh.Betr.Kp./KG 55 (Dec 39 – Mar 40); Werft-Abt. 10/VIII (1944 – Jan 45); Werft-Abt. 107/VIII (Dec 44); elements of Werft-Kp. 32/VIII (Jan 42); Trsp.Kol. d.Lw. 29/VII (Apr 43 - ?); Trsp.Kol. d.Lw. 19/XVII (May 43 - ?); Trsp.Kol. d.Lw. 22/XVII (May 43 - ?).
[Sources: AFHRA A5258 pp.744-46 (26 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuendorf (GER) (today: Nowa Wies Leborskie) (54 33 04 N – 17 43 47 E)
General: operational airfield (Einsatzhafen) 2 km NNW of Lauenburg (Lebork) in Pomerania. History: used during the war as a practice field for trainers. Surface and Dimensions: grass surface.
Infrastructure: none noted.
Operational Units: none identified.
School Units: Arbeitsplatz for Aussenkdo. Quedlinburg/Fluglehrerschule Brandenburg-Briest (Apr 39 – 1945).
Station Units: Fl.H.Kdtr. E Neuendorf (1939-40); Fl.H.Kdtr. E 31/I (Feb-Mar 40); Fl.H.Kdtr. E 10/I (Mar-Oct 40).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuenkamp (GER): see Duisburg-Neuenkamp.

Neuenlanderfeld (GER): see Bremen-Neuenlanderfeld.

Neuenwalde (GER) (53 39 25 N – 08 44 05 E)
General: emergency landing ground (Notlandeplatz) and former dummy/decoy airfield (Scheinflughafen) in Lower Saxony 14.5 km ENE of Bremerhaven airfield and 4 km SE of Neuenwalde village. History: occasional use by light aircraft. Surface and Dimensions: grass surface measuring approx. 1190 x 80 meters (1300 x 90 yards).
Infrastructure: had a group of barrack-type buildings 1000 meters (1100 yards) to the ENE of the landing area.

Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.593 (6 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuerburg (GER) (50 00 04 N – 06 56 53 E) or (50 01 04 N – 06 17 53 E)
General: field airstrip (Feldflugplatz) in the Eifel (Rheinland-Pfalz) either near Wittlich or just west of Bitburg. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neufahrn (GER) (a.k.a. Neufahrn bei Freising) (48 19 04 N – 11 39 53 E)
General: landing ground (Landeplatz), aircraft storage field (Abstellplatz) and dispersal strip (Ausweichflugplatz) in Bavaria 19 km NNE of Munich and 10 km SSW of Freising. History: in use in 1942 and listed as still operational in Feb 45, when it was being used to park aircraft that were excess to operational needs. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
Remarks:
1 Mar 45: strafed by 9 P-51 Mustangs – 4 x Bf 110s destroyed and one more damaged. (German reports)
Operational Units: 14./TG 4 (Feb-Apr 45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neugasthof (GER) (a.k.a. Slowenkowo, Słowenkowo) (c. 53 57 N – 15 40 E)
General: landing ground (Landeplatz) in Pomerania c. 26 km SSE of Kolberg (Kolobrzeg). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuhammer (GER) (51 28 30 N – 15 25 30 E)
General: tactical landing ground (Gefechtslandeplatz) in a troop training area of the same name in Silesia 35 km SSW of Glogau (Glogów). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuhardenberg (GER) (52 36 50 N – 14 14 40 E)

General: operational airfield (Einsatzhafen II) in Brandenburg 49 km E of Berlin and 34 km NW of Frankfurt/Oder; airfield c. 1.5 km NNW of Neuhardenberg. History: built 1937-38. Used mainly during the war as a practice field for twin-engine trainers. Surface and Dimensions: grass surface on sand sub-soil measuring approx. 1190 x 870 meters (1300 x 950 yards) and rectangular in shape. No paved runway. A perimeter road encircled the landing area. Fuel and Ammunition: refueling points were on the N, NE and S sides of the landing area. A small ammunition dump was off the NW boundary. Infrastructure: had 1 large hangar with a paved apron on the S side of the field with a few small buildings around it that may have been workshops. A short distance behind the hangar were 4 small barrack buildings with 2 more off the NW corner. The nearest rail connection was 6 km NNE of the airfield. Dispersal: no organized dispersal facilities.
Remarks: none.
Operational Units: II./KG 27 (Sep-Oct 39); I./KG 53 (Sep 44); I./KG 2 (Sep-Oct 44); 1.(F)/Aufkl.Gr. 122 (Nov 44 – Feb 45); III./JG 11 (Jan 45).
School Units: Arbeitsplatz for FFS C Fürstenwalde (Nov 39 – Jan 40) then FFS C 10 (Jan 40 – Jul 44).
Station Commands: Fl.H.Kdtr. E Neuhardenberg (1939); Fl.H.Kdtr. E 103/III (Mar 40)?; Fl.H.Kdtr. E 6/III (1940); as Fl.H. Neuhardenberg (to 1943).
Station Units (on various dates – not complete): Versuchsstelle Neuhardenberg (c. Jul-Dec 37).
[Sources: AFHRA A5258 pp.747-48 (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuhausen (GER): see Königsberg-Neuhausen.

Neuhausen (GER) (a.k.a. Neuhausen bei Cottbus) (51 41 00 N – 14 25 30 E)
General: operational airfield (Einsatzhafen II) in Brandenburg 10.5 km SSE of Cottbus and less than a half a kilometer NE of the village of Neuhausen.
History: land purchased in 1935 for a planned civil landing ground for use by the NSFK, then taken over by the Luftwaffe in 1938. Used as a practice field for basic trainers from 1939-44. In 1944 the Focke-Wulf plant in Cottbus used Neuhausen for Fw 190 checkout flights and for the adjustment (registration) of the fighter's guns.
Dimensions: approx. 1145 x 320 meters (1250 x 350 yards) and roughly oval in shape.
Surface and Runways: grass surface on clay sub-soil. Muddy when wet. No paved runway.

Fuel and Ammunition: fuel available and there 3was a small ammunition dump off the NE boundary.
Infrastructure: 1 small flight hangar and 1 small portable hangar were off the NW boundary with a few workshops nearby. Another workshop was off the SW boundary. A small group of barracks was off the N boundary and another group of barrack-type buildings was located in the village of Neuhausen. The Cottbus-Görlitz railway ran along the W boundary of the landing area and the nearest station was in Neuhausen.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
16 Jan 45: low-level attack by VIII Fighter Command escort fighters – 14 x parked aircraft were destroyed (type unstated), according to German sources. The Allied fighters *claimed* 18x Fw 190s, 5 x Ju 87s, 2 x He 177s and 2 x Ju 52s destroyed.
Operational Units: Stab, II./JG 4 (Jan-Feb 45).
School Units: Höherer Technische Lehranstalt d.Lw. (n.d.); Arbeitsplatz for Schule/FAR 82 (Cottbus) (1939-41); Arbeitsplatz for FFS A/B 3 (Guben).
Station Commands: Fl.H.Kdtr. Neuhausen (to 1941); Fl.H.Kdtr. E 21/IV (Dec 41)?; Fl.Pl.Kdo. A 16/IV (1941, Dec 42); Platzkdo. of Fl.H.Kdtr. A(o) 23/III Guben (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Hptm. Dr. Hermann Helbig (1 Jul 40 - ?).
Station Units (on various dates – not complete):
le.I/Feldwerftverband 10 (May 41).
[Sources: AFHRA A5258 p.752 (19 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Neuhausen-Calw (GER) (48 47 33 N – 08 46 35 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg c. 13 km SSE of Pforzheim and 9 km NNE of Calw. History: probably prepared in 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuhausen ob Eck (GER) (also as Neuhausen-ob-Eck) (47 58 40 N – 08 55 20 E)
General: operational airfield (Einsatzhafen II) in Baden-Württemberg 96 km SSW of Stuttgart, 53 km NW of Friedrichshafen and 7 km E of Tuttlingen; airfield 1.2 km WNW of Neuhausen ob Eck. History: built 1936-37 and used during the war as an occasional practice field for

trainers. Surface and Dimensions: grass surface measuring approx. 825 x 915 meters (900 x 1000 yards) with an irregular shape. No paved runway. Fuel and Ammunition: large underground fuel storage tanks reportedly existed and refueling loops probably existed.
Infrastructure: no hangars but there were several workshop-type buildings on the SE boundary, and a small barracks complex off the SSE corner. Nearest rail connection at Tuttlingen, 9 km W of the landing area. Dispersal: aircraft parked along the edge of a woods off the NW corner.
Remarks: none.
Operational Units: I./ZG 1 (Oct 39 – Mar 40); I./ZG 52 (Mar-May 40); III./JG 53 (Oct-Nov 44, Mar-Apr 45).
Station Commands: Fl.H.Kdtr. (E) Neuhausen ob Eck (1939-40); Fl.H.Kdtr. E 9/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. E(v) 211/XII Donaueschingen (c.Oct 44 – c.Apr 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.303 (30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuheide (GER) (50 31 04 N – 12 30 53 E)
General: landing ground (Landeplatz) in Saxony 23 km S of Zwickau.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuheit (GER) (a.k.a. Zgojewko, Zgojewo) (c. 54 34 N – 17 13 E)
General: landing ground (Landeplatz) in Pomerania c. 16 km NE of Stolp (Slupsk). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neukuhren (GER/RUSS) (a.k.a. today: Pionerskiy) (54 56 50 N – 20 14 45 E)
General: operational airfield (Einsatzhafen) 40.5 km NE of Pillau (Baltiysk), 33 km NNW of Königsberg (Kaliningrad) and 1 km E of the village of Neukuhren on the Baltic coast in former East Prussia.
History: built 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. From 1936 to 1944 it served primarily as a flight training school, rest and refit center for dive bomber units and a transit point for transports.
Dimensions: approx. 1050 x 1050 meters (1150 x 1150 yards) and roughly oval in shape.
Surface and Runways: grass surface. No paved runway, but a wedge-shaped paved starting platform extended into the landing area from the E boundary. A perimeter road ran along the S boundary.

Fuel and Ammunition: both available as needed.
Infrastructure: there were 7 hangars with paved aprons off the S boundary with separate workshop buildings in the same area. Two large, permanent barrack complexes were off the N and SE boundaries. A branch rail line from Neukuhren served the S boundary of the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
14 Apr 45: airfield taken by forces from the Soviet 3d Belorussian Front.
Operational Units: Stab/KG 27 (Sep 39); 2./KG 54 (Sep 39); I./St.G. 2 (Jan 42); II./St.G. 2 (Jan-Mar 42); KGr. z.b.V. 7 (Feb 42); KGr. z.b.V. 8 (Feb 42); Stab/St.G. 2 (Apr-May 42); I./TG 1 (c. Sep-Dec 44); Sanitätsflugbereitschaft 1 (Sep 44 - ?); Stab, I., II., III./JG 1 (Jan 45).
School Units: elementary flight school Neukuhren (Jan 36 – Mar 39); Fl.Ausbildungs-Rgt. 10 and Schule/FAR 10 (Apr 39- Dec 40); FFS A/B 125 (Jan 41 – Aug 44).
Reserve Training & Replacement Units: 1./Erg.Gr. JG 77 (Apr 41)?; Erg.Gr./JG 54 (May 41 – Jan 42); Erg.St./St.G. 1 (Jun-Oct 41)?; Erg.St./St.G. 2 (Oct 41 – Oct 42)?
Station Commands: Fl.H.Kdtr. A Neukuhren (1939); Fl.H.Kdtr. A(o) 3/I (Apr-Oct 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 216/I Powunden (Oct 44 – Feb 45).
Station Units (on various dates – not complete): Werft-Abt. 5/I (Dec 44); Stab I./Ln.-Rgt. 1 (Nov 44 - ?); elements of Ln.-Verbindungs-Kp. z.b.V. 1 (Jan 45); Trsp.Kol. d.Lw. 168/III (Feb 44); Ldssch.Zug d.Lw. 6/II (Jan 45)?; Flieger-Ers.Abt. 11 (Aug 35 – Oct 38?); Flieger-Ers.Abt. 10 (Nov 38 - ?).
[Sources: AFHRA A5258 p.753 (24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neulanderfeld (GER): see Bremen-Neulanderfeld.

Neulübke (GER) (??)
General: field airstrip (Feldflugplatz) in Brandenburg 30 km SSW of Rostock and near the town of Bützow. Specific location of the airstrip not found. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neumünster (GER) (54 04 35 N – 09 57 00 E)

General: airfield (Fliegerhorst) 29 km SSW of Kiel in Schleswig-Holstein; airfield located 3 km W of Neumünster.
History: Ordered established as a Lw. Fliegerhorst on or about 1 October 1936 and construction was substantially completed in 1939 with the first flying unit arriving in September. Wartime Industriehafen for Land- und Seeleichtbau GmbH (aircraft repair and overhaul).
Dimensions: approx. 1500 x 870 meters (1650 x 950 yards).
Surface and Runways: well-drained grass surface. No paved runway. Equipped for night landings with perimeter and obstruction lighting, and a flarepath.
Fuel and Ammunition: no information.
Infrastructure: had 1 large hangar with a paved aprom on the N boundary and 1 large and 1 small hangar with paved aprons off the SE corner. The hangars were connected to the landing areas by taxiways. Station HQ and admin buildings were off the SE corner near the main entrance to the airfield. Two large and separate barrack complexes were located between the E boundary of the landing area and the Land- und Seeleichtbau GmbH repair complex. A branch rail line served the airfield.
Dispersal: there were 4 areas – North with 21 small aircraft shelters, South with 10 medium and 14 small shelters, Southwest with 2 medium shelters and West with 11 medium shelters.
Defenses: had no Flak defenses until late 1942, but by fall 1943 there was 1 heavy Flak position and 6 light Flak positions with 3 of the light mounted in Flak towers.
Remarks:
25 Oct 44: bombed by 216 B-24 Liberators – landing area cratered and barracks hit, but over 100 were killed in the town.
6 Nov 44: adjacent Land- und Seeleichtbau GmbH bombed by 23 B-17 Fortresses.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x Bf 110s, 2 x Do 217s and 1 x unidentified aircraft destroyed.
4 May 45: occupied by British forces which found there an undamaged airfield with a few unserviceable aircraft plus a number of others parked at Land- und Seeleichtbau GmbH awaiting repairs. The 1,000+ forced laborers employed at Land- und Seeleichtbau GmbH were liberated and the airfield used as a scrapyard for German planes after the war.
Operational Units: III./ZG 26 (Aug-Nov 39); Stab, II./JG 77 (Sep-Oct 39); I.(Jagd)/LG 2 (Oct 39, Mar-May 40); II./ZG 1 (Nov 39 – Feb 40); II./KG 26 (Feb-Mar 40); KGr. z.b.V. 101 (Mar-May 40); KGr. z.b.V. 102 (Mar-May 40); 1./KGr.z.b.V. 9 (Apr 40); 2./JG 51 (Jul 41); III./JG 11 (May-Jun 43); I./KG 66 (Apr-May 45).

School Units: Arbeitsplatz for BFS 4 then FFS B 34 (Kopenhagen-Kastrup) (Apr 41 – Feb 45).
Reserve Training & Replacement Units: IV./ZG 26 (Apr – Aug 41).
Station Commands: Flugstützpunktkommando 2/XI (c.1941 – Nov 42); Fl.Pl.Kdo. A 2/XI (Nov 42 – Mar 44); Flugplatzkdo. Neumünster of Fl.H.Kdtr. A(o) 5/XI Lübeck-Blankensee (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Erich Boenisch (1938); Oberst Hans Schneider (c. 1 Apr 44 - Feb 45).
Station Units (on various dates – not complete): schw.Feldwerft-Zug 11/50 (1945); 5./le.Flak-Abt. 755 (1943-45); Stab IV. (Flum.Mess)/Ln.-Rgt. 212 (c.Apr 43 – Aug 44); Transport-Begleit-Kp. d.Lw. 4/XI (Jan 45); Ldssch.Zug d.Lw. 51/XI (Feb 45)?; Ldssch.Zug d.Lw. 347/XI (Boostedt, c.1942 – Mar 44); Stab and 5.Kp. Kriegsgefangenenbau-Btl. d.Lw. XI (Mar 43); Grosse Zahnstation d.Lw. 1/XI (Apr 45); Flieger-Ers.Btl. XI (Apr 42 – 1944/45).
[Sources: AFHRA A5257A pp.389-92 (26 Jan 45); chronologies; BA-MA; NARA; PRO/NA]

Neumünster - Klein-Kummersfeld (GER) (54 01 40 N – 10 05 00 E)

General: landing ground (Landeplatz) in Schleswig-Holstein 10.5 km SE of Neumünster airfield and 1.2 km SE of Klein-Kummersfeld village.
History: a former decoy airfield (Scheinflughafen) that was upgraded to a field airstrip (Feldflugplatz) in 1943. Dimensions: approx. 915 x 500 meters (1000 x 550 yards). Surface and Runways: grass surface that was often wet and unserviceable. Fuel and Ammunition: brought in when needed. Infrastructure: none. Nearest rail connection was at Klein-Kummersfeld village station. Dispersal: no organized dispersal. Remarks: none.
Operational Units: Stab, IV./JG 26 (Apr-May 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 5/XI Lübeck-Blankensee (1944-45).
[Sources: AFHRA A5257A p.397 (11 Mar 45); chronologies; BA-MA; NARA; PRO/NA]

Neuruppin (GER) (52 56 40 N – 12 48 30 E)

General: airfield (Fliegerhorst) 65 km NW of Berlin in Brandenburg; airfield located 2 km NNW of Neuruppin.
History: built 1934-35 as a major training station and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. From June 1940, also a factory airfield (Industriehafen) for the Norddeutschen Dornier/Wismar firm. Neuruppin became a night fighter base in spring 1943 and in fall 1944 fighter and reconnaissance units began using it at well.

Dimensions: approx. 1965 x 1465 meters (2150 x 1600 yards) and irregular in shape. The original landing area was roughly circular in shape with a diameter of approx. 1100 meters (1200 yards). It was extended to the N and NW in 1943.
Surface and Runways: grass surface that was soft when water soaked. No paved runway, but there was a broad concrete servicing hardstand in from of the hangars on the S boundary with 2 short concrete strips projecting out into the landing area. Equipped with boundary and obstruction lighting, flare path, a beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were in front of the hangars on the S boundary, on the S side of the landing area and in the center of the landing area. A small ammunition dump was located off the N boundary.
Infrastructure: had a total of 6 hangars with 2 long rectangular, 1 smaller rectangular and 1 small repair-type on the S boundary, and 2 large curved roof hangars in the SE corner. Both hangar groups had adjacent workshop buildings. An engine test bed was also in the SE corner. Station buildings with offices and officers' quarters and mess were just W of the hangars on the S boundary, while barracks for permanent and technical staff as well as for flight school students were off the S boundary and SE corner. A branch rail line served the buildings and hangars on the S side of the airfield.
Dispersal: no organized dispersal facilities in Aug 42.
Defenses: unknown.
Remarks:
19 May 44: low-level attack by VIII Fighter Command P-51s – 1 x Si 204 A-1 from FFS B 2 destroyed (German sources). VIII Fighter Command *claimed* 1 x Fw 190, 11 x He 111s, 2 x Ju 86s, 2 x Ju 88s, 2 x Ju 52s and 4 x unidentified aircraft destroyed, plus 4 x He 111s, 1 x He 177, 1 x Do 217 and 7 x unidentified aircraft damaged.
10 Apr 45: bombed by 132 B-17 Fortresses and low-level strafing attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 1 x Fw 190, 2 x Me 262s, 1 x Bf 110, 3 x Me 210s, 30 x Me 410s, 12 x He 111s, 31 x Ju 88s, 6 x Do 217s, and 6 x unidentified aircraft destroyed, plus 1 x Fw 190, 1 x Me 262, 1 x Me 210, 31 x Me 410s, 7 x He 111s, 18 x Ju 88s, 6 x Do 217s, 3 x He 177s and 9 x unidentified aircraft damaged for a total of 170 destroyed or damaged, not including those hits by bombs.
Operational Units: KGr. z.b.V. 101 (Mar-Apr 41); III./NJG 5 (Apr 43 – Mar 44); elements of III./NJG 2 (Sep-Dec 43); Luftbeobachtungsstaffel 1 (Jan-Sep 44); III./JG 77 (Oct-Dec 44); Aufkl.St. 2(F)/Nacht (Dec 44 – Apr 45); Stab/FAGr. 2 (Mar-Apr 45); 1. (F)/Aufkl.Gr. 122 (Mar-Apr 45); 5.(F)/Aufkl.Gr. 122 (Mar-Apr 45); 4.

(F)/Aufkl.Gr. 11 (Mar 45); NSGr. 30 (Mar-Apr 45); NSGr. 8 (Apr 45); Kurierstaffel OKW (Apr 45).
School Units: twin-engined conversion school Neuruppin (1934 – Jan 40), FFS C 2 then FFS B 2 (Jan 40 – Mar 45); Arbeitsplatz for elementary flight school then twin-engined conversion school Alt-Lönnewitz (1936 – Jan 40), FFS C 3 then FFS B 3 (Jan 40 – Jul 44); Stab/2. Fliegerschuldivision (Nov 43 – Mar 45).
Reserve Training & Replacement Units: 2. and 4./(Erg.) JGr. Süd (Aug – Oct 44); 8./Erg.JG 1 (Nov – Dec 44).
Station Commands: as Fl.H.Kdtr. Neuruppin (to c. Sep 43); Fl.Pl.Kdo. A 39/III (1943-44); Fl.H.Kdtr. A(o)25/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Ulrich Buchholz (30 Jul 37 - 31 Aug 39); Oberst Ulrich Buchholz (again) (Apr 40 - ?); Oberst Rudolf Rötter (? - ?) 6/41.
Station Units (on various dates – not complete): Werft-Abt. 101/IV (Feb-Apr 45); 4. and 5./le.Flak-Abt. 733 (summer-fall 44); 12.(Flum.-Leit)/Ln.-Rgt. 204 (May 43 – Aug 44); 1.(*Sumatra I*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb 45).
[Sources: AFHRA A5258 pp.754-56 (16 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neusiedel (GER/RUSS) (e. Neusiedel) (??)
General: landing ground Neisiedl/Kreis Tilsit-Ragnit in the former East Prussia near Insterburg (Chernyahovsk). Said to be 25 km SE of Titsit. Not located. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: probably none.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuss-Kaarst (GER): see Kaarst.

Neustadt (GER) (a.k.a. today: Prudnik) (50 20 30 N – 17 35 00 E)
General: emergency landing ground (Notlandeplatz) in Silesia 47 km SW of Oppeln (Opole); airfield located 2 km N of Neustadt. History: 1927 listed as a Notlandeplatz. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neustadt-Glewe (GER) (53 21 45 N – 11 37 00 E)
General: airfield (Fliegerhorst) in Mecklenburg 32 km ESE of Schwerin, 8 km NE of Ludwigslust and 3.25 km SE of the town of Neustadt-Glewe.
History: a small landing ground in 1938, the Luftwaffe built hangars and developed it into a training station beginning in 1939.

Operational units were not based here until the last few weeks of the war.
Dimensions: approx. 1000 x 1190 meters (1100 x 1300 yards) and irregular in shape.
Surface and Runways: grass surface. No paved runway. Taxiways served the N and NW sides of the airfield.
Fuel and Ammunition: both available.
Infrastructure: had 1 very large hangar off the NW corner, and 1 very large, 2 large and 1 medium hangar off the N boundary, all 5 with paved aprons. Some 8 to 10 smaller buildings near the hangars were probably workshops. The station admin buildings, barracks, messes, canteens, etc., were off the N boundary. The nearest rail connection was the Ludwigslust-Parchim line that ran approx. 2.5 km NW of the airfield.
Dispersal: the station's Northeast dispersal had 5 very large open aircraft shelters, 8 large open, 5 medium open and 4 covered (Mar 44).
Defenses: unknown.
Remarks:
16 Apr 45: strafed by RAF Tempests – claimed 1 x Fw 190 destroyed.
25 Apr 45: strafed by RAF Spitfires – claimed 3 x Fw 190s destroyed plus 2 more damaged.
Operational Units: Stab, II./JG 301 (Apr 45); Stab, I./JG 11 (Apr-May 45).
School Units: Arbeitsplatz for Schule/FAR 11 and FFS A/B 11 (Schönwalde); Schule/FAR 22 (Nov 39 – Nov 40); Schule/FAR 42 then FFS A/B 42 (Nov 40 – Sep 42); Arbeitsplatz for twin-engined conversion school Ludwigslust (Jul 35 – Aug 39); Arbeitsplatz for FFS A 72 (1944-45).
Reserve Training & Replacement Units: Erg.NJGr. (einmot.); 1./Erg.JG 2 (Nov 44 – Mar 45).
Station Commands: Flugstützpunktkdo. 22/XI (1942 – Feb 43); Fl.Pl.Kdo. A 19/XI (Feb 43 – Mar 44); Flugplatzkdo. Neustadt-Glewe of Fl.H.Kdtr. A(o) 11/XI Parchim (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Julius Kuse (? - ?) 4/41.
Station Units (on various dates – not complete): Werft-Abt.(v) 105/XI (1945)?
[Sources: AFHRA A5258 pp.757-59 (1 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neustettin (GER): possibly the same as Gross Herzberg (see there).

Neustrelitz (GER) (c. 53 22 03 N – 13 04 52 E)

General: operational airfield (Einsatzhafen) 25 km SSW of Neubrandenburg in Mecklenburg. History: listed as operational in Feb 44 and Feb 45. Surface and Dimensions: grass surface.
Infrastructure: unknown.
Operational Units: none identified.
Station Commands: Flugplatzkdo. Neustrelitz of Fl.H.Kdtr. A(o) 9/XI Neubrandenburg (1944-45).
Station Units (on various dates): le.Feldwerft-Abt. I/60 (Cantnitz – Feb 45); 1./Ln.-Lehr-Abt. (1938); III.(Tel.Bau)/Ln.-Rgt. 11 (Apr, Jun 43); Stab/Kw.Trsp.Rgt. 3 (Speer) d.Lw. (Mar 45).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neutief (GER/RUSS): see Pillau.

Neu Ulm – Schwaighofen (GER) (48 23 00 N – 10 02 25 E)
General: operational airfield (Einsatzhafen II) in Bavaria 3.25 km ESE of Ulm city center; airfield located 2.5 km SE of Neu Ulm near the village of Schwaighofen. History: probably set up in 1939-40. Used mainly as a practice field for trainers during the war. Surface and Dimensions: grass surface measuring approx. 1000 x 1000 meters (1100 x 1100 yards). No paved runway. Infrastructure: had 4 medium hangars and a number of small workshop buildings on the S boundary. A few barrack huts were off the SW corner along with some storage buildings. Nearest rail connection was at the SW corner of the field. Dispersal: no organized dispersal. Defenses: 1 heavy and 4 light Flak positions were just off the perimeter or fairly close by.
Remarks: none.
Operational Units: IV.(Sturm)/JG 3 (Jul 44).
School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for FFS A/B 112 (Ingolstadt then Böblingen) (1940-43); Arbeitsplatz for FFS A/B 116 then FFS A 116 (Göppingen) (1941-44).
Reserve Training & Replacement Units: 11./SG 151 (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. (E) Neu-Ulm (1939-40); Fl.H.Kdtr. E 7/VII (1940).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.305 (12 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nidda (GER) (50 26 20 N – 08 59 30 E)
General: operational airfield (Einsatzhafen I) in Hesse 40 km NE of Frankfurt/Main, 28.5 km SE of Giessen and 2.8 km NNW of Nidda village.
History: construction began in 1937 and it was largely completed by 1939. Used during the campaign in the West in 1940 but then inactive until Sep 44 when it became a fighter station.

Dimensions: 1500 x 1000 meters. Clearing and leveling work underway in early 1944 to extend the landing area to the N, SE and W.
Surface and Runways: grass surface in good condition. No pave runways. Taxi tracks connected the dispersal areas to the landing area.
Fuel and Ammunition: refueling points on the N, SW and W boundaries.
Infrastructure: had 2 hangars and a separate very large repair hangar off the SW corner and these as well as other buildings were camouflaged as barns and farm houses. A block of 6 very large buildings was directly behind the repair hangar and these were probably for workshops and stores warehouses belonging to the Luftpark located there. Barracks and mess were approx. 550 meters SE of the repair hangar and a separate cluster of huts approx. 900 meters SSE of the repair hangar along the Nidda-Büdingen rail line. A branch rail line served the repair hangar and the edge of the landing area.
Dispersal: 17 parking spaces for aircraft were cut into the edge of a woods along the N boundary and 25 more at the edge of a woods along the W boundary.
Defenses: light Flak towers and positions around the airfield perimeter.
Remarks:
Aug 40: E-Hafen Nidda had a normal station complement of 10 officers and officials (Beamten) with 630 NCOs and men in Aug 40.
24 Dec 44: bombed by 53 B-17 Fortresses - airfield and infrastructure heavily damaged; urgent repairs underway.
11 Mar 45: bombed by 25-30 B-26 Marauders – runway cratered. (German report)
Operational Units: Stab, III./KG 76 (Feb-May 40); I./KG 76 (May 40); Stab, II./JG 2 (Sep 44 – Mar 45).
Station Commands: Fl.H.Kdtr. (E) Nidda (Aug 39 – Mar 40); Fl.H.Kdtr. E 15/XII (Mar 40); Fl.Pl.Kdo. B 2/XII (Jan 43 – Mar 44); Flugplatzkdo. Nidda of Fl.H.Kdtr. A(o) 5/XII Giessen (Apr-Jun 44); Flugplatzkdo. Nidda of Fl.H.Kdtr. A(o) 21/VII Giessen (Jun-Sep 44); Fl.H.Kdtr. E(v) 229/XII (Dec 44 – Apr 45).
Station Units (on various dates – not complete): le.Feldwerft-Staffel 1/10 (1 Jan 45); 10. and 11./le.Flak-Abt. 987 (Dec 44); Luftpark 2/XII (1942-44); Flieger-Geräteausgabestelle (mot) 105/VII (Dec 44); Flieger-Geräteausgabestelle (mot) 106/VII (Dec 44).
[Sources: AFHRA A5257A pp.393-96 (8 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Niederbiegen (GER) (47 50 04 N – 09 36 53 E)

General: landing ground (Landeplatz) in Baden-Württemberg 22 km NNE of Friedrichshafen and 5 km N of Ravensburg. History: listed as operational in Feb 45. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
Operational Units: 2./NAGr. 13 (Apr 45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nieder Breisig (GER) (a.k.a. Niederbreisig) (50 30 45 N – 07 16 45 E)
General: emergency landing ground (Notlandeplatz) in Rhineland-Pfalz 29 km SSE of Bonn and 3.25 km W of Nieder Breisig village on the west bank of the Rhine.
History: existed since the outbreak of war with little of no activity after the May-Jun 40 campaign in the West until spring 1944.
Dimensions: approx. 1190 x 1235 meters (1300 x 1350 yards).
Surface and Runways: grass surface with artificial drainage. No paved runway.
Fuel and Ammunition: brought in as needed.
Infrastructure: had a few buildings at the E boundary that were probably used for billets. Nearest rail connection 4 km N at Sinzig.
Dispersal: no organized dispersal.
Remarks:
5 Jan 45: bombed by 70 B-17 Fortresses.
6 Jan 45: was being upgraded and developed into a field airstrip (Feldflugplatz) for fighters.
Operational Units: elements of II./TG 1 (Aug 44); Nahaufkl.St. 13./14 (Feb 45)?
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 225/XII Niedermendig (c.Oct 44 – Mar 45).
Station Units (on various dates – not complete): 134. Flughafen-Betr.Kp. (Qu) (8 Jan 45 - ?); elements of gem.Flak-Abt. 127 (Feb 45).
[Sources: AFHRA A5257A pp.398-99 (11 Feb 45); chronologies; BA-MA; NARA; PRO/NA]

Nieder-Ellguth (GER) (50 29 15 N – 18 06 35 E)
General: operational airfield (Einsatzhafen II) in Silesia 24.5 km SSE of Oppeln (Opole), 14 km WSW of Gross Strelitz (Strzelce Opolskie) and adjacent to the present-day village of Nieder-Ellguth (Zakrzów).
History: in existence since 1937 and used mainly by gliders. Briefly accommodated Stuka units during the attack on Poland.
Dimensions: approx. 915 x 915 meters (1000 x 1000 yards).
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: both could be brought in as needed.
Infrastructure: there was 1 medium and 1 small hangar off the NE corner, and 1 medium hangar off the E boundary. Barrack huts were

located in the village of Nieder-Ellguth as well as any offices and stores. Nearest rail connection in Gogolin, nearly 6 km to the WNW.
Dispersal: no organized dispersaql facilities.
Defenses: unknown.
Remarks: none.
Operational Units: Stab/LG 2 (Sep 39); I./St.G. 2 (Sep 39); I./St.G. 76 (Sep 39); II./KG 26 (Sep 39); I./JG 52 (Jan 45).
School Units: Arbeitsplatz (gliders) for FFS A/B 110 (Stubendorf) (1940-43); Arbeitsplatz for FFS A/B 9 later A 9 (Grottkau).
Station Commands: Fl.H.Kdtr. (E) z.b.V. 178 (26 Aug 39 – c.Feb 40); Fl.H.Kdtr. Nieder-Ellguth.
Station Units (on various dates – not complete): Wehrersatzlager-Ausbildungskdo. 1/VIII (1944).
[Sources: AFHRA A5258 pp.760-61 (15 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nieder Mendig (GER) (a.k.a. Niedermendig) (50 21 45 N – 07 18 30 E)
General: operational airfield (Einsatzhafen) in Rhineland-Pfalz 20 km W of Koblenz and 3 km SW of Kruft.
History: construction 1936-37. Little or no activity after the May-Jun 40 campaign in the West until spring 1944.
Dimensions: approx. 1280 x 1160 meters (1400 x 1270 yards). Extended in spring 1944.
Surface and Runways: grass surface with a paved ring road. No paved runway.
Fuel and Ammunition: brought in as needed.
Infrastructure: the foundation for a large hangar had been poured off the SE corner but by Jan 44 there was no evidence of a building. A few sheds or huts were located off the NW and SW boundaries. Nearest rail siding in Niedermendig.
Dispersal: taxi tracks for dispersals in wooded areas along the SE and SW boundaries and off the N corner noted in Aug 44.
Remarks:
20 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 8 x He 111s destroyed and 8 more shot up and damaged.
5 Jan 45: bombed by 54 B-17 Fortresses.
6 Jan 45: was being developed as a field strip (Feldflugplatz) for fighters.
Operational Units: I./ZG 26 (May 40); elements of II./TG 1 (Aug 44); Stab/Aufkl.Gr. 123 (Sep 44); 1.(F)/Aufkl.Gr. 123 (Sep 44); 4. (F)/Aufkl.Gr. 123 (Sep-Nov 44); 3./NAGr. 1 (Dec 44 – Jan 45); Nahaufkl.St. 13/14 (Dec 44 – Feb 45).
Station Commands: Fl.H.Kdtr. E 10/VIII (May 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 2/XII Diedenhofen (Apr-Jun 44); Flugplatzkdo. of

Fl.H.Kdtr. A(o) 18/VII Diedenhofen (1944); Fl.H.Kdtr. E(v) 225/XII (c.Oct 44 – Mar 45).
Station Units (on various dates – not complete): elements of schw.Flak-Abt. 226 (Feb 45); elements of le.Flak-Abt. 761 (Feb 45); 4./le.Flak-Abt. 911 (Sep-Oct 44); elements of Lw.-Bau-Btl. 12/VII (Dec 44).
[Sources: AFHRA A5257A pp.400-01 (18 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Nieder-Reissig (GER) (??)
General: landing ground (Landeplatz) listed as operational in Feb 45. Not located. Possibly a typographical error for Nieder Breisig.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Niederstetten (GER) (49 23 30 N – 09 57 45 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 45 km S of Würzburg, 14 km SE of Bad Mergentheim and 3.25 km ESE of Niederstetten. History: prepared during the last 2 years of the war but no operational aircraft are known to have used it. Surface and Dimensions: grass surface measuring approx. 915 x 455 meters (1000 x 500 yards). Infrastructure: there was 1 small building along the N boundary. Nearest rail connection at Niederstetten. Dispersal: a taxi track leading from the N boundary to a nearby woods was under construction in Mar 45.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.21 (28 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Niederzier (GER): see Hambach.

Niefern (GER) (a.k.a. Niefern-Oschelbronn) (48 54 52 N – 08 47 04 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 7 km ENE of Pforzheim. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nietleben (GER): see Halle-Nietleben.

Nohra (GER): see Weimar-Nohra.

Nordenham (See) (GER) (53 30 05 N – 08 30 15 E)
General: seaplane station (Seefliegerhorst) 7.3 km. SW of Bremerhaven and 2 km NE of Nordenham on the west bank of the Weser in Lower Saxony.

History: ordered established as a Lw. Seefliegerhorst in 1936 and from its beginning was attached to the Weser Flugzeugbau factory and used for airframe repairs. Not used as a base for operational units.
Anchorage: had a sheltered anchorage with a single launching ramp for seaplanes, a small mooring jetty and a girder crane. Subject to being icebound in wintertime.
Fuel and Ammunition: underground fuel storage was possibly located near the crew room at the edge of the waterfront.
Infrastructure: 3 large and 1 medium hangar near the waterfront, and 1 very large hangar set back some distance from the river. The very large hanger was said to be the main stores warehouse and the other hangars were for assembly, stripping and repairs. A group of workshops was at the N end of the waterfront. There was also a power station, boiler house and carpenter's shop. The main station buildings, including offices, barracks, messes, crew room, etc., were in a compact group near the waterfront. Station served by a branch rail line.
Remarks:
18 Jun 44: bombed by 9 B-24 Liberators as a target of opportunity. Damage unknown.
Feb 45: listed as still being in use.
[Sources: AFHRA A5257A pp.402-03 (10 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Norderney (Land and See) (GER) (53 42 05 N – 07 09 10 E)
General: landing ground (Landeplatz) and seaplane station (Seefliegerhorst) 66 km WNW of Wilhelmshaven on Norderney Is. in the East Frisians; airfield located 2 km SE of the village of Norderney.
History: 1927 classed as a civil landing ground (Verkehrslandeplatz) and in 1932 as a civil airport (Flughafen I). Taken over by the Luftwaffe in 1934 and a Fliegerhorstkommandantur by fall 1935.
Dimensions: landing ground 640 x 550 meters (700 x 600 yards). Ample take-off and alighting area for seaplanes.
Surface and Runways: well-drained grass surface. No paved runway.
Anchorage: had a fairly good anchorage with mooring buoys off the seaplane base area. Had 1 slipway (launching ramp), a jetty at the W end of the waterfront and a large girder crane at the E end.
Fuel and Ammunition: both were available.
Infrastructure: there were 2 large and 2 medium hangars plus 1 large repair hangar. Small workshop buildings and 2 engine testbeds were adjacent to the repair hangar. Admin buildings and barracks were to the rear of the 3 hangars that faced the waterfront, and another cluster of barracks was on the SE outskirts of Norderney town. The station was served by the island railway.

Dispersal: 15 open shelters existed for land-based aircraft, mostly in front of the hangars and main buildings.
Defenses: 1 heavy Flak position (4 guns) and 4 light Flak positions (Feb 44).
Remarks: does not appear to have received much attention from the heavy bombers of the Allies – no mention of significant air attacks found.
Operational Units: 1./Kü.Fl.Gr. 206 (Jul 36 – Jun 37); 1./Kü.Fl.Gr. 306 (Jul 36 – Jun 37); Stab/Kü.Fl.Gr. 106 (Jul 37 – Jul 40); 1./Kü.Fl.Gr. 106 (Jul 37 – Apr 40, Jun-Oct 40); 2./Kü.Fl.Gr. 106 (Jan-Dec 39); part of Seenotstaffel 1 (Jun 39 – Jun 40); 3./Kü.Fl.Gr. 506 (Sep 39 – Jul 40); 3./Kü.Fl.Gr. 706 (Sep-Oct 39); 1./Kü.Fl.Gr. 506 (Nov 39, Oct 40 – Feb 41); Stab/Kü.Fl.Gr. 406 (Sep-Oct 40); 1./Kü.Fl.Gr. 906 (Sep-Oct 40); Stab/Kü.Fl.Gr. 506 (Oct 40 – Feb 41); 2./Kü.Fl.Gr. 506 (Oct-Dec 40); 6. Minensuchstaffel (Oct 42 – Sep 44); Seenotstaffel 80 (Aug 44 – Mar 45).
Station Commands: Fl.Pl.Kdo. B (See) 101/XI (c.Jan 43 – Mar 44); Flugplatzkdo. Norderney of Fl.H.Kdtr. A(o) 12/XI Wittmundhafen (1944-45).
Station Units (on various dates – not complete): Seenotbezirkstelle (L) Norderney (Aug 39 – Jun 42); Wetternebenstelle Norderney; part of schw.Flak-Abt. 322(o) (1940).
[Sources: AFHRA A5257A pp.405-06 (8 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Nordhausen (GER) (51 28 45 N – 10 47 30 E)

General: airfield (Fliegerhorst) 60 km E of Göttingen in Thuringia; airfield located 2 km S of Nordhausen.
History: existed in 1928 as a civil landing ground before being taken over by the Luftwaffe in 1934-35. Inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Primarily used as a training base after mid-1940.
Dimensions: approx. 942 x 915 meters (1030 x 1000 yards).
Surface and Runways: slightly sloping grass surface. No paved runway. Landing area had a beam approach system.
Fuel and Ammunition: had two groups of 4 refueling points each on the S side of the landing area. Location of ammunition dump not determined.
Infrastructure: 6 medium hangars along the N boundary with paved hangar aprons and interconnected by taxiways. Separate workshop buildings, engine test beds, station HQ, operations building, officer quarters and other facilities were located in the hangar area. The buildings housing the Ln.-Schule (W/T or signals school) were 1.6 km NE of the airfield on the N side of the Nordhausen-Halle railroad tracks. A branch rail line served the N, E and S sides of the airfield.

Dispersal: 3 dispersal areas, Southeast, Southwest and West with a total of 1 large open aircraft shelter, 2 medium open shelters plus 9 parking stands.
Defenses: none identified (20 Aug 43).
Remarks:
29 Apr 44: low-level attack by VIII Fighter Command P-51s – *claimed* 6 x Ju 52s and 1 x Do 217 destroyed, plus 1 x Do 217 damaged.
20 Jul 44: bombed by 36 B-17 Fortresses and strafed by VIII Fighter Command P-51s – the fighters *claimed* 1 x Me 410 destroyed and 4 x He 111s damaged.
24 Aug 44: bombed by 11 B-17s and strafed by VIII Fighter Command P-51s – the fighters *claimed* 8 x Ju 52s destroyed.
7 Oct 44: bombed by 24 B-17s.
21 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 188s damaged.
Operational Units: III./KG 253 (Apr 36 – Apr 39); III./KG 4 (May-Sep 39); III./KG 1 (Feb 40).
School Units: Luftnachrichtenschule 1 (Jul 38 – Sep 44); 2./KG 101 (c. Jun-Sep 44).
Station Commands: as Fl.H. Nordhausen (to 1943); Fl.Pl.Kdo. A 35/IV (Feb 43, to Mar 44); Fl.H.Kdtr. A(o) 32/III (1944-45).
Station Units (on various dates – not complete): 7. Flugh.Betr.Kp./KG 4; Werft-Abt. 29/III (1944-45); most of Ln.-Rgt. 13 (Oct 35 – Jun 38); 22.(le.Flum.)/Ln.-Rgt. 231 (Sep 44 – Apr 45); Stab and I./Luftgau-Nachr.Rgt. 4 (c.Jul 38 – Dec 41); Luftgaubereichswerkstatt 5/III (c.1943-45).
[Sources: AFHRA A5257A pp.407-11 (9 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Nordholz (GER) (53 46 25 N – 08 39 00 E)

General: airfield (Fliegerhorst) 26 km NNE of Bremerhaven, 11.5 km SSW of Cuxhaven and 4 km ESE of Nordholz in Lower Saxony.
History: naval air and airship (Zeppelin) station from 1912 with an eventual capacity for 10 airships. Hangars dismantled and the land returned to agricultural use in 1921-22. Taken over by the Luftwaffe in 1935 and the farmers and settlers cleared from the property in 1937 so the base could be built. In use by 1939, but had little activity between mid-1940 and 1943.
Dimensions: approx. 1465 x 1650 meters (1600 x 1800 yards).
Surface and Runways: grass surface with 3 paved runways in the form of a triangle measuring approx. 1280 meters (1400 yards) WNW/ESE, 1210 meters (1320 yards) NE/SW and 1170 meters (1280 yards) N/S. There were 28 ladder-type servicing hardstands along the S boundary, 10 along the SE boundary and 7 along the NW boundary. Equipped for night landings with runway illumination,

perimeter and obstruction lighting and the short form of the visual Lorenz system.
Fuel and Ammunition: refueling points were available at all of the servicing hardstands. The German Navy built an underground fuel dump off the N boundary of the airfield in 1939 that had 24 storage tanks and was connected to Cuxhaven-Groden harbor via a pipeline, a number of these tanks being camouflaged. It was also connected to the airfield by rail. A munitions dump was off the S boundary, and a much larger dump for bombs, aerial mines and ammunition of all sorts was in an area 3.25 km NNW of the airfield.
Infrastructure: had 1 large hangar near the SE corner and 1 medium hangar near the NE corner. There were 40 to 50 barrack buildings in 6 groupings on the N, S and SW sides of the airfield. A 4 km long branch railway served the airfield.
Dispersal: four dispersals – North, Northwest, Southeast and South with 16 large open aircraft shelters, 9 large covered, 5 small covered plus 53 bays in the woods.
Defenses: a heavy Flak position was located 6 km E of the landing area and a number of light Flak positions were emplaced in Flak towers along the N and S boundaries.
Satellites and Decoys:

Nordholz-Holssel (GER) (53 43 00 N – 08 40 00 E). Dummy 16 km NNE of Bremerhaven airfield, 5.7 km SE of Nordholz airfield and 4.5 km NE of Holssel village. Mock-up included 3 painted runways, 2 dummy hangars, a ladder-type servicing hardstand, 7 dummy oil storage tanks, 7 small to medium size buildings and boundary lighting. It was one of the most developed of the dummies and looked just like a active airfield from the air. [Sources: AFHRA A5257A p.619 (1944)]

Remarks: did not receive much attention from the heavy bombers of the Allies – no mention of significant air attacks found.
6 Aug 44: bombed by 4 B-17 Fortresses as a secondary target.
31 Dec 44: bombed by 9 B-17s as a target of opportunity.
5 May 45: airfield surrendered to British troops.
Operational Units: II./JG 77 (Aug-Sep 39); II./Trägergruppe 186 (Nov 39 – Mar 40); KGr. 100 (Apr 40); II./JG 52 (Jul-Aug 40); parts of III./JG 26 (Jun-Aug 43); detachment of I./NJG 3 (Aug-Dec 44); detachment of III./NJG 3 (Sep-Dec 44); II./JG 400 (Apr-May 45).
Station Commands: Fl.H.Kdtr. (E) Nordholz (Aug 39 – Feb 40); Fl.H.Kdtr. E 9/XI (Mar-Apr 40); Fl.Pl.Kdo. A 10/XI (c.Dec 42 – Mar 44); Flugplatzkdo. Nordholz of Fl.H.Kdtr. A(o) 14/XI Stade (1944-45).
Station Units (on various dates – not complete):
Wetterberatungsstelle Nordholz; Werft-Abt.d.Lw.(o) 10/XI (spring 44 – May 45); 1./le.Flak-Abt. 762 (1944-45); 16.(Flum.)/Luftgau-

Nachr.Rgt. 3 (Nov 39 - ?); elements of Ln.-Abt. 63 (1941-42); Lehr- u.Erprobungskdo. V-1 (1944-45).
[Sources: AFHRA A5257A pp.412-15 (14 Mar 44 with revisions to 6 Jul 44); chronologies; BA-MA; NARA; PRO/NA]

Nordhorn (GER) (a.k.a. Klausheide; Clausheide) (52 27 35 N – 07 11 10 E)
General: operational airfield (Einsatzhafen) in North Rhine – Westphalia 11 km SW of Lingen and 8 km ENE of Nordhorn.
History: an emergency landing ground (Notlandeplatz) since 1928; later, after the war began, it was taken over by the Luftwaffe and upgraded to an auxiliary airfield but without any known improvements. No units are known to have been station here prior to fall 1944. In mid-1944, it was upgraded again to an operational airfield (Einsatzhafen) and a few wooden buildings and sheds were constructed along with camouflaged parking spaces for aircraft.
Dimensions: approx. 1050 x 600 meters (1150 x 650 yards) and roughly rectangular in shape.
Surface and Runways: grass surface, well drained. No paved runway.
Fuel and Ammunition: ammunition dump believed to be in a woods 1.6 km W of the landing area.
Infrastructure: 1 small hangar. Nearest rail connection 8 km WSW from the airfield.
Dispersal: two areas – North and East with a total of 32+ bays and parking stands (14 Jan 45).
Defenses: protected by light Flak but number of positions unknown.
Remarks:
24 Mar 45: bombed by 58 B-24 Liberators – 4 x Fw 190s damaged, 300 craters on the landing area, airfield rendered unserviceable. (German report)
Apr 45: captured by British forces in early April.
Operational Units: II./JG 26 (Nov 44 – Mar 45).
Station Commands: Fl.H.Kdtr. E(v) 223/XVII (Sep? 44 – Nov 44?); Flugplatzkdo. Nordhorn of Fl.H.Kdtr. A(o) 104/XVII Plantlünne (Nov 44 – Apr 45).
Station Units (on various dates – not complete): 3./le.Flak-Abt. 930 (Feb 45); le.Hei.Flak-Bttr. 89/XI (1943-45).
[Sources: AFHRA A5257A pp.416-17 (12 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Norkitten (GER/RUSS): today Mezhdurech'e or Mezhdurechye in the former East Prussia. See Saalau.

Nordlingen (GER): often appears in Allied documents in reference to Deiningen airfield - see there.

Northeim (GER) (51 44 35 N – 10 00 50 E)
General: field airstrip (Feldflugplatz) in Lower Saxony 55 km NNE of Kassel, 24 km N of Göttingen; airfield 3.6 km N of Northeim. History: no record of activity. Surface and Dimensions: grass surface measuring approx. 775 x 320 meters (850 x 350 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.596 (14 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nörvenich (GER) (50 49 00 N – 06 38 00 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 28 km SW of Köln, 13 km E of Düren and 2 km NW of the village of Nörvenich. History: used for a few weeks at the beginning of the attack on France and the Low Countries in May 1940. Nothing found to substantiate its use after summer 1940. Surface and Dimensions: grass surface measuring approx. 1150 x 775 meters (1250 x 850 yards).
Operational Units: III./St.G. 2 (Apr-May 40).
Station Commands: Fl.H.Kdtr. E 62/XI (Apr-May 40).
[Sources: AFHRA A5257A p.633 (10 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nürnberg (GER) (49 27 N – 11 03 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete):
Commands (Kommandobehörden, Stäbe): Stab/Luftgaukdo. 13 (Apr-Oct 37); Stab/Luftgaukdo. XIII (Oct 37 – Jan 41); Stab/Luftgaukdo. XIV (Feb-Mar 45).
Antiaircraft (Flak):
Higher Flak Commands: Stab/Flak-Brig. XXI (Apr-Jun 43); Stab/21. Flak-Brig. (c.Jul 43 – Sep 44).
Stab/Flak-Rgt.: Stab/Flak-Rgt. 9 (Flakgruppe Nürnberg) (1939-41); Stab/Flak-Rgt. 50 (Flakgruppe Nürnberg) (Oct 40 – 1941); Stab/Flak-Rgt. 93 (Flakgruppe Nürnberg) (Dec 41 – Apr 45); Stab/Flakscheinw.Rgt. 199 (Flakscheinwerfergruppe Nürnberg) (May 43 – Sep 44).
Flak-Abt., Flakscheinwerfer-Abt., etc.: I./Flak-Rgt. 12 (1943); III.(scheinw.)/Flak-Rgt. 13 (mot) (Dec 41 – Aug 43); gem.Flak-Abt. 166(v) (1941-43); part of gem.Flak-Abt. 193(v) (1939-40); Flakscheinw.Abt. 198(o) (Flakuntergruppe Zinndorf or Zirndorf) (1941/42 – 1945); gem.Flak-Abt. 284(v) (Nov-Dec 43); 2./schw.Flak-Abt. 418 (Eisb.) (Mar 44); Flakscheinw.Abt. 439(o) (Flakuntergruppe Erlenstegen) (c.1942/43 – 1945); schw.Flak-

Abt. 446(o) (1941-42); schw.Flak-Abt. 484(o) (Jul 44 – 1945); schw.Flak-Abt. 522(o) (Flakuntergruppe Platnersberg) (1941-45); 2., 3./schw.Flak-Abt. 536 (Eisb.) (Jul-Aug 44); schw.Flak-Abt. 633(o) (1942-45); schw.Flak-Abt. 638(v) (May-Jul 43); schw.Flak-Abt. 682(o) (Jul 44 – 1945); Flakscheinw.Abt. 708(o) (1943-44); 2./le.Flak-Abt. 825 (Eisb.) (Jul-Aug 44); 2./le.Flak-Abt. 858(o) (Nov 44 – 1945); schw.Flak-Abt. 903(o) (1940-42/43); schw.Flak-Abt. 906(o) (Oct 40 – Dec 43); Flakscheinw.Abt. 908(o) (1939-43); le.Flak-Abt. 951(o) (1941-45);); part of le.Flak-Abt. 953(o) (Apr 41 – Jun 44); le.Flak-Abt. 994(v) (1941); Flak-Sondergerätwerkstatt (mot.) 3/VI (Oct 41).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 22 (N-Zirndorf, mid-42 – Apr 45); elements of Luftschutz-Abt. d.Lw. 25 (Oct 42); Luftschutz-Abt. d.Lw. 34 (Jan-Jun 40); Luftschutz-Abt. z.b.V. XIII (1943/44 – fall 44).

Air Force Signals (Luftnachrichten): Stab/Ln.-Flugmelde-Rgt. 102 (Sep 44 - ?); Stab, I. and II./Luftgau-Nachr.Rgt. 13 (Jul 38 – spring 43); III.(Ers.)/ Luftgau-Nachr.Rgt. 13 (N-Zirndorf, 1940-41; N-Buchenbühl, 1942 – spring 43); Stab V./Luftgau-Nachr.Rgt. 12 (N-Buchenbühl, spring 43 – Sep 44); 4.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Rgt. 12 (Aug 44); 10.(Flum.Res.)/Luftgau-Nachr.Rgt. 13 (1939 – spring 43); Ln.-Abt. 181 (Jul-Sep 44); 15.(Flum.Res.)/Luftgau-Nachr.Rgt. 12 (spring 43 - 1945); 4.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Abt. 7 (N-Schafhof, c.Oct 44 – 1945).

Ground Transport (Transportkolonnen): Kraftfahr-Ausbildungs-Abt. d.Lw. 11 (1044-45).

Medical Services (Sanitätsdienste): Lw.-Lazarett 18/VII (n.d.); Luftgau-Sanitätspark XII (1944-45); Kleine Zahnstation d.Lw. 2/XII (summer 44); Fachärztliche Behandlungsstelle d.Lw. (o) Nürnberg.

Other (sonstige, verschiedene): Lw.-Auskunftsstelle 1/XIII (1944-45); Fallschirm-Ers.Btl. 3 (Nürnberg-Buchenbühl) (1945).

Nürnberg (GER) (49 29 00 N – 11 05 35 E)

General: airfield (Fliegerhorst) in Bavaria 3.25 km N of Nürnberg city center and located between the city and a large forest just north of it (Reichswald Nürnberg).

History: 1935 Verkehrsflughafen. 1936 taken over by the Luftwaffe. Used mainly by training units during the war.

Dimensions: approx. 1465 x 1005 meters (1600 x 1100 yards) and rectangular in shape.

Surface and Runways: level, well-drained grass surface. No paved runway (Aug 43). Equipped with a beam approach system and ample airfield and obstruction illumination for night landings.

Fuel and Ammunition: refueling points were on the aprons/servicing hardstands in front of the hangars and the airfield also had large underground fuel storage.
Infrastructure: had 1 large and 3 medium hangars in a row along the S side of the field, all with paved hangar aprons/servicing hardstands. The large hangar was an original while the other 3 had been built by the Luftwaffe. A number of separate workshop buildings and admin buildings were along a road behind the hangars. Accomodations were provided in the suburban communities surrounding the airfield to the E and S. There does not appear to have been a special branch rail line serving the airfield.
Dispersal: there were no organized dispersal areas (Aug 43).
Defenses: antiaircraft protection was provided by the very large Flak command responsible for the city of Nürnberg and its surroundings. No information on the Flak positions on and around the airfield has been found.
Remarks: the city of Nürnberg was bombed numerous times during the war and many of these bombs fell on the airfield, either intentionally or unintentionally.
9 Aug 44: low-level attack by VIII Fighter Command P-38s – *claimed* 3 x He 111s, 1 x Ju 88 and 2 x Fw 200s destroyed, plus 1 x He 111 and 1 x Ju 52 damaged.
20 Feb 45: bombed – several aircraft damaged, including 1 x Bf 109 and 1 x W 34; runway cratered and a number of buildings damaged; 1 KIA and 1 WIA.
21 Feb 45: bombed – 7 x Bf 109s and 1 x Fi 156 damaged, heavy damage to buildings, workshops and workshop equipment, night landing illumination and refueling facilities knocked out, runway unserviceable. (German report)
19 Apr 45: city taken by U.S. 7th Army.
Operational Units: Luftdienst-Teilkdo. 1/13 (Jan 39 – 1940); 3./NAGr. 13 (Mar-May 44).
School Units: Höh. Fliegerausbildungskdo. 13 (Mar 39 – Jan 43); Höh.Kdo.d.FFS A/B (1943 – Jul 43); Arbeitsplatz for FFS A/B 4 (Wien-Schwechat); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS C 1 then FFS B 1 (1943-44).
Reserve Training & Replacement Units: IV./SG 151 (Feb-Mar 45).
Station Commands: Fl.H.Kdtr. E 34/XIII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 16/XII Fürth (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 32/VII Fürth (1944-45).
Station Units (on various dates – not complete): Luftzeuggruppe 13 (c. 1938-42); Lw.-Bau-Btl. 8/VII (Mar 45); Lw.-Bau-Btl. 6/XIII (Buchenbühl – Nov 40); Munitionsausgabestelle d.Lw. 4/XIII (? – fall

44); Flieger-Nachschubkolonnen-Abt. d.Lw. XIII (later 1/XIII) (Apr 40); Ldssch.Zug d.Lw. 197/XIII (1944-45).
[Sources: AFHRA A5258 pp.306-08 (Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nürnberg-Zirndorf (GER): see Hainberg.

O

Oberbruch (GER) (a.k.a. Oberbruch/Süd) (51 03 04 N – 06 07 53 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 26 km SW of Mönchengladbach and 13.5 km WSW of Erkelenz. History: used during the 1940 campaign in the West, but no evidence found of any use thereafter. Listed as operational in Oct 43 but not after than date. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: 3.(F)/Aufkl.Gr. 10 (Feb-May 40).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oberglogau (GER) (51 21 30 N – 17 51 00 E)
General: field airstrip (Feldflugplatz) in Silesia 1.2 km NW of Oberglogau (Glogówek). History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oberharz (GER): see Benneckenstein-Oberharz.

Ober-Olm (GER): see Mainz-Finthen.

Oberpfaffenhofen (GER) (a.k.a. Pfaffenhofen) (48 05 00 N – 11 17 25 E)
General: factory airfield (Industriehafen) in Bavaria 20 km WSW of München (Munich) and 2 km ENE of Oberpfaffenhofen village.
History: constructed in 1936 for the assembly and testing of aircraft by the Dornier firm and remained in that capacity to 1945. Also a wartime factory airfield (Industriehafen) for the Dornier Reparaturwerk where damaged aircraft were repaired.
Dimensions: approx. 1370 x 1370 meters (1500 x 1500 yards) and roughly hexagonal in shape.
Surface and Runways: grass surface with a single paved runway measuring approx. 870 meters (950 yards) and aligned NE/SW. A beam approach system paralleled the runway.

Fuel and Ammunition: had 2 separate sets of refueling points at the NE corner and another along the W boundary. There was no ammunition dump of any significance.
Infrastructure: there were 8 hangars, all with paved hangar aprons – 2 large and 3 small on the N boundary, and 3 large on the E boundary, one of which was an assembly hangar with a rail siding and large loading/unloading dock and bay in back of it. Numerous buildings for offices and stores were behind both groups of hangars. A research park with some 10 buildings was off the W boundary and 8 large shed-type buildings and a small barracks complex were on the N side of a small woods off the N boundary. A branch rail line served the buildings on the N and E boundaries.
Dispersal: aircraft were parked in 10 open aircraft shelters camouflaged with netting that were along the edge of the N and E boundaries. One of these was very large and could accommodate 4 aircraft giving an adjusted total of 13 parking slots.
Defenses: protected by 1 heavy and 7 light Flak positions, all close to the airfield boundary (Jun 43). A Flak dispositions map from early 1945 shows 2 heavy Flak batteries within 4 km of the airfield and 4 light Flak batteries close around it.
Satellites and Decoys:

Oberpfaffenhofen-Frieding (GER) (47 59 45 N – 11 13 10 E). Dummy 11.3 km SSW of Oberpfaffenhofen and 1.6 km S of Frieding village. Mock-up included a complex lighting system covering an area of approx. 1370 x 275 meters (1500 x 300 yards), 5 stage-prop hangars on the N boundary with fake aircraft parked nearby, 2 fire sites and all designed to represent Oberpfaffenhofen airfield.
[Sources: AFHRA A5258 p.443 (19 May 44)]
Remarks:
18 Mar 44: airfield bombed by a large force of 8th AAF B-17 Fortresses. The runway took at least 6 direct hits and was rendered unserviceable, most of the landing area off the runway was cratered, 3 of the 8 hangars and nearby station buildings were hit as well as the barrack area off the N boundary.
5 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 21 x Do 217s destroyed or damaged plus a number of other aircraft.
13 Apr 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 110s, 8 x Ju 88s, 9 x Do 217s and 1 x He 177 destroyed, plus 2 x Bf 110s, 1 x Ju 88, 2 x Me 210s, 5 x Do 217s, 1 x He 111 and 1 x unidentified aircraft damaged.
24 Apr 44: airfield bombed by 84 8th AAF B-17s.
13 Jun 44: bombed by 159 B-17s and 36 B-24s from 15th AAF – *claimed* approx. 9 aircraft destroyed or damaged on the ground and

damage to hangars, assembly and repair shops as well as other buildings.
21 Jul 44: bombed by 54 8th AAF B-24 Liberators.
9 Aug 44: low-level attack by VIII Fighter Command P-51s – claimed 1 x Fw 190, 5 x Ju 88s and 3 x unidentified aircraft destroyed, plus 1 x Bf 109, 1 x Ju 88 and 2 x unidentified aircraft damaged.
11 Sep 44: low-level attack by VIII Fighter Command P-51s with a number of aircraft *claimed* on the ground.
27 Nov 44: closed due to runway lengthening.
15 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 52 destroyed, plus 1 x Ju 52 and 2 x unidentified aircraft damaged.
9 Apr 45: airfield bombed by 107 8th AAF B-17s.
12 May 45 photo at: http://www.spiegel.de/fotostrecke/fotostrecke-54868-17.html . Shows a totally destroyed airfield with a clump of 9 wrecked Do 335s on the edge of the landing area.
Operational Units: 6./KG 2 (Jan-Mar 41); 4./KG 2 (Feb-Apr 41); II./ZG 26 (Feb-Apr 44); elements of I./KG 200 (Apr 45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 12/VII Fürstenfeldbruck (1944).
Station Units (on various dates – not complete): 2.(Funk)/Luftgau-Nachr.Abt. 7 (Scheyern, c.Oct 44 – 1945); Ln.-Ausbau-Stab 6 (fall 44 – 1945).
[Sources: AFHRA A5258 pp.311-14 (23 Jan 44 updated to 18 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oberscheckenbach (GER) (49 28 00 N – 10 11 30 E)
General: operational airfield (Einsatzhafen II) in Bavaria 41 km SSE of Würzburg and 10 km N of Rothenburg/Tauber. History: built during the late 1930's and used during the war as a practice field for single-engine trainers. Transport aircraft were dispersed here in late fall 1944, and it was used by ground-attack aircraft in early 1945.
Surface and Dimensions: grass surface measuring approx. 1000 x 1190 meters (1100 x 1300 yards) and irregular in shape. No paved runways. Fuel and Ammunition: both were on hand. Ammunition stores were probably W of the hangar and on the S boundary.
Infrastructure: there was 1 small hangar with paved apron on the N boundary, a small hangar-type building on the NE corner and another at the SE corner. A number of workshop buildings were on the S boundary. A small barracks complex was located off the SE corner.
Dispersal: no organized dispersal in May 44.
Remarks:
26 Feb 45: strafed by approx. 23 P-51 Mustangs – no aircraft hit but slight damage to barrack buildings with 2 WIA. (German reports)
Operational Units: elements of TGr. 30 (Nov-Dec 44).

School Units: Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for LKS 2 (Berlin-Gatow) Kdo. Oedheim (c. 1941-42).
Reserve Training & Replacement Units: IV./SG 151 (Jan – Feb 45).
Station Commands: Fl.H.Kdtr. (E) Oberscheckenbach (Aug 39 – Mar 40); Fl.H.Kdtr. E 11/XIII (Mar-Apr 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 12/XII Illesheim (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 28/VII Illesheim (Jun 44 – Apr 45).
Station Units (on various dates): Werft-Abt. (v) 121/XII (1944-45); 6./le.Flak-Abt. 976 (1944).
[Sources: AFHRA A5257 pp.1370-75 (May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oberschleissheim (GER): see Schleissheim.

Obershagen (GER) (52 30 04 N – 10 02 52 E)
General: landing ground (Landeplatz) in Lower Saxony 13.5 km S of Celle. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oberstdorf (GER) (c. 47 24 33 N – 10 17 48 E)
General: emergency landing ground (Notlandeplatz) in Bavaria 36 km S of Kempten; airfield 1.2 km N of the village. History: 1927 listed as a Notlandeplatz. No further information or mention of wartime use by Luftwaffe aircraft found. Surface and Dimensions: grass surface on Moorland. Infrastructure: none noted.
Station Units (on various dates – not complete): Ln.-Jägerleitzug Oberstdorf/Allgäu d. Ln.-Rgt. 217 (Sep 44 – 1945).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Obertalheim (GER) (c. 48 29 08 N – 08 38 43 E)
General: emergency landing ground (Notlandeplatz) in Baden-Württemberg 52 km SW of Stuttgart and 19 km E of Freudenstadt.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Obertraubling (GER): see Regensburg-Obertraubling.

Oberwiesenfeld (GER): see München-Oberwiesenfeld.

Odendorf (GER): see Euskirchen-Odendorf.

Oedheim (GER) (also as Ödheim) (49 13 50 N – 09 15 30 E)

General: operational airfield (Einsatzhafen I) in Baden-Württemberg 49 km N of Stuttgart, 44.5 km ESE of Heidelberg, 11 km NNE of Heilbronn and 1 km S of the village of Oedheim. History: construction began in 1937 and was still underway in 1939, then used in spring 1940 for the campaign in the West. Little used from mid-40 to fall 44 then reopened for single-engine tactical reconnaissance aircraft. Surface and Dimensions: grass surface measuring approx. 915 x 1025 meters (1000 x 1120 yards) and irregular in shape. No paved runway. Infrastructure: no hangars or workshops. There were a number of small buildings at the NE corner and off the S boundary that probably served as barracks and offices. A branch rail line served the airfield. Dispersal: no organized dispersal.
Remarks:
28 Mar 44: a low flyover reported cattle grazing on the landing area, a number of small aircraft and gliders parked in a row along the N boundary, and a large dump of aircraft parts and components close to the branch railway.
Operational Units: I./JG 77 (Oct 39); II./KG 53 (May 40); II./KG 55 (Jun 40); Stab, 1./NAGr. 13 (Dec 44 – Apr 45); part of Nahaufkl.St. 13/14 (Feb 45).
School Units: Arbeitsplatz for LKS 2 (Berlin-Gatow) (c. 1941-42).
Station Commands: Fl.H.Kdtr. (E) Ödheim (1939-40); Fl.H.Kdtr. E 18/VII (1940); Flugplatzkdo. Oedheim of Fl.H.Kdtr. E(v) 210/XII Wertheim (c.Oct 44 – Jan 45).
Station Units (on various dates – not complete): Stab/16. Fliegerdivision (Gochsen, Apr 45); Flugh.Betr.Kp. Oedheim; Ldssch.Zug d.Lw. 21/VI (summer 44); Ldssch.Zug d.Lw. 154/VI (summer 44).
[Sources: AFHRA A5258 pp.315-16 (29 Jan 44 updated to 28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oels (GER) (a.k.a. today: Olesnica) (51 13 00 N – 17 26 44 E)
General: airfield (Fliegerhorst) 32.5 km ENE of Breslau (Wrocław) in Silesia and 3-4 km ENE of the town of Oels.
History: an emergency landing ground (Notlandeplatz) in 1927, Oels was taken over by the Luftwaffe and developed into an operational airfield (Einsatzhafen) in the late 1930's and then further developed and upgraded to an airfield in 1940. Aside from brief participation in the attack on Poland, it served mainly as a flight training base during the war and as a rest and refit station for transport units from 1940 to early 1942.
Dimensions: approx. 1830 x 915 meters (2000 x 1000 yards) and roughly rectangular in shape.

Surface and Runways: artificially drained grass surface. No paved runway. A perimeter road encircled the landing area. Probably equipped with a beam approach system and other night flying aids.
Fuel and Ammunition: refueling points were in front of the hangars on the N boundary and underground bulk fuel storage was reportedly off the S boundary and of the NE corner. An ammunition dump was 1.6 km WNW of the airfield.
Infrastructure: had 2 very large and 2 large hangars at the western end of the N boundary, all with paved aprons. Separate workshop and storage buildings were near the hangars. Station admin buildings, barracks, messes, etc., were off the N boundary in a woods behind the hangars. A camp of forced laborers was off the SW corner. The flight control building was between the two eastern-most hangars. The Oels-Kempen railway line ran immediately S of the airfield.
Dispersal: there were 9 aircraft parking and servicing hardstands along the eastern half of the N boundary.
Defenses: unknown.
Remarks:
24 Jan 45: Oels taken by Soviet forces.
Operational Units: Stab, II./KG 4 (Aug-Sep 39); KGr. z.b.V. 50 (Mar 41); KGr. z.b.V. 101 (Apr 41); 3.(H)/Aufkl.Gr. 21 (May-Jun 41); Kurierstaffel 4 (c. May-Jun 41); Kurierstaffel 10 (c. May-Jun 41); KGr. z.b.V. 104 (Jun 41); KGr. z.b.V. 106 (Sep 41); KGr. z.b.V. Oels (Feb 42).
School Units: FFS A/B 111 (Dec 39 – Mar 41); FFS C 22 then FFS B 22 (Oct 41 – Oct 44); I./NJG 102 (Jul 44 – Jan 45).
Reserve Training & Replacement Units: I./SG 151 (Sep 44 – Jan 45).
Station Commands: Fl.H.Kdtr. (E) 138 then Fl.H.Kdtr. (E) Oels (26 Aug 39 – c.Apr 40); Fl.H.Kdtr. E 5/VIII (Apr 40); as Fl.H. A Oels (to 1943); Fl.H.Kdtr. A(o) 48/III (1 Apr – 15 Jun 44); Fl.H.Kdtr. A(o) 7/VIII (15 Jun 44 – Jan 45).
Station Units (on various dates – not complete): Luftgaustab z.b.V. 4 (May-Jun 41)?; Werft-Abt. 105/VIII (1944 – Jan 45); Werft-Abt. 57/III (1944-45); Res.Flugh.Betr.Kp. 1/VII (Jun 41); Res.Flugh.Betr.Kp. 4/VIII (Mar 41); Ldssch.Zug d.Lw. 87/XI (Dec 44, Jan 45); Ldssch.Zug d.Lw. 201/XII (Jan 45)?
[Sources: AFHRA A5258 pp.762-64 (26 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oerlinghausen (GER) (51 56 00 N – 08 39 50 E)

General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 28 km NNW of Paderborn, 13.5 km SE of Bielefeld and 3.25 km S of Örlinghausen. History: probably laid out in fall 1944. No evidence of its existence prior to then. Dimensions: approx. 960 x 140 meters

(1050 x 150 yards). Surface and Runways: grass surface on moorland. No paved runway. Infrastructure: none. Nearest rail connection 4 km to the SW. Dispersal: rough aircraft bays were cut into the woods at the NE and SW corners during fall 1944.
Remarks: none.
Operational Units: none identified.
[Sources: AFHRA A5257A p.426 (2 Jan 45); chronologies; BA-MA; NARA; PRO/NA]

Oettingen (GER) (a.k.a. Oettingen in Bayern; Öttingen, Heuberg) (48 55 30 N – 10 32 20 E)
General: operational airfield (Einsatzhafen I) in Bavaria 65 km SSW of Nürnberg, 9 km NNE of Nördlingen, 5.7 km SW of Oettingen and 1.2 km SW of the village of Heuberg.
History: 1939 listed as a field airstrip (Feldflugplatz) but shortly thereafter upgraded to an operational airfield Einsatzhafen I. Also a factory airfield (Industriehafen) from 1942. Served as a fighter station from fall 1943 to June 1944.
Dimensions: approx. 915 x 915 meters (1000 x 1000 yards) with a square shape.
Surface and Runways: grass surface with a single prepared airstrip approx. 960 meters (1050 yards) in length, aligned NE/SW, and with a starting platform at the N end. A perimeter track encircled the landing area.
Fuel and Ammunition: fuel was available and an ammunition dump was some 200 meters off the S boundary and connected to the landing area by a concrete road.
Infrastructure: no hangars or workshops, according to photo reconnaissance reports, but a number of small buildings were off the SE corner. German sources state the existence of at least 1 hangar, possibly not erected until 1944. A small group of barracks was located off the center of the E boundary. The nearest rail connection was at Dürrenzimmern, 2 km to the SSE of the airfield.
Dispersal: aircraft and gliders were sheltered in 7 very large sheds on the N, SE and W sides of the field.
Defenses: unknown.
Remarks:
5 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 2 x Ju 88s destroyed, plus 1 x Bf 109, 6 x Bf 110s, 2 x Ju 88s, 1 x Ju 52 and 1 x Fw 200 damaged.
3 Oct 44: airfield bombed by 10 8th AAF B-17 Fortresses as a target of opportunity.
8 Feb 45: a 50-man detachment of the civilian repair firm Espenlaub set up in a hangar at Oettingen to repair Fw 190 fighters.

21 Feb 45: strafed by 12 P-51 Mustangs – 5 x Fw 190, 1 x Bf 110 and 3 x Si 204 lightly damaged. (German report)
23 Feb 45: airfield bombed by 48 8th AAF B-17s.
18 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 1 x Bf 110, 2 x Fw 190s and 1 x Ju 88 destroyed.
Operational Units: III./ZG 76 (Nov 43 – Apr 44); elements of I., II./ZG 76 (Feb-Apr 44); II./JG 53 (May-Jun 44).
School Units: Arbeitsplatz for FFS A 5; Arbeitsplatz for FFS C 13 then FFS B 13 (Roth) (Feb 42 – Jun 44).
Reserve Training & Replacement Units: 6., 7. and 8./Erg.JG 1 (Feb – Mar 45).
Station Commands: Fl.H.Kdtr. (E) Öttingen (Aug 39 – Mar 40); Fl.H.Kdtr. E 12/XIII (Mar-Apr 40); Fl.Pl.Kdo. A 34/VII (1943 – Mar 44); Fl.H.Kdtr. E(v) 233/VII (Nov-Dec 44).
Station Units (on various dates – no complete): Werft-Abt. (v) 127/XII (1944-45); 1./le.Flak-Abt. 738 (Mar-Apr 44); Lw.-Bau-Btl. 12/XIII (Apr 40); Ldssch.Zug d.Lw. 86/VII (summer 44).
[Sources: AFHRA A5258 pp.317-18 (29 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oeynhausen (GER): see Bad Oeynhausen.

Offenburg (GER) (48 27 20 N – 07 55 20 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg 18 km SSE of Strasbourg/France; airfield 2.5 km SW of Offenburg. History: listed as operational in Oct 43 but not thereafter. Nothing known.
Surface and Dimensions: grass surface measuring approx. 550 x 595 meters (600 x 650 yards). Infrastructure: had 1 small hangar on the NW boundary.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Luftschutz-Abt. d.Lw. 18 (Offenburg city, Aug 44 – 1945).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ohlau (GER) (a.k.a. Märzdorf; today: Olawa) (50 58 50 N – 17 14 40 E)
General: operational airfield (Einsatzhafen I) later upgraded to an airfield (Fliegerhorst) in Silesia 21 km SE of Breslau (Wroclaw); airfield 6 km NNW of Ohlau (Olawa) and 1.2 km SE of the village of Märzdorf.
History: an emergency landing ground (Notlandeplatz) in 1928, Ohlau was taken over by the Luftwaffe and developed into an operational airfield (Einsatzhafen I) in the late 1930's and then further developed and upgraded to an airfield in 1940 with the addition of hangars and

buildings. It served mainly as a flight training base during the war with operational units not being based there until Jan 45.
Dimensions: approx. 1550 x 1370 meters (1700 x 1500 yards) with an "L" shape.
Surface and Runways: grass surface. No paved runway. Equipped with boundary and obstruction lighting, a flare path, a beam approach system and the short form of the visual Lorenz system.
Fuel and Ammunition: refueling points were located on a servicing hardstand on the S boundary.
Infrastructure: had 1 very large and 1 large hangar on the NE boundary, and 1 medium hangar on the S boundary, all 3 with paved aprons. Most of the workshop buildings were around the medium hangar on the S boundary which was probably used as a repair hangar. The station admin buildings, barracks, messes, officers' quarters, etc., were in two groups, one on the NE side of the field and the other on the S side. A branch rail spur from the Breslau-Ohlau line served the S boundary of the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
24 Jan 45: 1 x Bf 109 G-14 from II./JG 77 blown up to prevent capture and the airfield evacuated the same day.
Operational Units: I./KG 54 (Aug-Sep 41); Stab, I., III./JG 77 (Jan 45); II./NJG 5 (Jan 45).
School Units: FFS C Ohlau then FFS C 14 (Dec 39 – Jun 41); FFS C 19 then FFS B 19 (Sep 41 – Jun 44); Arbeitsplatz for FFS A/B 110 (Stubendorf) (1940-43); III./NJG 102 (Jul – Sep 44).
Reserve Training & Replacement Units: Erg.St./ZG 76 (Jun – Aug 44); Stab/Erg.JGr. Nord (Sep – Nov 44).
Station Commands: Fl.H.Kdtr. (E) 88 (26 Aug – Dec 39); as Fl.H. A Ohlau (to 1943); Fl.H.Kdtr. E 1/VIII (Jun 41)?; Fl.Pl.Kdo. A 45/III (22 Apr 44).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Ernst Deutsch (Dec 39 - ?).
Station Units (on various dates – not complete): Werft-Kp. 4 ((1941-42); elements of gem.Flak-Abt. 345(v) (1945); Fahrkolonne d.Lw. 4/XVII (Apr 41).
[Sources: AFHRA A5258 pp.765-67 (31 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ohlstadt (GER) (c. 47 38 05 N – 11 13 14 E)

General: landing ground (Landeplatz) in Bavaria 63.5 km SSW of München (Munich) and 18 km NNE of Garmisch-Partenkirchen.
History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe

found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oldenburg (GER) (53 10 40 N – 08 10 30 E)
General: airfield (Fliegerhorst) 42 km WNW of Bremen in Lower Saxony; airfield 5 km NW of Oldenburg.
History: opened as a civil airport on 20 August 1933 then taken over by the Luftwaffe and ordered established as a Fliegerhorstkommandantur and a flight training school about 1 October 1936. A very active airfield, Oldenburg was mainly used by bomber, transport and weather reconnaissance units to the end of `1942, and then by fighters to January 1945.
Dimensions: approx. 1000 x 1375 meters (1100 x 1500 yards).
Surface and Runways: grass surface. No paved runway. Equipped with flare-path, boundary and obstruction lighting and the short version of the Lorenz system for night landings.
Fuel and Ammunition: had 2 refueling points on the aprons in front of the hangars with suspected underground bulk fuel storage on the E side of the control building. Ammunition storage was immediately S of the repair hangar.
Infrastructure: there were 5 large hangars, 5 small hangars and 1 large repair hangar, all grouped in a row along the S boundary. Station HQ, admin offices, flight control building, stores, numerous barrack buildings, messes, station motor pool and garages were all generally grouped at the SE corner. A branch rail line served the building area at the SE corner.
Dispersal: 2 areas – North and Northeast with a total of 2 large covered aircraft shelters, 19 large open shelters and 4 small shelters. The Northeast dispersal was being extended in mid-1944.
Defenses: 2 heavy Flak positions (6 guns each) and 6 light Flak positions, 2 in Flak towers and 1 on a roof (Sep 43).
Remarks:
23 Mar 44: low-level attack – 1 x Fw 190A from III./JG 11 shot up on the ground.
8 Apr 44: bombed by 59 B-17 Fortresses – 1 x Fw 190A from III./JG 11 destroyed on the ground.
15 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 2 x Ju 88s destroyed and 2 more damaged.
30 May 44: bombed by 135 B-24 Liberators.
3 May 45: captured by Canadian troops.
Operational Units: II., III./KG 53 (Jun 39); II./KG 54 (Jan-Mar 40); Wekusta 1 Ob.d.L. (Jul 40 – Jan 41); KGr.z.b.V. 101 (Mar-Apr 40); KGr.z.b.V. 102 (Mar-May 40); Stab, I., II./KG 30 (May-Jun 40); Stab,

I./KG 40 (Jun-Jul 40); Wekusta 2/Ob.d.L. (Jul 40); Erg.Gr./JG 27 (Nov 40 – Jan 41); II./KG 3 (Mar-May 41); Luftdienstteilkdo. 2/7 (Aug 42 – Feb 44); part of KGr. z.b.V. 106 (Nov 42); parts of III./JG 54 (Apr-Jun 43); III./JG 11 (Jun 43 – May 44); III./JG 300 (Jul-Nov 43); III./JG 302 (Nov 43 – Apr 44); 11./Fliegerzielgeschwader 1 (Feb 44 -); Stab/JG 11 (Mar-Aug 44); I./JG 77 (Aug 44); III./JG 6 (Dec 44 – Jan 45).
School Units: elementary flight school Oldenburg (Jan 34 – Mar 39); Kampffliegerlehrgang Oldenburg (Nov 36 – Oct 38); Schule/FAR 32 (Apr – Aug 39).
Reserve Training & Replacement Units: 10./ZG 26 (Oct-Dec 39); Erg.St./JG 27 (Nov 40 – Jan 41); Flak-Ers.Abt. 62 (1939-45).
Station Commands: Fl.Pl.Kdo. A 22/XI (c.Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 16/XI (Apr 44 – Apr 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Maj. Johannes Köhler (Oct 42 - Feb 43).
Station Units (on various dates on the airfield, in Oldenburg or nearby – not complete): Stab/1. Nachtjagddivision (c.Aug 41 – Apr 42); Stab/Jagdfliegerführer Mitte (Apr 41 – Jan 42); Stab/Flak-Brig. VIII (Feb-May 41); Stab/8. Flak-Brig. (Feb-Apr 44); Stab/Flak-Rgt. 132 (1939-40); I./Flak-Rgt. 62 (Oct 37 – Nov 38); II./Flak-Rgt. 26 (Nov 38 – 1939); Flak-Abt. 32 (Oct 36 – Sep 37); gem.Flak-Abt. 617(v) (1940); 1., 2. and 4./le.Flak-Abt. 942 (1943-44); Heimat-Flak-Battr. 60/XI (1943-44); Flak-Waffenwerstatt (o) 15/XI (1944-45); Stab/Luftgau-Nachr.Rgt. Westfrankreich (Sep-Oct 44 – disbanding); part of 12./Ln.-Rgt. 232 (1944-45); Lw.-Bau-Kp. 9/XI (? – Dec 39); Stab/Nachschub-Kolonne-Abt. d.Lw. (mot.) 3/XI (Feb 41); kl.Flieger-Betriebsstoff-Kolonne 15/XI (Feb 41); Trsp.Kol. d.Lw. 15/XI (Feb 41); Trsp.Kol. d.Lw. 135/VII (May 44).
[Sources: AFHRA A5257A pp.418-23 (4 Jan 44 revised to 6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Olderup (GER) (a.k.a. today: Husum-Schwesing) (54 31 05 N – 09 08 30 E)
General: unfinished airfield (Fliegerhorst) in Schleswig-Holstein 7.5 km NE of Husum and 3.25 km SSE of Olderup. History: construction halted in 1941 and the airfield was converted into a decoy airfield (Scheinflughafen). Dimensions: at least 1000 x 825 meters (1100 x 900 yards). Surface and Runways: grass surface with 3 partially completed (paved?) runways. After construction was terminated, all 3 runways were obstructed. Infrastructure: no hangars, but there was a large barrack-type building at the SE corner and a group of buildings off the NW corner. The Husum-Flensburg railway line formed the W boundary of the airfield. Dispersal: none.

[Sources: AFHRA A5257A p.425 (23 Apr 44); chronologies; BA-MA; NARA; PRO/NA]

Ollheim (GER) (50 41 04 N – 06 52 53 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 16 km WSW of Bonn and 7 km ENE of Euskirchen. History: a satellite of Euskirchen-Odendorf airfield. Listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oppeln (GER) (a.k.a. today: Opole) (50 39 30 N – 17 57 00 E)

General: landing ground (Landeplatz) in Silesia 79 km SE of Breslau (Wroclaw); landing ground 1.5 km E of Oppeln. History: 1927 listed as an emergency landing ground (Notlandeplatz). Active during the Sep 39 attack on Poland, but not thereafter. Surface and Dimensions: grass surface. Infrastructure: none noted.

Remarks:

23/24 Jan 45: that part of the town on the east bank of the Oder fell to the Red Army, but the larger part on the west bank was not captured by troops from the 1st Ukrainian Front until 15 March.

Operational Units: Koluft AOK 10 (Aug-Sep 39); Koluft AOK 14 (Aug-Sep 39); Kurierstaffel 5 (Aug-Sep 39); Kurierstaffel 10 (Aug-Sep 39).

Station Commands: none identified.

Station Units (on various dates – probably all in the town and not complete): Stab/VIII. Fliegerkorps (Oct 39)?; Stab/Fliegerführer z.b.V. (Sep 39); Koflug 5/XI (O-Neudeck, Aug 44 – Jan 45); Stab/Flak-Rgt. 38 (Sep 39)?; part of schw.Flak-Abt. 380(o) (1945); Stab, I., II. and III./Luftgau-Nachr.Rgt. 8 (O-Birkenthal - 1941-44); Ln.-Abt. 131 (O-Halbendorf, 1945); 20.(Erg.)/Luftgau-Nachr.Rgt. 3 (Aug 40); 11.(Jägerleit)/Ln.-Rgt. 219 (Dec 44 – Feb 45); Hauptgebührnisstelle d.Lw. 1/VIII (Dec 44).

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oranienburg (GER) (52 43 55 N – 13 13 00 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Brandenburg 27.5 km NNW of Berlin; airfield 3.25 km SSW of Oranienburg. Industriehafen for Heinkel.

History: built in the mid-1930's.

Dimensions: approx. 1325 x 1280 meters (1450 x 1400 yards).

Surface and Runways: turf. Had 5 (paved?) interconnecting runways – (1) approx. 1600 meters (1750 yards) aligned NW/SE; (2) approx. 2150 meters (2350 yards) aligned NNW/SSE; (3) approx. 1100 meters

(1200 yards) aligned NE/SW; (4) approx. 620 meters (680 yards) aligned E/W; and, (5) approx. 1235 meters (1350 yards) aligned ENE/WSW. Also had a paved taxiway. Equipped with perimeter lighting and a beam approach system.
Fuel and Ammunition: underground fuel storage probably located among the buildings off the SE corner and special fuel tanks in the SE hangar groups.
Infrastructure: the Heinkel assembly factory was situated off the NE corner and consisted of 1 large hangar and 1 large workshop fronted by paved hangar aprons, and a very large shed that may have served as an additional workshop. Off the SE corner was the Luftwaffe experimental establishment (high altitude research, jet aircraft, composite aircraft, etc.) with 1 very large hangar, 4 large hangars and 1 repair hangar, all fronted by paved aprons and connected to the landing area by two broad concrete roads. The foundation was laid for another repair hangar but it was never completed. The station motor pool and garages were at the N end of this group. Additionally, a small group of buildings off the SW corner probably served as dispersed workshop facilities. There were two groups of offices and quarters, one off the NE corner and the other off the SE corner. Factory employees lived in a housing estate or development a short distance W of the station. A branch rail line served the Heinkel assembly factory.
Dispersal: the East dispersal had 10 large open aircraft shelters, the Southwest dispersal 7 large open aircraft shelters, and the South (remote) dispersal 3.25 km off the SE end of the landing area had an unknown number of aircraft bays concealed in the Falkenhagen forest.
Defenses: protected by 12 heavy Flak positions and 12 light Flak positions in Apr 44.
Remarks:
18 Apr 44: bombed by 8th AAF B-17 Fortresses.
10 Apr 45: bombed by 139 B-17 Fortresses and strafed by VIII Fighter Command P-47s – part of 23 x Mistel combinations (46 aircraft) belonging to II./KG 200 were destroyed on the ground and the airfield heavily damaged and runway so thoroughly cratered that operations were indefinitely suspended (German sources).
15/16 Apr 45: night nuisance attack on the airfield by 8 RAF Mosquitoes.
Operational Units: Versuchsstelle für Höhenflüge (Nov 39 – 1944); 4.(F)/Aufkl.Gr. Ob.d.L. (1940 – Jan 43?); 1., 2./Versuchsverband Ob.d.L. (Feb 43 – 1945); 3./Versuchsverband Ob.d.L. (Feb 44 – Apr 45); Sonderkdo. Götz (Jul 44); Nachtjagderprobungskdo. Ar 234 (Sonderkdo. Bisping, then Sonderkdo. Bonow) (Nov 44 – Apr 45); Stab, III./SG 1 (Mar 45); Stab/KG(J) 30 (Mar-Apr 45).

School Units: Reichwetterdienst Schule (c. Nov-Dec 44).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 27/III Berlin-Schönwalde (1944-45).
Station Units (on various dates – not complete): 1. Lw.-Ausb.Div. (Apr 45); Werft-Abt. 72/III (1944 – Apr 45); Flakscheinw.Abt. 528(o) (1942); schw.Flak-Bttr.z.b.V. 14010 (Feb 45); elements of 1. Lw.-Ausbildungs-Div. (Apr 45).
[Sources: AFHRA A5258 pp.470-71 (23 Mar 45) and pp.768-71 (12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Orb (GER): see Bad Orb.

Ortelsburg (GER) (today: Szczytno) (53 33 50 N – 20 59 49 E)
General: operational airfield (Einsatzhafen) in the former East Prussia 131 km SSE of Königsberg. History: listed as operational in Jun 41 and Oct 41, but apparently inactivated shortly after that. Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
23 Jan 45: Ortelsburg taken by Soviet forces.
Operational Units: 5.(H)/Aufkl.Gr. 41 (Apr-Jun 41?).
Station Commands: none identified.
Station Units (on various dates – not complete): Lw.-Bau-Btl. 8/III (Jan 45)?
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oschatz (GER) (51 17 54 N – 13 04 40 E)
General: airfield (Fliegerhorst) 55 km WNW of Dresden in Saxony, 49 km E of Leipzig and 2.5 km W of the town of Oschatz.
History: laid out 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. The hangars were not built until 1938-39. From August 1944 an Industriehafen for the Erla firm for the final assembly and test flight of Bf 109 fighters.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and irregular in shape.
Surface and Runways: grass surface. No paved runway. Broad taxiways connected the repair hangar with the other hangars. Equipped with perimeter lighting.
Fuel and Ammunition: refueling points were in front of the hangars on the W boundary. The station ammunition dump was probably off the N boundary.
Infrastructure: there was 1 very large repair hangar, 1 very large flight hangar and 2 large flight hangars off the W boundary, all with paved aprons. Separate workshop buildings and the station motor pool with garages were also off the W boundary. Station HQ, admin buildings, barracks, messes, officers' quarters, etc., were all off the W

boundary, either in a woods behind the hangars or just S of the hangars. The nearest rail connection was in Oschatz.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
6 Jul 44: a very large hangar was identified as being under construction near the repair hangar, bring the total to 5 when completed. The new hangar was probably intended for the Erla firm.
16 Apr 45: strafed by 9th AAF P-47 Thunderbolts – claimed 15 planes destroyed and another 20 damaged, including 27 identified from the air as Bf 109s and Fw 190s.
Operational Units: IV./JG 132 (Sep-Oct 38); Nachtschlachtkdo. 7 (Bü 181) (Apr 45).
School Units: elementary flight school Oschatz (Jan 36 – Mar 39); Fl.Ausbildungs-Rgt. 61 (1939-42); Schule/FAR 61, FFS A/B 61 then FFS A 61 (Apr 39 – May 44); LKS 3 (Werder/Havel) Kdo. (Jun 44 – 1945); Unteroffizierschule d.Lw. 2 (1943).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 3 (Aug-Sep 35); Flieger-Ers.Abt. 13 (Oct 35 – Sep 36); Flieger-Ers.Abt. 23 (Oct 36 – Oct 38); IV./JG 27 (Oct 44).
Station Commands: as Fl.H. Oschatz (to 1943); Fl.Pl.Kdo. A 43/IV (1943-44)?; Fl.H.Kdtr. A(o) 41/III (1944-45). Other: FFS A/B 61 (to May 44); LKS 3 (May 44 – Feb 45).
Station Units (on various dates – not complete): Stab/Luftflottenkdo. 10 (Feb-Mar 45); Befehlshaber der Ersatzluftwaffe (Mar-Apr 45); Werft-Abt. d.Lw. 30/III (1944-45); Werft-Abt. d.Lw. 125/XII (Nov 44 - ?); Luftschutz-Abt. d.Lw. 16 (1943-44); Ausb.Btl. (Offizierbewerber) d.Lw. 1 (1944-45); IV./Lw.-Ausb.Rgt. 4 (Apr 45).
[Sources: AFHRA A5258 pp.772-75 (2 Jun 44 updated to 6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oschersleben (GER) (52 01 50 N – 11 15 45 E)

General: factory airfield (Industriehafen) in Anhalt 30 km WSW of Magdeburg and 23 km NE of Halberstadt; airfield 2.5 km E of Oschersleben.
History: in operation since 1935/36 as an Industriehafen for AGO-Flugzeugwerke (AGO is for Aktiengesellschaft Gustav Otto), a Fw 190 fighter manufacturing licensee from 1941. During the pre-war years the factory manufactured a variety of fighters, reconnaissance aircraft and trainers. The factory reportedly employed some 4,500 workers at wartime peak.
Dimensions: approx. 1000 x 640 meters (1100 x 700 yards).
Surface and Runways: grass surface. Had two concrete runways in the form of an X (or pair of open scissors) measuring - (a) 960 meters (1050 yards) in length and aligned ESE/WNW, and (b) 870

meters (950 yards) in length and aligned ENE/WSW. Broad taxiways connected to the W ends of both runways.
Fuel and Ammunition: bulk fuel storage was reportedly located N of the flight hangar.
Infrastructure: there was 1 very large flight hangar with a paved apron off the W boundary. The AGO factory complex was also off the W boundary and consisted of assembly shops, workshops, component construction shops, a heating plant, motor pool and garages, etc. A complex of factory admin and engineering offices, barracks, stores buildings, fire station and a school for apprentices was off the W boundary, too. A branch spur from the Oschersleben-Magdeburg railway line served the AGO factory area, and there was also a train station off the SW corner.
Dispersal: there were 3 areas – North boundary, South boundary and West boundary with a total of 18 large open aircraft shelters, 3 medium open and 13 small covered.
Defenses: unknown.
Satellites and Decoys:

Oschersleben-Anderleben (GER) (52 02 20 N – 11 17 15 E). Dummy 4.5 km ESE of Oschersleben and 2 km ESE of Oschersleben airfield. Mock-up closely replicated the layout and appearance of Oschersleben airfield with 2 painted runways and 4 fake buildings on the W boundary. [Sources: AFHRA A5258 p.965 (1944)]
Remarks: Heavily bombed and severely damaged between Jul 43 and May 44.
28 Jul 43: airfield and factory bombed by 37 B-17 Fortresses.
11 Jan 44: airfield and factory bombed by 139 B-17s.
20 Feb 44: bombed by 44 B-17s and 13 B-24 Liberators – the two raids, 11 Jan and 20 Feb, resulted in all important buildings being damaged in varying degrees and significant damage to other infrastructure.
11 Apr 44: airfield and factory bombed by 121 B-24s.
30 May 44: airfield and factory bombed by 51 B-17s and strafed in low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Fw 190s destroyed on the ground.
30 May 44: photo at:
http://www.flickr.com/photos/24554019@N06/4611549617/ . This post-raid photo revealed heavy damage to the main workshops, forge, foundry and fabric buildings, the barracks and the office buildings.
29 Jun 44: airfield and factory bombed by 74 B-24s and strafed in low-level attack by VIII Fighter Command P-51s – *claimed* 16 x Fw 190s destroyed and 6 more damaged on the ground.
Feb 45: airfield listed as still operational.
Operational Units: Industrieschwarm AGO (Fw 190s).

School Units: Flieger-Technischevorschule Oschersleben (n.d.).
Station Commands: none.
Station Units (on various dates – not complete): schw.Flak-Abt. 537 (Flak-Untergruppe AGO) (fall 43 – Jul 44).
[Sources: AFHRA A5258 pp.776-78 (8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Osnabrück (GER) (52 16 N – 08 03 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete). The city was heavily bombed during the war because of its large marshalling yards and steel plants and this required sizeable Flak forces at times.

Antiaircraft (Flak):

Higher Flak Commands: none.
Stab/Flak-Rgt.: 9 (as Flakgruppe Osnabrück, 1943-45); 126 (as Flakgruppe Weser-Ems, 1941-42).
Flak-Abt.: s.185; s.211; s.273; s.306; s.307; s.326; s.383; s.393; s.406; s.413; s.432; s.473 (Eisb.); s.513; s.565; gem.601; gem.613; s.616; s.627; s.644; s.674; le.743; le.761; le.762; le.766; le.844; le.861; le.871; le.876; le.922; le.942; le.988.
Flakscheinwerfer-Abt.: 584; 588; 589; 609.
Luftsperr-Abt.: 206; 210; 962.
Alarm-Flak: no more than 2 batteries during 1943-44.
Heimat-Flak: 5 to 7 batteries during 1943-44.
z.b.V. Batterien: just 1 battery during 1943-44.
Other Flak: Flak-Waffenwerkstatt (o) 13/XI (1943-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 14 (1945).

Air Force Signals (Luftnachrichten): 8.(Flum.Res.)/Luftgau-Nachr.Rgt. 6 (May 40)?; Fluko Osnabrück (n.d.).

Osnabrück (GER) (52 18 16 N – 08 01 42 E)

General: airfield (Fliegerhorst) 4 km NW of Osnabrück in Lower Saxony. History: 1927 listed as an emergency landing ground (Notlandeplatz). 1932 upgraded and now listed as a secondary airport (Flughafen II). Inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Relatively inactive during the war, so inactive that there is very little information available on this airfield. Surface and Dimensions: grass surface.
Infrastructure: unknown.
Remarks:
29 Mar 44: low-level attack by VIII Fighter Command P-38 Lightnings – *claimed* 1 x Ju 52 destroyed and 1 x Fw 190 damaged.
4 Apr 45: Osnabrück taken without a fight by British forces.
Operational Units: none identified.

School Units: Fliegertechnische Schule 4 (1944).
Station Commands: none identified.
Station Units (on various dates): elements of schw.Flak-Abt. 143 (to c.Jun 43); Kfz.Werkstattzug d.Lw. 130/XI (Oct-Nov 44).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ossendorf (GER) (c. 52 04 02 N – 14 33 42 E)
General: landing ground (Landeplatz) in Brandenburg 31 km S of Frankfurt/Oder and 15 km NNW of Guben. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Osterode (GER) (a.k.a. Ostroda) (c. 53 41 N – 19 57 E)
General: landing ground (Landeplatz) in East Prussia c. 35 km WSW of Allenstein (Olsztyn). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ostheim (GER): see Köln-Ostheim.

Otterfing (GER) (47 55 04 N – 11 40 53 E)
General: landing ground (Landeplatz) in Bavaria 28 km SSE of Munich and c. 4 km NNW of Holzkirchen airfield. History: listed as operational in Feb 45. Probably a satellite of Holzkirchen. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Otterwisch (GER) (c. 51 12 07 N – 12 36 52 E)
General: practice field (Arbeitsplatz) in Saxony 23 km SE of Leipzig. No evidence found of any use by operational units. History: Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for Schule/FAR 61, FFS A/B 61 then FFS A 61 (Oschatz) (1939-44).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ottmuth (GER) (50 30 40 N – 17 59 00 E)
General: emergency landing ground (Notlandeplatz) in Silesia 18 km SSE of Oppeln (Opole) and 3.25 km N of the village of Ottmuth.
History: in existence by 1939. Used as a practice field for gliders and trainers. Listed as still operational in Jan 45. Surface and Dimensions: grass surface measuring approx. 775 x 730 meters (850 x 800 yards). Infrastructure: had 2 large buildings in the woods off the N corner that may have been used as workshops and for storage.
Operational Units: I./St.G. 77 (Aug-Sep 39).

School Units: Arbeitsplatz (gliders) for FFS A/B 4 later FFS A 4 (Neudorf/Oppeln) (1941-45); Arbeitsplatz for FFS A/B 116 (Neudorf/Oppeln) (1939-41).
Station Commands: Arbeitsplatzkdo. 7/VIII (Feb-Mar 43); Fl.Pl.Kdo. C 13/VIII (c. Mar-Sep 43).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.953 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

P

Paderborn (GER) (51 41 35 N – 08 44 50 E)
General: Fliegerhorst 99 km SW of Hannover in North Rhine – Westphalia; airfield 2.8 km S of Paderborn town center.
History: classed as an emergency landing ground (Notlandeplatz) in 1927. Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. A Luftpark located there since 1936, and this stored complete aircraft as well as spare parts. Heavy use by transport units until spring 1944, then mainly used by fighters.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) with the landing area roughly square-shaped.
Surface and Runways: grass surface. No paved runway (Apr 43). A concrete perimeter road ran along 3 sides of the landing area.
Fuel and Ammunition: refueling points and fuel storage along the NW corner. Munitions storage on the N boundary.
Infrastructure: had 6 hangars, including a very large repair hangar, at the NW corner, 4 medium hangars at the SW corner and 3 more medium hangars in a woods running along the E boundary. The main group of hangars at the NW corner all had paved hangar aprons. Workshops, flight control, admin buildings, barracks, stores and other facilities were mostly grouped around the hangar area. Two clusters of huts believed to be accomodations were located near a quarry and cement factory off the W boundary. A branch rail line served the airfield building area.
Dispersal: there were 4 dispersal areas – East (the largest by far), Northwest, Southeast and West-Southwest (remote) with a total of 3 covered aircraft shelters, 40 open shelters and 13 bays that had been cut into the woods. Some of the shelters were covered with netting and some had paved hardstands.
Defenses: 2 heavy Flak positions and 12 light Flak positions (Apr 43).
Satellites and Decoys:

Paderborn-Dörenhagen (GER) (51 41 25 N – 08 49 22 E). Dummy 6 km SE of Paderborn airfield, 2 km WSW of Dahl and 1.6 km

NNW of the village of Dörenhagen. Mock-up in September 1941 included 1 or 2 dummy hangars and elaborate decoy lighting. By February 1944 it had been considerably developed with 2 more hangars, several smaller buildings, aircraft shelters with taxi tracks and decopy aircraft parked outside the hangars. [Sources: AFHRA A5257A p.619 (25 Feb 44)]
Remarks:
8 Apr 44: low-level attack – 2 x Bf 109 G-6s from III./JG 1 destroyed or damaged.
19 Apr 44: bombed by 117 B-24 Liberators and strafed – 21 x Bf 109Gs and 1 x Fw 58 from III./JG 1 destroyed (10) or damaged (12).
5 Oct 44: bombed by 28 B-24s.
25 Dec 44: low-level attack – 1 x Bf 109G from I./JG 3 destroyed.
10 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x He 111s and 1 x Bf 109 destroyed.
17 Jan 45: airfield unserviceable following attack on Paderborn marshalling yard by 397 B-17 Fortresses.
7 Mar 45: bombed – 4 x Ju 88Gs from III./NJG 4 destroyed or severely damaged. These were dispersed and parked at Abstellplatz Ziegenberg near Paderborn airfield. (German reports)
19 Mar 45: low-level attack by approx. 9 P-47s – 2 x Ju 88s destroyed and 1 x Bf 109 damaged; 2 blast-bays (revetments) destroyed and 1 KIA. (German report)
20 Mar 45: several attacks by P-47s – 3 x Ju 88s destroyed, 2 x Ju 88s damaged and a wooden hangar destroyed. (German report)
27 Mar 45: bombed (day) by 268 RAF Lancasters – town obliterated; the airfield was also hit.
10-11 Apr 45: Paderborn taken by U.S. forces.
12 May 45 photo at: http://www.spiegel.de/fotostrecke/fotostrecke-54868-31.html . This photo shows a cratered landing area that had been fully repaired, almost no damaged to the buildings and an extensive network of paved hardstands extending out in front of the hangars, these probably built by the USAAF after 11 April.
Operational Units: KGr. z.b.V. 8 (Apr 42); KGr. z.b.V. 900 (Apr-Jun 42); part of KGr. z.b.V. 500 (Nov 42); III./JG 1 (Apr-Jun 44); III./JG 53 (Sep-Oct 44); I./JG 3 (Nov 44 – Jan 45); II./TG 3 (Dec 44); III./TG 4 (Dec 44); III./NJG 4 (Jan-Mar 45).
School Units: Arbeitsplatz for Schule/FAR 72 (Detmold) (1939).
Station Commands: as Fl.H. Paderborn (Jul 39, Sep 42); Fl.H.Kdtr. A(o) 7/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Paul Backhaus (1 Oct 36 - Sep 39); Oberst Josef Heimbach (c.22 Nov 39 - 20 Apr 41); Oberst Franz Lange (? - ?) 7/42, 10/42; Obstlt. Gustav Beck (8 Mar 44

- c.16 Nov 44); Obstlt. Johann Augspurger (17 Nov 44 - c.8 Dec 44); Obstlt. Bruno Grosse (9 Dec 44 - 5 Apr 45).
Station Units (on various dates – not complete): Luftpark Paderborn (later Luftpark 1/VI) (c. 1938-45); Fluko Paderborn/Ln.-Rgt. 233 (1944-45); Ln.-Heimatreparaturbetrieb 1/VI (? - 45); Kfz.Beständebezirk d.Lw. 1/VI (Jun 44).
[Sources: AFHRA A5257A pp.433-39 (13 Feb 44 with revisions); chronologies; BA-MA; NARA; PRO/NA]

Palingen (GER) (53 51 40 N – 10 47 30 E)
General: field airstrip (Feldflugplatz) in Schleswig-Holstein 7 lm E of Lübeck. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Panzweiler (GER) (c. 50 01 13 N – 07 17 51 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 42.5 km SSW of Koblenz and 45 km WNW of Bad Kreuznach. History: No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface on leveled farmland. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Papenburg (GER) (c. 53 04 13 N – 07 23 41 E)
General: landing ground (Landeplatz) in Lower Saxony 35 km SSE of Emden. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Parchau (GER) (c. 52 19 13 N – 11 52 42 E)
General: operational airfield (Einsatzhafen) in Anhalt 30 km NNE of Magdeburg. History: aside from a Ju 52 crash there on 1 Feb 41 (4./KGr. z.b.V. 101), no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Parchim (GER) (53 25 40 N – 11 47 10 E)
General: airfield (Fliegerhorst) in Mecklenburg 146 km NW of Berlin, 91 km ESE of Lübeck and 36 km SE of Schwerin; airfield 4 km W of the town of Parchim.

History: built 1934-37 and the Luftwaffe began operations there in August 1937. Parchim was a very large, active base that was home to operational, training and replacement units throughout its existence.
Dimensions: approx. 1600 x 950 yards) and roughly rectangular in shape. Leveling work was underway in June/July 1944 to greatly extend the E and W boundaries of the landing area.
Surface and Runways: grass surface. Had a single concrete runway measuring 2560 meters (2800 yards) that was aligned ENE/WSW and was still being finished off in mid-May 44 and not yet fully serviceable. Taxiways connected both ends of the runway with the hangar area. Equipped with boundary and obstruction lighting, a beam approach system and a visual Lorenz system for night operations. Runway illumination was being installed in early Jul 44.
Fuel and Ammunition: refueling points were in front of the hangars on the N boundary and off the SE corner, and the station ammunition dump was in a woods off the SE corner.
Infrastructure: there were 7 hangars located on and off the N boundary – 1 large repair type, 3 very large, 2 large and 1 medium flight type, all fronted with paved aprons and interconnected by taxiways. Various small workshop buildings were among the hangars. The station motor pool and garages were behind the repair hangar and the heating plant was also in the hangar area. A group of barracks was in the woods off the N boundary and a second barracks complex was 1.6 km ESE of the airfield. A branch spur off the Parchim-Ludwigslust railway line served the hangar and building area on the N boundary.
Dispersal: had 2 dispersal areas – Northwest and Southeast with a total of 23 large open aircraft shelters and 2 covered aircraft shelters.
Defenses: unknown.
Remarks:
9 Apr 44: airfield bombed by 14 B-24 Liberators – 5 x Ju 88 R-2s, S-1s and S-2s from Erprobungskommando 25 destroyed or damaged on the ground.
21 May 44: low-level attack by VIII Fighter Command P-38s – 1 x Ju 52 and 3 x Me 410As from Erprobungskommando 25 destroyed or damaged (German sources).
20 Nov 44: Ausb.St./NJG 3 reported work on a landing strip discontinued due to a lack of workers.
22 Feb 45: low-level attack by 6 VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed and 4 more damaged. According to German sources, 2 x Bf 110 were destroyed and 1 x Bf 110 damaged.
4 Apr 45: airfield bombed by 33 B-24 Liberators – a number of Do 217s from Versuchskommando/KG 200 were damaged on the ground.

7 Apr 45: airfield bombed by 134 B-17 Fortresses.
10 Apr 45: airfield bombed by 32 B-24s.
18 Apr 45: airfield strafed by RAF Spitfires – claimed 11 x Bf 109s destroyed.
30 Apr 45: airfield strafed by RAF Tempests – claimed 1 x Fw 190 destroyed and 1 x He 177 damaged.
Operational Units: IV./KG z.b.V. 1 (Nov 39); part of III./KG 30 (Apr 40); II./KG z.b.V. 1 (Sep 40 – Mar 41, Jul-Sep 41); Stab/KG z.b.V. 1 (Jun 41); part of III./KG 4 (Mar-May 42); Stab, I./LLG 2 (Jun-Sep 42); 1. Go-Staffel d.Lw. (May-Jun 42); 2. Go-Staffel d.Lw. (May-Jun 42); 3. Go-Staffel d.Lw. (May-Jun 42); 4. Go-Staffel d.Lw. (May-Jun 42); 6. Go-Staffel d.Lw. (May-Jun 42); 1.(Go)/Verbindungskdo. (S) 2 (Jun-Aug 42); II./NJG 5 (Dec 42 – Apr 44); Erprobungskdo. 25 (Mar-Jul 44); elements of III./NJG 5 (Apr 43 – Mar 44); I./NJG 2 (Jul-Oct 43); II./NJG 2 (Jul 43 – Mar 44); Stab/NJG 2 (Aug-Dec 43); Jagdgruppe 10 (Jul-Dec 44); Auflösungsstab/Schleppgruppe 3 (Oct 44); II./KG 40 (Dec 44 – Feb 45); Versuchskdo./KG 200 (1945); Stab, I./NJG 5 (Jan-Feb 45); III./JG 7 (Jan/Feb-Apr 45); I./JG 1 (Feb-Apr 45); II./JG 7 (Apr 45); NSGr. 8 (Apr-May 45).
School Units: Arbeitsplatz for Schule/FAR 22 (Neustadt-Glewe) (1939-40); Arbeitsplatz for twin-engined conversion school Kolberg (Nov 39 – Jan 40), FFS C 6 then FFS B 6 (Jan 40 – Feb 45).
Reserve Training & Replacement Units: Erg.St./NJG 2 (10./NJG 2) (Aug – Oct 43); Schulstaffel/NJG 2 (Oct – Dec 44); Stabsstaffel/NJG 2 (Jan – Apr 45).
Station Commands: Fl.H.Kdtr. Parchim (to 1943); Fl.H.Kdtr. E 18/XI (Mar 40); Fl.H.Kdtr. A(o) 11/XI (Apr 44 – May 45).
Kommandant (not complete): Obstlt. Franz Camphausen (26 Feb 43 - ?).
Station Units (on various dates – not complete):
Nachtjagdraumführer 10 (Jul 42 – Jun 44); Koflug Parchim (Jul 39 – Mar 41); Koflug 10/XI (Apr-May 41); Koflug 18/XI (May-Nov 41); 7. Flugh.Betr.Kp./KG 30 (Jun 40); Werft-Abt. d.Lw. 11/XI (? – Nov 44); le.Feldwerft-Abt. (mot) V/50 (Jan 45); Flugh.Betr.Kp. (FK) 4 (Nov 44 - 1945); 1./le.Flak-Abt. 770 (Oct 44 - ?); Stab III.(Flum.Mess)/Ln.-Rgt. 204 (early 43 – Sep 44); Stab II.(Flum.Mess)/Ln.-Rgt. 221 (Sep – c.Nov/Dec 44); 2.Kp. Lw.-Bau-Btl. 13/XI (Sep 42 - ?).
[Sources: AFHRA A5258 pp.779-83 (12 Jun 44 updated to 7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Parow (GER) (Land and See) (54 22 00 N – 13 05 00 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 6 km N of Stralsund in Mecklenburg and 2 km NNE of Parow.

History: land purchased 12 October 1934 and construction of a land and sea air base began at the start of 1935.
Dimensions: airfield approx. 1000 x 960 meters (1100 x 1050 yards) and roughly square in shape.
Surface and Runways: grass surface that became very water-soaked in wet weather. No paved runway.
Anchorage: ample take-off and landing space was available in the Stralsunder Fahrwasser, a wide channel separating the mainland from the island of Rügen.
Fuel and Ammunition: refueling points were at the SW corner facing the repair hangar, inside the NW boundary, and at the seaplane station on the sloping waterfront. Bulk fuel storage was reportedly off the NW corner. A small ammunition dump was off the N boundary.
Infrastructure: there were 4 large and 1 medium hanger off the S boundary serving the seaplane station, 1 large repair hangar at the SW corner, and 1 large and 1 medium hangar on the W boundary. Most or all had paved aprons. The motor pool and garages were behind the repair hangar. There were 2 concrete slipways, each approx. 55 meters (60 yards) wide, at either end of a sloping waterfront. A single jetty with a large crane was also on the waterfront adjacent to a small harbor. The station admin offices, barracks, messes, etc., served both the airfield and the seaplane station and were all in a group off the SW corner. The nearest rail connection was in Stralsund.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Satellites and Decoys:

Parow-Clausdorf (GER) (54 23 30 N – 13 00 45 E). Dummy 10.5 km NNW of Stralsund, 5.25 km NW of Parow airfield and 1.6 km SSW of the village of Clausdorf. Consisted of 2 fake hangars and a small shed. [Sources: AFHRA A5258 p.966 (1944)]

Remarks:
27 May 44: low-level attack – 1 x He 72 from Kampfbeobachterschule 4 destroyed on the ground.
25 Aug 44: station bombed by 21 B-17 Fortresses and strafed by VIII Fighter Command P-51 Mustangs – the fighters *claimed* 13 x Ju 88s, 1 x Me 410, 1 x Fw 190, 1 x Hs 126, 2 x Ju 52s, 4 x Do 18s, 5 x BV 140s(?) and 2 x unidentified aircraft destroyed, plus 16 x Ju 88s, 1 x Ju 52, 1 x Do 18, 2 x BV 140s(?) and 1 x unidentified aircraft damaged. Additionally, 6 students from Kampfbeobachterschule 4 were KIA.
Sep 44: strafed in mid-September by P-51 Mustangs – 1 x Do 17 and 1 x Ju 52 from JG 103 along with several flying boats destroyed or damaged on the ground (German sources).

6 Oct 44: low-level attack by VIII Fighter Command P-51s – *claimed* 16 x Do 24s and 4 x unidentified aircraft destroyed, plus 5 x Do 24s and 3 x unidentified aircraft damaged.
Operational Units: Seenotstaffel 81 (Aug 44 – May 45); 2./SAGr. 126 (Dec 44 – May 45); Stab/SAGr. 126 (Feb-Apr 45); 2.(F)/Aufkl.Gr. 22 (in formation, Mar-May 45).
School Units: Fliegerwaffenschule (See) Parow (Oct 35 – Jan 40); Fliegerwaffenschule (See) 1 (Jan 40 – Feb 41); Arbeitsplatz for FFS (See) 1 (Warnemünde) (1940); Grosse Kampffliegerschule 5 (Feb 41 – Nov 43); Kampfbeobachterschule 4 (Nov 43 – Oct 44); II./FFS A 125 (Aug 44 – Jan 45); U-Boot-Übungsstaffel (Sep 44 – 1945); FFS A/B 4 (Jan-Feb 45)?; JG 103 (Feb – Mar 45).
Station Commands: as Fl.H. Parow (to 1943); Fl.Pl.Kdo. A 46/III (1943-44); Fl.H.Kdtr. A(o) 9/III (1944-45).
Kommandant (not complete): Oberst Hans Dautwitz (c. 1 Apr 44 - 15 Oct 44); Oberst Hans Hofmann (15 Oct 44 - 8 May 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.784-86 (18 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Pasewalk (GER) (53 30 30 N – 13 57 00 E)
General: practice field (Arbeitsplatz) in Pomerania 38 km WNW of Stettin (Szczecin). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted, but probably had at least a few sheds.
Operational Units: Pz.Aufkl.Schwarm 2 (Mar-Apr 45); Pz.Aufkl.Schwarm 3 (Mar 45).
School Units: Arbeitsplatz for FFS A/B 120 (Prenzlau) (1940-42); Arbeitsplatz for FFS A 12 (Prenzlau) (Jun 43 – Feb 45); Arbeitsplatz for Überprüfungslehrgang LF Prenzlau (1941-43).
Station Units (on various dates): Ln.-Betr.Abt. (mot) z.b.V. 15 (1945).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Passau (GER) (a.k.a. Maierhof?) (48 33 25 N – 13 25 00 E)
General: landing ground (Landeplatz) in Bavaria 3.5 km W of Passau and adjacent to the rail line. History: 1927 listed as an emergency landing ground (Notlandeplatz) measuring only 550 x 185 meters (600 x 200 yards). No record of use by the Luftwaffe until possibly late 1944 and 1945. Possibly the same as Maierhof (Mayrhof) (see there).
Operational Units: none identified. Also: 102. Hungarian Courier/Liaison Squadron (Apr-May 45).

Station Units (on various dates – not complete): Heimat-Flak-Battr. 35/XVII, 217/XVII, 218/XVII and 219/XVII (1044-45); 11. (schw.Flum.Leit)/Ln.-Rgt. 227 (P-Kösslarn, Sep 44 – 1945).
[Sources: AFHRA A5258 p.456 (21 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Paulushofen (GER) (a.k.a. Beilngries) (49 01 21 N – 11 29 10 E)
General: operational airfield (Einsatzhafen I) in Bavaria 45 km W of Regensburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Paulwitz (GER) (today: Pawlowice?) (??)
General: operational airfield (Einsatzhafen II) in Silesia near Neisse (Nysa). Airfield not located. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Peenemünde (GER): see Karlshagen.

Peppenhofen (GER) (a.k.a. Peppenhoven) (50 38 30 N – 06 57 15 E)
General: operational airfield (Einsatzhafen) in North Rhine – Westphalia 14 km SW of Bonn and 1.5 km N of Rheinbach.
History: built as a forward airstrip approx. 1938-39 and then abandoned in mid-1940 after the end of the campaign in the West. Fall 1944 in rehabilitation and probably serviceable again by October. Believed to be an alternative landing ground for fighters operating in the Bonn-Köln area.
Dimensions: approx. 1375 x 365 meters (1500 x 400 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: brought in when needed.
Infrastructure: just a small hut at the N end and a small row of huts at the W end of the S boundary.
Dispersal: no organized dispersal area.
Remarks:
26 Dec 44: reported unserviceable due to severe bomb damage.
Operational Units: I./JG 3 (Jan-Feb 40); Stab/JG 77 (May 40).
Station Commands: none identified.
[Sources: AFHRA A5257A p.440 (12 Oct 44); chronologies; BA-MA; NARA; PRO/NA]

Perleberg (GER) (53 04 20 N – 11 49 10 E)

General: airfield (Fliegerhorst) 119 km NW of Berlin in Brandenburg and 33 km SE of Ludwigslust; airfield 2.5 km WSW of Perleberg.
History: 1927 listed as an emergency landing ground (Notlandeplatz). Taken over by the Luftwaffe in 1934 and developed into a elementary flight school. Inaugurated a Luftwaffe Fliegerhorstkommandantur by October 1935. Used briefly by bomber units in spring 1940. From June 1940, also a factory airfield (Industriehafen) for Dornier/Wismar. In spring 1942 it became a major training base for long-range reconnaissance crews.
Dimensions: approx. 1650 x 1235 meters (1800 x 1350 yards).
Surface and Runways: sandy grass surface. No paved runway. Equipped with boundary and obstruction lighting, a flare path, a beam approach system and a visual Lorenz system for night operations.
Fuel and Ammunition: refueling points were located at the SE corner and inside the S boundary. A small ammunition dump was in a wooded area off the S boundary.
Infrastructure: had 1 very large, 2 large and 1 small hangar at the SE corner, and 1 large and 1 small hangar on the S boundary for a total of 6. All of the hangars were fronted with paved aprons. A group of small buildings including the control tower projected into the landing area between the two groups of hangars, and probably included workshops. The motor pool and garages were off the SE corner. Station admin offices, barracks, messes, etc., were in a compact group in the woods off the SE corner and numbered about 30 buildings in all. A branch spur off the Perleberg-Wittenberg rail line served the SE corner and the S, W and N boundaries.
Dispersal: there were 3 dispersal areas – North (along boundary), Southeast corner and Southwest corner with a total of 3 large open aircraft shelters, 12 medium open plus at least 8 parking bays that had been cut into the woods.
Defenses: unknown.
Remarks:
18 Apr 44: bombed by B-17 Fortresses and strafed – 1 x Bf 108 B-1, 8 x Bf 110s, 2 x Do 17Ps, 1 x Do 217M, 1 x Fi 156C, 1 x Fw 44J, 1 x Fw 58C and 5 x Ju 88As/Ds from II./Fernaufklärungsgeschwader 101 destroyed or damaged on the ground.
4 Apr 45: airfield bombed by 29 B-24 Liberators.
Operational Units: Zerstörerstaffel/KG 30 (Feb-Mar 40); I./KG 4 (Mar-May 40); II./KG 30 (Jun-Jul 40); III./KG 30 (Oct 40); Stab, 1./KGr. 506 (Feb-Apr 41); KGr. z.b.V. 104 (Mar 41); 1.(F)/Aufkl.Gr. 33 (Oct 44); Stab, I./JG 6 (Oct-Dec 44); 12.(Pz.)/SG 9 (Dec 44); elements of I.(Pz)/SG 9 (Jan-Apr 45); 13.(Pz.)/SG 9 (Feb-Apr 45); 1./Tiefangriffsgruppe Bücker 181 (Apr 45).

School Units: elementary flight school then twin-engined conversion school Perleberg (Jun 35 – Oct 39); Arbeitsplatz for Schule/FAR 22 (Neustadt-Glewe) (1939-40); Aufklärungsschule 3 (May – Oct 42); Fernaufklärungsschule 3 (Oct 42 – Feb 43); Stab and II./Fernaufklärungsgeschwader 101 (Feb 43 – Feb 45); I./Aufklärungsgeschwader 103 (Feb – Mar 45).
Reserve Training & Replacement Units: Erg.KGr. 6 (Nov 40 – May 41); 3./Erg.JG 2 (and 4./Erg.JG 2?) (Nov 44 – Mar 45).
Station Commands: as Fl.H.Kdtr. Perleberg (to 1943); Fl.Pl.Kdo. A 40/III (1943-44); Fl.H.Kdtr. A(o) 26/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Veit Fischer (1 Jun 35 - ?); Gen.Maj. Oskar Freiherr von Boenigk (? - Oct 39).
Station Units (on various dates – not complete): Koflug 17/XI (c.Dec 41 – Feb 43)?; Werft-Abt. 31/III (1944-45); 12.(Flum.Res.)/Luftgau-Nachr.Rgt. 11 (Mar 41); 3.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Abt. 3 (c.Oct 44 – Feb 45)?; Fluko Perleberg.
[Sources: AFHRA A5258 pp.789-91 (28 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Petershagen (GER) (53 54 45 N – 15 38 30 E)

General: landing ground (Landeplatz) in Pomerania 28 km SSE of Kolberg (Kolobrzeg) and 5.25 km NE of the village of Petershagen.
History: used as a practice field by trainers in 1940. Surface and Dimensions: grass surface measuring approx. 275 x 870 meters (300 x 950 yards) and roughly rectangular in shape. No paved runway.
Fuel and Ammunition: both were brought up as needed.
Infrastructure: none. Personnel were probably billeted in the nearby village of Meierei. The nearest rail connection was in the village of Stolzenberg, 6.5 km to the SSE of the airfield. Dispersal: there were no organized dispersal facilities.
Remarks:
Jan 45: listed as still operational.
Operational Units: none.
Station Commands: none.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.792 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pfaffenhofen (GER): see Oberpfaffenhofen.

Pfeffertshofen (GER) (c. 49 19 07 N – 11 31 53 E)

General: operational airfield (Einsatzhafen I) in Bavaria 37 km ESE of Nürnberg and 7 km NE of Neumarkt. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pferdsfeld (GER) (49 51 18 N – 07 36 12 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 20 km W of Bad Kreuznach and 12 km NE of Kirn. History: listed as operational in Dec 39. No evidence of activity there found after this date.
Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: 1.(H)/Aufkl.Gr. 23 (Sep-Oct 39).
Station Units: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pfraumberg (GER) (40 40 30 N – 12 40 00 E)
General: field airstrip (Feldflugplatz) in Czechoslovakia 33 km SSW of Marienbad (Mariánské Lázně). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pickliessem (GER) (c. 49 59 20 N – 06 39 20 E)
General: tactical landing ground (Gefechtslandeplatz) in Rhineland-Pfalz 26 km N of Trier, 9 km ENE of Bitburg and 2 km WNW of Spangdahlem. History: probably set up in fall 44 as a forward air strip for the Ardennes Offensive that began on 16 Dec 44. Surface and Dimensions: grass surface measuring approx. 300 x 70 meters (330 x 75 yards). Infrastructure: none.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.432 (17 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pillau-Neutief (Land/See) (GER/RUSS) (a.k.a. today: Baltiysk) (54 36 50 N – 19 52 45 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) in former East Prussia 42 km WSW of Königsberg/East Prussia and 4.5 km SSW of the town of Pillau on the E side of a narrow neck of land called the Frische Nehrung. The nearby hamlet of Neutief had been evacuated since 1935.
History: under continuous development from 1935-39 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. It was a very busy seaplane station from summer 1939 to the end of the war. The airfield received little use until the end of 1944 because the runways had still been under construction.
Dimensions: see under Runways.

Surface and Runways: airfield laid out on land reclaimed from the Frisches Haff Lagoon. There were 2 concrete runways laid out in the form of a Saint Andrew's cross - (a) approx. 1100 meters (1200 yards) in length and aligned ENE/WSW, and (b) approx. 1100 meters (1200 yards) in length and aligned WNW/ESE. A taxiway connected the E ends of both runways to the hangar area at the seaplane station.
Anchorage: the Frisches Haff provided ample take-off and landing area for seaplanes. Subject to icing over in winter. The primary anchorage was a small basin in front of the seaplane station buildings that meansured approx. 1100 x 730 meters (1200 x 800 yards) and was enclosed by moles. The basin was fronted for nearly a kilometer by paving that gave access to 2 concrete slipways (launching ramps). Near each slipway was a small jetty and a very large jetty projected from the basin out into the Frisches Haff. A small quay was just S of the basin.
Fuel and Ammunition: refueling points were in front of the hangars at the N end and at the seaplane station. The ammunition dump was in a woods 3 km SW of the airfield.
Infrastructure: all 8 hangars were at the seaplane station – 1 very large repair hangar, 5 very large and 2 small flight hangars, all with paved aprons that are connected to the airfield by taxiways. The main station buildings with admin offices, barracks, messes, etc., were in a group to the N of the seaplane station. The flight control building was at the N end of the hangars. To the N of the station barracks was a billeting complex for civilian workers. The nearest rail connection was in Pillau.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
25 Apr 45: Pillau taken by Soviet forces.
Operational Units: Stab, 1., 3./Kü.Fl.Gr. 506 (Aug-Oct 39); Seenotflugkommando (Seenotstaffel) 2 (Aug 39 – Jun 40); 1./Kü.Fl.Gr. 906 (Nov-Dec 39); Stab/Kü.Fl.Gr. 906 (Nov 39 – Jan 40); part of 1./Kü.Fl.Gr. 406 (Aug 41); 2./Aufkl.Gr. 125 (See) (Sep-Nov 41); Lehr-u.Erprobungskdo. 18 (Jul 42 – Apr 43); 3./Bordfliegergruppe 196 (Mar-Jun 44); Stab, 1./Bordfliegergruppe 196 (Jun-Oct 44); Sonderkdo. FA 330 (Jun-? 44); Seenotstaffel 1 (Jul-Aug 44); Seenotgruppe 60 (Aug 44 – Apr 45); Stab, 1., 2./SAGr. 126 (Oct 44 – Jan 45); III./JG 51 (Jan-Apr 45); 2./NAGr. 4 (Feb-Mar 45).
School Units: Ausbildungsfliegerführer Ostsee (Apr 43 – Jan 45).
Reserve Training & Replacement Units: 1./Flieger-Erg.Gr. (See) (1940 – Jun 41).
Station Commands: Fl.H.Kdtr. A See Pillau (1939-45); mobilized in Feb 45 and assigned FpN L 63260 (FpN entered 1 Mar 45).

Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Rudolf Back (15 Aug 42 - ?).
Station Units (on various dates – not complete):
Ausbildungsfliegerführer Ostsee (c.Oct 43 – 1944); Luftwaffenkdo. Ostpreussen (Feb-Mar 45); Stab/Fliegerführer 6 (Luftflotte 6) (Nov 44 – Jan 45); part of Feldwerft-Abt. I/60 (Feb-Mar 45); Werft-Abt. 106/I (Feb-Mar 45); Werft-Abt. 201/I (Feb-Mar 45); elements of gem.Flak-Abt. 641(v) (1944-45); schw.Flak-Abt. 644(o) (1945); elements of Lw.-Bau-Btl. 6/VII (1945); Flieger-Geräteausgabestelle (Eis.) 51/VII (Mar 45); Seenotzentrale (L) Ostsee (May-Sep 41); Seenotbezirkstelle (L) Pillau (Aug 39 – May 42); Seenotkdo. 11 (Jun 42 – Aug 44); part of Erprobungsverband Ostsee (Jun-Aug 41).
[Sources: AFHRA A5258 pp.793-95 (9 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pinnow (GER) (a.k.a. Pinnow/Plathe) (53 54 30 N – 15 28 10 E)
General: operational airfield (Einsatzhafen II) 32 km SSW of Kolberg (Kolobrzeg) in Pomerania. History: built in 1937. Surface and Dimensions: grass surface. Infrastructure: had at least 2 medium-size buildings designed to look like a farm house and a long barn, with refueling points along the edge of an adjacent woods and an ammunition dump deep in the same woods. Defenses: had just 14 light machine guns for station defense on 23 Oct 44.
Remarks:
3 Mar 45: 2 x Bf 109 G-14s from I./JG 3 blown up to prevent capture.
Operational Units: I./KG 152 (Aug-Sep 39); II./KG 1 (Sep-Oct 39); I./JG 3 (Feb 45).
School Units: Arbeitsplatz for twin-engine conversion school Kolberg (Nov 39 – Jan 40), FFS C 6 then FFS B 6 (Jan 40 – Feb 45); Arbeitsplatz for FFS A/B 118 then FFS A 118 (Stettin-Altdamm) (1940-44).
Station Commands: as Fl.H.Kdtr. E Pinnow (1939-40); Fl.H.Kdtr. E 2/III (1940-41); as Fl.H. Pinnow (1941 – c. Sep 43); Platzkdo. of A(o) 3/III Kolberg (1944-45); Fl.H.Kdtr. E(v) 255/III (Feb-Apr 45).
Station Units (on various dates): 4. Flugh.Betr.Kp./KG 1 (Sep/Oct 39); 5. Flugh.Betr.Kp./KG 1 (Sep/Oct 39).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pirmasens (GER) (49 13 20 N – 07 36 50 E)
General: tactical landing ground (Gefechtslandeplatz) in Rhineland-Pfalz 28 km SSW of Kaiserslautern. History: laid out in the late 1930's and used in spring 1940 for the campaign in the West. Not known to have been used after that. Surface and Dimensions: grass surface. Infrastructure: none noted.

Operational Units: 4.(H)/Aufkl.Gr. 21 (Mar-May 40); 2.(H)/Aufkl.Gr. 32 (May 40)?
Station Commands: none identified.
Station Units (on various dates – not complete): elements of II./Ln.-Rgt. 52 (P-Waldfischbach, Sep 44 – c.Jan 45).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pirna (GER): see Heidenau.

Plantlünne (GER) (52 26 15 N – 07 23 25 E)
General: operational airfield (Einsatzhafen) in Lower Saxony 45 km WNW of Osnabrück, 16.5 km N of Rheine and 2.5 km NW of Plantlünne village.
History: existed from the late 1920's as the location of a searchlight beacon for assisting night flying navigation and as an emergency landing ground. The Luftwaffe began using it in 1935 as a stopover field for aircraft on long flights and air maneuvers were held at Plantlünne in fall 1936. Construction began in 1937 to upgrade Plantlünne to an operational airfield (Einsatzhafen) and this was completed in mid-1939 with the first operational unit flying in on 9 October 1939. The airfield was very active until the conclusion of the campaign in the West on 22 June 1940. For the next 3 years, while being used as a practice field for single-engine trainers, additional construction took place using Russian POWs, mainly the building of Flak positions, a perimeter road and taxiways. In mid-1943, Plantlünne became a major fighter station and continued in that capacity until Mar 45.
Dimensions: approx. 1555 x 915 meters (1700 x 1100 yards) with an irregular shape.
Surface and Runways: grass surface. No paved runway (Oct 43). Equipped with flarepaths, perimeter and obstruction lighting, and the short version of the visual Lorenz system.
Fuel and Ammunition: refueling points and fuel storage were at the center of the NE boundary and there was a large munitions dump 2 km E of the landing area.
Infrastructure: station buildings and barracks were grouped in the far N corner of the landing ground and in trees off the E boundary. Nearest rail connection 7.7 km E of the airfield.
Dispersal: 2 dispersal areas – Southwest and Northeast with a total of at least 32 open aircraft shelters, 5 covered, 3 parking sites and 13 bays in woods.
Defenses: 1 heavy Flak position and 6 light Flak positions, with 5 of the light Flak guns mounted in 5 Flak towers.
Remarks:

9 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Me 410 and 2 x Ju 88s destroyed.
19 May 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x bf 110 destroyed and 1 x He 111 damaged.
20 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 6 x He 111s, 2 x Ju 88s and 1 x Bf 110 destroyed, plus 1 x He 111, 1 x Ju 88 and 3 x unidentified aircraft damaged.
4 Aug 44: low-level bombing and strafing attack by 67 VIII Fighter Command P-47 Thunderbolts – 21 x Jul 88s from II./NJG 3 destroyed or heavily damaged. The 56th Fighter Gp. pilots misidentified most of these as He 111s.
15 Aug 44: bombed by 54 B-24 Liberators – station personnel avoided casualties by sitting out the bombardment in a forest camp S of the airfield.
24 Nov 44: reported runway construction brought to a standstill due to lack of tar, gravel and fuel.
24 Feb 45: strafed by 3 P-47s – 1 x Fw 190 damaged. (German reports)
24 Mar 45: bombed by 111 B-17 Fortresses – 2 x Fw 190s and 1 x Fi 156 destroyed plus 1 x Fw 190 damaged and airfield rendered unserviceable. (German reports)
5-7 Apr 45: munitions dump blown, runway ploughed up and technical infrastructure and equipment demolished.
9 Apr 45: captured by British troops.
Operational Units: I./JG 21 (Oct-Nov 39); I./JG 27 (Nov 39 – Jan 40); III./ZG 26 (Jul-Oct 43); II./JG 11 (Nov-Dec 43); II./NJG 3 (May-Aug 44); IV./JG 54 (Sep-Oct 44); III./JG 26 (Nov 44 – Mar 45).
School Units: Arbeitsplatz for Schule/FAR 82 (Quakenbrück) (1939); Arbeitsplatz for FFS A/B 33 (Quakenbrück) (1941-42).
Station Commands: Fl.H.Kdtr. E Plantlünne (1939-40); Fl.H.Kdtr. E 3/VI (1940); Fl.Pl.Kdo. A 91/XI (1943 – Mar 44); Flugplatzkdo. Plantlünne of Fl.H.Kdtr. A(o) 18/XI Quakenbrück (1944); Fl.H.Kdtr. A(o) 104/XVII (Nov-Dec 44).
Station Units (on various dates – not complete): le.Feldwerft-Abt. (mot) III/30 (Oct 44 - ?); 6./le.Flak-Abt. 876 (1943-44); 4./le.Flak-Abt. 942 (Feb-Mar 44); le.Hei.Flak-Bttr. 37/XI (1943-44); le.Hei.Flak-Bttr. 68/XI (1943-45).
[Sources: AFHRA A5257A pp.441-44 (27 Feb 44 revised to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Plathe (GER): see Mackfitz.

Plattling (GER) (48 48 00 N – 12 52 00 E)
General: operational airfield (Einsatzhafen) in Bavaria 62 km ESE of Regensburg, 8 km SW of Deggendorf and 2 km N of Plattling town center. History: built in the late 1930's. Used as a practice field for

single-engine trainers until a disbanded bomber Gruppe arrived in Sep 44 and began converting to fighters. Concentration camp (KL Plattling, a sub-camp of KL Flossenbürg) located nearby with prisoners and Jews from Germany and 6 other European countries. Airfield site turned into an industrial area postwar. Surface and Dimensions: grass surface measuring approx. 1235 x 915 meters (1350 x 1000 yards). No paved runway. Infrastructure: had 3 medium hangars on the S boundary near the SW corner. Nearest rail connection at Plattling. Dispersal: no organized dispersal facilities. The surrounding flat farmland and absence of woods offered little opportunity for the concealment of aircraft.
Remarks:
Sep 44: landing area being extended.
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x Bf 109s destroyed and 4 more damaged.
17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 94 destroyed or damaged, almost all Bf 109s and Fw 190s.
Operational Units: II./KG(J) 55 (Sep 44 – Apr 45).
School Units: Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/XII Straubing (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 34/VII Straubing (1944); Flugplatzkdo. of Fl.H.Kdtr. E(v) 208/VII Landau/Isar (Nov 44).
Station Units (on various dates – not complete): Werft-Abt.(v) 106/XII (1944-45); Flieger-Ers.Abt. 53 (1939).
[Sources: AFHRA A5258 p.322 (9 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Plauen (GER) (a.k.a. Plauen im Vogtland) (50 32 00 N – 12 06 00 E)
General: airfield (Fliegerhorst) 91 km SSW of Leipzig in Saxony near the border with Czechoslovakia and 35 km SW of Zwickau; airfield 5.25 km NW of Plauen and immediately N of the village of Kauschwitz.
History: in existence since 1925 and in 1927 listed as a civil landing ground (Verkehrslandeplatz). 1932 now listed as a secondary airport (Flughafen II). 1935 taken over by the Luftwaffe and developed into an elementary flight school.
Dimensions: approx. 915 x 730 meters (1000 x 800 yards) with an irregular shape.
Surface and Runways: artificially drained grass surface. No paved runway.
Fuel and Ammunition: refueling points were along the servicing hardstand on the E side of the field.
Infrastructure: there were 5 hangars in a curved row around the NE corner - 1 very large, 2 medium and 1 small along with 1 large repair

hangar, all with paved aprons. Separate workshop buildings were adjacent to the hangars. Station admin buildings were in two groups close to the hangars, and a large barracks complex with some 35 buildings, which probably included messes and classrooms, was located just off the N boundary. The nearest rail connection was a line from Plauen which passed close to the N boundary.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: there were a number of major attacks on the Plauen marshaling yards, plants producing tanks and other armored vehicles, chemical industry targets, etc., but no identifiable raids on the airfield.
Operational Units: none identified.
School Units: elementary flight school Plauen (1936 – Dec 39); FFS A/B 7 (Jan 40 – Jun 43); Arbeitsplatz for FFS A/B 3 (Guben); FFS A 3 (Jan – Feb 45); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim).
Station Commands: as Fl.H.Kdtr. Plauen (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 35/III Altenburg (Apr 44 - 44/45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Hans Poetsch (15 Oct 39 - 17 Sep 40); Oberst Rudolf Weimann (20 Sep 40 - 22 Jan 43); Maj. Wilfried von Müller-Rienzburg (23 Feb 43 - 30 Jun 43).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.796-98 (30 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pocking (GER) (48 22 25 N – 13 18 00 E)
General: operational airfield (Einsatzhafen I) in Bavaria 130 km ENE of Munich, 26 km SSW of Passau; airfield 3.6 km SSW of Pocking.
History: built in the late 1930's and served as a training field until late 1944.
Dimensions: approx. 1035 x 1145 meters (1130 x 1250 yards) with an irregular shape.
Surface and Runways: Grass surface. No paved runway. Equipped with a beam approach system.
Fuel and Ammunition: available.
Infrastructure: had 2 very large, 2 large, 2 medium and 1 large repair hangar with paved aprons off the SW corner in a compact complex of buildings that also included the base motor pool and garages, stores buildings, barracks, messes, etc. Another group of barrack buildings was separate and about 100-200 meters NW of the main building complex. The nearest rail connection was in Pocking.
Dispersal: 3 dispersal areas – North, East and Southwest with a total of 18 aircraft shelters, bays and parking hardstands.
Defenses: unknown.

Remarks:
11 Apr 45: low-level attack – 1 x Ju 88 G-6 from II./JG 2 destroyed on the ground (German sources).
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 119 destroyed or damaged, almost all Bf 109s and Fw 190s, with a few Ju 87s, Fi 156s, Ju 88s and Ju 188s.
17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 45 destroyed and damaged, including Bf 109s, Fw 190s, He 111s, Do 217s, Ju 88s, Ju 188s and a few unidentified aircraft.
Operational Units: Fliegerstaffel d. Führers (Jan-Apr 45); II./NJG 2 (Mar-May 45); Sonderkommando "Bienenstock" (16-28 Apr 45); Stab, 1., 2., 3./NSGr. 2 (Apr-May 45). Also: Hungarian AF High Command (Apr-May 45); 102./2. Hungarian Transport Squadron (Apr-May 45).
School Units: Luftnachrichtenschule 3 (1940 – Apr 45); Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt).
Reserve Training & Replacement Units: III./Erg.KG 1 (Apr-May 45).
Station Commands: Fl.H.Kdtr. A Pocking (1940); Fl.Pl.Kdo. A 11/XIII (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 19/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 35/VII (Jun 44 – Apr 45).
Station Units (on various dates – not complete): Werft-Abt.(o) 12/XII (1944-45); 5./le.Flak-Abt. 951 (Jul-Nov 44); 25.(Ausw.)/Ln.-Rgt. 352 (Dec 44 - ?); I.(Betr.), II.(Feldfernkabel-Bau) and III./Ln.-Rgt. 40 (Jan 45 - ?); I./Ln.-Ausb.Rgt. 5 (Sep 44 – 1945); Lw.-Einstellkdo.
[Sources: AFHRA A5258 pp.323-25 (18 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Poganitz (GER) (a.k.a. Poganice) (c.54 27 N – 17 24 E)
General: landing ground (Landeplatz) in Pomerania c. 25 km E of Stolp (Slupsk). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pomssen (GER) (51 13 40 N – 12 35 35 E)
General: landing ground (Landeplatz) in Saxony 20 km SE of Leipzig, 10 km WSW of Grimma and 2 km SW of the village of Pomssen.
History: laid out in the late 1930's and operational by summer 1939. Used as a practice field for an instrument flight school and later as a training station for fighters. Surface and Dimensions: grass surface measuring approx. 915 x 1000 meters (1000 x 1100 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: underground fuel storage was reportedly on the E boundary. Infrastructure: there was a small group of workshop-type buildings off the SE corner. Nearest rail connection at Belgershain, 4 km WNW of the landing ground. Dispersal: a dispersal area in woods off the NW corner was under construction in Jul 44.
Remarks: none.
Operational Units: none identified.

School Units: Arbeitsplatz for BFS 10 (Altenburg) (May – Oct 43); 4./JG 110 (Oct 43 – May 45); 3./JG 110 (May 44 – Apr 45).
Reserve Training & Replacement Units: IV./JG 27 (Oct-Nov 44).
Station Commands: Fl.H.Kdtr. E Pomssen (Aug 39 – c. Feb 40).
Station Units (on various dates – not complete): Heimat-Flak-Battr. 9/IV (1944 – Feb 45).
[Sources: AFHRA A5258 p.799 (24 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pötenitz (See) (GER) (53 56 04 N – 10 52 55 E)
General: seaplane station in Schleswig-Holstein 18 km NE of Lübeck.
History: listed as operational in Feb 44 and Feb 45. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Potsdam (GER): see Werder/Havel.

Potsdam – Bornstedter Feld (GER) (52 25 04 N – 13 01 53 E)
General: landing ground (Landeplatz) in Brandenburg just N of Potsdam. History: 1927 listed as an emergency landing ground (Notlandeplatz). WW II use uncertain.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Potsdam-Güterfelde (GER): see Güterfelde.

Powayen (GER/RUSS) (a.k.a. today: Logvino?) (54 45 05 N – 20 11 00 E)
General: field airstrip (Feldflugplatz) in former East Prussia. Village of Powayen located 21 km WNW of Königsberg (Kaliningrad) and 7.25 km W of Seerappen. Exact location of airstrip not known. History: in existence since 1937. Surface and Dimensions: grass surface with a probable take-off and landing run of 915 meters (1000 yards). Fuel and Ammunition: both brought up as needed. Infrastructure: none identified. Nearest rail connection in the village of Powayen.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.801 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Powunden (GER/RUSS) (54 53 25 N – 20 35 10 E)
General: operational airfield (Einsatzhafen I) 21 km NNE of Königsberg (Kaliningrad) in East Prussia, 12 km NNW of Königsberg-Neuhausen airfield and immediately SE of the village of Powunden.
History: built 1937-38. Used mainly by night fighters from mid-1943 to Jan 45. There was also an experimental and retrofit facility at

Powunden in 1943-44 that installed bomb racks and cameras on fighters. This facility moved to Jesau after Powunden was bombed by Russian aircraft.
Dimensions: approx. 1280 x 1370 meters (1400 x 1500 yards) with an additional 200 meter extension off the NE corner.
Surface and Runways: grass surface. No paved runway. Equipped with perimeter lighting, a probable flare path, a beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were located in front of the two hangar groups.
Infrastructure: off the N boundary were 2 very large triple-bay, 1 large double-bay and 1 medium single-bay hangar; off the S end of the E boundary were 2 very large triple-bay hangars. All 6 hangars had paved aprons. Workshops, warehouses, a small barracks complex and the Powunden train station were behind the hangars on the N boundary. The main station offices, additional billeting, stores and other services were located in surrounding villages, such as Ellerkrug, Mickenburg and Karmitten. A branch rail line to service the S end of the airfield was under construction in Jan 45.
Dispersal: there were 4 dispersal areas by Jan 45 - Northeast, Southeast (remote), South (remote) and Southwest with a total of 39 aircraft shelters and parking bays. Four of these off the S end of the field were very large covered shelters and probably doubled as repair hangars.
Defenses: unknown.
Remarks:
Operational Units: II./LG 1 (Aug-Sep 39); Stab, II./KG 1 (Jun-Jul 41); 14., 15./NJG 5 (Aug 43 – May 44); II./ZG 76 (Jul-Aug 44); IV./NJG 5 (Aug 44 – Jan 45); 3.(F)/Aufkl.Gr. 22 (Oct-Dec 44); Stab I., 4./NJG 100 (Nov-Dec 44).
School Units: I./NJG 102 (May – Jul 44).
Station Commands: Fl.H.Kdtr. E Powunden (1939-40); Fl.H.Kdtr. E 32/I (Feb-Mar 40); Fl.H.Kdtr. E 7/I (spring 1940); Fl.H.Kdtr. E 15/I (Apr 40 – Jul 41); Fl.H.Kdtr. A(o) 3/I (Apr-Sep 44); Fl.H.Kdtr. E(v) 216/I (Oct 44 – Feb 45).
Station Units (on various dates – not complete): Werft-Abt. 105/I (Dec 44); Flieger-Ers.Btl. I (c.Oct 42 – Mar/Apr 43).
[Sources: AFHRA A5258 pp.802-03 (12 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Praust (GER) (a.k.a. today: Pruszcz Gdanski) (54 15 00 N – 18 40 30 E)
General: landing ground (Landeplatz) then operational airfield (Einsatzhafen) 11 km S of Danzig in former West Prussia; airfield 2.4 km SSE of the village of Praust.

History: wartime practice field for elementary trainers, then developed into an operational airfield in 1944.
Dimensions: approx. 870 x 825 meters (950 x 900 yards) with landing area extensions to the E and W.
Surface and Runways: Had a single concrete runway measuring approx. 1830 meters (2000 yards) aligned WNW/ESE. A perimeter road along the N side of the airfield was under construction in Nov 44. A beam approach system and a visual Lorenz system were being installed in Oct 44.
Fuel and Ammunition: a refueling loop was probably under construction on the N boundary in Nov 44.
Infrastructure: there was a single medium hangar with a concrete apron approx. 2290 meters (2500 yards) SW of the landing area in the South (remote) dispersal area, and a small hangar on the N boundary. Both hangars had adjacent workshop buildings. A small building on the S boundary was probably a workshop also. Barracks were off the NW corner, a small cluster of accommodation huts in the South (remote) dispersal, and probable storage buildings were along a side branch rail line from Praust which was under construction in Oct 44.
Dispersal: had two areas – North (remote) and South (remote) with a total of 7 large open aircraft shelters. Both areas were being expanded in Oct 44.
Defenses: unknown.
Remarks: none.
Operational Units: Nachtaufkl.St. 3 (Jun 41); 10./NJG 5 (Oct 44); Stab, 1./NAGr. 4 (Dec 44 – Mar/Apr 45); Nahaufkl.St. 11/12 (Dec 44 – Mar 45); 2.(Pz)/SG 9 (Feb 45); detachment of I./NJG 100 (Feb 45).
School Units: Arbeitsplatz for FFS A/B 6 (Danzig-Langfuhr, Oct 39 – Sep 40) and Schule/FAR 52 (Danzig-Langfuhr, Sep 40 – c. Dec 44).
Station Commands: Fl.H.Kdtr. A(o) 9/I (Apr 44 – Mar 45); Fl.H.Kdtr. E(v) 267/III (Nov 44).
Station Units (on various dates – not complete):
Stab/Jagdfliegerführer Westpreussen (Jan-Mar 45); Werft-Abt. 24/I (1944 – Mar 45); le.Hei.Flak-Bttr. 22/I (1945)?; Luftschutz-Abt. d.Lw. 41 (fall 42); Ldssch.Zug d.Lw. 50/I (Jan-Feb 45); Ldssch.Zug d.Lw. 288/VI (Jan-Mar 45).
[Sources: AFHRA A5258 pp.804-05 (8 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prenzlau (GER) (53 19 00 N – 13 52 50 E)

General: airfield (Fliegerhorst) 48.5 km WSW of Stettin (Szczecin) in Brandenburg; airfield 2 km E of Prenzlau.
History: built 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by 1 July 1934. Initially for training bomber crews, Prenzlau specialized in setting up and training long-

range reconnaissance units from the mid-1930s to the beginning of the war when it became an elementary flight school. It was also an examination and re-licensing center for pilots coming off hospitalization and convalescence, and for pilots who had otherwise been away from the cockpit for some extended period of time.
Dimensions: approx. 1190 x 730 meters (1300 x 800 yards) and irregular in shape.
Surface and Runways: grass surface that could turn soft in wet weather. No paved runway. Had a perimeter road around the landing area and 3 taxiways leading from the hangars to the landing area. Equipped with perimeter lighting.
Fuel and Ammunition: there were 2 groups of refueling points on the E boundary and bulk fuel storage at the E corner. The station ammunition dump was on the E boundary and served by a branch rail line.
Infrastructure: at the S corner and along the SE side were 4 large hangars, 1 medium double bay, 1 medium single bay and 1 small hangar; at the NW corner was 1 large hangar. All 8 hangars had paved aprons and small adjacent workshop buildings. Two engine test beds were behind the hangars on the S side of the field. The main station buildings were grouped at the S corner and along the SE boundary and these included 14 to 16 large barrack buildings. Off the W boundary were the station HQ, some additional admin buildings and a second cluster of 8 to 10 barracks. A branch rail line from Prenzlau served the E boundary of the airfield.
Dispersal: a Northeast dispersal area was under construction in early May 1944.
Defenses: unknown.
Remarks: none.
Operational Units: 1.(F)/Aufkl.Gr. 122 (May 34 – Sep 37); 2.(F), 3.(F)/Aufkl.Gr. 122 (Apr 36 – Sep 37); 1.(F), 2.(F), 3.(F)/Aufkl.Gr. 22 (Oct 37 – Oct 38); 17./KGr.z.b.V. 5 (1938 – Jan 39); Aufkl.Gr. 121 (Nov 38 – Sep/Oct 39); 4.(F)/Aufkl.Gr. Ob.d.L. (Oct-Nov 39); Verbindungsstaffel 56 (Nov 41); IV./KG 200 (Nov 44 – Mar 45); 1./NAGr. 8 (Feb-Mar 45); IV./JG 3 (Feb-Apr 45); 2., 3./SG 9 (Mar 45); III./SG 1 (Mar 45)?; Pz.Aufkl.Schwarm 2 (Mar 45).
School Units: Bombenschule Prenzlau (Jul 34 – Apr 35); Kampffliegerschule Prenzlau (May 35 – Mar 36); Schule/FAR 42 (Oct 39 – Oct 40); FFS A/B 120 (Nov 40 – May 42); Überprüfungsstelle/Überprüfungsschule/Überprüfungslehrgang LF Prenzlau (c. Feb 41 – Jun 43); FFS A/B 12 then FFS A 12 (Jun 43 – Feb 45).
Station Commands: as Fl.H. Prenzlau (to 1943); Fl.Pl.Kdo. A 27/III (1943 – Mar 44)?; Fl.H.Kdtr. A(o) 4/III (Apr 44 – 1945).

Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Richard Putzier (1 Jul 34 - 1 Jan 36); Maj. Otto Abernetty (1 Jan 36 - 11 Mar 36); Obstlt. Günther Korten (1 Oct 36 - 31 Jul 37); Obstlt. Gotthardt Kapuste (1 Aug 37 - 31 Jul 38); Obstlt. Herbert Schröder (1 Aug 38 - 31 Oct 38); Obstlt. Gotthardt Kapuste (1 Nov 38 - 13 Nov 39); Oberst Philipp Neufang (May 43 - Mar 44).
Station Units (on various dates – not complete): Werft-Abt. 32/III (1944-45); Stab/Feldwerftverband 10 (Jan-Feb 45); elements of schw.Feldwerft-Abt. IV/40 (Mar 45); le.Feldwerft-Abt. I/60 (Feb 45); schw.Feldwerft-Abt. 3/VII (Feb-Mar 45); I./Flak-Rgt. 34 (gem. mot.) (1945); schw.Flak-Abt. 115 (Eisb.) (Apr 45).
[Sources: AFHRA A5258 pp.806-09 (28 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pretzsch (GER) (a.k.a. Pretzsch/Elbe) (51 41 30 N – 12 48 15 E)
General: operational airfield (Einsatzhafen I) 50 km NNE of Leipzig in Saxony and 2.8 km S of the small town of Pretzsch with the River Elbe 2.8 km E of the airfield.
History: construction ordered to begin on 29 Aug 35 with a planned completion on 1 Oct 36 but it actually took nearly two years longer. The runway, the first 2 hangars, buildings and sheds were completed first, these all designed to look like farm buildings, then the rail spur, fuel storage and munitions bunkers were finally finished in 1938. The new airfield was ordered inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936, more than a year before everything was finished. From 1942 to 1943 it was considerably enlarged and additional hangars and other infrastructure built using Serbian and Russian POWs as laborers. To mid-1944, Pretzsch served mainly as a flight school and practice field for single-engine and twin-engine trainers. In October 1944 it became a factory airfield (Industriehafen) for aircraft final assembly and test flight, mainly Bf 109 fighters, operated by the Erla firm, formerly in Leipzig before its facilities were bombed out.
Dimensions: approx. 1145 x 1145 meters (1250 x 1250 yards) and roughly oval in shape.
Surface and Runways: grass surface planted on a mixture of sand and loam. No paved runway. A perimeter road ran along the W side and there was a broad taxiway from the hangars to the landing area.
Fuel and Ammunition: ample fuel was available and the station ammunition dump was concealed in the woods off the SE boundary.
Infrastructure: there were two very large hangars off the NW bourdary, and 1 very large and 2 large hangars off the N corner, all 5 fronted with paved aprons. The hangar farthest N of the landing area was the repair hangar and it had 7 or 8 workshop buildings and the

station motor pool and garages grouped around it. The station admin buildings, barracks, messes, etc., were all off the NW boundary, and the flight control building was off the N corner. A branch rail line served the E, S and W boundaries of the airfield.
Dispersal: there were no organized dispersal areas in Apr 44, but there were 2 open aircraft shelters on the SE boundary.
Defenses: unknown.
Remarks:
Aug 44: the only attempt to bomb the airfield occurred at the end of August but the bombs missed and fell outside the perimeter.
25 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Me 410 and 2 x unidentified aircraft damaged.
16 Apr 45: strafed by 12 9th AAF P-47 Thunderbolts – claimed 19 planes destroyed and 23 damaged, including 30 identified from the air as Bf 109s.
16-20 Apr 45: machine tools, spare parts and serviceable aircraft were evacuated to Döberitz airfield near Berlin and Pretzsch ceased operations as enemy forces drew near.
Operational Units: II./KG 4 (Mar-Apr 45); Stab, II./LG 1 (Mar-Apr 45).
School Units: Schule/FAR 82 then FFS A/B 82 (Oct 41 – Jul 42); Arbeitsplatz for elementary flight school then twin-engined conversion school Alt-Lönnewitz (1936 – Jan 40), FFS C 3 then FFS B 3 (Jan 40 – Jul 44); FFS C 9 then FFS B 9 (Oct 42 – Sep 44); 9./JG 110 (Oct 44 – Mar 45).
Reserve Training & Replacement Units: IV./Erg.JG 1 (Jan – Feb 45).
Station Commands: Fl.H.Kdtr. E Pretzsch (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 11/IV (c. Feb – Apr 40); Fl.Pl.Kdo. A 17/IV (May 42); as Fl.H. Pretzsch (to 1943); Fl.H.Kdtr. A(o) 34/III (1944-45).
Station Units (on various dates – not complete): Werft-Abt. 33/III (1944-45); le.Feldwerft-Abt. (mot) I/50 (Feb 45).
[Sources: AFHRA A5258 pp.810-12 (1 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web sites ww2.dk and www.pretzsch-elbe.info/Sites/GE_Kapitel_Flugschule.htm]

Preussisch-Eylau (GER/RUSS) (a.k.a. today: Bagrationovsk) (54 22 30 N – 20 40 30 E)
General: landing ground (Landeplatz) in former East Prussia 37 km SSE of Königsberg (Kaliningrad). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prien (GER) (47 51 50 N – 12 21 20 E)

General: sports field for civil aircraft (Sportplatz and Zivilplatz) in Bavaria 65 km ESE of München (Munich) on Chiemsee (lake); airfield 3 km NNE of the town of Prien on the W side of the lake. History: used for glider training, as a practice field for trainers and occasionally by transient aircraft during the war. Fighters were based there the first week of May 1945. Surface and Dimensions: grass surface measuring approx. 777 x 230 meters (850 x 250 yards).
Infrastructure: had 2 medium hangars on the S boundary together with 2 adjacent huts that were most likely workshops.
Operational Units: III./JG 53 (May 45); III./KG(J) 54 (May 45).
School Units: Arbeitsplatz for Schule/FAR 13 (Neubiberg).
Station Commands: none identified.
[Sources: AFHRA A5258 p.432 (18 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Primstal (GER) (49 32 04 N – 06 58 48 E)
General: field airstrip (Feldflugplatz) in Saarland 35 km SE of Trier on the east bank of the Prims River. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Priwall (GER): see Travemünde.

Pronstorf (GER) (53 57 04 N – 10 27 52 E))
General: landing ground (Landeplatz) in Schleswig-Holstein 16.5 km NW of Lübeck near the tiny hamlet of Pronstorf at the SE end of the Wardersee (a lake). History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 5/XI Lübeck-Blankensee (1944-45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prowehren (GER) (54 46 00 N – 20 24 45 E)
General: operational airfield (Einsatzhafen I) 10 km NW of Königsberg in East Prussia and immediately NW of the village of Prowehren.
History: built 1935-36 and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936.
Dimensions: approx. 1600 x 1145 meters (1750 x 1250 yards) and roughly rectangular in shape.
Surface and Runways: rough grass surface. Had one concrete runway measuring approx. 1415 meters (1550 yards) in length and

aligned E/W. Extensive work was still underway in late spring 1944 and a final planned length of 1690 meters (1850 yards) was apparently intended. A perimeter road ran along the W and part of the N boundaries. Equipped with a beam approach system and possibly a visual Lorenz system for night operations.
Fuel and Ammunition: fuel was brought in by rail from a dump 12 km WNW of the airfield. The ammunition dump was 1.6 km NNW of the airfield and connected to it by a loop road.
Infrastructure: had 2 small hangars on the S boundary, a group of workshops at the SE corner and another off the NW corner, and the motor pool and other facilities were among a group of farm buildings approx. 1839 meters (2000 yards) WSW of the landing area. Station admin buildings, barracks, messes, etc., were grouped off the SW corner and the flight control building was probably located among the workshops off the SE corner. A branch rail line from the N side of the field served the W and S boundaries.
Dispersal: there were 4 open aircraft shelters off the SE corner.
Defenses: unknown.
Remarks: none.
Operational Units: III./LG 1 (Aug-Sep 39); KGr. 806 (Jun-Aug 41); Stab/Aufkl.Gr. 125 (Jul 41); Stab, I., II., III./KG 4 (Jul-Aug 41, Apr-Jun 42); KGr. z.b.V. 106 (Sep-Oct 41); I./KG 77 (Nov 43 – Mar 44); Stab, I., II./KG 1 (Jun-Aug 44); 2.(F)/Aufkl.Gr. 11 (Sep-Oct 44); 4./NJG 100 (Sep-Oct 44); I./NJG 100 (Oct 44 – Jan 45); Stab/FAGr. 1 (Oct 44 – Jan 45); 4.(F)/Aufkl.Gr. 14 (Oct 44 – Jan 45); 3. (F)/Aufkl.Gr. 22 (Oct 44 – Jan 45); 5.(F)/Aufkl.Gr. 122 (Oct 44 – Jan 45); Aufkl.St. 4.(F)/Nacht (Oct-Dec 44); I./SG 3 (Jan 45).
School Units: Arbeitsplatz for BFS Königsberg-Devau then BFS 3 (Nov 39 – Jun 41); Arbeitsplatz for FFS A/B 5 and Schule/FAR 33; Arbeitsplatz for FFS A/B 125 then FFS A 125 (Neukuhren) (1941-44); Nachtfluglehrgang Prowehren (Feb-Jul 43).
Reserve Training & Replacement Units: Erg.St./Küstenfliegergruppe 806 (Jun – Aug 41); 12./KG 40 (Aug 43).
Station Commands: Fl.H.Kdtr. E Prowehren (1939-40); Fl.H.Kdtr. E 6/I (1940-41); Fl.H.Kdtr. E 23/XI (Apr-Jul 41); Fl.H.Kdtr. A(o) 4/I (Apr-Oct 44); Fl.Pl.Kdo. B 21/I(?); Fl.H.Kdtr. E(v) 217/I (Oct 44 – Feb 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.813-14 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prüssau (GER) (a.k.a. Prusewo) (c. 54 46 N – 17 58 E)
General: landing ground (Landeplatz) in Pomerania c. 65 km NW of Danzig (Gdansk) and 27 E of Leba. History: no evidence found of Luftwaffe use.

[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Puch (GER) (48 11 30 N – 11 12 30 E)

General: emergency landing ground (Notlandeplatz) and dispersal field (Ausweichplatz) in Bavaria 3 km WNW of Fürstenfeldbruck. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted. [Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Puchheim (GER) (c. 48 09 33 N – 11 21 52 E)

General: landing ground (Landeplatz) in Bavaria 17 km W of München (Munich) and 1.5 km NE of Puchheim. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted. [Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Puchhof (GER) (a.k.a. Rain) (48 56 10 N – 12 28 00 E)

General: operational airfield (Einsatzhafen II) in Bavaria 10 km NW of Straubing, 1 km S of Aholfing and 1 km NNE of Puchhof estate. History: built late 1930's and used mainly as a practice field for trainers. Surface and Dimensions: grass surface measuring approx. 915 x 775 meters (1000 x 850 yards) and "L" shaped. No paved runway. Infrastructure: there was a small compact group of buildings on the W side of the landing area which probably included workshops, admin offices and accommodations for personnel. The nearest rail connection was in Straubing. Dispersal: no organized dispersal facilities. Aircraft parked at the N end of the landing area.
Remarks:
20 Feb 45: strafed by 3 P-51s – 1 x Bü 181, 1 x Fi 156, 1 Coudron and 2 x Kl 35 destroyed, and 3 x Bf 109s damaged. (German report)
17 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 39 destroyed or damaged, including Fw 190s (10), Me 262s (11), Bf 109s (6), Ju 87s (2) and unidentified aircraft (7).
Operational Units: none identified.
School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for Schule/FAR 53 (Straubing) (1939); Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45).
Station Commands: Fl.H.Kdtr. (E) Puchhof (Aug 39 – Mar 40); Fl.H.Kdtr. 1/XIII (Mar 40); Fl.H.Kdtr. E 51/XIII (1940).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.326-27 (13 Feb 44 updated to 23 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Puffendorf (GER) (a.k.a. Geilenkirchen-Puffendorf) (50 56 30 N – 06 13 20 E).
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 19 km NNE of Aachen city center, 7.3 km ESE of Geilenkirchen and immediately NE of the village of Gillrath. History: no record of use. Surface and Dimensions: grass surface measuring approx. 685 x 460 meters (750 x 500 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.631 (18 Jun 41); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Punschrau (GER) (51 08 10 N – 11 41 20 E)
General: landing ground (Landeplatz) in Thuringia 44 km SW of Halle, 25 km N of Jena and 1 km SE of the village of Punschrau. History: laid out in the late 1930's, deactivated during most of the war years and became operational again in summer 1944. It was intended as an alternative landing ground for Gotha and Jena-Rödigen airfields but received very little use. Surface and Dimensions: grass surface measuring approx. 1050 x 1000 meters (1150 x 1100 yards) and roughly "L" shaped. No paved runway. Fuel and Ammunition: brought up as needed. Infrastructure: had 2 small buildings near the NE corner. Nearest rail connection 2.4 km E in Kosen on the main Halle-Leipzig line. Dispersal: no organized dispersal facilities.
Remarks:
Feb 45: still listed as operational.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. E Punschrau (Aug 39 – c. Feb 40); Fl.H.Kdtr. 1/IV z.b.V. (c. Feb 40 – c. Jun 40).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.815 (25 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pütnitz-Damgarten (Land and See) (GER) (54 16 20 N – 12 26 15 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 44 km WSW of Stralsund, 28 km NE of Rostock, 2.4 km NW of the village of Damgarten on the Baltic coast in Mecklenburg; airfield and seaplane station located 1.5 km NW of Pütnitz.
History: built 1935-36 and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Pütnitz was a training station for flying, navigation, instrument flight and airborne radio instruction from its inception to the end of the war.

Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards) and roughly rectangular in shape.
Surface and Runways: artificially drained grass surface. Had one concrete runway measuring approx. 1325 meters (1450 yards) and aligned NE/SW. A taxiway connected it to the building area on the N boundary. Equipped with boundary and obstruction lighting, a flare path and the short form of the visual Lorenz system for night landings.
Anchorage: there was ample take-off and landing room in the Ribnitzer See (Lake Ribnitz) and in the Saaler Bodden, a very shallow lagoon-like body of water N of the seaplane station. There were also two concrete launching ramps for seaplanes that were connected to the hangars by a taxiway. A small jetty was at the S end of the seaplane station waterfront.
Fuel and Ammunition: refueling points were located of the seaplane station waterfront and underground bulk fuel storage was off the S boundary of the airfield. The ammunition dump was in the woods off the NE corner.
Infrastructure: there were a total of 9 hangars – 1 large and 1 medium on the NW corner that served the airfield, and 5 large, 1 small and 1 repair hangar on the W boundary that served the seaplane station. A small group of buildings (probably workshops) were adjacent to the hangars on the NW corner. The station admin buildings, barracks, messes, classrooms, etc., were off the N boundary, some of these concealed under camouflage netting. Additionally, a second group of barracks was 2 km to the NE, a third group off the NE corner on the edge of a woods, and a fourth group in a woods off the NW corner. The nearest rail connection was in Damgarten on the Rostock-Barth line.
Dispersal: there was only a single aircraft shelter off the SW boundary in Feb 44.
Defenses: unknown.
Remarks:
19 May 44: low-level attack – 1 x BV 138B and 3 x Do 18Gs and Hs from FFS B 17 (See) damaged.
20 Jun 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x He 111, 1 x BV 138 and 1 x He 115 destroyed, plus 3 x Bf 110s, 1 x Me 210, 1 x Fw 189, 1 x Do 24, 2 x BV 138s and 6 x gliders damaged.
24 Mar 45: strafed – 1 x Ju 52 destroyed and 1 x Ju 188 slightly damaged. (German report)
26 Apr 45: strafed by RAF Spitfires – claimed 1 x He 115 destroyed.
Operational Units: Versuchsstation Pütnitz (1944); 1./KG 200 (Feb-Jun 44); See-Transportstaffel 1 (Oct 44 – Feb 45); Seenotschwarm/9. Seenotstaffel (Oct 44 – Apr 45); 3./TG 1 (Feb 45).

School Units: FFS (See) Pütnitz (Apr 36 – Jan 40); Blindfluglehrgang (See) (Apr 36 – Apr 38); FFS (See) 2 (Jan – Dec 40); FFS C 17 then FFS B 17 (Jan 41 – Sep 44); Arbeitsplatz for FFS A/B 6 and Schule/FAR 52 (Danzig-Langfuhr); Arbeitsplatz for BFS 4 then FFS B 34 (Kopenhagen-Kastrup) (Apr 41 – Feb 45); 1./JG 103 (Oct-Dec 44); 6., 7./JG 103 (Jan-Mar 45).
Reserve Training & Replacement Units: Flieger-Erg.St. (See) (Nov 44 – Apr 45); II.(F)/Erg.Aufklärungsgeschwader 1 (Jan – Apr 45); Erg.Küstenfliegerstaffel (F) (Jan 45).
Station Commands: as Fl.H. Pütnitz (to c. Sep 43); Fl.Pl.Kdo. A 23/III (1943 – 03.44); Fl.H.Kdtr. A(o) 5/III (04.44 – 1945). Other: Luftpark Pütnitz (Dec 36 - ?).
Kommandant (not complete): Oberst Friedrich-Karl Knust (? - ?) 8/43.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.816-18 (19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Puttgarden (GER) (a.k.a. Fehmarn) (54 30 04 N – 11 12 52 E)
General: emergency landing ground (Notlandeplatz) in Schleswig-Holstein and located on Fehmarn, a large island at the entrance to Kiel Bay. History: No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pütz (GER) (a.k.a. Pütz-Kirchtroisdorf) (50 59 00 N – 06 31 20 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 31 km W of Köln, 19.5 km NNE of Düren and .8 km S of the village of Pütz. History: inactive after the 1940 campaign in the West.
Surface and Dimensions: grass surface measuring approx. 775 x 595 meters (850 x 650 yards) and roughly square in shape.
Operational Units: 4.(H)/Aufkl.Gr. 13 (Mar-May 40)?
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.597 (25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pyritz (GER) (a.k.a. today: Pyrzyce) (53 07 20 N – 14 51 10 E)
General: operational airfield (Einsatzhafen) and airfield (Fliegerhorst) in Pomerania 33 km SE of Stettin (Szczecin), 23 km SSW of Stargard (Stargard Szczecinski) and 3.6 km SW of the village of Pyritz.
History: built 1938-39 as an E-Hafen but by Jan 40 had been upgraded to a Fliegerhorst even though it had no hangars. Served as

a training field and practice field for single-engine and twin-engine trainers from 1938-44.
Dimensions: approx. 870 x 825 meters (950 x 900 yards) with an irregular shape.
Surface and Runways: grass surface in good condition. No paved runway.
Fuel and Ammunition: refueling points were in front of the workshops on the N boundary.
Infrastructure: no hangars but there were two small workshop buildings on the N boundary. A very large building off the N boundary had a cluster of barrack huts nearby and there was a stores building on the NW boundary. Inside the NW boundary was a small hut. A branch rail spur off the Pyritz-Wriezen line served the stores building on the NW boundary.
Dispersal: no organized dispersal facilities in Mar 44.
Defenses: unknown.
Remarks:
11 Apr 44: low-level attack – 1 x Ar 96 B-1 and 6 x Bü 181Bs from FFS A 118 destroyed or damaged on the ground. There were also 2 KIA and 3 WIA from the school.
4 Mar 45: Pyritz taken Soviet 1st Belorussian Front.
Operational Units: none identified.
School Units: twin-engined conversion school Pyritz (1938 – Jan 40) then FFS C 1 (Jan 40 – Sep 42); Arbeitsplatz for FFS A/B 118 then FFS A 118 (Stettin-Altdamm) (1940-44).
Station Commands: Fl.H.Kdtr. E 9/III (1940-41); Platzkdo. of A(o) 6/III Stettin-Altdamm (1945).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.819 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Quakenbrück (GER) (52 40 00 N – 07 56 00 E)

General: airfield (Fliegerhorst) in Lower Saxony 45 km N of Osnabrück and 1.6 km SW of Quakenbrück.
History: in 1927 and for a few years prior, Quakenbrück was an emergency landing ground (Notlandeplatz) before being constructed as a proper civil aviation airfield with a hangar. The Luftwaffe began using it in 1933 with construction beginning in 1935 to turn it into a large, permanent military air base. Working day, night and weekends, the construction was finally completed in 1938, but the first Luftwaffe units arrived two years earlier while the work was still

underway. Quakenbrück was an important basic training center and elementary flight school until September 1942. It was also an aircraft repair center until early 1943 when the specialized repair personnel were transferred to S France.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards).
Surface and Runways: grass surface with good artificial drainage. Had 1 concrete runway measuring approx. 1235 meters (1350 yards) NW/SE. Equipped with runway lighting, perimeter lighting, a visual Lorenz system and a probably beam approach system for night landings.
Fuel and Ammunition: refueling points were on the N boundary in front of the hangars. Munitions storage believed to be off the SE corner.
Infrastructure: there were 4 large and 2 medium hangars off the NW corner and along the N boundary. Workshop buildings were around the hangars and off the NE corner. The station had 28 large barrack blocks at the NE corner and a separate housing estate to the N of these.
Dispersal: 3 dispersal areas – Northwest, Southwest and Perimeter with a total of 7 covered aircraft shelters and 16 open shelters.
Defenses: 1 heavy Flak position E of the airfield and 11 light Flak positions around the landing area. Most of the light Flak guns were emplaced in Flak towers.
Satellites and Decoys:

Quakenbrück-Anten (GER) (52 39 30 N – 07 44 30 E). Dummy 13 km W of Quakenbrück airfield and 2.5 km NNW of the village of Anten. Mock-up included a dummy landing area measuring approx. 1830 x 915 meters ((2000 x 1000 yards), a marked out phony runway and a dispersal area with decoy aircraft. Layout and appearance closely matched Quakenbrück airfield. Probably illuminated. [Sources: AFHRA A5257A p.625 (11 Jul 44)]

Remarks:
21 Feb 44: bombed by B-17 Fortresses – workshops and barracks off the NE corner damaged but serviceability of runway and landing area not affected.
24 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Fw 190 and 1 x Bf 110 damaged.
8 Apr 44: bombed by 83 B-17 Fortresses and strafed by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 109, 4 x Bf 110s, 8 x Me 210s, 1 x Me 410, 1 x Ju 88 and 2 x unidentified aircraft destroyed, plus 1 x Bf 110 and 2 x Me 210s damaged. Additionally, numerous airfield buildings were destroyed and damaged.
11 Apr 45: captured by British troops, wreckage cleared and on 20 April a squadron of RAF Gloster Meteor III jet fighters moved in.

Operational Units: Stab, I./KG 4 (Nov 39 – Feb 40); Stab, I./KG 54 (Feb-Jul 40); Stab/KG 27 (May 40); III./KG 27 (May-Jun 40); I./KG 6 (Sep 44); 3.(F)/Aufkl.Gr. 122 (Sep 44 – Apr 45); II./JG 6 (Dec 44 – Jan 45); Einsatzkdo./FAGr. 5 (Jan-Apr 45)?; Stab, 1./FAGr. 1 (Feb-Apr 45); 1.(F)/Aufkl.Gr. 120 (Mar 45).
School Units: elementary flight school Quakenbrück (1936 – Mar 39); Fl.Ausbildungs-Rgt. 82 (Apr-Nov 39); Schule/FAR 82 (Apr- Sep 39); FFS A/B 33 (Mar 41 – Sep 42); Fl.Anwärter-Btl. VI (1941-42); Flieger-Techn.Schule 4 (Dec 43 – Sep 44); Schulstaffel für Luftbeobachterstaffeln (Jan-Apr 44).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 34 (Oct 36 – Mar 37); Flieger-Ers.Abt. 24 (Apr 37 – Oct 38); Flieger-Ers.Abt. 82 (Nov 38 – Mar 39).
Station Commands: Fl.Pl.Kdo. A 51/XI (c.Feb 43 - Mar 44); Fl.H.Kdtr. A(o) 18/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Stab/14. Fliegerdivision (Bersenbrück, Jan-Mar 45); Koflug Quakenbrück (Jul 39 – Mar 41); Werft-Abt.d.Lw.(o) 18/XI (spring 44 – Apr 45); Werft-Abt. (v) 128/XI (c.Oct 44 - 1945)?; le.Hei.Flak-Bttr. 95/XI (1943-45); E-Hafen-Ausrüstungs-Kolonne (mot) 1/VI; E-Hafen-Ausrüstungs-Kolonne (mot) 11/VI.
[Sources: AFHRA A5257A pp.445-49 (16 Jan 44 updated to 8 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Quedlinburg (GER) (51 45 00 N – 11 08 20 E)

General: airfield (Fliegerhorst) 58 km SSW of Magdeburg in Anhalt and 17 km SSE of Halberstadt; airfield 4.5 km S of Quedlinburg.
History: 1927 listed as a civil landing ground (Verkehrslandeplatz). 1932 upgraded and now listed as a secondary airport (Flughafen II). Taken over and developed by theLuftwaffe in 1935 and inaugurated as a Fliegerhorstkommandantur by fall 1935. Airfield belonged to the training branch during the war.
Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards) and rectangular in shape.
Surface and Runways: level grass surface, but rather worn. No paved runway. A taxiway ran along the N boundary. Equipped with a beam approach system.
Fuel and Ammunition: had a refueling hardstand on the N side in front of the hangars with additional refueling reportedly on the S boundary. The station's main ammunition dump was at the SW corner, with a secondary small arms ammo store 915 meters NNE of the barracks area.
Infrastructure: there were 3 large flight hangars and 1 large repair hangar on the N boundary, all fronted by paved aprons. Separate repair shop and workshop buildings were scattered among the hangars

with other buildings, possibly warehouses, to the N of the hangars. Station buildings, including a barrack complex, messes, dispensary, etc., for a complement of 800 men were off the NW corner, while NCOs were billeted separately N of the barrack complex and married NCOs in the town of Quedlinburg. Station flight control was reportedly in a building located between the hangars.
Dispersal: had 3 areas – Southeast, Northeast and Perimeter with a total of 36 covered aircraft shelters, all connected to the hangars and landing area by taxiways.
Defenses: there were 2 light Flak positions at the N end of the field in Dec 43, one on a rooftop and the other mounted in a Flak tower.
Remarks:
22 Feb 45: low-level attack by VIII Fighter Command P-51s – 1 x Ar 96 B-7 from Fluglehrerschule d.Lw., 1 x He 111 and 1 x Fw 190 shot up and destroyed, and 1 x Ju 88 lightly damaged. (German report). The Allied fighters *claimed* 2 x Fw 190s destroyed and 3 more damaged.
Operational Units: none identified.
School Units: elementary flight school Quedlinburg (1936 – Mar 39); Fl.Ausbildungs-Rgt. 62 (1939-41); Schule/FAR 62 (Apr 39 – May 40); Aussenkdo./Fluglehrerschule Brandenburg-Briest (Apr 39 – Apr 45); Überprüfungslehrgang ELF Quedlinburg (1943 – Mar 45); Überprüfungslehrgang LF Prenzlau/Quedlinburg (Dec 43 – Mar 45).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 12 (Aug 35 – Mar 37); Flieger-Ers.Abt. 17 (Apr 37 – Oct 38); Flieger-Ers.Abt. 62 (Nov 38 – Mar 39); Erg.KGr. 2 (Jan 40 – Mar 41).
Station Commands: Fl.Pl.Kdo. A 29/III (c. Feb 43 – Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 13/III Magdeburg/East (Apr 44 - 1945).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Heinz Funcke (1 Feb 39 - 31 Jan 40); Oberst Joachim Sperling (1 Feb 40 - Jan 41).
Station Units (on various dates – not complete): Werft-Abt. 34/III (1944-45); Jagdfliegersammelgruppe Quedlinburg, Kampffliegersammelgruppe Quedlinburg then Frontfliegersammelgruppe Quedlinburg (c.Apr 41 - 1945); I./Fsch.Jg.Ers.u.Ausb.Rgt. 1 (c. Sep 44 – 1945).
[Sources: AFHRA A5258 p.820 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Querum (GER): see Braunschweig-Querum.

Quirnheim (GER) (49 35 04 N – 08 06 49 E)
General: field airstrip (Feldflugplatz) in Rheinland-Pfalz 26.5 km NW of Mannheim and 19 km WSW of Worms. History: listed as operational in Dec 39. No further information or mention of wartime

use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

R

Radeberg (GER) (51 07 03 N – 13 54 53 E)
General: field airstrip (Feldflugplatz) in Saxony 14 km NE of Dresden.
History: prepared in 1944. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rain (GER): see Puchhof.

Ramstein (GER): see Kaiserslautern.

Rangsdorf (GER): see Berlin-Rangsdorf.

Rantum (GER) (04 51 25 N – 08 17 50 E)
General: seaplane station (Seefliegerhorst) on the east coast of the island of Sylt in the North Sea; station 6 km S of Westerland and 1.2 km N of the village of Rantum.
History: construction began in 1937-38 and the station was quite active to mid-1940 but was inactive after that with few if any units being based there.
Dimensions: seaplane basin measured approx. 2750 x 2470 meters (3000 x 2700 yards) N/S. Take-offs and landings sheltered by a dam at the N end of the basin.
Anchorage: a slipway (launching ramp) was situated directly in front of the main buildings. A jetty with a crane projected into the water just outside the basin on the E side.
Fuel and Ammunition: munitions storage was probably in the dunes off the NW corner of the basin.
Infrastructure: had 3 hangars – 1 large, 1 medium and 1 repair hangar, the latter still under construction in Feb 44. A motor pool and garage was near the hangars. To the rear of the hangars were a number of barrack-type buildings, offices and sheds. Nearest rail connection was just NW of the seaplane station.
Dispersal: there were parking stands for 5 aircraft at the N end of the waterfront.
Defenses: had strong Flak protection in 1943, including light Flak mounted in a tower next to the flight control building.
Remarks: Rantum does not appear to have received much attention from the Allies – no mention of significant air attacks found.

Airfield Units:
Operational Units: 3./Kü.Fl.Gr. 106 (Sep-Oct 39); 1./Kü.Fl.Gr. 406 (Oct 39 – Jul 40); KGr.z.b.V. 108 (Mar-Apr 40); 2./Kü.Fl.Gr. 106 (Mar-Jul 40); part of KGr. z.b.V. 108 (Apr 40).
Station Commands: Flugstützpunktkdo. 105/XI (See) (1941-42); Fl.Pl.Kdo. D 104/XI (See) (1942 – Aug 43).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A pp.450-51 (23 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Rastatt (GER) (c. 48 52 08 N – 08 12 28 E)
General: tactical landing ground (Gefechtslandeplatz) in Baden-Württemberg 10 km N of Baden-Baden. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rastenburg (GER) (today Ketrzyn/Poland) (54 02 52 N – 21 25 32 E)
General: field airstrip (Feldflugplatz) in East Prussia 90 km SSE of Königsberg (Kaliningrad), 68 km SSW of Insterburg and 26 km W of Lötzen; airfield 4.7 km SE of Rastenburg (Ketrzyn). History: site of the Führer command bunker complex "Wolfsschanze".
Surface and Dimensions: grass surface with a takeoff and landing run of at least 915 meters (1000 yards). No paved runway. Fuel and Ammunition: both available. Infrastructure: believed to have 1 or 2 hangars plus several sheds used for workshops and accommodations. The main Rastenburg-Lötzen rail line passed closed to the landing area. Dispersal: 6 dispersal hardstands off the NE end of the landing area may have been built in 1943-44.
Remarks:
17 Jan 43: hangar fire - 2 x Fi 156s, 1 x He 111 and 1 x Fh 104 from Kurierstaffel des Führers destroyed (probably caused by an electrical shortcircuit).
Operational Units: Kurierstaffel des Führers (Jun 41 – Aug 44); most of Fliegerstaffel des Führers (Jun 41 – Dec 44); Kurierstaffel OKW (1941 - ?); I./Fliegerverbindungs-Geschw. 2 (Nov 43 – 1944).
Station Commands: Fl.H.Kdtr. Rastenburg (1941); Flugplatzkdo. of Fl.H.Kdtr. E 46/XI (1941); Fl.H.Kdtr. E(v) 214/I (Feb 45).
Station Units (on various dates – not complete): Verbindungskdo. Ob.d.L. (Jun 41 – Nov 44); Stab/16. Flak-Brig. (Oct 44 – Feb 45); gem.Flak-Abt. 604(o) (1941); elements of I./Flak-Rgt. 604 (1941 – c.Nov 42); Führer-Flak-Abt. (c.Nov 42 – c.Oct 44); elements of Lw.-Bau-Btl. 8/I (Nov 41); Ldssch.Zug d.Lw. 172/XI (May, Sep 41).

[Sources: AFHRA A5258 p.824 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rathenow-Mögelin (GER) (52 35 50 N – 12 22 30 E)

General: landing ground (Landeplatz) in Brandenburg 70 km W of Berlin; airfield located between Rathenow and Mögelin, a village 4 km to the south, and to the east of the railway line between them, and specifically 2.6 km ESE of Rathenow. History: 1927 listed as an emergency landing ground (Notlandeplatz). Surface and Dimensions: grass surface on a sandy foundation. Field afforded a maximum take-off and landing run of 550 meters (600 yards).
Infrastructure: none reported.
Remarks:
18 Apr 44: aviation industry targets in the town of Rathenow bombed by 121 B-24 Liberators.
21 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Me 210s, 1 x Ju 88, 1 x Ju 52 and 1 x Bü 131 destroyed, plus 2 x Me 210s, 2 x Ju 88s and 1 x unidentified aircraft damaged.
Operational Units: Stab, II./JG 27 (Apr 45 for 2 or 3 days).
Station Commands: none identified.
[Sources: AFHRA A5258 p.970 (20 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ratibor (GER) (a.k.a. today: Racibórz) (c. 50 05 31 N – 18 13 21 E)

General: field airstrip (Feldflugplatz) in Silesia 40 km SW of Gleiwitz (Gliwice) and 28 km NE of Troppau (Opava). History: 1927 listed as an emergency landing ground (Notlandeplatz). Surface and Dimensions: grass surface. Infrastructure: none noted.
30 Mar 45: Ratibor taken by Soviet forces.
Operational Units: none identified, but a field repair unit for fighters and other single-engine operational aircraft was set up there in 1945.
Station Commands: none identified.
Station Units (on various dates – not complete): elements of le.Feldwerft-Abt. I/70 (Feb-Apr 45); Stab/Flak-Rgt. 133 (Mot.) (Jan-Feb/Mar 45); part of I./Flak-Rgt. 33 (gem. mot.) (1945); part of II./Flak-Rgt. 37 (gem. mot.) (Mar 45); part of gem.Flak-Abt. 373 (Eisb.) (1945); le.Flak-Abt. 861 (mot.) (1945); Heimat-Flak-Battr. 12/VIII (Aug 43 – 1945); Heimat-Flak-Battr. 254/VIII (Jan-Feb/Mar 45).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ratzeburg (GER) (53 41 35 N – 10 46 00 E).

General: seaplane alighting area (Seeflugstützpunkt) in Schleswig-Holstein 20 km SSE of Lübeck at the S end of Lake Ratzeburg

(Ratzeburger See). History: little known but beginning in fall 1944 an increasing number of Ar 196 seaplanes were parked on the beach here. Anchorage: take-off and landing runs of up to 1375 meters (1500 yards) available. There were no buildings or other infrastructure.
[Sources: AFHRA A5257A p.635 (25 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rebstock (GER): see Frankfurt-Rebstock.

Rechlin (GER) (53 20 50 N – 12 44 30 E)
General: airfield (Fliegerhorst) 105 km NNW of Berlin, 42 km SW of Neubrandenburg in Mecklenburg and immediately SE of the village of Rechlin at the SE end of the Müritz See (Lake Müritz).
History: established in 1918 as Flieger-Versuchs- und Lehranstalt am Müritzsee (Aviation Experimental and Instructional Institute on Lake Müritz), later as Erprobungsstelle des RDLI and finally from 1935, following extensive development, as Erprobungsststelle der Luftwaffe (a.k.a. Erprobungsstelle Rechlin). Luftwaffe Fliegerhorstkommandantur by fall 1935. Center for all developmental, experimental and testing work on prototypes carried out by the Luftwaffe (Erprobungsstelle der Luftwaffe). Additionally, air crews were often sent to Rechlin for training on new types of aircraft and the base also served as a proving ground for new air-deployable weapons. The very large military and civilian staff on the base included some 600 professional engineers of various types. At any given time during the war years, more than 100 aircraft were parked at Rechlin.
Dimensions: approx.. 1785 x 1650 meters (1950 x 1800 yards) and six-sided in shape.
Surface and Runways: firm and level grass surface. No paved runways (Feb 44). However, there were elaborate servicing and refueling hardstands in front of the hangars on the NW side; concrete aprons and refueling hardstands on the SE side; a servicing hardstand on the E boundary opposite an ammunition store that was used for bombing-up; and a servicing hardstand in front of a hangar on the N boundary. A concrete perimeter road encircled the airfield. Equipped with boundary and obstruction lighting, a permanent flare-path, a beam approach system and a Lorenz blind landing system.
Anchorage: a slipway for seaplanes was located off the N boundary on the edge of the lake.
Fuel and Ammunition: there were refueling points on the NW and E sides of the airfield, two refueling groups on the SE side and another on the S side. Extensive underground fuel storage tanks were located at various points around the airfield. A number of ammunition storage bunkers and testing sites were off the N boundary and an

additional explosives testing site was near a small woods off the SE side of the field.
Infrastructure: the base installations were divided into four sections: (1) Abteilung Nord (section for instruments) on the NW side was the largest of the four; (2) Abteilung Süd (section for engines) on the SE side was the second largest; (3) the armament section on the N side; and, (4) the military section on the SW side. There were a total of 14 hangars and over 100 other buildings, all elaborately camouflaged with disruptive paint schemes, false gables, extensions and roofs with the intention of making the infrastructure look like a massive housing estate:
(a) the SW side had 1 large hangar with adjacent workshops where aircraft were tested for suitability for a particular role, barracks, quarters messes and canteens for the station military personnel;
(b) the NW side had 4 large and 4 medium hangars used for testing engines, undercarriages, wheels, tires, special radios, special avionics equipment and the development of the means to install them in aircraft; plus a motor pool and garages, paint shop, power house, laboratory offices, gyroscope laboratory, general instrument testing shop, buildings for navigation instrument research, magnetic compass research, instrument and apparatus testing, a high altitude low temperature testing chamber, station HQ, workshops and offices, an officers' mess with quarters for apprentices and motor pool personnel, and the station flight control building;
(c) the N side had 1 very large hangar belonging to the armament section, 3 compass swing bases, 1 of two station control towers, a complex of barrack huts for RAD (labor service) personnel;
(d) the SE side had 2 large hangars used for fitting engines into airframes for flight testing, a boiler house, special altitude test beds, a large group of engine test beds, an auxiliary airfield flight control building and a number of admin buildings. An additional large hangar was under construction on the SE side in Jul 44.
Large housing estates for permanent employees were off the S and NW boundaries. A branch rail line ran around the perimeter of the airfield and there were 4 platforms at the NW corner.
Dispersal: Rechlin had a North, Southeast and Southwest aircraft dispersal with a total of 2 covered shelters and 39 open aircraft parking bays.
Defenses: there were 3 heavy Flak positions and 11 light Flak positions in Oct 43 with some of the light Flak mounted in 3 Flak towers.
Satellites and Decoys:

Rechlin-Roggentin (satellite) - see under Roggentin.

Rechlin-Boek (53 24 06 N – 12 47 52 E) dummy airfield 6.5 km NE of Rechlin airfield, just SE of the village of Boek.
Remarks:
24 May 44: bombed by 13 B-17 Fortresses as a target of opportunity.
25 Aug 44: bombed by 179 B-17s – station heavily damaged with a number of hangars, workshops and admin buildings totally destroyed.
16 Mar 45: partial evacuation to Lechfeld ordered.
10 Apr 45: bombed by 170 B-24 Liberators and B-17 Fortresses – part of 23 x Mistel combinations (46 aircraft) belonging to II./KG 200 were destroyed (incomplete German sources). Also strafed by VIII Fighter Command P-47s and P-51s *claiming* at Rechlin and Rechlin-Lärz 35 destroyed and 31 damaged, including 5 x Do 24 flying boats, 2 x captured B-24s and a variety of fighters and bombers. Destruction and damaged resulting from this raid was so overwhelming that Rechlin was of no further use.
12 Apr 45: full and total evacuation ordered.
2 May 45: Rechlin captured by Soviet forces.
Operational Units: Erprobungskdo. Pohle (Erprobungskdo. 88) (Apr-Aug 39); I./KG 25 (Aug 39); Erprobungskdo. Hs 129 (1940 – Jan 42); Erprobungskdo. Bf 109G (Jan-Jul 42); Versuchskdo. Für Panzerbekämpfung (Dec 42 – Apr 43); Erprobungsstaffel 188 (Mar-Jul 43); Erprobungskdo. 388 (Sep 44 – Feb 45); Erprobungskdo. Ta 152 (Nov 44 – Jan 45); Erprobungskdo. Do 335 (Nov 44 – Feb 45); Versuchskdo. Stamp (Jan-Mar 45); Stabsstaffel/JG 301 (Jan-Apr 45); Gefechtsverband Kommandeur der Erprobungsstellen (25 Jan – 19 Feb 45).
Station Commands: Fl.H.Kdtr. Rechlin (pre-war - ?); Fl.H.Kdtr. A(o) 10/XI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Kurt Student (1 Aug 35 - 30 Sep 36); Obstlt., Rudolf Haagen (? - ?) 1/41, 11/42.
Station Units (on various dates – not complete): Stab/Kommandeur der Erprobungsstellen d.Lw. (1938 – Mar 45); Stab/4. Fliegerdivision (28 Apr 45); 4.(Ionoph.)/Ln.-Versuchs-Rgt. (Jun 42); Ln.-Erprobungskdo. Rechlin (1944-45).
[Sources: AFHRA A5258 pp.825-31 (14 Mar 44 updated to 6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Rechlin-Lärz (GER): see Lärz.

Recklinghausen (GER) (51 34 25 N – 07 10 05 E)

General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 5 km SSW of Recklinghausen/Ruhr and 6.5 km ENE of Gelsenkirchen airfield. History: Recklinghausen was a long-time glider training field and was still in use as such in Oct 44. Surface and

Dimensions: grass surface that was serviceable only for gliders. Measured approx. 700 x 460 meters (770 x 500 yards).
Infrastructure: had 1 small hangar at the SE corner.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates on the airfield, in the city or nearby – not complete): Heimat-Nebel-Kp. d.Lw. 1/VI (1943 - ?).
[Sources: AFHRA A5257A p.597 (12 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Redlin (GER) (53 21 05 N – 12 01 30 E)
General: satellite or dispersal field (Ausweichplatz) for Parchim airfield in Mecklenburg 33 km E of Ludwigslust, 18 km SE of Parchim airfield and 1.2 km S of the village of Redlin. History: laid out during 1940-41 and mainly used as a practice field for elementary trainers.
Surface and Dimensions: grass surface measuring approx. 825 x 915 meters (900 x 1000 yards) that offered diagonal take-off and landing runs of some 1100 meters (1200 yards). No paved runway. Fuel and Ammunition: brought in as needed. Infrastructure: none identified. Nearest rail connection about 5 km to the S. Dispersal: aircraft parked along the edge of a small woods to the W and N of the landing area.
Remarks:
20 May 44: low-level attack – 6 x Bloch 210s, 10 x Do 23s and 2 x He 111Bs from Fallschirmschule 2 destroyed or damaged on the ground.
22 Feb 45: low-level attack – 1 x Ju 88 G-1 from NJGr. 10 damaged on the ground.
Operational Units: JGr. 10 (Dec 44 – Mar 45); I./NJG 5 (Apr 45); Stab, II., III./JG 4 (Apr-May 45); 2./NAGr. 1 (Apr 45); Nahaufkl.St. 13./14 (Apr 45).
School Units: Arbeitsplatz for FFS A/B 42 (Neustadt-Glewe) (1941-42).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.836 (31 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reetz (GER) (c. 53 10 52 N – 11 52 35 E)
General: field airstrip (Feldflugplatz) in Mecklenburg 34 km SE of Ludwigslust and 12 km N of Perleberg. No further information or mention of wartime use by the Luftwaffe found. History: Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Regensburg (GER) (49 01 N – 12 05 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):

Antiaircraft (Flak):

Higher Flak Commands: none.

Stab/Flak-Rgt.: 71 (as Flakgruppe Regensburg, Dec 43 – Mar 44); Stab/Flak-Rgt. z.b.V. (as Flakgruppe Regensburg, 1943 – Dec 43).

Flak-Abt.: I./Flak-Rgt. 38 (1939-40); s.227 (Eisb.) (Dec 43 – Feb 44); 4./s.418 (Eisb.) (Feb-Mar 44); s.484 (1943 – Jul 44); 2./s.525 (Eisb.) (Feb-Mar 44); s.682 (May 42); le.822 (Eisb.) (? – Mar 44); gem.904 (Aug 39 – 1941); s.906 (Dec 43 – Mar 44); 5./le.951 (Dec 43 – Mar 44).

Flakscheinwerfer-Abt.: none.

Luftsperr-Abt.: none.

Heimat-Flak: le.7/XIII (1944-45); s.211/XIII (1944-45).

Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 3 (Sep 40 – 1945);

Air Raid Protection/Civil Defense (Luftschutz):

Air Force Signals (Luftnachrichten): 3.(Funkpeil-u.Leuchtfeuer)/Ln.-Abt. RLM/Ob.d.L. (Jul 38 – Mar 39); 11. (Flum.Res.)/Luftgau-Nachr.Rgt. 13 (1939 – spring 43); 16. (Flum.Res.)/Luftgau-Nachr.Rgt. 12 (spring 43 - 1945).

Regensburg-Obertraubling (GER) (48 58 50 N – 12 11 40 E)

General: airfield (Fliegerhorst) 8 km ESE of Regensburg in Bavaria and 2.8 km NE of the village of Obertraubling. Factory airfield (Industriehafen) for Messerschmitt for production of the Me 321 cargo glider (1941-42), the Me 323 *Gigant* (1942-43) and later final Bf 109 assembly and acceptance flights.

History: constructed 1937-38 and served as a training field to 1940 when it became a factory airfield.

Dimensions: approx. 1000 x 1280 x 1740 meters (1100 x 1400 x 1900 yards) with an irregular shape.

Surface and Runways: well-drained, firm grass surface. No paved runway. A paved taxiway ran the length of the row of hangars. Equipped with boundary and obstruction lighting, flare-path and a beam approach system for night landings.

Fuel and Ammunition: refueling points were in front of the hangars at the N end of the field. Underground bulk fuel storage tanks were either at the N of S end, or possibly both. The ammunition dump was at the SE corner and served by the branch railway.

Infrastructure: there were 9 very large hangars and 1 repair hangar at the N end of the airfield, all but 2 with paved hangar aprons. Behind the hangars were a barracks block, officers' and married quarters and a number of stores buildings. Just a few meters to the W on the other side of the Obertraubling-Barbing road was a large

cluster of some 25 barrack huts surrounded by barbed wire, possibly quarters for Wehrmacht penal battalion convicts used as unskilled labor on the Me 323 production line at the airfield or for some of the 2,750 forced laborers employed there. Airfield flight control was at the S end of hangar row.
Dispersal: had a Northeast dispersal area with 10 medium open aircraft shelters (Jan 44).
Defenses: 8 light Flak positions were on the N, NE and NNW end of the field with 3 of these mounted on building roofs.
Remarks: both Obertraubling and her sister factory airfield at Regensburg-Prüfening were heavily bombed from 1943-45.
22 Feb 44: airfield bombed by 118 15th AAF B-24 Liberators – good results *claimed*.
25 Feb 44: airfield bombed by 267 8th AF B-17 Fortresses – 2 x Go 145s, 1 Junkers W 34 and 1 x Ju 87A from Luftdienstkdo. Franken damaged (incomplete German sources). The attacks of 22 and 25 February caused significant damage to the hangars and other buildings in the same area, according to post raid reconnaissance photos.
21 Jul 44: airfield bombed by 90 8th AAF B-17 Fortresses.
16 Feb 45: airfield bombed by 262 15th AAF B-24s and a low-level attack by escort fighters – 1 x Me 262 A-1 from I./KG(J) 54 destroyed (incomplete German sources). 15th AAF *claimed* 20 x Me 262s destroyed on the ground. According to German reports, 20 x Me 262 and 1 x W 34 destroyed, 20 x Me 262 damaged, large-scale destruction to buildings, landing area unserviceable, 15 KIA and 45 WIA.
2 Mar 45: plans underway to widen the runway to 100 meters and extend the hangar apron to c.400 meters so it could be used as an emergency runway.
21 Apr 45: attacked by 9th AAF P-47 Thurderbolts – *claimed* 35 aircraft destroyed and 7 damaged, almost equally divided between bombers and fighters. (Note: this could be Prüfening instead of Obertraubling).
27 Apr 45: Regensburg taken by U.S. forces.
Operational Units: Schlachtfliegergruppe 40 (Sep-Nov 38); 1. (H)/Aufkl.Gr. 14 (Nov 39); Sonderkdo. (Erprobungsstelle)/XI. Fliegerkorps (a.k.a. Versuchskdo. d.Lw. Obertraubling) (1941-42); Sonderstaffel (G.S.) 1 (Jun-Jul 41, 1942 – May 43); Sonderstaffel (G.S.) 2 (1942 – Jan 43, Apr-May 43); Grossraumlastenseglergruppe Me 321 (Jun-Dec 41); Luftdienstkdo. Franken (1943 – Feb 44).
School Units: LKS 5 (Apr-Nov 39); LKS 7 (1939)?; Stukaschule 1 (Oct 40 – Apr 41); part of LKS 10 (Feb-Apr 45).
Station Commands: as Fl.H.Kdtr. L Regensburg-Obertraubling (1940); Fl.Pl.Kdo. A 3/XIII (Nov 42 – Sep 43); Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/XII Straubing (Apr-Jun 44); Flugplatzkdo. of

Fl.H.Kdtr. A(o) 34/VII Straubing (Jun-Nov 44); Fl.H.Kdtr. E(v) 219/XII (Nov 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Rudolf Weinlich (Mar 40 - 10 Jun 42); Obstlt. Lothar Geisler (10 Jun 42 - 30 Sep 42); Obstlt. Georg Steinsiek (30 Sep 42 - ?).
Station Units (on various dates – not complete): Koflug Regensburg (Jul 39 – c.Aug 40); 3./le.Flak-Abt. 822 (Eisb.) (Feb 44); 4./le.Flak-Abt. 822 (Eisb.) (Feb 44); 3./le.Flak-Abt. 837 (1945); 5./le.Flak-Abt. 951 (Jan-Apr 45); Heimat-Flak-Bttr. 16/VII (1945); Heimat-Flak-Bttr. 22/XIII (1944-45; Heimat-Flak-Bttr. 38/VII (1945); Lw.-Bau-Btl. 9/XIII (Apr, Nov 40); E-Hafen-Ausrüstungs-Kolonne (mot) Obertraubling.
[Sources: AFHRA A5258 pp.328-31 (18 Dec 43 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Regensburg-Prüfening (GER) (49 01 25 N – 12 03 00 E)

General: airfield (Fliegerhorst) on the S bank of the Danube 3.6 km W of Regensburg in Bavaria.
History: existed as a civil flying field for many years before the war. Factory airfield (Industriehafen) for Messerschmitt from approx. 1936/37 and one of the principal producers of the Bf 109 fighter.
Dimensions: approx. 1100 x 600 yards) and roughly rectangular in shape.
Surface and Runways: grass surface on humus sub-soil. No paved runway.
Fuel and Ammunition: underground fuel storage tanks were probably at the SE corner.
Infrastructure: there was 1 large flight hangar and a factory group of 10 large and very large assembly and machine shop buildings at the E and SE end of the airfield. The flight hangar had a large, paved apron in front of it. Some 60 small to medium size buildings and sheds were scattered about in the same general area as the large buildings in the factory group and these contained additional workshops, offices, stores, canteens, etc. A special branch rail line entered the airfield from the S and served the assembly buildings on the W side of the factory group.
Dispersal: had 1 – a North dispersal with 10 small open aircraft shelters. This was probably for the factory's Industrieschutzstaffel (factory defense squadron) of Bf 109 fighters.
Defenses: there were 5 heavy Flak positions within 3 km of the airfield (3 with 6 guns, 2 with 4 guns) and 9 light Flak positions on or surrounding the field in Jan 44.
Satellites and Decoys:

Regensburg-Ziegetsdorf (GER) (49 00 00 N – 12 03 30 E). Dummy 9 km WSW of Regensburg-Obertraubling airfield, 2.8 km S of Regensburg-Prüfening airfield and about 1 km NW of Ziegetsdorf village. A rudimentary arrangement consisting of 2 fake aircraft parked close to the Autobahn with 4 fire sites close by. [Sources: AFHRA A5258 p.444 (1944)]
Remarks: both Prüfening and her sister factory airfield at Regensburg-Obertraubling were heavily bombed from 1943-45.
17 Aug 43: airfield bombed by 127 8th AAF B-17 Fortresses. According to German reports, 70% of the bombs landing on the airfield and factory buildings killing 400, mostly Russian POWs. Production was halted for 3 weeks and full production was not resumed until Dec 43.
22 Feb 44: bombed by 65 15th AAF B-17 Fortresses – good results *claimed*.
25 Feb 44: heavily bombed by approx. 406 8th and 15th AAF B-17s and B-24s with many direct hits on the Prüfening Messerschmitt factory, which could not resume full production for 4 months. Aerial photos the day after the raid revealed that most of the buildings had been entirely destroyed.
21 Jul 44: airfield bombed by 44 8th AAF B-17s.
12 May 45 photo at: http://www.spiegel.de/fotostrecke/fotostrecke-54868-21.html .
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/XII Straubing (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 34/VII Straubing (Jun-Nov 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 219/XII (Nov 44 – Apr 45).
Station Units (on various dates – not complete): 1./le.Flak-Abt. 738 (1945).
[Sources: AFHRA A5258 pp.332-35 (18 Dec 43 updated to 26 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Regensburg-Schwandorf (GER) (49 20 35 N – 12 03 35 E)
General: field airstrip (Feldflugplatz) in Bavaria 34 km N of Regensburg, 9 km SE of Amberg and 4 km WNW of Schwandorf.
History: believed to have been set up in mid-1944. Surface and Dimensions: grass surface measuring approx. 1510 x 365 meters (1650 x 400 yards). Infrastructure: none – personnel were accommodated in nearby villages. Dispersal: none noted, but the field was heavily wooded along the E boundary.
Air Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 219/XII (Nov 44 – Apr 45).
[Sources: AFHRA A5258 p.27 (16 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reichelsheim (GER) (c. 50 21 05 N – 08 51 56 E)
General: field airstrip (Feldflugplatz) in Hesse 28.5 km NNE of Frankfurt/Main and 10 km E of Bad Nauheim. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
Remarks:
Feb 45: reported to be in use.
Operational Units: none identified.
Station Commands: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reichenau (GER) (today: Bogatynia) (50 55 N – 14 56 E)
General: landing ground (Landeplatz) in Saxony (present-day SW Poland) 17 km NNW of Liberec/Czechoslovakia and 26.5 km S of Görlitz/Germany. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Ln.-Betr.Zug z.b.V. 5 (Feb-Mar 45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reichenbach (GER) (a.k.a. Schussenried, Bad Schussenried) (48 01 10 N – 09 38 30 E)
General: operational airfield (Einsatzhafen) in Baden-Württemberg 50 km SSW of Ulm, 40.5 km NNE of Friecrichshafen and 2 km NW of the village of Schussenried.
History: built in the late 1930's. Served mainly as a practice field for trainers. Part of a fighter school moved there in mid-1944.
Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards).
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: brought in as required.
Infrastructure: there were 3 small hangars on the E boundary, 2 at the N end and 1 at the S end. A small barracks complex was off the E boundary. The nearest rail connection was in Schussenried.
Dispersal: no organized dispersal facilities.
Defenses: none identified in Mar 44.
Remarks: none.
Operational Units: II./KG 27 (May 40); IV./JG 53 (Apr 45); 1., 2./TGr. 30 (Apr 45).

School Units: Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45); Arbeitsplatz for FFS A/B 116 then FFS A 116 (Göppingen) (1941-44); Stab and I./JG 106 (Jun 44 – Apr 45).
Station Commands: Fl.H.Kdtr. (E) Reichenbach (1939-40); Fl.H.Kdtr. E 10/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 15/VII Memmingen (Apr-Sep 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 243/XII Mengen (Oct 44 – 1945).
Station Units (on various dates – not complete): IV. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 3 (1943-44); Radiosondenstation (o) 796 (1944).
[Sources: AFHRA A5258 pp.352-53 (14 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reichenhall (GER): see Bad Reichenhall.

Reinsdorf (GER) (51 54 05 N – 13 12 45 E)
General: operational airfield (Einsatzhafen II) in Brandenburg 13 km SE of Jüterbog and immediately SW of Reinsdorf village. History: used as a practice field for elementary flight training from the mid-1930's to 1941. In fall 1944, after several years of inactivity, single-engine fighters and tactical reconnaissance aircraft moved to Reinsdorf and used it to the end of the war. Surface and Dimensions: grass surface measuring approx. 1145 x 940 meters (1250 x 1030 yards) with a rectangular shape. Infrastructure: no hangars or workshops. A few huts in the NE corner of the field were probably used for accommodations. The nearest rail connection was in Reinsdorf.
Dispersal: aircraft were able to park on the edge of woods on the S and SW sides of the landing area.
Operational Units: I./JG 76 (Oct 44); IV./JG 300 (Oct 44 – Apr 45); 1.(F)/Aufkl.Gr. 22 (Dec 44 – Mar 45); 3./NAGr. 1 (Apr 45).
School Units: Arbeitsplatz for LKS 2 (Berlin-Gatow) (1936-44); Arbeitsplatz for Schule/FAR 23 (Jüterbog-Damm) (1939-40); Arbeitsplatz for FFS A/B 119 (Jüterbog-Damm) (1940-41); 4./NAG 102 (Feb 43 – Dec 44?).
Station Commands: as Fl.H. Reinsdorf (to c. Sep 43); Platzkdo. of Fl.H.Kdtr. A(o) 24/III Jüterbog-Waldlager (1944-45).
Station Units (on various dates – not complete): 1.(Fspr.)/Luftgau-Nachr-Rgt. 28 (Oct 44 – disbanding)?
[Sources: AFHRA A5258 p.464 (21 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Reinsehlen (GER) (a.k.a. Schneverdingen) (53 09 10 N – 09 49 30 E)
General: operational airfield (Einsatzhafen) in Lower Saxony 50 km SSW of Hamburg, 12 km N of Soltau and 4 km NNE of Schneverdingen.

History: built 1938-39 with the first Luftwaffe units arriving in August-September 1939. Hangars, aircraft dispersal bays and shelters, taxiways and perimeter roads were built later during the war years, largely using forced labor and POWs.
Dimensions: approx. 1465 x 1550 meters (1600 x 1700 yards) and roughly hexagonal in shape.
Surface and Runways: grass surface on sandy soil. No paved runway.
Fuel and Ammunition: refueling points and bulk fuel storage at the S boundary and the NW corner, and large ammunition stores off the SW corner.
Infrastructure: see above under History. A branch rail line served the airfield E and S boundaries.
Dispersal: 2 areas – North and South with a total of 19+ small open aircraft shelters along the airfield boundary. These and more were still under construction in July 1944.
Defenses: not identified.
Remarks:
Never bombed by heavy bombers.
12 May 44: low-level attack – 1 x Fw 190A shot up on the ground.
30 May 44: low-level attack – 6 x Fw 190As from III./JG 11 destroyed on the ground.
11 Sep 44: low-level attack – 1 x Fw 190A from II./JG 1 destroyed on the ground.
17 Apr 45: captured by British troops.
Operational Units: II./TG 1 (Oct 43 – Mar 44); III./JG 11 (May-Jun 44); 9./JG 77 (Jun 44); II./JG 26 (Jul-Aug 44); Stab/JG 3 (Aug-Oct 44); II./JG 1 (Aug-Nov 44); III./SG 4 (Nov 44); 3./TGr. 30 (Mar 45).
Station Commands: Fl.H.Kdtr. (E) Reinsehlen (Aug 39 – Feb 40); Fl.H.Kdtr. E 62/XI (Mar-Apr 40); Fl.Pl.Kdo. A 86/XI (1943 – Mar 44); Flugplatzkdo. Reinsehlen of Fl.H.Kdtr. A(o) 20/XI Rotenburg (1944-45).
Station Units (on various dates – not complete): 6./le.Res.Flak-Abt. 762 (1943-44).
[Sources: AFHRA A5257A pp.452-54 (5 Apr 44 updated to 7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Reit im Winkl (GER) (47 40 30 N – 12 28 40 E)

General: field airstrip (Feldflugplatz) in Bavaria 45 km WSW of Salzburg, 29 km SE of Rosenheim and immediately SE of the village of Reit im Winkl on the border between Germany and Austria. History: listed as an emergency landing ground (Notlandeplatz) in 1927. Used by the Luftwaffe in March 1938. Surface and Dimensions: soft meadowland measuring approx. 595 x 230 meters (650 x 250 yards).
Infrastructure: none.

Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.434 (16 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rendsburg (GER) (a.k.a. Rendsburg/Süd, Stendemühle bei Rendsburg) (54 17 20 N – 09 40 30 E)
General: emergency landing ground (Notlandeplatz) in Schleswig-Holstein located along the railway track 1.5 km S of the city and near the village of Osterrönfeld. History: 1927 listed as a Notlandeplatz. In Luftwaffe service from the late 1930's to the end of the war. Surface and Dimensions: rough and disused grass surface measuring approx. 825 x 775 meters (900 x 850 yards). Infrastructure: a hutted camp that was being expanded in Sep 44 was located off the NE boundary of the landing area. The W side of the field was severely obstructed by barrage balloon and antiaircraft sites.
Remarks:
29 May 44: bombed by 14 x B-24 Liberators as an alternate target.
Operational Units: none identified.
Reserve Training & Replacement Units: Flak-Ers.Abt. 24 (May 40 – May 45).
Station Commands: Fl.H.Kdtr. A 5/VIII (Apr 41).
Station Units (on various dates – not complete): Werft-Abt.d.Lw.(o) 72/III May 45); 14. Flugzeug-Wartungs-Kp. (half) (May 45); III. (scheinw.)/Flak-Rgt. 6 (c.1939 – 1940/41); Kfz.Beständelager d.Lw. 1/XI B (May 45).
[Sources: AFHRA A5257A p.597 (13 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reppen (GER) (a.k.a. today: Rzepin) (52 19 25 N – 14 48 40 E)
General: field airstrip (Feldflugplatz) 97 km ESE of Berlin, 18 km ESE of Frankfurt/Oder and 3.25 km SSW of the village of Reppen. Located in a clearing in Reppen Forest. History: built in the 1938-39 period. Used mainly as a practice field for elementary flight trainers until operational units began arriving in Sep 44. Surface and Dimensions: grass surface measuring approx. 1050 x 870 meters (1150 x 950 yards) and irregular in shape. No paved runway. Fuel and Ammunition: had an underground fuel storage tank near the center of the N boundary. Infrastructure: a group of huts was concealed in a grove of trees off the NE corner and two of these were believed to be workshops and the remainder used for billeting. Additionally, a tent camp was close to the huts in Sep 44. The nearest rail connection was the siding and station in Reppen. Dispersal: by Sep 44, some 30+ aircraft parking bays had been cut into the woods off the N and W boundaries and off the SW corner.
Remarks:

14 Sep 44: construction was observed to be underway to extend the E and S boundaries to give the airstrip a new area of approx. 1280 x 1050 meters (1400 x 1150 yards).
Operational Units: Stab, II./KG 53 (Sep-Oct 44); II./KG 2 (Sep-Oct 44); IV./JG 4 (Jan 45).
School Units: Arbeitsplatz for Schule/FAR 41, FFS A/B 41 then FFS A 41 (Frankfurt/Oder) (1939-45).
Station Commands: Flugplatzkdo. of Fl.Pl.Kdo. A 33/III Frankfurt/Oder (1943-44).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.834-35 (19 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reppinichen (GER) (52 09 45 N – 12 19 00 E)
General: field airstrip (Feldflugplatz) in Anhalt 47 km E of Magdeburg, 21 km NE of Zerbst airfield and 2.4 km N of the village of Reppinichen. History: under construction in 1944-45 and had not yet been completed or become operational by 25 Apr 45. Surface and Dimensions: prepared airstrip on leveled land measuring approx. 1690 x 135 meters (1850 x 150 yards). Infrastructure: none. Personnel were accommodated in surrounding villages. Nearest rail connection at Gorzke, 4 km to the east. Dispersal: no organized dispersal. Aircraft could be dispersed and concealed in woods off the N, W and S boundaries.
[Sources: AFHRA A5258 p.460 (29 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rerik (GER) (Land and See) (a.k.a. Rerik/West) (54 05 30 N – 11 34 10 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) in Mecklenburg 65 km ENE of Lübeck, 37 km W of Rostock, 23 km NNE of Wismar and immediately NNW of the village of Wustrow on the Wustrow Peninsula.
History: construction began in 1933-34 and the station was inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936.
Dimensions: approx. 1235 x 1100 meters (1350 x 1200 yards) and roughly rectangular in shape.
Surface and Runways: grass surface that was reportedly soggy in wet weather. No paved runway. Equipped with boundary and obstruction lighting and a flare-path.
Anchorage: good take-off and landing conditions in the Salz-Haff (Salt-Lagoon).
Fuel and Ammunition: refueling points were at the E corner, on the N boundary and on the W boundary. A large ammunition dump was along the W boundary.

Infrastructure: had 1 large repair hangar at the S corner and along the E corner were 3 large hangars, two of which were heavily damaged during an air attack in Jul 43 and were still being repaired in May 44. All 4 hangars had paved aprons or servicing hardstands and adjacent workshops. The station motor pool and garages were off the NE boundary along with extensive barracks, admin offices and stores. Additional barracks and accommodation huts were at the S corner near the repair hangar. The village of Wustrow, just off the SSW corner of the airfield, was reportedly evacuated during the war and the buildings and houses taken over for the Flak school (Flakartillerieschule I Rerik).
Dispersal: there were 7 pairs of blast walls on the edge of a woods off the S corner of the landing area for parking aircraft.
Defenses: unknown.
Remarks: none.
Operational Units: Luftdienstverband III (Jul 36 – Aug 43); Luftdienstkdo. 67 (Jan 39 – Jan 44); Fliegerzielstaffel 5 (Nov 44); 3./TGr. 30 (Mar-Apr 45); Einsatzgruppe Uhl (Apr-May 45).
Station Commands: Seefliegerhorstkommandantur Rerik (to 17 Apr 42); Seeflugstützpunktkdo. 19/XI (17 Apr 42 - Jan 43); Fl.Pl.Kdo. A 16/XI (c.Jan 43 – Mar 44); Flugplatzkdo. Rerik of Fl.H.Kdtr. A(o) 8/XI Warnemünde (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Fritz Lewin (Aug 40 - ?).
Station Units (on the airfield or in and around the town – not complete): Werft-Abt.(v) 121/XI (1944-45); I./Flak-Rgt. 611 (gem. mot.) (Aug 39 – Mar 40); III./Flak-Rgt. 611 (Sw. mot.) (Jun-Jul 40); schw.Flak-Abt. 142(v) (Nov-Dec 43); 4./Luftsperr-Abt. 105 (Nov-Dec 43); Stab/Flak-Rgt. FAS I (mot.) (Aug 44); Flakartillerieschule I (c.1935-45); Flakschiessplatz Rerik (193?-45); Kfz.Werkstattzug d.Lw. 109/XI (May 43); Lw.-Lazarett 2/XI (c.1939-45).
[Sources: AFHRA A5258 pp.837-39 (22 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rheine (GER) (52 17 25 N – 07 23 00 E)
General: airfield (Fliegerhorst) in North Rhine – Westphalia 41 km W of Osnabrück; airfield located 4 km NW of Rheine. Additionally, their were two nearby supplemental landing strips designated as Rheine 1 and Rheine 2.
History: constructed 1939-40 and was a very busy and important operational airfield throughout the war with very strong Flak defenses.
Dimensions: approx. 1740 x 2650 meters (1900 x 2900 yards) with an irregular shape.
Surface and Runways: well-drained grass surface in good condition. Had 3 concrete runways in the form of a triangle plus a paved taxiway. The runways measured approx. 1750 meters (1900 yards) ENE/WSW,

1500 meters (1650 yards) NNW/SSE and 1500 meters (1650 yards) NE/SW. There was a long, curving row of 20+ ladder-type servicing hardstands along the NW boundary and another 20+ along the SE boundary. A concrete perimeter road encircled the landing area. Equipped with permanent runway lighting, perimeter and obstruction illumination and a visual Lorenz system for two of the runways.
Fuel and Ammunition: refueling points at the servicing hardstands and bulk storage in the Southwest dispersal area. Munitions stores were in the woods to the W of the airfield.
Infrastructure: had 2 medium hangars, one of these being used as a repair hangar, and adjacent workshops on the N boundary. A motor pool and garage were just N of the hangars. There were numerous barrack huts in the woods N of the airfield along with station admin buildings and other facilities. Rail line access was along the airfield's NE boundary.
Dispersal: 3 areas – Northwest (remote), North (in and around woods) and Southwest (off corner) with a total of 18 large covered aircraft shelters, 26 large open and 28 bays cut into the woods. (mid-1944)
Defenses: 2 to 4 heavy Flak positions and 19 light Flak positions with 9 of the latter emplaced in 10 Flak towers and 2 of the remainder on roofs.
Satellites and Decoys:

Rheine-Ochtrup (GER) (52 14 45 N – 07 13 20 E). Dummy 16 km WSW of Rheine town center, 12 km WSW of Rheine airfield and 4.5 km NNE of the village of Ochtrup. Mock-up included a few large and medium decoy aircraft parked conspicuously on a section of heathland. No landing area was marked out. [Sources: AFHRA A5257A p.619 (1944)]

Rheine/One (52 17 30 N – 07 21 30 E), a satellite grass landing ground just off the W boundary of Rheine airfield with dimensions of approx. 732 x 140 meters (800 x 150 yards). Connected to Rheine airfield by roads and taxiways. Constructed in November 1944 and was in use by the end of the month. (21 Dec 44)

Rheine/Two (52 18 00 N – 07 18 45 E), a satellite landing ground 5 km NW of Rheine airfield adjoining the airfield's Northwest (remote) dispersal area. Consisted of a prepared grass strip measuring approx. 915 x 70 meters (1000 x 75 yards). Connected to Rheine airfield by taxiways. Still in the early stages of construction on 23 March 1945 and probably never completed.

Also see **Steide**, which may have been an a.k.a. for Rheine/One or Rheine/Two.
Remarks:
21 Feb 44: airfield bombed by B-17 Fortresses.

29 Mar 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Fw 190 and 1 x Ju 88 destroyed.
8 Apr 44: airfield bombed by 41 B-17s – 3 x Fw 190As from II./JG 1 destroyed or damaged.
9 Apr 44: low-level attack by VIII Fighter Command P-38 Lightnings – *claimed* 1 x Fw 190 destroyed and 1 more damaged.
11 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 destroyed and 2 more damaged.
31 May 44: airfield attacked by P-38 Lightnings.
26 Sep 44: airfield bombed by 10 B-17s as a target of opportunity.
15 Oct 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x Bf 109s destroyed.
11 Nov 44: bombed by 23 B-17s - I./KG 51 suffered heavy casualties during Allied bombing of the Rheine marshaling yards.
23 Jan 45: low-level attack – 1 x Ar 234 belonging to Sonderkdo. Sperling destroyed.
13 Mar 45: bombed – 2 x Bf 109s damaged, runways and landing area hit, 2 KIA and 3 WIA. Airfield serviceable. (German report)
19 Mar 45: strafed by approx. 12 Spitfires – 3 x Bf 109s damaged on the ground and 2 more shot down over the airfield; 1 KIA and 2 MIA. (German report)
21 Mar 45: airfield bombed by 180 B-17s – 15 x Bf 109s and 1 x Me 262 destroyed, and 1 x Ju 88 damaged; 1 hangar aqnd 3 barracks destroyed and another hangar damaged; 50 barrels of lubricating oil hit and burned. (German report)
24 Mar 45: airfield bombed by 37 B-17s.
6-8 Apr 45: airfield fiercely defended for two days by it Horst personnel, Flak and infantry from the 490. Inf.Div., forcing the British to bring up tanks from the 7th Armoured Division to assault it.
Operational Units: III./NJG 1 (Aug 40 – May 41); Stab/KG 2 (Nov 41); I./KG 2 (Nov 41 – Apr 42); II./NJG 4 (May-Sep 42); KGr.z.b.V. 24 (Jan 43); I./JG 26 (Jun-Jul 43); II./JG 300 (Jul 43 – Apr 44); II./JG 1 (Jul 43 – Apr 44); 11./JG 1 (Nov 43 – Jan 44); 1./KG 40 (Jan-Feb 44); Stab/JG 1 (Feb-Apr 44); II./LG 1 (Jul-Sep 44); I./KG 51 (Sep 44 – Mar 45); Stab/LG 1 (Sep 44); Aufkl.St. Götz (Sep 44); Einsatzkdo. Schenk (Sep-Oct 44); Sonderkdo. Götz (Sep 44); Sonderkdo. Sperling (Oct 44 – Feb 45); 1., 3./Versuchsverband OKL (Sep 44 – Feb 45); Sonderkdo. Sperling (Oct 44 – Feb 45); Sonderkdo. Braunegg (Nov 44); Stab, I., II./JG 27 (Nov 44 – Mar 45); Stab/KG 51 (Nov 44 – Mar 45); III./JG 1 (Dec 44 – Jan 45); 1.(F)/Aufkl.Gr. 123 (Jan-Mar 45).
Station Commands: Fl.H.Kdtr. A(o) 3/VI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Richard Freiherr von Canstein (5 Dec 42 - ?).

Station Units (on various dates – not complete): Werft-Abt. (v) 107/XI (1944-45); 123. Flugh.Betr.Kp. (Qu) (Feb 45); one half of 131. Flugh.Betr.Kp. (Qu) (? – Oct 44); parts of schw.Flak-Abt. 211(o) (Nov 44); parts of schw.Flak-Abt. 326(o) (Nov 44); 8.(kroat.)/schw.Flak-Abt. 524(o) (Jan 44 - ?); parts of gem.Flak-Abt. 604(o) (Sep 44)?; 1./le.Flak-Abt. 742 (Feb 44 - ?); parts of le.Flak-Abt. 747(o) (Nov 43 – 1945); 5./le.Flak-Abt. 743(o) (Nov 44 - 1945); elements of le.Res.Flak-Abt. 762 (1943-45); le.Flak-Abt. 843(v) (1941); parts of le.Flak-Abt. 844(o) (Jul-Sep 44)?; parts of le.Flak-Abt. 876(o) (Nov 44)?; parts of le.Flak-Abt. 879(o) (Nov 44 – 1945)?; parts of le.Flak-Abt. 942 (Nov 44 – 1945?; elements of Ln.-Funk-Kp. z.b.V. 1 (Oct 44); Ldssch.Zug d.Lw. 351/VI (? – Apr 41).
[Sources: AFHRA A5257A pp.455-62 (13 Jan 44 updated to mid-1944); chronologies; BA-MA; NARA; PRO/NA]

Rhein-Main (GER): see Frankfurt – Rhein-Main.

Rhinow (GER) (52 44 35 N – 12 23 50 E)
General: field airstrip (Feldflugplatz) in Anhalt 37 km NE of Stendal.
History: listed as operational in Feb 44. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ribnitz (GER) (Land and See) (a.k.a. Ribnitz-Damgarten) (54 14 45 N – 12 24 30 E)
General: airfield (Fliegerhorst), factory airfield (Industriehafen) and seaplane station (Seefliegerhorst) in Mecklenburg 45 km WSW of Stralsund, 28 km NE of Rostock and 1.2 km W of the village of Ribnitz at the S end of the Saaler Bodden (a large shallow inlet or bay off the Baltic Sea).
History: built in the mid-1930's and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Initially used as a branch air park (Luftpark) for maritime aircraft. Industriehafen for the Walter Bachmann Flugzeugbau firm from 1936. During the war, Bachmann repaired Heinkel and Arado seaplanes.
Dimensions: unknown.
Surface and Runways: grass surface. No paved runway. No evidence found of any use by land aircraft until Feb 45. Until then, all activity at Ribnitz appears to have been by seaplanes and flying boats.
Anchorage: ample take-off and landing area for seaplanes. There was 1 slipway (launch ramp) and several jetties.
Fuel and Ammunition: both were available.
Infrastructure: had 1 very large, 1 large and 1 medium hangars with paved aprons and taxiways. The buildings of the Bachmann seaplane

factory were just E of the hangars. Barrack huts were S and SE of the factory buildings and a housing estate for the factory workers was 1190 meters (1300 yards) to the SE. The factory buildings were served by a branch spur from the Rostock-Stralsund railway line.
Remarks:
7 Oct 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Do 18 destroyed.
Feb 45: still listed as operational.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS C 17 then FFS B 17 (Pütnitz) (Jan 41 – Sep 44); 1./JG 103 (Feb-Mar 45).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.841-42 (24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Riesa-Canitz (GER) (a.k.a. Canitz) (51 18 15 N – 13 13 50 E)
General: operational airfield (Einsatzhafen I) in Saxony 62 km E of Leipzig and 42 km NW of Dresden; airfield 4 km W of Riesa-Canitz (Canitz-Riesa).
History: laid out as a landing ground during 1934-35 but the buildings were put up a few years later, possibly in 1940-41. Used as a practice field for elementary trainers until mid-1944 when it became a fighter station.
Dimensions: approx. 730 x 1100 meters (800 x 1200 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: there were 2 groups of refueling points on the N boundary and 1 group on the S boundary.
Infrastructure: had 2 small hangars, one of which was portable, located off the S boundary along with a nearby building that may have been used as a workshop. A small cluster of barrack buildings was off the NW corner. A branch rail line served the N, W and S sides of the airfield, including the barracks and hangar areas.
Dispersal: no organized dispersal facilities in Jun 44.
Defenses: unknown.
Remarks:
21 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x Ju 88s damaged.
17 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Bf 109s, 1 x Fw 190 and 7 x unidentified aircraft destroyed, plus 1 x Fi 156 damaged.
Operational Units: II./JG 77 (Aug-Sep 44); III./JG 11 (Sep 44); Stab, I., II./JG 27 (Oct-Nov 44).

School Units: Arbeitsplatz for Schule/FAR 61, FFS A/B 61 then FFS A 61 (Oschatz) (1939-44).
Reserve Training & Replacement Units: 10./Erg.JG 1 (Jan – Feb 45).
Station Commands: Fl.H.Kdtr. E Riesa-Canitz (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 14/IV (c. Feb 40 - ?); Fl.Pl.Kdo. A 7/IV (1941).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Gerhard Randolf (19 Feb 41 - ?).
Station Units (town or station on various dates – not complete): Lw.-Lazarett 9/XI (Sep 44 – 1945).
[Sources: AFHRA A5258 p.843 (21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Riesa-Leutewitz (GER) (51 17 50 N – 13 21 10 E)
General: operational airfield (Einsatzhafen II) in Saxony 42 km NW of Dresden; airfield 3 km ESE of Riesa. History: used for training purposes during the war and no evidence has been found of any operational units being stationed at Riesa-Leutewitz. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: pre-flight training (and Arbeitsplatz?) for LKS Dresden-Klotzsche then LKS 1 (1936-45).
Reserve Training & Replacement Units: 12./Erg.JG 1 (Jan – Mar 45).
Station Commands: Fl.H.Kdtr. E Riesa-Leutewitz (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 8/IV z.b.V. (c. Feb 40 - ?).
Station Units (on various dates – not complete): none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Riesenburg (GER) (a.k.a. today: Prabuty) (53 45 30 N – 19 12 00 E)
General: emergency landing ground (Notlandeplatz) 47 km SSW of Elbing (Elblag), 42 km NE of Graudenz (Grudziadz) in the former East Prussia. History: possibly used by by transport aircraft during the summer of 1941. Surface and Dimensions: grass surface. Infrastructure: no information found.
[Sources: AFHRA A5258 p.960 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rietberg (GER) (51 47 04 N – 08 25 52 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 23 km WNW of Paderborn, 14 km NNE of Lippstadt and 14.5 km SSE of Gütersloh. History: late war satellite or alternate field for the numerous airfields in that area. Listed as operational in Feb 45. Surface and Dimensions: grass or farm land. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Risstissen (GER) (a.k.a. Risstissen-Ersingen) (48 17 00 N – 09 51 00 E)

General: operational airfield (Einsatzhafen) in Baden-Württemberg 73 km SE of Stuttgart, 19.5 km SSW of Ulm and 2.4 km NE of the village of Risstissen.

History: built in the late 1930's , used occasionally by operational aircraft during 1939 and 1940, and then as a practice field for trainers from mid-1940. Played an important role in the formation of Me 323 *Gigant* units during 1942.

Dimensions: approx. 1000 x 550 meters (1100 x 600 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: fuel was probably stored near the SE corner of the landing area.

Infrastructure: had 2 long workshop-type buildings on the edge of a woods on the S boundary. A group of buildings off the NE corner may have been used for accommodation of personnel. The nearest rail connection was the Ulm – Friedrichshafen line which passed within 1.6 km of the E boundary of the field.

Dispersal: had a South dispersal with 8 large sheds that were connected by taxi tracks to the landing area.

Defenses: unknown

Remarks: none.

Operational Units: KGr. z.b.V. 323 (Nay-Oct 42); 16./TG 4 (Sep 44 - ?)?

School Units: Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt); 5. and 7./JG 106 (Jul 44 – Apr 45).

Station Commands: Fl.H.Kdtr. (E) Risstissen (1939-40); Fl.H.Kdtr. E 11/VII (1940); Flugplatzkdo. of Fl.H.Kdtr. A(o) 15/VII Memmingen (1944); Flugplatzkdo. of Fl.H.Kdtr. A(o) 7/VII Laupheim (1945).

Station Units (on various dates – not complete): Flgh.Betr.Kp. z.b.V. 13 (Jun 43); Werft-Abt.(v) 110/XII (1944-45).

[Sources: AFHRA A5258 pp.337-38 (12 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rockau (GER) (50 58 30 N – 11 46 10 E)

General: landing ground (Landeplatz) in Thuringia 19.5 km ENE of Jena, 11 km E of Jena-Rödigen airfield and 2 km SSE of the village of Rockau. History: laid out during 1939 and in use as a practice field for trainers by Jan 40. Used mainly as a satellite or dispersal field (Ausweichplatz) for Jena-Rödigen from 1943 to the end of the war.

Surface and Dimensions: grass surface measuring approx. 915 x 795 meters (1000 x 870 yards) with an "L" shape. No paved runways.

Infrastructure: had 1 small hangar and a small workshop hut at the NW corner of the field. Personnel, when present, were billeted in local villages. The nearest rail connection was in the nearby village of Bürgel. Dispersal: there were 4 open blast wall shelters for aircraft at the NE and SW corners. Other aircraft were parked at the edge of small woods on the NE and SE sides of the landing area, and in open fields off the S boundary.
Remarks:
13 Sep 44: Allied photo reconnaissance observed a number of Ju 88s, Bf 110s and training gliders parked at Rockau.
Operational Units: II./KG 6 (Sep-Oct 44).
School Units: Arbeitsplatz for FFS A/B 122 (Jena-Rödigen) (1941-42); Arbeitsplatz for FFS C 9 (Altenburg) (Jan 40 – Oct 42).
Station Commands: maintained by the station command at Jena-Rödigen.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.844 (18 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rockenhausen (GER) (49 38 04 N – 07 49 53 E)
General: field airstrip (Feldflugplatz) in Rheinland-Pfalz 22 km NNE of Kaiserslautern in the Alsenz Valley. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rödergrund (GER) (50 36 04 N – 09 51 53 E)
General: landing ground (Landeplatz) in Hesse 14 km ENE of Fulda.
History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roggatz (GER) (Stolp/Ost; today: Rogawica) (54 31 04 N – 17 08 52 E)
General: satellite or alternate landing ground (Ausweichplatz) 11 km NE of Stolp (Slupsk) in Pomerania. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roggentin (GER) (a.k.a. Rechlin-Roggentin) (53 20 50 N – 12 44 30 E)

General: field airstrip (Feldflugplatz) in Mecklenburg 37 km SW of Neubrandenburg and 2 km E of Rechlin. For all practical purposes, a satellite of Rechlin and was virtually attached to Rechlin's E boundary. History: Surface and Dimensions: grass surface with a landing area nearly the size of the landing area at Rechlin. Fuel and Ammunition: drew all fuel and ordnance from the dumps and stores at Rechlin. Infrastructure: had 2 medium hangars and its own control tower. There was a block of 9 barrack buildings at the NE corner and another block with 10 barracks buildings, some large and some small, along the E boundary. Dispersal: had several aircraft shelters at the SW corner and approx. 22 aircraft bays along the N boundary and the SE corner.
Operational Units: Erprobungsstaffel 190 (Feb-Jul 41); Gefechtsverband Kommandeur der Erprobungsstellen (Jan-Feb 45); Stab, II., III./JG 4 (Apr 45).
Station Commands: maintained and operated by the station command that served Rechlin.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.825-31 (14 Mar 44 updated to 6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roggersdorf (GER): see Holzkirchen-Roggersdorf.

Röhrensee (GER) (50 50 40 N – 10 51 05 E)
General: landing ground for parking aircraft removed from operations (Abstellplatz) and satellite (Schattenplatz) in Thuringia for Gotha airfield, located 15 km SE of the town of Gotha and 1.2 km S of Röhrensee village. History: prepared in 1944 and in use by September 1944. Dimensions: approx. 2300 x 320 meters (2500 x 350 yards). Surface and Runways: a single grass strip with a downward slope. No paved runway. Fuel and Ammunition: brought in as needed. Infrastructure: none. Dispersal: aircraft are dispersed in woods and scrub off the N boundary. Defenses: none.
Remarks:
25 Feb 45: low-level attack by 3 VIII Fighter Command P-51 Mustangs – 5 x Ju 88s belonging to KG 26 strafed and destroyed (German sources). The P-51s *claimed* 2 x Fw 190s, 3 x Bf 110s and 2 x Me 410s destroyed.
27 Feb 45: low-level attack by 14 VIII Fighter Command P-51 Mustangs – 17 x Ju 88s belonging to KG 26 strafed and destroyed on the ground plus 10 more shot up and damaged (German sources). These were probably surplus Ju 88s left over after the operational Gruppen of KG 26 in Norway had finished converting to the Ju 188. The P-51s *claimed* 37 destroyed and another 25 damaged, these being of 11 different makes and types.

Operational Units: KG 26 (see under Remarks for 27 Feb 45); elements of III./KG 6 (Sep-Oct 44)?
Station Units: none.
[Sources: AFHRA A5257A p.463 (17 Sep 44); chronologies; BA-MA; NARA; PRO/NA]

Rönne (GER) (c. 53 25 04 N – 10 19 55 E)

General: practice field (Arbeitsplatz) in Lower Saxony c. 29 km SE of Hamburg and 3 km SW of the village of Geesthacht. Used mainly by Erprobungsstelle Munster located 51 km to the SSW. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rosenborn-Zobten (GER) (a.k.a. today: Sobótka) (50 57 30 N – 16 46 15 E)

General: operational airfield (Einsatzhafen I) in Silesia 26 km SW of Breslau (Wroclaw), 24 km NE of Schweidnitz (Swidnica) and 8 km NNE of the village of Zobten (Sobótka). Adjacent to the present-day village of Wielki. Both villages, Wielki and Zobten, were along the Breslau (Wroclaw) – Schweidnitz rail line.
History: built in the late 1930's. Active during the Sep 39 attack on Poland and then served mainly as home station for a twin-engine flight school and for twin-engine conversion training. Fighter replacement units arrived in mid-1944 and operational ground attack units were there in early 1945.
Dimensions: approx. 1100 x 1190 meters (1200 x 1300 yards) and rectangular in shape.
Surface and Runways: grass surface with clay sub-soil and poor drainage on the E side of the field. No paved runways. Equipped with perimeter and obstruction lighting and a flare-path.
Fuel and Ammunition: bulk fuel storage was located behind the hangars on the S boundary.
Infrastructure: had 1 very large and 2 large hangars with paved aprons off the S boundary with the flight control building between them. Workshops were scattered among the hangars and the base motor pool and garages were behind the hangars. Station buildings with barracks, messes, admin offices and stores were off the SW corner. An additional group of barracks was off the E boundary and overflow personnel were billeted in the village of Kapsdorf, 1.6 km N of the airfield. A branch off the Breslau-Schweidnitz railway line served the S and W sides of the field.
Dispersal: aircraft were parked along the perimeter on the NE and SW sides of the field.

Defenses: unknown.
Remarks:
10 Feb 45: bombed by VVS - 2 x Fw 190 F-8s from III./SG 4 destroyed or damaged on the ground.
Operational Units: I./KG 55 (Sep 39); III./KG 76 (Sep 39); Stab, I., II./SG 4 and elements of III./SG 4 (Jan-Feb 45).
School Units: FFS C Rosenborn then FFS C 13 (Jan 40 – May 41); FFS C 20 then FFS B 20 (Oct 41 – Jun 44); FFS A 6 (Jul 44 – Sep 44).
Reserve Training & Replacement Units: 1. and 3./(Erg.) JGr. Ost (Aug – Nov 44); Stab and elements of Erg.JG 1 (Nov 44 – Feb 45).
Station Commands: as Fl.H. A Rosenborn (to 1943); Fl.Pl.Kdo. A 50/IV (1943-44); Fl.Pl.Kdo. A 44/III (22 Apr 44).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Werner Liebmann (Jan 40 - ?) 4/41; Maj. Hellmuth Petzold (? - ?) 6/41.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.848-50 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rosenfelde (GER) (a.k.a. Brzezniak) (c. 53 08 N – 16 04 E)
General: landing ground (Landeplatz) in Pomerania c. 44 km W of Schneidemühl (Pila). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rosenheim (GER) (c. 47 52 08 N – 12 10 25 E)
General: emergency landing ground (Notlandeplatz) in Bavaria 55 km SE of München (Munich); airfield located 2 km N of the Rosenheim train station. History: no evidence found of any Luftwaffe units with aircraft being stationed here. Surface and Dimensions: grass surface. Infrastructure: none noted.
Station and Town Units (on various dates – not complete): I./Flak-Rgt. 12 (gem. mot.) (R-Stefanskirchen, Apr-May 45); schw.Flak-Abt. 405(v) (R-Stefanskirchen, 1943); schw.Flak-Abt. 670(v) (R-Stefanskirchen, May-Jun 42); Heimat-Flak-Battr. 43/VII (1944-45); Stab/Fallschirm-Flak-Rgt. 1 (R-Stefanskirchen, Nov-Dec 44); Stab/Flak-Ers.Rgt. 3 (R-Stefanskirchen, 1943 - ?); Flak-Ers.Abt. 2 (R-Stefanskirchen, Sep 40 - 1945); Ausbildungslager für Flakwaffenhelferinnen VII (R-Stefanskirchen, 1944-45); Kfz.Werkstatt (o) d.Lw. 104/VII (1944-45).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rossitten (GER/RUSS) (today: Rybachiy) (55 10 30 N – 20 51 30 E)
General: Notlandeplatz in the former East Prussia 65 km SSW of Memel (Klaipėda) and 54 km NNE of Königsberg (Kaliningrad) on what

used to be known as the Kurischer Nehrung (Kurskaya Kosa) and 2 km N of Rossitten (Rybatchi). History: in existence since at least 1928. Used for experiments with gliders. Listed as still operational in Jan 45. Surface and Dimensions: turf surface measuring approx. 640 x 640 meters (700 x 700 yards) and square in shape. Infrastructure: no information found.
School Units: glider practice field (Arbeitsplatz) for FFS A/B 10 (Neukuhren) (1936-40); glider practice field (Arbeitsplatz) for Fliegerschule d.Lw. (S) 1 (1940-41).
[Sources: AFHRA A5258 p.960 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rossweide (GER) (today: Rozkochów) (50 22 00 N – 17 57 00 E)
General: emergency landing ground (Notlandeplatz) in Silesia 34 km S of Oppeln (Opole) and 6 km E of Oberglogau (Glogówek). History: used as a glider training field but single-engine trainers may have used it also. Still in use in Jan 45. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for FFS A/B 9 later A 9 (Grottkau).
Station Commands: Arbeitsplatzkdo. 8/VIII (Feb-Mar 43); Fl.Pl.Kdo. C 14/VIII (Mar 43 – Mar 44).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.960 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rostken (GER): see Arys-Rostken.

Rostock (GER) (54 05 N – 12 06 E)
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete):
Antiaircraft (Flak):
Stab/Flak-Rgt.: 50(o) as Flakgruppe Rostock (? – Feb 44); 72 (Eisb.) (1942);
Flak-Abt.: elements of schw.151(o) (Jan-Feb 44); schw.185(o) (Jan-Feb 44); schw.224(o) (1942-43); 2./schw.225(o) (Jan-Feb 44); 4., 5./schw.232(o) (Jan-Feb 44); 4./schw.233(o) (Dec 43 – Jun 44); schw.262(o) (1942); 7./schw.401(o) (Jan 44 – 1945); schw.413(o) (1942 – Jan 44)?; 4./schw.461(o) (Jan-Feb 44); schw.525 (Eisb.) (1942); 2./schw.602(o) (Nov-Dec 43); 4./schw.627(o) (Dec 43 - Jun 44); 1./le.723(o) (1942-44); elements of le.762(o) (Dec 43 – Jun 44); elements of le.844(o) (Dec 43 – Jun 44); schw.907(o) (1942); le.922(o) (Dec 43 – Jun 44);
Flakscheinwerfer-Abt.: III./25 (Sw. mot.) (1942-43); III./29 (Sw. mot.) (1942-43); 584(o) (Aug 43 – Jan 44);
Luftsperr-Abt.: 201(o) (Jan-Feb 44); Heimat-Nebel-Kp. d.Lw. 1/XI (Sep-Oct 42).

Air Force Signals (Luftnachrichten): 11.(Flum.Res.)/Luftgau-Nachr.Rgt. 11 (Mar 41); Fluko Rostock.

Construction (Bau): Lw.-Bau-Btl. 13/XI (Apr 42 - ?).

Rostock-Marienehe (Land and See) (GER) (54 07 15 N – 12 05 00 E)

General: airfield (Fliegerhorst), factory airfield (Industriehafen) and seaplane station (Seefliegerhorst) 5 km NW of Rostock and immediately N of Marienehe on the west bank of the Unter Warnow, a shipping channel connecting Rostock to the Baltic.

History: The main assembly plant for Heinkel-Flugzeugwerke. The factory was laid out in 1933-34 but the concrete runways and additional factory infrastructure were not built until after the war started.

Dimensions: approx. 1370 x 1000 meters (1500 x 1100 yards).

Surface and Runways: poorly drained grass surface. Had 6 paved runways as follows: (a) approx. 1280 meters (1400 yards) aligned E/W; (b) approx. 1170 meters (1280 yards) aligned ENE/WSW; (c) approx. 1210 meters (1320 yards) aligned NNE/SSW; (d) approx. 1100 meters (1200 yards) aligned NW/SE; (e) approx. 1100 meters (1200 yards) aligned NNW/SSE; (f) approx. 825 meters (900 yards) aligned E/W. There was also a large rectangular paved servicing hardstand in front of the flight hangar at the SW corner.

Anchorage: ample north-south take-off and landing room existed in the Unter Warnow shipping channel which also afforded a sheltered anchorage for seaplanes. A wide concrete launching ramp for seaplanes fronted the Unter Warnow.

Fuel and Ammunition: refueling points were on the servicing hardstand at the SW corner and underground fuel storage tanks were at the S end of the factory buildings.

Infrastructure: the Heinkel aircraft plant was a very large complex of buildings grouped off the S end of the airfield and consisted of production buildings, assembly shops, sub-assembly shops, sheet metal working shops, final examination and testing buildings, storage buildings for parts and small components, technical school buildings, accommodations for technical personnel and students, factory admin offices and a large camp of huts for billeting factory workers. The Luftwaffe airfield buildings, including a barracks complex, flight hangar, crew rooms, flight control, etc., were all at the SW corner of the field. Branch rail spurs off the main Warnemünde-Rostock line served the factory buildings.

Dispersal: there were two dispersal areas – West and Southeast – and these had a total of 12 large open aircraft shelters, all but two of which were covered with camouflage netting.

Defenses: in Oct 43, protected by 4 heavy Flak positions (6 guns each) within 3.25 km of the airfield and 17 light Flak positions around all sides of the field, two of them in Flak towers.
Satellites and Decoys:

Rostock-Doberan (GER) (54 07 25 N – 11 52 00 E). Dummy 18.25 km WNW of Rostock, 13.75 km W of Rostock airfield and 3.5 km NW of the town of Bad Doberan. The mock-up was located on a race course where 3 large fake aircraft were parked on the NW side.
[Sources: AFHRA A5258 p.966 (1944)]
Remarks:
11/12 Sep 41: Rostock city and the Heinkel plant bombed by 56 RAF bombers.
23/24 Apr 42: Rostock city and the Heinkel plant bombed by 161 RAF bombers with exceedingly poor results.
24-27 Apr 42: Rostock city and the Heinkel plant bombed by a total of 359 RAF bombers over 3 nights with generally good results. The four raids in April left several hundred dead and 1,765 buildings destroyed.
20/21 Apr 43: Rostock Heinkel plant bombed by 86 RAF bombers with poor results due to a smoke-screen concealing the target.
20 Feb 44: Rostock bombed by 76 B-17 Fortresses as a target of opportunity – a few of the factory buildings, including several component shops, a heating plant and a building thought to be used for experimental purposes were damaged.
24 Feb 44: Rostock bombed by an unknown number of Fortresses.
9 Apr 44: Rostock-Marienehe airfield bombed by 18 Fortresses as a target of opportunity.
11 Apr 44: Rostock bombed by 172 B-17 Fortresses as a target of opportunity.
4 Aug 44: Rostock Heinkel plant bombed by 148 B-24 Liberators.
4 Aug 44: Rostock Heinkel plant bombed by 116 B-24 Liberators.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.840 (Apr 44) and pp.851-53 (2 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rostock-Markgrafenheide (GER) (54 11 54 N – 12 09 49 E)

General: field airstrip (Feldflugplatz) near Markgrafenheide on the Rostocker Heide (Rostock Heath) 12-13 km NE of Rostock and 5-6 km WSW of Wiethagen where Heinkel has set up dispersed facilities following heavy bombing of its main plant at Rostock-Marienehe. No evidence has been found of this airstrip's existence prior to April 1945. It is not listed in either Allied or German lists of Luftwaffe landing grounds or airstrips.
Operational Units: elements of III./JG 1 (27-30 Apr 45)?

[Sources: NARA; PRO/NA]

Rotenburg (GER) (a.k.a. Rotenburg/Wümme) (53 07 40 N – 09 21 30 E)

General: operational airfield (Einsatzhafen) 68 km SW of Hamburg and 40 km E of Bremen in Lower Saxony; airfield located 4 km NW of Rotenburg.

History: construction began in 1936 and the first Luftwaffe occupants arrived 30 January 1937, but there were no flying units based there until after the war began. From mid-1940 to late 1943, Rotenburg was relatively inactive aside from the work of the Flak depot located there. In 1944 it became busy once again, this time as a fighter base.

Dimensions: approx. 1165 x 870 meters (1275 x 950 yards) with a rectangular shape.

Surface and Runways: grass surface in good condition. No paved runway. Taxiways and a perimeter road interconnect the various components of the airfield.

Fuel and Ammunition: refueling points at the 9 ladder-type servicing hardstands and hangar aprons along the N boundary and underground bult fuel storage at the NE and SW corners. Two munitions dumps were located off the N and W boundaries.

Infrastructure: had 5 hangars with paved hangar aprons and a separate repair hangar on the N boundary behind which were workshops, admin buildings, barracks, motor pool, heating plant and other base facilities. An additional barracks camp for Flak personnel was in a wooded area just off the SE corner. Along the W boundary were warehouses and depot installations belonging to the Luftzeugamt and later the Flakpark. There was a large aircraft scrap heap of old aircraft off the NW corner. A branch rail line from Rotenburg entered the airfield at the SW corner and served the hangars and buildings.

Dispersal: 2 dispersal areas – Southeast and South with a total of 21 open aircraft shelters.

Defenses: there were 2 heavy Flak positions within proximity of the airfield and at least 8 light Flak positions around the field and emplaced in 4 Flak towers and 2 roof top locations.

Remarks:

8 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 109, 1 x Fw 190 and 2 x unidentified aircraft shot up and damaged.

30 May 44: bombed by 147 B-24 Liberators – 2 x Bf 109Gs, 8 x Fw 190As and 1 x Fw 58 from Stab and I./JG 11 destroyed (4) or damaged (7) on the ground along with 27 KIA and 7 WIA from JG 11. In all, about 100 were killed in the attack. Damage to the airfield was

significant because 200 prisoners (POWs?) had to be brought in to clear the rubble and make repairs.
2 Apr 45: strafed by RAF Spitfires - *claimed* 4 x Bf 109s and 1 x Fw 190 destroyed plus 4 more aircraft damaged.
22 Apr 45: captured by British forces.
Operational Units: III./St.G. 2 (Nov 39 – Jan 40); KGr. 100 (Dec 39 – Feb 40); KGr. z.b.V. 600 (Apr-May 42); II./JG 3 (Dec 43 – Feb 44); I./JG 11 (Feb-Jun 44); III./JG 4 (Jul-Aug 44).
Station Commands: Flugstützpunktkdo. 29/XI (1941/42 – 12 Nov 42); Fl.Pl.Kdo. A 26/XI (12 Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 20/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Luftzeugamt Rotenburg (1937-39?); Luftpark Rotenburg (1939 - ?); Flakpark Rotenburg (1939-42); Flakzeugamt 1/XI (1942-45); Werft-Abt.d.Lw. (o) 20/XI (spring 44 – Apr 45).
[Sources: AFHRA A5257A pp.464-69 (11 Mar 44 updated to 30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site fliegerhorste.de]

Roth (GER) (a.k.a. Kiliansdorf; Roth-Kiliansdorf) (49 13 20 N – 11 05 45 E)
General: airfield (Fliegerhorst) in Bavaria at Kiliansdorf 24 km S of Nürnberg and 3.25 km S of Roth.
History: constructed 1937-38. Home to bomber units in spring 1940, then served as a training field for single- and twin-engine flight schools to mid-1944 when a fighter advanced training unit took over Roth.
Dimensions: approx. 1235 x 870 meters (1350 x 950 yards).
Surface and Runways: grass surface worn in places. No paved runway. Equipped with boundary and obstruction lighting, a beam approach system and the short form of the visual Lorenz system for night landings.
Fuel and Ammunition: had 2 sets of refueling points and a refueling loop on the N boundary.
Infrastructure: there were 5 large hangars and 1 large repair hangar in a row along the S boundary beginning in the SE corner, and all 6 had paved aprons. Additional workshop buildings were adjacent to the repair hangar and the flight control building was at the center of the S boundary. The station motor pool and vehicle garages were in woods at the SW corner. The admin buildings, barracks, messes, stores and other station services and support sections were all together in the woods 200-400 meters off the S boundary. The nearest rail connection was in Roth.
Dispersal: 3 dispersal areas – North, Southwest and Perimeter with a total of 13+ aircraft bays in the woods and 3 open aircraft shelters along the perimeter.
Defenses: number and location of Flak positions not known.

Remarks:
8 Apr 45: airfield bombed by 91 8th AAF B-24 Liberators.
Operational Units: Wekusta 51 (Aug-Oct 39); II./KG 53 (Aug 39 – Feb 40); I./KG 53 (Feb-May 40); Stab/KG 53 (May 40); elements of I./KG 66 (Feb 45).
School Units: FFS E (C)/FFS C Roth-Kiliansdorf (Apr 38 – Sep 39); 3./JFS 4 (Feb 40 – Jul 41); FFS A/B 111 (Mar 41 – Feb 42); FFS C 13 then FFS B 13 (Feb 42 – Jun 44); II./JG 104 (Jul 44 – Apr 45).
Station Commands: Fl.H.Kdtr. A Roth (1940); Fl.Pl.Kdo. A 9/XIII (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 17/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 33/VII (Jun 44 – Apr 45).
Station Units (on various dates – not complete): Luftflottenkdo. 3 (Sep-Oct 39); Werft-Abt.(o) 14/XII (1944-45); 3./le.Flak-Abt. 951 (1944-45); elements of schw.Flak-Abt. 522 (Mar-Apr 45).
[Sources: AFHRA A5258 pp.339-41 (18 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rothenburg/Tauber (GER) (a.k.a. Rothenburg ob der Tauber)
General: landing ground (Landeplatz) in Bavaria 55 km W of Nürnberg and 24 km NW of Ansbach; airfield located 2 km SW of the town. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rothensee (GER): see Magdeburg-Rothensee.

Rötz (GER) (49 21 08 N – 12 31 47 E)
General: field airstrip (Feldflugplatz) in Bavaria 48 km NE of Regensburg and 18 km NW of Cham airfield. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rudolstadt-Saalfeld (GER): see Schwarza-Rudolstadt.

Rutenberg (GER) (c. 53 15 04 N – 13 17 55 E)
General: landing ground (Landeplatz) and practice field (Arbeitsplatz) in Mecklenburg 33 km S of Neubrandenburg and 12 km NE of Fürstenberg. History: no evidence found of any use by powered aircraft. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for gliders for FFS A 12 (Prenzlau) (1943-45).

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Saale-Schwarzatal (GER): see Schwarza-Rudolstadt.

Saalfeld (GER): see Schwarza-Rudolstadt.

Saalau (GER/RUSS) (a.k.a. Kamenskoye, Kamezkoye, Kamensk) (54 39 32 N – 21 32 50 E)
General: field airstrip (Feldflugplatz) in the former East Prussia 17.5 km WNW of Insterburg (Chernyakhovsk) and 4 km NNE of Norkitten (Mezhdurech'e). History: not mentioned prior to the attack on the Soviet Union in June 1941when, together with nearby Norkitten, it was the location for the headquarters of Luftflotte 1. Saalau airstrip served the daily arrival and departure of courier and communications aircraft during this one or two month period. Inactive from summer 1941 to fall 1944. Surface and Dimensions: grass surface.
Infrastructure: none noted.
Operational Units: II./SG 77 (Oct-Nov 44).
Station Units (on various dates): Luftflottenkdo. 1 (Norkitten, Jun 41); Ln.-Betr.Abt. (mot) z.b.V. 10 (Norkitten, May-Jul 41); 1./Ln.-RV-Abt. (mot) z.b.V. 1 (Nov 44 – Jan 45); Ldssch.Kp. d.Lw. 13/XI (Norkitten, Jun 41); Ldssch.Zug d.Lw. 215/XI (Norkitten, Jun 41); Ldssch.Zug d.Lw. 216/XI (Norkitten, Jun 41); Ldssch.Zug d.Lw. 217/XI (Norkitten, Jun 41); Ldssch.Zug d.Lw. 225/XI (Norkitten, Jun 41).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saalsdorf (GER) (52 23 04 N – 11 02 52 E)
General: landing ground (Landeplatz) in Lower Saxony 37.5 km ENE of Braunschweig and 18 km ESE of Wolfsburg. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saarbrücken (GER) (49 14 24 N – 06 59 48 E)
Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):
Commands (Kommandobehörden, Stäbe): none.
Antiaircraft (Flak):
Higher Flak Commands: Stab/9. Flak-Div. (Sep 44 – Feb 45).

Stab/Flak-Rgt.: 169 (as Flakgruppe Saarbrücken, Aug 43 – 1945).
Flak-Abt.: gem.193 (May 40); s.227 (Eisb.) (Jul-Aug 44); 4., 5./s.458 (Jul-Sep 44); part of gem.599 (Oct-Nov 44); s.631 (Sep 44 – 1945); gem.640 (1943 – Feb 44); le.673 (Sep 44 – 1945); s.677 (Oct 44 – 1945); gem.685 (Nov 44 – 1945); s.701 (Jul 42); le.751 (Sep 44 – 1945?); le.758 (Jun 44 – 1945); 7./le.776 (Sep 44 - ?); 1./le.857 (Oct-Nov 44); s.903 (Sep 44 – 1945?); le.973 (Jun 44 – 1945); le.976 (Oct 43 – 1945); 8./le.987 (Jun-Nov 44); part of le.996 (1944-45)?
Heimat-Flak: Heimat-Flak-Battr. 2/XII (1942).
Other Flak: Kdr. d.Flakinstandsetzung 2/XI (S-Dilsburg), 1944-45); Flakwaffenwerkstatt (o) 4/XII (1943 - ?).
Flak-Trsp.Battr.: 125/IV (c.Sep 44 – Feb 45); 3/VI (c.Sep 44 – Feb 45); 92/VI (c.Sep 44 – Feb 45); 72/XI (c.Sep 44 – Feb 45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 49 (c.May 44 – Jan 45).

Air Force Signals (Luftnachrichten): 6.(*Raubvogel 6*)/Ln.-Flugmelde-Abt. (E) z.b.V. 22 (Oct, Dec 44); Ln.-Betr.Kp. 129 (Sep 44 – Feb 45).

Saarbrücken - Sankt Arnual (GER) (a.k.a. Sankt Arnual, Saarbrücken) (49 13 20 N – 07 01 30 E)

General: field airstrip (Feldflugplatz) and satellite or dispersal field (Ausweichflugplatz) 3.25 km SE of Saarbrücken and just E of Sankt Arnual. Fortifications of the Siegfried Line formed the S boundary of the airfield.

History: a long-time civil landing ground and airport before the war. A few reconnaissance aircraft may have been based here Mar-May 40, but after that it was mainly used as a stopover for refueling. Listed as operational in Oct 43. No further information or mention of wartime use by the Luftwaffe found.

Dimensions: approx. 915 x 550 meters (1000 x 600 yards) and roughly oval in shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: refueling points were in front of buildings at the S end of the W boundary.

Infrastructure: there were 2 long workshop buildings at the N end of the W boundary, and 1 small hangar with a paved apron at the S end of the W boundary together with several workshops built around a square-shaped servicing hardstand. A single shed stood alone at the SW corner. The airport terminal and buildings from its pre-war days were at the center of the W boundary along with the control tower. Nearest rail connections were in Saarbrücken.

Dispersal: no organized dispersal facilities.

Defenses: in Oct 43 there were 4 heavy Flak positions, each of 6 guns, and 4 light Flak positions, all within 3.25 km of the airfield.
Remarks: the marshaling yards in Saarbrücken were repeatedly bombed during the war years and undoubtedly a few bombs fell on the airfield, probably by chance rather than intent.
21 Mar 45: city taken by U.S. forces.
Operational Units: none identified.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 1/XII Metz-Frescaty (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 17/VII Metz-Frescaty (Jun-Oct 44).
Station Units (on various dates – not complete): none identified as being specifically at the airfield.
[Sources: AFHRA A5258 pp.342-43 (31 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saarbrücken-Ensheim (GER): see Ensheim.

Sachau (GER) (52 28 20 N – 11 17 00 E)
General: landing ground (Landeplatz) in Anhalt 55 km ENE of Braunschweig, 46 km NW of Magdeburg, 10 km SW of Gardelegen and 1.2 km ESE of the village of Sachau. History: in existence in 1937 and then further developed at the beginning of the war. Used mainly as a practice field for multi-engine trainers. In spring 1944, Sachau also became a fighter station. Surface and Dimensions: grass surface measuring approx. 1190 x 915 meters (1300 x 1000 yards) and roughly rectangular in shape. No paved runways. Fuel and Ammunition: both available. Infrastructure: several small buildings on the S boundary were probably used as workshops. There were a number of barrack buildings in a woods off the S boundary. The nearest rail connection was in Solpke, 3.25 km NNE of the landing ground. Dispersal: several aircraft parking bays had been cut into the woods off the NE and E boundaries by Apr 44.
Remarks: none.
Operational Units: part of II./JG 3 (Apr-Jun 44); III./JG 53 (Aug 44); II./JG 301 (Sep 44 – Jan 45); III./JG 301 (Feb-Apr 45).
School Units: Arbeitsplatz for FFS C 16 then FFS B 16 (Burg bei Magdeburg) (May 40 – Apr 45).
Station Commands: Fl.H.Kdtr. (E) Sachau (Aug 39 – Feb 40); Fl.H.Kdtr. E 41/XI (Mar 40); Flugplatzkdo. Sachau of Fl.H.Kdtr. A(o) 15/III Salzwedel (1944); Flugplatzkdo. Sachau of Fl.H.Kdtr. A(o) 25/XI Gardelegen (1945).
Station Units (on various dates – not complete): schw.Feldwerft-Abt. IV/20 (Sep/Oct 44); le.Hei.Flak-Bttr. 70/XI (Nov 44).
[Sources: AFHRA A5258 p.854 (21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sachsenheim (GER): see Grosssachsenheim.

Sagan-Küpper (GER) (a.k.a. Küpper bei Sagan, Küpper) (51 37 45 N – 15 24 10 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) at Sagan 45 km WSW of Glogau in Silesia and 12 km WNW of Sprottau; airfield 6 km ENE of Sagan and 1 km SW of the village of Küpper.

History: built in 1936. Industriehafen for Arado/Brandenburg. Luftzeugamt located there. Used as a practice field for training aircraft during the war years, for reserve training units during the second half of 1944, and then by ground attack units in Jan-Feb 45.

Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. Had one concrete runway across the center of the landing area that was 1370 meters (1500 yards) in length and aligned WNW/ESE. Taxiways connected both ends of the runway with the hangars on the S boundary.

Fuel and Ammunition: bulk fuel was stored off the SW corner to the rear of the very large hangar there.

Infrastructure: had 4 very large hangars off the S boundary, and 1 large hangar plys 1 large repair hangar off the SE corner, all with paved aprons. Workshops, repair shops and extensive barrack accommodations were to the rear of the hangars off the S boundary. The motor pool and garages were S of the repair shops. The buildings for the aircraft components and parts depot, including 4 large hangar-type buildings, were all grouped together 3 km S of the airfield and connected by road to the landing area. Additional stores buildings were to the rear of the hangars off the SE corner. The flight control building and tower were at the E end of the S boundary. A branch rail line served the buildings on the S side of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: unknown.

Remarks:

14 Feb 45: Sagan taken by advancing Soviet troops.

Operational Units: Stab, Stabsstaffel/KG z.b.V. 2 (Aug-Sep 39); 14. (Eis.)/KG 55 (Jan-Feb 45); NAGr. 8 (Jan-Feb 45); II./SG 2 (Feb 45); Schleppgruppe 1 (Feb 45).

School Units: Arbeitsplatz for FFS C Sprottau, FFS C 4 then FFS B 4 (Nov 39 – Jan 45).

Reserve Training & Replacement Units: Erg.St./ZG 26 (Jul – Aug 44); 1., 2. and 4./Erg.JGr. Nord (Sep – Oct 44); elements of I./Erg.JG 1 (Nov 44 – Jan 45); Erg.St. für Fallschirmjägerkampfbeobachter (Jan-Feb 45).

Station Commands: as Fl.H. Küpper or Sagan-Küpper (to 1943); Fl.H.Kdtr. A(o) 43/III (Apr-Jun 44); Fl.H.Kdtr. A(o) 11/VIII (Jun 44 – Feb 45).
Kommandant (not complete): Oberst Erik Hallström (? - ?) 7/42.
Station Units (on various dates – not complete): Stab/3. Fliegerdivision (Jan-Feb 45); Werft-Abt. 54/III (1944-45); Ln.-Verbindungs-Kp. (mot) z.b.V. 73 (Feb 45); Luftzeugamt Sagan-Küpper (c. 1938-43); Luftzeugamt 1/VI (1943-45); Luftpark Küpper (c. 1938 - ?); Kfz.Beständelager d.Lw. 7/VIII A (Jun 44); Ldssch.Zug d.Lw. 183/XI (Feb 45)?; Ldssch.Zug d.Lw. 333/XI (Feb 45)?; Ldssch.Zug d.Lw. 154/XIII (Jan-Feb 45); Kriegsgefangenen-Lager 3 d.Lw. (Sagan-Carlswalde, 1942-45); Kriegsgefangenen-Lager 4 d.Lw. (Sagan-Bolaria, 1943-44).
[Sources: AFHRA A5258 pp.694-96 (26 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Salusken (GER) (a.k.a. Zaluski, Załuski, Kniprode) (c. 53 23 N – 20 21 E)
General: landing ground (Landeplatz) in East Prussia c. 40 km SSW of Allenstein (Olsztyn) and 6 km N of Neidenburg (Nidzica). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Salzbergen (GER): often appears in Allied documents in reference to Rheine airfield - see there.

Salzkotten (GER) (51 40 00 N – 08 36 03 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 12 km SW of Paderborn. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Salzwedel (GER) (52 50 10 N – 11 13 00 E)
General: airfield (Fliegerhorst) in Anhalt 109 km NE of Hannover and 81 km NNE of Braunschweig; airfield 5 km SE of the town of Salzwedel and 2.4 km ENE of the village of Kricheldorf.
History: built 1934-35 and inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. Served as an elementary flight school and practice field from 1935-45. Single-engine fighters arrived at the beginning of 1944 and it was used as a key fighter station to the end of the war.
Dimensions: approx. 1280 x 870 meters (1400 x 950 yards) and roughly oval in shape.

Surface and Runways: grass surface. No paved runways. A perimeter road encircled the landing area.
Fuel and Ammunition: there was a refueling loop on the N side of the landing area.
Infrastructure: had 3 medium hangars on the NW corner and 1 medium hangar on the SW corner. All of the hangars were fronted with paved aprons and were interconnected by taxiways. Workshop buildings were adjacent to the hangar on the SW corner. The station buildings were grouped off the W boundary and consisted of barracks, messes, living quarters, admin offices, etc. The flight control building was on the NW corner between the hangars. A branch rail line served the airfield.
Dispersal: an unknown number of aircraft parking bays were cut into woods off the S and E boundaries and more bays were under construction in Jun 44.
Defenses: unknown.
Remarks:
8 Apr 44: low-level attack by VIII Fighter Command P-38 Lightnings – *claimed* 1 x Me 410, 9 x Ju 88s, 1 x Do 217, 2 x He 177s, 1 x Ju 52, 3 x unidentified aircraft destroyed, plus 1 x Bf 110, 14 x Ju 88s, 1 x Ju 52, 6 x unidentified aircraft damaged.
9 Apr 44: bombed – 1 x Fw 190A from Sturmstaffel 1 damaged.
15 Apr 44: low-level attack – 1 x Bf 109 G-6 from IV./JG 3 destroyed.
22 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Ju 52 destroyed and 3 x He 111s damaged.
21 May 44: low-level attack – 1 x Fw 190A from 11./JG 3 destroyed.
14 Jan 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 and 1 x Bf 110 destroyed, plus 1 x Bf 110 and 1 x Do 217 damaged.
22 Feb 45: Salzwedel bombed by 59 B-17 Fortresses.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Bf 109s, 16 x Fw 190s, 4 x Bf 110s, 4 x Me 410s, 2 x He 111s and 1 x unidentified aircraft destroyed, plus 6 x Bf 109s, 4 x Fw 190s, 4 x Bf 110s, 2 x Me 410s, 1 x He 111 and 2 x unidentified aircraft damaged.
Operational Units: KGr. z.b.V. 800 (May-Jun 42); KGr. z.b.V. 700 (Oct-Nov 42); Stab, IV./JG 3 (Feb-Jun 44); Sturmstaffel 1 (Feb-May 44); 1./JG 11 (May-Jun 44); II./JG 5 (Jul-Oct 44); Stab, I., III./ZG 1 (Jul 44); II./JG 4 (Jul-Aug 44); I./JG 301 (Aug 44 – Apr 45); II./JG 400 (Jan-Apr 45).
School Units: elementary flight school Salzwedel (Oct 35 – Mar 39); Schule/FAR 42 (Apr – Sep 39); Fl.Ausbildungs-Rgt. 42 (1940-42); Arbeitsplatz for FFS A 12 (Prenzlau) (1943-45); Überprüfungslehrgang

LF Prenzlau/Salzwedel (Jun – Dec 43); (Fallschirm-) Oberjägerschule Salzwedel (1945).
Reserve Training & Replacement Units: Erg.St./ZG 1 (Jul 44); Erg.St. für Fallschirmjägerkampfbeobachter (Oct 44 – Jan 45).
Station Commands: Fl.Pl.Kdo. A 27/XI (c.Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 15/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Rudolf Trautvetter (1 Oct 35 - 30 Jun 38); Oberst Wolf Freiherr von Biedermann (? - 1940) 9/39; Maj. Franz Müller (22 Oct 40 - 30 Jul 42).
Station Units (on various dates – not complete): Werft-Abt. 102/I (Dec 44); Fj-Ers.-u.Ausb.Rgt. 4 (c. Jan-Apr 45).
[Sources: AFHRA A5258 pp.856-58 (23 May 44 updated to 24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sandhofen (GER): see Mannheim-Sandhofen.

Sankt Arnual (GER): see Saarbrücken – Sankt Arnual.

Schaaksvitte (See) (GER/RUSS) (a.k.a. Kashirskoye) (54 56 N – 20 41 E)
General: seaplane anchorage (Einsatzhafen I (See)) in the former East Prussia 28 km NNE of Königsberg (Kaliningrad). History: operational during 1939-40 but not mentioned after that.
Infrastructure: none noted.
Station Commands: Fl.H.Kdtr. E (See) Schaaksvitte (1939-40); Fl.H.Kdtr. E 13/I (See) (Mar 40 - ?).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schachten (GER) (a.k.a. Kassel-Calden) (51 25 00 N – 09 22 50 E)
General: operational airfield (Einsatzhafen) in Hesse 14 km NW of Kassel, 11.3 km WNW of Kassel-Rothwesten airfield and 1.6 km S of Schachten village.
History: prepared and began operating in fall 1944.
Dimensions: approx. 1190 x 300 meters (1300 x 325 yards).
Surface and Runways: grass surface that may be soft in wet weather. No paved runway.
Fuel and Ammunition: there were scattered pits for fuel and ammunition within 900 meters of the landing area on all sides.
Infrastructure: no hangars or admin buildings, but there were some huts in the dispersal area that may have been used for accomodations or repairs. Nearest rail connection 4.5 km NE of the airfield.
Dispersal: 1 dispersal area – Southwest with 3 hardstands and additional parking spots on the edge of a woods at the SW corner.
Defenses: Flak positions not identified.

Remarks: none.
Operational Units: III./JG 3 (Nov-Dec 44).
Station Commands: none found.
[Sources: AFHRA A5257A p.470 (28 Dec 44); chronologies; BA-MA; NARA; PRO/NA]

Schafhaus (GER) (53 55 04 N – 10 09 52 E)

General: landing ground (Landeplatz) in Schleswig-Holstein 41 km NNE of Hamburg, 34 km W of Lübeck and 21 km SE of Neumünster. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schafstädt (GER) (51 22 40 N – 11 43 00 E)

General: operational airfield (Einsatzhafen I) in Saxony 22 km SW of Halle, 17 km W of Merseburg airfield and 4 km WSW of the village of Schafstädt. History: probably built in the late 1930's. Little or no wartime activity until fall 1944 when fighters began using Schafstädt. Surface and Dimensions: grass surface measuring approx. 870 x 1015 meters (950 x 1000 yards) and rectangular in shape. No paved runways. Fuel and Ammunition: refueling points were probably in front of the hangars and bulk storage in pits located in the dispersal areas. The station ammunition dum was believed to be 2300 meters (2500 yards) S of the landing area. Infrastructure: there were 2 medium hangars in the NW corner, one of which had a paved apron, 2 workshop-type buildings in the NE corner and another in the SE corner. A small cluster of buildings behind the hangars on the NW corner was probably used for offices and stores. The majority of assigned personnel were billeted in nearby towns and villages. An extension of the Merseburg-Schafstädt rail line served the S, W and N sides of the airfield. Dispersal: had 4 dispersal areas – Northeast, South (perimeter), South (remote) and Southwest (remote) – with a total of 3 large open aircraft shelters, 42 small open aircraft shelters and several more were under construction in Dec 44.
Remarks:
8 Apr 45: airfield bombed by 73 B-17 Fortresses.
Operational Units: I./JG 3 (Sep 39); IV./JG 3 (Sep-Nov 44); 5., 8./JG 4 (Nov-Dec 44); III./SG 4 (Jan 45).
Station Commands: Fl.H.Kdtr. E Schafstädt (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 5/IV (1940); Fl.Pl.Kdo. A 10/IV (1941); as Fl.H. Schafstädt (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 38/III Dresden-Klotzsche (1944-45).
Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 pp.859-60 (30 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schallodenbach (GER) (c. 49 33 03 N – 07 42 53 E)
General: emergency landing ground (Notlandeplatz) in Rhineland-Pfalz 12 km N of Kaiserslautern. History: used by gliders. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schameder (GER) (a.k.a. Schameder-Erndtebrück) (51 00 00 N – 08 17 40 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 21.5 km NE of Siegen. History: a civil aero club before the war but without any reported activity since then. Surface and Dimensions: grass surface with a possible run of 550 meters (600 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schendek (GER): see Udetfeld.

Scheuen (GER) (a.k.a. Celle-Scheuen) (52 40 10 N – 10 05 20 E)
General: emergency landing ground (Notlandeplatz) in Lower Saxony 7 km N of Celle. History: dates from 1916 when it was developed as a naval air station, but flying operations did not begin until 3 October 1918, just before the end of the First World War. During World War II it served as a practice field and satellite field for Celle-Wietzenbruch. On 12 Dec 43, a Fiat G 12 transport belonging to III./TG 1 crash landed at Scheuen and this is the only mention of the ELG found in reference to an operational unit. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Schierling (GER) (48 50 08 N – 12 07 43 E)
General: tactical landing ground (Gefechtslandeplatz) in Bavaria 20-21 km S of Regensburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: (probably a tiny custodial detachment or none).
Station Units (on various dates – not complete): Luftmunitionsanstalt 2/VII.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schievelbein (GER): see Nemmin.

Schinna (GER) (52 32 N – 09 03 E)

General: operational airfield (Einsatzhafen) 48 km WNW of Hannover in Lower Saxony. History: listed as still operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted. Station Commands: Fl.H.Kdtr. (E) Schinna (Aug 39 – Feb 40); Fl.H.Kdtr. E 63/XI (Mar 40); Fl.H.Kdtr. E 22/XI (Mar-Apr 40). [Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schippenbeil (GER) (a.k.a. Sepopol) (54 15 00 N – 21 00 40 E)

General: operational airfield (Einsatzhafen I) 58 km SSE of Königsberg in former East Prussia, 13 km E of Bartenstein and 2 km S of the town of Schippenbeil. History: built 1936-37 and very active during the attack on Poland and the first several months of the attack on the Soviet Union, then relatively inactive until mid-1944. Operational station for a number of anti-tank units in fall 1944. Surface and Dimensions: grass surface with a minimum take-off and landing run of 915 meters (1000 yards). Fuel and Ammunition: both were available when needed. Infrastructure: had 3 small hangars in 1937. No additional information. The nearest rail connection was in Schippenbeil. Dispersal: no organized dispersal facilities until mid-1944.

Remarks:

31 Jan 45: town and airfield taken by Soviet forces.

Operational Units: 1./JG 1 (Aug-Sep 39); II./KG 2 (Sep 39); 3.(F)/Aufkl.Gr. 22 (Jun 41); 3.(F)/Aufkl.Gr. 33 (Jun-Jul 41); 4.(F)/Aufkl.Gr. 11 (Jun-Aug 41); III./KG 76 (Jun-Jul 41); Stab, III./KG 27 (Jul-Nov 44); Stab IV.(Pz), 13.(Pz)/SG 9 (Oct 44 – Jan 45); 10.(Pz)/SG 1 (Oct-Nov 44); 10.(Pz)/SG 3 (Oct-Dec 44).

School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (Königsberg-Neuhausen) (Nov 39 – Aug 40); Arbeitsplatz for FFS B 38 (Oct 43 – Jul 44).

Station Commands: Fl.H.Kdtr. E Schippenbeil (1939-40); Fl.H.Kdtr. E 2/I (1940); Fl.H.Kdtr. E 14/I (Apr 40 – c. 1942).

Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 p.861 (30 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schkeuditz (GER): see Leipzig-Schkeuditz.

Schlehdorf (GER) (47 40 00 N – 11 19 00 E or 47 39 05 N – 11 18 53 E)

General: emergency landing ground (Notlandeplatz) in Bavaria 59 km SSW of München (Munich) and 24 km NE of Garmisch-Partenkirchen.

History: 1927 listed as a Notlandeplatz. No record of use by the Luftwaffe.
[Sources: AFHRA A5258 p.456 (5 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schleissheim (GER) (a.k.a. Oberschleissheim, München-Schleissheim). (48 14 25 N – 11 33 40 E)
General: airfield (Fliegerhorst) 11.5 km N of München (Munich) in Bavaria and just S of Oberschleissheim village and its historic castle and palace.
History: dates from 1912 and in 1913 received the designation Militärfliegerstation Schleissheim and began functioning as a flying school. After World War I, much of the infrastructure was dismantled and the airfield turned over to civil use. A number of international and national flying competitions were held there during the 1920's. Deutschen Verkehrsflieger-Schule (DVS) Schleissheim was established in 1927 and secret flight training provided to Reichswehr personnel. The school started specializing in fighter training in 1933 and construction began to convert Schleissheim into a major Luftwaffe air base with an elementary flight school and a fighter school. Shortly after the war commenced in 1939, work began to build 4 hangars and a barrack complex to accommodate 4,000 personnel for the new Fliegertechnische Schule Schleissheim. It continued as a training station to 1944 and then also became home to night fighter units.
Dimensions: approx. 1465 x 1325 meters (1600 x 1450 yards).
Surface and Runways: grass surface. Had a single hardened (concrete?) runway measuring approx. 825 meters (900 yards) and aligned ENE/WSW. Equipped with boundary and obstruction lighting, flare-path, beam approach system and the short form of the visual Lorenz system for night landings.
Fuel and Ammunition: refueling points were positioned on the NW, SW and S perimeter. Ammunition stores were also on the S perimeter.
Infrastructure: there were 11 hangars, including 4 repair hangars, in four different groups around the NW, W, SW and S boundaries. Most of these were very large, large and triple-bay hangars. The station motor pool and garages were large and located at the SW corner. Admin buildings, officer and air crew quarters, and a barracks block were along the N boundary, and the control tower at the center of the W boundary. Two barrack blocks were off the S boundary along side the hangars there, and another very large barrack complex was in the woods about 1 km off the S boundary. A branch rail line served the airfield along the S boundary.
Dispersal: the two dispersal areas, Southwest and Southeast, had a total of 9 open aircraft shelters and 10 parking hardstands.

Defenses: A Flak dispositions map from early 1945 shows 4 heavy Flak batteries within 4 km of the airfield and 3 light Flak batteries close around it.
Satellites and Decoys:

Schleissheim-Ampermoching (GER) (48 17 20 N – 11 31 30 E). Dummy 6 km NNW of Schleissheim airfield and 3.25 km SE of Ampermoching village. Mock-up occupied a field measuring approx. 1145 x 1145 meters (1250 x 1250 yards) and included stage-prop hangars and buildings laid out to represent Schleissheim airfield. Aircraft replicas were parked around the landing area. [Sources: AFHRA A5258 p.444 (1944)]

Remarks:
21/22 Dec 42: bombed by 110 aircraft from RAF Bomber Command – these were the first bombs that fell on the airfield.
19 Jul 44: bombed by 76 B-24s from 15th AAF – 1 x Bf 109 G-2, 6 x Bf 110s, 1 x C 445 A-1, 1 x Kl 35 and 4 gliders from Flieger-Techn.Schule 3 destroyed on the ground. Considerable damage to the airfield and much loss of life for the civilian population in the nearby area. (German report)
31 Jul 44: bombed by 43 8th AAF B-17 Fortresses.
11 Sep 44: low-level attack by VIII Fighter Command P-51s with many aircraft *claimed* on the ground.
9 Apr 45: bombed by 128 8th AAF B-17s– 11 x Ju 88s from III./NJG 6 destroyed or damaged on the ground.
29 Apr 45: captured by U.S. troops.
Operational Units: JG 71 (Jul 39); Stab/NJG 6 (Sep 43 – Dec 44); Stab/JG 301 (Jan-Aug 44); IV./NJG 6 (Sep 44- Jan 45); Stabsstaffel/NJG 6 (Jan – Apr 45); Stab, 1., 2./NAGr. 13 (Apr 45).
School Units: Jagdfliegerschule Schleissheim (Oct 33 – Jun 36) (Apr 39 – Jan 40); Höherer Kdr. d.Jagd-u.Zerstörerschulen (c. Dec 40 – Jul 44); Jagdfliegerschule 2 (Jan – May 40); Stab and I./Zerstörerschule 1 (Jan 40 – Sep 41); Stab and elements of I./NJ-Schule 1 (Sep 41 – Mar 43); Stab and elements of I./NJG 101 (Mar – Oct 43); Schulstaffel/NJG 6 (Apr-Jun, Nov-Dec 44).
Reserve Training & Replacement Units: Erg.Zerst.St. 2 (Nov 39 – Jan 40).
Station Commands: Fl.H.Kdtr. L Schleissheim (1940); Fl.Pl.Kdo. A 15/VII (c. Mar 43 – Mar 44), Fl.H.Kdtr. A(o) 5/VII (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Oberst Eitel-Friedrich Roediger von Manteuffel (? - May 40) 9/39;
Oberst Harry von Bülow (27 Nov 42 - ?).
Station Units (on various dates): Stab/5. Jagddivision (Jul-Oct 43); Stab/7. Jagddivision (Oct 43 – Apr 45?); Stab/Jagdfliegerführer

Süddeutschland (Dec 42 – Jul 43); Nachtjagdraumführer 107 (Jul 42 – c.Jan 44); Koflug Schleissheim (Jul 39 – Jul 40); Luftzeuggruppe 7 (c. 1939-45); Werft-Abt. 5/VII (1944-45); Stab/Ln.-Rgt. 205 (c.Apr 43 – 1943/44); I.(Betr.)/Ln.-Rgt. 205 (c.Apr 43 – Aug 44); Stab II. (Flum.Mess)/Ln.-Rgt. 205 (c.Apr 43 – 1943/44); Lw.-Bau-Btl. 8/VII (summer 44); Lw.-Bau-Btl. 28/VII (1940); Munitionsausgabestelle d.Lw. 1/VII (1944-45); E-Hafen-Ausrüstungs-Kolonne (mot) 6/VII; Kfz.Werkstatt (o) d.Lw. 124/VII (1944-45); Ldssch.Zug d.Lw. 14/VII (summer 44).

[Sources: AFHRA A5258 pp.346-48 (18 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Schleswig (Land) (GER) (a.k.a. Schleswig-Jagel) (54 27 50 N – 09 31 15 E)

Airfield Details:

General: airfield (Fliegerhorst) in Schleswig-Holstein 7 km SSW of Schleswig.

History: built 1935-36, designated a Luftwaffe Fliegerhorstkommandantur by fall 1935, and occupied and in use by 1937.

Dimensions: approx. 1920 x 1190 meters (2100 x 1300 yards).

Surface and Runways: sandy soil. Had 2 paved runways in the form of an "X" measuring approx. 2000 meters (2200 yards) and 1600 meters (1760 yards). A third paved runway was planned but never completed. Equipped with runway illumination, perimeter and obstruction lighting, flarepath and the short version of the visual Lorenz system for night landings.

Fuel and Ammunition: refueling points at the NE corner and at the S boundary. Underground fuel storage tanks on the S boundary and the NE corner. Munitions dumps were on the S boundary and in a small woods off the SW corner.

Infrastructure: had 2 hangars off the NE corner with adjacent workshops and each hangar had a paved hangar apron. Motor pool and garage were N of the hangars with a second motor pool near the station HQ which, together with the flight control building and admin offices, was on the N boundary just W of the hangars. There were 3 main groups of barracks off the N boundary and NE corner, each with their own messes, and several clusters of accommodation huts off the S boundary. On the S side of the airfield, and running parallel to the 2000 meter runway, were a row of 18 ladder-type servicing hardstands. A branch rail line served the station buildings at the NE corner and the facilities along the S boundary.

Dispersal: 2 dispersals – North and South (remote) with a total of 32 covered aircraft shelters, 11 open shelters, 10+ bays cut into woods and 4 parking stands.

Defenses: had 1 heavy and 7 light Flak positions in early Nov 43. Two of the light positions were emplaced in Flak towers.
Remarks:
28 Jul 42: bombed – 2 ground servicing personnel from II./NJG 3 KIA.
9 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 109 and 1 x unidentified aircraft destroyed.
18 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s destroyed and 6 more shot up and damaged.
30 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Ju 52s shot up and damaged.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s, 20 He 111s and 1 x Fw 200 destroyed, plus 6 x He 111s damaged.
19/20 Apr 45: bombed by 8 Mosquitoes from RAF Bomber Command.
8May 45: upon the surrender of German forces, the airfield was packed with 147 aircraft, mostly Bf 109s, Fw 190s, Me 262s, He 111s, Ju 88s and a handful of Ju 52s.

Airfield Units:

Operational Units: I./KG 26 (Sep 39 – Apr 40); II./ZG 1 (Oct 39); I./LG 1 (Nov 39 – Apr 40); KGr.z.b.V. 103 (Mar-May 40); Stab, II./LG 1 (Apr 40, May 45); KGr. 100 (Apr 40); II./NJG 3 (Sep 41 – Mar 44, Nov 44 – Feb 45); I./NJG 3 (Aug-Dec 44); 8./KG 53 (Oct 44 – Feb 45); Wetterflugstelle Schleswig (1945); NSGr. 30 (Feb-Mar 45); Stab, I., III./NJG 2 (Mar-May 45); 1.(F)/Aufkl.Gr 33 (Apr-May 45); Sonderkdo. Braunegg (Apr-May 45); 10./NJG 11 (May 45); 1. (F)/Aufkl.Gr. 123 (May 45).
School Units: Fl.Ausbildungs-Rgt. 16 (1939-42).
Reserve Training & Replacement Units: 1.(Erg.)/NJG 3 (May – Dec 42); I., II. and 14./Erg.JG 2 (Mar – Apr 45).
Station Commands: Fl.H.Kdtr. (E) Schleswig-Land (Aug 39 – Feb 40); Fl.H.Kdtr. E 6/XI (Mar 40 - ?); Fl.H.Kdtr. A(o) 4/XI (Apr 44 – May 45).
Kommandant (not complete): Obstlt. Franz Camphausen (4 Nov 42 - 3 Jan 43?); Obstlt. Carl Kuetgens (Feb 43 - ?).
Station Units (on various dates – not complete):
Nachtjagdraumführer 1 (Jul 42 – Jan 44); Koflug Schleswig (Jul 39 – Mar 41); Koflug 4/XI (Jan-Feb 41); Koflug 3/XI (Apr 41 – May 45); Wetterbezirkszentrale Schleswig (8 May 45); Wetterberatungsstelle (mot) Schleswig (8 May 45); 2. Flugh.Betr.Kp./KG 26; 19/Werftzug 45 (Feb 44); Stab V, 13 and 15/Feldwerftverband 60 (8 May 45); Stab V, 14 and 15/Feldwerftverband 50 (Kropp) (8 May 45); 12/Feldwerftverband 40 (8 May 45); Stab V and 1/Feldwerftverband 20 (Schuby) (8 May 45); 2/Feldwerftverband 20 (Jübek) (8 May 45); Werft-Abt.d.Lw.(o) 4/XI (May 44, May 45); Werft-Abt. 103/XI (8 May 45); Motorreparaturzug 4/XI (Schuby) (8 May 45); 24. Flugzeug-

Wartungs-Kp. (part) (8 May 45); 2. and 7./le.Flak-Abt. 755 (8 May 45); le.Flak-Battr. 6927 z.b.V. (8 May 45); le.Hei.Flak-Battr. 48/XI (8 May 45); unnumbered le.Flak-Battr. (8 May 45); 2. (Fernverb.Betr.Pers.)/Ln.-Rgt. 120 (8 May 45); Stab/Ln.-Rgt. 212 (c.Apr 43 – Aug 44); I.(Ln.Betr.)/Ln.-Rgt. 212 (c.Apr 43 – Aug 44); Stab II.(Flum.Mess)/Ln.-Rgt. 212 (c.Apr 43 – Aug 44); 2.Kp. Lw.-Bau-Btl. 20/III (Mar-Apr 43); 3.Kp. Lw.-Bau-Btl. 8/XI (Feb 43 - ?); 2.Kp. Kriegsgefangenenbau-Btl. d.Lw. XI (Mar 43); Lw.-Bau-Btl. 132/XVII (8 May 45); Flieger-Geräteausgabestelle (mot) 107/VII (8 May 45); Ldssch.Zug d.Lw. 144/XI and Ldssch.Zug d.Lw. 195/XIII (8 May 45).
[Sources: AFHRA A5257A pp.471-74 (2 Feb 45); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1]

Schleswig (See) (GER) (54 31 20 N – 09 36 20 E)

General: seaplane station (Seefliegerhorst) 2 km E of Schleswig in Schleswig-Holstein.
History: construction began in 1935 and was completed in 1938, and consisted of 1 large hangar, station admin and stores buildings, 16 barrack blocks, officer quarters and club, motor pool and repair garage, a housing estate, 3 jetties and seaplane harbor facilities. Use mainly as a recruit and replacement depot, but some wartime air-sea rescue flights originated from Schleswig/See.
Dimensions: ample take-off and landing room for seaplanes.
Anchorage: Had a single launching ramp and a paved hangar apron.
Fuel and Ammunition: underground fuel tanks were 1.6 km SW of the station.
Infrastructure: see above under History. Additionally, a branch rail line served the station hangar.
Defenses: Flak positions not identified.
Remarks:
9 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x He 115 and 2 x Ar 196s destroyed, plus 1 x He 115 damaged.
11 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x He 115 destroyed.
8May 45: upon the surrender of German forces, the airfield had an occupancy of 10 flying boats and floatplanes.
Operational Units: 3. Minensuchstaffel (Apr-May 45); 3./KG 200 (May 45).
School Units: Flieger-Ers.Abt. 16 (See) (1935-37); Flieger-Btl. 16 See (1937-40); Flieger-Ausb.Rgt. 16 See (1940 -); Blindfluglehrgang (See) Schleswig.
Blindfluglehrgang (See) (May 38 – Sep 39).
Station Commands: Fl.H.Kdtr. B/See Schleswig (1936 - ?); Flugstützpunktkdo. 109/XI (See) (1941 – Apr 42); Fl.Pl.Kdo. D 108/XI

(See) (Apr 42 – May 45). Referred to in a Luftgaukdo. XI document dated 11 Dec 44 and a OKL document dated 10 Feb 45 as Fl.H.Kdtr. See (A) Schleswig (See) without a number and subordinated directly under Koflug 3/XI (Schleswig).
Station Units (on various dates – not complete): Werft-Abt.d.Lw.(o) 206/XI (8 May 45); le.Flak-Battr. 36/XI (8 May 45).
[Sources: AFHRA A5257A pp.475 (12 Mar 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1]

Schlosswalden (GER)
General: landing ground (Landeplatz) in Silesia 38 km NE of Oppeln. Village and landing ground not located. History: briefly used in Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: probably grass.
Infrastructure: none noted.
Operational Units: none identified.
Station Units: Fl.H.Kdtr. E(v) 270/III (Jan 45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schmidtheim (GER) (c. 50 24 35 N – 06 31 35 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 50 km SE of Aachen. History: listed as operational in Jan 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schmoel (GER) (a.k.a. Schönberg) (54 23 20 N – 10 28 00 E)
General: emergency landing ground (Notlandeplatz) in Schleswig-Holstein along the coast 22.4 km ENE of Kiel and situated between the village of the same name and the coast. History: believed to have been prepared in 1944. May have been used in conjunction with towed target sleeve gunnery practice over Kiel Bay. Transport aircraft were using it when photographed on 9 April 1945. All indications suggest that it was being used to park aircraft not in use (Abstellplatz). Dimensions: approx. 960 x 320 meters (1,050 x 350 yards). Runway: rough grass. Infrastructure: several small huts were located near the SW corner. Nearest rail connection at Schönberg (Neu Schönberg?) 6.4 km to the west. Dispersal: unknown. Defenses: none identified.
Remarks:
3 May 45: strafed by RAF Spitfires and Gloster Meteors – claimed 12 x Ju 52s, 4 x He 111s, 3 x Ju 87s, 1 x Bf 109 and 1 x Fi 156 shot up and destroyed.
Operational Units: none identified.

Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.6 (16 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schmoldow (GER) (53 58 15 N – 13 20 50 E)
General: field airstrip (Feldflugplatz) in Pomerania 13 km S of Greifswald. History: dates from the 1939-41 period and probably deactivated after that. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schneeberg (GER) (c. 50 36 08 N – 12 35 01 E)
General: tactical landing ground (Gefechtslandeplatz) in Saxony 15 km SSE of Zwickau. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schneidemühl (GER) (a.k.a. Schneidemühl/Nord, FEA Flugplatz, Pila) (53 10 10 N – 16 46 10 E)
General: landing ground (Landeplatz) 84 km N of Posen (Poznan) in present-day NW Poland; airfield 3.25 km NE of the center of Schneidemühl. History: originally a WWI military airfield built at the end of 1913 with just one hangar. In summer 1914, the area was taken under control by the military and from then to 1916 several new hangars and workshops were built, but then nearly everything was dismantled in 1919. During WW I the airfield accommodated the FEA 2 training unit. From 1920 to 1921 the field was briefly used for passenger flights. In the next years it was a sport airfield but its area was much smaller than during WW I. In 1927 listed as an emergency landing ground (Notlandeplatz) and remained inactive until the beginning of 1945. In early February 1945, the former airfield was utilized by Ju 52 transports for night supply/evacuation missions for encircled fortresses (Festungen) and other surrounded pockets. Surface and Dimensions: grass surface with total area measuring approx. 1280 x 1465 meters (1400 x 1600 yards) and roughly rectangular in shape. The actual landing area in 1931 was 600 m x 400 m No paved runways. Fuel and Ammunition: fuel was available. Infrastructure: there were no hangars or other buildings on the airfield during the war years. A barracks complex SW of the landing area reportedly housed POWs. The main Flatow-Schneidemühl rail line passed immediately E of the landing area.

Remarks:
14 Feb 45: Schneidemühl taken by Soviet forces.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.865 (30 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; "Mateusz" e-mail 24 Oct 2012]

Schneidemühl (GER) (a.k.a. Schneidemühl/West, "Albatros Flugplatz", Pila) (53 09 50 N – 16 42 50 E)
General: factory airfield (Industriehafen) 84 km N of Posen (Poznan) in present-day NW Poland; airfield 2 km NW of the city.
History: built in 1914 as an air school and aircraft factory run by Ostdeutsche Albatros Werke GmbH. Only one hangar, one workshop and a couple of accommodation huts were available then. During WW I, several additional hangars, storage buildings and workshops were constructed. Until 1918 the plant was involved in production of a large variety of Albatros, Fokker and Staaken aircraft. The airfield and the factory were closed in 1920. In late 1939 the area was being used as a primitive prison for the Polish elites arrested in the eastern part of Germany and in occupied Poland. The airfield area was leased by the firm Ludwig Hansen & Co., Reparaturwerkstatt (repair workshops), at the beginning of 1940. From 1941 to 1944, the factory facility repaired Bf 110s, Me 210s, Me 410s and Fw 189s. In late-1944 it was scheduled to become the largest Me 262 repair facility in the Third Reich (first aircraft of this type arrived at Schneidemühl in September 1944). At least a dozen Me 262s were repaired here by the Ludwig Hansen & Co. to January 1945.
Surface and Dimensions: sandy grass surface measuring approx. 640 x 1370 meters (700 x 1500 yards). Concrete runways were constructed around 1943 and consisted of 2 prepared strips aligned NE/SW and aligned E/W (both measuring around 1190 meters (1300 yards). Another – longer – runway aligned NW/SE was not yet fully serviceable and still under construction in 1945. A network of taxiways existed on the S and W sides of the airfield.
Fuel and Ammunition: refueling points were on the servicing platform on the S boundary.
Infrastructure: had 1 large flight hangar and 2 repair hangars at the SE corner. The Hansen firm's complex was off the SE corner and included 1 flight hangar, 3 large (one of them consisted of two separate parts) repair hangars and several workshops for the reception, dismantling, repair and reassembly of damaged aircraft. Aircraft parts like complete fuselages or/and wings were stored along the edge of the surrounding wooded areas. A branch rail line serviced the repair facility and the S boundary. A barracks complex to the SE

of the landing area (S of the hangars) housed French, Belgian and Russian POWs as well as Polish civil prisoners. Moreover a compass swinging base (on the S boundary) and a shooting range for ground testing of the aircraft armament (on the NE boundary) were available. Other accommodations were available in Schneidemühl.
Dispersal: there were 2 dispersal areas – Northwest (on edge of a woods) and Northeast (in woods) – with a total of 25-plus aircraft parking bays.
Remarks:
29 May 44: airfield bombed by 19 B-17 Fortresses as a target of opportunity - very little damage; bombs hit an unpopulated area S of Schneidemühl as well as a few buildings in the city.
21 Dec 44: airfield bombed by 4 RAF Lancasters (to decoy the Luftwaffe night fighters from the main bomber force headed for the oil industry targets at Pölitz) - one bomb hit the runway.
14 Feb 45: Schneidemühl taken by Soviet forces.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Werft-Abt. 63/III (1944-45)?; schw.Flak-Abt. 115 (Eisb.) (Schneidemühl 1945).
[Sources: AFHRA A5258 pp.866-67 (6 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; "Mateusz" e-mail 24 Oct 2012]

Schneverdingen (GER): see Reinsehlen.

Schönefeld (GER): see Berlin-Schönefeld.

Schönefeld-Crössinsee (GER): see Märkisch-Friedland?

Schönfeld-Seifersdorf (GER) (51 11 30 N – 15 56 30 E)
General: operational airfield (Einsatzhafen I) in Silesia 16 km W of Liegnitz (Legnica), 8 km NNE of Goldberg and lying between the villages of Seifersdorf and Schönfeld.
History: built during the late 1930's and used during the attack on Poland in Sep 39. Used as a practice field for trainers during the war years, and from mid-1944 as a Fw 190 conversion and re-equipping center for ground attack units and as an advanced training base for night fighters.
Dimensions: approx. 825 x 1190 meters (900 x 1300 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runways. There was a wedge-shaped starting platform approx. 365 meters NW of the SE corner. Equipped with a beam approach system and night landing aids.
Fuel and Ammunition: had 2 groups of refueling points at the NW corner and 2 more groups on the S boundary. Bulk fuel storage was

believed to be behind the medium hangar. The station ammunition dump was off the SE corner.
Infrastructure: off the N boundary were 3 very large, 1 large and 1 medium hangars all with paved aprons and interconnected by taxiways. Two additional hangars were planned, but it is not known whether these were built before the war ended. A number of workshops were near the medium hangar. There were 3 small clusters of barracks off the W side of the airfield. The flight control building was probably in the center of the N boundary.
Dispersal: no information.
Defenses: no information.
Remarks:
Feb 45: airfield evacuated by the Luftwaffe and captured by Russian troops during the second week of February.
Operational Units: I./KG z.b.V. 1 (Aug-Sep 39); Stab, I./SG 77 (Jul-Aug 44); III./SG 77 (Oct-Nov 44); I./SG 1 (Nov 44 – Jan/Feb 45); 2./NAGr. 15 (Dec 44 – Feb 45).
School Units: Arbeitsplatz for Schule/FAR 42 (Salzwedel) (1939); Arbeitsplatz for FFS A/B 1 (Görlitz); Arbeitsplatz for FFS C 18 then FFS B 18 (Lüben) (Sep 41 – Sep 44); Stab II./NJG 102 (Sep 44 – Jan 45); I./NJG 102 (Nov 44 – Jan 45).
Reserve Training & Replacement Units: Stab/Erg.Aufkl.Gr. Ob.d.H. (Nov 39 – Jan 40); 10. and 11./Erg.JG 1 (Nov 44 – Jan 45); I./SG 151 (Feb 45).
Station Commands: Fl.H.Kdtr. (E) 58 then Fl.H.Kdtr. (E) Schönfeld-Seifersdorf (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 20/IV (c. Feb 40 - ?); Fl.Pl.Kdo. A 17/IV (1941).
Station Units (on various dates – not complete): Werft-Abt. 4/IV (1944-45); Werft-Kp. d.Lw. 29/II (Mar 44).
[Sources: AFHRA A5258 pp.879-80 (?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schöngarten (GER): see Breslau-Schöngarten.

Schongau (GER) (47 50 10 N – 10 52 15 E)
General: operational airfield (Einsatzhafen II) in Bavaria 65 km SW of München (Munich), 20 km ESE of Kaufbeuren; airfield 3 km NNW of Schongau town center. Flakartillerieschule IV was 2 km NNW of the airfield.
History: constructed about 1938. Primarily a wartime training field and home to target-towing units that towed practice sleeves for the Flak artillery school.
Dimensions: approx. 1370 x 1190 meters (1500 x 1300 yards) and irregular in shape.
Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: fuel was probably stored near a hangar at the SE corner.
Infrastructure: had 3 large hangars at the NW corner and 1 medium hangar at the SE corner, all with paved hangar aprons. A few small buildings near the SE hangar were probably workshops. Additionally, the foundations for a large repair hangar at the NW corner had been laid by Oct 43 and may have been completed in 1944. Station admin buildings and barracks were grouped at the SE corner near the medium hangar. The nearest rail access was at the NW corner and the nearest station was in Schongau.
Dispersal: no organized dispersal facilities. Aircraft parked along the SE side of the landing area.
Defenses: none identified in Oct 43.
Remarks:
31 Jul 44: bombed – 1 x Ar 66, 4 x Ar 96s, 1 x Bf 109G, 1 x Bü 131, 2 x Cant Z 1007s and 1 x SM 79 from JG 101 destroyed or damaged on the ground.
Operational Units: Luftdienst-Teilkdo. 1/7 (May 39 – Feb 44); Fliegerzielgeschwader 3 (Dec 43 – Sep 44); IV./JG 3 (Jul-Aug 44); Fliegerzielgruppe IV (Feb 45); 11./SG 151 (Apr 45); II./JG 53 (Apr 45); 2./Versuchsverband OKL (May 45).
School Units: Arbeitsplatz for LKS Fürstenfeldbruck/LKS 4 (1937-45); Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45); I./JG 101 (Jun 44 – Apr 45).
Station Commands: Fl.H.Kdtr. (E) Schongau (1939-40); Fl.H.Kdtr. E 12/VII (1940); Fl.H.Kdtr. B Schongau (Jul 40); Fl.Pl.Kdo. B 30/VII (Apr 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 12/VII Fürstenfeldbruck (Apr-Oct 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 214/XII Landsberg/Lech (c.Oct 44 – c.Apr 45).
Station Units (on various dates – not complete): General der Schlachtflieger (L.In.2) (Apr-May 45); Werft-Abt. 20/VII (1944); Werft-Abt. (v) 143/XII (1944-45); Flakartillerieschule IV (1944-45); Kfz.Werkstatt (o) d.Lw. 109/VII (1944-45).
[Sources: AFHRA A5258 pp.349-51 (21 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schönwalde (GER): see Berlin-Schönwalde.

Schussenried (GER): see Reichenbach.

Schwäbisch-Gmünd (GER): see Gmünd.

Schwäbisch-Hall (GER) (a.k.a. Hessental, Weckrieden) (49 07 00 N – 09 47 00 E)
General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Baden-Württemberg 50 km NE of Stuttgart and 4 km E of Schwäbisch-Hall.

History: an emergency landing ground (Notlandeplatz) in 1927. Taken over by the Luftwaffe and developed into a large, permanent military air base for bomber formations from 1934-36 with the first flying unit, Fliegergruppe Schwäbisch Hall, taking up residency on 17 March 1936. It was a busy base during the war with a wide variety of units moving there for short periods of time to rest, refit and re-equip. In 1943 it became an Industriehafen for the final assembly and flight testing of Bf 109 and Me 262 fighters. A Gruppe of night fighters arrived in early Sep 44 and remained to the end of Mar 45.
Dimensions: approx. 1000 x 825 meters (1100 x 900 yards) with a rectangular shape.
Surface and Runways: grass surface. Had one 1800 meter (1970 yards) concrete runway (built Feb-Jun 43) that was aligned E/W and had large concrete starting platforms at the E end and the mid-point. A paved taxiway connected the W end of the runway to the hangar area on the S boundary. Equipped with boundary and obstruction lighting, a beam approach system and possibly other aids to facilitate night landings.
Fuel and Ammunition: refueling points were located on the N boundary, on the servicing hardstands at the SW corner and near the hangars at the SE corner. A small ammunition dump was positioned at the NW corner.
Infrastructure: there were a total of 6 hangars with 2 large hangars each at the SW corner, S boundary and SE corner, all with paved hangar aprons. Separate workshop buildings were adjacent to the hangars on the S boundary. One cluster of station admin buildings was next to the hangars on the S boundary and another cluster that included barracks, quarters and offices, was off the SW corner. Several rows of small buildings on the N boundary were probably used for storage. A bombing range type target in the form of a ship was 3.25 km SSE of the airfield and its outline was still visible 70 years after the war. A branch rail line served the hangar and building area along the S side of the airfield.
Dispersal: had just one – the North dispersal area with 7 open aircraft shelters and 3 parking sites.
Defenses: unknown.
Remarks:
1944-45: used Jewish concentration camp inmates for constructing Flak positions and doing repair work on the airfield.
25 Apr 44: low-level attack – 1 x Do 217 M-1 from Erprobungskommando 36 destroyed on the ground.
13 Sep 44: airfield bombed by 65 B-24 Liberators and strafed by VIII Fighter Command P-51s – 5 x Ju 88s from II./NJG 6 destroyed on the ground and airfield severely damaged.

5 Nov 44: low-level mid-afternoon attack by 32 P-47s Thunderbolts and P-51s – 14 x Ju 88s from II./NJG 6 destroyed or damaged on the ground.
25 Feb 45: airfield bombed by 93 B-24s – 5 x Me 262, 1 x Ju 88 and 1 x Fi 156 destroyed, 3 x Me 262 damaged; 2 hangars and 3 barrack buildings destroyed; 6 KIA and 8 WIA. (German reports)
22 Mar 45: airfield bombed by 82 B-24s and strafed by P-51 Mustangs – 4 Ju 88s from II./NJG 6 and 3 x Me 262s destroyed, 3 x Ju 88s plus an Arado damaged and the airfield totally destroyed according to German sources.
19 Apr 45: captured by U.S. troops.
Operational Units: Fliegergruppe Schwäbisch Hall; III./KG 155 (Apr 36 – Jan 38); II./KG 355 (Apr 37 – Apr 39); II./KG 53 (May-Sep 39); Stab/KG 53 (c. Aug 39 – Apr 40); Stab/KG 76 (Sep 39 – Feb 40); III./KG 76 (Oct 39 – Jan 40); Stab/KG 55 (Jan-Feb 40); II./KG 55 (Jan 40); III./KG 53 (Feb-May 40); Stab/St.G. 1 (Dec 41 – Feb 42); part of II./St.G. 1 (Dec 41 – Jan 42); Erprobungs- u.Lehrkdo. 21 (c. Dec 41 – spring 42, Feb 43); I./JG 53 (May 42); KGr. z.b.V. 21 (Jan-Apr 43); III./KG 100 (Apr-Jul 43); 9./ZG 26 (Jul-Sep 44); I./KG 40 (Aug-Sep 44); II./KG 51 (Aug-Nov 44, Mar 45); II./NJG 6 (Sep 44 – Apr 45); Versuchskdo./KG 200 (Dec 44 – Feb 45); Sonderkdo. Braunegg (Dec 44 – Mar 45); Sonderkdo. Panther (Dec 44 – Jan 45); 2./NAGr. 6 (Jan-Feb 45);Stab/Aufkl.Gr. 123 (Mar 45); I.(F)/Aufkl.Gr. 100 (Mar 45).
Reserve Training & Replacement Units: Erg.St./KG 51 (Jul – Nov 40); IV./KG 100 (Apr 43 – Sep 44); 17./KG 40 (Sep – Oct 43).
Station Commands: Fl.H.Kdtr. L Schwäbisch-Hall (1940); Fl.Pl.Kdo. A 28/VII (Apr 43 – Mar 44); Fl.H.Kdtr. A(o) 11/VII (Apr 44 – Apr 45).
Station Units (on various dates – not complete): Koflug Schwäbisch-Hall (Jul 39 – Mar 41); Koflug 6/XII Sep 44 – Feb 45); Werft-Abt. 11/VII (1944); Werft-Abt. (v) 138/XII (1944-45); 4. Flugh.Betr.Kp./KG 53 (May-Aug 39); 5. Flugh.Betr.Kp./KG 53 (May 39 - ?); 3. Flugh.Betr.Kp./KG 100 (Apr-Jul 43); one Zug of 3./le.Flak-Abt. 858 (Aug-Dec 44); one Zug of Heimat-Flak-Bttr. 23/VII (Sep 44 – Mar 45); Ln.-Kp. (mot) z.b.V. 24 (Ingelfingen, fall 44 – 1945); Lw.-Bau-Btl. 16/VII (1940); Lw.-Bau-Btl. 18/VII (1940).
[Sources: AFHRA A5258 pp.354-56 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Schwaighofen (GER): see Neu-Ulm.

Schwandorf (GER): see Regensburg-Schwandorf.

Schwarmstedt (GER) (52 40 04 N – 09 36 53 E)
General: landing ground (Landeplatz) in Lower Saxony 31 km WNW of Celle. History: existed in Jan 45. No further information or mention

of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schwartz (GER): often appears in Allied documents in reference to Lärz airfield - see there.

Schwarza-Rudolstadt (GER) (50 40 50 N – 11 19 40 E)
General: operational airfield (Einsatzhafen) in Thuringia 36.6 km SE of Erfurt; airfield 4 km S of Rudolstadt. History: 1927 listed as a civil landing ground (Verkehrslandeplatz). By 1932, upgraded to a secondary airport (Flughafen II). 1939 and after, in use by the Luftwaffe as a practice field for elementary trainers. Still listed as operational in Feb 45. Surface and Dimensions: grass surface.
Infrastructure: none noted.
School Units: Arbeitsplatz for FFS A/B 8 and Schule/FAR 63 (Marienbad).
Station Commands: none identified.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schwedt/Oder (GER) (53 04 00 N – 14 15 00 E)
General: landing ground (Landeplatz) in Brandenburg 86 km NE of Berlin; airfield 1.7 km W of Schwedt. History: 1927 listed as an emergency landing ground (Notlandeplatz). Reactivated in early 1945. Surface and Dimensions: grass surface on sand sub-soil measuring approx. 500 x 400 yards). The landing area was partly under cultivation when observed in Oct 44. Infrastructure: none noted.
Air Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Werft-Abt. 103/I (Mar 45); elements of le.Feldwerft-Abt. V/50 (Feb 45); Auffangkdo. d.Lw. Schwedt/Oder (Apr 45).
[Sources: AFHRA A5258 p.970 (5 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schweidnitz-Stadt (GER) (a.k.a. Swidnica) (50 51 30 N – 16 26 40 E)
General: emergency landing ground (Notlandeplatz) in Silesia 49 km SW of Breslau (Wroclaw); landing ground 2.5 km NW of Schweidnitz.
History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information and no evidence of use by the Luftwaffe during the war. There is some circumstantial evidence that it might have been used as a wartime exercise area by ground troops. Surface and Dimensions: grass surface measuring approx. 640 x 455 meters (700 x 500 yards). Infrastructure: none.

[Sources: AFHRA A5258 p.961 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schweidnitz/Ost (GER) (a.k.a. Schweidnitz-Weizenrodau; today: Swidnica-Pszenno) (50 51 10 N – 16 31 20 E)

General: field airstrip (Feldflugplatz) later developed into a small airfield in Silesia 46.5 km SW of Breslau (Wroclaw) and 29 km SW of Rosenborn; airfield 2.5 km NE of Schweidnitz and adjacent to the village of Weizenrodau (Pszenno).

History: developed in the late 1930's. Main wartime use was as a practice field for trainers. The Flettner-Werke, builder of autogyros (i.e., helicopters), reportedly moved part of its development staff to Schweidnitz-Weizenrodau in 1943, but this needs to be confirmed. Operational units arrived in Dec 44 but especially after the Soviet winter offensive began on 12 Jan 45 and the Luftwaffe was forced to evacuate airfields in S Poland.

Dimensions: approx. 730 x 1280 meters (800 x 1400 yards) and irregular in shape.

Surface and Runways: grass surface. No paved runways.

Fuel and Ammunition: there was a small refueling loop N of the hangar.

Infrastructure: had 1 very large hangar with a paved apron on the N boundary, and 1 large building just S of the hangar that was probably a workshop. Station admin and stores buildings were N and S of the hangar. A large hutted camp with some 45 buildings consisting of barracks, messes and canteens was off the S boundary. The Schweidnitz-Breslau rail line formed the E boundary of the field.

Dispersal: there were no organized dispersal facilities in Sep 44.

Remarks:

29 Sep 44: leveling work was underway at the NW corner to extend the N/S take-off/landing run to 915 meters (1000 yards).

Jan-Feb 45: additional blast bays hastily built to shelter aircraft.

Feb 45: near-daily raids on Schweidnitz-Weizenrodau by Soviet IL-2s ground attack aircraft.

22 Mar 45: bombed – 2 x Bf 109Gs from III./JG 52 destroyed (1) or damaged (1).

23 Mar 45: air attack – 1 x Bf 109 G-6 from III./JG 52 and 1 x Hs 129B-2 from 10.(Pz)/SG 9 destroyed.

6-8 May 45: town and airfield evacuated westward by remaining German military and civilians.

Operational Units: III./JG 234 (Sep-Oct 38); Wekusta 76 (Aug-Oct 39); 3.(F)/Aufkl.Gr. 123 (Sep 39); Fl 282 Kdo. d. 3./Bordfliegergruppe 196 (Oct 43 – c.Feb/Mar 44); Stab, 1./NAGr. 15 (Dec 44 – Feb 45); 2./NAGr. 15 (Feb-Mar 45); II./SG 77 (Mar-May 45); 10.(Pz.)/SG 9

(Mar 45); 3./NSGr. 4 (Mar 45); I., III./JG 52 (Mar-May 45), Nahaufkl.St. 11./12 (Apr-May 45).
School Units: Arbeitsplatz for LKS Breslau-Schöngarten/LKS 5 (1939-45); Fl.Ausbildungs-Rgt. 71 (1941-42).
Station Commands: as Fl.H. Schweidnitz (to 1943); Platzkdo. of Fl.H.Kdtr. A(o) 42/III (Apr – Jun 44); Fl.H.Kdtr. E (mot) 61/XI (Feb 45).
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Luftwaffenkdo. Silesien (Jan 45); Stab/VIII. Fliegerkorps (Feb 45); Gefechtsverband Weiss (Apr-May 45); Stab/I. Flakkorps (Jan-Feb 45); Werft-Kp. 20 (Jun 41); elements of gem.Flak-Abt. 254(v) (Schweidnitz 1945); Luftschutz-Abt. d.Lw. 50 (Feb 45); Stab and I.(Betr.)/Ln.-Rgt. 38 (Jan-Feb 45)?; Sanitäts-Ausbildungs-Abt. d.Lw. 8 (1939- ?); Lw.-Betreuungszug (mot) 7 (Feb 45); Wehrersatzlager-Ausbildungskommando 1/III (1944-45).
[Sources: AFHRA A5258 p.874 (27 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schwaighofen (GER): see Neu-Ulm - Schwaighofen.

Schweinfurt (GER) (50 03 20 N – 10 13 18 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby):
Antiaircraft (Flak): Stab/Flak-Rgt. 179 as Flakgruppe Schweinfurt (1943-45); 4./schw.Flak-Abt. 133(o) (1944-45); schw.Flak-Abt. 192(v) (Aug 39 – May 40); 6./schw.Flak-Abt. 232(o) (Mar-Jun 44); schw.Flak-Abt. 263 (Eisb.) (Dec 43 – Jun 44); 1./schw.Flak-Abt. 275(o) (Mar-Jun 44); 1. and 2./schw.Flak-Abt. 313(o) (Apr-Jun 44); schw.Flak-Abt. 451(o) (1944-45); 6.-8./schw.Flak-Abt. 458(o) (Feb-Jul 44); 2./schw.Flak-Abt. 477(o) (Apr-Oct 44)); schw.Flak-Abt. 482(o) (1943-45); schw.Flak-Abt. 484(o) (Aug-Sep 44); 3./schw.Flak-Abt. 522(o) (Jan-Feb 44); 5./schw.Flak-Abt. 531(o) (Mar-Jun 44); schw.Flak-Abt. 536 (Eisb.) (Jul-Sep 44); 3./schw.Flak-Abt. 606(o) (Mar-Jun 44); schw.Flak-Abt. 639(o) (1943-45); 2./schw.Flak-Abt. 705(o) (Dec 43 – Jul 44); Flakscheinw.Abt. 708(o) (Sep 44 – 1945); 3./le.Flak-Abt. 727(o) (Oct-Dec 44); schw.Flak-Abt. 905(o) (Mar-Jun 44)); 1./schw.Flak-Abt. 906(o) (Oct-Dec 43); Flakscheinw.Abt. 909(o) (1940); 5./le.Flak-Abt. 951(o) (Jul-Aug 44); le.Flak-Abt. 953(o) (1943-45); le.Flak-Abt. 955 (ETr.) (Sep-Oct 44); le.Flak-Abt. 959 (ETr.) (Sep-Oct 44); Flakwaffenwerkstatt (o) 11/XII (1944-45).
Air Force Signals (Luftnachrichten): 13.(Flum.Leit)/Ln.-Rgt. 205 (c.May 43 – Aug 44); Stab III.(Flum.Mess)/Ln.-Rgt. 237 (Euerbach, Sep 44 – Apr 45); 23.(Flum.Mess)/Ln.-Rgt. 237 (Euerbach, Sep 44 – Apr 45).

Schweinfurt-Stadt (GER) (c. 50 01 04 N – 10 13 01 E)

General: landing ground (Landeplatz) in Bavaria 110 km E of Frankfurt/Main; airfield just S of the railway station along the Main River. History: 1927 listed as an emergency landing ground (Notlandeplatz) and civil/commercial landing ground (Verkehrslandeplatz). Wartime use by the Luftwaffe not found. Surface and Dimensions: grass surface. Infrastructure: none noted. [Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schweinfurt (GER) (50 03 10 N – 10 10 30 E)

General: airfield (Fliegerhorst) in Bavaria 110 km E of Frankfurt/Main; airfield 4 km W of Schweinfurt, 1.6 km NE of Geldersheim and on the SW side of the Bad Kissingen – Schweinfurt railway line.

History: constructed during 1935-36 and established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Mainly used by dive-bomber units before and during the war years.

Dimensions: approx. 1215 x 980 meters (1330 x 1070 yards).

Surface and Runways: Grass surface on sandy soil with comparatively poor drainage. No paved runway. A paved ring road surrounded the entire landing area. Equipped with a beam approach system, a Lorenz blind landing system, a permanent flare path and airfield lighting for night landings.

Fuel and Ammunition: had underground bulk fuel storage and 3 clusters of refueling points in front of the hangars. Ammunition was available but storage details unknown.

Infrastructure: there was 1 large repair hangar and 3 medium hangars along the N boundary of the landing area. The hangars were of reinforced concrete construction and each had a paved apron. The flight control building was between the first two hangars from the left and the area behind the hangars had numerous barracks (accommodations for 800 men), officer quarters, station HQ, messes and various offices. A rail line with a special siding paralleled the NE side of the airfield and the station motor pool, garages and storage sheds were adjacent to it.

Dispersal: there was no organized dispersal prior to 1944, then in the spring of that year a Southeast dispersal area was built with 5 hardstands with connecting taxiways.

Defenses: airfield surrounded by 5 light single-gun Flak positions, with 6 heavy Flak positions (24 guns) located within a 2.5 km radius of the airfield.

Remarks:

21 Jul 44: leveling and drainage work was underway off the W boundary to allow an E/W take-off/landing run of approx. 1650 meters (1800 yards).

21 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 200 destroyed and 1 x Me 410 damaged.
16 Mar 45: bombed and strafed by approx. 8 P-47s – 2 x Kl 35s and 1 x Bü 131 destroyed, 1 x He 111 slightly damaged; hangars and barraqcks damaged; 7 WIA. (German report)
7 Apr 45: Schweinfurt taken by U.S. forces.
Operational Units: Stab, II./St.G. 165 (Oct 37 – Apr 39); Stab/St.G. 77 (May 39); II./St.G. 77 (May 39, Apr 40); II./KG 2 (Oct-Nov 39); II./KG 3 (Oct 39 – Jun 40); III./St.G. 1 (Dec 41 – Feb 42).
School Units: FFS C 1 then FFS B 1 (Mar 43 – Jul 44); FFS A 7 (Jul 44 – Mar 45).
Reserve Training & Replacement Units: Erg.St./St.G. 77 (Feb 41 – Jun 42); 10.(Erg.)/St.G. 1 (Jan – Oct 42).
Station Commands: Fl.H.Kdtr. L Schweinfurt (1940); Fl.Pl.Kdo. A 6/XIII (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 20/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 36/VII (Jun 44 – Spr 45).
Station Units (on various dates – not complete): Koflug Schweinfurt (Jul 39 – Mar 41); Koflug 11/XII (Apr 41 – Feb 43); 5. Flugh.Betr.Kp./KG 2; 8./schw.Flak-Abt. 458 (Geldersheim - Dec 43); 7./schw.Flak-Abt. 482 (Geldersheim - 1944); elements of 1. and 2./le.Flak-Abt. 953 (1944-45); Lw.-Bau-Btl. 1/XIII (Geldersheim – Apr, Nov 40); Lw.-Bau-Btl. 1/XIII (Obbach – Apr 40); E-Hafen-Ausrüstungs-Kolonne (mot) Schweinfurt; Sanitätsbereitschaft (mot) d.Lw. 2/XIII (LL) (Mar-Apr 41); Verbindungsstab/Kroatische Flak-Legion (Mar 45).
[Sources: AFHRA A5257A pp.476-82 (26 Feb 44 updated to Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schweinheim (GER) (49 56 40 N – 09 10 50 E)

General: field airstrip (Feldflugplatz) in Bavaria 4 km SSE of Aschaffenburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: Grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schwelm (GER) (51 16 55 N – 07 16 00 E)

General: factory airfield (Industriehafen) in North Rhine – Westphalia 3.25 km ENE of Wuppertal in the Ruhr; airfield 2.4 km WSW of Schwelm.
History: existed since 1929 but little used due to the dangerous approaches resulting from nearby factories, chimneys, trees and power lines. The firm G. Espenlaub Flugzeug-Reparaturwerke built an industrial complex here in 1940-41 to assemble troop-carrying gliders and repair aircraft. No Luftwaffe units were stationed there.
Dimensions: approx. 550 x 410 meters (600 x 450 yards).

Surface and Runways: grass surface that sloped slightly downward to the north.
Fuel and Ammunition: reportedly had fuel storage.
Infrastructure: there was a large assembly-type building and an adjoining boiler house off the W boundary, and a very large hangar off the S boundary. A number of smaller factory and workshop buildings were grouped just SW of the landing area. Two large storage-type buildings were just W of the airfield near the railway. A compact cluster of barrack huts was just N of the assembly building and 2 more clusters further W. A fourth cluster was under construction to the SW. The nearest rail connection was the Schwelm-Wuppertal line immediately N of the airfield.
Dispersal: there was no organized dispersal areas as such, but there were 2 large and 7 small aircraft shelters along the W boundary and 3 large aircraft shelters along the N boundary.
Remarks: no evidence found of Schwelm being attacked by Allied heavy bombers during the war.
Station Units: none.
[Sources: AFHRA A5257A pp.483-86 (27 Mar 44); chronologies; BA-MA; NARA; PRO/NA]

Schwerin-Görries (GER) (53 36 40 N – 11 22 00 E)

General: airfield (Fliegerhorst) in Mecklenburg 93 km E of Hamburg and 57 km ESE of Lübeck; airfield 3.25 km SW of Schwerin.
History: dates from 1912 when Fokker established an aircraft factory in Görries where fighters were built during World War I. Fokker moved his plant to Holland in 1919 and Görries became an emergency landing ground (Notlandeplatz) that by 1932 had been upgraded to a II Class civil airport (Flughafen II). The Luftwaffe took it over in the mid-1930's and turned into a large military airfield and main air equipment depot where bomber and dive-bomber units were formed and trained in the late 1930's. Used mainly as a training and conversion school and practice field for twin-engine aircraft during the war. Repair of Fw 200s and the assembly or repair of Fw 190s was also done here. From mid-1943 to the end of the war, it was increasingly used by operational fighter units.
Dimensions: approx. 1235 x 870 meters (1350 x 950 yards) and rectangular in shape.
Surface and Runways: grass surface, reportedly soggy in wet weather. No paved runways. Equipped with a beam approach system and aids for night operations.
Fuel and Ammunition: refueling points were inside the S boundary. The ammunition dump was off the NW corner.
Infrastructure: had a total of 10 hangars: (a) along the NE corner – 1 large and 3 medium, all fronted by paved aprons; (b) along the E

boundary – 1 very large with paved apron and 3 medium, with the medium hangars used for storage purposes and having no direct access to the landing area; (c) off the SE corner – 2 very large with paved aprons that were used either for assembly or repair work of Fw 190s. A group of workshops was off the E boundary and a group of motor vehicle garages and repair shops were also along the E side. The station HQ, flight operations, extensive barrack buildings, messes, other quarters, etc., were all either on of off the N boundary. Off the E boundary were numerous buildings for storage, these probably belonging to the air equipment depot. Some 4 km NNW of the airfield and connected by a wide road were 11 large hangar-type buildings plus some smaller ones that were said to be used for storage.
Dispersal: arrayed along the perimeter were a total of 7 large and 7 medium aircraft shelters with 4 more under construction.
Defenses: unknown.
Remarks:
8 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Me 210 destroyed and 3 x Fw 190s damaged.
21 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Ju 88s, 4 x Do 217s destroyed, plus 6 x Ju 88s and 8 x Do 217s damaged.
4 Aug 44: bombed by 88 B-24 Liberators – 2 x Ar 96s, 9 x Bü 181s, 2 x Fw 44s, 4 x Fw 58 C-2s, 1 x Go 145A and 3 x Kl 35s from FFS A 72 destroyed or damaged (German sources).
25 Aug 44: bombed by 106 B-24s – 5 x Ar 96s, 4 x Bü 131s, 10 x Bü 181s, 3 x Fiat L 3s, 2 x Fw 44s, 1 x Fw 58, 3 x Go 145s and 4 x gliders from FFS A 72 destroyed or damaged (German sources). The two attacks by B-24s in August destroyed or severely damaged 7 of the 10 hangars, several of the motor pool buildings and many of the station and air equipment depot buildings on and off the N and E boundaries.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 destroyed, plus 3 x Fw 190s, 1 x He 111 and 1 x Do 217 damaged. Also claimed 4 x Ar 196s destroyed on the nearby Schwerinersee (Lake Schwerin).
25 Apr 45: strafed by RAF Spitfires – *claimed* 1 x Ju 88 and 1 x He 111 destroyed plus many other aircraft shot up and damaged.
Operational Units: Fliegergruppe Schwerin; Stab, I./St.G. 162 (Oct 35 - Mar 37); III./KG 152 (Mar 37 – Oct 38); IV.(Stuka)/LG Greifswald (Apr-Jul 37); II./LG 1 (Nov 38 – Aug 39); II./KG 26 (Sep-Oct 39); I./KG 28 (Dec 39 – Feb 40); III./KG 26 (Feb-Apr 40); KGr. z.b.V. 50 (Apr 43); II./TG 3 (May 43); III./JG 54 (Aug-Dec 43); I./JG 5 (Oct 44); III./JG 6 (Oct-Dec 44); 2./NAGr. 2 (Mar-Apr 45); Stab/LG 1 (Apr 45); Stab, II./JG 27 (Apr 45); Nachtschlachtkommando 4 (Apr 45); NSGr. 1 (Nord) (Apr-May 45).

School Units: Arbeitsplatz for twin-engined conversion school Neuruppin (1934 – Jan 40), FFS C 2 then FFS B 2 (Jan 40 – Mar 45); Arbeitsplatz for BFS 4 then FFS B 34 (Kopenhagen-Kastrup) (Apr 41 – Feb 45); 2./KFS 1 (Sep 41); FFS A 72 (May 44 – Mar 45).
Reserve Training & Replacement Units: IV./KG 2 (Mar – Jun 41); IV./KG 100 (Apr – Oct 42).
Station Commands: Fl.H.Kdtr. Schwerin-Görries (to c. Feb 43); Fl.H.Kdtr. A(o) 7/XI (Apr 44 – May 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Viktor Carganico (? - Jun 41); Oberst Rudolf Busse (? - 12 Apr 42); Oberst Bruno Wustrau (13 Apr 42 - ?).
Station Units (on various dates – not complete): Koflug Schwerin (Jul 39 – Mar 41); Koflug 7/XI (Apr-May 41); Koflug 6/XI (c.Aug 42 – May 45); Werft-Abt.d.Lw.(o) 6/XI (spring 44 – May 45); Werft-Abt.d.Lw.(o) 7/XI (May 44); 7. Flgh.Betr.Kp. KG 26 (Aug 39, Feb 40); 10. Flgh.Betr.Kp. KG 2 (Mar-Jun 41); Heimat-Flak-Battr. 7/XI (1940 - ?); Luftschutz-Abt. d.Lw. 23 (Oct 42); Fluko Schwerin; Luftzeugamt 1/XI (c. 1939-45); E-Hafen-Ausrüstungs-Kolonne (mot) Schwerin; E-Hafen-Ausrüstungs-Kolonne (mot) 3/XI.
[Sources: AFHRA A5258 pp.875-77 (19 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Schwerin-Warthe (GER) (a.k.a. Skwierzyna) (c. 52 35 38 N – 15 29 23 E)
General: landing ground (Landeplatz) 143 km E of Berlin and 25 km SE of Landsberg/Warthe (Gorzów Wielkopolski). History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schwesing (GER) (54 30 04 N – 09 07 57 E)
General: late war satellite or dispersal field (Ausweichflugplatz) of Husum airfield and located 5 km E of Husum in Schleswig-Holstein. No further information or mention of wartime use by the Luftwaffe found.
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/XI Husum (1944-45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seefelden (GER) (47 52 10 N – 07 38 45 E)
General: landing ground (Landeplatz) in Baden-Württemberg 21 km SW of Freiburg and 1.2 km NNE of Seefelden village.

History: in existence in 1941 and possible used exclusively for glider training during the war.
Dimensions: approx. 1235 x 685 meters (1350 x 750 yards) with an irregular shape.
Surface and Runways: grass surface. No paved runway.
Infrastructure: a small hangar was at the NE corner. Nearest rail connection along the W boundary and the nearest station was in Heitersheim, 1.2 km N of the field.
Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units: none identified.
[Sources: AFHRA A5258 p.360 (16 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seenbrück (GER) (a.k.a. Stenschewo?, Steszew?) (c. 52 17 N – 16 42 E)
General: landing ground (Landeplatz) in NW Poland c. 21 km SW of Posen (Poznan). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seenwalde (GER) (a.k.a. Ebendorf-Seenwalde; today Piasutno) (53 36 01 N – 21 12 42 E)
General: landing ground (Landeplatz) in the former East Prussia (today part of Poland) 52 km ESE of Allenstein (Olsytyn) and 15 km ENE of Ortelsburg (Szczytno) at the foot of a lake. History: no information aside for brief use during May-Jun 1941. Probably inactivated after the attack on the USSR, 22 Jun 41. Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. E 22/IV (May - Jun 41).
Station Units (on various dates – not complete): Lw.-Bau-Btl. 6/IV (1 Jun 41); Stab II./NSKK-Brig. 2 d.Lw. (1 Jun 41); Ldssch.Zug d.Lw. 19/VI (1 Jun 41); Ldssch.Zug d.Lw. 33/VI (1 Jun 41); Ldssch.Zug d.Lw. 144/VI (May 41); Ldssch.Zug d.Lw. 260/VI (1 Jun 41).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seerappen (GER) (a.k.a. Zeerappen) (54 44 30 N – 20 16 45 E)
General: airfield (Fliegerhorst) 14 km WNW of Königsberg in former East Prussia and 1.6 km SW of the village of Seerappen.
History: a former airship station built in 1916, Seerappen was taken over by the Luftwaffe and inaugurated as a Fliegerhorstkommandantur by fall 1935. A Luftpark (air park) was located at Seerappen in the late 1930's. It served as a flight school, practice field and as a depot and repair center for signals equipment during the war years.

Dimensions: approx. 1465 x 915 meters (1600 x 1000 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runways. A perimeter road ran along the N and E boundaries and there was a servicing hardstand at the west end of the N boundary. Night landing capability probably existed.
Fuel and Ammunition: had 2 sets of refueling points on the N boundary.
Infrastructure: there were 3 large hangars on the S boundary and 2 large hangars on the N boundary, all fronted by concrete aprons. Numerous workshops were adjacent to or near the hangars on the S boundary. The station HQ, admin offices, barracks, messes, etc., existed in a compact group off the SE corner. Stores buildings were on the S boundary and off the NW boundary. A branch rail spur off the Königsberg-Fischhausen line served the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
30 Jan 45: captured by Soviet forces, retaken by the Germans 19-20 February and finally lost for good in early April after heavy fighting.
Operational Units: IV./KG z.b.V. 1 (Aug 39); II./KG 28 (Sep 39); 1. (F)/Aufkl.Gr. Ob.d.L. (Nov 40 – Jul 41); 6./LLG 1 (Jul 41); KGr. z.b.V. 4 (Feb 42); KGr. z.b.V. 8 (Feb 42); KGr. z.b.V. 102 (Feb-Mar 42); II./KG 27 (Apr 42); Stab/KG 1 (Jun 44); I./KG 1 (Jun-Jul 44); Transportstaffel IV. Fliegerkorps (Jun-Jul 44); III./KG 53 (Aug 44); II./ZG 76 (Aug-Nov 44); Stab, 1./NAGr. 3 (Jan 45).
School Units: FFS A/B 5 (c. Nov 39 – Mar 41); Schule/FAR 33 (1941); Arbeitsplatz for BFS Königsberg-Devau then BFS 3 (Nov 39 – Jun 41); Arbeitsplatz for BFS 3 (Grieslienen) (Oct 41 – Jun 42); FFS B 38 (Oct 43 – Jul 44).
Station Commands: Fl.H.Kdtr. A Seerappen (1939 - ?).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Erik Hallström (1 Dec 39 - 20 Jun 40); Obstlt. Walter Milz (20 Jun 40 - Mar 41); Oberst Konrad Frege (c. Apr 41 - ?) 6/41; Obstlt. Heinrich Seefisch? (? - 10 Nov 42).
Station Units (on various dates – not complete): Werft-Abt. 7/I (Dec 44); I./Flak-Rgt. 11 (1935 - ?); Flak-Trsp.Battr. Seerappen (1941); Luftpark Seerappen (c. 1938 - ?); Ln.-Zeugamt 4 (1943-44); Ln.-Heimatreparaturbetrieb 1/I (c.1942-44).
[Sources: AFHRA A5258 p.878 (23 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seifersdorf (GER): see Schönfeld-Seifersdorf.

Selent (GER) (54 17 N – 10 25 E)

General: operational seaplane station (Einsatzhafen I (See)) on the south shore of Selenter See (Lake Selent) 20 km E of Kiel in Schleswig-Holstein. History: listed as still operational in Feb 45. No e vidence found of seaplane units being stationed there.
Infrastructure: none noted, but certainly there was some. Offices and billeting was probably in the village of Selent.
Station Commands: Fl.H.Kdtr. (E) Selenter (See) (Aug 39 – Apr 40); Fl.H.Kdtr. E 102/XI (See) (Apr 40); Fl.H.Kdtr. E 105/XI (See) (24 Mar – Apr 40); Fl.H.Kdtr. E 126/XI (See) (17 Apr-Jun 42); Fl.Pl.Kdo. D 109/XI (See) (fall 42 – Mar 44).
Station Units (on various dates): Ldssch.Zug d.Lw. 76/XI (? – Nov 42).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seligenstadt (GER) (49 51 00 N – 10 05 50 E)
General: operational airfield (Einsatzhafen I) in Bavaria 12.7 km NE of Würzburg and less than 1 km SW of the village of Seligenstadt bei Würzburg. History: laid out in the late 1930's and used 1939-40. Evidently inactive during the war years until late summer 1944. Listed as still operational in Feb 45. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
Remarks:
10 Sep 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x He 111s destroyed, plus 1 x Ju 88 and 1 x unidentified aircraft damaged.
Operational Units: none identified.
Station Commands: Fl.H.Kdtr. (E) Seligenstadt (Aug 39 – Mar 40); Fl.H.Kdtr. E 61/XIII (Mar-Apr 40).
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sellin/Rügen (GER) (54 22 27 N – 13 41 00 E)
General: seaplane anchorage (Seefliegerhorst) 17 km S of Sassnitz on the island of Rügen off the Baltic coast. History: 1927 listed as a civil/commercial seaplane alighting area (Verkehrslandeplatz (See)). By 1932, upgraded to a secondary civil/commercial seaplane airport (Seeflughafen II). No further information or mention of wartime use by the Luftwaffe found. Infrastructure: none noted, but there was probably a small terminal building.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sembach (GER) (49 30 20 N – 07 51 42 E)
General: field airstrip (Feldflugplatz) in Rheinland-Pfalz 11 km NE of Kaiserslautern. History: listed as operational in Dec 39. No further

information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted. [Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sembau (GER) (a.k.a. Sempolno, Sępolno) (c. 52 22 N – 16 01 E)

General: landing ground (Landeplatz) in NW Poland c. 58 km W of Posen (Poznan). History: no evidence found of Luftwaffe use. [Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Senftenberg (GER) (a.k.a. Senftenberg-Buchwalde) (51 30 40 N – 14 08 40 E)

General: field airstrip (Feldflugplatz) in Brandenburg 40.5 km NE of Grossenhain, 35 km SSW of Cottbus and 25 km SE of Finsterwalde; airfield 2 km SE of the town of Senftenberg. Easily confused with Senftenberg (Žamberk)/148 km E of Prague in Czechoslovakia, so the units listed below should be viewed with caution. History: laid out in the late 1930's. Little or nothing is known of its used during the war. Surface and Dimensions: grass surface measuring approx. 825 x 685 meters (900 x 750 yards) and rectangular in shape. Fuel and Ammunition: available when needed. Infrastructure: no hangars, but several of the buildings in the NW corner may have been used as workshops and for billeting. Nearest rail connection in Senftenberg. Dispersal: no organized dispersal facilities.
Remarks: none.
Operational Units: Verbindungsstaffel VIII. Fliegerkorps (Feb-Apr 45)?; II./TG 2 (Mar 45); I./TG 3 (Mar 45).
Station Commands: none identified.
Station Units (on various dates – not complete): Stab/VIII. Fliegerkorps (c. Feb-Apr 45)?; Stab/Feldwerftverband 40 (Feb-Mar 45); le.Feldwerft-Abt. I/40 (Feb-Apr 45); elements of gem.Flak-Abt. 373 (Eisb.) (1945); 4.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Abt. 3 (c.Oct 44 – Feb 45); Kampfbeobachter-Anwärter-Btl. I (c.Jan-Dec 42)? [Sources: AFHRA A5258 p.880 (30 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Senne (GER): see Haustenbeck.

Seyda (GER) (51 51 05 N – 12 58 35 E)

General: landing ground (Landeplatz) in Brandenburg 18 km SSW of Jüterbog, 6 km ESE of the village of Seyda and 4 km W of the village of Mügeln. Located in a pine forest by the name of Forst Glücksburg. History: first detected by Allied signals intelligence and photo reconnaissance in March 1945 when it was found to be already in use, most probably for bomber and fighter training. No mention of Seyda found in the surviving German records. Surface and Dimensions:

firm leveled turf surface with 3 airstrips, each measuring approx. 1000 x 155 meters (1100 x 170 yards). No paved runways. Fuel and Ammunition: unknown. Infrastructure: none – no hangars, workshops or billeting. Nearest rail connection in the village of Linda, 8 km to the E. Dispersal: aircraft were parked along the edge of the forest.
Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.881 (12 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sickels (GER): see Fulda-Sickels.

Siebigerode (GER) (c. 51 34 05 N – 11 25 56 E)
General: field airstrip (Feldflugplatz) in Anhalt 35 km WNW of Halle/Saale. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Siggelkow (GER) (53 23 04 N – 11 55 52 E)
General: landing ground (Landeplatz) in Mecklenburg 8 km SE of Parchim. History: used as an alternate landing ground and satellite for nearby Parchim airfield. Listed as operational in Feb 45. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sigmaringen (GER) (48 05 06 N – 09 12 53 E)
General: landing ground (Landeplatz) in Baden-Württemberg 68 km SW of Ulm. History: built in the late 1930's. Possibly an alternate field for Laupheim and Mengen airfields. Listed as operational in Dec 39 and Aug 43. No evidence found of flying units ever being stationed there. Surface and Dimensions: grass surface.
Infrastructure: none noted.
Station Units (on various dates – not complete): Lw.-Lazarett 7/XII (1944-45).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sinsheim (GER) (49 14 50 N – 08 53 45 E)
General: landing ground (Landeplatz) in Baden-Württemberg, 45 km NE of Karlsruhe, 20 km SE of Heidelberg and 1.2 km SE of the town of Sinsheim.

History: in existence prior to 1936 but no known use by units until the retreat from France in Aug-Sep 44.
Dimensions: approx. 1465 x 550 meters (1600 x 600 yards) and irregular in shape.
Surface and Runways: grass surface with questionable drainage in wet weather. No paved runway.
Infrastructure: no hangars or workshops by a small hut off the NW corner may have been used as an admin and flight control office. Any assigned personnel were billeted in accommodations in the surrounding area. The Heilbronn-Mannheim rail line formed the SW boundary of the field.
Dispersal: no organized dispersal. Aircraft parked along the N boundary and off the SE corner.
Remarks:
5 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Me 410s shot up and damaged.
Feb 45: airfield listed as still operational.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Lw.-Lazarett 6/XI (1944-45).
[Sources: AFHRA A5258 pp.361-62 (3 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Skassa (GER) (51 17 50 N – 13 29 35 E)
General: landing ground (Landeplatz) on graded farm land in Saxony 2.4 km WNW of Grossenhain and 4.5 km WSW of Grossenhain airfield.
History: believed to have been laid out in 1944 as a satellite/dispersal field for Grossenhain. It was being used by transports in Apr 45.
Surface and Dimensions: rough cleared field with a take-off and landing run of at least 730 meters (800 yards). No paved runway.
Infrastructure: no hangars or workshops, but there were a few huts for accommodations off the N boundary. Buildings in the adjacent villages of Skassa and Gr. Raschütz were probably used as workshops.
Dispersal: aircraft were parked in woods off the NW boundary.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.461 (13 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sobernheim (GER) (49 48 04 N – 07 38 53 E)
General: field airstrip (Feldflugplatz) in Rheinland-Pfalz 17 km WSW of Bad Kreuznach. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Soest (GER) (51 31 40 N – 08 06 40 E).
General: landing ground (Landeplatz) 14 km ESE of Werl and 5 km S of Soest. History: possibly used as a practice field for flight training in 1940, but no activity noted there after that. Surface and Dimensions: grass surface measuring approx. 685 x 365 meters (750 x 400 yards).
[Sources: AFHRA A5257A p.633 (2 Sep 41); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Soltau (GER) (c. 52 59 07 N – 09 49 52 E)
General: landing ground (Landeplatz) in Lower Saxony 20 km SW of Lüneburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sonthofen (GER) (47 30 45 N – 10 16 55 E)
General: field airstrip (Feldflugplatz) in Bavaria approx. 122 km SW of Munich and 24 km S of Kempten. History: existed in 1940 but believed to have been inactivated and returned to cultivation by 1944. Surface and Dimensions: grass surface with take-off and landing runs of 915 meters (1000 yards) possible. Infrastructure: none. Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.451 (23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sorau (GER) (a.k.a. Żary) (51 39 40 N – 15 08 20 E)
General: operational airfield (Einsatzhafen) and factory airfield (Industriehafen) in Silesia 55 km N of Görlitz; airfield 2.5 km N of Sorau.
History: built in the mid-1930's and established as a Lw. Fliegerhorstkommandantur by 1 October 1936. In 1942, after serving for 3 or 4 years as a training station, Focke-Wulf began using it as an Industriehafen for the assembly of aircraft.
Dimensions: approx. 1050 x 1000 meters (1150 x 1100 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runways. A perimeter road ran along the N boundary. Equipped with obstruction lighting and a beam approach system.
Fuel and Ammunition: both were available. The ammunition dump was off the NW corner.

Infrastructure: there were 2 very large hangars, 3 medium hangars and 1 large repair hangar off the S boundary, all with paved aprons. The station motor pool and garages were behind the repair hangar, and the base heating plant was between the two very large hangars. The station admin offices, barracks, messes, canteens, stores buildings were all off the S boundary and off the SE corner. A branch rail line from Sorau to serve the S boundary was under construction in Apr 44.
Dispersal: there were no organized dispersal facilities.
Defenses: unknown.
Remarks:
11 Apr 44: airfield and assembly plant bombed by 108 B-17 Fortresses.
29 May 44: airfield and assembly plant bombed by 52 B-17 Fortresses.
Operational Units: I./KG z.b.V. 2 (Sep 39); Stab, I., II., III./JG 6 (Jan-Feb 45).
School Units: FFS C 1 (1938/39? – Sep 42); Fl.Ausbildungs-Rgt. 71 (1939-41).
Station Commands: Fl.H.Kdtr. Sorau (1939 – 1943); Platzkdo. of Fl.H.Kdtr. A(o) 23/III Guben (1944-45); Fl.H.Kdtr. E(v) 268/III (Feb-Mar 45)?
Station Units (on various dates – not complete): Flugleitung Sorau (? – 1945); Werft-Abt. 10/VIII (Feb-Apr 45); Werft-Abt. 107/VIII (Feb 45); Ldssch.Zug d.Lw. 1/II (Feb 45); Ldssch.Zug d.Lw. 2/II (Feb 45)?
[Sources: AFHRA A5258 pp.882-83 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sossenheim (GER): see Eschborn.

Spaichingen (GER) (48 06 30 N – 08 45 50 E)
General: landing ground (Landeplatz) in Baden-Württemberg 86 km SSW of Stuttgart, 14.5 km E of Villingen-Schwenningen and 4 km NNE of the town of Spaichingen. History: used for glider training during the war. Surface and Dimensions: grass surface measuring approx. 730 x 550 meters (800 x 600 yards). Infrastructure: had a hangar-type workshop with a paved apron off the W corner and 1 small hut off the S corner. Thick woods surrounded the field on 3 sides.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.434 (14 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Spangdahlem (GER): see Pickliessem.

Speyer (GER) (a.k.a. Speyer-Altlussheim) (49 18 25 N – 08 27 15 E)
General: operational airfield (Einsatzhafen) and factory airfield (Industriehafen) in Rhineland-Pfalz 2 km SE of Speyer town center.

History: the airfield and workshops were in existence by 1938. Accomodated the Martin Brinckmann factory that manufactured trainers and that was later incorporated into the Saarpfalz-Flugzeugwerke firm. Fighters were based at Speyer during 1939-40, and during the war years He 111 bombers were repaired here. It served as an alternative airfield for night fighters in 1944-45.
Dimensions: approx. 1280 x 1000 meters ((1400 x 1100 yards) and "L" shaped.
Surface and Runways: grass surface.
Fuel and Ammunition: unknown.
Infrastructure: had 3 large and 1 small assembly/workshop type buildings on the N boundary. A docking inlet from the Rhine River was on the E side of the facility that served a factory with 3 large buildings. This was the former Martin Brinckmann firm that became the Saarpfalz-Flugzeugwerke.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
3 Oct 44: airfield bombed by 30 8th AAF B-24 Liberators.
Operational Units: I./JG 51 (Sep-Oct 39); II./JG 52 (Feb-May 40).
Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 3/XII Lachen-Speyersdorf (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 19/VII Lachen-Speyerdorf (c.Jun-Dec 44).
Station Units (on various dates – not complete): part of Festungs-Flak-Abt. 34 (Speyer, Jul 38 – Aug 39); Stab/Festungs-Flak-Rgt. 34(v) (Speyer, Sep 39 – 1941); Res.Festungs-Flakscheinw.Abt. 340(v) (Speyer, Aug 39 – May 40); Flakwaffenwerkstatt (o) 2/XII (1943); Lw.-Einsatz-Vermessungstrupp 12/VII (Oct 44 – 1945).
[Sources: AFHRA A5258 pp.363-64 (30 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Spiekeroog (GER) (53 46 15 N – 07 42 00 E)
General: landing ground (Landeplatz) on the island of Spiekeroog in the East Frisian Islands; airfield located 2 km SW of the village of Spiekeroog. History: limited use before the war but little or none since. Listed as operational in Feb 44, but only after the ditches obstructing the landing area were filled in. Surface and Dimensions: sandy soil measuring approx. 550 x 365 meters (600 x 400 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.633 (21 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sprottau (GER) (a.k.a. Szprotawa) (51 33 40 N – 15 35 00 E)

General: airfield (Fliegerhorst) in Silesia 36 km WSW of Glogau (Glogów), 33 km N of Bunzlau and 18.5 km ESE of Sagan; airfield 3 km E of the town of Sprottau.
History: built 1936-37 and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Primarily a wartime training field for twin-engine aircraft, Sprottau was also used by operational units for the Sep 39 attack on Poland and again from Dec 44 to early Feb 45.
Dimensions: approx. 1140 x 1280 meters (1250 x 1400 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. Had one concrete runway measuring approx. 1420 meters (1550 yards) with an ENE/WSW alignment. Wide taxiways connected both ends of the runway with the hangars on the S boundary. Equipped with a beam approach system.
Fuel and Ammunition: refueling points were located in front of the hangars and bulk fuel storage behind the hangars.
Infrastructure: had 1 very large flight hangar, 1 very large repair hangar, 1 large hangar and 3 medium hangars off the S boundary, all fronted with paved aprons. Separate workshop buildings were in the hangar area. The airfield HQ, admin offices, barracks, messes and canteens were all off the S boundary, and the flight control building was immediately W of the very large flight hangar. Nearest rail connection in Sprottau.
Dispersal: 8 aircraft parking bays were cut into a woods off the SE corner.
Defenses: unknown.
Remarks:
10 Feb 45: airfield evacuated by the flying units there and the rest of the personnel followed a few days later.
Operational Units: Stab/KG 2 (May-Aug 39); I./JG 20 (Sep 39); I./St.G. 77 (Jun 41); II./SG 3 (Dec 44 – Jan 45); Stab, I., III./SG 77 (Dec 44 – Feb 45); Stab/FAGr. 3 (Dec 44 – Feb 45); 2.(F)/Aufkl.Gr. 100 (Dec 44 – Feb 45); 4.(F)/Aufkl.Gr. 11 (Dec 44 – Feb 45); 4. (F)/Aufkl.Gr. 121 (Dec 44 – Feb 45); Aufkl.St. 4.(F) Nacht (Dec 44 – Feb 45); Stab/FAGr. 3 (Jan-Feb 45).
School Units: FFS C Sprottau, FFS C 4 then FFS B 4 (Nov 39 – Jan 45).
Reserve Training & Replacement Units: 1./Erg.JGr. Nord (Oct-Nov 44); 1./Erg.JG 1 (Nov – Dec 44); Stab and IV./Erg.JG 2 (Nov 44 – Jan 45).
Station Commands: as Fl.H.Kdtr. Sprottau (to 1943); Fl.Pl.Kdo. A 51/IV (1943-44); Fl.Pl.Kdo. A 43/III (Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 11/VIII Sagan-Küpper (1944 – c.Feb 45).

Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Erich Bauer (7 Aug 40 - 2 Oct 41).
Station Units (on various dates – not complete): Luftzeugamt Sagan-Küpper; Werftzug 367 (1943-44); Werftzug 368 (1943-44); Strafvollstreckungszug d.Lw. 3/VIII (Jan 45).
[Sources: AFHRA A5258 pp.884-86 (?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sprötze (GER) (c. 53 19 03 N – 09 48 52 E)
General: landing ground (Landeplatz) in Lower Saxony 29 km SW of Hamburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Staaken (GER): see Berlin-Staaken.

Staberdorf (GER) (54 24 45 N – 11 18 30 E)
General: emergency landing ground (Notlandeplatz) in Schleswig-Holstein on the SE tip of the island of Fehmarn. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stade (GER) (53 34 00 N – 09 29 55 E)
General: airfield (Fliegerhorst) in Lower Saxony 35 km WNW of Hamburg and 4 km SSE of Stade.
History: construction began in April 1935 and was still underway in 1939. Officially designated a Luftwaffe Fliegerhorstkommandantur by fall 1935. Served mainly as a technical school and as a night fighter base during the war. A large night fighter command and control bunker was located 4.4 km NW of the airfield (Gefechtsstand des 2. Jagddivision "Sokrates 1").
Dimensions: 1,500 x 1,200 meters.
Surface and Runways: 3 concrete runways – Runway I (approx. 1370 meters but never fully completed), Runway II (1200 meters), Runway III (1000 meters). Paved servicing apron along N boundary and at SE corner. Fully equipped for night landings with obstruction and boundary lighting, runway illumination and the short version of the visual Lorenz system.
Fuel and Ammunition: had some 5 underground fuel storage tanks, refueling points on N boundary and munitions bunkers at SE corner disguised as a tiny hamlet.

Infrastructure: there were 5 large hangars and 1 medium hangar in two separate groups on the N and NE boundaries and motor pool garages. Barrack blocks on the N side were capable of housing 3,000 personnel. Station HQ was at the entrance while flying control, messes and quarters for flying personnel were behind the hangars. A railway spur ran in behind the NE group of hangars.
Dispersal: a N area and a SE area each had 21 open aircraft shelters.
Defenses: at least one heavy Flak position and two light Flak positions within 3 km of the field in January 1944.
Remarks:
22 Apr 44: strafed by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Me 210 and 1 x Ju 88 destroyed, plus 2 x He 111s damaged.
18 Jun 44: bombed by 45 B-24 Liberators.
6 Oct 44: bombed by 29 B-24s.
31 Dec 44: bombed by 13 B-17 Fortresses – 5-6 night fighters destroyed or damaged, 2 hangars burned out and at least one runway cratered.
3 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x He 111 destroyed and 2 more damaged.
9/10 Apr 45: bombed by 22 RAF Halifaxes and 14 USAAF B-24s in a joint night attack.
18 Apr 45: strafed by RAF Tempests – claimed 2 x Do 217s and 1 x Fw 190 destroyed plus other aircraft damaged. Same date, demolition of the airfield began and unserviceable aircraft destroyed.
1 May 45: occupied by 2nd Battalion Welch Guards.
Operational Units: 10./JG 26 (Nov-Dec 39); Stab/JG 1 (Dec 39 – May 43); II./ZG 1 (Feb 40); I.(Jagd)/LG 2 (Feb-Mar 40); KGr. z.b.V. 104 (Mar-May 40); II./JG 52 (Sep 40); I./JG 27 (Oct 40); II./JG 51 (Oct 40); 3./JG 54 (Oct-Nov 40); Stab/ZG 26 (Sep 41); Stab/NJG 3 (Sep 41 – Apr 45); III./NJG 3 (Nov 41 – Aug 44), II./JG 1 (Feb 42); Luftbeobachterstaffel 2 (Oct 43 - Jun 44); Stab/JG 302 (Nov 43 – Jan 44); III./JG 76 (Jul-Aug 44); I./JG 26 (Apr 45).
School Units: FFS C (twin-engined conversion school) Stade (Nov 37 – Sep 39); Stab and I./Flieger-Ausb.Rgt. 42 (Apr 39 - Jan 40); Bombenschützenvorschule Stade (1940); Flieger-Techn.Schule 2 (1940-43).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 14 (Oct 35 – Sep 37); Flieger-Ers.Abt. 42 (Nov 38 – Mar 39); III./Fallschirmjäger-Ers.-u.Ausb.Rgt. 4 (c.Jan 45 - ?).
Station Commands: Fliegerhorst Stade (1935-42); Fl.H.Kdtr. E 19/IV (Apr 40); Fl.Pl.Kdo. ??/XI (1943 – Mar 44); Fl.H.Kdtr. A(o) 14/XI (Apr 44 – Apr 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):

Maj. Wolf Freiherr von Biedermann (Oct 35 – Sep 37?); Obstlt. Otto Fruhner (Oct 37 - Aug 39); Oberst Fritz Hensgen (? - 23 Apr 42)?; (Oberst Hans Schneider (22 Apr 43 - 4 Jun 43); Obstlt. Hans Hauner (5 Jun 43 - ?).
Station Units (on various dates – not complete): Stab/2. Nachtjagddivision (May-Sep 42); Stab/2. Jagddivision (Oct 42 – Apr 45); Stab/Jagdfliegerführer 1 (1942/43 – Nov 43); Stab/Jagdfliegerführer 2 (Dec 43); Nachtjagdraumführer 2 (Jul 42 – Nov 43); Nachtjagdraumführer 5 (Jul-Aug 43); Koflug Stade (Jul 39 – Mar 41); Koflug 5/XI (Apr-c.Nov 41); 4. Flugh.Betr.Kp./LG 1; 7. Flugh.Betr.Kp./LG 1; Stab/2. Flakscheinwerfer-Div. (c.Jul 40 – Jul 42); 6./le.Flak-Abt. 755 (1943-45); Stab, I.(Ln.Betr.) and Stab IV. (Flum.Mess)/Ln.-Rgt. 202 (Neukloster, c.Oct 42 – Aug 44); Stab, I. (Ln.Betr.) and Stab II.(Flum.Mess)/Ln.-Rgt. 212 (Sep 44 – May 45); 13.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – Apr 45); Ln.-Abt. 63 (1941-42); Ln.-Abt. 200 (Jun 41 – Mar 42)?; Ln.-Ausbau-Stab 11 (Neukloster, 1943-45); Ln.-Ausbau-Kp. 11 (Hedendorf, 1943-45); Erprobungsstelle d.Lw. Stade (ex-Erprobungsstelle d.Lw. Werneuchen) (Apr 45).
[Sources: AFHRA A5258A pp.488-90 (3 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Stapelburg (GER) (51 55 00 N – 10 41 10 E)
General: emergency landing ground (Notlandeplatz) and satellite field (Ausweichplatz) in Lower Saxony 17 km E of Goslar airfield, 12 km NW of Wernigerode and 2 km NE of Stapelburg.
History: believed to have been constructed fall 1944 for use as a satellite of Goslar.
Dimensions: approx. 825 x 320 meters (900 x 350 yards).
Surface and Runways: grass surface. No paved runway.
Infrastructure: none, but 2 small huts on the N boundary were probably for administrative purposes. Nearest rail connection at Stapelburg village.
Dispersal: aircraft parked on the edge of the Ilsenburg Forest off the N boundary.
Remarks: although HQ Luftflotte Reich was accommodated in the village of Stapelburg/Harz for 6 days in early April 1945, no evidence of Luftwaffe air or grounds stationed at Stapelburg has been found.
[Sources: AFHRA A5257A p.495 (3 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stargard (GER) (a.k.a. Stargard-Klützow, Stargard Szczecinski) (53 17 15 N – 14 59 25 E)
General: operational airfield (Einsatzhafen) in Pomerania 32.5 km ESE of Stettin (Szczecin), 7-8 km SSW of Stargard and 2 km SW of the village of Klützow.

History: built 1934-36 and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Served as a pre-war and wartime station for the formation and training of tactical reconnaissance units, and as a school for elementary and instrument flight training. Used as an assembly and forwarding field by operational units during the Sep 39 attack on Poland and again as an operation airfield during the last few months of the war.
Dimensions: approx. 1100 x 1190 meters (1200 x 1300 yards) and roughly circular in shape.
Surface and Runways: grass surface. Had two concrete runways, 1550 x 40 meters and 1600 x 15 meters, plus a grass strip 3000 meters in length. One of the concrete runways was built in 1944 specifically for Me 163 operations. A perimeter road encircled the landing area. Equipped with boundary and obstruction lighting, flare path, beam approach system and a visual Lorenz system for night landings.
Fuel and Ammunition: there were 2 groups of refueling points on the N side of the landing area and 2 more groups on the S side. A small ammunition store was on the W boundary and a large ammunition dump 5 km to the N.
Infrastructure: had 7 medium hangars and 1 very large repair hangar along the N and NE sides of the field, all of which were fronted with paved aprons. Separate workshop buildings were concealed in a woods adjacent to the hangars. The station motor pool and garages were off the NE corner near the repair hangar. The airfield HQ, admin buildings, barracks, messes, quarters, etc., were all in a group off the NE boundary. A branch rail line from Stargard served the hangar and building areas on the N and NE sides as well as the ammunition storage site on the W boundary.
Dispersal: aircraft were dispersed in a small grove of trees about 1 km off the SE corner and on the perimeter at the SW corner. There were a total of at least 5 small covered aircraft shelters in Oct 44.
Defenses: unknown.
Remarks:
6 Oct 44: airfield bombed by 199 B-17 Fortresses – runways, buildings and the Askania factory were damaged, some severely.
5 Mar 45: Stargard taken by Soviet forces.
Operational Units: Aufkl.Gr. 112 (Apr 36 – Sep 37); Stab, 1., 2./Aufkl.Gr. 12 (Oct 37 – Oct 38); Stab, 1., 2., 3./Aufkl.Gr. 21 (Nov 38 – Aug 39); 4.(H)/Aufkl.Gr. 21 (Jan-Aug 39); 5.(H), Wekusta 1 Luftflotte 1 (Jun-Sep 39); 1.(F)/Aufkl.Gr. 121 (Aug-Sep 39); 3. (F)/Aufkl.Gr. 121 (Aug-Oct 39); 6.(H), 7.(H)/Aufkl.Gr. 21 (Dec 40 – Apr 41); Luftdienst-Teilkdo. 1/3 (1939-40); Fliegerforstschutzverband

(1942-43); II./JG 400 (Nov-Dec 44); IV./JG 3 (at satellite 4 km to the SE, Jan-Feb 45).
School Units: elementary flight school Stargard (Nov 38 – Mar 39); Schule/FAR 12 (Apr 39 - 1939); BFS 2 (Nov 39 – Feb 40); BFS 5 (Jun 40 – May 41); BFS 8 (Sep 41 – Feb 43); detachment of Verbandsführerschule Gen.d.Jagdflieger (Sep-Oct 44).
Reserve Training & Replacement Units: 1., 2./Erg.JGr. West (Jul-Nov 44); 13. and 14./Erg.JG 1 (Nov 44 – Feb 45).
Station Commands: as Fl.H.Kdtr. Stargard (to 1943); Fl.H.Kdtr. E 7/III (1940-41); Fl.H.Kdtr. A(o) 6/III (1944-45).
Station Units (on various dates – not complete): Koluft Heeresgruppe Nord (Aug-Sep 39); Koflug 9/III (Jun 39 – 1941); Koflug 7/VI (Jan-Feb 45); Werft-Abt. 70/III (1944-45); E-Hafen-Ausrüstungs-Kolonne (mot) 15/VI; Lw.-Lazarett 14/III (n.d.).
[Sources: AFHRA A5258 pp.889-91 (14 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Steide (GER) (52 18 04 N – 07 19 53 E)
General: landing ground (Landeplatz) in Lower Saxony 8 km WNW of Rheine and 2 or 3 km from Rheine airfield. History: a probable satellite of Rheine. Listed as operational in Jan 45. Surface and Dimensions: grass? Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Steinborn (GER) (c. 50 04 01 N – 06 37 53 E)
General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 14 km NE of Bitburg. History: listed as operational in Dec 39. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Steinheim (GER): see Heidenheim.

Steinhuder Lake (GER): often appears in Allied documents in reference to Wünstorf airfield - see there.

Stendal (GER) (52 38 00 N – 11 50 00 E)
General: airfield (Fliegerhorst) in Anhalt 107 km WNW of Berlin; airfield located 3.5 km NNW of Stendal.
History: airfield in existence by 1934. Served pre-war and during the first part of the war as a paratroop training center and for the formation of transport units. From mid-1942 to Apr 45, Stendal was an active operational station initially for night fighters and then for day fighters.
Dimensions: approx. 1190 x 1000 meters (1300 x 1100 yards) and irregular in shape.

Surface and Runways: firm, level grass surface in good condition. No paved runways. A ring road encircled the landing area. Equipped with boundary and obstruction lighting, a flare path, a beam approach system and the short form of the visual Lorenz system.
Fuel and Ammunition: refueling points were located on the servicing hardstands on the N boundary.
Infrastructure: had 4 very large hangars and 1 medium hangar off the N boundary, and 2 very large hangars off the W boundary, all of these with paved aprons. A few separate workshop buildings were scattered among the hangars off the N boundary and off the NE corner. The motor pool and garages were to the rear of the hangars off the N boundary. The station HQ, admin offices, barracks, messes, officers' quarters and mess, and the flight control building, etc., were all off the N boundary behind the hangars. Additionally, there was a large barracks compound off the SE corner. Branch rail lines from Stendal served the hangars on the N and W boundaries and the NW dispersal area.
Dispersal: there was a Northwest (remote) dispersal with 5 large covered aircraft shelters, 7 small covered and 25+ aircraft parking bays in a woods. There were also 3 very large open aircraft shelters along the perimeter.
Defenses: had 3 light Flak positions on the N, NNE and SSW sides of the airfield in Oct 43, one of which was emplaced in a Flak tower.
Remarks:
5 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Fw 190, 2 x Bf 110s, 17 x Ju 88s, 3 x Ju 52s destroyed, plus 2 x Bf 110s, 7 x Ju 88s, 1 x Ju 52 and 1 x unidentified aircraft damaged.
10 May 44: Allied reconnaissance reported leveling work underway on an extension of the W boundary and SW corner which could result in a NE/SW take-off/landing run of 1600 meters (1750 yards) when completed.
29 Jun 44: airfield bombed by 26 B-24 Liberators and strafed by fighters – 3 x Si 204 D-1s from FFS B 35 destroyed or damaged on the ground (partial German sources).
6 Aug 44: airfield bombed by 12 B-17 Fortresses as a secondary target.
6 Aug 44: photo
http://www.flickr.com/photos/24554019@N06/3161092029/in/set-72157609636214338/ .
11 Sep 44: Stendal bombed by 45 B-24s as a target of opportunity.
22 Feb 45: Stendal bombed by 73 B-17s.
15 Mar 45: Stendal marshaling yards bombed by 13 B-17s.

28 Mar 45: airfield bombed by 10 B-17s – landing area hit and cratered, communications center destroyed, base fire station and barracks heavily damaged, 3 KIA and 9 WIA. (German report)
8 Apr 45: Stendal marshaling yards bombed by 73 B-17s.
10 Apr 45: low-level attack by VIII Fighter Command P-47s and P-51s – *claimed* 3 x Me 262s, 4 x Fw 190s, 3 x Ju 88 and 1 x unidentified aircraft destroyed, plus 1 x Bf 109, 9 x Fw 190s and 1 x Ju 88 damaged.
Operational Units: KGr.z.b.V. 2 (Aug 38 – Aug 39); Aufkl.St. Fliegerkorps 7 (1939 – Feb 40); Stab/KG z.b.V. 1 (Aug 39); II./KG z.b.V. 1 (Aug 39 – Sep 40); III./KG z.b.V. 1 (Aug, Nov-Dec 39); I./NJG 5 (Sep 42 – May 44); II./TG 3 (Apr-May 44); II./NJG 5 (Aug-Oct 44); 11./TG 4 (Aug 44 - ?); Stab/JG 301 (Sep 44 – Apr 45); III./JG 301 (Oct 44 – Jan 45); II./JG 301 (Feb-Apr 45); IV./JG 301 (Feb-Mar 45); Sonderkommando Elbe (Mar-Apr 45); Wekusta 7 (Apr 45).
School Units: Fallschirmschule 1 (1936-42); Fallschirmschule 2 (1939 – 1942?); Arbeitsplatz for FFS B 35 (Hagenow) (Dec 43 – Jun 44).
Station Commands: as Fl.H. Stendal (to 1943); Fl.Pl.Kdo. A 30/III (1943-44); Platzkdo. of Fl.H.Kdtr. A(o) 15/III Salzwedel (1944-45); Fl.H.Kdtr. E(v) 216/III (1945).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Gerhard Bassenge (1 Mar 37 - ?); Obstlt. Hans-Detlef von Liebermann (Nov 42 - ?).
Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): Nachtjagdraumführer 11 (Jul 42 – Jan 44); Koflug Stendal (Jul 39 – Mar 41); Koflug 16/XI (Apr 41 – Feb 43); Werft-Abt. 38/III (1944-45); 4./le.Flak-Abt. 727 (summer 44); Stab III.(Tel.Bau)/Ln.-Rgt. 22 (Mar 43); Stab II.(Flum.Mess)/Ln.-Rgt. 204 (early 43 – Sep 44); 17.(Ers.)/Luftgau-Nachr.Rgt. 11 (Aug 41)?; Fluko Stendal; Lw.-Lazarett 15/III (Tangermünde, n.d.); Stab, I./Fj-Rgt. 1 (1938-39); Fj-Ers.-u.Ausb.Rgt. 1 (1942-43); Fj-Ers.Btl. 1 (1939 - ?); Fj-Ers.Btl. 2 (1945).
[Sources: AFHRA A5258 pp.892-95 (11 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stephansdorf (GER): see Neisse-Stephansdorf.

Stettin (GER) (today: Szczecin/Poland) (53 25 N – 14 31 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete). The large concentration of Flak protected the synthetic fuel plant just north of Stettin in Pölitz (*Hydrierwerke Pölitz AG*) as well as war plants in the area and the airfields.

Commands (Kommandobehörden, Stäbe): Luftflottenkdo. 1 (S-Henningsholm, Aug-Oct 39); Luftgaukdo. 2 (Oct 37 – Mar 38).

Antiaircraft (Flak):

Higher Flak Commands: LV-Kdo. 2 (1938-39); Stab/6. Flak-Brig. (S-Gotzlow, Aug 44 – Apr 45).

Stab/Flak-Rgt.: Stab/Flak-Rgt. 2 (gem. mot.) (1935); Stab/Flak-Rgt. 3(o) (as Flakgruppe Stettin, c. Jun 42 - 1945); Stab/Flakscheimw.Rgt. 7(o) (as Flakscheinw.Gruppe Stettin, 1942/43 – 1945); Stab/Flak-Rgt. 51(o) (as Flakgruppe Stettin, Aug 39 – 1941 or Jun 42); Stab/Flakscheinw.Rgt. 84(o) (1945); Stab/Flak-Rgt. 121(v) (Apr 45); Stab/Flak-Rgt. 151 (mot.) (Apr-May 41); Stab/Flak-Rgt. 657 (mot.) (Jun 42); Stab/Flak-Lehr-Rgt. (mot.) (Oct 37 – 1938).

Flak-Abt.: I./Flak-Rgt. 2; s.112; s.137; s.154; s.221; s.231; s.244; s.313; s.321; s.325; s.335; s.337; s.362; s.401; s.403; s.437; s.443; s.462; s.463; s.472; s.474; s.477; gem.511; s.513; s.540; s.564; s.570; s.605; s.616; s.633; s.635; s.662; s.666; s.693; le.832; le.850; s.872 (Eisb.); le.917.

Flakscheinwerfer-Abt.: III.(sw.)/Flak-Rgt. 44 (1943 – Aug 43); 179; 180; 410; 449; 518; 620.

Luftsperr-Abt.: 204.

Alarm-Flak: 7 to 15 batteries during 1943-44.

Heimat-Flak: Stab/Heimat-Flak-Abt. 3/III (Oct 43 – 1945), plus 13 to 20 batteries of heavy and light Heimat-Flak.

z.b.V. Batterien: 10 batteries in 1944.

Other Flak: Flakwaffenwerkstatt (o) 7/III (1944-45); Flakwaffenwerkstatt (o) 8/III (1944-45).

Flak-Ers./Flak-Ausb.: Stab/Flak-Ers.Rgt. 1 (1945); Stab/Flak-Ers.Rgt. 7 (Aug 41 – Jul 42); Flak-Ers.Abt. 11 (Oct 40 – Aug 41)?; Flak-Ers.Abt. 51 (Aug 39 – 1945).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 11 (Jan-May 40); Luftschutz-Kp. z.b.V. 6/III (Pölitz, 1945); Nebel-Kp. d.Lw. 24 (Pölitz, 1945); Nebel-Kp. d.Lw. 54 (1943-45); Sprengkommando d.Lw. 2/III.

Air Force Signals (Luftnachrichten): Leiter d.Flugsicherung Ost (Aug 39); Stab II.(Flum.Mess)/Ln.-Rgt. 214 (c.Apr 43 – Aug 44); Lv-Nachr.Abt. 2 (Apr-Aug 39); Ln.-Abt. 166 (S-Gotzlow, Aug 44 – Apr 45); Ln.-Betr.Abt. (mot) z.b.V. 15 (1945); 6./Flugsicherungs-Rgt. Reich (1944-45); Ln.-Flugsicherungshauptstelle 23 (1944-45); Fluko Stettin.

Construction (Bau): Lw.-Bau-Ers.Btl. III (S-Henningsholm) 1943).

Medical Services (Sanitätsdienste): Fachärztliche Behandlungsstelle d.Lw. (o) Stettin (? – 1945).

Other (sonstige, verschiedene): Lw.-Leitstelle Stettin (Nov 44 – Feb 45); Lw.-Auskunftsstelle 2/III (1943-45); Fluganwärter-Btl. I

(ex-"Monte Rosa") (Jan 40 – Jun 42);Fj-Rgt. 25 (Feb 45); Fj-Rgt. 26 (Feb 45); Fj-Rgt. 27 (Feb 45).

Stettin-Altdamm (Land and See) (GER) (a.k.a. Szczecin-Dabie) (53 23 30 N – 14 38 00 E)

General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) in Pomerania 6.5 km SE of Stettin, a Baltic port near the mouth of the Oder River, and 2.5 km WSW of the town of Altdamm.

History: a pre-war civil airport and seaplane terminal built between 1921 and 1927, with the airfield opening on 19 June 1927. Operated by Lufthansa, a commercial flying school (DVS) was established here in 1933 and by 1935 the Luftwaffe had partially taken over the field. Main wartime use was for elementary flight training. Fighter and ground attack units arrived at the beginning of 1945 to counter the Soviet winter offensive that began on 12 January.

Dimensions: approx. 1190 x 825 meters (1300 x 900 yards).

Surface and Runways: worn grass surface that was unserviceable for heavier aircraft when wet. No paved runways. A ring road encircled the landing area. Equipped with a beam approach system.

Anchorage: shelter and ample take-off and landing room for seaplanes was available on the Dammscher See (lake) just N of the airfield. Had a single launching ramp for seaplanes.

Fuel and Ammunition: a group of refueling points was located on the N and SW boundaries.

Infrastructure: had 1 very large hangar and several workshop buildings off the NW corner, 1 medium hangar and workshop buildings near the seaplane launching ramp on the N boundary, and 2 large hangars at the SE corner. All 4 of the hangars had a paved apron. Station HQ and barrack huts were off the SE corner, some former Lufthansa buildings were at the seaplane station, civil airport buildings were adjacent to the hangars at the NW corner, and a transformer station was off the SW boundary. The nearest rail connection was just S of the airfield.

Dispersal: there were no organized dispersal facilities in Feb 44.

Defenses: in late Nov 43, there were at least 3 heavy and 5 light Flak positions within a 5 km radius of the airfield.

Remarks: Stettin was bombed by RAF Bomber Command a number of times between Sep 40 and Aug 44.

20/21 Apr 43: bombed by 339 RAF aircraft – a large chemical plant and other industrial facilities in the center of the city destroyed and damaged.

5/6 Jan 44: bombed by 358 RAF bombers – heavy damage to the central city area and 8 ships sunk in Stettin harbor.

19 Feb 44: Allied photo reconnaissance reported leveling work underway for an extension E of the existing boundary.

11 Apr 44: Stettin bombed by 127 B-17 Fortresses and the airfield strafed by VIII Fighter Command P-51 Mustangs – *claimed* 3 x Fw 190s, 1 x Bf 110, 1 x Me 410 and 1 x Ju 88 destroyed, plus 1 x Fw 190, 1 x Bf 110 and 1 x Me 410 damaged.
13 May 44: Stettin bombed by 215 B-17s.
29 May 44: Pölitz bombed by 224 B-24s.
20 Jun 44: Pölitz bombed by 245 B-24s.
16/17 Aug 44: bombed by 461 RAF Lancasters – 29 industrial buildings destroyed, 26 more damaged, 5 ships sunk, 8 more damaged and 2,800 killed or injured.
29/30 Aug 44: bombed by 402 Lancasters – 55 industrial buildings destroyed or damaged, 1 ship sunk and 7 others damaged, plus 2,067 killed or injured.
7 Oct 44: Pölitz bombed by 142 B-17s.
13/14 Jan 45: Pölitz synthetic oil refinery bombed by 218 Lancasters – particularly accurate bombing reduced the facility to a shambles.
8/9 Feb 45: Pölitz bombed by 475 Lancasters – what little remained of the plant was obliterated and knocked out of the war.
7 Mar 45: Altdamm taken by Soviet forces.
Operational Units: Luftdienstkdo. 2 (Oct 39 – Dec 43); KGr. z.b.V. 4 (Feb 42); Stab, I., III./JG 3 (Jan-Feb 45); II./SG 1 (Feb-Mar 45).
School Units: FFS (See) Stettin (Apr 36 – Jan 40); FFS (See) 3 (Jan – Dec 40); FFS A/B 118 (Jan 41 – Dec 44); II./Fl.Ausbildungs-Rgt. 11 (1941-42).
Station Commands: as Fl.H. Stettin-Altdamm (to 1943); Fl.Pl.Kdo. A 24/III (1943 – Mar 44); Fl.H.Kdtr. A(o) 6/III (Apr 44 – 1945); Koflug 1/III.
Station Units (on various dates – not complete): Koflug 1/III (c.Feb 43 – c.Nov 44); Werft-Abt. 39/III (1944-45); schw.Feldwerft-Abt. (o) 5/VII (Jan-Feb 45); Flak-Battr. z.b.V. 6540 (Feb 45).
[Sources: AFHRA A5258 pp.896-98 (31 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stettin-Kreckow (GER) (a.k.a. Szczecin-Krzekowo)

General: airfield in Pomerania 4 km NW of Stettin. History: 1927 listed as a civil landing ground (Verkehrslandeplatz). Wartime use questionable. Surface and Dimensions: grass surface.
Infrastructure: none noted, but there were probably a few sheds.
Station Units (on various dates – not complete): Flak-Ers.Abt. 51 (Aug 39 – 1945).
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stiebitz (GER) (51 10 40 N – 14 23 30 E)

General: Feldflugplatz in Saxony 3 km W of Bautzen. Grass surface. No further information.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stollendorf (GER) (a.k.a. Wiersbinnen, Wierzbiny) (c. 53 47 N – 21 58 E)
General: landing ground (Landeplatz) in East Prussia c. 30 km SSE of Lötzen (Gizycko).
History: no evidence found of Luftwaffe use after June 1941.
Operational Units: 3.(H)/Aufkl.Gr. 12 (Jun 41)?
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stolp-Reitz (GER) (a.k.a. Slupsk) (54 28 45 N – 17 06 05 E)
Airfield Details:
General: airfield (Fliegerhorst) 100 km WNW of Danzig (Gdansk) in Pomerania; airfield located 4 km ENE of Stolp and 1.2 km WNW of Reitz.
History: built for the Luftwaffe 1936-38. Served mainly as a training base from 1936 to 1944 and then largely taken over by operational units from fall 1944 to March 1945.
Dimensions: approx.. 1052 x 825 meters (1150 x 900 yards) and circular in shape. Allied photo reconnaissance noted extensive leveling in progress off the W and S boundaries to eventually provide for an east-west run of 1465 meters (1600 yards) (20 Jun 44 (19 Jul 44)).
Surface: level grass.
Runways: no paved runway as of 7 Oct 43. A perimeter tract ran along the N, E and S boundries of the landing area.
Infrastructure: fuel storage on the N boundary and refueling points on the N and possibly the E boundaries. There were 5 large and 1 medium hangar along the S boundary and a large repair hangar S of the SW corner. A number of workshops, motor pool, garages and an electrical transformer station were also located along the S boundary. Station HQ, barracks and technical offices were just S of the hangars. The nearest rail connection was in the town of Stolp, an important stop along the Stettin-Danzig line.
Dispersal: there were no organized dispersals as of 7 Oct 43. By 20 Jun 44 (19 Jul 44), a North Dispersal area with 12 small open aircraft shelters had been constructed just off the N boundary. A Northeast Dispersal was under construction 900 to 1000 meters from the NE boundary that so far had 4 cleared areas.
Defenses: there were 7 light Flak positions around the field in Oct 43 with several on roofs and 1 in a Flak tower.
Satellites and Decoys: none found.
Remarks:
Stolp-Reitz was never bombed during the war.

8-10 Mar 45: Stolp was taken by advancing Russian forces from 2d Belorussian Front.

Airfield Units:

Operational Units: III./JG 1 (Jan-Mar 45); Stab, I., II. and III./JG 54 (May-Jun 41); II./St.G. 2 (May-Sep 39); III./St.G. 2 (Aug-Sep 39); IV. (Stuka)/LG 1 (Aug-Sep 39); Luftdienst-Teilkdo. 2/8 (Apr 38 – Jan 39); Luftdienst-Teilkdo. 2/68 (Jan 39 – Dec 43); I./TG 1 (Feb 45); 2./KG 200 (Feb 45).

School Units: Jagdfliegerschule Stolp-Reitz (Sep 39 – Jan 40); Jagdfliegerschule 3 (Jan 40 – Jun 41); Bordschützenschule 3 (1940 – 44); I./Kampfbeobachterschule Bug (Jan – Oct 42); I./Kampfbeobachtervorschule 2 (Oct 42 – Jan 43); JG 103 (Apr 44 – Feb 45).

Reserve Training & Replacement Units: none found.

Station Commands: Fl.H.Kdtr. E 27/III (Jan 43); Fl.Pl.Kdo. A 48/III (1943-44); Fl.H.Kdtr. A(o) 11/III (1944-45).

Kommandant (mainly prior to the establishment of numbered station commands – not complete): Obstlt. Walter Böhnke (Jan 39 – 14 Jul 39); Oberst Walter Lehmann (15 Jul 39? - 21 Dec 40); Obstlt. Eitel-Friedrich Roediger von Manteuffel (22 Dec 40 – 28 May 41); Obstlt. Wilhelm Gehlig? (29 May 41? - 13 Jan 42?); Obstlt. Richard Hofbauer (14 Jan 42 - 22 May 42); Maj. Gustav Fasching (23 May 42 - 14 Oct 42); Obstlt. Joachim von Borcke (c.14 Oct 42 - 14 Feb 43).

Station Units (on various dates – not complete): Stab/1. Fliegerdivision (Stolp, Jan-Mar 45); Werft-Abt. 40/III (1944-45); schw.Feldwerft-Abt. (o) 5/VII (? - Jan 45); Ln.-Abt. 71 (Jan-Feb 45); Kfz.Werkstattzug d.Lw. 109/I (Dec 44)?; Trsp.Kol. d.Lw. 2/II (Sep 42 - ?).

[Sources: AFHRA A5258, Airfield Sheet No. 153, frames 899-900; M.Holm web site; misc. documents from BA-MA; AFHRA; NARA; PRO/NA; U.S. and British AF mission chronologies]

Stolp-West (GER) (a.k.a. Slupsk) (54 27 30 N – 17 00 15 E)

General: emergency landing ground (Notlandeplatz) 100 km WNW of Danzig (Gdansk) in NE Pomerania; airfield located 3 km SW of Stolp. Built in 1916, 1926-32 civil airport (Verkehrslandeplatz) for Deutsche Luft Hansa. 1932 II class commercial airport (Flughafen II) with customs office. After 1932 it was downgraded to an emergency landing ground for DLH until it was taken over by the Luftwaffe in 1938.

Dimensions: approx.. 640 x 600 meters (700 x 650 yards).

Surface: grass.

Infrastructure: had 1 medium hangar off the NW corner and another medium hangar with some sheds off the NE corner.

Operational Units: parts of I./Trägergruppe 186 (Aug-Sep 39).
School Units: parts of Bordschützenschule 1 (1940).
Reserve Training & Replacement Units: Erg.St./St.G. 2 (Dec 40 – Mar 41).
Station Commands: operated as an airfield detachment (Platzkommando) of Stolp-Reitz.
Station Units (on various dates – not complete): none found.
[Sources: AFHRA A5258 p.961 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Störmede (GER) (51 37 00 N – 08 28 15 E)

General: operational airfield (Einsatzhafen I) in North Rhine – Westphalia 22 km SW of Paderborn, 4 km SW of Geseke and 2.4 km S of Störmede.
History: construction began in 1935 with the infrastructure disguised as barns and farm houses. Had considerable use during 1939-40, but as soon as the armistice was signed with France activity diminished and it was little used until 1943. Then, RAD labor groups were brought in and fresh construction began to upgrade it from an Einsatzhafen to a Fliegerhorst.
Dimensions: approx. 915 x 915 meters (1000 x 1000 yards) and roughly rectangular in shape.
Surface and Runways: grass surface that was reportedly in good condition. No paved runway.
Fuel and Ammunition: had refueling points in the NW corner with bulk fuel storage probably behind the refueling points. An ammunition dump was located 915 meters (1000 yards) NNE of the landing area.
Infrastructure: there were no hangars or workshops. A group of buildings hidden in a woods off the S boundary were reported to included the station operations center and a number of barracks. A branch rail line served the munitions dump and then ran parallel to the E and S sides of the landing area.
Dispersal: no organized dispersals.
Defenses: unknown.
Satellites and Decoys: see **Eringerfeld**.
Remarks:
11 Apr 44: low-level attack – 7 x Fw 190As from II./JG 1 destroyed (5) or damaged (2) on the ground.
2 Feb 45: strafed by 8 P-47 Thunderbolts – 1 x Bf 110 damaged.
22 Mar 45: strafed by approx. 12 P-47s – a few buildings shot up with 2 KIA and 1 WIA. (German report)
23 Mar 45: strafed by approx. 8 P-47s – 1 x Bf 110 destroyed and 1 x Ju 88 damaged; minor damage to barracks. (German report)
24 Mar 45: medium-level attack by approx. 90 B-26 Marauders – 3 x Bf 109s and 1 x Bf 110 destroyed, plus 5 x Bf 109s and 9 x Ju 87s

damaged; landing ground cratered, heavy damage to station buildings and barracks, 1 KIA and 1 WIA. Airfield unserviceable. (German report)
11 Apr 45: Störmede taken by U.S. forces.
Operational Units: II./ZG 26 (Oct 39); KGr.z.b.V. 12 (Apr-Jun 40); II./JG 1 (Apr-Jun 44); I./JG 76 (Sep-Oct 44); Stab, IV./JG 3 (Nov 44 – Jan 45); III./NJG 1 (Jan-May 45); NSGr. 1 (Nord) (Feb-Mar 45); I./JG 27 (Mar 45).
Station Commands: Fl.H.Kdtr. E Störmede (1939-40); Fl.H.Kdtr. E 6/VI (1940); Fl.H.Kdtr. E 20/VI (Jun-Jul 40); Fl.H.Kdtr. E(v) 226/XI (c.Oct 44 – Mar 45); Fl.H.Kdtr. E(v) 219/XI (Mar 45).
Station Units (on various dates – not complete): none identified.
Kommandant (not complete): Oberst Bruno Reh (? - c. 27 May 44); Obstlt. Adolf Scharfbier (c. 27 May 44 - Sep 44?).
[Sources: AFHRA A5257A p.491 (5 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Strachmin (GER) (a.k.a. Strachomino) (c. 54 09 N – 15 50 E)
General: landing ground (Landeplatz) in Pomerania c. 20 km W of Köslin (Koszalin). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stralsund (GER) (54 17 57 N – 13 05 15 E)
Lw. Garrison and Station Units (in the town or nearby on various dates – not complete): the garrison consisted mainly of naval units stationed there plus the Luftwaffe Flak-Ers.Abt. 61. The port town of approx. 38,000 only received one serious bombing during the war and that was on 6 Oct 44 when it was targeted by 110 B-17 Fortresses as a target of opportunity.

Stralsund (GER) (54 17 50 N – 13 06 20 E)
General: seaplane station (Seefliegerhorst) in Mecklenburg 64 km NE of Rostock; airfield located 2 km SSE of Stralsund on the W side of the shipping channel separating Pomerania from Rügen Island. History: 1927 listed as a civil seaplane anchorage (Verkehrslandeplatz). No record has been found of any wartime military activity. Anchorage: had ample take-off and landing area in the harbor. Equipped with a launching ramp (slipway) for seaplanes, and 2 jetties, one on the N side and the other on the S side of the station. Fuel and Ammunition: fuel was available. Infrastructure: had 1 large hangar with a paved apron and 2 rectangular buildings which were probably used as workshops. The Stralsund-Bergen rail line ran along the W side of the Station.
Remarks: the port facilities and oil storage targets were bombed several times by Allied aircraft during the war.
Operational Units: none.

Station Commands: none.
Station Units (on various dates – not complete): none.
[Sources: AFHRA A5258 p.901 (24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stralsund-Fösterhof (GER) (54 15 00 N – 13 07 00 E).
General: landing ground (Landeplatz) 5.5 km S of Stralsund seaplane station and 1 km S of the city of Stralsund. History: no record of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 460 x 460 meters (500 x 500 yards). Infrastructure: none noted.
[Sources: AFHRA A5258 p.970 (20 Aug 41); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Strassfeld (GER) (50 41 35 N – 06 52 35 E)
General: fieldstrip then operational airfield (Feldflugplatz then Einsatzhafen) in North Rhine – Westphalia 17 km W of Bonn and 7 km NE of Euskirchen.
History: was it abandoned before completion? No record of any activity has been found.
Dimensions: approx. 2970 x 420 meters (3250 x 460 yards).
Surface and Runways: grass surface leveled and drained. in 1944 construction was started on a 2970 meter paved runway that was fairly far along by Sep 44. Strips approx. 180 meters (200 yards) wide were being built on either side of the runway. A completed taxi track connected it to Euskirchen airfield. A visual Lorenz system for night landings had already been installed by Sep 44.
Infrastructure: none noted, but a branch rail line had just been completed that connected the field to the village of Strassfeld.
[Sources: AFHRA A5257A pp.493-94 (9 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Straubing (GER) (48 49 38 N – 12 33 35 E)
General: airfield (Fliegerhorst) in Bavaria 109 km NE of Munich and 38.4 km SE of Regensburg; airfield located 6 km SSW of Straubing.
History: constructed during the 1937-38 period as a large, permanent first class airfield. Used mainly as a major training base and as a rest, refit and re-equipping center for tactical reconnaissance units during the war years.
Dimensions: approx. 1370 x 1000 meters (1500 x 1100 yards) in the shape of the letter "L".
Surface and Runways: grass surface. Had 1 runway (concrete?) under construction in Sep 44 that would be approx. 640 meters in length when completed and aligned WNW/ESE. Wedge-shaped concrete assembly and starting platforms were at the NW and SE corners of the landing area and a paved taxiway connected the landing

area to the hangar area. Equipped with perimeter lighting and a beam approach system.
Fuel and Ammunition: refueling points were at the NE, SE and SW corners of the field. Bulk fuel storage was near the ammunition dump at the SE corner.
Infrastructure: there were 6 large hangars and 1 large repair hangar laid out in an "L" shaped row at the NW corner of the airfield, all with concrete hangar aprons. A number of separate workshop buildings were adjacent to the hangars. Behind the hangars and extending in a NW direction were numerous station Admin buildings, barracks, stores buildings, a sports ground and the base motor pool and garages. A special branch rail spur from Straubing ran to the hangar and buildings area at the NW corner and to the N and E boundaries.
Dispersal: 12 open aircraft shelters were scattered around the perimeter of the landing area.
Defenses: unknown.
Remarks: the marshaling yards and Danube bridges at Straubing were bombed several times during February and April 1945 but the airfield was left to the fighters.
20 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 108s, 1 x Bf 109, 1 x Fi 156 and 3 x unidentified aircraft destroyed, plus 1 x Bf 109, 2 x Bf 110s, 1 x He 111 and 2 x unidentified aircraft damaged. According to German reports, 3 x Bücker trainers destroyed and 1 x Ju 88, 2 x He 177, 1 x He 111, 6 x Bf 109s and 7 x Bücker trainers damaged.
16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 18 x Fw 190s, 1 x Bf 110, 2 x Ju 88s and 1 x unidentified aircraft destroyed, plus 8 x Fw 190s, 1 x Bf 110, 1 x Ju 88 and 1 x unidentified aircraft damaged.
25 Apr 45: demolition charges detonated and airfield evacuated this evening.
Operational Units: Schlachtfliegergruppe 30 (Sep-Nov 38); 2. (H)/Aufkl.Gr. 31 (Dec 43 – Jan 44); Stab/NAGr. 3 (Jan-Oct 44); 2./NAGr. 8 (Feb-May 44); 3./NAGr. 4 (Mar-May 44); 1.(H)/Aufkl.Gr. 21 (Apr-Jun 44); 5.(H)/Aufkl.Gr. 41 (May 44); 2./NAGr. 3 (Jun-Oct 44); 1./NAGr. 3 (Jul-Oct 44); I./KG 55 (Sep 44); III./KG(J) 55 (Oct 44 – Apr 45); Stab, 1., 2./NSGr. 2 (Apr 45).
School Units: FFS A/B 24 (May-Oct 39)?; Fl.Ausbildungs-Rgt. 53 (1939-40); Schule/FAR 53 (Apr – Nov 39); Fl.Anwärter-Btl. II (1941 – Jun 42); Fl.Anwärter-Btl. III (1942); FFS A/B 63 (1940)?; FFS A/B 121 then FFS A 121 (Jul 40 – Feb 45); elements of LKS 10 (Jan – Apr 45); LKS 11 (Aug 44 – Feb 45).
Reserve Training & Replacement Units: Flieger-Ers.Abt. 53 (Dec 38 – c. 1939); 10./SG 151 (Apr 45).

Station Commands: Fl.H.Kdtr. A Straubing (1940); Fl.Pl.Kdo. A 10/XIII (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 18/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 34/VII Jun 44 – Apr 45).
Station Units (on various dates – not complete): Befehlshaber der Ersatzluftwaffe (Apr 45); Koflug 4/XIII (c.Sep 44 – c.Apr 45); Werft-Abt.(o) 16/XII (1944-45); Ldssch.Zug d.Lw. 88/VII (summer 44).
[Sources: AFHRA A5258 pp.367-71 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Straubing (GER) (c. 48 53 42 N – 12 36 39 E)

General: emergency landing ground (Notlandeplatz) in Bavaria 38.4 km SE of Regensburg; airfield located 3 km NE of Straubing. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Strausberg (GER) (52 35 10 N – 13 55 00 E)

General: airfield (Fliegerhorst) and factor airfield (Industriehafen) in Brandenburg 36 km E of Berlin, 26 km NNW of Fürstenwalde and 2.5 km E of the town of Strausberg.
History: had an aviation history going back to before World War I and was a civil sports field for gliders and powered aircraft during the 1920's and 1930's. 1937-39 taken over by the Luftwaffe and transformed into an airfield with 4 hangars, 1 repair hangar, a large block of barracks, station HQ, operations building, motor pool with garages, officer's club, NCO club and other facilities. Also used during the war as an Industriehafen by the Flugzeugreparaturwerk Alfred Friedrich firm.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and roughly heart-shaped.
Surface and Runways: grass surface in good condition. No paved runways. A dirt perimeter road ran along the E, S and W boundaries.
Fuel and Ammunition: refueling points were in front of the hangars on the N boundary.
Infrastructure: the station's 6 hangars (in May 44) and other buildings projected into the landing area on the N side and consisted of 1 large hangar, 4 medium hangars and 1 large repair hangar. A large workshop building and several smaller ones were behind the repair hangar, and other workshop buildings were off the S corner. The base motor pool and garages were off the NW side. The station HQ, admin offices, barracks, quarters, messes and other buildings were in a compact group off the N boundary. Another small cluster of barracks was a short distance away on N side of the Strausberg-

Wriezen road. A branch rail line connected the airfield to the railhead in Strausberg.
Dispersal: had a Northwest and Southwest dispersal with a total of 7 large open aircraft shelters and 8 aircraft parking sites.
Defenses: unknown.
Remarks:
11 Oct 39: reported a personnel strength of 1,034 (Fl.H.Kdtr., a Lw.-Bau-Kp. and 2 Lw.-Baugerätezüge).
11 Apr 44: bombed by B-17s and strafed by P-51s during an 8th AAF raid on Cottbus - 2 x Ju 52s and 1 x He 111 H-6 from Navigationsschule Strausberg destroyed on the ground. The P-51s claimed 9 more, mostly Ju 88s and He 111s, but these cannot be confirmed.
7 Feb 45: airfield's light Flak defenses ordered reinforced by OKL due to increased occupancy by operational units.
20 Apr 45 airfield overrun by the Red Army.
Operational Units: I./JG 20 (Aug 39); 10.(N)/JG 2 (Aug-Sep 39); I./JG 28 (1940); Luftdienst-Teilkdo. 1/1 (1943); Luftdienst-Teilkdo. 1/3 (1943); Stab/Fliegerzielgeschwader 1 (Dec 43 - Sep 44); 4./KG 66 (Mar 44); III./JG 1 (Jan 45); Stab, I., II., III./JG 11 (Jan-Apr 45).
School Units: Stab/4. Fliegerschuldivision (Oct 43 – 1944); Flieger-Übungs- u.Ausbildungsstelle Strausberg; Navigationsschule d.Lw. (1940 - 8 Feb 45).
Reserve Training & Replacement Units: 1.(F)/Erg.Aufkl.Gr. Ob.d.H. (1940); Erg.St./KG 66 (Apr – Aug 44); Erg.JGr. Süd (Aug – Oct 44); II./Erg.JG 1 (Nov 44 – Feb 45).
Station Commands: Fl.H. Kdtr. (E) z.b.V. Straussberg (1939); as Fl.H.Kdtr. Strausberg (to c. Sep 43); Fl.Pl.Kdo. A 42/III (1943-44); Platzkdo. of Fl.H.Kdtr. A(o) 25/III Neuruppin (1944); Platzkdo. of Fl.H.Kdtr. A(o) 28/III Werneuchen (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Hptm. von Roedern (1939); Maj. Dr. Erdmann Gambke (14 Dec 39 - 1942); Maj. Julius Buckler (1942 - ?).
Station Units (on various dates – not complete): Höheren Kommandeur der Luftdienstverbände (Jun 42 - ?); Werft-Abt. 41/III (1944-45); Stab/Flak-Rgt. 34 (Mar-Apr 45); le.Flak-Abt. 1115 (Mar-Apr 45); Flak-Bttr.z.b.V. 14060 (Feb 45); Ln.-Zeugamt 5 (1943-44); Lw.-Bau-Kp. 12/III; Flieger-Geräteausgabestelle (mot) 101/XI (Mar-Apr 45).
[Sources: AFHRA A5258 pp.902-03 (17 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Strehla (GER) (51 21 04 N – 13 13 53 E)

General: landing ground (Landeplatz) in Saxony 5 km NW of Riesa.
History: existed in 1944-45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
Operational Units: Stab/JG 27 (Oct-Nov 44).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stubendorf (GER) (a.k.a. Izbicko). (50 34 00 N – 18 08 40 E)
General: airfield (Fliegerhorst) in Silesia 100 km SE of Breslau (Wrocław), 19.5 km SE of Oppeln (Opole) and immediately SW of the village of Stubendorf.
History: existed as an intermediate landing ground during the Sep 39 campaign in Poland and was then subsequently developed into a fully equipped airfield by 1941. Used mainly by flight schools until mid-1944 when it became a very active airfield for operational units as Russian forces advanced into central Poland.
Dimensions: approx. 1145 x 1050 meters (1250 x 1150 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runways. Equipped with boundary and obstruction lighting, a flare path and a beam approach system.
Fuel and Ammunition: refueling points were on the N boundary and in the hangar area at the SE corner. The station ammunition dump was off the SW corner.
Infrastructure: there were 3 very large hangars and 1 large hanger at the SE corner, all fronted with concrete aprons. Two very large workshop buildings with concrete aprons and a number of smaller repair- and workshops were behind the hangars. The base motor pool and garages were to the rear of the hangars also. The admin offices, extensive barrack buildings, messes and stores were behind the hangars at the SE corner. The flight control building was just W of the very large hangars and the station HQ building was at the main entrance to the airfield. Additionally, a few barrack blocks for POWs were just E of the station hangars and buildings at the SE corner. The nearest rail connection was 2.5 km SW of the landing area.
Dispersal: in Jul 44 aircraft were widely dispersed in open fields off the NW corner and S boundary, and a dispersal area was in the process of being built to the W of the landing area.
Defenses: unknown.
Remarks:
20-21 Jan 45: Stubendorf taken by forces of the Soviet 1st Ukrainian Front.
Operational Units: 3.(F)/Aufkl.Gr. 31 (Aug-Sep 39); 1.(H)/Aufkl.Gr. 41 (Aug-Sep 39); 3.(H)/Aufkl.Gr. 41 (Aug-Sep 39); I./JG 76 (Sep 39); Stab, I., II./KG 54 (Jun 41); Verbindungsstaffel 63 (Nov-Dec 41);

4./NSGr. 2 (Jan-Feb 44); 1./NSGr. 1 (May-Jun 44); 2.(F)/Aufkl.Gr. 11 (Jul-Aug 44); 2.(F)/Aufkl.Gr. 100 (Jul-Dec 44); Stab/FAGr. 3 (Aug 44 – Jan 45); 4.(F)/Aufkl.Gr. 121 (Sep 44 – Feb 45); 14.(Eis.)/KG 27 (Aug-Sep 44); 1./NSGr. 5 (Sep-Nov 44); II./NJG 5 (Oct 44 – Jan 45); I./SG 4 (Nov-Dec 44); 2./NSGr. 10 (Nov-Dec 44); I./SG 5 (Dec 44).
Other: 102. Hungarian Night Ground-Attack Squadron (May-Jun 44).
School Units: FFS A/B 110 (Dec 39 – Jul 43); BFS 11 (Jul – Oct 43); III./NJG 102 (Sep – Dec 44); SG 111 (Oct 43 – Jan 45).
Station Commands: as Fl.H. Stubendorf (to Feb 43); Fl.Pl.Kdo. A 4/VIII (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 2/VIII (Apr 44 – Jan 45).
Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Heinrich Küstner (Mar 42 - ?).
Station Units (on various dates – not complete): Werft-Abt. 11/VIII (1944-45); Werft-Kp. 10 (n.d.).
[Sources: AFHRA A5258 pp.905-07 (7 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stüh (GER) (a.k.a. Der Stüh) (c. 53 38 N – 08 41 E)
General: operational airfield (Einsatzhafen) in a wooded area 13 km NE of Bremerhaven. History: still listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
Station Commands: Fl.H.Kdtr. (E) Stüh (Aug 39 – Feb 40); Fl.H.Kdtr. E 8/XI (Mar 40 - ?).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stuttgart (GER) (48 47 34 N – 09 11 09 E)
Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):
Commands (Kommandobehörden, Stäbe): Stab/Luftgaukdo. 15 (Apr 36 – Oct 37); Stab/Luftgaukdo. V (1st - Oct 37 – Jun 38); Stab/Luftgaukdo. V (2nd – Sep 44 – Apr 45).
Antiaircraft (Flak):
Higher Flak Commands: Stab/28. Flak-Div. (S-Vaihingen, Mar-Apr 45); Stab/9. Flak-Brig. (Jul-Oct 44); Stab/Flak-Brig. XX later 20. Flak-Brig. (May 43 – May 44).
Stab/Flak-Rgt.: 18 (as Flakgruppe Stuttgart, 1940 – c.Apr 41); 25 (as Flakgruppe Stuttgart, Sep 39 – Apr 40); 35 (as Flakgruppe Stuttgart, c.Apr 41 – Jan 42); 75 (as Flakgruppe Stuttgart, Jan 42 – Jul 44); sw.139 (as Flakgruppe Stuttgart, Jul 44 – 1945).
Flak-Abt.: II./Flak-Rgt. 21 (1940-41); s.241 (1941-45); s.251 (Aug 39); gem.252 (Aug 39 – 1940); Res.Fest.Flak-Abt. 351 (1940-41); s.365 (S-Kornwestheim, 1941-42); s.418 (Eisb.) (Mar-Jun 44); s.432 (1940-41); s.436 (1943-45); s.453 (Oct 42

– 1943); s.460 (Apr 43 – 1945); 2./s.525 (Eisb.) (Mar-Apr 44); s.534 (1942-43)?; s.542 (S-Doggenburg, 1941-42); gem.652 (Oct/Nov 44 – 1945); le.858 (Oct 42 – 1945); 1./le.871 (Oct 44 – 1945); 4./le.876 (Oct 44 – 1945); s.906 (Mar-Jul 44); le.941 (1939-40).

Flakscheinwerfer-Abt.: 258.

Luftsperr-Abt.: none.

Alarm-Flak: 6 batteries in 1944.

Heimat-Flak: 14 batteries in 1944.

Flak-Trsp.Battr.: 2/VI (Sep-Nov 44); 133/VI (Sep-Nov 44).

Flak-Ers./Flak-Ausb.: Ausbildungslager für Flakhelferinnen VII (S-Ludwigsburg, 1944-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 43 (S-Möhringen, 1944); Sprengkommando d.Lw. 2/VII.

Air Force Signals (Luftnachrichten): Stab/Ln.-Flugmelde-Rgt. 97 (S-Möhringen, ? – Sep 44); Stab IV.(Flum.Mess)/Ln.-Rgt. 205 (S-Möhringen, 1943/44 – Aug 44); Stab/Ln.-Rgt. 215 (Ludwigsburg, c.Nov 43 – Aug 44)?; II.(Flum.)/Luftgau-Nachr.Rgt. 7 (S-Möhringen, Aug 44); 14.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); Ln.-Abt. 148 (o) (S-Vaihingen, Mar-Apr 45); Ln.-Abt. 169 (Jul-Oct 44); Ln.-Abt. 180 (c.Jun-Sep 43); Luftgau-Nachr.Abt. 5 (S-Weil and S-Möhringen, Oct 44 – Apr 45).

Ground Transport (Transportkolonnen): Kfz.Werkstatt-Kp. (o) d.Lw. 105/VII (1944-45).

Medical Services (Sanitätsdienste): Flieger-Untersuchungsstelle 3/VII (1944);

Other (sonstige, verschiedene): Lw.-Auskunftsstelle 2/VII (1943-45).

Stuttgart-Böblingen (GER): see Böblingen.

Stuttgart-Echterdingen (GER): see Echterdingen.

Stuttgart-Nellingen (GER): see Nellingen.

Sülte-Banzkow (GER) (53 31 10 N – 11 25 35 E)

General: emergency landing ground and satellite field (Notlandeplatz and Schattenplatz) in Mecklenburg 9 km S of Schwerin and 1 km N of the village of Sülte. History: believed to have been laid out in summer 1944 and used as a practice field and satellite field by Schwerin-Görries airfield. Surface and Dimensions: grass surface measuring approx. 1645 x 320 meters (1800 x 350 yards). No paved runways. Fuel and Ammunition: brought in as needed. Infrastructure: none. The nearest rail connection was in the villages of Sülstorf. Dispersal: aircraft parked along the edge of a woods on the N boundary and among trees on the W boundary.
Remarks: none.

Operational Units: I./JG 26 (Apr 45).
School Units: Arbeitsplatz for FFS A 72 (1944-45).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.908 (6 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Swinemünde (See) (GER) (a.k.a. Swinoujscie) (53 53 00 N – 14 10 00 E)
General: seaplane station (Seefliegerhorst) 57 km NNW of Stettin (Szczecin) and 1.6 km S of Swinemünde on the W bank of the Swine River on Usedom Is. in Pomerania.
History: in existence as a commercial seaplane anchorage since the 1920's. Taken over by the Luftwaffe in 1935 for use as an air park (Luftpark) for maritime aircraft and inaugurated as a Fliegerhorstkommandantur by fall 1935. There was relatively little seaplane activity at Swinemünde after the war began.
Surface and Runways: although primarily a seaplane station, there was a grass landing area for land aircraft.
Anchorage: ample room existed for take-offs and landings on the Swine River and the anchorage was well-sheltered. A large sloping quay fronted the hangars and this served as a slipway or launching ramp for the seaplanes.
Fuel and Ammunition: aircraft were fueled on servicing hardstands behind the more northerly of the medium hangars, and bulk fuel storage was behind the very large hangar. An ammunition dump was in woods approx. 1.5 km SSE of the station.
Infrastructure: had 1 very large hangar, 1 large and 2 medium hangars, all with paved aprons. To the W of the medium hangars were 3 large workshop buildings. A small group of barrack buildings was N of the very large hangar. A branch from the Swinemünde-Pasewalk rail line served the station hangars and the ammunition dump.
Defenses: unknown.
Remarks:
12 Mar 45: Swinemünde marshaling yards bombed by 661 B-17 Fortresses and B-24 Liberators. Only slight damage was inflicted on the seaplane station during this massive raid.
16 Apr 45: 18 RAF Lancasters attacked the pocket battleship *Lützow* in Swinemünde harbor and sank her.
Operational Units: none identified.
School Units: 8./JG 110 (Oct 44 – Feb 45).
Station Commands: Fl.H.Kdtr. (See) Swinemünde (to Feb 43); Flugplatzkdo. A 13/III (Feb 43 – Mar 44); Flugplatzkdo. of A(o) 1/III Garz (Apr 44 - 1945).

Station Units (on various dates – not complete): Fliegerführer Ostsee (Apr-May 41); Stab/Fliegerführer 6 (Luftflotte 6) (Mar-Apr 45); Luftpark (See) 3/XI (c. 1938-43); 4.(*Java II*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (? - Feb 45); Seenotbereichskdo. VI (Aug 39 – Mar 40, 1943 – Aug 44); Seenotflotille 6 (c. 1941 – Aug 44); Seenotflotille 81 (Aug 44 – Apr 45).
[Sources: AFHRA A5258 p.909 (25 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Swinemünde-Garz (GER): see Garz.

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Tapiau (GER/RUSS) (today: Gvardeysk) (54 39 04 N – 21 04 52 E)
General: operational airfield (Einsatzhafen) in the former East Prussia 37 km E of Königsberg. History: laid out in the late 1930's and was available for the 1 Sep 39 invasion of Poland. Evidence suggests that it was inactivated in 1940 and not reopened. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted, but there were probably a few sheds and/or huts.
Remarks:
25 Jan 45: Tapiau captured by Soviet troops.
Station Commands: Fl.H.Kdtr. (E) Tapiau (1939-40).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tarnewitz (Land and See) (GER) (53 59 00 N – 11 15 00 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) in Mecklenburg 39 km NE of Lübeck, 25 km E of Travemünde, 17 km NW of Wismar, 3.25 km ESE of Ostseebad Boltenhagen and immediately E of the village of Tarnewitz.
History: construction began on the Baltic coast in September 1935 and it was inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936 as a combined airfield and seaplane station, but in reality Tarnewitz was an experimental and testing station (Erprobungsstelle d.Lw. Tarnewitz) for all types aircraft armament including missiles and rockets. In addition to the construction of infrastructure, a great deal of work was done to build levees and sand berms to protect the station from potential flooding caused by Baltic storms.
Dimensions: approx. 1170 x 1050 meters (1280 x 1150 yards).
Surface and Runways: good grass surface on reclaimed land. No paved runways. A wide servicing hardstand ran along the SW boundary from the S corner.

Anchorage: adequately sheltered for seaplanes. Had a concrete launching ramp (slipway) for seaplanes that was connected to the hangars by a taxiway. A quay ran along the S corner with 4 jetties projecting from it. There was a large crane at the S end of the quay.
Fuel and Ammunition: bulk fuel storage tanks were off the W boundary and on the S boundary.
Infrastructure: had 1 large hangar for seaplanes on the quay at the S corner, 2 large hangars off the SW boundary, and 2 large hangars off the W boundary. All or most of the hangars had paved aprons. A fairly large complex of workshops was adjacent to the hangars on the SW boundary. Extensive barracks, messes, quarters, admin buildings, etc., were located W of the airfield between the Boltenhagen Bucht and the village of Tarnewitz. The nearest rail connection was a single-track line at Klütz, about 5 km W of the airfield.
Dispersal: there were 3 large open aircraft shelters off the SW boundary and 1 more off the W boundary.
Defenses: had 5 light Flak positions on roof tops and scattered around the perimeter of the field in Jul 43.
Satellites and Decoys:

Tarnewitz – Hohen Wieschendorf (GER) (53 57 30 N – 11 20 00 E). Dummy 6.5 km SE of Tarnewitz airfield on the headland at the E side of the Wohlen Berger Wiek (a bay about 11 km NW of Wismar). The mock-up consisted of 5 blast bays containing fake aircraft on the tip of the headland. [Sources: AFHRA A5258 p.966 (1944)]
Remarks: not bombed during the war but Tarnewitz was strafed several times beginning in May 1944.
21 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Fw 190s, 8 x unidentified aircraft destroyed, plus 1 x Fw 190, 2 x Bf 110s, 2 x Ju 52 and 10 x unidentified aircraft damaged.
13 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Ju 88s destroyed, plus 7 x Ju 88s and 1 x Me 410 damaged.
8 May 45: surrendered to British forces.
Operational Units: Kampfstaffel/Erprobungskdo. 25 (1943 – Jun 44).
Station Commands: Fl.Pl.Kdo. Tarnewitz (to Mar 44); Flugplatzkdo. Tarnewitz of Fl.H.Kdtr. A(o) 7/XI Schwerin-Görries (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Maj. Ernst Umlauff (May 40 - ?); Oberst Johannes Heym (? - ?) 11/42.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.910-12 (3 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Tarnowitz (GER) (a.k.a. Tarnowskie Góry, or Tarnowice) (50 27 N – 18 51 E)

General: (Notlandeplatz?) in Silesia (now S Poland) 26 km NNW of Katowice; emergency landing ground possibly 15.5 km E of Tarnowitz (50 28 N – 19 04 E).
School Units: I./Flieger-Rgt. 41 (1942).
Station Commands: Fl.H.Kdtr. E(v) 211/VIII (Sep 44 – Jan 45).
Station Units (on various dates): Ldssch.Zug d.Lw. 396/VI (Jan 45)?; Ldssch.Zug d.Lw. 204/XI (Jan 45)?; Feldersatz-Btl. d.Lw. 4 (1943);
[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; web site ww2.dk]

Tauberscheckenbach (GER) (c. 49 26 N – 10 07 E)
General: landing ground (Landeplatz) in Bavaria 43 km SSE of Würzburg and 6 km N of Rothenburg/Tauber. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Teltow (GER) (52 24 N – 13 15 E)
General: landing ground (Landeplatz) 15 km SSW of Berlin; airstrip located 3 km SE of the town. History: 1927 Notlandeplatz. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: Grass surface on a sandy foundation.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tempelhof (GER): see Berlin-Tempelhof.

Teterow (GER) (53 47 04 N – 12 33 52 E)
General: landing ground (Landeplatz) in Mecklenburg 45 km SE of Rostock and 26 km E of Güstrow. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Thale (GER): often appears in Allied documents in reference to Quedlinburg airfield - see there.

Thalheim (GER): often appears in Allied documents in reference to Eutingen airfield - see there.

Thamsbrück (GER): often appears in Allied documents in reference to Langensalza (Bad Langensalza) airfield - see there.

Thür (GER) (50 21 04 N – 07 16 30 E)
General: satellite or dispersal field in Rheinland-Pfalz 22 km W of Koblenz and 2 of 3 km SW of Niedermendig airfield. History: listed as operational in Feb 45. No further information or mention of

wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tilsit (GER) (a.k.a. Sovetsk) (55 05 00 N – 21 47 40 E)
General: small airfield (Fliegerhorst) 96 km ENE of Königsburg on the border between Lithuania and the former East Prussia; airfield 6 km W of the town of Tilsit.
History: 1927 listed as a civil landing ground (Verkehrslandeplatz). By 1932, listing upgraded to a secondary civil airport (Flughafen II). Pre-war use by Lufthansa and occasionally by reserve units of the Luftwaffe. It was used extensively during the first weeks of the attack on the USSR in summer 1941, and then again in summer 1944 during the Soviet offensive in Belorussia. Surface and Dimensions: grass surface. Infrastructure: had 1 small hangar before the war, but additional infrastructure was believed to have been erected during 1940-41. Dispersal: probably none.
Remarks:
20 Jan 45: Tilsit taken by Soviet forces.
Operational Units: Koflug Panzergruppe 4 (Jun 41); Gruppenfliegerstab 13 (Jun 41); 2.(H)/Aufkl.Gr. 21 (Jun 41)?; 7. (H)/Aufkl.Gr. 21 (Jun 41)?; 2.(H)/Aufkl.Gr. 23 (Jun 41); 4. (H)/Aufkl.Gr. 31 (Jun 41); 8.(H)/Aufkl.Gr. 32 (Jun 41)?; 4. (F)/Aufkl.Gr. 33 (Jun 41); Verbindungsstaffel 60 (Jun 41); II./KG 77 (Jul-Aug 41); Stab, I., II./SG 4 (Jul 44); III./SG 3 (Jul 44).
Station Commands: none identified.
Station Units (on various dates – not complete): schw.Flak-Abt. 644 (Aug 44); Stab/Hei.Flak-Abt. 21/I (1943-45); part of Flakscheinw.Abt. 260(v) (1944 – Jan 45)?; Heimat-Flak-Battr. 228/I (1944); Heimat-Flak-Battr. 229/I (1944); Heimat-Flak-Battr. 230/I (1944); Stab and elements/Ln.-Rgt. 11 (Apr-Jun 41); II.(Tel.Bau) and III.(Tel.Bau)/Ln.-Rgt. 21 (Jun 41); Stab II.(Tel.Bau)/Ln.-Rgt. 22 (Aug 44); 1./Ln.-RV-Abt. (mot) z.b.V. 1 (Aug-Oct 44).
[Sources: AFHRA A5258 p.913 (1 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Titz (GER) (51 00 N – 06 24 E)
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 38 km W of Köln and 10 km NNE of Jülich. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tölz (GER): see Bad Tölz.

Tönning (See) (GER) (54 18 40 N – 08 56 30 E)
General: seaplane station (Seefliegerhorst) 76 km W of Kiel on the west coast of Schleswig-Holstein; station located 1 km S of Tönning.
History: began its existence in World War I as Seaplane Base Tönning (Seeflugstützpunktes Tönning) and then reverted to civil use after the war ended. The Luftwaffe began construction in September 1935 to develop it as a modern seaplane station and its inaugural opening ceremony was held on 18 August 1936 and it was established as a Lw. Seefliegerhorstkommandantur by 1 October 1936. The station's mission was the provisioning, servicing and repair of all seaplanes belonging to the Luftwaffe. It's operating complement in 1939 was 150 military personnel and 100 civilian workers.
Dimensions: ample take-off and landing area at high tide in the mouth of the River Eider. Sandbars presented a problem at low tide.
Anchorage: had a paved hangar apron and a wide launching ramp for seaplanes. A short, triangular pier by the launching ramp had a swivel crane for hoisting seaplanes. There was also a T-shaped jetty to the N of the hangars.
Fuel and Ammunition: there were 3 refueling points on the waterfront and in front of the N hangar. Bulk fuel storage was probably stored at the SW end of the station.
Infrastructure: had 2 large hangars facing directly on the Eider River and a huge depot warehouse behind the hangars. Several barracks and smaller buildings were to the rear of the hangars and the glazed upper storey of the N hangar was reportedly quarters for air crew. A branch rail line served the station buildings and the harbor.
Remarks: no information found concerning Allied heavy bomber attacks on Tönning.
Operational Units: none found.
Station Commands: Flugstützpunktkdo. 104/XI (See) (1941 – c.Mar 42); Fl.Pl.Kdo. D 103/XI (See) (c.Mar 42 – c.Aug 43).
Station Units (on various dates – not complete): Luftpark (See) Tönning (later Luftpark (See) 5/XI) (c. 1938 - ?); Instandsetzungswerkstatt für Flugzeugbodengerät 2/XI (May 45); Luftzeugamt 3/VI (May 45).
[Sources: AFHRA A5257A pp.496-97 (23 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Trakehnen (GER/RUSS) (a.k.a. Yasnaya Polyana) (54 33 30 N – 22 29 30 E)
General: field airstrip (Feldflugplatz) in the former East Prussia 44 km ESE of Insterburg (Chernyakhovsk) and 19 km ESE of Gumbinnen (Gusev). History: in use for the Jun 41 attack on the USSR but apparently inactivated a few months later. Surface and Dimensions: grass surface. Infrastructure: none noted.

Operational Units: Stab, II./JG 54 (Jun 41).
Station Units (on various dates): part of Feldwerft-Abt. I/60 (Aug-Sep 44); Ldssch.Zug d.Lw. 288/VI (Jun 41).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Travemünde-Priwall (Land and See) (GER) (53 57 04 N – 10 52 15 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) 16 km NE of Lübeck in Schleswig-Holstein and 2 km S of the town of Travemünde on a peninsula of reclaimed land.
History: 1927 Flughafen for development and testing. 1932 Flughafen I with a customs office. Luftwaffe Fliegerhorstkommandantur by fall 1935. 1938 became a factory airfield (Industriehafen) for DLH-Werkstätten (Deutsche Lufthansa Workshops).
Dimensions: approx. 915 x 915 meters (1000 x 1000 yards) and roughly oval in shape.
Surface and Runways: the grass landing area was built on partially reclaimed land and was wet after a heavy rain. There was no paved runway, but there were perimeter tracks and taxiways.
Anchorage: sheltered waters off the W shore of Pötenitzer Wiek (Bay) with water depth averaging 3 meters to 8 meters (10’ to 26’) with mooring buoys along the N shore.
Fuel and Ammunition: available.
Infrastructure: 2 medium-size hangars were under construction for the airfield at the N end of station in early 1944 and there were small workshops off the NE corner. The 6 hangars and group of workshops of the adjoining seaplane station were available to the airfield. Engine test beds were between 2 small hangars and a cluster of storage sheds were at the extreme E end of the station. Barracks were located in woods immediately N of the adjoining seaplane station. There were 5 jetties and 2 slipways spaced along the length of the waterfront.
Dispersal: had a North dispersal with 4 open aircraft shelters and 5 blast bays, and a Northeast dispersal with 4 open aircraft shelters. Other aircraft were parked along the perimeter of the airfield.
Defenses: protected by 4 heavy Flak positions, 3 of which had 6 guns each, and 10 light Flak positions, most of which were mounted in towers or on the roof of buildings (Feb 44).
Remarks:
8/9 Apr 45: bombed by 22 Halifaxes from RAF Bomber Command.
23/24 Apr 45: attacked by 32 Mosquitoes from RAF Bomber Command.
25 Apr 45: strafed by RAF Spitfires – claimed 1 unidentified aircraft destroyed.

5 May 45: surrendered to British forces.
Operational Units: 10.(See)/LG 2 (1938-39); Trans-Ozean Staffel (Dec 39 - Aug 40).
School Units: Blindfluglehrgang (See) (Jan – Mar 36).
Station Commands: Flugplatzkdo. Travemünde of Fl.H.Kdtr. A(o) 7/XI Schwerin-Görries (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Obstlt. Richard Ossig (16 Feb 40 - ?); Obstlt. Heinrich Begerow (? - Feb 43); Obstlt. Josef Novy (Feb 43 - ?).
Station Units (on various dates – not complete): Erprobungsstelle d.Lw. Travemünde (Mar 33 – May 45); Lufttorpedo-Betriebskompanie (mot) (c. 1935-38); Ln.-Heimatreparaturbetrieb 6/XI (? - 1945).
[Sources: AFHRA A5257A pp.502-07 (12 Feb 44 updated to 15 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Travemünde-Pötenitz (GER) (53 56 35 N – 10 54 45 E)

General: seaplane station (Seefliegerhorst) and satellite (Ausweichflugplatz) 3.25 km SE of Travemünde and 1.2 km WSW of Pötenitz on the E shore of Pötenitzer Wiek (Bay).
History: constructed 1936-37 as a naval aviation equipment depot (Luftzeugamt), seaplane air park, a repair and overhaul center for seaplanes and for the conversion of landplanes to seaplanes. It also served as a testing and experimental station, and some flight training was also carried out there. It was a very active seaplane station and up to 50 seaplanes were there at any one time.
Dimensions: the Pötenitzer Wiek afforded a take-off and alighting area of approx. 3.25 km ENE/WSW and 2.8 km NNW/SSE.
Anchorage: sheltered waters off the E shore of Pötenitzer Wiek with water depth averaging 3 meters to 8 meters (10’ to 26’). Some 30-40 mooring buoys were available.
Fuel and Ammunition: available as needed.
Infrastructure: had 5 large hangars and 1 large repair hangar set well back from the waterfront. Several barrack blocks were to the N of the hangars, stores buildings immediately S of the hangars and along the railway. A slipway was NW of the main group of buildings and there was a 275 meter (300 yard)-long jetty with a crane for hoisting seaplanes just to the S of the slipway. The station control tower was on the waterfront between the slipway and the jetty. A special branch rail line from Dassow, 5.7 km to the SE, served the station.
Dispersal: there were 4 open aircraft shelters immediately SW of the repair hangar and 4 hardstands on the waterfront.
Defenses: protected by 3 light Flak positions in Feb 44.
Remarks:
5 May 45: surrendered to British forces.

Operational Units: Aufkl.Gr. 126 (See) (Apr-May 41); Luftverkehrsstaffel (See) (Jun-Dec 41); Lufttransportstaffel (See) 222 V3 (Dec 41); Lufttransportstaffel (See) 222 (Dec 41 – Apr 42, Oct-Nov 42, Feb-Mar 43); Lehr-u.Erprobungskdo. 20 (Oct 42 – May 43); See-Transportstaffel 1 (Feb 43); See-Transportstaffel 2 (Feb 43)?; Aufkl.St. (See) 222 (Mar-Jul 43); 1.(F)/Seeaufkl.Gr. 129 (Jul-Sep 43, Sep 44); 4./SAGr. 126 (Sep 44); part of Seenotstaffel 81 (Apr-May 45); part of Regierungsflugstaffel (Apr-May 45).
Station Commands: Flugplatzkdo. Travemünde of Fl.H.Kdtr. A(o) 7/XI Schwerin-Görries (1944-45).
Station Units (on various dates – not complete): Luftzeugamt 2/XI (See) (c. 1936-45).
[Sources: AFHRA A5257A pp.498-01 (12 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trebbin (GER) (52 12 30 N – 13 09 30 E)

General: emergency landing ground (Notlandeplatz) in Brandenburg 21 km SE of Potsdam, 5 km WSW of the town of Trebbin and immediqately SSE of the village of Schönhagen. History: used by gliders belonging to an NSFK glider school. Listed as still operational in Feb 44. Surface and Dimensions: no information. Infrastructure: no information.
[Sources: AFHRA A5258 p.961 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Treuenbrietzen (GER) (52 06 N – 12 51 E)

General: located 57 km SW of Berlin in Brandenburg and 17 km NW of Jüterbog - not an airfield but the main Luftwaffe fighter control center for the air defense of the Reich.
Lw. Garrison Units (on various dates): Stab/Luftflottenkdo. 6 (Feb-Mar 45); Stab/I. Jagdkorps (May 44 – Feb 45); Stab/IX. Fliegerkorps (J) (Feb-Apr 45); Stab/LG 1 (Mar 45); Gefechtsverband Helbig (Mar-May 45); Ln.-Rgt. beim I. Jagdkorps (May-Aug 44); Ln.-Abt. 201 (Sep 44 – Apr 45); 2.(*Sumatra II*)/Ln.-Flugmelde-Abt. (E) z.b.V. 21 (Feb 45); Ldssch.Kp. d.Lw. 17/VII (Mar 45).

Trier-Euren (GER) (49 43 40 N – 06 36 30 E)

General: operational airfield (Einsatzhafen) in Rhineland-Pfalz near the border with Luxembourg; airfield 3.25 km SSW of Trier and 1.6 km S of the village of Euren.
History: a minor civil landing ground for many years before the war. In 1939 it was listed as a tactical military landing ground (Gefechtslandeplatz) and then after extension and runway construction in fall 1939 it was upgraded to an Einsatzhafen in early 1940. Received extensive use during the spring 1940 attack on France and the Low Countries. Relegated to a practice field for trainers after mid-

1940. In Sep 44, some units moved through Trier-Euren while withdrawing from France and Belgium to the Reich.
Dimensions: approx. 1415 x 365 meters (1550 x 400 yards).
Surface and Runways: grass surface. Has a single paved runway approx. 960 meters (1050 yards) in length and aligned NE/SW. A paved taxiway ran along the W side of the field in front of the hangars and buildings and connected to the SW end of the runway.
Fuel and Ammunition: both available. Fuel storage was possibly at the SE corner.
Infrastructure: there were 2 medium hangars and 1 small hangar in a row along the NW boundary together with 4 or 5 separate workshop buildings, stores sheds and the airfield flight control building. A paved apron extended along much of the row. Two large barrack buildings were at the S end of the landing area and a separate group of some 16 barrack huts was approx. 350 meters NE of the barrack buildings. A single-track rail line paralleled the NW side of the airfield at a distance of less than a half-kilometer.
Dispersal: no organized dispersal facilities in Jan 44.
Defenses: 2 heavy Flak positions (each with 6 guns) and 4 light Flak positions (2 mounted in Flak towers and 1 on a building roof).
Remarks: Trier marshaling yards were heavily bombed by RAF Bomber Command on 21 and 23 December 1944.
5 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x DFS 230 and 1 x Go 242 destroyed, plus 1 x Ju 188, 1 x DFS 230 and 5 x Go 242 damaged.
24 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 110 destroyed and another damaged.
28 Aug 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 2 x Ju 52s destroyed, plus 1 x Fw 190 and 1 x Ju 52 damaged.
16 Sep 44: evacuation and demolition of the airfield ordered.
20 Dec 44: ordered to be made serviceable again.
13 Jan 45: strafed by VIII Fighter Command P-51s.
2 Mar 45: Trier taken by U.S. 10th Armored Div.
Operational Units: elements of I./JG 2 (Nov 39 – Apr 40); III./JG 52 (May 40); III./JG 53 (May 40); II./ZG 1 (Jun 40); Stab, II./KG 2 (Jun-Jul 40).
School Units: Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim).
Station Commands: Fl.H.Kdtr. E 13/VII (Apr, Jul 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 2/XII Diedenhofen (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/VII Diedenhofen (1944).
Station Units (on various dates – not complete): Stab/2. Flak-Div. (c.Oct 44 – early 45); Flugmelde-Funk-Kp. z.b.V. 40 (Morscheid, Oct

44 – Jan 45); Trsp.Kol. d.Lw. 160/III (Dec 44); Ldssch.Zug d.Lw. 36/XII (1944); Flieger-Ers.Btl. XII (c.Apr 42 – Oct/Nov 44).
[Sources: AFHRA A5258 pp.381-83 (28 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trinwillershagen (GER) (54 15 N – 12 37 E)
General: Notlandeplatz in Mecklenburg 30 km WSW of Stralsund. History: no evidence of activity after 1940 – probably inactivated. Surface and Dimensions: grass surface. Infrastructure: none noted. School Units: Arbeitsplatz for FFS (See) 2 (Pütnitz) (1939-40). Station Commands: none identified.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tripsrath (GER) (a.k.a. Geilenkirchen-Tripsrath) (51 00 40 N – 06 07 00 E).
General: field airstrip (Feldflugplatz) in North Rhine – Westphalia 25 km N of Aachen city center, 5 km N of Geilenkirchen and 1.6 km NNW of the village of Tripsrath. History: no record of use. Surface and Dimensions: grass surface measuring approx. 685 x 600 meters (750 x 650 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.632 (2 Jan 40); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trollenhagen (GER): see Neubrandenburg.

Tübingen (GER) (48 33 N – 09 02 E)
General: landing ground (Landeplatz) in Baden-Württemberg 31 km SSW of Stuttgart; airfield 2.4 km N of Tübingen. History: 1927 listed as an emergency landing ground (Notlandeplatz) and practice field (Arbeitsplatz). Used to the end of the war, but no evidence found of any flying units being stationed there. Surface and Dimensions: grass surface. Infrastructure: none noted, but probably had a few sheds and/or huts.
Station and Town Units (on various dates – not complete): Kriegs-Sanitätsoffiziernachwuchs-Kp. d.Lw. 17 (? – 1944/45).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Türkheim (GER) (48 04 N – 10 37 E)
General: landing ground (Landeplatz) in Bavaria 7 km NNE of Bad Wörishofen. History: listed in a 1927 airfields directory as an emergency landing ground. to the end of the war, but no evidence found of any flying units being stationed there. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Türnich (GER) (50 52 04 N – 06 44 53 E)

General: landing ground (Landeplatz) in North Rhine – Westphalia 17 km SW of Köln and 4 km NNE of Gymnich airfield. History: possibly an alternate landing ground or satellite for Gymnich. Listed as operational in Feb 45. Surface and Dimensions: grass or farm land. Infrastructure: none noted.

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tutow (GER) (53 55 25 N – 13 13 10 E)

General: Fliegerhorst 40 km N of Neubrandenburg in Mecklenburg. Luftwaffe Fliegerhorstkommandantur by fall 1935. Consisted of two separate airfields, **Tutow/Nord** and **Tutow/Süd**, separated by a large wooded area that provided concealment for admin buildings and barracks.

History: development began in 1932 to create a prototype airfield devoted to flight training that later airfields could be modeled after. It was one of the largest air bases built by the Luftwaffe with, for example, 24 large stone barracks, a large housing estate for civilian employees, its own agricultural farm with livestock, clubs, swimming pools, tennis courts, guest housing for visitors, auditorium hall, etc. The first Luftwaffe unit took up occupancy on 1 July 1934. Besides bomber training, a number of operational units were formed at Tutow during the pre-war years. During the latter war years, the Arado factory in Warnemünde set up a final assembly line for Fw 190 fighters at Tutow. Tutow became a hub for transport aircraft in 1945.

Dimensions: unknown.

Surface and Runways: both airfields had grass surfaces with paved hangar aprons and taxiways. Equipped with boundary and obstruction lighting, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: both available.

Infrastructure: there were a total of 12 hangars – (a) 1 very large repair hangar, 3 large flight hangars and 1 medium flight hangar on the N and NE boundaries that served the North landing area; (b) 2 very large repair hangars and 2 large flight hangars on the NE boundary serving the South landing area; (c) 1 very large repair hangar and 2 large flight hangars between the two landing areas. A motor pool and garage was located in the area between the two landing grounds. See above under History for accommodations and other infrastructure. A special branch rail line from Demmin with sidings and loading sheds served the airfield.

Dispersal: unknown.

Defenses: unknown.
Remarks:
20 Feb 44: airfield bombed ineffectively by a large force of B-17 Fortresses.
9 Apr 44: airfield and Fw 190 assembly area bombed by 106 B-24 Liberators.
13 May 44: airfield and Fw 190 assembly area bombed by 228 B-24 Liberators.
29 May 44: airfield bombed by 167 B-24 Liberators.
Operational Units: I./KG 152 (Apr 34 – Dec 35); KG 252 (Jul 34 -); II.(s.Jagd)/Lehrgeschwader Greifswald (Sep 37 – Oct 38); Schlachtfliegergruppe 10 (Aug-Sep 38); Schlachtfliegergruppe 20 (Aug-Sep 38); KGr.z.b.V. 4 (Aug-Oct 38); II.(Schl.)/LG 2 (Nov 38 – Aug 39); KGr. z.b.V. 9 (Aug 39); II./JG 1 (Nov-Dec 44); I./TG 1 (Feb-Apr 45); 5.(F)/Aufkl.Gr. 122 (Mar 45); 4.(F)/Aufkl.Gr. 14 (Mar-Apr 45); 2./TG 3 (Mar-Apr 45); Grossraum-Transportgruppe (Mar-Apr 45); I./KG 66 (Mar-Apr 45); II./KG 200 (Apr 45).
School Units: Bombenschule Tutow (Jan – Apr 35); Kampffliegerschule Tutow (May 35 – Jan 40); Grosse Kampffliegerschule 1 (Jan 40 – Oct 42); Kampfbeobachtervorschule 1 (Oct 42 – Mar 43); Kampfbeobachterschule 3 (Sep 42 – Aug 44); Stab, I. and II./SG 104 (Aug 44 – Feb 45).
Station Commands: as Fl.H.Kdtr. Tutow (to 1943); Fl.Pl.Kdo. A 25/III (1943-44); Fl.H.Kdtr. A(o) 7/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Nikolaus Maier (Nov 39 - ?).
Station Units (on various dates – not complete): Stab/XIV. Fliegerkorps (May 43 – Feb 44)?; Werft-Abt. 42/III (1944-45); 131. Flugh.Betr.Kp. (Qu) (Nov 44 – 1945); II./Flak-Lehr-Rgt. (le. mot.) (Oct 37 – Aug 39?).
[Sources: AFHRA A5258 pp.914-16 (11 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tuttlingen (GER): same as Neuhausen ob Eck? Tuttlingen is 9 km WNW of the town of Neuhausen ob Eck and 7 km WNW of Neuhausen ob Eck airfield. Since Neuhausen ob Eck was the only airfield close to Tuttlingen, they are almost certainly two different names for the same airfield.

Tutzing (GER) (47 55 N – 11 17 E)
General: seaplane anchorage (Seefliegerhorst) in Bavaria 34 km SW of München (Munich) on the west shore of the Starnberger See (Lake Starnberg). History: No further information or mention of wartime use by the Luftwaffe found.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

U

Uetersen (GER) (53 39 00 N – 09 42 40 E)
General: airfield (Fliegerhorst) in Schleswig-Holstein 21 km NW of Hamburg; airfield 5 km SSE of Uetersen.
History: dates from June 1933 as sports field for glider enthusiasts. Taken over by the Luftwaffe in April 1935 and built out as a major training airfield with the first aircraft flying in on 25 July 1936. Established as a Lw. Fliegerhorstkommandantur by 1 October 1936 and base construction continued until 1939. Uetersen had a huge Kaserne (barrack complex) and this was used for recruit training from 1935 on. But plans for a big flight training center were altered by the outbreak of war on 1 September 1939 and Uetersen served mainly as a month or two rest and re-equipment stop for operational flying units.
Dimensions: approx. 1000 x 1145 meters (1100 x 1250 yards) with an irregular shape.
Surface and Runways: Grass surface with paved hangar apron and paved taxiway. No paved runway. Equipped with flare path, perimeter lighting, obstruction lighting and the short form of the visual Lorenz system for night landings.
Fuel and Ammunition: refueling points on paved apron at the NE corner of the landing area in front of hangars. One small ammunition dump off the S boundary and another off the W boundary.
Infrastructure: had 1 large hangar, 1 large repair hangar and 2 small hangars, all along the N boundary and all with paved aprons. The station motor pool and garage was off the NE corner. A large group of barrack buildings (Kaserne or barrack complex) was just N of the hangars, and just to the E of these were the station HQ, officers' mess, dining halls, and several additional barracks. The station sports ground and dispensary were just W of the large group of barracks. The control tower was between the two large hangars. The nearest rail connection was in Uetersen to the NW of the airfield.
Dispersal: there were 4 dispersal areas: Northeast, South, Northwest and West with a total of 20 large open aircraft shelters, 43 small open aircraft shelters and 12 hardstands.
Defenses: protected by 1 or 2 heavy Flak positions and 5 light Flak positions, all of the latter mounted in Flak towers.
Satellites and Decoys:

Ütersen-Holm (GER) (53 38 00 N – 09 38 40 E). Dummy 16 km NW of Hamburg and 4.8 km WSW of Ütersen airfield. Mock-up

included several pairs of dummy blast bays with dummy aircraft. Clearly a decoy airfield for Ütersen airfield. [Sources: AFHRA A5257A p.621 (1944)]
Remarks:
3/4 Mar 43: bombed by the RAF – caused considerable damage to the landing area and the barracks.
5 May 45: captured by British troops.
Operational Units: I.(Jagd)/LG 2 (Oct 39); Kü.Fl.Gr. 806 (1939-41); I./KG z.b.V. 1 (Sep 39 – Apr 40); Kurierstaffel z.b.V. d. X.Fliegerkorps (Feb-Apr 40); KGr.z.b.V. 106 (Mar-May 40); 7., 8./KG z.b.V. 1 (Apr 40); II./JG 54 (Nov 41 – Jan 42); 4./JG 1 (Feb 42); IV./KG 30 (1942); Zieldarstellungsstaffel 101 (May 42 - ?)?; Zieldarstellungsstaffel 102 (1943-44)?; II./JG 3 (Aug-Sep 43); part of III./NJG 3 (Dec 44 – May 45); Stab, II./JG 26 (Apr 45); Wekusta 7 (Apr-May 45). More than 13 operational units used Uetersen for short periods during the war.
School Units: Fliegertechnische Schule 4 (c. 1939-42); Arbeitsplatz for twin-engined conversion school Stade (Nov 37 – Sep 39); Flieger-Ers.Abt. 37 (later renumber 32) (1 Oct 35 – Mar 39); Fl.Ausbildungs-Rgt. 32 (Apr 39 - 1940); Arbeitsplatz for Schule/FAR 32 (Oldenburg) (1939); Ausb.Abt./Luftgau XI (c.Apr 41 – c.Dec 44).
Reserve Training & Replacement Units: Erg.Gr./JG 27 (Jul – Sep 41); Fallsch.Pi.Ers.- u.Ausb.Btl. 1 (Jan 45 - ?).
Station Commands: Fl.H.Kdtr. E 67/XI (Jan 43); Fl.H.Kdtr. E 16/IV (Jan – Feb 43); Flughafen-Stützpunktkdo. 21/XI (Apr 41 – Nov 42); Fl.Pl.Kdo. A 21/XI (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 6/XI (Apr 44 – May 45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete):
Oberst Herbert Sonnenburg (? - Mar 40) 9/39; Obstlt. Theodor Greve (30 Jun 41 - 14 Jan 43).
Station Units (on various dates – not complete): Feldwerft-Abt. V/20; 7./le.Flak-Abt. 876 (1943-44); Auffanglager Luftgau XI (Nov 42).
[Sources: AFHRA A5257A pp.508-11 (28 Feb 44 and updated); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Ulm-Dornstadt (GER) (a.k.a. Ulm, Dornstadt) (48 27 45 N – 09 57 45 E)
General: operational airfield (Einsatzhafen) in Baden-Württemberg 8 km N of Ulm and 1.6 km ESE of the town of Dornstadt.
History: dates from approx. 1935-36. Used mainly as a practice field for elementary flight training.
Dimensions: approx. 915 x 1000 meters (1000 x 1100 yards) with a square shape.

Surface and Runways: level grass. No paved runway. Landing area equipped with perimeter lighting.
Fuel and Ammunition: 4 refueling points in the NW corner and a small ammunition dump off the NW corner.
Infrastructure: 1 large and 2 medium hangars on the N boundary, and 1 large repair hangar off the W boundary. All 4 hangars had paved aprons. Workshop and stores buildings were behind the large hangar on the N boundary and additional workshops were off the S boundary. Barracks were located off the NW corner and off the S boundary. The control tower and base fire station were S of the repair hangar off the W boundary. A branch rail line served the buildings on the S boundary.
Dispersal: no organized dispersal.
Defenses: location of Flak positions not known.
Remarks:
24 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x unidentified aircraft damaged.
24 Apr 45: Ulm taken by U.S. 7th Army.
Operational Units: none.
School Units: Arbeitsplatz for Schule/FAR 33 (Ingolstadt) (1939); Arbeitsplatz for Schule/FAR 23, FFS A/B 23 then FFS A 23 (Kaufbeuren) (1939-45); Lehr- und Ausbildungskommando 323 (1943).
Reserve Training & Replacement Units: Ausb.St./KG 55 (Apr – May 40).
Station Commands: Fl.H.Kdtr. (E) Ulm-Dornstadt (1939-40); Fl.H.Kdtr. E 19/VII (1940).
Station Units (on various dates – not complete): Heimat-Flak-Bttr. 36/VII (Oct 43 – Oct 44); 12.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); Kfz.Sammelstelle d.Lw. 4/VII (Mar 43).
[Sources: AFHRA A5258 pp.104-06 (30 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ülzen (GER): often appears in Allied documents in reference to an unidentified airfield, possibly Fassberg which was 25 km W of Uelzen.

Unterlind (GER) (a.k.a. Mehlmeisel) (49 57 N – 11 50 E)
General: Operational airfield (Einsatzhafen II) in Bavaria 20 km ENE of Bayreuth. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Unterschlauersbach (GER) (49 25 20 N – 10 46 40 E)

General: operational airfield (Einsatzhafen I) in Bavaria 23 km WSW of Nürnberg; airfield 1.6 km NE of the village of Unterschlauersbach.
History: built during the mid-1930s and in use by 1936. Spent the war years to mid-1944 as a practice field for twin-engine trainers from several different "C" schools. It became a very active fighter station in spring 1944 and remained so to the end of the war.
Dimensions: approx. 730 x 1280 meters (800 x 1400 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runway. Possibly had perimeter lighting.
Fuel and Ammunition: ammunition storage was about 1 km off the SE corner.
Infrastructure: there were 3 workshop-type buildings on the S boundary with 2 of these possibly used as hangars. Barracks were off the center of the S boundary. Nearest rail connection at Gross Habersdorf, 1.6 km SSE of the airfield.
Dispersal: 1 very large shed typically used to accommodate gliders and small trainers was off the S boundary, 3 large open aircraft shelters at the NE corner of the landing area and 5 large covered aircraft shelters under construction off the N, W and S boundaries (Jul 44).
Defenses: details unknown.
Remarks:
5 Apr 45: airfield bombed by 59 8th AAF B-17 Fortresses.
8 Apr 45: airfield bombed by 57 8th AAF B-24 Liberators.
Operational Units: II./JG 27 (May-Jun 44); Stab, II./JG 300 (Jun-Jul 44); II./SG 4 (Nov 44); I./JG 7 (Dec 44 – Jan 45).
School Units: Arbeitsplatz for FFS B/FFS C Fürth-Atzenhof (1936-39); Arbeitsplatz for FFS C 13 then FFS B 13 (Roth) (Feb 42 – Jun 44); II./NJG 101 (Feb – Mar 45).
Reserve Training & Replacement Units: Erg.St./ZG 76 (Apr – May 44); 11./Erg.JG 2 (Nov 44 – Feb 45).
Station Commands: Fl.H.Kdtr. (E) Unterschlauersbach (Aug 39 – Mar 40); Fl.H.Kdtr. E 31/XIII (Mar-Apr 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 15/XII (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 31/VII Ansbach (Jun-Oct 44); Fl.H.Kdtr. E(v) 242/XII (c.Oct 44 – Apr 45).
Station Units (on various dates – not complete):
On 25 Jun 44 (officers/NCOs and officials/men/civilians):
Flugplatzkdo. (2/30/27/44); II./JG 300 (22/136/257/ -); 4./le.Flak-Abt. 951 (1/14/84/ -). Total station occupancy: 25 officers, 180 NCOs and officials, 368 men, 44 civilians = 617.
[Sources: AFHRA A5258 pp.387-88 (6 Mar 44 updated to 18 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

V

Vahrenwald (Vahrenwalderheide) (GER): see Hannover-Vahrenwald (Vahrenwalderheide).

Varel (GER) (a.k.a. Varel-Birkenfeld; Varel-Friedrichsfeld) (53 22 20 N – 08 02 40 E)

General: operational airfield (Einsatzhafen I) upgraded on 1 Nov 39 to an airfield (Fliegerhorst) in Lower Saxony 16 km SSW of Wilhelmshaven; airfield 6.5 km WSW of Varel and 3.25 km SE of the village of Bockhorn.

History: construction began in 1936 with the building of the runways, concrete perimeter road, taxiways, branch rail spur, operations building and station HQ, motor pool and garages, a large barrack comples with 10 buildings, officer quarters, a single repair hangar but very few other buildings. A second hangar was built during the war at the NE corner as well as a long row of barrack huts to the W of the main building area on the N side of the airfield and a smaller group near the Southeast dispersal. Varel was used very little from the end of 1939 to early 1944.

Dimensions: approx. 1555 x 1235 x 915 meters (1700 x 1350 x 1000 yards).

Surface and Runways: grass surface. Had 3 concrete runways surfaced with asphalt each 1200 x 80 meters (web site) in the form of a triangle. A row of ladder-type servicing hardstands for 14 aircraft ran along the N boundary and another row for 8-10 aircraft was at the SE corner. Equipped with runway, boundary and obstruction lighting as well as the short version of the visual Lorenz system for night operations.

Fuel and Ammunition: refueling points were at the servicing hardstands and bulk fuel was stored in 6 or more underground tanks. A large ammunition dump consisting of some 24 bunkers was sited approx. 900 meters W of the landing area.

Infrastructure: see under History, above.

Dispersal: there were 3 dispersals – Northeast, Southeast and West with a total of 40 aircraft shelters and blast bays, mostly of the open type.

Defenses: there were 2 heavy Flak positions, one with 6 guns and the other with 4, and 4 light Flak positions (Feb 44).

Remarks:

9 May 44: an extension of the Southeast dispersal and the construction of a remote Southwest dispersal noted as being underway.

26 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Ju 88s destroyed.
2 Feb 45: low-level attack – 1 x Ju 88 A-4 from I./LG 1 shot up on the ground.
26 Feb 45: low-level attack by approx. 12 VIII Fighter Command P-51s – 3 x Ju 88 A-4s from Stab and I./LG 1 destroyed or damaged on the ground. (German reports)
24 Mar 45: bombed by 88 B-17 Fortresses – 1 x Ju 88 damaged, runways heavily cratered, repair hangar, flight control, admin buildings, fuel storage dump, lighting, beacons and navigation aids all destroyed while a further 14 workshops, barracks and other buildings damaged; airfield no longer serviceable. (German reports)
Operational Units: 4.(F)/Aufkl.Gr. 122 (c. Aug-Nov 39); Stab, I./ZG 26 (Aug–Dec 39); 5.(F)/Aufkl.Gr. 122 (Oct-Nov 39)?; II./KG 4 (Jun-Jul 40); II./KG 30 (Dec 43 – Jan 44, Mar 44); III./KG 30 (Mar-Jun 44); III./NJG 2 (Nov 44 – Mar 45); I./LG 1 (Dec 44 – Mar 45).
Station Commands: Fl.H.Kdtr. E Varel (Aug 39 – Feb 40); Fl.H.Kdtr. E 1/XI (c.Mar-Apr 40); Fl.Pl.Kdo. A 12/XI (1941-42)?; Fl.Pl.Kdo. A 10/XI (c.Dec 42 – Mar 44); Flugplatzkdo. Varel of Fl.H.Kdtr. A(o) 15/XI Zwischenahn (1944-45).
Kommandant (not complete): Oberst Martin Schlosser (15 Oct 42 - ?).
Station Units (on various dates – not complete): 1. Flugh.Betr.Kp./ZG 26; Wetterberatungsstelle Varel; Luftminen-Zug 9 (summer 44); elements of le.Res.Flak-Abt. 762 (1943-44); 1./le.Flak-Abt. 988 (1943-44); Luftschutz-Abt. d.Lw. 11 (Oct 40 – Apr 45).
[Sources: AFHRA A5257A pp.512-17 (4 Mar 44 updated to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Varrelbusch (GER) (a.k.a. Cloppenburg) (52 54 40 N – 08 03 00 E)
General: airfield (Fliegerhorst) in Lower Saxony 57 km WSW of Bremen, 7.3 km N of Cloppenburg and 3.25 km NE of the village of Varrelbusch.
History: built in 1939 as a Feldflugplatz and retained that status to 1942, then upgraded to an Einsatzhafen with a paved runway. The airfield was used for launching bomber missions during the Apr 40 attack on Denmark and Norway, to rest and refit bomber units from Dec 43 to Mar 44, and as home station for aircraft-launched V 1 flying bombs in fall 1944.
Dimensions: approx. 1115 x 1025 meters (1220 x 1120 yards) and hexagonal in shape.
Surface and Runways: poorly drained grass surface. Had a single paved runway measuring approx. 1200 meters (1300 yards) that was

aligned E/W, and a paved taxiway. Construction began on a second and third runway in 1944 but these were abandoned before more than 20% of the work was completed. Probably equipped for night landings but details not known.
Fuel and Ammunition: refueling points were at the servicing hardstands with bulk storage probably off the E boundary. An ammunition dump was in a woods off the S boundary.
Infrastructure: no hangars as such, but a number of small buildings off the N boundary were used as workshops. A row of ladder-type servicing hardstands for approx. 23 aircraft extended along the N and NW boundary. A number of buildings off the N boundary included offices and barracks. The flight control building and tower was in the NW corner just behind the servicing hardstands. Storage buildings and sheds were in a wooded area off the W boundary and an additional clusters of barracks in a woods off the S boundary and off the SW corner. A branch rail line served the buildings on the N side of the airfield.
Dispersal: there were some blast bays in a woods off the NW corner.
Defenses: there were 8 light Flak positions off the N, E and S boundaries of the airfield in late Feb 44.
Remarks:
29 Mar 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – claimed 3 x Me 410s destroyed and 1 more damaged.
24 Mar 45: bombed by 113 B-17 Fortresses – 3 x Fw 190s destroyed and 4 x Fw 190s slightly damaged; runway and landing area heavily damaged and extensive damage to barrack buildings from blast and fire; airfield unserviceable. (German report)
Operational Units: KGr. 806 (Apr 40); II./KG 54 (Apr-May 40); I./KG 76 (Dec 43 – Mar 44); II./KG 76 (Dec 43 – Jan 44); Einsatzstaffel/KG 101 (Jan-Mar 44); Gruppenstab III and 9./KG 3 (Sep-Oct 44); Stab, II./KG 6 (Sep 44); III./KG 6 (Sep 44); III./JG 54 (Nov-Dec 44).
Station Commands: Fl.H.Kdtr. (E) Varrelbusch (Aug 39 – Feb 40); Fl.H.Kdtr. E 3/XI (Mar 40); Flugplatzkdo. Varrelbusch of Fl.H.Kdtr. A(o) 17/XI Vechta (1944).
Station Units (on various dates – not complete): 137. Flugh.Betr.Kp. (Qu) (Sep-Oct 44); elements of le.Res.Flak-Abt. 762 (1943-44); 5./le.Flak-Abt. 762 (Mar-May 44); 5./le.Flak-Abt. 922 (1943-44).
[Sources: AFHRA A5257A pp.518-20 (20 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Vechta (GER) (52 43 40 N – 08 16 00 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 23 km ENE of Osnabrück and 1.2 km W of Vechta.
History: dates from 1932 when a civil flying field was established near Vechta. Ordered established as a Lw. Fliegerhorstkommandantur with

construction taking place 1934-35. Construction included a barracks camp, operations building and control tower, motor pool and garage, 5 hangars with paved aprons, a repair hangar and workshops. A branch rail line into the airfield was also built. Plans to put down 3 paved runways were abandoned and a single 600 meter concrete runway was decided on instead and this was subsequently extended to 1200 meters. Served mainly as a night fighter airfield during the war.
Dimensions: approx. 915 x 1280 meters (1000 x 1400 yards) and rectangular in shape.
Surface and Runways: well drained grass surface. Had a concrete runway measuring approx. 1200 meters (1312 yards), a large concrete assembly and line-up area at the E end of the runway that could also serve as a second runway with a run of approx. 435 meters (475 yards), a paved hangar apron and a paved taxiway. The runway, assembly area and taxiways were all camouflaged. For night landings, equipped with runway, boundary and obstruction lighting, the short form of the visual Lorenz system and probably a beam approach system with flarepath.
Fuel and Ammunition: refueling points were on the servicing aprons in front of the hangars. A munitions dump was sited 3 km S of the airfield.
Infrastructure: see above, under History.
Dispersal: had two dispersal areas – Northeast and West with a total of 15 covered aircraft shelters and 4 open blast bays.
Defenses: had 2 heavy Flak positions and 4 light Flak positions (Jan 44).
Satellites and Decoys:

Vechta – Grosses Moor (GER) (52 41 55 N – 08 21 50 E). Dummy 12.5 km N of Diepholz airfield, 7.3 km ESE of Vechta airfield and 5.7 km ESE of Vechta town center. Mock-up included 4 dummy hangars and a dummy light railway connecting to the hangars. The field was probably illuminated. [Sources: AFHRA A5257A p.621 (1944)]

Remarks:
27 Jul 42: bombed – 1 x Bf 110 D-3 from I./NJG 3 destroyed.
17/18 Aug 42: bombed by a small force of RAF Blenheim intruders.
6 Mar 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 109 destroyed.
29 Mar 44: strafed by VIII Fighter Command P-47 Thunderbolts – *claimed* 2 x Me 410s, 1 x Bf 110, 1 x Ju 88, 1 x captured B-17 and 1 x unidentified aircraft destroyed, plus 1 x Me 210, 2 x Fw 190s, 1 x Ju 88 and 9 x unidentified aircraft damaged.
9 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 7 x Ju 88s destroyed.

1 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 4 x Me 410s destroyed and 2 more damaged.
15 Aug 44: bombed by 67 B-24 Liberators.
3-4 Feb 45: bombed – 3 x Ju 88 D-1s and G-6s from I./NJG 4 destroyed or damaged.
15 Feb 45: low-level attack – 2 x Ju 88 G-6s from I./NJG 4 destroyed.
21 Mar 45: strafed by approx. 5 P-51 Mustangs – 1 x Ju 88 destroyed. (German report)
24 Mar 45: bombed by 175 B-17 Fortresses – 6 x Ju 88s and 2 x Fw 190s destroyed, plus 10 x Ju 88s damaged; runway, landing area, hangars, workshops, flight control, barracks and other buildings and facilities obliterated (except for 2 hangars and 1 barracks) and the airfield permanently closed. (German report)
Operational Units: III./KG 4 (Oct 39 – Jan 40); III./KG 54 (Apr-May 40); I./KG 27 (May-Jun 40); I./NJG 3 (Oct 40 – Aug 44); III./JG 27 (Nov 40 – Feb 41); part of IV./NJG 5 (Aug 43 – May 44); 7./KG 3 (Sep-Oct 44); 3./KG 53 (Sep-Dec 44); I./KG 66 (Oct-Dec 44); II./NJG 2 (Dec 44 – Mar 45); part of II./JG 6 (Dec 44 – Jan 45); I./NJG 4 (Jan-Mar 45).
School Units: Arbeitsplatz for Schule/FAR 82 (Quakenbrück) (1939).
Reserve Training & Replacement Units: 1.(Erg.)/NJG 3 (1940 – May 42).
Station Commands: Fl.Pl.Kdo. A 89/XI (1943 – Mar 44); Fl.H.Kdtr. A(o) 17/XI (Apr 44 – Apr 45).
Station Units (on various dates – not complete):
Nachtjagdraumführer 3 (Jul 42 – Feb 44); 7. Flugh.Betr.Kp./KG 54; elements of schw.Flak-Abt. 231 (Feb-Mar 44); 5./le.Flak-Abt. 844 (1943-44); elements of le.Flak-Abt. 942 (Jul 42); le.Hei.Flak-Bttr. 11/XI (1943-44); 7./Ln.-Flugmelde-Rgt. 101 (1943 – Sep 44); Stab II. (Flum.Mess)/Ln.-Rgt. 202 (c.Oct 42 – Aug 44); Wachzug d.Lw. 92 (Jul 42 - ?); Wachzug d.Lw. 93 (Jul 42 - ?).
[Sources: AFHRA A5257A pp.521-25 (16 Jan 44 updated to 31 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Vechtel (GER) (a.k.a. Fürstenau, Fürstenau-Vechtel) (52 33 10 N – 07 37 30 E)
General: field airstrip (Feldflugplatz) in Lower Saxony 43 km NW of Osnabrück and 4.8 km NNW of Fürstenau.
History: formerly a decoy airfield (Scheinflugplatz) that was transformed into a satellite strip of Hesepe airfield in 1944.
Dimensions: approx. 1190 x 595 meters (1,300 x 650 yards).
Surface and Runways: grass surface on leveled moorland.
Fuel and Ammunition: fuel and ammunition brought in as needed.

Infrastructure: No hangars or workshop buildings, but there was a provisional repair hangar and small cluster of 3wooden barrack-type huts off the SE corner of the landing area. Nearest rail connection at Fürstenau on the Quakenbrück – Rheine line.
Dispersal: nothing organized (Aug 44), but aircraft were parked and covered with netting in woods along the E and S boundaries.
Defenses: unknown (Aug 44).
Satellites and Decoys:

Fürstenau-Vechtel (GER) (52 33 10 N – 07 38 10 E). Dummy 32 km NNE of Rheine, 5 km NW of Fürstenau and 1.6 km S of the village of Vechtel. Mock-up included a landing area measuring approx. 1145 x 1100 meters (1250 x 1200 yards) with a surface that could be turned into a satellite strip for fighters with little time or effort. [Sources: AFHRA A5257A p.613 (3 Aug 44)]

Remarks:
9 Apr 44: low-level attack by U.S. fighters - 4 x Ju 188 A-2s from I./KG 2 shot up and destroyed.
24 Mar 45: bombed by 72 B-17 Fortresses – 5 x Fw 190s destroyed and 7 more Fw 190s damaged, landing ground, flight control, operations bunker and barracks all severely damaged; 3 KIA; airfield put out of service and not used again. (German reports)
Operational Units: Stab, I./JG 26 (24 Nov 44 – 25 Mar 45); III./JG 54 (29 Dec 44 – 5 Jan 45).
Station Commands: Flugplatzkdo. Fürstenau of Fl.H.Kdtr. A(o) 18/XI Quakenbrück (1944); Fl.H.Kdtr. E(V) 202/XI (c.Nov 44 – Apr 45).
Station Units (on various dates – not complete): 11.(Flum.-Leit)/Ln.-Rgt. 202 (Grafeld, 1943 – Aug 44); 13.(Jägerleit-)/Ln.-Rgt. 212 (Klein-Bokern, Sep 44 – Mar 45); 25.(m.Flugmelde-)/Ln.-Rgt. 223 (Grafeld, Sep 44 – Mar 45).
[Sources: AFHRA A5257A pp.190-91 (5 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Verden (GER) (a.k.a. Aller) (52 58 00 N – 09 17 10 E)
General: landing ground (Landeplatz) in Lower Saxony 30 km SE of Bremen. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vietzkerstrand (Land and See) (GER) (54 33 15 N – 16 37 30 E)
General: airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) in Pomerania, 29 km WNW of Stolp (Slupsk) on a narrow strip of land separating the Baltic from the Vietzker See (Lake), near the present day village of Jezierzany.

History: construction began during the late 1930's and was still under way in 1944. Used very little until 1945.
Dimensions: unknown.
Surface and Runways: leveled sand and beach scrub. Had 3 concrete runways measuring 1280 meters (1400 yards) aligned E/W, 915 meters (1000 yards aligned NE/SW, and 730 meters (800 yards) aligned N/S, as well as a paved taxiway. A perimeter road ran along the E, S and W sides of the landing area.
Anchorage: well sheltered with amply take-off and landing space on the Vietzker See. Also had a concrete launching ramp (slipway) into the Vietzker See (Lake Vietzker) that was connected to the hangar by a taxiway. A small jetty was just W of the launching ramp.
Fuel and Ammunition: fuel was available.
Infrastructure: there was 1 very large hangar with a paved apron off the SW corner that was connected by taxiways with the airfield and the launching ramp. A number of separate buildings near the hangar were probably workshops. A group of barrack buildings was also off the SW corner, as were admin offices. The nearest rail connection was in Marsow, 7 km to the SE.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks:
Mar 45: taken by Soviet forces during the second half of March.
Operational Units: I./NJG 100 (Feb-Mar 45).
Station Commands: Fl.H.Kdtr. E (See) 1/III (1939-40); Platzkdo. of Fl.H.Kdtr. A(o) 11/III Stolp-Reitz (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.916-18 (25 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villingen (GER) (a.k.a. Villingen-Schwenningen) (48 03 30 N – 08 25 40 E)
General: emergency landing ground and satellite or dispersal field (Notlandeplatz and Ausweichplatz) in Baden-Württemberg 44 km E of Freiburg; airfield 2 km W of Villingen-Schwenningen. History: listed as a civil landing ground (Verkehrslandeplatz) in 1927. Briefly used by a tactical reconnaissance Staffel in Sep 39, but not developed by the Luftwaffe for wartime use. Surface and Dimensions: grass surface measuring 640 x 410 meters (700 x 450 yards).
Infrastructure: none.
Remarks:
18 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s destroyed and 4 more damaged.
Operational Units: 3.(H)/Aufkl.Gr. 13 (Aug-Sep 39);
Station Commands: none.

[Sources: AFHRA A5258 p.435 (14 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vilseck (GER) (a.k.a. Vilseck-Heringnohe, Bayreuth-Vilseck?) (49 38 10 N – 11 46 00 E)

General: operational airfield (Einsatzhafen II) in Bavaria 55 km ENE of Nürnberg, 22 km WNW of Amberg and 4 km NW of the village of Vilseck.

History: built in 1938 and used as a practice field for trainers to 1941. In March 1944, part of the Regensburg-Prüfening Messerschmitt firm relocated here and used it as a factory airfield (Industriehafen) for the final assembly and factory acceptance flights for Bf 109 fighters.

Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: may have had refueling points on the S boundary.

Infrastructure: there was 1 very large triple bay hangar and 1 medium hangar on the S boundary. A few separate buildings believed to be workshops were near the hangars. On the N boundary were 2 large buildings that were probably used for stores. Personnel accommodated in the nearby village of Heringnohe. Branch rail lines served both the N and S boundaries.

Dispersal: had an East dispersal area with approx. 30 aircraft parking hardstands in a woods off the E boundary.

Defenses: unknown.

Remarks: none.

Operational Units: none identified.

School Units: Arbeitsplatz for FFS A/B 8 and Schule/FAR 63 (Marienbad) (1939-41).

Station Commands: Fl.H.Kdtr. (E) Vilseck (Aug 39 – Mar 40); Fl.H.Kdtr. E 32/XIII (Mar-Apr 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 14/XII Bayreuth-Bindlach (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 30/VII Bayreuth-Bindlach (1944-45).

Station Units (on various dates – not complete): none identified.

[Sources: AFHRA A5258 p.399 (5 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vogelsang (GER) (a.k.a. Vogelsang-Wollseifen) (50 33 45 N – 06 26 10 E)

General: landing ground (Feldflugplatz) in the Eifel region of North Rhine – Westphalia 30 km SSE of Aachen and 2.8 km NE of Dreiborn.

History: constructed 1934-35 and in use until the end of the campaign in France and the Low Countries in June 1940. Used very little after that.

Dimensions: approx. 1415 x 1555 x 1415 meters (1550 x 1700 x 1550 yards) in the shape of the letter "Y".
Surface and Runways: grass surface.
Fuel and Ammunition: fuel and ammunition available as needed.
Infrastructure: had 1 large hangar with a paved hangar apron at the NW corner plus a group of workshop buildings adjacent to the hangar. There was a group of barracks 400-500 meters NW of the hangar and another small group of buildings a few hundred meters E of the barracks that were probably for storage. The nearest rail connection was in Gemünd, 5 km E of the landing ground.
Dispersal: no organized dispersal.
Defenses: no information.
Remarks:
6 Sep 44: low-level attack by P-47 Thunderbolts – landing ground reportedly well defended by Flak at the time.
Operational Units: 2./JG 3 (May 40); I./JG 21 (May 40); I., II./KG 76 (May-Jun 40).
Station Units (on various dates – not complete): schw.Flak-Abt. 143(v) (Jun 40).
[Sources: AFHRA A5257A pp.526-27 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Völkenrode (GER) (52 17 50 N – 10 26 50 E)

General: airfield (Fliegerhorst) in Lower Saxony 6 km NW of Braunschweig and 3.25 km ENE of the village of Bortfeld.
History: built 1937-38 and shortly after completion the Luftfahrtforschungsanstalt Braunschweig (Institute of Aeronautical Research) was established at the south end of the airfield. Völkenrode was used mainly by day and night fighter units from fall 1943 to the end of the war.
Dimensions: approx. 1280 x 1100 meters (1400 x 1200 yards) with an irregular shape.
Surface and Runways: grass surface with a paved taxiway. No paved runway. Equipped with boundary and obstruction lighting, flarepath and the shortened form of the visual Lorenz system for night landings.
Fuel and Ammunition: refueling points and bulk fuel storage were along the S boundary. The base munitions dump was probably in woods off the SW corner.
Infrastructure: had 2 large hangars with paved hangar aprons on the S boundary, a medium hangar on the E boundary and a medium hangar on the W boundary and all 4 of them were well camouflaged. There were also two groups of workshops on the S side of the airfield along with a number of storage buildings. A complex of barracks and officer quarters was off the N boundary while the station flight operations building was at the center of the N boundary. The

numerous buildings of the Luftfahrtforschungsanstalt Braunschweig (Institute of Aeronautical Research) were located in the woods off the S boundary. The nearest rail connection was the Braunschweig-Plockhorst line that passed with 1 km of the N boundary.
Dispersal: had 2 dispersal areas – North and Southwest with a total of 8 large and 4 small covered aircraft shelters plus 11 parking hardstands. An additional dispersal area with a broad taxi track was being developed in a woods off the NW boundary in Oct 44.
Defenses: no information.
Satellites and Decoys:

Völkenrode-Bortfeld (c. 52 17 39 N – 10 24 14 E), dummy/decoy airfield 5 km WSW of Völkenrode.

Völkenrode-Mittelland (GER) (52 17 20 N – 10 22 55 E). Dummy 9.7 km WNW of Braunschweig, 12 km WSW of Braunschweig-Waggum airfield and 5 km WSW of Völkenrode airfield. Mock-up included a decoy landing area measuring approx. 1100 x 705 meters (1200 x 770 yards), 3 small dummy hangars and a fair number of dummy aircraft parked around the perimeter. The field was probably illuminated and had a flarepath. [Sources: AFHRA A5257A p.622 (1944)]
Remarks:
11 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 5 x Ju 88s destroyed and 7 x Ju 88s damaged.
Operational Units: 3./NJG 5 (c. Oct-Nov 43); I./ZG 26 (Dec 43 – Mar/Apr 44); Stab, III./JG 302 (May-Jun 44); I./JG 11 (Oct-Nov 44); II./NJG 1 (Mar-Apr 45); II./JG 27 (Apr 45).
School Units: Arbeitsplatz for FFS A/B 42 (Helmstedt) (1943-44).
Station Commands: Fl.Pl.Kdo. A 53/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Völkenrode of Fl.H.Kdtr. A(o) 24/XI Braunschweig-Broitzem (1944-45).
Station Units (on various dates – not complete):
Nachtjagdraumführer 12 (Jul 42 – Jan 44); 4. Flugh.Betr.Kp. KG 77 (? – Oct 44); Stab I./Ln.-Flugmelde-Rgt. 93 (Jun 44); Stab IV. (Flum.Mess)/Ln.-Rgt. 204 (early 43 – Sep 44).
[Sources: AFHRA A5257A pp.530-32 (16 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Volkenshagen (GER) (54 09 45 N – 12 14 50 E)

General: practice field (Arbeitsplatz) and landing ground (Landeplatz) in Mecklenburg 11 km NE of Rostock. History: no operational units are known to have been stationed there. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for FFS A/B 10 and FFS A 10 (Warnemünde) (c. Jan 41 – Mar 45).

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vörden (GER) (52 26 45 N – 08 04 40 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 19.5 km N of Osnabrück and 4 km SSW of the village of Vörden.

History: construction began approx. 1938 using RAD personnel and civilian contractors. Wartime use was severely limited due to its lack of a direct railway connection needed for the provision of fuel and ammunition.

Dimensions: approx. 1100 x 960 meters (1200 x 1050 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. Had 3 paved runways in the form of a triangle with a paved taxiway encircling the landing area. Runway measurements were approx. 1215 meters (1330 yards) aligned NNW/SSE, 1280 meters (1400 yards) aligned ESE/WNW, and 1370 meters (1500 yards) aligned NE/SW. Equipped with boundary and obstruction lighting and permanent runway flarepaths for night landings.

Fuel and Ammunition: refueling points at the ladder-type servicing hardstands and had 4 underground fuel tanks in the same area; the munitions storage site was located 1 km S of the airfield.

Infrastructure: a small repair hangar with a paved apron was on the edge of a wood at the SE corner. Ladder-type servicing hardstands for 8 or 9 aircraft were along the SE corner in front of the hangar, and some 16 to 20 more of these were in a row along the N boundary. Storage sheds and huts were scattered about in small clusters off the N boundary and off the SE aqnd SW corners. Barrack blocks and admin huts were grouped at the center of the N boundary with other groups of huts along the main raod to the NW and SW. The tiny hamlet of Brüggemann lying just W of the landing area may also have been used for accomodations. There was no branch rail line to the airfield and all fuel, munitions, supplies and equipment had to be trucked in from 6 or 7 km away.

Dispersal: had 2 dispersals – Northwest and Southwest with a total of 16 large open aircraft shelters and 12 parking sites.

Defenses: there were 2 heavy and 5 light Flak positions (several in Flak towers) around the dispersal areas and perimeter, but these were not in used in Mar 44.

Remarks:

21 Feb 44: bombed by B-17 Fortresses and B-24 Liberators.

9 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 3 x Ju 88s destroyed.

6 Jul 44: construction of an extension to the Southwest dispersal reportedly underway.

24 Aug 44: bombed by 11 B-17s.
26 Nov 44: low-level attack by VIII Fighter Command P-47s – *claimed* 6 x Fw 190s destroyed, plus 7 x Fw 190s and 1 x Bf 109 damaged.
21 Mar 45: bombed by 14 B-17s.
4-5 Apr 45: useful infrastructure demolished and airfield abandoned.
9 Apr 45: captured by British troops.
Airfield Units:
Operational Units: I./JG 1 (Sep-Dec 39); III./ZG 1 (Sep-Oct 43); I./KG 2 (Jan-Jun 44); I./KG 30 (Sep-Oct 44); Sonderverband "Einhorn"/KG 200 (Sep 44); IV./JG 54 (Nov 44 – Jan 45).
Reserve Training & Replacement Units: 4.(Erg.)/SKG 10 (Jun – Jul 44); Erg.St.(Nacht)/KG 51 (Jul – Nov 44).
Station Commands: Fl.H.Kdtr. E Vörden (1939-40); Fl.H.Kdtr. E 2/VI (1940); Flugplatzkdo. Vörden of Fl.H.Kdtr. A(o) 19/XI Achmer (1944); Flugplatzkdo. Vörden of Fl.H.Kdtr. A(o) 18/XI Quakenbrück (1945).
Station Units (on various dates – not complete): 5./le.Flak-Abt. 743 (Jul-Aug 44).
[Sources: AFHRA A5257A pp.533-36 (4 Mar 44 updated to 6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

W

Waggum (GER): see Braunschweig-Waggum.

Wahlstedt (GER) (53 58 13 N – 10 13 30 E)
General: Landeplatz in Schleswig-Holstein 45 km NNE of Hamburg.
History: no details found other than it had a grass surface. Evidently not used.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wahn (GER): see Köln-Wahn.

Wahner Heide (GER) (50 52 00 N – 07 07 50 E)
General: Feldflugplatz in North Rhine – Westphalia 15 km SE of Köln.
History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface and sand.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Waldau (GER): see Kassel-Waldau.

Waldau (GER) (a.k.a. Wykroty) (c. 51 14 N – 15 16 E)
General: landing ground (Landeplatz) in Silesia c. 62 km W of Liegnitz (Legnica). History: no evidence found of Luftwaffe use.

[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Waldpolenz (GER): see Brandis.

Walldorf (GER) (50 00 04 N – 08 34 53 E)

General: landing ground (Landeplatz) in Hesse 15.5 km SSW of Frankfurt/M. and 15 km NNW of Darmstadt. History: probably an alternate landing ground or satellite field for Frankfurt-Rhein/Main airfield which was just 3 km to the N. Existed in 1944-45. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wallgau (GER) (47 31 N – 11 16 E)

General: Landeplatz in Bavaria 15 km E of Garmisch-Partenkirchen. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Walpertshofen (GER) (48 10 35 N – 09 56 00 E)

General: field airstrip (Feldflugplatz) in Baden-Württemberg 25 km SSW of Ulm, 7.3 km SSE of Laupheim and 1.6 km SSE of Walpertshofen village. History: not used until early 1945. Surface and Dimensions: lightly rolled grass surface measuring approx. 1280 x 120 meters (1400 x 130 yards). Dispersal: aircraft were parked along the edge of woods off the E and NE boundaries.
Operational Units: none identified.
Station Commands: none identified.
[Sources: AFHRA A5258 p.16 (22 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wangerooge (GER) (53 47 25 N – 07 55 15 E)

General: operational airfield (Einsatzhafen) in Lower Saxony located on the eastern most of the East Frisian Islands and immediately E of the town of Wangerooge. The airfield occupied the entire E end of Wangerooge Island.
History: 1928 civil landing ground (Verkehrslandeplatz) for beach-goers. 1932 Flughafen II. 1939 taken over by the Luftwaffe. Wangerooge served mainly as an advanced base for a Staffel of single-engine fighters from 1939 to spring 1943.
Dimensions: approx. 1465 x 730 meters (1600 x 800 yards).
Surface and Runways: patchy grass and weeds on sandy soil. No paved runway. A short taxi track connected the repair hangar to the dispersal area along the N perimeter.

Fuel and Ammunition: refueling points immediately SE of the hangar and underground bulk fuel storage at the same location. Bomb and ammunition storage on the S boundary.
Infrastructure: had 1 medium hangar at the NW corner with adjacent workshops, garages and the station flight control building. Numerous barrack buildings were off the N boundary and there were several clusters of storage huts scattered around the airfield perimeter. The island's light rail system also served the airfield.
Dispersal: had 2 areas – North and Southeast with a total of 13 medium covered aircraft shelters, 4 small open shelters and 3 parking sites.
Defenses: 2 heavy Flak positions with dual purpose guns and 5 light Flak positions, two of these in towers and one on a rooftop with 2 guns.
Remarks:
15 May 43: bombed by B-17 Fortresses – results unknown.
25 Jun 43: bombed by B-17 Fortresses – results unknown.
25 Apr 45: bombed by 482 RAF bombers – although the target was coast artillery batteries, a large number of bombs fell on the town and the airfield killing 306 people including 132 Wehrmacht personnel.
Operational Units: 5./JG 77 (Dec 39 – Mar 40); 10.(N)/JG 2 (Feb-May 40); II.(Jagd)/Trägergruppe 186 (Mar-May 40); 3./JG 52 (Jul-Aug 41); 1./JG 1 (Sep 41 – Feb 42); 3./JG 1 (Feb 42 – Mar 43); 6./JG 11 (Apr 43).
Station Commands: Flgh.-Stützpunktkdo. 14/XI (c.Nov 41 – 1942); Fl.Pl.Kdo. A 12/XI (1942 – Oct 43).
Station Units (on various dates – not complete): Wetternebenstelle Wangerooge; 3./Ln.-Versuchs-Rgt. (Oct 39); 21.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – May 45); Fernflugmeldemesszug z.b.V. "Wal" (1944-45); Wachzug d.Lw. 86 (Jul 42 - ?); Wachzug d.Lw. 87 (Jul 42 - ?); Wachzug d.Lw. 88 (Jul 42 - ?).
[Sources: AFHRA A5257A pp.540-42 (16 Jan 44 updated to 11 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Warendorf (GER) (a.k.a. Warendorf-Westkirchen) (51 55 05 N – 08 03 00 E)
General: dispersal field (Abstellplatz and Schattenplatz) in North Rhine – Westphalia 24 km E of Münster and 18 km WNW of Gütersloh; airfield 6 km SE of Warendorf village.
History: upgraded to a Feldflugplatz in October 1944.
Infrastructure: an open grass surface field measuring approx. 915 x 365 meters (1000 x 400 yards) with no buildings or facilities.
Operational Units: none found.
Station and Town Units (on various dates – not complete): 4. (Tel.Bau)/Ln.-Rgt. 213 (Sep 44 - ?).

[Sources: AFHRA A5257A p.543 (13 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Warnemünde (Land and See) (GER) (a.k.a. Warnemünde-Grossklein) (54 09 35 N – 12 05 00 E)

General: airfield (Fliegerhorst), seaplane station (Seefliegerhorst) and factory airfield (Industriehafen) in Mecklenburg 10 km N of Rostock and 1.6 km S of the town of Warnemünde on the W bank of the Warnow River and Breitling Bay.

History: dates from World War I but following the end of the war it was largely dismantled by the military and used by civil aviation and police aircraft. In 1927 a civil flight school was set up at Warnemünde that generally trained 30 to 40 students at a time. Construction of barracks and other buildings began in 1934 and it became a Luftwaffe Fliegerhorstkommandantur by fall 1935. From 1935 to 1937 it was used as an air park for Heinkel aircraft (He 59 seaplanes) intended for distribution to Lufthansa. Before and after that, Warnemünde and later Warnemünde/Ost served to the end of the war as a large flight training base for both land aircraft and seaplanes. It was also used by the Arado Flugzeugwerke firm to assemble and repair aircraft and seaplanes, mostly Ar 196s.

Dimensions: approx. 800 x 730 meters (875 x 800 yards) and roughly rectangular in shape.

Surface and Runways: excellent level grass turf on sand dredged from the Warnow River. No paved runways. The landing area was connected to the seaplane station by taxiway.

Anchorage: Breitling Bay provided ample take-off and landing space for seaplanes and flying boats and good sheltering. Ice was a problem at times during severe winters. Equipped with 3 concrete launching ramps (slipways), with 2 facting Breitling Bay and the other facing the Baltic. A quay ran along the entire frontage of the seaplane station and 5 small jetties projected from it into Breitling Bay.

Fuel and Ammunition: refueling points were at the NW corner of the landing area and bulk storage tanks were on the N boundary.

Infrastructure: had 1 medium hangar on the N boundary of the landing area. The seaplane station had 3 very large hangars, 1 large hangar and 1 medium hangar. The buildings of the Arado assembly and repair plant were along the E boundary. Station HQ, admin offices, barracks, messes, officers' messes, fire station, recreational facilities, stores buildings, the flight control building, etc., were all in a group on a narrow neck of land between the Warnemünde and Warnemünde/Ost landing areas. Motor vehicle garages were among the station buildings. Another block of barracks was off the N corner of the Warnemünde landing area. According to reports, flying personnel were accommodated in barracks at Markgrafen Heide, 4 km

NE of the Warnemünde landing area, while ground staff were billeted in the two barrack areas on base. Officers assigned to the ground staff (Fliegerhorstkommandantur) were housed in villas on the Baltic coast. The nearest rail connection was in Warnemünde. A special branch spur off the Warnemünde-Rostock line served the Arado buildings on the E side of the field.
Dispersal: there were no organized dispersal facilities.
Defenses: unknown.
Satellites and Decoys:

Rostock-Lichtenhagen (54 08 24 N – 12 01 37 E), dummy airfield 4 km SSW of Warnemünde airfield.
Remarks:
12 Sep 41: bombed by 32 RAF Whitleys – 13 x Bü 131s and 2 x Kl 35s from FFS A/B 10 destroyed on the ground.]
8/9 May 42: bombed with only moderate success by 193 aircraft from RAF Bomber Command.
29 Jul 43: airfield and Arado assembly and repair facilities bombed 54 B-17 Fortresses.
9 Apr 44: airfield and Arado assembly and repair facilities bombed by 85 B-17 Fortresses - the raid destroyed or damaged all of the hangars used for assembly and repair work and so effectively destroyed the runway and taxiway that the airfield could not be repaired and restored to full service prior to the end of the war, according to Luftgaukdo. XI records.
21 May 44: low-level attack – 17 x Bü 181s and 2 x Fw 58 C-2s from FFS A 10 destroyed or damaged on the ground.
Operational Units: 9. Seenotstaffel (Nov 41 – Mar 42); Zieldarstellungsstaffel 102 (1942); Verbindungsstaffel 66 (Apr-May 42); II./JG 1 (Apr 45).
School Units: Kdo.d.Fliegerschule (See) (Apr 34 – Feb 37); Kdo.d.Fliegerschule- u.FEA (See) (Mar 37 – Feb 39); Höh.Fl.Ausb.Kdo. 2 (Mar 39 – Dec 40); FFS (See) Warnemünde (May 35 – Jan 40); FFS (See) 1 (Jan – Dec 40); FFS A/B 10 later FFS A 10 (Jan 41 – Mar 45).
Station Commands: Fl.Pl.Kdo. A 48/XI (5 Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 8/XI (Apr 44 – May 45).
Station Units (on various dates – not complete): Stab/Flak-Rgt. 72 (Eisb.) (May 42); part of schw.Flak-Abt. 612(o) (1940); le.Flak-Abt. 770 (1942-43); Luftsperr-Abt. 105 (1942-43).
[Sources: AFHRA A5258 pp.919-20 (12 Jun 44) and pp.921-23 (10 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Warnemünde/Ost (GER) (54 10 30 N – 12 06 00 E)

General: airfield (Fliegerhorst) 10 km N of Rostock and 2 km ENE of the town of Warnemünde on the neck of a peninsula at the entrance to the bay.
History: reclamation work for the landed needed to build the airfield began in August 1939. For all practical purposes, it was a satellite of Warnemünde airfield.
Dimensions: approx. 1050 x 1190 meters (1150 x 1300 yards) and roughly rectangular in shape.
Surface and Runways: marshy grass surface that was specially treated in summer 1942 to prevent unserviceability. No paved runways. The landing area was connected to the seaplane station by taxiway.
Fuel and Ammunition: both were available.
Infrastructure: had 1 very large repair hangar with a paved apron off the NW boundary. A workshop building was located in front of the hangar. All other infrastructure was shared with Warnemünde airfield (please see there).
Dispersal: there were no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: none identified.
Station Commands: airfield ground staff provided by Warnemünde airfield.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.919-20 (12 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wasserburg (GER) (48 26 N – 10 15 E)
General: landing ground (Landeplatz) in Bavaria 20.5 km E of Ulm.
History: 1927 listed as an emergency landing ground (Notlandeplatz).
Surface and Dimensions: grass surface. Infrastructure: none noted.
Operational Units: III./TG 2 (Jun 44)?.
Station Units (on various dates – not complete): Stab/Luftflotte 10 (Mar-Apr 45); Stab/IX. Fliegerkorps (J) (Nov 44 – Jan 45); III./Ln.-Rgt. 14 (Dec 44 – 1945); Ln.-Abt. 39 (Wasserburg-Gabersee, Jan 45).
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wasserkuppe (GER) (50 29 30 N – 09 56 40 E)
General: field airstrip (Feldflugplatz) in Hesse 20 km SSE of Fulda and 5 km NNE of Gersfeld. History: first mentioned as a sports glider field in 1911, built out as a private landing ground between 1912 and 1922, was the site of international glider competitions and glider development, and then used as a state (Reichs-) gliding school by the N.S.K.K. during 1939-40. Use limited to training aircraft and gliders.

Surface and Dimensions: grass and moss surface. Measurements not found but known to be small.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.598 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weckrieden (GER): see Schwäbisch Hall – Hessental.

Wehnen (GER): see Kayhauserfeld.

Wehringen (GER) (48 15 N – 10 47 E)
General: alternative airfield, satellite airfield or dispersal airfield (Ausweichflugplatz) and emergency landing ground (Notlandeplatz) in Bavaria 18 km SSW of Augsburg. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weiden (GER) (49 38 30 N – 12 07 30 E)
General: field airstrip (Feldflugplatz) and/or operational airfield (Einsatzhafen II) in Bavaria 82 km ENE of Nürnberg; airfield 4 km SSW of Weiden.
History: built in 1937-38 and used mainly as a practice field for elementary flight training. Used by transit aircraft during the last 6 months of the war and probably to park bombers and other twin-engine aircraft that were no longer in use due to the critical fuel situation.
Surface and Dimensions: grass surface measuring approx. 960 x 960 meters (1050 x 1050 yards).
Infrastructure: there was a large hut on the N boundary and farm buildings in the nearby village of Maierhof were used for workshops. Personnel were accommodated in Maierhof where some additional buildings had been built for this purpose. The nearest rail connection was less than 1 km from the landing area.
Remarks:
20 Feb 45: low-level attack by VIII Fighter Command P-51s – *claimed* 16 x He 111s destroyed, plus 15 x He 111s, 3 x Bf 110s and 1 x Me 410 damaged. According to German reports, 2 x Me 410 and 2 x Siebel aircraft destroyed, 1 x Me 410 severely damaged.
5 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 110 and 6 x Me 410s destroyed, plus 1 x Bf 110 damaged.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS A/B 121 then FFS A 121 (Straubing) (1940-45);

Station Commands: Fl.H.Kdtr. (E) Weiden (Aug 39 – Mar 40); Fl.H.Kdtr. E 33/XIII (Mar-Apr 40).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.17, 402 (24 Jan 44 and 15 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weidengut (GER) (a.k.a Wierzbie?) (50 32 10 N – 17 34 58 E)
General: operational airfield (Einsatzhafen) 28 km SW of Oppeln (Opole) in Silesia, 5.5 km N of Friedland (Korfantów) and 2.5 km N of the village of Weidengut.
History: built in the late 1930's. Used mainly for flight training and by fighter replacement units until Jan 45, then by operational fighter units as Soviet forces advanced into Silesia. Surface and Dimensions: grass surface measuring approx. 1235 x 895 meters (1350 x 980 yards) and irregular in shape. No paved runways. Fuel and Ammunition: fuel was available. Two large ammunition dumps were located in the Weidenguter Forest approx. 2.5 km NE and E of the airfield, but these were believed to belong to the German Army.
Infrastructure: there were at least 2 large hangars and a group of workshop buildings on the SE boundary. Personnel were probably billeted in nearby villages. The nearest rail connection was in Lamsdorf, 1.6 km SW of the airfield. Dispersal: several aircraft parking bays were cut into the woods off the NE corner of the landing area.
Remarks:
6 Mar 45: air attack – 2 x Hs 129B-2s from 10.(Pz)/SG 9 destroyed (1) or damaged (1) on the ground.
Operational Units: Stab, I., III./JG 52 (Jan-Mar 45); 10.(Pz.)/SG 9 (Jan-Mar 45); elements of I./SG 4 (Mar 45).
School Units: pre-flight instruction site for LKS Breslau-Schöngarten/LKS 5 (1939-45); 1./Nahaufklärungsgeschwader 102 (Feb – Jul 43).
Reserve Training & Replacement Units: elements of (Erg.) JGr. Ost (Feb – Nov 44); 10. and 12./Erg.JG 1 (Nov 44 – Jan 45);
Station Commands: Fl.H.Kdtr. E(v) 271/III (Aug 44).
Station Units (on various dates – not complete): Traktorenzug d.Lw. 11/III (? – Aug 42); Ldssch.Zug d.Lw. 9/VII (1944 – Mar 45).
[Sources: AFHRA A5258 p.924 (10 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weiherhof (GER) (49 27 00 N – 10 55 00 E)
General: practice field (Arbeitsplatz) in Bavaria 11 km W of Nürnberg and 5 km W of Fürth. History: not known to have been used by operational units. Surface and Dimensions: grass surface.
Infrastructure: none noted.

School Units: Arbeitsplatz for FFS A/B 115 then FFS A 115 (Wels) (1939-45).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weilerstoffel (GER) (48 44 45 N – 09 51 45 E)
General: landing ground (Landeplatz) in Baden-Württemberg 13.4 km ENE of Göppingen airfield. History: used for glider training. Surface and Dimensions: grass surface measuring 385 x 185 meters (Allied sources have 850 x 200 yards). Landing area was unsuitable for operational aircraft due to the degree of slope from W to E. Infrastructure: had 2 hangars and some admin buildings on the W boundary.
Operational Units: none.
Station Commands: none.
[Sources: AFHRA A5258 p.435 (30 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weilheim (GER) (47 49 N – 11 08 E)
General: landing ground (Landeplatz) in Bavaria 47 km SW of München (Munich); airfield 2 km S of Weilheim. History: 1927 listed as an emergency landing ground (Notlandeplatz) on pasture-land. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weiltingen (GER) (49 02 20 N – 10 30 15 E)
General: field airstrip (Feldflugplatz) in Bavaria 64 km SW of Nürnberg and 22 km N of Oettingen. History: unknown. Surface and Dimensions: grass surface. Infrastructure: none noted.
School Units: Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim).
Station Units: none identified.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weimar-Nohra (GER) (50 58 25 N – 11 14 50 E)
General: airfield (Fliegerhorst) in Thuringia 7 km WSW of Weimar. History: dates from 1914 as a World War I military airfield. After the war it became a flight training (Heimatschule Mitteldeutschland) and mechanics school, ostensibly for civil aviation, but future military personnel were secretly trained here, too. 1927 listed as a Flughafen (airport). Construction to improve and expand Weimar-Nohra began in 1934, it was inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935, and new infrastructure was being built in 1937 and probably later. It was used during the war mainly for recruit training,

elementary flight training, by replacement reconnaissance units and as a rest and refit station for operational units.
Dimensions: unknown.
Surface and Runways: grass surface.
Fuel and Ammunition: both available.
Infrastructure: there were at least 3 hangars with paved hangar aprons along the S boundary. Station buildings, barracks, motor pool and garages were all concealed in woods behind the hangar area. The nearest rail connection was the Weimar-Erfurt line which passed just 1.6 km N of the landing area.
Dispersal: there were no organized dispersal facilities in Apr 44.
Defenses: unknown.
Satellites and Decoys:
Remarks: while targets in the city of Weimar were attacked, the airfield does not seem to have been hit by heavy bombers.
27 Feb 45: low-level attack by approx. 20 VIII Fighter Command P-51s – *claimed* 11 x Bf 108s, 8 x Bf 109s, 1 x Fw 190, 1 x Me 419, 3 x Ju 87s, 5 x Ju 88s, 1 x Do 217, 3 x Ju 52s, 1 x C-47 and 12 x unidentified aircraft destroyed, plus 3 x unidentified aircraft damaged. According to German reports, just 8 trainers were destroyed.
4 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x unidentified aircraft destroyed and 2 more damaged.
12 Apr 45: Weimar taken by U.S. forces.
Operational Units: Aufklärungskette (F) Lappland (May-Jun 41); 1. (F)/Aufkl.Gr. 33 (Feb-May 42); KGr.z.b.V. 500 (Apr 43); II./TG 4 (May 43); Fliegerforstschutzverband (1943); Panzerjägerstaffel Bü 181 (Apr 45).
School Units: elementary flight school Weimar-Nohra (1935 – Mar 39); Fl.Ausbildungs-Rgt. 51 (1939-41); Schule/FAR 51 (Apr 39 – Jan 40); FFS A/B 114 then FFS A 114 (Aug 43 – Feb 45); FFS A 9 (Jan – Feb 45).
Reserve Training & Replacement Units: Erg.Aufkl.Gr. Ob.d.H. (Feb 40 – Apr 42); Erg.Fernaufkl.Gr. (Apr 42 – Mar 43, then Jul – Aug 43).
Station Commands: as Fl.H. Weimar-Nohra (to 1943); Fl.Pl.Kdo. A 36/IV (1943-44); Fl.H.Kdtr. A(o) 33/III (1944-45); Flugplatzkdo. of Fl.H.Kdtr. A(o) 33/III Weimar-Nohra (1944-45 - evidently this operated one of the satellite or dispersal airstrips around Weimar).
Station Units (on various dates – not complete): Stab/Luftgaukdo. 8 (Apr–Oct 37); Stab/Luftgaukdo. IX (Oct 37 – Mar 38); Koflug Weimar-Nohra (Jul 39 – Aug 40); Werft-Abt. 43/III (1944-45); Werft-Kp. 22/IV (n.d.); Flieger-Wintersondergeräte-Trupp 1/60, 2/60, 3/60 (Oct 44 - ?); le.Flak-Abt. 86 (mot.) (Nov 38 – 1939); I./Ln.-Ausb.Rgt. 4 (Sep 44 - 1945); Flieger-Ers.Abt. 13 (Oct 36 – Oct 38); Flieger-Ers.Abt. 51 (Nov 38 – Mar 39).

[Sources: AFHRA A5258 pp. -925 (12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Weimar/Ost (GER) (50 58 30 N – 11 21 40 E).

General: landing ground (Landeplatz) in Thuringia 8 km E of Weimar-Nohra airfield and 1.6 km E of the city of Weimar. History: no known wartime use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 460 x 185 meters (500 x 200 yards). Infrastructure: none noted.

[Sources: AFHRA A5258 p.971 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weingarten (GER) (49 03 N – 08 31 E)

General: landing ground (Landeplatz) in Baden-Württemberg 10 km NE of Karlsruhe. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weinstorf (GER): often appears in Allied documents in reference to Wünstorf airfield - see there.

Weissenburg (GER) (49 02 N – 10 58 E)

General: tactical landing ground (Gefechtslandeplatz) and dispersal field in Bavaria 46 km S of Nürnberg. History: date laid out unknown, but probably in 1944. Used as a parking area for aircraft inactivated due to the critical fuel situation. Surface and Dimensions: grass surface. Infrastructure: none noted.

Remarks:

10 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 1 x Fw 190, 5 x Me 410s, 1 x Ju 87, 5 x Ju 88s, 1 x Do 217, 1 x Ju 52 and 8 x unidentified aircraft destroyed, plus 7 x He 111s, 4 x Ju 88s and 12 x unidentified aircraft damaged.

[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weissewarte (GER) (52 27 50 N – 11 51 30 E)

General: landing ground (Landeplatz) in Anhalt 42 km N of Magdeburg, 16 km S of Stendal and 1 km WSW of the village of Weissewarte.

History: in existence since at least 1937. Used mainly as a practice field for multi-engine flight training and for parachute training during the war. Surface and Dimensions: soft grass surface measuring approx. 1415 x 960 meters (1550 x 1050 yards) and irregular in shape. No paved runways. Fuel and Ammunition: brought in as needed. Infrastructure: had 1 medium hangar and 1 small portable hangar off the SE boundary. A large group of barrack huts off the SE

boundary accommodated the parachute school, the NCO school and space for stores. The flight control building was probably just W of the hangars. The nearest rail connection was at Tangerhütte, 4 km SSW of the landing area. Dispersal: there were no organized dispersal facilities in Apr 44.
Satellites and Decoys:

Buch (GER) (52 29 15 N – 11 55 15 E). Dummy 14 km SSE of Stendal, 5 km ENE of Weissewarte landing ground and 1.6 km W of the village of Buch. Covered a rectangle measuring approx. 550 x 275 meters (600 x 300 yards) and the mock-up included 2 open aircraft shelters on the N boundary and possibly perimeter lighting. [Sources: AFHRA A5258 p.963 (31 May 44)]
Remarks: none.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS C 16 then FFS B 16 (Burg bei Magdeburg) (May 40 – Apr 45). Other: Hungarian Multi-Engine Flight School (Mar-Apr 45).
Station Commands: Fl.H.Kdtr. (E) Weissewarte (Aug 39 – c.Feb 40); Fl.H.Kdtr. E 42/XI (Mar-Apr 40); Platzkdo. of Fl.H.Kdtr. A(o) 14/III Burg bei Magdeburg (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.926 (21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weiterstadt (GER): see Braunshardt.

Welzow (GER) (51 35 20 N – 14 08 30 E)
General: operational airfield (Einsatzhafen I) in Brandenburg 66.5 km NNE of Dresden, 30.5 km ESE of Finsterwalde, 22 km SSW of Cottbus and 2.5 km NW of Welzow.
History: dates from 1928 as a sports aviation and glider field. The Luftwaffe took it over in 1935 and by June 1936 it was being used for military maneuvers and practice flights. Over the following months, a branch rail line was built to connect to the airfield's fuel storage tanks and a taxiway, barracks, hangars and other buildings constructed. Aircraft began using it for the first time on 20 September 1938 during the crisis over Czechoslovakia. Welzow was a practice field for multi-engine trainers from spring 1940 to Apr 45, and from mid-1944 it became a fighter station as well until March 1945.
Dimensions: approx. 1415 x 870 meters (1550 x 950 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runways. Taxiways connected the hargars to the landing area. Equipped with perimeter lighting and a beam approach system.
Fuel and Ammunition: there were 2 groups of refueling points on the S boundary and another group on the W boundary.

Infrastructure: had 2 very large hangars and 1 medium hangar off the S boundary, all fronted with paved aprons. Workshop and stores buildings were grouped around the medium hangar. A large building located in the North dispersal area was probably used as a workshop. There was a large barracks complex in the woods off the SE corner. A branch rail spur off the Hoyerswerda-Cottbus line served the S, W and N sides of the airfield.
Dispersal: there were 3 dispersal areas – South (off the boundary), West (off the NW corner) and North (off the boundary) – with a total of 50+ aircraft parking bays partially concealed in woods.
Defenses: unknown.
Remarks:
16-18 Apr 45: hangars, technical installations demolished, runway rendered unusable and the airfield abandoned.
20 Apr 45: captured by Soviet forces.
Operational Units: I./St.G. 2 (Aug-Sep 39); Stab, II.(Sturm)/JG 4 (Aug-Nov 44); Stab, II./JG 301 (Jan-Feb 45); Stab, I., II., III./JG 6 (Feb-Mar 45); 4.(F)/Aufkl.Gr. 11 (Mar-Apr 45).
School Units: Arbeitsplatz for FFS C 16 then FFS B 16 (Burg bei Magdeburg) (May 40 – Apr 45); Arbeitsplatz for FFS C 7 (Finisterwalde (1940-43); Arbeitsplatz for Bordfunker from LNS Halle/Saale (1940 – Jun 43).
Reserve Training & Replacement Units: 8./Erg.JG 1 (Dec 44 – Jan 45).
Station Commands: Fl.H.Kdtr. E Welzow (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 15/IV (c. Feb – Jun 40); Fl.H.Kdtr. Welzow (1940-43); Platzkdo. of Fl.H.Kdtr. A(o) 20/III Brandenburg-Briest (1944); Platzkdo. of Fl.H.Kdtr. A(o) 23/III Guben (1944-45).
Station Units (on various dates – not complete): Werft-Abt. 44/III (May 44); Werft-Abt. 101/I (Dec 44); elements of le.Feldwerft-Abt. (mot) I/50 (Mar 45).
[Sources: AFHRA A5258 pp.927-29 (27 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Wendisch Evern (GER) (53 12 00 N – 10 28 00 E)

General: emergency landing ground (Notlandeplatz) and dispersal field (Ausweichplatz) in Lower Saxony 48 km SE of Hamburg and 6 km SE of Lüneburg. History: 1927 listed as a Notlandeplatz. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wengerohr (GER) (49 57 50 N – 06 56 00 E)

General: operational airfield (Einsatzhafen) in Rhineland-Pfalz 31 km NE of Trier, 4 km ESE of Wittlich and immediately S of the village of Wengerohr.

History: 1939-40 in use by fighters, reconnaissance aircraft and bombers. Night fighters used Wengerohr occasionally during 1941-42, but it was inactive after that. It was reopened at the time of the Ardennes Offensive (Battle of the Bulge) but no units were stationed there as it was too close to the front.
Dimensions: approx. 915 x 870 meters (1000 x 950 yards) with an irregular shape.
Surface and Runways: artificially drained grass surface. No paved runway. A perimeter road encircled the landing area.
Fuel and Ammunition: brought in when needed.
Infrastructure: had 1 small hangar at the N corner and a few small sheds, possibly workshops, at the NE corner. A small group of barracks was about 1 km NNE of the airfield.
Dispersal: there were 2 dispersals – Northeast and Perimeter with a total of 12 large open aircraft shelters and 7 small open shelters.
Defenses: none when inactive.
Remarks: none.
Operational Units: 1.(H)/Aufkl.Gr. 12 (Aug-Sep 39); Stab/JG 2 (May 40); I./JG 76 (May 40); Sanitäts-Flugbereitschaft 11 (Jun 40); I./KG 2 (Jun-Jul 40).
Station Commands: Fl.H.Kdtr. E(v) 218/XII (Feb-Mar 45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.407-08 (4 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wenigenlupnitz (GER) (a.k.a. Eisenach-Kindel) (50 59 50 N – 10 27 20 E)
General: operational airfield (Einsatzhafen II) in Thuringia 18 km WNW of Gotha, 9.3 km ENE of Eisenach and 2.4 km NE of Wenigenlupnitz village.
History: dates from spring 1934. Used for towed and catapult glider training in 1940 and as a practice field for elementary flight training schools thereafter.
Dimensions: approx. 1465 x 1280 meters (1600 x 1400 yards) with an irregular shape.
Surface and Runways: grass surface that was reportedly soft in wet weather. No paved runway.
Infrastructure: no buildings except for a small group of huts off the N boundary. Small amounts of fuel and ammunition stored at the field. Nearest rail connection 4.5 km to the NE at Grossenbehringen.
Remarks:
Feb 45: airfield listed as still operational.
Operational Units: none identified.

School Units: Arbeitsplatz for FFS A/B 7 (Plauen); Arbeitsplatz for FFS A/B 126 (c. Jun 41 - Jun 42)?; Arbeitsplatz for FFS A/B 42 (Langensalza) (1942-43).
Station Commands: Fl.H.Kdtr. E Wenigenlupnitz (Aug 39 – c. Feb 40); Fl.H.Kdtr. E 9/IV (c. Feb 40 - ?); Fl.H.Kdtr. E 28/IV (Apr – May 40); Fl.Pl.Kdo. A 11/IV (1941); Platzkdo. of Fl.H.Kdtr. A(o) 31/III Erfurt-Bindersleben (1944-45).
Station Units (on various dates – not complete):
Stab/Fliegerzieldivision (Sep 43? – Mar/Apr 45).
[Sources: AFHRA A5257A p.544 (14 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Wenzendorf (GER) (53 20 15 N – 09 47 15 E)
General: factory airfield (Industriehafen) in Lower Saxony 28 km SW of Hamburg city center, 6 km WNW of Bucholz and 1.2 km SE of Wenzendorf village.
History: construction began in 1933 and continued for some years as expansion occurred. Occupied by Blohm & Voss and used for final assembly and repair work. Approx 1,900 aircraft of various types were assembled, underwent conversion alterations and were test flown at Wenzendorf between 1935 and 1944.
Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards) and octagonal in shape.
Surface and Runways: grass surface.
Fuel and Ammunition: refueling points were probably in front of the hangars along the NW corner of the landing area. Munitions storage was in a woods c. 1.6 km to the ENE of the airfield.
Infrastructure: had 2 large hangars and 1 medium hangar along the NW corner. All three of the hangars had paved aprons. Some 25 small and medium buildings behind the hangars were mainly for workshops, admin offices and stores. A barracks complex was on the S outskirts of Wenzendorf while married technical staff lived in a row of houses along the Wenzendorf-Drestedt road. Other personnel were probably billeted in Drestedt village. A special branch rail line served the airfield on the NW side.
Dispersal: small dispersals off the N boundary, E boundary and SE corner could accommodate 22 aircraft, mostly on unprotected parking hardstands.
Defenses: 16 Flak positions were built around the airfield beginning in 1943 when Allied day bomber attacks started in ernest.
Satellites and Decoys:

Wenzendorf-Sprötze (c. 53 18 18 N – 09 50 28 E), emergency landing ground/glider training ground, 5.25 SE of Wenzendorf airfield.

Otter (GER) (53 14 25 N – 09 41 30 E). Dummy 40 km SSW of Hamburg city center, 13 km SW of Wenzendorf airfield and 3.25 km W

of the village of Otter. Mock-up included a dummy airstrip approx. 1050 meters (1150 yards) in length, a dummy hangar and a group of dummy buildings with decoy aircraft parked near the phony airstrip.
[Sources: AFHRA A5257A p.626 (8 Feb 45)]
Remarks:
18 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Fw 190 destroyed.
6 Oct 44: bombed by 46 B-24 Liberators – production hangars and buildings severely damaged but output was not halted.
31 Dec 44: bombed by 62 B-17 Fortresses – production facilities totally destroyed.
18/18 Apr 45: captured by British troops.
Operational Units: none found.
Station Commands: Industrieplatz Wenzendorf of Fl.H.Kdtr. A(o) 21/XI Lüneburg (1944-45).
[Sources: AFHRA A5257A pp.545-47 (6 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Werder/Havel (GER) (a.k.a. Wildpark Werder, Potsdam-Wildpark) (52 24 15 N – 12 55 00 E)
General: airfield (Fliegerhorst) 36 km WSW of Berlin, 10 km W of Potsdam and 3.25 km NNW of the town of Werder.
History: built 1935-36 to serve the Luftkriegsschule at nearby Wildpark. Used as a flight training station throughout its existence.
Dimensions: approx. 1235 x 775 meters (1350 x 850 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runways.
Fuel and Ammunition: refueling points were on the servicing hardstand in from of the hangars with bulk storage reportedly off the S boundary next to the motor pool. A small ammunition dump was off the SE corner.
Infrastructure: had 3 large hangars at the W end of the N boundary, and 2 large hangars and 1 large repair hangar at the W end of the S boundary. All 6 of the hangars had a paved apron. A large servicing hardstand fronted the 3 hangars at the W end of the S boundary. The station motor pool and garages along with numerous workshop buildings were off the S boundary. The main airfield buildings were together in a triangular group off the SE corner and included fairly extensive barracks and quarters, messes, admin offices, stores, etc. The flight control building was on the S boundary near the hangars. The numerous buildings of the Air Cadet College (Luftkriegsschule) were located in Wildpark, 4.5 km SE of the airfield. A branch rail line served the hangars on the S boundary and then continued along the W boundary.

Dispersal: there were 2 areas – Perimeter (SW corner) and West (in woods off the boundary) – with a total of 1 covered aircraft shelter and 6+ aircraft parking bay in the woods.
Defenses: airfield protected by 4 light Flak positions in Sep 43, including 1 in a Flak tower.
Remarks:
10 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 78 destroyed and 45 damaged, including a Ju 290, a Me 323 and variety fighters, bombers, trainers and liaison aircraft. Also *claimed* 2 hangars destroyed.
Operational Units: Stab, 1., 2./Aufkl.Gr. Ob.d.L. (1939); 8.(F)/LG 2 (Aug-Sep 39); 10.(F)/LG 2 (Sep-Oct 39); 3./Aufkl.Gr. Ob.d.L. (Oct 39)?; Stab/KG 200 (Feb-May 44); II./TG 3 (Feb-Apr 45); Nachtschlachtkommando 3 (Apr 45).
School Units: LKS Werder/Havel (Apr 36 – Jan 40) then LKS 3 (Jan 40- Apr 45); FFS A 61 (May 44 – Mar 45); FFS A 116 (c. Dec 44 – Apr 45).
Station Commands: as Fl.H. Werder/Havel (to 1943); Fl.Pl.Kdo. A 43/III (1943-44); Fl.H.Kdtr. A(o) 29/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Bernhard Georgi (Feb 40 - Jun 40); Oberst Hans Behrendt (Jun 40 - Aug 40); Oberst Nikolaus Graf von Luckner (Aug 40 - Sep 43).
Lw. Garrison and Station Units (on the airfield, in the town or nearby on various dates – not complete): Stab/1. Fliegerausbildungsdivision (Sep-Oct 44); Stab/Ln.-Rgt. Ob.d.L. (Potsdam-Eiche, Apr 39 - ?); Stab I.(Ln.Betr.)/Ln.-Rgt. Ob.d.L. (Potsdam-Eiche, Apr 39 - ?); Stab II.(Tel.Bau)/Ln.-Rgt. Ob.d.L. (Potsdam-Eiche, Apr 39 – 1945); Stab III.(Funkh.)/Ln.-Rgt. Ob.d.L. (Potsdam-Eiche, Apr 39 – Mar 42); Stab IV.(Flus.)/Ln.-Rgt. Ob.d.L. (Potsdam-Eiche, Mar 40 – 1945); 6. (Ers.)/Luftgau-Nachr.Rgt. 1 (1944-45); Ln.-Abt. 350 (Nov 44 – Apr 45); Ln.-Abt. RLM/Ob.d.L. (Potsdam-Eiche, Oct 36 – Mar 39); Kfz.Werkstattzug d.Lw. 118/III(o) (May 44); Ldssch.Zug d.Lw. 26/IV (1941 – Apr 42); Lw.-Kriegsberichter-Ers.Kp. (Potsdam, c.1940-45); Lw.-Kriegsberichter-Ausb.Kp. (Potsdam, c.1940-45). Other: HQ Hungarian AF Training Brigade (Mar-Apr 45).
[Sources: AFHRA A5258 pp.930-32 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Werl (GER) (51 34 20 N – 07 55 00 E)
General: airfield (Fliegerhorst) in North Rhine – Westphalia 32 km ENE of Dortmund/Ruhr, 14 km SE of Hamm and 2 km N of Werl.
History: construction began in 1935 and it was ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936. Used mainly by fighter units before and during the war.

Dimensions: approx. 988 x 1005 meters (1080 x 1100 yards) and roughly circular in shape.
Surface and Runways: firm, well-drained grass surface. No paved runway but did have 2 paved starting platforms, one for E/W take-offs and the other for SW/NE take-offs. Also had a paved perimeter road surrounding the landing area.
Fuel and Ammunition: refueling points at both the N and S ends of the field with underground bulk fuel storage probably at the N end and possibly in other locations, too. The ammunition dump was at the NE corner.
Infrastructure: there were 8 hangars along the S boundary, all with paved hangar aprons. Workshops and storage buildings were at the SW corner and the station motor pool and garages at the SE corner. Also along the S boundary were the officer's quarters, guard-house, station hospital, messes, post office, station HQ and barracks for airfield personnel. A special branch rail line encircled the airfield. Werl Prison, one of Germany's largest, was on the S side of the airfield and had numerous large buildings.
Dispersal: had 2 dispersal areas – North and South with a total of 27 large aircraft shelters, all of which were camouflaged with netting.
Defenses: at least 1 Flak position with 3 guns.
Satellites and Decoys: there was a dummy/decoy airfield 8 km SSE of Werl airdrome between Waltringen and Niederense.
Remarks:
19 Apr 44: bombed by 120 B-17 Fortresses – 3 x Ju 88s from II./NJG 2 destroyed on the ground.
8 Oct 44: low-level attack – 4 x Bf 109 G-6s from II./JG 77 destroyed (2) or badly damaged (2) on the ground.
19 Mar 45: low-level attack by approx. 6 P-47s – 1 x Fw 190 and 1 x Ju 87 destroyed; 2 munition bunkers hit and detonated. (German report)
Operational Units: II./JG 134 (Apr 36 – Oct 38); II./JG 142 (Nov-Dec 38); II./ZG 142 (Jan-Apr 39); II./ZG 26 (May-Dec 39); I./KG 77 (Oct 39 – Jun 40); II./JG 26 (Nov 39 – Jan 40); Stab?, I./KG 54 (May-Jun 40); II./SKG 210 (May-Jun 41); I./KG z.b.V. 1 (May 40); Stab, I./Schl.G. 1 (Jan-Apr 42); Flugzeugschleuse Luftflottenkdo. Reich (1944); II./JG 77 (Sep-Dec 44); II./KG 2 (Sep 44); I./JG 3 (Nov 44).
School Units: Arbeitsplatz for BFS Brandis, BFS 1 (Brandis) then FFS B 31 (Brandis) (1935-45).
Station Commands: Fl.H.Kdtr. E(v) 231/XI (c.Oct 44 – Apr 45).
Kommandant not complete): Obstlt. Bernhard Reimers (Sep 43 - ?).

Station Units (on various dates – not complete): Koflug Werl (Jul 39 - Mar 41); Koflug 2/VI (Apr 41 – Jan 43); Res.Flugh.Betr.Kp. 2/VI (Jun 40).

Werneuchen (GER) (52 38 05 N – 13 45 40 E)

General: airfield (Fliegerhorst) in Brandenburg 29 km NE of Berlin and 1.6 km E of the town of Werneuchen.
History: land purchased in 1935 and airfield fully built out from spring 1936 to November 1938 by 3,000 construction workers. Officially accepted by the Luftwaffe on 27 November 1937. Site of a fighter training school for German and German-allied pilots, and the wartime development and testing of night fighters and radar for night fighters.
Dimensions: approx. 1465 x 1190 meters (1600 x 1300 yards).
Surface and Runways: well-drained grass surface. No paved runways. A perimeter road encircled the airfield. Equipped with boundary and obstruction lighting, flare path, a beam approach system and the shortened form of the visual Lorenz system.
Fuel and Ammunition: there were 2 groups of refueling points on the servicing hardstand in front of the hangars.
Infrastructure: had 7 large flight hangars, 1 large repair hangar and the station flight control building along the S end of the field, all with paved aprons and fronted by a large servicing hardstand. Workshops were among the 10 or so smaller buildings directly behind the hangars. Station HQ, admin buildings, barracks, messes, etc., were off the S boundary further behind the hangars. A branch rail spur off the Werneuchen-Wriezen line served the N and E boundaries of the airfield.
Dispersal: there were 3 areas – Northeast (under construction in May 44), Perimeter and Southeast (off the boundary) – with a total of 5 large open aircraft shelters and 21+ aircraft parking stands.
Defenses: unknown.
Remarks:
7 Feb 45: airfield's light Flak defenses ordered reinforced by OKL due to increased occupancy by operational units.
23 Feb 45: bombed – 1 x Ju 87 D-5 from NSGr. 8 destroyed on the ground.
Apr 45: captured by Soviet troops.
Operational Units: IV./JG 132 (Jul-Aug 38); Stab, I./KG 27 (Sep-Oct 39); III./JG 52 (Jul 40); Stab, II./JG 27 (May-Jun 41); Ballonstaffel Werneuchen (? – 1945); IV./JG 1 (Mar-Apr 42); elements of III./NJG 5 (1943-44); NJGr. 10 (Jan 44 – Mar 45); Stab, II./SG 3 (Jan-Feb 45); II./SG 1 (Feb-Mar 45); NSGr. 8 (Feb-Apr 45).
School Units: Jagdfliegerschule Werneuchen (Nov 37 – Jan 40); Jagdfliegerschule 1 (Jan 40 – Dec 42); Stab and I./JG 101 (Dec 42 – Mar 43).

Reserve Training & Replacement Units: Erg.Zerst.St. 1 (Sep 39 – Mar 40); Erg.St./JG 77 (Oct – Nov 40); 2./(Erg.) JGr. Süd (Sep – Oct 44); 6./Erg.JG 1 (Nov 44 – Feb 45); 13.(Pz.)/SG 151 (Jan-Feb 45).
Station Commands: as Fl.H. Werneuchen (to 1943); Fl.Pl.Kdo. A 44/III (1943-44); Fl.H.Kdtr. A(o) 28/III (1944-45).
Kommandant (mainly prior to the establishment of numbered station commands – not complete): Oberst Theodor Osterkamp (? - Nov 39) 9/39; Obstlt. Otto-Heinrich Freiherr von Houwald (Nov 39 - ?).
Station Units (on various dates – not complete): Werft-Abt. 45/III (1944-45); Werft-Kp. d.Lw. 28 (1942-43); schw.Flak-Abt. 1113 (Mar-Apr 45); mittl.Flak-Batterie z.b.V. 14070 (Feb 45); Stab I. (Flum.Mess)/Ln.-Rgt. 221 (Sep 44 – Apr 45?); Erprobungsstelle für Nachtjagdverfahren (c. Dec 41 – Apr 42); Erprobungsstelle d.Lw. Werneuchen (Apr 42 – Feb/Mar 45).
[Sources: AFHRA A5258 pp.933-35 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Wernigerode (GER) (51 50 55 N – 10 46 05 E)

General: landing ground (Landeplatz) in Anhalt 52 km SSE of Braunschweig, 27 km ESE of Goslar, 20 km WSW of Halberstadt and 2 km NW of Wernigerode village. History: 1927 listed as a civil landing ground (Verkehrslandeplatz) and in 1932 as a secondary airport (Flughafen II). After the Luftwaffe took it over in the late 1930's, it was used mainly as a practice field for trainers and gliders. Surface and Dimensions: grass surface measuring approx. 730 x 695 meters (800 x 760 years). Infrastructure: had several small buildings off the S boundary.
Remarks:
22 Feb 44: bombed as an alternate target by 19 B-17 Fortresses.
2 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 26 x unidentified aircraft destroyed.
Operational Units: none identified.
School Units: Arbeitsplatz for Schule/FAR 52 (Halberstadt) (1939-40).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.598 (29 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wertheim/Main (GER) (49 45 40 N – 09 29 30 E)

General: airfield (Fliegerhorst) in Bavaria 73 km SE of Frankfurt/M. and 32 km W of Würzburg; airfield 1.6 km W of Wertheim.
History: construction began in 1936 as a large, attractively designed major airfield that was for the most part patterned after the air base at Giebelstadt. Officially opened on 19 December 1937 as a home base for dive-bombers and dive-bomber training, and the first unit to take

up occupancy was III./St.G. 165. A Bf 109 repair facility operated by Flumann GmbH (Flugzeugwerke Mannheim) was at Wertheim during 1944-45.
Dimensions: approx. 1000 x 1000 meters (1100 x 1100 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runway. Probably equipped with perimeter lighting and a beam approach system.
Fuel and Ammunition: refueling points were in fron of the hangars at the SE corner and near the NW corner. Bulk fuel storage was at the SE corner. Ammunition was stored off the N boundary.
Infrastructure: there were 1 very large repair-type hangar with an adjacent workshop and 4 large hangars at the SE corner, all with paved hangar aprons. Station admin buildings and barracks were behind the hangars at the SE corner. The nearest rail connection was in Wertheim.
Dispersal: a number of aircraft bays were in the woods off the W boundary and near the NE corner.
Defenses: several machine gun positions were along the perimeter.
Remarks:
Wertheim does not appear to have received much attention from the heavy bombers of the Allies – no mention of significant air attacks found.
10 Sep 44: low-level attack by VIII Fighter Command P-51s – *claimed* 15 x Ju 52s and 5 x unidentified aircraft destroyed.
31 Mar 45: technical installations blown, runway made unserviceable and airfield abandoned.
1 Apr 45: captured by U.S. troops.
Operational Units: III./St.G. 165 (Dec 37 -); III./St.G. 51 (May-Sep 39); I./Trägergruppe 186 (Nov 39 – Apr 40); 2.(F)/Aufkl.Gr. 33 (Aug 43); 3./NAGr. 4 (Aug 43); II./ZG 76 (Aug 43 – Jan 44); NSGr. 1 (Süd) (Feb-Mar 45).
School Units: Stab and I./Stukaschule 2 (Jul 40 – Apr 41); Stukaschule 1 (May 41 – Dec 42); Stab/St.G. 101 (Dec 42 – Jan 43); Lastenseglerschlepp (LS)-Ausb.Kdo./St.G. 77 (Mar – May 43); LS-Ausb.Kdo./St.G. 1 then LS-Ausb.St. für Stukaverbände (Apr – c. Jul 43); part of FFS C 15 (May-Jun 44).
Reserve Training & Replacement Units: Erg.Gruppe (S) 1 (Apr 42 – Sep 44); IV.(Erg.)/St.G. 77 (Apr-May 43)?
Station Commands: Fl.H.Kdtr. A Wertheim (1940); Fl.Pl.Kdo. A 2/XIII (Nov 42 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 11/VII Schwäbisch-Hall (Apr-c.Sep 44); Fl.H.Kdtr. E(v) 210/XII (c.Oct 44 – Jan 45).
Kommandant (not complete): Obstlt. Josef Standhardtner (Sep 42 - ?).

Station Units (on various dates – not complete): 8. Flugh.Betr.Kp./St.G. 51; Werft-Abt. 19/VII (1944-45); Werft-Abt. (v) 123/XII (1944-45); Strafvollstreckungszug d.Lw. 1/VII (1944).
[Sources: AFHRA A5258 pp.409-12 (28 Jan 44 updated to 10 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Wesel (GER) (51 39 50 N – 06 35 40).
General: landing ground (Landeplatz) on the E bank of the Rhine in North Rhine – Westphalia 24 km NNW of Duisburg and 1.6 km WNW of Wesel town center. History: used as a forward field for fighters during the May-June 1940 campaign in the West but then abandoned and the field returned to agricultural use. Surface and Dimensions: grass surface subject to flooding and measuring approx. 500 x 710 meters (550 x 775 yards). Infrastructure: had 2 huts on the W boundary.
Satellites and Decoys:

Bislich (GER) (51 41 20 N – 06 30 05 E). Dummy 8 km NW of Wesel. Mock-up included a hangar, dispersal areas with aircraft shelters and an access road at the WSW corner. [Sources: AFHRA A5257A p.603 (1944)]

Bocholt (GER) (51 46 45 N – 06 40 55 E). Dummy 14.5 km NNE of Wesel airfield and 8.5 km SE of Bocholt. Mock-up included a large landing area with a hangar at the NE corner. [Sources: AFHRA A5257A p.603 (1944)]

Operational Units: II./JG 27 (May 40); III./JG 3 (May 40); I./JG 76 (Jun 40).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.633 (10 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wesendorf (GER) (52 34 30 N – 10 30 50 E)
General: airfield (Fliegerhorst) in Lower Saxony 32 km N of Braunschweig, 10.5 km NNW of Gifhorn and 2.4 km SW of Wesendorf village.
History: Ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 with the main construction continuing into 1938. Served mainly as a training airfield from 1938 to the end of the war. Also used as an Industriehafen by Arado Flugzeugwerk from 1943. In 1944, selected for a paved runway measuring 3,000 meters to accommodate jet aircraft but this could not be completed due to a shortage of concrete, steel and the 450 workers requested for the job.
Dimensions: approx. 1370 x 1000 meters (1500 x 1100 yards) and roughly rectangular in shape.

Surface and Runways: Grass surface (peat moor). No paved runway and none under construction (Dec 43).
Fuel and Ammunition: two groups of refueling points were sited near the repair hangar, and the munitions dump was off the SW corner.
Infrastructure: there were 3 very large hangars and 1 repair hangar off the N boundary, all with a paved hangar apron. Workshops and the station motor pool and garages were behind the hangars. Airfield buildings including station HQ, admin offices, messes and barracks were in a woods off the N boundary, while the flight control building and tower were near the repair hangar. A branch rail line servied the E boundary and the hangar area.
Dispersal: had 4 dispersals – Northwest (remote), Southwest, Southwest (remote) and West with a total of 22 large open aircraft shelters and 20 aircraft bays in the woods.
Defenses: no details found.
Satellites and Decoys:

Wesendorf-Wilsche (GER) (52 32 20 N – 10 28 20 E). Dummy 8 km NW of Gifhorn, 5.25 km SSW of Wesendorf airfield and 3.25 km NNW of Wilsche village. Mock-up included 2 painted runways in the form of a cross, 2 dummy hangars on the S boundary, 7 decoy buildings on the W boundary and 14 aircraft blast bays cut into the edge of woods around the perimeter. [Sources: AFHRA A5257A p.624 (7 Oct 44)]

Remarks:
8 Apr 44: bombed – 1 x Bf 109 G-6 from II./JG 27 damaged.
7 Jul 44: low-level attack by VIII Fighter Command P-47s – 2 x Si 204 P-1s from FFS B 36 destroyed along with 1 x Fw 190 (unit unknown).
4 Apr 45: bombed by 97 B-24 Liberators.
7 Apr 45: bombed by 107 B-17 Fortresses.
10 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Bf 109s, 1 x Fw 190, 3 x He 111s and 2 x unidentified aircraft destroyed, plus 2 x Bf 109s and 1 x He 111 damaged.
Operational Units: Wekusta 26 (Jun-Jul 39); III./KG z.b.V. 1 (Dec 40); KGr. z.b .V. 60 (Mar 41); I./KG 30 (Sep 44); Stab, II./LG 1 (Sep-Dec 44).
School Units: FFS C Wesendorf (1938 – Sep 39); BFS Wesendorf (Aug 37 – Sep 39); BFS 6 then FFS B 36 (Mar 41 – Jul 44); III./JG 110 (Jul 44 – Mar 45); 4./JG 110 (Feb – Apr 45).
Station Commands: Fl.Pl.Kdo. A 49/XI (5 Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 22/XI (Apr 44 – Apr 45).
Kommandant (not complete): Maj. Reinhard Pflaume (Oct 42 - 5 Feb 43).
Station Units (on various dates – not complete): Werft-Kp. d.Lw. 11/XI (May 42); Werftzusatzkdo. 11/XI (? – Jun 42); Werftzusatzkdo.

21/XI (? - Jun 42); Werftkdo. 86/XI (Dec 43); 2./le.Flak-Abt. 925 (1943-44); le.Hei.Flak-Bttr. 6/XI (1943-45); le.Hei.Flak-Bttr. 88/XI (1943-45).
[Sources: AFHRA A5257A pp.551-53 (11 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wesermünde (GER): see Bremerhaven-Wesermünde.

Weser/Rhein (GER) (51 39 50 N – 06 35 40 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 28 km NNW of Duisburg/Ruhr; airfield 3 km W of Wesel. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Weser-See (GER) (??)
General: seaplane station in Lower Saxony in the Weser Estuary near Bremerhaven. History: 1932 listed as a civil/commercial seaplane airport (Seeflughafen) with a customs office. No further information or mention of wartime use by the Luftwaffe found.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Westerburg (GER) (50 34 N – 07 58 E)
General: landing ground (Landeplatz) in Hesse 65 km ESE of Bonn and 37 km W of Wetzlar. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Westerland/Sylt (GER) (54 55 00 N – 08 20 30 E)
General: operational airfield (Einsatzhafen) in Schleswig-Holstein 18 km off the west coast in the North Frisian Islands; airfield in the center of Sylt Island 2 km E of Westerland village.
History: 1927 listed as a civil landing ground (Verkehrslandeplatz). By 1932, upgraded to an secondary airport (Flughafen II). In use by the Luftwaffe from 1934, then taken over by the Luftwaffe in 1938 and extensive development began. One paved runway was in use by September 1939 and the other two were completed by 1941.
Dimensions: approx. 1550 x 1690 meters (1700 x 1850 yards) for the South or main landing area where the runways were located. There was also a smaller all-grass North landing area 1 to 2 km N of the runways.
Surface and Runways: artificially drained grass surface. Had 3 paved runways measuring approx. 1510 meters (1650 yards) aligned ENE/WSW, 1325 meters (1450 yards) aligned NNW/SSE and 1415

meters (1550 yards) aligned ESE/WNW. Ladder-type servicing hardstands for 9 or 10 aircraft were at the SW corner of the landing area with concrete taxiways linking the runways with the hardstands and also serving the dispersal areas. Equipped with boundary and obstruction lighting, and all runways had illumination and beam approach systems for night landings.
Fuel and Ammunition: refueling points existed for both landing areas. The station bomb dump was 2.5 km to the NNE and connected to the dispersal areas by road. Ammunition was stored in small repositories along the S perimeter and on the W boundary.
Infrastructure: had 2 large hangars with adjacent workshops on the NE side of the three runways, and 1 large and 1 medium hangar W of the South dispersal area. Groups of barrack huts were to the W, SW, S and SSE of the landing area. Station HQ, admin offices, flight control and tower, crew quarters and other base services were all together in a tight complex of buildings halfway between the North and South landing areas. A small cluster of storage buildings was off the W boundary and served by a branch railway siding. This branch rail line also served the large hangar on the SW corner just W of the South dispersal area.
Dispersal: there were 3 dispersals – Northeast, East and South with a total of 51 medium covered aircraft shelters, 6 small covered aircraft shelters and 15 open aircraft shelters.
Defenses: in Jan 44 there were 3 heavy Flak positions, 6 light Flak positions, two of these in towers, and possibly 3 more light Flak positions.
Remarks:
23/24 Apr 40: bombed by a small force of RAF aircraft.
12 Jun 44: runways reportedly mined in preparation for demolition.
8May 45: upon the surrender of German forces, the airfield was packed with 243 aircraft, mostly He 219s, Fw 190s, Ju 88s and Ju 52s.
Operational Units: Stab, II./KG 26 (Sep 39 – Apr 40); part of II./ZG 1 (Oct 39 – Feb 40); I.(Jagd)/LG 2 (Mar 40); II.(Jagd)/Trägergruppe 186 (Mar 40); I./ZG 76 (Apr 40); Stab, I., II., Zerst.St./KG 30 (Apr 40); III./LG 1 (Apr 40); Wetterkette Nord (Apr 40); Kü.Fl.Gr. 606 (Jul 40); part of I./JG 77 (Aug 40); 2./JG 54 (Oct 40 – Apr 41); 2./Kü.Fl.Gr. 906 (Apr-Sep 41); Kü.Fl.Gr. 506 (Apr 41 – Feb 42); 1./JG 52 (May 41); 6./JG 53 (Jul-Aug 41); 4./NJG 3 (Sep 41 – Jan 44); IV./NJG 3 (Jan-Nov 44); 1. Minensuchstaffel (Aug 44 – Feb 45); III./NJG 3 (Sep-Dec 44); Seenotgruppe 80 (Mar-Apr 45); I./NJG 1 (Apr 45); IV./JG 3 (May 45); I./TG 1 (May 45).
Reserve Training & Replacement Units: Erg.St./Küstenfliegergruppe 506 (Feb – Jun 42).

Station Commands: Fl.Pl.Kdo. A Westerland (to Mar 44); Fl.H.Kdtr. A(o) 1/XI (Apr 44 – May 45).
Station Units (on various dates – not complete): 1. Flugh.Betr.Kp./KG 30; 2. Flugh.Betr.Kp./KG 26; 1. Flugh.Betr.Kp./Kü.Fl.Gr. 506 (Oct 41 - ?); Werft-Abt.d.Lw.(o) 1/XI (spring 44 – May 45); Stab/Flak-Rgt. 25 (Aug-Oct 40); 4./le.Flak-Abt. 755 (1943-44); elements of le.Flak-Abt. 836 (1942-44); le.Alarm-Flak-Battr.; 4.(Flum.)/Ln.-Lehr-Abt. (Apr-May 40); Ldssch.Zug d.Lw. 431/VI (? - 1945); Wetterberatungsstelle Westerland (c. 1939-45); Lw.-Lazarett 3/XI (c.1939-45).
[Sources: AFHRA A5257A pp.556-61 (15 Jan 44 updated to 12 Jun 44); chronologies; BA-MA; NARA; PRO/NA; Air Division Intelligence Summary No. 1; web site ww2.dk]

Westertimke (GER) (53 13 50 N – 09 08 00 E)
General: landing ground (Landeplatz) in Lower Saxony 26.5 km NE of Bremen. History: construction started in 1941 with part of the leveling completed by that October. Plans called for 3 runways in the "A" pattern but work was never completed. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface measuring approx. 1300 x 1270 meters (1420 x 1390 yards). Infrastructure: hutted camp covered the NW quarter of the intended landing area.
[Sources: AFHRA A5257A p.628 (17 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Westhofen (GER) (51 25 N – 07 30 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 12 km SSE of Dortmund/Ruhr. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Westkirchen (GER) (51 53 04 N – 08 04 53 E)
General: landing ground (Landeplatz) in North Rhine – Westphalia 32 km ESE of Münster and 16 km WSW of Gütersloh airfield. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wetzhausen (GER) (50 12 04 N – 10 24 53 E)
General: landing ground (Landeplatz) in Bavaria 21 NE of Schweinfurt. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.

Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wetzlar (GER) (50 33 40 N – 08 27 50 E)
General: landing ground (Landeplatz) in Hesse 50 km N of Frankfurt/Main and 14.5 km W of Giessen; airfield located 2.5 km W of Wetzlar (or a half-kilometer NE of the train station, according to another source).
History: 1927 listed as an emergency landing ground (Notlandeplatz). Transit camp and interrogation center for Allied POWs located here. The landing ground was for use by light courier and liaison aircraft.
Dimensions: approx. 460 x 275 meters (600 x 300 yards).
Surface and Runways: level area under cultivation.
Infrastructure: had 1 medium hangar and a few other buildings in the NE corner.
Remarks:
29 Mar 45: Wetzlar taken by U.S. forces.
Operational Units: none found.
Station Commands: none found.
Station Units (on various dates – not complete): Ldssch.Kp. d.Lw. 17/XII (1944-45); Ldssch.Zug d.Lw. 96/IV (1944-45); Ldssch.Zug d.Lw. 74/VII (1944-45); Ldssch.Zug d.Lw. 104/VII (1944-45); Ldssch.Zug d.Lw. 368/XI (1944-45); Ldssch.Zug d.Lw. 369/XI (1944-45); Ldssch.Zug d.Lw. 56/XII (1944-45); Ldssch.Zug d.Lw. 59/XII (1944-45); Ldssch.Zug d.Lw. 60/XII (1944-45); Gefangenenvernehmungsstelle Wetzlar (Dulag Luft Wetzlar) (W-Klosterwald, 1944-45).
[Sources: AFHRA A5257A p.627 (21 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wicklesgreuth (GER) (49 18 04 N – 10 42 53 E)
General: satellite or dispersal airstrip (Ausweichflugplatz) in Lower Bavaria (Niederbayern) 10 km ENE of Ansbach. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass or farm land. Infrastructure: none noted.
Station Commands: Flugplatzkdo. Wicklesgreuth of Fl.H.Kdtr. A(o) 32/VII Fürth (1944-45).
[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wiedelah (GER) (51 58 04 N – 10 34 53 E)
General: landing ground (Landeplatz) in Lower Saxony 12 km NE of Goslar and 2 km NE of Vienenburg. History: listed as operational in Feb 45. No further information or mention of wartime use by the

Luftwaffe found. Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wiesbaden (GER) (50 03 47 N – 08 13 21 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete):

Commands (Kommandobehörden, Stäbe): Stab/Luftgaukdo. XII (Apr 38 – Jan 41, May 43 – Mar 44); Stab/Luftgaukdo. XII/XIII (Feb 41 – May 43);); Stab/Luftgaukdo. XIV (Sep 44 – Feb 45); Luftgaustab z.b.V. 12 (Oct 39 – May 40).

Antiaircraft (Flak):

Higher Flak Commands: Stab/21. Flak-Div. (Feb-Mar 45).
Stab/Flak-Rgt.: 189 (W-Rüsselsheim – as Flakgruppe Mainz).
Flak-Abt.: sch.227; schw.255; schw.263; schw.418; le.856; le.981.
Other (sonstige, verschiedene) Flak: Flak-Sondergerätwerkstatt (mot) 3/XI (Mar 45)?

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. z.b.V. XII (1944-45); Luftschutz-Warn-Abt. XII (1943-44); Luftschutz-Warn-Abt. XIV (fall 44 – 1945).

Air Force Signals (Luftnachrichten): Stab I./Ln.-Rgt. Ob.d.L. (Jan 45)?; 1.(Stabsnachr.)/Ln.-Rgt. Ob.d.L. (Jan 45)?; 5.(Funk)/Ln.-Rgt. Ob.d.L. (Jan 45)?; Stab and components/Ln.-Rgt. 23 (W-Dotzheim, Mar 41); Stab/Ln.-Flugmelde-Rgt. 102 (c.Jan-Sep 44); 13. (Funkh.)/Ln.-Rgt. Ob.d.L. (W-Limberg, Aug 44); 7.(Ln.-Ers.)/Luftgau-Nachr.Rgt. 7 (W-Dotzheim –1944-45); Stab/Luftgau-Nachr.Rgt. 12 (Jul 38 - ?); I./Luftgau-Nachr.Rgt. 14 (Jan 45); Stab II. (Flum.)/Luftgau-Nachr.Rgt. 12 (W-Eltville, Aug 44); Stab and components III.(Ers.)/Luftgau-Nachr.Rgt. 12 (W-Dotzheim, Jul 38 – 1943); Stab II.(Ers.)/Luftgau-Nachr.Rgt. 13 (W-Dotzheim, Dec 42, spring 43); 2.(Funk)/Luftgau-Nachr.Rgt. 12 (Aug 44); 3. (Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Rgt. 12 (W-Dotzheim, Aug 44); 5. (Ln.Telbau)/Luftgau-Nachr.Rgt. 12 (W-Dotzheim, Aug 44); Ln.-Abt. 141 (Feb-Mar 45); Luftgau-Nachr.Abt. 14 (W-Eltville, c.Oct 44 – Mar 45); Ln.-Techn.Arbeitsstab 27 (Jan 45); Funkmessgeräte-Instandsetzungsstelle (Jan 45); Feindgeräte-Untersuchungsstelle 1 (Jan 45); Verwaltung Ln.-Barackenlager (Jan 45).

Construction (Bau): Lw.-Bau-Rgt. Wiesbaden (3/XII) (1940); Lw.-Bau-Btl. 12/VII (Mar 45).

Supply Services (Nachschubdienste): Nachschub-Kp. d.Lw. 3/XIII (Apr 41 – Aug 42).

Ground Transport (Transportkolonnen): Kdr.d.Kraftfahrtruppen (o) d.Lw. 2/XI (Jan 45); Kfz.Beständebezirk 5/VII (Jan 45);

Kfz.Beständebezirk d.Lw. 13/VII (Jul 44); Kw.-Instandsetzung-Werkstatt d.Kfz.Instandsetzung-Kp. 107/XII (Jan 45); Kfz.Werkstatt (o) 135/XI (W-Dotzheim – 1944 - Mar 45); Transportbegleit-Kp. d.Lw. 1/XII (May, Nov 44).

Medical Services (Sanitätsdienste): Luftgau-Sanitäts-Abt. 12.

Other (sonstige, verschiedene): Standortarzt d.Lw. Wiesbaden (Jan 45); Feindgerät-Untersuchungsstelle d.Lw. 1 (c.1943-45); Wehrbetreuungszug Luftgaukdo. XIV (Jan 45).

Wiesbaden-Erbenheim (GER) (50 02 55 N – 08 19 20 E)

General: airfield (Fliegerhorst) in Hesse 7 km SE of Wiesbaden and 1.6 km SE of Erbenheim village.

History: 1928 listed as a civil landing ground (Verkehrslandeplatz), and by 1932 as a secondary airport (Flughafen II). 1936 taken over by the Luftwaffe and built into a large military airfield. Used mainly by fighters during the war.

Dimensions: approx. 1510 x 915 meters (1650 x 1000 yards) and irregular in shape.

Surface and Runways: grass surface on a clay sub-soil. No paved runway. Equipped with boundary and obstruction lighting, flarepaths, beam approach and the short form of the visual Lorenz system for night landings.

Fuel and Ammunition: refueling point were on the servicing hardstands in front of the hangars along the S boundary and bulk fuel storage was off the N boundary. The station ammunition dump was just off the NE corner.

Infrastructure: 1 large hangar, 1 large repair hangar and 6 medium hangars were all in a row along the curve of the S boundary, and a separate medium hangar was at the NW corner near a group of barrack buildings and huts. Nearly all of the station buildings were grouped behind the hangars: station HQ, officers' quarters, officers' mess, motor pool and garages, main block of barracks, airfield flight control building, admin buildings and stores. A branch rail line served the S boundary where the hangars and station buildings were located.

Dispersal: 3 dispersal areas – North, South and Perimeter with a total of 18 large open aircraft shelters, 2 of which were reinforced with rough blast walls.

Defenses: in mid-Sep 43, had 1 heavy (6-gun) Flak position 3.25 km WSW of the airfield, a single Flak tower on the N boundary, 2 Flak towers plus a roof top position off the SW boundary. Flak defenses were greatly augmented during 1944.

Satellites and Decoys:

Hochheim (GER) (50 02 00 N – 08 22 15 E). Dummy 8.5 km ENE of Mainz, 3.6 km ESE of Wiesbaden-Erbenheim airfield and 2.4 km NNE of Hochheim am Main town center. Mock-up included a farm

field with a dummy hangar and a few decoy aircraft parked nearby.
[Sources: AFHRA A5257A p.616 (1944)]
Remarks:
15 Aug 44: airfield bombed by 38 B-17 Fortresses.
9 Sep 44: airfield hit by heavy bombers during an attack on nearby Mainz by 265 B-24 Liberators destroying some 38 fighters on the ground.
19 Sep 44: airfield bombed by 12 B-17s – 2 x Fw 190As from I./JG 11 damaged on the ground.
10 Nov 44: airfield bombed by 105 B-17s – damage so extensive it could no longer be used as an operational base after this date.
27 Mar 45: Wiesbaden taken by U.S. forces.
Operational Units: Stab, I./JG 334 (May 37 – Oct 38); Stab, I./JG 133 (Nov 38 – Apr 39); Luftdienst-Teilkdo. 2/12 (1939-41); Stab, I., III./JG 53 (c. May 39 – May 40); Stab/Luftdienstkdo. 13 (1940-43); Luftdienst-Teilkdo. 1/13 (1940-43); 3./JG 3 (Apr-May 40); Stab/KG 53 (May 40); V.(Zerst.)/LG 1 (May 40); Stab, I., II., III./JG 3 (Nov 41 – May 42); JG 50 (Jul-Oct 43); II./JG 27 (Aug 43, Nov 43 – May 44); III./JG 300 (Nov 43 – May 44); I., II./JG 1 (Mar 44); I./JG 300 (Jun 44); Jägerführungskdo. West (1944 – Aug 44); Stab, 1./Gruppe West (Flugzeugüberführungsgeschwader 1) (Jul 44); Verbindungsstaffel X. Fliegerkorps (Aug-Sep 44); Stab/JG 2 (Sep 44); I./JG 11 (Sep-Oct 44); Stab, II.(Sturm)/JG 4 (Nov-Dec 44).
Reserve Training & Replacement Units: 4./JFS 4 (Aug 41); 2./Erg.JGr. Süd (Feb 42).
Station Commands: Fl.H.Kdtr. L Wiesbaden-Erbenheim (Apr 40); Fl.H.Kdtr. A(o) 4/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 20/VII (Jun 44 – Mar 45).
Kommandant (not complete): Maj. Hermann Balluff (12 May 42 - 1 Oct 42); Obstlt. Georg Steinsiek? (17 Oct 42 - Jun 43?); Oberst Richard Schuster (Jun 43 - ?).
Station Units (on various dates – not complete): Stab/X. Fliegerkorps (Aug-Sep 44); Stab/Jagdfliegerführer 3 (Jan-May 40); Koflug Wiesbaden-Erbenheim (Jul 39 – Mar 41); Koflug 2/XII (Apr 41 – May 43); Luftzeuggruppe 12 (1938-42); Werft-Abt.(v) 114/XI (1944-45); Werft-Abt.(v) 103/XI (Sep 44 - 1945); Werft-Abt. d.Lw. 126/XII (Oct 44); 5./le.Flak-Abt. 971 (May 44); 1./le.Flak-Abt. 856 (c.Jul 44 – 1945); Ln.-Abt. 63 (Oct 41); Lw.-Bau-Btl. 4/XII (Apr 40); Lw.-Bau-Gerätezug 7/XII (Apr 40); E-Hafen-Ausrüstungs-Kolonne (mot) Wiesbaden; Ldssch.Zug d.Lw. 40/VII (summer 44).
[Sources: AFHRA A5257A pp.562-64 (13 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wiesenhof (GER) (c. 54 05 N – 19 35 E)

General: practice field (Arbeitsplatz) in former East Prussia 15 km SE of Elbing (Elblag) and near the present-day villages of Wezina and Kalsk. History: field prepared in the late 1930's and used during the attack on Poland during Sep 39. Listed as still operational in Jan 45. Surface and Dimensions: grass surface. Infrastructure: none noted. Operational Units: 3.(F)/Aufkl.Gr. 10 (Aug-Sep 39).
School Units: Arbeitsplatz for Schule/FAR 33 (Elbing) (1939-41); Arbeitsplatz for Schule/FAR 51 then FFS A/B 51 (Heiligenbeil) (1940-42); FFS A/B 123 (Elbing) (Mar-May 41).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wildeshausen (GER) (a.k.a. Wildeshausen-Busch) (52 55 15 N – 08 25 30 E)
General: emergency landing ground (Notlandeplatz) in Lower Saxony 33 km SW of Bremen, 20 km SW of Delmenhorst airfield, 2.5 km NW of Wildeshausen and .8 km SW of the village of Busch. History: its only known use was for glider training. Surface and Dimensions: turf surface measuring approx. 1280 x 460 meters (1400 x 500 yards) and very irregular in shape. Infrastructure: no hangars or aircraft shelters, but there was a small group of buildings at the SW corner.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): part of Koflug 9/XI (Oct 44 – 1945).
[Sources: AFHRA A5257A p.599 (3 Jul 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wildpark Werder (GER): see Werder/Havel.

Wilhelmshaven-Mariensiel (GER) (53 30 20 N – 08 03 20 E)
General: emergency landing ground (Notlandeplatz) in Lower Saxony 12 km ESE of Jever airfield, 6 km SW of Wilhelmshaven and 1.2 km WSW of Mariensiel. History: 1927 listed as a civil landing ground (Verkehrslandeplatz). Luftwaffe Fliegerhorstkommandantur by fall 1935. Occasional wartime use 1939-41 but no activity noted after that. Still listed as operational in Feb 45. Surface and Dimensions: runway consisted of finely packed sand measuring approx. 760 x 365 meters (830 x 400 yards).
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): Koflug 22/XI (at nearby Dangast Sep 44 – Apr 45).
[Sources: AFHRA A5257A p.634 (5 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wilhelmshaven-Rüstringen (GER) (53 30 40 N – 08 07 50 E)

General: seaplane station (Seefliegerhorst) in Lower Saxony 3 km E of Wilhelmshaven and located along a long mole separating the Port of Wilhelmshaven from Jade Bay that offered a protected harbor for the seaplanes.
History: 1927 listed as a tie-up and departure point for civil seaplane traffic. Taken over by the Luftwaffe in 1936 and converted into a seaplane station for ship-borne aircraft. Also used before and during the war by air-sea rescue seaplanes.
Dimensions: ampl alighting and take-off room at the mouth of Jade Bay.
Anchorage: sheltered.
Fuel and Ammunition: fuel storage on the mole and W of the seaplane station.
Infrastructure: there was 1 large hangar immediately W of the slipways and 1 medium hangar just E of the slipways. Had one paved slipway for launch and recovery on the N side of the mole and another on the S side of the mole. A mobile crane (tracks or wheels) was located along the northern slipway and there was a quay on the northern side of the mole. Barracks were along the mole W of the hangars and station offices probably E of the hangars. Numerous small buildings in that same area were most likely for stores. A branch rail line ran along the length of the mole.
Defenses: unknown.
Remarks: the Wilhelmshaven port area and U-boat yards were bombed numerous times during the war and some of the bombs undoubtedly fell on the seaplane station, but details are not known. Feb 45: seaplane station still listed as operational.
Operational Units: 1./Bordfliegergruppe 196 (Apr 36 – Jan 42, Apr 42 – Apr 43); Seenotflotille 5 (Jun 40 – Aug 44); 4. Seenotstaffel (Jun 40 – Oct 44); Seenotflotille 80 (Aug 44 – May 45).
Station Commands: Flugstützpunktkdo. 103/XI (See) (8 Oct 42 – c.Jan 43); Fl.Pl.Kdo. A 102/XI (See) (c.Jan 43 – Mar 44); Flugplatzkdo. Wilhelmshaven (See) of Fl.H.Kdtr. A(o) ??/XI.
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Seenotbereichskdo. V (W-Sengwarden, Aug 39 – Aug 44); Seenotdienstführer 1 (W-Sengwarden, Dec 41 – Aug 44); Luftsperr-Abt. 206(o) (Jan 41 – May 43).
[Sources: AFHRA A5257A pp.565-66 (24 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wilhelmshorst (GER) (52 18 35 N – 13 06 10 E)

General: satellite or dispersal field (Ausweichplatz) in Brandenburg 16.5 km SE of Werder airfield, 12 km SSE of Potsdam and 3.5 km SE of the town of Wilhelmshorst. History: used by Fliegerhorst Werder and by gliders. Surface and Dimensions: grass surface measuring

approx. 1000 x 825 meters (1100 x 900 yards) and roughly rectangular in shape. No paved runways. Infrastructure: none.
Dispersal: aircraft could be parked in woods off the E boundary.
Operational Units: none.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.936 (10 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wilsche (GER) (52 31 04 N – 10 28 48 E)
General: landing ground (Landeplatz) in Lower Saxony 30 km ESE of Celle and 8 km NW of Gifhorn. See dummy/decoy airfield Wesendorf-Wilsche. Possibly renovated and activated as an operational landing ground in late 1944 or early 1945. Listed as operational in Feb 45.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wiltingen (GER) (49 40 04 N – 06 35 53 E)
General: landing ground (Landeplatz) in Rheinland-Pfalz 10 km SSW of Trier and approx. 6 km S of Trier-Euren airfield. Probably laid out as part of the preparations for the attack in the West that began on 10 May 40, then inactivated until fall 1944. Listed as operational in Jan 45. History: Surface and Dimensions: grass surface or farm land.
Infrastructure: none noted.
Operational Units: 1.(H)/Aufkl.Gr. 12 (Mar-May 40); 2.(H)/Aufkl.Gr. 13 (Mar-May 40)?; 5.(H)/Aufkl.Gr. 13 (Mar-May 40).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wimbach (GER or CZECH?): not located.

Windelsbleiche (GER): see Bielefeld-Windelsbleiche.

Windhagen (GER) (50 38 25 N – 07 20 30 E)
General: field airstrip (Feldflugplatz) in Hesse 22 km SE of Bonn, c. 9 km E of the Rhine River and 1.2 km SW of Windhagen village.
History: 1940-41 Notlandeplatz that was upgraded to a Feldflugplatz in 1942. Surface and Dimensions: grass surface with artificial drainage measuring approx. 495 x 412 meters (540 x 450 yards) and roughly circular in shape.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.599 (28 Sep 39); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Windischenlaibach (GER) (a.k.a. Kirchenlaibach) (49 51 50 N – 11 47 20 E)

General: operational airfield (Einsatzhafen I) in Bavaria 70 km NE of Nürnberg, 14 km SE of Bayreuth and 2 km E of the village of Windischenlaibach.
History: construction was completed in 1938. It was used throughout the war as a practice field for elementary and advanced training aircraft.
Dimensions: approx. 915 x 960 meters (1000 x 1050 yards) and rectangular in shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: fuel was available and the ammunition dump was off the SE corner and connected to the landing area by a loop road.
Infrastructure: had 1 large hangar with a paved hangar apron on the N boundary with workshop buildings immediately W of it. A small barracks area was in the NW corner while other personnel were billeted in the nearby village of Plössen. Branch rail facilities and sidings served the NE corner of the landing area.
Dispersal: no organized dispersal facilities.
Defenses: none identified in Feb 44.
Remarks:
20 Feb 45: low-level attack by approx. 10-12 VIII Fighter Command P-51s – *claimed* 2 x Fw 190s, 1 x Bf 110, 3 x He 111s, 2 x Ju 88s, 4 x Do 217s, 4 x unidentified aircraft destroyed; plus 2 x Fw 190s and 1 x He 111 damaged. According to German reports, 2 x He 111, 1 x Ju 87, 1 x Do 17, 6 x Siebel, 2 x Savoy and 1 x Bücker trainer were destroyed.
Operational Units: none identified.
School Units: Arbeitsplatz for FFS A/B 7 (Plauen); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim); Arbeitsplatz for FFS C 9 (Altenburg) (Jan 40 – Oct 42); Arbeitsplatz for FFS C 9 then FFS B 9 (Pretzsch) (Nov 42 – Sep 44).
Station Commands: Fl.H.Kdtr. E Windischenlaibach (Aug 39 – Mar 40); Fl.H.Kdtr. E 20/XIII (Mar-Apr 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 14/XII Bayreuth-Bindlach (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 30/VII Bayreuth-Bindlach (1944-45).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.419 (26 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wismar (Land and See) (GER) (53 54 30 N – 11 27 40 E)
General: airfield (Fliegerhorst), seaplane station (Seefliegerhorst) and factory airfield (Industriehafen) in Mecklenburg 50 km E of Lübeck, 30 km N of Schwerin and 2 km NNW of Wismar on the E side of Wismar Bay.

History: built 1934-35as a factory airfield for Norddeutschen Dornier-Werke that manufactured and assembled Do 11s, Do 13s, Do 23s, Do 217s, and then from 1943, Fw 190 fighters. At peak production, the plant had some 7,000 workers.
Dimensions: approx. 1170 x 1050 meters (1280 x 1150 yards) and irregular in shape.
Surface and Runways: grass surface. Had 3 concrete runways laid out in the form of a triangle: (a) 1050 meters (1150 yards) aligned E/W; (b) 1050 meters (1150 yards) aligned NW/SE; (c) 1050 meters (1150 yards) aligned NE/SW. Taxiways connected the runways with the factory buildings.
Anchorage: there was a single concrete launching ramp (slipway) facing a small harbor in Wismar Bay, and this was connected to the airfield by taxiway.
Fuel and Ammunition: refueling points were immediately W of the NW/SE runway.
Infrastructure: the buildings of the Norddeutschen Dornier-Werke were located off the SW boundary and consisted of a flight hangar, 2 large assembly shops, a large workshop and stores building, motor vehicle bay and stores dump, offices and employee canteen. A wide road ran from the factory complex to a group of factory buildings on the N outskirts of Wismar, and these buildings reportedly also belonged to the Dornier firm. A branch of the main Wismar-Rostock railway line served the factory complex.
Dispersal: there were 3 areas – Southeast (corner), Perimeter (S boundary) and West (off boundary) – with a total of 10 large open aircraft shelters, some of which were apparently used for storage purposes rather than aircraft.
Defenses: there were 7 heavy Flak positions and 8 light Flak positions in late Mar 44. The light Flak positions included 3 or 4 Flak towers and 1 roof top emplacement.
Satellites and Decoys:

Wismar-Redentin (GER) (53 55 40 N – 11 28 20 E). Dummy 3.6 km N of Wismar on the E shore of the bay serving the port, 2 km ENE of Wismar airfield and 1.2 km WSE of the town of Redentin. Mock-up consisted of 2 phony hangars with a large fire site between them. [Sources: AFHRA A5258 p.967 (1944)]

Remarks:
23/24 Sep 42: city and Dornier plant bombed at low altitude by 83 RAF Lancasters with hits and fires reported in the plant area.
1/2 Oct 42: Wismar bombed by 78 RAF Lancasters.
12/13 Oct 42: city bombed by 59 RAF Lancasters.
4 Aug 44: airfield and Dornier plant bombed by 71 B-24 Liberators.
25 Aug 44: airfield and Dornier plant bombed by 91 B-24 Liberators.

3 May 45: Wismar taken by British and Soviet troops.
Operational Units: elements of III./SG 1 (Apr 45).
Station Commands: Flugplatzkdo. Wismar of Fl.H.Kdtr. A(o) 11/XI Parchim (1944-45).
Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Luftwaffenkdo. Kurland (Apr-May 45); Stab/Flak-Brig. VIII later 8. Flak-Brig. (Apr 42 – Feb 44); Stab/Flak-Rgt. 9 (mot.) (as Flakgruppe Wismar) (1942); part of III./Flak-Rgt. 9 (Sw. mot.) (1943); I./Flak-Rgt. 61 (gem. mot.) (Oct 37 – Aug 39); I./Flak-Rgt. 62 (gem. mot.) (Oct 37 – Nov 38); Flak-Abt. 31 (Oct 36 – Sep 37); schw.Flak-Abt. 113(o) (1942-43); gem.Flak-Abt. 161(v) (1940); schw.Flak-Abt. 611(o) (Aug 39 – 1940); Flakscheinw.Abt. 618(v) (Aug 39); 4./le.Flak-Abt. 723 (1942-44); part of le.Flak-Abt. 859 (Eisb.) (Sep 42); le.Hei.Flak-Bttr. 15/XI (1943-44); Luftschutz-Abt. d.Lw. 28 (c.1943-44); Luftschutz-Abt. d.Lw. 56 (1944-45); Stab/Flak-Ers.Rgt. 5 (1944); le.Flak-Ers.Abt. 60 (Aug 39 – Jun 42); Flakwaffenwerkstatt (o) (17/XI (1944-45); 17.(Flum.Leit)/Ln.-Rgt. 204 (May 43 – Aug 44); Lw.-Lazarett 4/XI (c.1939-45).
[Sources: AFHRA A5258 pp.937-39 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wissel (GER) (51 46 10 N – 06 18 00 E)
General: emergency landing ground (Notlandeplatz) in North Rhine – Westphalia 26.5 km WNW of Wesel, 12 km ESE of Kleve and 8 km SE of Emmerich. History: 1935-36 in use as a civil field for sports aviation. The Luftwaffe used it exclusively for glider training and a He 111 bomber is known to have crashed there on 4 Aug 40. Surface and Dimensions: grass surface originally measuring approx. 915 x 640 meters (1000 x 700 yards), but this was reduced to a much smaller serviceable area during the last two years of the war or so. Infrastructure: had 1 small hangar-type building on the W boundary.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.599 (10 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wittenberg (GER) (a.k.a. Lutherstadt Wittenberg) (51 51 00 N – 12 38 20 E)
General: emergency landing ground (Notlandeplatz) in Anhalt 60 km NNE of Leipzig, 28 km E of Dessau and 2 km SSW of the city of Wittenberg. History: in existence by 1928. Used by trainers based at Perleberg in 1939, but little is known of use by the Luftwaffe after that date. Believed to have been inactivated and returned to cultivation. Surface and Dimensions: low-lying field of unknown dimensions that was subject to flooding. Infrastructure: none noted.

Remarks: targets in and around the city of Wittenberg were bombed several times during the war, but there is no mention of an airfield.
[Sources: AFHRA A5258 p.971 (Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wittensee (GER) (54 23 15 N – 09 45 07 E))
General: seaplane station (Seefliegerhorst) in Schleswig-Holstein 24 km WNW of Kiel. History: set up in the late 1930's. Evidently closed down in mid-1942 and not reopened. Anchorage: Wittensee is a lake measuring approx. 5 km long and 2 km wide, giving ample room for take-offs and landings. Infrastructure: none noted, but docks and other facilities were available at Gross Wittensee at the N end of the lake and at Bünsdorf at the S end of the lake.
Operational Units: 3./Kü.Fl.Gr. 506 (Feb 40).
Station Commands: Fl.H.Kdtr. (E) (See) Wittensee (Aug 39 – Apr 40); Fl.H.Kdtr. E 103/XI (See) (May 40); Fl.H.Kdtr. E 112/XI (See) (c.Jul-Sep 40); Fl.H.Kdtr. E 125/XI (Apr-May 42).
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wittenweier (GER) (48 16 50 N – 07 46 05 E)
General: field airstrip (Feldflugplatz) in Baden-Württemberg on the east bank of the Rhine 28 km S of Strasbourg and 1.6 km SSE of the village of Wittenweier.
History: probably set up in mid-1944. It was used by fighters operating in the Freiburg-Strasbourg area during Sep-Oct 44.
Dimensions: approx. 1000 x 137 meters (1100 x 150 yards). It was being extended another 275 meters (300 yards) in Oct 44.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: brought in when needed.
Infrastructure: none. Nearest rail connection at Kippenheim, 3.6 km ESE of the airstrip.
Dispersal: aircraft could park on the edge of woods along the E and N boundaries.
Defenses: unknown.
Remarks: none.
Operational Units: III./JG 3 (Sep 44); III./JG 76 (Sep-Oct 44).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.420 (13 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wittmund (GER) (a.k.a. Wittmundhafen) (53 32 50 N – 07 39 30 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 22 km W of Wilhelmshaven, 15 km NE of Aurich and 9 km WSW of Wittmund.
History: A former World War I naval air station for airships with 2 enormous Zeppelin hangars that fell into disuse after the armistice and was then reactivated by the Luftwaffe in 1938 with major construction work continuing into 1940. Wittmundhafen was a very busy bomber and fighter airfield throughout the war and in 1944-45 was home to bombers outfitted for launching V-1 flying bombs, mainly against England.
Dimensions: approx. 980 x 1370 meters (1070 x 1500 yards) with extension work underway in Nov 44.
Surface and Runways: had 3 concrete runways in the form of a triangle, each 1,200 meters, and a paved hangar apron. In August 1943 work began to extend the ENE/WSW runway to 3,000 meters to accommodate jet aircraft and by Dec 44 some 1920 meters (2100 yards) of this extended runway were serviceable. All 3 runways were equipped with permanent illumination, and the airfield had boundary and obstruction lighting. A visual Lorenz system was installed to aid night landings.
Fuel and Ammunition: refueling points were provided at the servicing hardstands along the N and S boundaries with bulk fuel storage probably on the S boundary. A group of buildings camouflaged as houses were constructed as storage dumps for rocket fuel. The main bomb dump was of the NW corner, a large ammunition dump was in a woods off the SE corner that was connected to the airfield by a branch rail line, and a small ammunition store was off the S boundary.
Infrastructure: 3 large hangars camouflaged as farm buildings were along the N boundary, in the Northeast dispersal and in the Southwest dispersal. Numerous barrack, admin and storage buildings extended along the N boundary behind the servicing hardstands. The airfield was served by the Aurich – Wittmund railway line along the S boundary and by a branch railway to the SW and N boundaries.
Dispersal: 4 dispersal or parking areas – Northeast, Southwest, Southeast and Perimeter with a total of 29 covered aircraft shelters and 29 open aircraft shelters.
Defenses: had at least 1 heavy Flak position and 7 light Flak positions (incl. 6 or more Flak towers) in mid-Aug 43. Additional Flak positions were under construction in late 1943.
Satellites and Decoys:

Wittmundhafen-Pfalzdorf (GER) (34 29 50 N – 07 36 50 E). Dummy 9/7 km ENE of Aurich, 5.7 km SW of Wittmundhafen airfield and 3.25 km NW of Brockzetel airfield. Mock-up included a decoy landing area measuring approx. 1830 x 775 meters (2000 x 850

yards) outfitted with a flarepath. [Sources: AFHRA A5257A p.622 (1944)]
Remarks:
15 Aug 44: bombed by 91 B-24 Liberators and strafed by VIII Fighter Command P-51s – 6 x Ju 88 G-1s from IV./NJG 3 destroyed on the ground.
26 Feb 45: strafed by 2 P-51s – 2 x He 111s and 1 x Ju 88 destroyed, 1 x He 111 damaged. (German reports)
21 Mar 45: 74 B-17s bombed the airfield and caused so much damage that it was put out of commission for the remainder of the war.
24 Mar 45: bombed by 13 B-17s as an alternative target of opportunity.
1959: construction began to reopen Wittmundhafen as a Bundesluftwaffe base and it was still serving as such 50 years later.
Operational Units: I./KG 4 Jun-Jul 40); 2./NJG 3 (Mar 42 – Apr 44); Erprobungskdo. 25 (May-Sep 43); I./KG 54 (Jan-May 44); 20./JG 1 (Mar-Apr 44); 1./JG 400 (Apr-Jun 44); III./KG 1 (Jun 44); part of IV./NJG 3 (c. Aug-Dec 44); 5., 6./KG 53 (Oct 44 – Mar 45); Stab/FAGr. 1 (Mar-Apr 45); 1.(F)/Aufkl.Gr. 33 (Mar-Apr 45); 3. (F)/Aufkl.Gr. 122 (Apr 45)?
Station Commands: Fl.H.Kdtr. (E) Wittmundhafen (Aug 39 – Feb 40); Fl.H.Kdtr. E 19/XI (Mar 40 - ?); Fl.Pl.Kdo. A 17/XI (Jan/Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 12/XI (Apr 44 – May 45).
Station Units (on various dates – not complete): Wetterberatungsstelle Wittmundhafen; Werft-Abt.d.Lw.(o) 12/XI (spring 44 – Apr 45); Luftminen-Zug 9 (? – Jul 41); elements of le.Res.Flak-Abt. 872 (Jun 42); Wachzug d.Lw. 94 (Jul 42 - ?); Wachzug d.Lw. 95 (Jul 42 - ?).
[Sources: AFHRA A5257A pp.567-70 (14 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Wittow (GER): see Bug auf Rügen.

Wittstock-Dosse (GER) (53 12 15 N – 12 31 06 E)
General: operational airfield (Einsatzhafen) in Brandenburg 97 km NW of Berlin and 23 km SW of Rechlin airfield; airfield 5 km NNE of Wittstock and just E of the River Dosse which flows N/S through the town of Wittstock. Thick woods to the N of the airfield and open farm fields to the S.
History: built 1938-39 as a parachute training center for the paratroop branch of the Luftwaffe.
Dimensions: approx. 1510 x 870 meters (1650 x 950 yards) and rectangular in shape.
Surface and Runways: artificially drained grass surface in good condition. No paved runways. Equipped with perimeter lighting.

Fuel and Ammunition: refueling points were located in front of the hangars on the S boundary and at least some of the bulk fuel storage was in the Southeast dispersal area. The ammunition dump was 1.5 km NE of the airfield in an old disused rifle range.
Infrastructure: had 2 large hangars used as parachute practice halls at the E end of the S boundary and 1 large aircraft repair hangar at the W end of the S boundary, all fronted with a paved apron. Large separate workshop buildings were at the center of the S boundary and a building for testing engines was behind the repair hangar. Behind the workshops was a supply depot. The base motor pool and garages were off the SW corner. The main airfield buildings were off the S boundary to the rear of the hangars and these included barracks, officers' quarters, messes, admin offices, dispensary, etc. The station flight control building and tower was at the W end of the S boundary. The parachute school drop zone for practice jumps was off the E boundary. A branch spur off the Wittstock-Neustrelitz railway line served the S boundary of the airfield.
Dispersal: there were 4 dispersals – North (perimeter), East (just E of the parachute drop zone), Southeast (off the SE corner) and Southwest (inside the SW corner) – with a total of 25 very large open aircraft shelters and 12+ aircraft parking bays cut into woods E of the airfield.
Defenses: unknown.
Satellites and Decoys:

Wittstock-Schweinrich (GER) (53 09 48 N – 12 38 30 E). Dummy 10.5 km E of Wittstock, 9.75 km ESE of Wittstock airfield and 1.6 km SSE of the village of Schweinrich. Mock-up had 1 large shed representing a hangar, 1 small shed and a fake taxiway connecting them. Replica aircraft were parked along the E and S perimeter of the supposed landing area. [Sources: AFHRA A5258 p.967 (1944)]
Remarks:
21 Jun 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 110, 1 x Me 410 and 1 x Fw 189 destroyed.
10 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 40 destroyed and 15 damaged, almost all multi-engine aircraft such as Ju 88s, Ju 188s, Ju 52s, Me 410s and Do 217s.
19/20 Apr 45: airfield attacked by 35 RAF Mosquitoes.
Operational Units: I./KG z.b.V. 1 (Feb-Apr 42); III./KG 4 (Oct 42); 14./KG 4 (Oct-Nov 42); KGr.z.b.V. Wittstock (Nov 42); 10./TG 4 (Aug-Sep 44); IV./JG 301 (Feb 45); 5.(F)/Aufkl.Gr. 122 (Mar 45).
School Units: Fallschirmschule 1 (c. 1939-42); Fallschirmschule 2 (1939-44).

Station Commands: as Fl.H.Kdtr. Wittstock (to 1943); Fl.Pl.Kdo. A 45/III (1943-44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 23/III Guben (1944); Flugplatzkdo. of Fl.H.Kdtr. A(o) 26/III Perleberg (1944-45).
Kommandant (not complete): Maj. Helmut Reinberger (? - ?) 9/39.
Station Units (on various dates – not complete): Werft-Abt. 47/III (1944-45); Fj-Erg.Btl. 4 (c. 1941-42); Fj-Ers.Btl. 3 (Nov 43 – 1944)?; Fj-Ers.-u.Ausb.Rgt. 2 (Jan 45); I., II./Fj-Rgt. z.b.V. (Jan 45).
[Sources: AFHRA A5258 pp.940-42 (27 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Woisselsdorf (GER) (a.k.a. ?) (55 44 00 N – 17 23 35 E)
General: operational airfield (Einsatzhafen II) in Silesia 50 km SE of Breslau, 15 km SW of Brieg (Brzeg), 3.5 km N of Grottkau (Grodkow Slaski) and 2 km from the present-day village of Wierzbnik.
History: built in the late 1930's, used during the attack on Poland in Sep 39 and then served as a practice field for trainers and gliders until mid-1944.
Dimensions: approx. 1100 x 960 meters (1200 x 1050 yards) and roughly square in shape.
Surface and Runways: grass surface. No paved runways. Equipped with perimeter lighting.
Fuel and Ammunition: there was at least 1 refueling point on the N boundary.
Infrastructure: had 3 large and 2 medium hangars on the N boundary with at least two of these fronted with concrete aprons. Separate workshops and other buildings were immediately E of the hangars. The station buildings were grouped around the workshop buildings at the NE corner and comprised a small number of admin offices and stores. The barracks and messes were probably in a compact group off the SW corner. The nearest rail connection was in the village of Deutsch Leippe 2.5 km NNE of the airfield.
Dispersal: no organized dispersal facilities.
Defenses: unknown.
Remarks: none.
Operational Units: 3.(F)/Aufkl.Gr. 122 (Aug-Sep 39); III./SG 4 (Jan-Feb 45).
School Units: Arbeitsplatz for FFS A/B 111 (Oels) (1939-41); Arbeitsplatz for gliders for FFS A/B 9 later A 9 (Grottkau); Arbeitsplatz for FFS C 19 then FFS B 19 (Ohlau) (Sep 41 – Jun 44).
Station Commands: Arbeitsplatzkdo. 3/VIII (Feb-Mar 43); Fl.Pl.Kdo. C 11/VIII (Mar 43 – Mar 44).
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 pp.943-44 (8 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wolfersbach (GER) (??)
General: two locations, both in Baden-Württemberg and both E of the Rhine near Strasbourg. Which one had the landing ground is not known. It was listed as operational in Jan-Feb 45.

Wolfratshausen (GER) (47 54 N – 11 25 E)
General: landing ground (Landeplatz) in Bavaria 29 km SSW of München (Munich); airfield located 2 km S of Wolfratshausen.
History: 1927 listed as an emergency landing ground (Notlandeplatz).
Surface and Dimensions: built on firm grassland and in use to the end of the war, although no units identified as ever having been stationed there. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wollseifen (GER): see Vogelsang.

Wörishofen (GER): see Bad Wörishofen.

Wormditt (GER) (a.k.a. Orneta) (54 07 00 N – 20 08 00 E)
General: landing ground (Landeplatz) in the former East Prussia 68.5 km SSW of Königsberg (Kaliningrad) and 47 km E of Elbing (Elblag).
History: believed to have been constructed in 1940 and then expanded and improved during the war. Dimensions: unknown but large enough to accommodate runs of at least 1,375 meters. Runway: grass surface. Infrastructure: fuel and other amenities were available, and limited repair and maintenance facilities existed.
Dispersal: unknown. Defenses: unknown.
Remarks:
23 Jan 45 (or 6-10 Feb 45?): evacuated by the Luftwaffe after demolishing key infrastructure and 6 unserviceable aircraft (2 x Bf 109s, 1 x Fw 190, 1 x He 111, 1 x Ju 87 and 1 x Fi 156). Russians then seized the airfield after heavy fighting.
Operational Units: 4.(F)/Aufkl.Gr. 14 (Aug-Sep 44); Stab, I., III./NJG 5 (Aug-Oct 44); II./SG 1 (Jan 45); NSGr. 1 (Jun-Sep 44); III./KG 40 (May-Jun 44); II./KG 77 (Jun 41); III./KG 77 (Jul 43 – Mar 44); KGr. z.b.V. 600 (Apr 42); KGr. z.b.V. 700 (Apr 42); KGr. z.b.V. 800 (Apr 42).
School Units: Arbeitsplatz for Schule/FAR 33 (Elbing) (1939-41); Arbeitsplatz for FFS A/B 123 (Mar-May 41); Fl.Ausbildungs-Rgt. 33 (1941-42); 5./NJG 102 (Jun – Jul 44).
Station Commands: Fl.H.Kdtr. E Wormditt (1939-40); Fl.H.Kdtr. E 5/I (1940); Fl.H.Kdtr. A(o) 7/I (Apr-Oct 44); Fl.H.Kdtr. E(v) 218/I (Oct 44 – Jan 45).
Station Units (on various dates – not complete): Werft-Abt. 107/I (1944 – Jan 45); I./Flak-Rgt. 21 (Jan 45); Kfz.Beständebezirk d.Lw. 2/I G (Aug 44); Ldssch.Zug d.Lw. 46/I (Jan 45)?

[Sources: AFHRA A5258 p.945 (1 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Worms (GER) (49 36 35 N – 08 23 15 E)

General: field airstrip (Feldflugplatz) in Rhineland-Pfalz 16 km NNW of Mannheim; airfield 3.25 km SSE of Worms near the west bank of the Rhine River.
History: set up in the late 1930's. Aside from use by a tactical reconnaissance Staffel in Sep 39, no further activity identified.
Dimensions: approx. 1100 x 825 meters (1200 x 900 yards) with an "L" shape.
Surface and Runways: grass surface. No paved runway.
Fuel and Ammunition: refueling loop located near the N corner of the airstrip.
Infrastructure: no hangars, but there were 2 sheds at the edge of a small grove of trees on the E side of the landing area along with 4 barrack huts. The nearest rail connection was the Mannheim-Worms-Mainz line which ran 2 km W of the airstrip.
Dispersal: no organized dispersal facilities.
Defenses: none in Nov 43.
Remarks: none.
Operational Units: 1.(H)/Aufkl.Gr. 13 (Aug-Sep 39).
Station Commands: none identified.
Station and/or Town Units (on various dates – not complete): Flakscheinw.Abt. 300(o) (1941-45); Flakscheinw.Abt. 348(o) (1943-45); Lw.-Sanitäts-Zweigpark 19 (1944-45).
[Sources: AFHRA A5258 p.423 (5 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wrisbergholzen (GER) (52 03 04 N – 09 54 52 E)

General: landing ground (Landeplatz) in Lower Saxony 12 km S of Hildesheim. History: in existence by summer 1944 as a satellite of Hildesheim airfield (see there for additional information). Listed as still operational in Feb 45. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wünsdorf (GER) (52 10 00 N – 13 28 30 E)

General: field airstrip (Feldflugplatz) in Brandenburg 38 km S of Berlin, 5 km S of Zossen and less than 1 km N of Wünsdorf town center. History: 1927 listed as an emergency landing ground (Notlandeplatz). No mention found of wartime use by the Luftwaffe. Not to be confused with the major Luftwaffe air base at Wunstorf.
Surface and Dimensions: grass surface measuring approx. 730 x 460 meters (800 x 500 yards). Infrastructure: none noted.

[Sources: AFHRA A5258 p.971 (7 Jun 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Würgsdorf (GER) (a.k.a. Wojcieszów? Wojcieszów Górny?) (50 53 30 N – 16 04 30 E)

General: field airstrip (Feldflugplatz) in Silesia 35 km SSW of Liegnitz (Legnica) and 14 km ENE of Hirschberg (Jelenia Góra). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted. [Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Würzburg (GER) (49 47 30 N – 09 57 13 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete):

Stab/Flak-Rgt. 181 (mot.) (Aug 39 – 1940); Gem.Flak-Abt. 191(v) (Aug 39 – 1940); Heimat-Flak-Battr. 15/XIII (1944-45); Luftschutz-Abt. d.Lw. 37 (1945); Lw.-Einsatz-Vermessungstrupp 4/VII (Dec 44); 9.(Flum.Res.)/Luftgau-Nachr.Rgt. 13 (1939 – spring 43); 14. (Flum.Res.)/Luftgau-Nachr.Rgt. 12 (c.1943-45); 9.(Tel.Bau)/Ln.-Rgt. 11 (c.Oct 44 – Feb 45); Fluko Würzburg; Transport-Begleit-Kp. d.Lw. Würzburg (1944); Ldssch.Zug d.Lw. 73/VII (summer 44); Ldssch.Zug d.Lw. 113/XIII (summer 44); Ldssch.Zug d.Lw. 166/XIII (summer 44); Ldssch.Zug d.Lw. 195/XIII (summer 44); Ärztliche Akademie d.Lw. (c. 1939-45); Lw.-Lazarett 1/XIV (1945); Feldlaboratorium (mot) d.Lw. 3 (? – Jan 42); Feldlaboratorium (mot) d.Lw. 6 (1942-45); Feldlaboratorium (mot) d.Lw. 7 (1942-45); Feldlaboratorium (mot) d.Lw. 8 (1942-45); Kriegs-Sanitätsoffiziernachwuchs-Kp. d.Lw. 23 (? – 1944/45).

Würzburg-Galgenberg (GER) (49 47 20 N – 09 58 30 E)

General: airfield (Fliegerhorst) in Bavaria 91 km NW of Nürnberg and 3.25 km ESE of Würzburg.

History: listed as a secondary airport (Flughafen II) in 1932. Taken over by the Luftwaffe in 1935. Home field for reconnaissance, bomber and dive-bomber units to 1940. During the war years, Würzburg was used by dive-bomber reserve training and replacement units, a transport Gruppe and as a practice field for elementary flight trainers.

Dimensions: approx. 1100 x 730 meters (1200 x 800 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. No paved runway. The airfield probably had a beam approach system.

Fuel and Ammunition: had 2 groups of refueling points on the S boundary and 1 group off the NE corner. Underground bulk fuel

storage was at the SE corner. A small ammunition dump was off the N boundary and connected to the landing area by a loop road.
Infrastructure: there were 2 large hangars near the NW corner, and 1 very large and 2 large hangars off the NE corner. Additional workshop buildings and a long, narrow building with 4 bays were also in the NE corner area. The motor pool, garages and several smaller buildings were near the hangars at the NW corner. Barrack buildings were located to the N and W of the landing area and these included married and single quarters, an officers' mess and the station HQ building.
Dispersal: no organized dispersal facilities.
Defenses: details unknown.
Remarks: while the airfield was pretty much left alone until Mar 45, transportation targets in and around Würzburg were occasionally bombed by the Allies, and then on the night of 16/17 Mar 45 RAF Bomber Command hit the city with 225 Lancasters, obliterated 89% of the built-up area killing 4,000 to 5,000 people.
22 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s and 2 x Fw 190s destroyed, plus 2 x Fw 190s damaged. German reports state that just 2 fighters flew this attack and 1 x Bf 109, 1 x Fw 190 and 1 x Ju 290 were destroyed.
Operational Units: Aufkl.Gr. 525 (Apr-Jul 35); Aufkl.Gr. 125 (Jul 35 – Oct 37); Aufkl.Gr. 25 (Oct 37 – Oct 38); Stab, 1., 2., 3./Aufkl.Gr. 123 (Nov 38 – Oct 39); 1.(F)/Aufkl.Gr. 124 (May-Jun 39)?; I.(Z)/LG 1 (Sep 39); Stab, V.(Zerst.)/LG 1 (Oct 39 – Mar 40); III./KG 3 (Oct 39 – Jun 40); Stab/KG 3 (Dec 39 – Jun 40); Wekusta 26 (Dec 41); III./St.G. 77 (Dec 42 – Apr 43); IV./TG 1 (May 43 – Mar 44); III./TG 4 (Oct 43 – Apr 44); 1., 2./NAGr 14 (Feb-Apr 44); II./TG 3 (Aug 44).
School Units: Arbeitsplatz for FFS A 7 (1944-45).
Reserve Training & Replacement Units: Erg.Stukagruppe (Oct 40 – Aug 41); Erg.St./St.G. 3 (Aug – Oct 41); Erg.Gr. (S) 2 (Sep-Oct 44).
Station Commands: Fl.H.Kdtr. A Würzburg (1940); Fl.Pl.Kdo. A 5/XIII (Nov 42 – Mar 44); Flugplatzkdo. Würzburg of Fl.H.Kdtr. A(o) 11/XII Kitzingen (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 27/VII Kitzingen (Jun 44 - ?); Fl.H.Kdtr. E(v) 229/XII (Oct-Dec 44); Flugplatzkdo. Würzburg of Fl.H.Kdtr. A(o) 36/VII Schweinfurt (1944-45).
Station Units (on various dates – not complete): General d.Aufklärungsflieger (L.In. 1) (Feb-Mar 45); Koflug 4/VII (W-Versbach, Sep 44 – Apr 45); Flugh.Betr.Kp. 3; Munitionsausgabestelle d.Lw. 3/XIII (W-Marienberg, 1944); Kfz.Beständebezirk d.Lw. 2/XII (W-Zell – Aug 43).
[Sources: AFHRA A5258 pp.424-25 (17 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wunstorf (GER) (52 27 30 N – 09 25 30 E)

General: operational airfield (Einsatzhafen) in Lower Saxony 23 km WNW of Hannover; airfield 4 km N of Wunstorf and just NE of Klein Heidorn village.

History: construction began mid-1934 with a branch rail line running to the land that had just been purchased and built out as a large airfield with 5 hangars and a separate repair hangar, separate workshops, a barracks compound, station HQ, operations buildings, admin buildings, messes, dispensary and other installations, all along the N side of the landing area. Two more hangars were added later and all 8 hangars had paved hangar aprons. Inaugurated as a Luftwaffe Fliegerhorstkommandantur by fall 1935. The first phase of construction was completed in March 1936, although elements of Fliegerschule Celle began using Wunstorf on 1 October 1935. In early 1944, the airfield was enlarged by extending it to the east and two Abteilungen (detachments) of 350 RAD youth were brought in to help with the work. From mid-1944, it was used mainly as a maintenance center for repairing and overhauling aircraft.

Dimensions: approx. 1260 x 730 meters (1375 x 800 yards). Extension work was still underway in Dec 44 to increase the landing area to approx. 1370 x 1050 meters (1500 x 1150 yards).

Surface and Runways: grass surface on chalky sub-soil with additional artificial drainage at the NW corner and off the E boundary. Equipped for night landings with boundary and obstruction lighting, beam approach system and a visual Lorenz system.

Fuel and Ammunition: refueling points were at the 4 servicing hardstands along the N boundary with bulk underground storage off the N boundary and near the SW dispersal area. The munitions dump was reportedly in a wooded area off the NW corner of the landing area.

Infrastructure: see History, above.

Dispersal: there were 4 dispersal areas – North, Southeast, Northwest and Southeast with a total of 21 large covered aircraft shelters, 14 small open aircraft shelters, and 31 blast bays in woods.

Defenses: a number of light Flak guns were emplaced on building roof tops at the N end of the airfield.

Satellites and Decoys: had a decoy field at **Metel**, which was used as a practice bombing range using cement bombs until mid-1943, and another at **Scharrel**.

Remarks:

20 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 6 x Bf 110s and 1 x Do 217 shot up and damaged.

24 Feb 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 damaged.

8 Mar 44: low-level attack by VIII Fighter Command P-47s – 1 x Bf 109 G-6 from 5./JG 11 damaged on the ground. The VIII FC report for this attack *claimed* 1 x Fw 190 destroyed and 4 more damaged.
29 Mar 44: low-level attack by VIII Fighter Command P-47s and P-51 Mustangs – *claimed* 1 x Ju 52 destroyed, plus 1 x Ju 88 and 1 x unidentified aircraft damaged.
11 Apr 44: low-level attack – 1 x Bf 109G from II./JG 11 shot up on the ground.
19 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 6 x unidentified aircraft shot up and damaged.
7 Apr 45: captured by British and Canadian troops. Nearly 50 unserviceable aircraft were found on the airfield.
Operational Units: II./KG 154 (Apr 36 – Mar 37); II./KG 157 (Apr 37 – Apr 39); II./KG 27 (May-Aug 39); III./KG 27 (Oct 39 – May 40); III./LG 1 (Nov 39 – Apr 40); part of II./JG 27 (Jun-Jul 40); 1. (F)/Aufkl.Gr. 122 (Jun-Aug 40); Stab, I./KG 3 (Mar-May 41); part of III./NJG 3 (Nov 41 – Aug 44); I./ZG 1 (Jul-Aug 43); Stab, III./ZG 26 (Oct 43 – Mar 44); III./JG 1 (Jun-Jul 44); I./JG 3 (Jun-Jul 44); Stab/JG 53 (Jul-Aug 44); I./JG 5 (Aug-Oct 44); I./LG 1 (Sep-Nov 44); Stab, II./JG 11 (Oct-Dec 44); NSGr. 1 (Nord) (Mar 45).
School Units: II./Zerstörerschule 2 (Jul 41 – Oct 42).
Station Commands: Fl.H.Kdtr. Wunstorf (1936/37 – Feb 43); Fl.Pl.Kdo. ??/XI (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 23/XI (Apr 44 – Apr 45).
Kommandant (not complete): Obstlt. Franz Müller (4 Jun 43 - 15 May 44?).
Station Units (on various dates – not complete): Stab/14. Fliegerdivision (Apr 45); 4. Flgh.Betr.Kp. KG 27 (Aug 39); 5. Flgh.Betr.Kp. KG 27 (Aug 39); Werft-Abt. d.Lw. 23/XI (Nov 44); 126. Flugh.Betr.Kp. (Qu) (Mar-Apr 45); 4./le.Flak-Abt. 871 (1943-44); le.Hei.Flak-Bttr. 51/XI (1944-45); Stab IV.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – Apr 45); 30.(Flum.Mess)/Ln.-Rgt. 232 (Sep 44 – Apr 45); Ln.-Abt. 64 (Apr 45)?; 6.(Funkh.)/Ln.-Abt. 356 (Jan-Apr 45); Feindgerät-Untersuchungsstelle d.Lw. 2 (1944).
[Sources: AFHRA A5257A pp.571-74 (14 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Wuppertal-Langerfeld (GER): see Schwelm.

Wustrow (GER): see Rerik.

Wyk auf Föhr (GER) (a.k.a. Wyk Hafen) (54 41 00 N – 08 32 00 E)
General: emergency landing ground (Notlandeplatz) 2 km W of the village of Wyk on Föhr Island in the North Frisians off the west coast of Schleswig-Holstein. History: 1927 listed as a civil landing ground

(Verkehrslandeplatz) and in 1932 as a secondary airport (Flughafen II). Used by Luftwaffe units 1939-40 and then occasionally by communications aircraft. In use to the end of the war. Surface and Dimensions: grass surface in fairly good condition measuring approx. 732 x 320 meters (800 x 350 yards) with a roughly square shape.
Infrastructure: had a small barracks just E of the landing area.
Operational Units: KGr. z.b.V. 1 (c. Apr-May 39); 3.(Jagd)/LG 2 (Apr 40); 2./JG 77 (Aug 40).
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5257A p.601 (6 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Z

Zahrenholz (GER) (52 39 04 N – 10 25 52 E)
General: landing ground (Landeplatz) in Lower Saxony 24 km E of Celle. History: listed as operational in Feb 45. No further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass or farm land. Infrastructure: none noted.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zechow (GER) (53 03 15 N – 12 54 00 E)
General: landing ground (Landeplatz) in Brandenburg 81 km NW of Berlin, 16 km NNE of Neuruppin, 5 km S of Rheinsberg and immediately W of the village of Zechow. History: believed to have been laid out during the war. Transport aircraft were parked there in Sep 44. Surface and Dimensions: leveled heathland (moorland) measuring approx. 1190 x 550 meters (1300 x 600 yards) and irregular in shape. No paved runways. Fuel and Ammunition: made available as needed. Infrastructure: had 2 medium hangars at the NE corner, one of which had a paved apron. The nearest rail connection was in Rheinsberg. Dispersal: aircraft could be parked in scrub off the NW boundary.
Remarks: none.
Operational Units: none identified.
Station Commands: none identified.
Station Units (on various dates – not complete): none identified.
[Sources: AFHRA A5258 p.948 (20 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zeithain (GER) (51 24 40 N – 13 20 15 E)

General: landing ground (Landeplatz) in Saxony 41 NW of Dresden and 4 km NE of Riesa. History: 1927 listed as an emergency landing ground (Notlandeplatz). No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zellhausen (GER) (50 01 00 N – 09 00 40 E)

General: operational airfield (Einsatzhafen I) in Hesse 24.5 km ESE of Frankfurt/Main, 13 km WNW of Aschaffenburg and 1.2 km E of Zellhausen village.
History: landing ground construction began November 1936 and work proceeded slowly with the first aircraft landing at Zellhausen on 24 August 1938. A branch rail line was laid to serve the landing area but only a few buildings were built including a station HQ. After the campaign in the West in May-Jun 40, Zellhausen was mainly used as a training field for Ju 87 Stukas towning gliders. In Aug 44, glider towing operations ceased and a transport group equipped with He 111s moved in and remained there until spring 1945. The transports flew air supply missions to the German fortress enclaves in western France as well as to Dunkirk on the Channel coast.
Dimensions: approx. 1050 x 1050 meters (1150 x 1150 yards) with a rectangular shape.
Surface and Runways: grass surface in good condition. No paved runway.
Fuel and Ammunition: fuel was brought in on the branch railway in tank cars and off-loaded to bowsers at the SW corner.
Infrastructure: had 1 small hangar with a paved, fan-shaped apron in front of it. The main barrack complex was in a woods off the SW corner while the station HQ and flight operations were in front of these woods just off the boundary of the landing area.
Dispersal: there were 3 dispersal areas in woods surrounding the landing area – North, Southeast and Southwest with a total of 27 blast bays and 1 shelter.
Defenses: location of Flak positions unknown.
Remarks:
24 Oct 44: status of construction to date - 14 aircraft hardstands completed and 6 more under construction; 1400 meters of permanent taxiways finished with a further 800 meters still being worked on.
15 Dec 44: being considered for a pierced steel mat runway to be put down by 200 men in 10 days, but only if air operations halted.
24 Dec 44: bombed by 85 B-17 Fortresses and heavily damaged; urgent repairs underway.
3 Apr 45: Aschaffenburg-Zellhausen area taken by U.S. 7th Army.

Airfield Units:
Operational Units: II./KG 53 (May-Jun 40); III./KG 55 (Aug-Sep 44); TGr. 30 (Aug 44 – Mar 45); II./KG 55 (Sep 44); II./JG 11 (Dec 44 – Jan 45).
School Units: none.
Reserve Training & Replacement Units: Erg.Gruppe (S) 1 (Apr 42 – Sep 44).
Station Commands: Fl.H.Kdtr. (E) Zellhausen (Aug 39 – Mar 40); Fl.H.Kdtr. 19/XII (Mar 40); Flugplatzkdo. Zellhausen of Fl.H.Kdtr. A(o) 6/XII Langendiebach (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 22/VII Langendiebach (Jun-Oct 44); Fl.H.Kdtr. E(v) 210/XI (c.Oct 44 – Nov/Dec 44); Fl.H.Kdtr. E(v) 221/XII (Nov/Dec 44 – Apr 45).
Station Units (on various dates – not complete): Werftkdo. (o) 126/XII (1 Jan 45); Werkstattwagenzug (Fl) 10/XIV (1 Jan 45).
[Sources: AFHRA A5257A pp.575-76 (12 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site fliegerhorste.de]

Zerbst (GER) (51 59 54 N – 12 08 10 E)

General: airfield (Fliegerhorst) in Anhalt 37 km ESE of Magdeburg and 20 km NNW of Dessau; airfield 5 km NE of Zerbst.
History: built 1935-36 and inaugurated as a Lw. Fliegerhorstkommandantur by 1 October 1936. Wartime use as a fighter training center.
Dimensions: approx. 1050 x 1100 meters (1150 x 1200 yards) and pentagonal in shape.
Surface and Runways: grass surface. No paved runways. There was a ring road encircling the landing area. Equipped with perimeter lighting and a beam approach system.
Fuel and Ammunition: refueling points were located at the N corner and a small ammunition dump was off the SE corner.
Infrastructure: had 1 large repair hangar and 1 medium hangar on the W boundary, and 1 large hangar and 1 medium hangar on the N corner. All 4 hangars were fronted with a paved apron. Workshops and the base motor pool and garages were off the W boundary, and another workshop-type building was in the South dispersal area. The station admin offices, barracks, messes, officers' quarters and stores buildings were in a group along the W boundary. The flight control building with adjacent fire station was in the center of the W boundary. A branch off the Berlin-Aschersleben railway line served the airfield with station and sidings off the N corner.
Dispersal: there were 3 areas – North (off the N corner), East (600 meters off the E boundary) and South (c. 1 km off the S corner) – with a total of 7 medium open aircraft shelters, 7 small open aircraft shelters, 5 aircraft parking hardstands and 43 aircraft parking bays in woods.

Defenses: unknown.
Satellites and Decoys:

Dessau-Kühnau (51 51 06 N – 12 09 03 E), dummy airfield 16 km directly S of Zerbst airfield.

Remarks:
29 Jun 44: airfield bombed by 8 B-24 Liberators as a target of opportunity.
10 Apr 45: airfield bombed by 75 B-17 Fortresses.
Operational Units: I./KG 257 (Mar 37 – 1937); II./JG 137 (Jul-Oct 38); II./JG 231 (Nov 38 – Apr 39); I./JG 3 (May-Aug 39, Nov 39 – Jan 40); Stab/JG 3 (Oct 39 – Jun 40); II./JG 2 (Dec 39 – Mar 40); II./JG 3 (Feb-May 40); I./JG 52 (Jun-Jul 40); III./JG 52 (Aug-Sep 40); 3./JG 301 (Dec 43 – May 44); III./JG 301 (Nov 43 – Apr 44); I./KG(J) 54 (Mar-Apr 45); 1./NAGr. 1 (Apr 45).
School Units: Arbeitsplatz for Schule/FAR 82 (Bernburg) (1939); Jagdfliegerschule 2 (1941 – Feb 43); Stab and I./JG 102 (Feb 43 – Jul 44).
Reserve Training & Replacement Units: 1., 3., 4./Erg.Jagdgruppe Merseburg (Nov-Dec 39).
Station Commands: as Fl.H. Zerbst (to 1943); Fl.Pl.Kdo. 31/III (Feb 43 – Mar 44); Fl.H.Kdtr. A(o) 16/III (Apr 44 - 1945).
Kommandant (not complete): Obstlt. Otto-Heinrich Freiherr von Houwald (? - Nov 39).
Station Units (on various dates – not complete):
Stab/Feldwerftverband 70 (Jan 45); schw.Feldwerft-Abt. V/20 (? – Mar 45); (Lw.-Bau-Btl. 105/XVII (K) (Mar 45).
[Sources: AFHRA A5258 pp.949-51 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ziegenhain (GER) (50 56 40 N – 09 14 30 E)

General: operational airfield (Einsatzhafen II) in Hesse 47.5 km SSW of Kassel and 3.5 km E of Schwalmstadt; airfield 4 km N of Ziegenhain.
History: ordered established as a Lw. Fliegerhorstkommandantur by 1 October 1936 with construction completed in 1937. Little to no wartime use until August 1944.
Dimensions: approx. 915 x 1150 meters (1000 x 1250 yards) and roughly rectangular in shape.
Surface and Runways: grass surface. No paved runway. Possible perimeter lighting for emergency night landings.
Fuel and Ammunition: bulk fuel storage off the SW corner and a possible refueling point on the N boundary. There was a small ammunition dump off the SW corner.
Infrastructure: had 1 small hangar-type building and 2 adjoining workshops plus 1 small portable hangar on the NE boundary, and 1

small portable hangar off the SW corner. There was a small cluster of barracks in the woods off the NE corner and a few stores buildings at the SW corner. A branch rail line served the SW corner.
Dispersal: no organized dispersals.
Defenses: location of Flak positions unknown.
Remarks:
24 Mar 45: bombed by 104 B-17 Fortresses and 9 B-24 Liberators – 2 x Fw 190s damaged; landing area 80% cratered, severe damage to buildings, power cut and 7 KIA. (German report)
Operational Units: I./JG 4 (Jul-Aug 44); II./JG 3 (Aug-Oct 44); 2./JG 7 (Oct 44); II./JG 7 (Oct-Nov 44); I./SG 4 (Dec 44).
Station Commands: Fl.H.Kdtr. (E) Ziegenhain (Aug 39 – Mar 40); Fl.H.Kdtr. E 10/XII (Mar 40).
Station Units (on various dates – not complete): Wehrersatzlager-Ausbildungskommando 1/VI (1944-45).
[Sources: AFHRA A5257A pp.577-78 (8 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ziegenhain (GER) (51 09 N – 13 18 E)
General: landing ground (Landeplatz) in Saxony c. 32 km WNW of Dresden and 12 km W of Meissen. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ziegenhals (GER) (a.k.a. Głuchołazy) (50 19 30 N – 17 24 00 E)
General: landing ground (Landeplatz) in Silesia 18 km S of Neisse (Nysa) and 1.5 km NE of present-day Głuchołazy. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ziemkendorf (GER) (53 19 N – 14 01 E)
General: field airstrip (Feldflugplatz) in Brandenburg 37 km WSW of Stettin (Szczecin) and 10 km E of Prenzlau. History: no further information or mention of wartime use by the Luftwaffe found.
Surface and Dimensions: grass surface. Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zingst (GER) (54 25 25 N – 12 49 00 E)
General: landing ground (Landeplatz) in Mecklenburg on the Baltic coast 27 km NW of Stralsund, 11 km NE of Barth airfield and 8 km SE of Zingst village. History: probably laid out in the late 1930's but used very little during the war until late 1944/early 1945 when it was

refurbished and reactivated. Surface and Dimensions: grass surface measuring approx. 915 x 760 meters (1000 x 830 yards) with an irregular shape. No paved runway. Infrastructure: no hangars or buildings. Personnel were billeted in Zingst. Nearest rail connection in Zingst. Dispersal: aircraft parked in or text to a woods about 1 km NW of the landing area.
Operational Units: none.
Station Commands: none.
Station Units (on various dates – not complete): I./Flak-Lehr-Rgt. (c. 1938 – 1940); Flakartillerieschule Zingst (1940-41); Flakschiessplatz Zingst (1944-45); Flak-Ers.Abt. 60 (1944-45); Flak-Ers.Abt. 91 (1944-45); Offizierbewerber-Ausb.Rgt. d.Lw. (Mar 43).
[Sources: AFHRA A5258 p.465 (13 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zittau (GER) (50 53 30 N – 14 51 00 E)
General: landing ground (Landeplatz) in Silesia 32.5 km SSW of Görlitz airfield and 3.25 km ESE of Zittau. History: existed before the war, but no mention found of use by the Luftwaffe during the war years. Surface and Dimensions: grass surface with unknown measurments. Infrastructure: none noted.
[Sources: AFHRA A5258 p.971 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zochau (GER) (today: Königsbrück) (51 20 30 N – 13 50 30 E)
General: field airstrip (Feldflugplatz) in Saxony 26 km NNE of Dresden. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.
Infrastructure: none noted.
[Sources: Ries/Dierich; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zürkow (GER) (a.k.a. ??) (c. ??)
General: landing ground (Landeplatz) in Pomerania c. 23 km SSW of Köslin (Koszalin). History: no evidence found of Luftwaffe use.
[Sources: Mattiello; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zweibrücken (GER) (49 15 20 N – 07 22 30 E)
General: a small emergency landing ground (Notlandeplatz) in Rheinland-Pfalz immediately E of Zweibrücken. History: no record of use by the Luftwaffe.
[Sources: AFHRA A5258 p.456 (8 Sep 39); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zwickau (GER) (50 42 15 N – 12 27 35 E)
General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Saxony 74.5 km S of Leipzig and 32.5 km WSW of Chemnitz; airfield 3.5 km SW of Zwickau.

History: 1927 listed as an emergency landing ground (Notlandeplatz). Changed and upgraded to a secondary airport (Flughafen II) in a 1932 listing. Taken over as an Industriehafen by the firm Basser KG in 1938 for the repair and upgrading of aircraft.
Dimensions: approx. 595 x 1000 meters (650 x 1100 yards) and irregular in shape.
Surface and Runways: firm, level grass surface. No paved runways.
Fuel and Ammunition: both were available.
Infrastructure: the Basser firm's buildings were off the NE corner and consisted of a large rectangular shop, a large L-shaped building and several smaller buildings. A branch off the Zwickau-Werdau railway line served the N side of the airfield.
Dispersal: there were 3 open aircraft shelters and 3 more that were covered by netting, all on the N boundary.
Defenses: unknown.
Remarks:
12 May 44: airfield bombed by a large force of B-24 Liberators and strafed by fighters – 1 x Fw 190 A-6 and 1 x Fw 190 G-2 from JG 110 shot up and destroyed on the ground by the fighters and other aircraft possibly destroyed in the bombing which severely damaged all of the main buildings.
12 May 44: Zwickau oil industry targets bombed by 74 B-17 Fortresses.
28 May 44: airfield bombed by 15 B-17s as a secondary target.
7 Oct 44: airfield and motor transport industry (Auto Union) targets bombed by 118 B-17s.
25 Nov 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Fw 190s destroyed and 7 more damaged.
6 Feb 45: Zwickau bombed by 22 B-17s as a target of opportunity.
19 Mar 45: Zwickau motor transport industry targets bombed by 177 B-17s.
17 Apr 45: Zwickau taken by U.S. 3rd Army troops without a fight.
Operational Units: none identified.
School Units: Arbeitsplatz (practice field) for Schule/FAR 31 (Altenburg) (1939).
Station Commands: Fl.H.Kdtr. Zwickau (1939 - ?).
Station Units (on various dates – not complete): 13./Ln.-Flugmelde-Rgt. 93 (1943 – Sep 44); Fluko Zwickau.
[Sources: AFHRA A5258 p.952 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zwischenahn (GER): see Bad Zwischenahn.

Zwuschen (GER): see Mark Zwuschen.