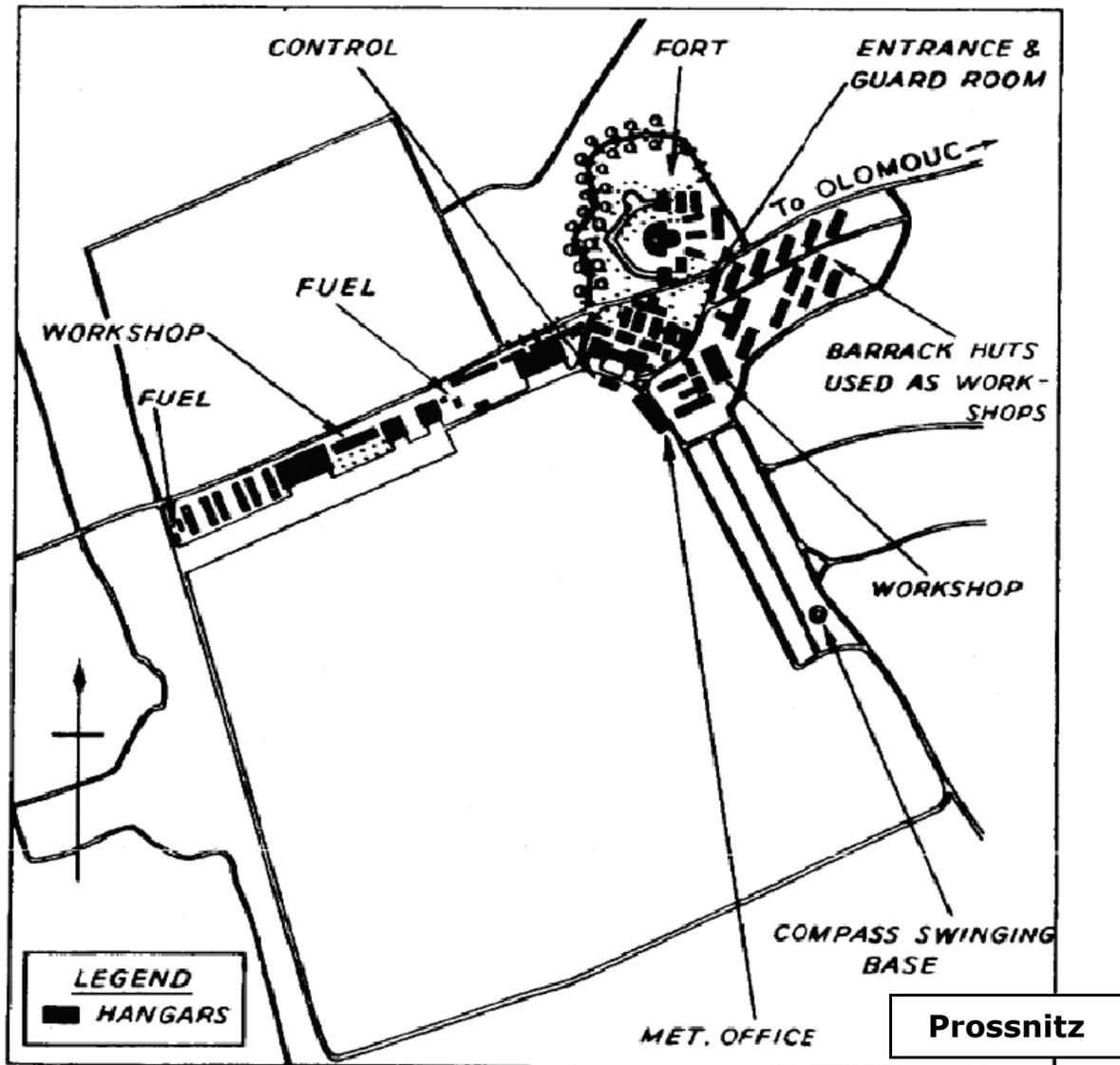


Luftwaffe Airfields 1935-45 Czechoslovakia

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Luftwaffe Airfields 1935-45

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Airfields

Czechoslovakia

Introduction

Conventions

1. The term "Czechoslovakia" is meant to refer to the country's borders prior to the October 1938, November 1938 and March 1939 annexations of its territory by its neighbors.
2. German, Czech and other spellings are used for the airfields with German given as the primary spelling. Why? Because this is about the German Luftwaffe's use of these airfields and the German name is what will be found in the wartime German documentation.
3. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

Czechoslovakia had a comparatively well-established network of airfields prior to the German occupation, with the great majority of these being in the central and western part of the nation. Once the Germans occupied the country, the eastern part became the quasi-independent Slovak State while the rest was mainly used by Luftwaffe flight schools and other training establishments until late 1944 when the front in the east began closing in on Czechoslovakia. The Germans found it unnecessary to do much construction work to expand or improve these airfields because of the way they were being used. There were a few exceptions, of course, but not many. This is in sharp contrast to the considerable expenditures and construction efforts on many of the airfields used by the Luftwaffe in other occupied countries.

Airfields Listed

A total of 117 are listed below, the majority of which had little or no wartime use. In fact, some of these may have existed on paper only and in practice were abandoned and returned to cultivation by the Germans.

A

Altsohl (CZECH) (a.k.a. Zvolen, Tri Duby) (48 38 30 N – 19 08 20 E)

General: landing ground (Landeplatz) in C Slovakia 160 km NE of Bratislava, 11 km S of Banska Bystrica and 7 km NNE of Zvolen. History: a pre-war Czech Air Force station that was enlarged by the Germans after the occupation. It became the home base for a Slovak

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Air Force flight school, reconnaissance and transport squadrons. Surface and Dimensions: somewhat worn grass surface measuring approx. 1325 x 825 meters (1450 x 900 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: refueling points were in front of the central large hangar. Infrastructure: had 2 large hangars with paved aprons and 1 medium hangar along the S half of the E boundary. Separate workshops were attached to the rear of the central large hangar. The admin and flight control building was on the E boundary between the 2 large hangars. Personnel were believed to be accommodated in nearby farm houses off the SE corner of the landing area. The nearest rail connection was in the village of Velka Luka, 1.6 km SE of the landing ground. Dispersal: no organized dispersals in Aug 44 - aircraft parked in front of the hangars and along the perimeter.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1189-90 (25 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aussig (CZECH) (a.k.a. Ústí nad Labem) (c. 50 40 40 N - 14 00 54 E)

General: field airstrip (Feldflugplatz) and/or emergency landing ground (Notlandeplatz) in NW Czechoslovakia 75 km NNW Prague and 47 km SSE of Dresden/Germany. Located in the Sudetenland, Aussig was occupied by the Germans in October 1938. History: no evidence of Luftwaffe use found.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates): Stab/Luftwaffen-Ersatzdivision (Mar 44 - May 45)?; IV. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 3 (1942-43); IV. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 1 (1944-45); Lw.-Bau-Ers.Btl. IV (1943); Lw.-Festungs-Btl. XVIII (Sep 44); Lw.-Bau-Btl. 106/VII (K) (Apr 45).

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

B

Bechin (CZECH) (a.k.a. Bechyne) (49 16 28 N - 14 30 09 E)

General: operational airfield (Einsatzhafen I) in Czechoslovakia 89 km S of Prague and 21 km SW of Tábor History: listed in 1939 German documents with a grass surface, but no record of Luftwaffe use found.

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

Beneschau (CZECH) (a.k.a. Benesov, Benešov, Dolni Benešov, Beneschau/Schlesien, Zábřeh) (49 56 25 N - 18 06 30 E)

General: airfield (Fliegerhorst) 18 km NW of present-day Ostrava, 14 km E of Troppau (Opava) and 2 km NW of Dolni Benešov.

History: a pre-war Czech Air Force base that was used mainly for training purposes after the Germans took it over.

Dimensions: approx. 730 x 915 meters (800 x 1000 yards) with an irregular shape.

Surface and Runways: grass surface in good condition. No paved runway.

Fuel and Ammunition: refueling facilities were available. Ammunition was made available from a small storage site off the NE corner as needed.

Infrastructure: had 3 hangars - 1 large and 1 medium on the S boundary and 1 medium on the E boundary. Separate workshops were probably near the hangars on the S boundary. A barrack complex was located off the S boundary behind the hangars. The nearest rail connection was in Dolni Benešov.

Dispersal: there were no organized dispersals in Jul 44.

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Defenses: no evidence of any in Jul 44.

Remarks:

22 Mar 45: air attack by Soviet Il-2s – 1 x Bf 109 K-4 from I./JG 77 badly damaged, 1 x He 111 H-6 from 12./Fl.Verb.Geschw. 2 destroyed and 1 x Fw 190 F-8 belonging to the Geschwaderstab/SG 4 slightly damaged on the ground. A further 14 x Bf 109s may also have been damaged in this attack.

Operational Units: Stab, III./JG 77 (Jan-Apr 45); I./JG 77 (Jan-Feb 45); II./JG 77 (Feb-Mar 45); Stab, I./SG 4 (Feb-Mar 45); III./SG 4 (Mar 45); 12./Flieger-Verbindungsgeschwader 2 (Mar 45)?; Sanitätsflugbereitschaft 2 (Apr 45).

School Units: Arbeitsplatz for Schule/FAR 71 then FFS A/B 71 (Prossnitz) (1940-43); Arbeitsplatz for FFS A/B 4 later FFS A 4 (Neudorf/Oppeln) (1941-45).

Station Commands: Fl.H.Kdtr. (E) 228 Beneschau (Aug 39 – c.Mar 40); Fl.H.Kdtr. E 10/VIII (Apr 40); Arbeitsplatzkdo. 4/VIII (Feb-Mar 43); Fl.Pl.Kdo. C 12/VIII (Mar 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. ???? (1944-45).

Station Units (on various dates – not complete): Koflug Beneschau (Jul 39 – Aug 40); elements of schw.Flak-Abt. 290 (Mar-Apr 45); Lw.-Sanitäts-Bereitschaft Beneschau (later San.Bereitschaft (mot) d.Lw. 3/VIII) (c.Apr-May 41).

[Sources: AFHRA A5258 p.1104 (19 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bisenz (CZECH) (a.k.a. Bzenec, Bzenez) (c. 48 58 N – 17 16 E)

General: emergency landing ground (Notlandeplatz)? 55 km SE of Brünn (Brno) and 11.5 km ESE of Kyjov. Exact location of landing ground not determined. History: no record found of use by the Luftwaffe.

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

Böhmisch-Kamnitz (CZECH) (a.k.a. Česká Kamenice) (50 48 00 N – 14 22 30 E)

General: field airstrip (Feldflugplatz) in Bohemia 45 km WNW of Reichenberg (Liberec) and 81 N of Prague. Also a factory airfield (Industriehafen) for Weser Flugzeugbau (Ju 87 production) from 1942 to the end of the war. History: no record found of use by the Luftwaffe.

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

Böhmisch-Leipa (CZECH) (a.k.a. Česká Lípa) (50 42 30 N – 14 30 30 E)

General: field airstrip (Feldflugplatz) 40 km WSW of Reichenberg (Liberec) and 69 km N of Prague. History: grass surface. No record found of use by the Luftwaffe.

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

Boskovice (CZECH) (c. 49 29 N – 16 39 E)

General: emergency landing ground (Notlandeplatz) 45 km WSW of Olmütz (Olomouc) and 8.25 km WSW of Benesov (Benešov). History: grass surface. No record found of use by the Luftwaffe.

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

Bratislava (CZECH): see Pressburg.

Brünn (CZECH) (a.k.a. Brno, Slatina) (49 10 40 N – 16 40 00 E)

General: airfield (Fliegerhorst) 185 km SE of Prague; airfield located 3 km SE of Brünn city center.

History: a pre-war joint civil and military airfield built between 1925 and 1935 before the 1938-39 annexation and occupation of Czechoslovakia. Following the German occupation, the airfield was used mainly for training until the last few months for the war when operational units began arriving.

Dimensions: approx. 1150 x 1100 meters (1250 x 1200 yards) with a rectangular shape.

Surface and Runways: grass surface on sandy soil. No paved runway. Equipped with perimeter lighting.

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Fuel and Ammunition: there were refueling points at the NE and NW corners with bulk fuel storage at the NE corner and at 2 points near the center of the N boundary. The ammunition storage site was in a quarry about 1 km off the SE corner.

Infrastructure: had 6 hangars with paved aprons – 3 large, 2 medium and 1 medium repair-type in a row along the N boundary. Immediately behind the hangars were numerous workshops and buildings for admin offices, flight control, station motor pool and garages, stores warehouses and other support facilities including several blocks of barracks. The nearest rail connection was directly behind the row of hangars on the N boundary.

Dispersal: no organized dispersals existed in late June 1944.

Defenses: none noted in late June 1944.

Remarks:

24 Aug 44 bombed by 15th AAF – 9 x Bf 109 G-8s and G-14s from SG 101 destroyed or damaged on the ground.

Operational Units: II./KG 77 (May-Oct 39); KGr. z.b.V. 40 (Mar 41); II./TG 5 (Aug 44); I./JG 53 (Apr 45); 10.(Pz)/SG 9 (Apr 45).

School Units: Arbeitsplatz for Schule/FAR 72 (Fels am Wagram) (1939-40); FFS A/B 113 (Mar 40 – Sep 43); BFS 2 then FFS B 32 (May 42 – Jan 45); II./SG 101 (May – Dec 44);

Station Commands: Fl.Pl.Kdo. A 21/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 12/XVII (Apr 44 – c.Apr 45).

Station Units (on various dates – not complete): Koflug Brünn (Jul 39 – Mar 41); Koflug 3/XVII (Apr 41 – Feb 43); Koflug 5/VIII (Dec 44 – Apr 45); 4. Flugh.Betr.Kp./KG 77 (May-Oct 39); 5. Flugh.Betr.Kp./KG 77 (May-Oct 39); Werft-Abt. (o) 12/XVII (1944-45); I./Flak-Rgt. 28 (Apr 45); Stab/Hei.Flak-Abt. 10/XVII (1943 – fall 44); le.Hei.Flak-Bttr. 9/XVII (1944-45); le.Hei.Flak-Bttr. 19/XVII (airfield, 1944-45); s.Hei.Flak-Bttr. 224/XVII (1944-45); s.Hei.Flak-Bttr. OB XVII (airfield, 1944-45); s.Hei.Flak-Bttr. QB XVII (airfield, 1944-45); 7.(Tel.Bau)/Ln.-Rgt. 12 (Feb 45); Ln.-Betr.Zug z.b.V. 3 (Dec 44 – Apr 45); Trsp.Kol. d.Lw. 114/I (Mar 45)?; Fahrkolonne d.Lw. 15/VIII (Mar 45); Lw.-Lazarett 1/XVII (c.1940-45); Lw.-Sanitäts-Bereitschaft Brünn (later San.Bereitschaft (mot) d.Lw. 4/XVII) (1939); Kraftfahr-Ausbildungs-Abt. d.Lw. 10 (c.1941-45).

[Sources: AFHRA A5258 p.1107 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brünn-Medlan (CZECH) (a.k.a. Brno-Medlánky, Brno-Medlanky) (49 14 10 N – 16 34 50 E)

General: landing ground or emergency landing ground (Landeplatz, Notlandeplatz) in Czechoslovakia 5 km NNW of Brünn (Brno).

History: pre-war history not found but used by the Germans for glider training. Surface and Dimensions: grass surface in good condition measuring approx. 825 x 550 meters (900 x 600 yards) with an "L" shape. No paved runway. Infrastructure: had 1 very large hangar with paved apron off the NE corner. Several separate workshop buildings were N of the hangar. Personnel were billeted in the surrounding area. The nearest rail connection was 2.5 km E of the landing ground. Dispersal: there were no organized dispersals in Jun 44.

Air Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1135-36 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brunovice (CZECH) (48 40 35 N – 17 51 03 E)

General: emergency landing ground (Notlandeplatz) 9 km NNE of Piestany (Pistyan).

History: may also have been used as an alternate landing ground for Piestany airfield.

Surface and Dimensions: grass surface measuring approx. 730 x 550 meters (800 x 600 yards). No paved runway. Infrastructure: none mentioned.

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[Sources: AFHRA A5258 p.1192 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bruntal (CZECH) (a.k.a. Bruntál, Freudenthal, Václavov u Bruntálu). (49 59 13 N – 17 27 43 E) or (49 59 20 N – 17 20 00 E)

General: field airstrip (Feldflugplatz) in NW Czechoslovakia 63 km WNW Ostrava (Mährisch-Ostrau), 32 km W of Opava (Troppau) and possibly 3 km WNW of present-day Václavov u Bruntálu. History: used by the Luftwaffe during the 1 Sep 39 attack on Poland, but no evidence found of subsequent use.

Operational Units: none identified.

[Sources: AFHRA A5258 p.1192 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brüx (CZECH) (a.k.a. Most) (50 33 30 N – 13 41 00 E)

General: field airstrip (Feldflugplatz) 77 km NW Prague in NW Czechoslovakia, 2 km NW of the village of Braňany and 7.25 km NNE of Most. History: grass surface used occasionally by light liaison aircraft. No Luftwaffe air units are known to have been based there. Brüx was the location of large coal mines, refineries and other petro-chemical production facilities that date from at least 1939-40.

Remarks:

Jul-Dec 44: the refineries at Brüx were bombed 7 times by 15th AAF but the tiny airstrip was never intentionally targeted.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates in and around Brüx – not complete): Stab/Flak-Rgt. z.b.V. (as Flakgruppe Brüx, 1943 – Jun 44); Stab/Flak-Rgt. 88 (as Flakgruppe Brüx, Jun 44 – Apr 45); part of schw.Flak-Abt. 153 (Nov 44 – 1945); 1./schw.Flak-Abt. 241 (Jun 44 – 1945); all or part of schw.Flak-Abt. 279 (Eisb.) (Jun 44 – 1945); part of gem.Flak-Abt. 282 (Aug-Sep 44); 1./schw.Flak-Abt. 290 (Jun 44 – Jan 45); 1., 2./schw.Flak-Abt. 313 (Jun 44 – 1945), schw.Flak-Abt. 351 (Jul 44 – 1945); schw.Flak-Abt. 405 (Jun 44 – Jan 45); 6./schw.Flak-Abt 532 (Jun 44 – 1945); gem.Flak-Abt. 656 (Jul 44 – 1945); 8./schw.Flak-Abt. 692 (Oct 44 – 1945); 7./schw.Flak-Abt. 693 (Oct 44 – 1945); 1., 2./schw.Flak-Abt. 696 (Jul 44 – 1945); part of le.Flak-Abt. 746 (Jul-Oct 44); part of schw.Flak-Abt. 905 Jul 44 – 1945); 1./Flakscheinwerfer-Abt. 509 (Jun-Jul 44); schw.Flak-Bttr. z.b.V. 6216 (Jun 44 - ?); schw.Flak-Bttr. z.b.V. 6217 (Jun 44 - ?); schw.Flak-Bttr. z.b.V. 6218 (Jun 44 - ?); schw.Flak-Bttr. z.b.V. 6258 (Jun 44 - ?); schw.Heimat-Flak-Battr. 232/IV (1944-45); schw.Heimat-Flak-Battr. 233/IV (1944-45); schw.Heimat-Flak-Battr. 234/IV (1944-45); schw.Heimat-Flak-Battr. 235/IV (1944-45); Luftschutz-Abt. d.Lw. 53 (1944-45); 8. (Tel.Bau)/Ln.-Rgt. 12 (Feb 45).

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

Budweis (CZECH) (a.k.a. České Budějovice) (48 56 50 N – 14 26 25 E)

General: airfield (Fliegerhorst) 120 km S of Prague and 51.6 km SSW of Tábor; airfield 4 km SW of the city.

History: a former civil airport (Verkehrsflughafen) that opened on 27 June 1937, the Germans took it over and used it for signals training and as a practice field for the air cadet academy at Tulln in Austria. Operational units arrived in 1945.

Dimensions: approx. 1190 x 960 meters (1300 x 1050 yards) with a rectangular shape. A 365 meter (400 yard) extension off the NE corner was built during 1943-44.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: bulk fuel storage was believed to be near the buildings at the SE corner.

Infrastructure: had 2 medium hangars with paved aprons at the SE corner with a shed near the W end of the hangars that may have been used for repairs and another building in the same location that almost certainly housed airfield flight control. A large group of buildings

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off the NE side of the field was used by the school based at Budweis. The nearest rail connection was the Budweis-Linz line that passed just 400 meters from the airfield.

Dispersal: 2 aircraft dispersal areas – Northwest and Southwest – existed but neither had aircraft shelters in Aug 44.

Remarks:

24 Oct 44: only partially serviceable – construction and drainage work underway.

Operational Units: Stab/KG(J) 30 (Dec 44 – Feb 45); II./KG(J) 30 (Jan-Apr 45); elements of 1./Flugzeugüberführungsgruppe Südost (Apr 45); Sanitätsflugbereitschaft 11 (Apr 45); Stab, 3./NAGr. 14 (Apr-May 45); 2./NAGr. 16 (Apr-May 45); Stab, I./SG 10 (Apr-May 45).

School Units: Luftnachrichtenschule 4 (Jan 40 – Apr 43); Arbeitsplatz for LKS Tulln/LKS 7 (1939-45); I./SG 102 (Mar-Oct 44); 3./JG 105 (Jun-Jul 44).

Station Commands: Flugplatzkdo. Budweis of Fl.H.Kdtr. A(o) 19/XVII Deutsch-Brod (1944-45); Fl.H.Kdtr. E(v) 205/VIII (Feb-May 45).

Station Units (on various dates – not complete): Werft-Abt. 106/IV (Feb-Apr 45); 4. (Tel.Bau)/Ln.-Rgt. 12 (Nov-Dec 44); Fluko Budweis; Feld-Ln.-Geräteausgabe-u.Instandsetzungsstelle 1/XII (1945).

[Sources: AFHRA A5258 pp.1110-11 (19 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bystrice (CZECH) (a.k.a. Benesov, Beneschau, Bystřice, Benešov-Bystřice) (49 44 27 N – 14 38 37 E)

General: landing ground (Landeplatz) in Czechoslovakia 41 km SSE of Prague, 58 km WNW Ostrava, 36 km N of Tábor and 5.5 km SSW of Benešov and 2 km NW of Bystřice.

History: used as an emergency landing ground until mid-1944 when transport aircraft began using it. Surface and Dimensions: grass surface measuring approx. 825 x 685 meters (900 x 750 yards) and roughly "L"-shaped. No paved runway. Infrastructure: no hangars but a small building on the S boundary may have been used as a workshop.

Personnel, if present, were accommodated in nearby towns and villages. The nearest rail connection was in Bystrice. Dispersal: no organized dispersals, but aircraft could be parked along the perimeter.

Operational Units: Sanitäts-Flugbereitschaft 2 (Apr 45).

Station Commands: Fl.H.Kdtr. E (mot) 6/VI (c. Dec 44 – Feb 45).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 8/VIII (Mar 45);

Ldssch.Zug d.Lw. 326/XI (Mar 45).

[Sources: AFHRA A5258 p.1109 (17 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

C

Caslau (CZECH) (a.k.a. Cáslav, Tschaslau) (49 55 46 N – 15 22 27 E)

General: field airstrip (Feldflugplatz) in Czechoslovakia 71 km ESE of Prague and 30 km WSW of Pardubice. History: grass surface. No record found of use by Luftwaffe air units.

Station Units (on various dates): Flieger-Geräteausgabe- und Sammelstelle 5/XVII (1944-45)?

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

Chotzen (CZECH) (a.k.a. Chocen, Choceň) (49 58 45 N – 16 11 20 E)

General: emergency landing ground (Notlandeplatz) in NW Czechoslovakia 89 km WNW of Olomouc and 3 km SW of Chocen. History: used mainly during the war to test and evaluate gliders produced by the adjacent Bemes and Waaz factory. Surface and Dimensions: grass surface measuring approx. 640 x 410 meters (700 x 450 yards).

Infrastructure: had 1 small hangar, 1 large workshop building and 2 admin buildings.

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[Sources: AFHRA A5258 p.1192 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chrudim (CZECH) (49 56 10 N – 15 46 50 E)

General: landing ground (Landeplatz) 99 km E of Prague, 9 km S of Pardubice and 2 km SW of Chrudim. History: built by Czechoslovakia as a major air base in the late 1930's but not fully completed when the Germans took it over and turned it into a practice field satellite off of Pardubitz. Operational units began arriving toward the end of 1944.

Surface and Dimensions: grass surface in good condition measuring approx. 1280 x 915 meters (1400 x 1000 yards) with a hexagonal shape. No paved runway. Fuel and

Ammunition: bulk fuel storage existed. Infrastructure: had 1 large hangar with a paved apron, a flight control building just S of the hangar and a barrack and admin building block off the NE boundary. The nearest rail connection was 1.5 km NNE of the landing ground in Chrudim. Dispersal: there were no organized dispersals in Jun 44.

Operational Units: Stab, I./KG(J) 30 (Nov-Dec 44); I./JG 52 (Mar 45); Flugbereitschaft VIII. Fliegerkorps (Apr-May 45); IV./TG 4 (Jan 45); Verbindungsstaffel VIII. Fliegerkorps (Apr-May 45).

School Units: Arbeitsplatz for Schule/FAR 32, FFS A/B 32 then FFS A 32 (Pardubitz) (1939-44).

Reserve Training & Replacement Units: Flieger-Ers.Btl. XVII (c. Apr-Jun 42).

Station Commands: Fl.H.Kdtr. E(v) 213/III (c. Jan – May 45).

Station Units (on various dates – not complete): Stab/Gen.Kdo. VIII. Fliegerkorps (Apr 45); Stab/Feldwerftverband 40 (Jan-Feb 45); le.Feldwerft-Zug 9/60 (Feb-Mar 45).

[Sources: AFHRA A5258 p.1117 (21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

D

Deutsch Brod (CZECH) (a.k.a. Havlíčkův Brod (ex-Německý Brod)) (49 36 00 N – 15 32 53 E)

General: operational airfield (Einsatzhafen I) in 1939 then upgraded to an airfield (Fliegerhorst). Located 96 km SE of Prague, 48 km SSW of Pardubice, 23 km N of Jihlava and 2.5 km SW of Německý Brod.

History: under construction in early 1938, taken over by the Germans in 1939 and used by them as a practice field for elementary flight training. In fall 1943 it became a training center for ground attack crews.

Dimensions: approx. (1100 x 850 yards) and rectangular in shape.

Surface and Runways: worn grass surface. No paved runway but it did have a short, paved starting platform on the NE boundary.

Fuel and Ammunition: underground bulk fuel storage with probable refueling points.

Infrastructure: had 1 very large and 1 large hangar off the E corner, both with paved aprons connected to the starting platform by taxiway. Flight control was on the NE boundary near the hangars and a barrack compound was off the E corner behind the hangars. The nearest rail connection was in Německý Brod, an important rail junction.

Dispersal: the 4 dispersal areas – Northeast, Southwest, West and Northwest – had a total of 54 small open aircraft shelters, all connected to the landing area by rolled taxi-tracks.

Operational Units: ROA-Jagdstaffel 5 (Mar-Apr 45); 10.(Pz)/SG 9 (Apr-May 45); I./JG 52 (May 45).

School Units: Arbeitsplatz for FFS A/B 113 (Brünn) (1940-43); Stab, I. and II./SG 102 (Oct 43 – c. Oct 44); Flieger-techn.Schule 1 (1945)?

Reserve Training & Replacement Units: Erg.Staffel/Fliegergeschwader z.b.V. 7 (1944-45).

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Station Commands: Fl.Pl.Kdo. A 4/XVII (Jan 43 – Mar 44)?; Fl.H.Kdtr. A(o) 19/XVII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Werft-Abt. (o) 19/XVII (1944-45); gem.Flak-Abt. 475 (1944-45).

[Sources: AFHRA A5258 p.1140-41 (15 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deutschendorf (CZECH) (a.k.a. Poprad) (c. 49 04 25 N – 20 14 28 E)

General: landing ground (Landeplatz) in E Czechoslovakia 5 km NW of present-day Poprad/Slovakia. History: grass surface. No record found of use by the Luftwaffe.

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

Dobrzan (CZECH) (a.k.a. Dobrany, Dobřany) (49 40 30 N – 13 16 20 E)

General: field airstrip (Feldflugplatz) in W Czechoslovakia 14 km SW of Pilsen (Plzen).

History: grass surface. No record found of use by the Luftwaffe.

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

Dürnholz (CZECH) (a.k.a. Drnholec) (c. 48 51 N – 16 29 E)

General: landing ground (Landeplatz) in south-central Czechoslovakia 40 km SSW of Brunn (Brno) and 31 km E of Znaim (Znojmo). Exact location of landing ground not determined. History: grass surface. No record found of use by the Luftwaffe.

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

Dymokury (CZECH) (c. 50 13 30 N – 15 12 00 E)

General: field airstrip (Feldflugplatz) 57 km ENE of Prague, 25 km N of Kolín and possibly 2.25 km S of the village of Dymokury. History: grass surface. No record found of use by the Luftwaffe.

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

E

Eger (CZECH) (a.k.a. Fliegerhorst Eger, Eger/Ost, Cheb/East, Dolni Dvori, Letiště Cheb) (50 04 49 N – 12 24 28 E)

General: landing ground (Landeplatz) in the Sudetenland 2 km E of Eger (Cheb). History: a pre-war Czech Air Force base built in 1916 to Austro-Hungarian military standards that in 1920 was considered the only adequately built airfield in the country. For the next 14 years it was used as the Czech military aviation school which graduated hundreds if not thousands of pilots, observers, mechanics and other specialties. It was taken over by the Germans in October 1938 and used as a training field for most of the war. In 1944 a transport replacement Gruppe was stationed at Eger and then in 1945 it became home to units of the fledgling Russian Liberation Army Air Force. Surface and Dimensions: the landing area consisted of a large, open grass expanse with an oval shape, but no record of the dimensions have been found. No paved runway. Fuel and Ammunition: refueling points were in the NW corner and ammunition storage was just off the S boundary.

Infrastructure: hangars, workshops and flight control were along the N boundary with admin buildings, barracks and stores behind them. Just off the NE corner were 20 additional buildings believed to be blocks of barracks. Dispersal: there were no organized dispersal facilities in April 1944.

Remarks:

28 Apr 45: airfield and infrastructure destroyed during fierce fighting between the U.S. 97th Infantry Division and the 2. SS-Panzer-Division "Das Reich".

Operational Units: II./JG 135 (Oct 38); II./JG 333 (Nov 38 – Mar 39); ROA-Jagdstaffel 5 (Jan-Feb 45); ROA-Schlachtstaffel 8 (Jan-Apr 45).

School Units: Reichsschule für Motorflug; Fl.Ausbildungs-Rgt. 63 (1939-42); Arbeitsplatz für FFS A/B 7 (Plauen).

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Reserve Training & Replacement Units: San.Ers.Kp. 13 (1939-40); II./Erg.Transportgeschwader (Dec 43 – Jul 44).

Station Commands: Fl.H.Kdtr. A Eger (1940); Flugplatzkdo. Eger of Fl.H.Kdtr. A(o) 18/XVII Pilsen (1944-45); Fl.H.Kdtr. A(o) 101/VIII (c.Feb-May 45).

Station Units (on various dates – not complete): Werft-Abt. 49/III (1944-45); le.V/Feldwerftverband 10 (Feb 45); le.Heimat-Flak-Battr. 42/IV (1944-45); 1. Flieger-Rgt. ROA (Jan-Apr 45).

[Sources: AFHRA A5258 p.1113 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eger-Oberschön (CZECH) (a.k.a. Cheb, Horni Dvori, Letiště Cheb) (c. 50 03 58 N – 12 24 41 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in Czechoslovakia 85 km NW of Pilsen (Plzeň) and 2.75 km SE of Cheb.

History: the factory building complex dates from the mid-1920's and was completed in 1940 by Eger Flugzeugwerke GmbH while the concrete runway was started in 1941 and finished at the end of April 1943. Originally operated by the Letov firm as a state military aircraft factory, Eger-Oberschön during the war run by Eger Flugzeugwerke GmbH as a repair depot for the He 111 and He 177 bombers, the He 219, Ar 232, Me 262 and as an assembly factory for the He 177. In Feb 45 it was also involved in Me 262 production.

Dimensions: approx. 1465 x 420 meters (1600 x 460 yards) with a rectangular shape.

Surface and Runways: grass and dirt surface. Had a single concrete runway measuring 1465 x 55 meters (1600 x 60 yards) with a NE/SW alignment. Prepared strips 185 meters (200 yards) wide paralleled the runway on both sides. A paved taxiway c. 1400 meters in length connected the SW end of the runway to the factory buildings. Equipped with a beam approach system.

Fuel and Ammunition: on the S side of the taxiway were 12-15 ladder-type servicing hardstands where aircraft were fueled.

Infrastructure: a very large hangar with entrance and exit taxiways was at the E end of the row of servicing hardstands and at the W end was the factory building complex consisting of 3 very large assembly-type buildings and 2 very large buildings for sub-assembly work. To the rear of these buildings were some 25 small structures of various shapes that were reportedly used for stores. Some 200 meters N of the factory buildings was a small group of 3 barrack buildings and another group of 6 or 7 barracks was approx. 800 meters E of the factory buildings. These buildings and the servicing hardstands were served by a branch rail line connected to the Eger (Cheb) marshalling yard.

Dispersal: blast walls separated the servicing hardstands along the taxiway running from the factory buildings to the runway that allowed for the protection of 12 aircraft. Additional dispersal parking was available to the E and S of the runway and in the fields between Eger (Cheb)/Ost and Oberschön airfields.

Remarks:

25 Mar 45: bombed by 133 B-24 Liberators from 15th AAF – claimed 6 x Me 262s destroyed on the ground along with damaged to assembly buildings, workshops, admin buildings, stores warehouses, dispersal areas and the runway.

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 87s, 7 x Ju 88s, 3 x He 111s, 2 x He 177s and 8 x unidentified aircraft destroyed, plus 1 x He 111 and 6 x unidentified aircraft damaged.

17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 188 destroyed, plus 1 x Ju 52 and 5 x unidentified aircraft damaged.

28 Apr 45: airfield and infrastructure severely damaged during fierce fighting between the U.S. 97th Infantry Division and the 2. SS-Panzer-Division "Das Reich".

Operational Units: none identified.

Station Commands: none identified.

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

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[Sources: AFHRA A5258 pp.1115-16 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Erdberg (CZECH) (a.k.a. Hrádek) (??)

General: emergency landing ground (Notlandeplatz) 54 km SSW of Brünn (Brno). Not located. No record found of use by the Luftwaffe.

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

G

Grusbach (CZECH) (a.k.a. Hrušovany nad Jevišovkou) (c. 48 49 N – 16 24 E)

General: emergency landing ground (Notlandeplatz) in south-central Czechoslovakia 44.5 km SSW of Brünn (Brno) and 26 km E of Znojmo. Exact location not determined. History: no record found of use by Luftwaffe air or ground units.

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

H

Haida (CZECH) (a.k.a. Nový Bor) (50 45 30 N – 14 32 30 E)

General: field airstrip (Feldflugplatz) in present-day Czechoslovakia 56 km SE of Dresden, 9 km N of Česká Lípa and 1 km W of Nový Bor town center. History: grass surface. No record found of use by the Luftwaffe.

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

Hermann-Städtel (CZECH) (a.k.a. Heřmanův Městec) (c. 49 56 N – 15 39 E)

General: landing ground (Landeplatz) 18 km SW of Pardubitz (Pardubice) and 9.5 km W of Chrudim. Exact location of landing ground not determined. History: no record found of use by Luftwaffe air units.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Gen.Kdo. VIII. Fliegerkorps (Feb 45).

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

Hohenmauth (CZECH) (a.k.a. Vysoké Myto, Vysoké Mýto) (49 55 40 N – 16 11 20 E)

General: landing ground (Landeplatz) in present-day Czechoslovakia 120 km E of Prague and 30 km ESE of Pardubice; airfield 3 km SE of Vysoké Mýto (Hohenmauth). History: a pre-war emergency landing ground. It was lengthened by the Germans and then used from Aug 44 to the last day of the war. Surface and Dimensions: grass surface measuring approx. 2100 x 135 meters (2300 x 150 yards) with an oblong shape. No paved runway. Infrastructure: had 1 small hangar in the NW corner. A small building in woods off the NE corner may have been for administration. Personnel were accommodated in local towns and villages. A single-track rail line passed within 1 km of the E side of the landing ground. Dispersal: 5 aircraft parking bays had been cut into the woods along the E and NE sides and other aircraft parked along the W boundary.

Operational Units: Gruppe Herzog (Schleppgruppe 1) (Apr-May 45); Schleppstaffel Fallschirm-AOK 1 (Apr 45); elements of 1.(F)/Aufkl.Gr. 121 (May 45); Aufkl.St. 4.(F)/Nacht (May 45).

Reserve Training & Replacement Units: 7./SG 151 (Aug-Dec 44).

Station Commands: Fl.H.Kdtr. A(o) 102/VIII (c. fall 44 – Apr 45).

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

[Sources: AFHRA A5258 p.1184 (24 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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I

Iglau (CZECH) (a.k.a. Jihlava) (49 24 00 N – 15 35 00 E)

General: field airstrip (Feldflugplatz) in C Czechoslovakia 81 km NW Brno, 71 S of Pardubice and probably 4.5 km NE of Jihlava town center. Moorland surface. History: no record found of use by Luftwaffe air units.

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

Imely (CZECH) (a.k.a. Imel') (c. 47 54 N – 18 08 E)

General: emergency landing ground (Notlandeplatz) in south-central Czechoslovakia 80 km ESE of Pressburg (Bratislava) and 9.25 km S of Nové Zámky/Slovakia. History: the town and surrounding area belonged to pre-war Czechoslovakia but was annexed by Hungary as part of the November 1938 Vienna Award. Returned to Czechoslovakia after the war. Surface and Dimensions: grass surface. Infrastructure: no information found, but no permanent infrastructure is believed to have existed.

Operational Units: Stab/JG 76 (Nov 44 – Jan 45); II./JG 51 (Nov 44 – Jan 45).

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]

J

Jeschowitz (CZECH) (a.k.a. Ježkovice) (c. 49 17 N – 16 53 E)

General: emergency landing ground (Notlandeplatz) in east-central Czechoslovakia 23 km NE of Brünn (Brno) and 8 km WNW of Vyskov. History: no record found of use by Luftwaffe air units.

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

Jitschin (CZECH) (a.k.a. Jicin) (c. 50 25 52 N – 15 19 43 E)

General: emergency landing ground (Notlandeplatz) in north-Central Czechoslovakia 45 km SSE of Liberec and probably 2.25 km WSW of Jicin town center. History: no record found of use by Luftwaffe air units.

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

Josefstadt (CZECH) (a.k.a. Josefov, Jaroměř) (50 19 57 N – 15 57 12 E)

General: operational airfield (Einsatzhafen I) 27 km S of Trautenau (Trutnov), 16 km NNE of Königgrätz (Hrádec Kralové) and 1.75 km SE of the old fortress garrison town of Josefov. Grass surface. History: no evidence found of Luftwaffe use until possibly the last week of the war.

Operational Units: Nahaufklärungsstaffel 12./13 (Nacht) (May 45)?

Station Units: none identified

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

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

Jungbunzlau (CZECH) (a.k.a. Mladá Boleslav) (50 23 55 N – 14 53 45 E)

General: landing ground (Landplatz) in north-central Czechoslovakia 40 km S of Reichenberg (Liberec) and 3.5 km SSW of Mladá Boleslav. Grass surface. History: no record found of use by Luftwaffe air units.

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

K

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Kaaden (CZECH) (a.k.a. Kadan, Kadaň) (50 21 30 N – 13 17 30 E)

General: landing ground (Landeplatz) in Czechoslovakia 89 km WNW of Prague, 32 km NE of Karlsbad (Karlovy Vary), 14.25 km SW of Chomutov and 2.5 km SE of Kadaň. Grass surface. History: no record found of use by Luftwaffe air units.

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

Kamenica (CZECH) (a.k.a. Kamenica nad Cirochou, Nagy Kemencze) (c. 48 56 20 N – 22 00 35 E)

General: landing ground (Landeplatz) 60 km ENE of Presov and 6 km E of Humenné.

History: believed to have been set up by the Germans during the war. Surface and

Dimensions: high quality grass surface measuring approx. 1000 x 730 meters (1100 x 800 yards). No paved runway. Infrastructure: has a single hangar at the S end of the landing

area with a small office building and a few barrack huts nearby. The nearest rail

connection was in Kamenica. Dispersal: none noted in mid-1944.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1118 (27 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Karbitz (CZECH) (a.k.a. Chabařovice, Chabarovice) (c. c. 50 40 58 N – 13 57 08 E)

General: landing ground (Landeplatz) in NW Czechoslovakia 8 km NW of Aussig (Ústí nad Labem) and 1.25 km NE of the village of Chabařovice. Grass surface. History: no record found of use by Luftwaffe air units.

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

Karlsbad (CZECH) (a.k.a. Karlovy Vary, Olšová Vrata) (50 12 15 N – 12 54 40 E)

General: airfield (Fliegerhorst) in NW Czechoslovakia 112 km W of Prague; airfield 4.5 km SE of the city.

History: a Czech civil airport (Zivilflughafen) was built for this famous spa resort city during 1929-31, then taken over by the Luftwaffe and reclassified as an Einsatzhafen in fall 1938 following the annexation of the Sudetenland. Later in the war it was upgraded to a Fliegerhorst. Used as a practice field for an elementary flight school during the early part of the war, then as a training field for the air echelon of the German-allied Russian Liberation Army in 1945.

Dimensions: long and narrow on a NW/SE axis.

Surface and Runways: grass surface. No paved runway in 1939.

Fuel and Ammunition: both available.

Infrastructure: had at least 1 large hangar with a paved hangar apron and a very ample terminal building before the German takeover and these were grouped at the center of the S boundary. It is believed that the Luftwaffe made limited improvements and expanded the airfield somewhat during the war years but details are lacking.

Dispersal: no organized dispersals existed in mid-1944.

Remarks:

17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 35 destroyed or damaged, including He 111s (19), Fw 200s (2) and several Fw 190s, Ju 87s and unidentified aircraft.

Operational Units: IV./JG 132 (Oct 38).

School Units: Arbeitsplatz for Schule/FAR 63 then FFS A/B 63 (Marienbad) (1939-41); ROA-Fliegerschule (Jan 45 - ?).

Reserve Training & Replacement Units: ROA-Ausbildungs-(Ers.)-Staffel (Jan-Apr 45).

Station Commands: none identified.

Station Units (on various dates): Stab/ROA-Luftwaffe (Stab VVS KONR) (Jan 45); 5. (Tel.Bau)/Ln.-Rgt. 11 (Nov 44); Luftgaubereichswerkstatt (N) 1/VIII (Altrohlaue, 1945); Lw.-Lazarett 9/XVII (? – 1945).

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

Klattau (CZECH) (a.k.a. Klatovy, Klatovy-Chaloupky) (49 25 10 N – 13 19 30 E)

General: operational airfield (Einsatzhafen I) in Czechoslovakia 35 km S of Pilsen; airfield 4 km NE of Klattau and immediately SSE of the hamlet of Chaloupky. History: laid out by the Germans as a practice field for the flight training school in Pilsen. Surface and Dimensions: grass surface measuring approx. 1000 x 595 meters (1100 x 650 yards) with an irregular shape. Fuel and Ammunition: believed to have 2 refueling points on the S boundary. Infrastructure: had 1 medium and 1 small hangar on the S boundary with 2 workshop-type buildings nearby. Personnel were accommodated in adjacent homes and inns. Dispersal: no organized dispersals in Oct 44.

Remarks:

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 58 destroyed or damaged, including Bf 109s (31) and Fw 190s (22).

17 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 10 x Bf 109s, 1 x Me 210, 1 x Me 262, 7 x Ju 88s and 4 x Fi 156s destroyed, plus 1 x Ju 88 damaged.

Operational Units: III./TG 2 (Apr-May 45).

School Units: Arbeitsplatz for Schule/FAR 13 later FFS A/B 13 (Pilsen).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1119 (25 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kolin (CZECH) (a.k.a. Kolín) (50 00 10 N – 15 10 30 E)

General: landing ground in north-central Czechoslovakia 54.5 km E of Prague; airfield 2.5 km SSW of Kolín. Grass surface. History: no record found of use by Luftwaffe air units.

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

Komotau (CZECH) (a.k.a. Chomutov, Chomutov-Otvice, Chomutow, Pösswitz?,) (50 27 15 N – 13 27 25 E)

General: field airstrip (Feldflugplatz) in Chechoslovakia 81 km NW Prague; airfield 4 km E of the town.

History: a pre-war sports glider training ground. Surface and Dimensions: grass surface on wet ground measuring approx. 455 x 320 meters (500 x 350 yards). Infrastructure: none noted.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): II./Flak-Rgt. 23 (Mar-Aug 39); Ie.Flak-Abt. 673 (May-Jun 42); Flak-Ers.Abt. 93 (1942-44).

[Sources: AFHRA A5258 p.1193 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Königgrätz (CZECH) (a.k.a. Hradec Králové) (50 14 50 N – 15 51 00 E)

General: operational airfield (Einsatzhafen I) in Czechoslovakia 102 km ENE of Prague, 23 km NNE of Pardubice and 4.5 km NNE of Hradec Králové. The N/S flowing Elbe (Labe) River was just 1.6 km W of the airfield.

History: Hradec Králové was used by the Czech Air Force as a training school for all types of aircraft up to and including light bombers. The Luftwaffe turned it into a large signals training center after taking it over in 1939 and it continued in this capacity right up to the end of the war.

Dimensions: approx. 915 x 915 meters (1000 x 1000 yards).

Surface and Runways: grass surface that softened in wet weather. Had a short, approx. 320 meter (350 yard) E/W prepared strip in the center of the landing area in Jun 44. The composition of the strip – concrete, asphalt, steel matting, wood planking, reinforced turf, etc. – has not been determined.

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Fuel and Ammunition: there were refueling points in front of the hangars and underground bulk storage on the W boundary between the hangars.

Infrastructure: had 1 very large hangar and 4 large hangars in a row that curved along the SW corner of the field, all of these fronted with a continuous paved hangar apron, plus 1 medium hangar on the N boundary near the NE corner and a second building of the same size off the center of the W boundary for a total of 6 or 7 hangars. Additional workshops were located behind the SW hangars. The station compass swing base was off the W boundary. A large barrack complex sat off the SW corner behind the hangars. Nearest rail connection was in Hradec Králové.

Dispersal: no organized dispersal as of Jun 44. Aircraft usually parked around the hangars and along the S boundary.

Defenses: unknown - probably few if any before fall 1944.

Remarks: left largely untouched by Allied bombing attacks, probably because of its low target priority in that it was used mainly as a signals training facility until late 1944.

Mar 45: He 111s from KG 4 began airlifting supplies from Königgrätz to Breslau, which was surrounded.

Operational Units - not complete): III./KG 77 (May-Oct 39); II./KG 30 (Nov 44 - Jan 45); II./SG 4 (Mar-May 45); Stab, I., III./KG 4 (Mar-May 45); 12./Verb.Geschwader 2 (Apr-May 45); 14.(Eis.)/KG 55 (Apr 45); parts of Schleppgruppe 1 (Apr-May 45).

School Units: Luftnachrichtenschule 2 (1940 - Apr 45); Stab, I., II., III./Ln.-Ausbildungs-Rgt. 301 (Aug-Sep 44); Ln.-Ausbildungs-Rgt. 302 (Sep 44)?; parts of II., III./Ln.-Ausbildungs-Rgt. 303 (Aug-Sep 44); I., III./Ln.-Ausbildungs-Rgt. 305 (Aug-Sep 44).

Reserve Training & Replacement Units: 9./Erg.JG 1 (Feb - Apr 45).

Station Commands: Fl.H. Königgrätz (1939 - Jan 43); Fl.Pl.Kdo. A 22/XVII (Jan 43 - Mar 44); Fl.H.Kdtr. A(o) 15/XVII (Apr 44 - Apr 45).

Kommandant (prior to the establishment of a numbered station command): Obstlt. Kurt Schlabach (c.Aug 39 - 20 Aug 40); Oberst Aldo Saul (20 Aug 40 - 31 Oct 41).

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates - not complete): Stab/I. Flakkorps (May 45); 7. Flugh.Betr.Kp./KG 77 (May-Oct 39); 8. Flugh.Betr.Kp./KG 77 (May-Oct 39); 17.(Funkh.Ausb.)/Ln.-Rgt. 1 (Sep 44); Stab II. (Feldfern kabel-Bau)/Ln.-Rgt. 38 (May 41); Stab and IV./Ln.-Ausb.Rgt. 4 (Sep 44 - 1945); 4.(Funkh.)/Ln.-Abt. 356 (Jan-Apr 45); elements of Ln.-Telegrafbau-Abt. z.b.V. 11 (Oct 44); Lw.-Bau-Btl. 131/XVII (K) (Mar 45).

[Sources: AFHRA A5258 pp.1121-22 (18 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Koprivnice (CZECH) (49 36 10 N - 18 10 35 E)

General: landing ground (Landeplatz) in Czechoslovakia 120 km ENE of Brünn (Brno) and 25 km SW of Mährisch Ostrau (Ostrava); airfield 2 km E of Koprivnice. History: believed to have been laid out in 1944. Surface and Dimensions: grass surface measuring approx. 915 x 505 meters (1000 x 550 yards) and roughly rectangular in shape. No paved runway. Infrastructure: none. Nearest rail connection was in Koprivnice. Dispersal: no organized dispersals.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1123 (15 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kralup (CZECH) (a.k.a. Kralupy, Kralupy nad Vltavou) (50 15 30 N - 14 19 40 E)

General: operational airfield (Einsatzhafen) in Czechoslovakia 19-20 km NNW Prague; airfield c. 2-3 km NNE of the village. History: a pre-war civil landing ground. The Germans used it as a practice field for the elementary flight school at Prag-Gbell and then as a dispersal field in spring 1945. A large refinery complex was located on the N end of

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the town and this was bombed several times by the 15th AAF. Surface and Dimensions: grass surface in good condition measuring approx. 825 x 730 meters (900 x 800 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: refueling points and bulk fuel storage were near the hangar. Infrastructure: had 1 large hangar with a paved apron in the SW corner. A few buildings near the hangar and near the NW corner may have been for admin offices and accommodations. The nearest rail connection was approx. 1 km from the SE corner. Dispersal: no organized dispersals in Jun 44. Aircraft parked along the E perimeter.

Remarks:

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Fw 190s, 1 x Do 217 and 1 x unidentified aircraft destroyed, plus 3 x Bf 109s, 1 x Fw 190 and 5 x unidentified aircraft damaged.

Operational Units: III./TG 2 (Apr 45).

School Units: Arbeitsplatz for FFS A/B 4 (Prag-Gbell).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1124 (22 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kremsier (CZECH) (a.k.a. Kromeríz) (49 17 12 N – 17 24 57 E)

General: landing ground (Landeplatz) in C Czechoslovakia 60 km E of Brünn (Brno) and 2.7 km SE of Kromeríz. Grass surface. History: used as a practice field for elementary flight training. A battalion of Luftwaffe female signals auxiliaries were billeted and training in the nearby city.

Operational Units: none identified.

School Units: Arbeitsplatz for Schule/FAR 24 then FFS A/B 24 (Olmütz) (1939-43).

Station Commands: none identified.

Station Units (on various dates – not complete): III.(Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 17 (1942/43-44).

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

Krizanau (CZECH) (a.k.a. Krizanov, Křižanov, Krisans) (49 22 05 N – 16 07 08 E)

General: emergency landing ground (Notlandplatz) in C Czechoslovakia 42 km NW of Brünn (Brno) and 2.5 km S of Krizanov. Other sources give different coordinates and place it 1.2 km W of Krizanov. History: a pre-war Czech Air Force field. Used by the Germans as a practice field for elementary flight training. Surface and Dimensions: grass surface measuring approx. 730 x 550 meters (800 x 600 yards) with an irregular shape.

Infrastructure: uncertain, but possible a few admin buildings.

Operational Units: none identified.

School Units: Arbeitsplatz for FFS A/B 113 (Brünn) (1940-43).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1193 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kummer am See (CZECH) (a.k.a. Mimon, Mimoň, Niemes) (50 37 10 N – 14 44 00 E)

General: landing ground (Landeplatz) in NW Czechoslovakia 67 km NNE of Prague, 27 km SW of Reichenberg (Liberec) and 4 km S of Mimon and immediately E of the village of Hradčany. Grass surface. History: no information found regarding its development and early history. Used by Luftwaffe ground attack units in April-May 1945.

Operational Units: Stab/SG 2 (Apr-May 45); II./SG 2 (Apr-May 45); 10.(Pz)/SG 2 (Apr-May 45); I./SG 77 (Apr-May 45).

Station Commands: none identified.

Station Units (on various dates – not complete):

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

Kunowitz (CZECH) (a.k.a. Kunovice) (49 02 10 N – 17 27 10 E)

General: factory airfield (Industriehafen) in Czechoslovakia 65 km ESE of Brunn (Brno) and 2 km SSE of Uherské Hradiště.

History: factory and airfield built in 1936 as the Kunovice branch of the main Avia Letnany plant in Prague. The factory overhauled and repaired Junkers W34 and Arado Ar 96 aircraft during the war.

Dimensions: measured approx. 1000 x 595 meters (1100 x650 yards) and pentagonal in shape.

Surface and Runways: grass surface in good condition No paved runway.

Infrastructure: all buildings were in the factory area and consisted of 2 large assembly hangars and 1 large repair hangar, all with paved hangar aprons. Close by the hangars were 7 medium-sized workshop buildings. Factory offices were in the center of the complex. The nearest rail connection was just E of the factory.

Dispersal: no organized dispersals – aircraft were parked along the SW boundary.

Remarks:

1944-45: no record found of this factory or airfield being attacked by Allied aircraft during the war.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1125-26 (22 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kuttenberg (CZECH) (a.k.a. Kutná Hora) (49 57 00 N – 15 18 00 E)

General: Feldflughafen in C Czechoslovakia 37 km WSW of Pardubice and approx. 2.25 km E of the town of Kutna Hora. Grass surface. History: no record found of use by Luftwaffe air units.

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

Kuttenplan (CZECH) (a.k.a. Chodová Planá) (c. 49 53 N – 12 43 E)

General: landing ground (Landeplatz) 8 km SSE of Marienbad (Mariánské Lázně). Exact location not determined. Grass surface. History: no record found of use by Luftwaffe air units.

Station Units (on various dates – not complete): ROA-Fallschirmjäger-Btl. 3 (Mar-Apr 45).

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

L

Laun (CZECH) (a.k.a. Raná; Raná-Louny, Hrádek) (50 24 30 N – 13 45 30 E)

General: landing ground (Landeplatz) in NW Czechoslovakia 61 km NW of Prague, 16.5 km SSE of Brux (Most), 1.5 km WSW of the village of Raná and just S of the village of Hrádek. Grass surface. History: no record found of use by Luftwaffe air units.

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

Leitmeritz (CZECH) (a.k.a. Litomerice) (c. 50 32 N – 14 07 E)

General: landing ground (Landeplatz) 15 km SSE of Aussig (Ústí nad Labem) and close to this sizeable town on the N bank of the Labe River. Grass surface. History: no record found of use by Luftwaffe air units.

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

Liebenau (CZECH) (a.k.a. today Karlinky?) (c. 50 44 N – 14 59 E?)

General: landing ground (Landeplatz) in NW Czechoslovakia 5 km W or SW of Reichenberg (Liberec). Exact location not determined. Grass surface. History: no evidence found of use by the Luftwaffe prior to April 1945.

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Erg./Ers. Units: 7./Erg.JG 1 (Apr – May 45).

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

Lundenburg (CZECH) (a.k.a. Břeclav) (48 47 30 N – 16 53 35 E)

General: emergency landing ground (Notlandeplatz) 75 km NNE of Vienna/Austria, 51 km SSE of Brunn (Brno) and 3.5 km N of Breclav. History: used pre-war by Czech civil aircraft. No evidence found of German use. Surface and Dimensions: grass surface measuring approx. 550 x 365 meters (600 x 400 yards) with a rectangular shape. No paved runway. Infrastructure: none seen or reported.

[Sources: AFHRA A5258 p.1192 (29 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

M

Mährisch-Ostrau (CZECH) (a.k.a. Moravska Ostrava, Ostrava, Hrabuvka) (c. 49 47 10 N – 18 15 35 E)

General: landing ground (Landeplatz) in Czechoslovakia 122 WSW of Kraków (Poland) and 139 NE of Brunn (Brno); airfield c. 7.25 km S of the city center. History: previously a civil airport (Verkehrsflughafen). Surface and Dimensions: grass surface measuring approx. 825 x 400 meters (900 x 440 yards) with a rectangular shape. No paved runway.

Infrastructure: had 2 small hangars with paved aprons off the NW boundary and possibly another small hangar 250-300 meters off the SE corner. Unclear where personnel were accommodated but there were several barrack compounds in the immediate area. The nearest rail connection was in the suburb of Hrabova (Hrabová) just E of the landing ground. Dispersal: no organized dispersals in Feb 45.

Remarks:

Aug-Dec 44: a tank factory, refineries and the marshalling yard in M-Ostrau heavily bombed by 15th AAF but no mention made of the landing ground.

Operational Units: I./JG 77 (Mar-May 45); 10.(Pz)/SG 9 (Apr 45);

Station Commands: none identified.

Station Units (on various dates – not complete): elements of Flak-Rgt. 80 (1945); Stab, I./Flak-Rgt. 37 (Jul 39); schw.Flak-Abt. 290 (1945); part of gem.Flak-Abt. 655 (1945); 7., 8./schw. Flak-Abt. 657 (1944-45); schw.Flak-Abt. 687 (May-Jun 42); le.Heimat-Flak-Battr. 7/XVII (1944-45); le.Heimat-Flak-Battr. 17/XVII (1944-45); le.Heimat-Flak-Battr. 18/XVII (1944-45); schw.Heimat-Flak-Battr. 264/VIII (1945); schw.Heimat-Flak-Battr. 214/XVII (1944-45); schw.Heimat-Flak-Battr. 215/XVII (1945); schw.Heimat-Flak-Battr. 216/XVII (1945); Flak-Ers.Abt. 25 (c. Dec 40 – May 45); Flak-Waffenwerkstatt (o) 3/XVII (1944-45); Kfz.Beständebezirk d.Lw. 11/VIII (Feb 44); Kfz.Beständebezirk d.Lw. 12/XVII (May 44); Trsp.Kol. d.Lw. 108/VIII (Apr 45)?; Lw.-Lazarett (o) 10/III (n.d.).

[Sources: AFHRA A5258 p.1138 (16 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mährisch Schönberg (CZECH) (a.k.a. Sumperk, Šumperk) (c. 49 57 42 N – 17 01 07 E)

General: landing ground (Landeplatz) in north-central Czechoslovakia 45 km NNW Olmütz (Olomouc) and 3 km ESE of Sumperk. History: no record found of use by Luftwaffe air units.

Station Units (on various dates – not complete): le.Flak-Abt. 94 (mot.) (1939).

[Sources: AFHRA A5258 p.1137 (30 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mährisch-Trübau (CZECH) (a.k.a. Moravska Třebová) (c. 49 44 50 N – 16 39 09 E)

General: landing ground (Landeplatz) in north-central Czechoslovakia 74 km N of Brunn (Brno) and reportedly 1.2 km NW of Moravska Trebova. History: used by the Czech Air

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Police before the war. Surface and Dimensions: grass surface with approximate dimensions of 595 x 230 meters (650 x 250 yards). Infrastructure: no information found. Operational Units: I./JG 131 (Oct 38); I./JG 331 (Nov 38 – Feb 39); I./JG 77 (May 45). Station Commands: Fl.H.Kdtr. (E) z.b.V. 108 (26 Aug 39 – Feb 40).

Station Units (on various dates – not complete): Kfz.Beständebezirk d.Lw. 11/VIII (Feb 44).

[Sources: AFHRA A5258 p.1137 and 1194 (30 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Malacky (CZECH) (a.k.a. Nowy Dwor, Nový Dvor, Kuchyňa) (48 24 10 N – 17 07 30 E)
General: airfield (Fliegerhorst) in Slovakia 31 km NNW of Pressburg (Bratislava), 11 km ESE of Malacky and 2.5 km WSW of the village of Kuchyna (Kuchyňa).

History: originally a Czech artillery school with a small landing ground that was considerably enlarged by the Germans between 1940 and 1943 and was quite active from 1941 to the end of the war.

Dimensions: approx. 1325 x 730 meters (1450 x 800 yards) and rectangular in shape. Two wartime extensions resulted in new dimensions of 1645 x 1000 meters (1800 x 1100 yards).

Surface and Runways: grass surface. Had a single runway of 1235 meters (1350 yards) aligned NNE/SSW and an assembly and starting platform of 365 meters (400 yards) at the center of the E boundary. Information has not been found to determine if these were paved. A perimeter road jointed both ends of the runway with the platform and the hangar area. The runway was believed to have a permanent illumination system for night landings.

Fuel and Ammunition: fuel storage was immediately S of the very large hangar. Ammunition was stored in woods off the SW corner.

Infrastructure: at the center of the E boundary were 2 medium hangars with paved aprons and adjacent workshop buildings, and off the SE corner was 1 very large and 1 large hangar, both with paved aprons. The motor pool and garages were 160 meters S of the large hangar. A barrack complex was off the SE corner behind the hangars along with the flight control center and the fire station. A branch rail line served the fuel storage site off the SE corner.

Dispersal: had 3 dispersal areas – Northeast with open ground parking, West with 32 aircraft shelters cut into a woods, and Northwest which was still under construction in mid-August 1944.

Remarks:

20 Sep 44: bombed by 111 15th AAF B-24s – claimed 26 aircraft destroyed, landing area cratered, hangars and buildings damaged. According to German reports, at least 6 x Ju 87Ds from 2./NSGr. 4 damaged on the ground and one pilot KIA.

Operational Units: Stab, 1./NSGr. 4 (Nowy Dwor, Oct-Dec 43); Stab, I./ZG 76 (Malacky, Jul 44); Stab II., 4., 5., 6./NJG 100 (Nowy Dwor, Oct 44 - Feb 45); Stab, I./KG 4 (Malacky, Dec 44 – Feb 45); part of IV./TG 4 (Malacky, Jan 45); 14.(Eis.)/KG 27 (Nowy Dwor, Jan-Mar 45); I./JG 53 (Nowy Dwor, Mar-Apr 45).

School Units: III./Gr.Kampffliegerschule 2 (Sep 41 – Aug 42)?;

III./Kampfbeobachterschule 2 (Oct 42 – Dec 44).

Station Commands: Fl.H.Kdtr. E(v) 216/VII (c. Nov 44 – Apr 45).

Station Units (on various dates – not complete): Lw.-Auffangstab Ost (Oct 44 – Apr 45)?; Werft-Abt. (v) 102/XVII (1944-45).

[Sources: AFHRA A5258 pp.1129-30 (19 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Malacky-Siroka (CZECH) (48 24 25 N – 17 04 25 E)

General: satellite or alternate landing ground (Ausweichplatz) for Malacky and located 31 km N of Pressburg (Bratislava), 5.25 km SE of Malacky town and 3.5 km WNW of Malacky

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airfield. History: believed to have been built during the first half of 1944. Surface and Dimensions: grass surface in good condition measuring approx. 825 x 775 meters (900 x 850 yards) with a triangular shape. No paved runway. Reportedly had a paved ring road around the landing area. Infrastructure: there were 3 small huts off the SW corner. Personnel were probably billeted at Malacky. Dispersal: the 2 dispersal areas – Southeast and Northwest – had a total of 8 bays and 4 parking hardstands that had been cut into woods bordering the landing ground.

Operational Units: see under Malacky.

[Sources: AFHRA A5258 p.1131 (16 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Malacky-Solosnica (CZECH) (a.k.a. Malacky-Sološnica, Breitenbrunn) (48 29 30 N – 17 12 30 E)

General: satellite or alternate landing ground (Ausweichplatz) for Malacky and located 11.75 km NNE of Malacky and 3.25 km NNW of the village of Solosnica. History: first identified in Dec 44 when transport aircraft were seen to be parked there. Surface and Dimensions: grass surface from leveled moorland measuring approx. 1000 x 135 meters (1100 x 150 yards). No paved runway. Infrastructure: none. Dispersal: had 24+ aircraft parking bays cut into the edge of woods on the NW boundary.

Operational Units: see under Malacky.

[Sources: AFHRA A5258 p.1132 (20 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marienbad (CZECH) (a.k.a. Mariánské Lázně) (49 55 30 N – 12 43 30 E)

General: operational airfield (Einsatzhafen) in Czechoslovakia 140 km W Prague, 54 km NW of Pilsen (Plzen) and 5 km SSE of Marienbad.

History: a pre-war civil airfield that the Germans took over in October 1938 and turned into a training field for elementary flight schools.

Dimensions: measured approx. 640 x 505 meters (700 x 550 yards) with a roughly rectangular shape.

Surface and Runways: leveled grass surface in good condition No paved runway.

Infrastructure: had 1 large, 2 medium and 1 small hangar off the NW corner with a wide paved hangar apron in front of them. A number of workshop buildings and sheds either adjoined the hangars or were close to them. A large group of barrack buildings were behind the hangars and along the W boundary. The nearest rail connection was the Pilsen-Cheb line a little less than 1 km off the W boundary.

Dispersal: no organized dispersal facilities in Aug 44, but adjacent farm fields were used for aircraft parking.

Remarks:

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Bf 109s, 4 x Fw 190s, 1 x Me 410, 1 x Do 217, 1 x Ju 52, 2 x Fi 156s and 1 x unidentified aircraft destroyed, plus 4 x Fw 190s, 5 x Do 217s, 3 x Ju 52s, 4 x Fi 156s and 4 x unidentified aircraft damaged.

Operational Units: Flugbereitschaft Luftflotte 6 (Apr-May 45).

School Units: FFS A/B 8 (c. Oct 39 – Oct 40); Schule/FAR 63 and FFS A/B 63 (Oct 40 – c. Jun 42); 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. A Marienbad (1940 - ?); Fl.H.Kdtr. A(o) 5/VIII (c.Feb-May 45).

Station Units (on various dates – not complete): Stab/Luftflottenkdo. 6 (Apr-May 45); Stab/ROA-Luftwaffe (Stab VVS KONR) (Feb-Apr 45); Lw.-Bau-Btl. 4/XIII (Nov 40).

[Sources: AFHRA A5258 pp.1133-34 (20 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Milowitz (CZECH) (a.k.a. Milovice, Nimburg; Nymburk, Neuenberg, Boži Dar) (50 14 15 N – 14 55 10 E)

General: landing ground (Landeplatz) in Czechoslovakia 39 km NE of Prague; airfield 2.5 km NE of the town. History: a pre-war Czech Air Force station built between 1925 and 1935 that received little use by the Luftwaffe until the last week or two of the war. Surface and Dimensions: grass surface measuring approx. 1100 x 550 meters (1200 x 600 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: underground fuel storage was on the NE boundary and a small store of ammunition was concealed in woods off the NE boundary. Infrastructure: no hangars but there were several workshops along the N corner. Accommodations consisted of a group of small barrack buildings and huts off the N corner. The nearest rail connection was in Milowitz (Milovice). Dispersal: no organized dispersal facilities in Oct 44, but aircraft could be parked along a wooded area on the NE boundary.

Operational Units: III./SG 2 (Milowitz, Apr-May 45); I./TG 3 (Neuenberg, Apr-May 45).

Station Units: Fl.H.Kdtr. Milowitz (1939-40).

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

[Sources: AFHRA A5258 p.1137 (26 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Modern (CZECH): see Schweinsbach.

Mokrad (CZECH) (a.k.a. Mokrad') (c. 49 14 N – 19 18 E)

General: landing ground in NE Czechoslovakia 42 km E of Sillein (Zilina). Exact location not determined. Very hilly or mountainous terrain. Grass surface. History: no record found of use by Luftwaffe air units.

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

Mühlfraun (CZECH) (a.k.a. Dyje) (c. 48 50 N – 16 06 E)

General: landing ground in south-central Czechoslovakia 55 km SW of Brünn (Brno) and 4.5 km ESE of Znojmo. Exact location not determined. Grass surface. History: no record found of use by Luftwaffe air units.

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

N

Nemes Olcsa (CZECH) (a.k.a. Zemianska Olča) (c. 47 48 N – 17 51 E)

General: landing ground (Landeplatz) 22 km NE of Győr/Hungary and 20.5 km WNW of Komárno. Exact location not determined. Grass surface. History: no record found of use by Luftwaffe air units.

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

Niemes (CZECH): see Kummer am See.

Nitra (CZECH) (a.k.a. Neutra) (48 18 25 N – 18 06 10 E)

General: operational airfield (Einsatzhafen) in Slovakia 74 km NE Bratislava and immediately SE of the town of Nitra.

History: a pre-war Czech Air Force base that was built between 1925 and 1935. Not used by the Luftwaffe during the German occupation until 1945.

Dimensions: approx. 730 x 595 meters (800 x 650 yards) and rectangular in shape.

Surface and Runways: insufficiently drained grass surface. No paved runway. Equipped with lighting for night operations.

Fuel and Ammunition: underground bulk fuel storage was located between the hangars.

Infrastructure: had 1 large hangar and 3 medium hangars on the SW boundary, all with paved hangar aprons. Separate workshop buildings were close to the large hangar and the base motor pool and garages were behind the medium hangars. The flight control office

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was at the N end of the SW boundary. Personnel were billeted in Nitra. The nearest rail connection was in Nitra.

Dispersal: no organized dispersal facilities existed in Jun 44.

Remarks:

1 Jan 41: home field for a reconnaissance squadron of the Slovak Air Force.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr E(v) 254/III (1945)?

Station Units (on various dates – not complete): Flugmelde-Funk-Kp. z.b.V. 20 (Jan 45).

[Sources: AFHRA A5258 p.1142-43 (18 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

O

Olmütz-Neredin (CZECH) (a.k.a. Olmütz/West, Olomouc-Neredín) (49 35 30 N – 17 12 30 E)

General: operational airfield (Einsatzhafen) in Czechoslovakia 64 km NW of Brünn (Brno), 4 km WSW of Olomouc and 1 km WSW of the suburb of Neredin.

History: a pre-war Czech Air Force base built between 1925 and 1935 that the Germans occupied in 1939 and enlarged. Used as a Luftwaffe recruit training center and a field for an elementary flight school and a multi-engine flight school from 1939 to July 1944. It was also involved in the repair of W 34 aircraft and the repair and possible assembly of Go 242 troop and cargo gliders. In 1945 operational units began arriving as the front approached Czechoslovakia.

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

Surface and Runways: grass surface in good condition. No paved runway. There was a perimeter road that ran along the N and E boundaries.

Fuel and Ammunition: underground fuel storage tanks were on the N boundary while the station ammunition dump was reportedly on the outskirts of the village of Krelöv (Křelov) 4.5 km NNW of the airfield.

Infrastructure: had 2 large hangars and 10 small hangars, all in a row along the N boundary and all fronted by a long paved servicing apron. The eastern most large hangar was German-built. A number of workshop buildings, some of which were former barrack huts, were grouped in the NE corner except for 1 large workshop located in the middle of the hangar row on the N boundary. The airfield flight control building was at the center of the NE corner facing the landing area and some small buildings with admin offices were in the same general area. Personnel were accommodated in Olmütz (Olomouc) and the nearest rail connection was there also.

Dispersal: no organized dispersal facilities in mid-1944. Aircraft were parked along the N and E boundaries.

Operational Units: I./JG 331 (Mar-Apr 39); I./ZG 76 (May-Aug 39); I./JG 52 (Apr-May 42); 1./NAGr. 2 (Feb-Mar 45); Nahaufkl.St. 1./31 (Mar 45); Stabsschwarm/3. Fliegerdivision (Apr-May 45); 2./NAGr. 2 (May 45); II./JG 77 (May 45).

School Units: Schule/FAR 24 then FFS A/B 24 (1939 – Jan 43); Flieger-Rgt. 24 (1942); FFS C 12 then FFS B 12 (Feb 43 – Jul 44).

Station Commands: Fl.H.Kdtr. Olmütz (1939 – Jan 43); Fl.Pl.Kdo. A 12/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 218/VIII (c. Feb-May 45).

Station Units (on various dates – not complete): Stab/3. Fliegerdivision (Feb-May 45); Werft-Abt. 107/VIII (Feb-Mar 45); schw.Feldwerft-Abt. 2/VII (Mar-Apr 45)?; Werft-Kp. 43 (n.d.); elements of schw.Flak-Abt. 290 (1945); elements of gem.Flak-Abt. 655 (1945); elements of Ln.-Verbindungs-Kp. (mot) z.b.V. 73 (Mar-Apr 45); Trsp.Kol. d.Lw. 114/VI (1945)?; Ldssch.Zug d.Lw. 318/VI (Apr 45)?; Feld-Ausb.Rgt. d.Lw. 3 (Oct 42 – Jul 43);

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Feld-Ers.Btl. d.Lw. 3 (Jul-Oct 43); Lw.-Festungs-Btl. XX (Sep 44); Lw.-Leitstelle Olmütz (Jan-Feb 45).

[Sources: AFHRA A5258 p.1144-46 (9 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Olmütz - Nový Sádý (CZECH) (a.k.a. Olmütz/Süd, Olomouc-Nový Sádý, Holic) (49 34 20 N – 17 16 35 E)

General: landing ground (Landeplatz) in Czechoslovakia 64 km NW Brno, 3.25 km SE of Olomouc and 1 km E of the suburb of Novy Sady. History: a small pre-war civil airport (Verkehrsflughafen). Under the Germans, it was used mainly as a satellite practice field for the flight training schools at Olmütz-Neredín. Surface and Dimensions: grass surface in good condition measuring approx. 870 x 775 meters (950 x 850 yards) with an irregular shape. Infrastructure: had 1 large and 1 small hangar together on the N boundary with a paved apron and paved taxiway to the landing field. A few barrack-type buildings were at the NE corner. The nearest rail connect was in Olmütz (Olmouc). Dispersal: no organized dispersal areas in mid-1944.

Operational Units: Stab, 2./NSGr. 4 (Mar-May 45).

Station Commands: none identified (managed by the station command at O-Neredin).

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

[Sources: AFHRA A5258 p.1147 (9 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ostrava (CZECH): see Moravska Ostrava.

Otrokowitz (CZECH) (a.k.a. Otrokovice, Zlin, Gottwaldau, Gottwaldov) (49 12 00 N – 17 31 30 E)

General: factory airfield (Industriehafen) in Czechoslovakia 67 km E of Brünn (Brno), 48.5 km SSE of Olmütz (Olmouc) and 1.5 km SW of Otrokowitz (Otrokovice).

History: built in the mid-1920's and pre-war assembly plant for Zlin-Flugzeugwerke located in the adjacent Bata buildings and an emergency landing ground for the Czech Air Force. The Germans took it over in March 1939 and turned it into a Stuka dive bomber school during 1939-40 and then a practice field for the elementary flight school at Brünn. The factory license-built trainers during the war years, including the Bücker 181.

Dimensions: approx. 915 x 825 meters (1000 x 900 yards) and roughly "L"-shaped.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: believed to have underground fuel storage.

Infrastructure: had 6 small hangars in two separate groups of 3 each in the SE corner area with an adjacent admin building and 3 smaller buildings. Just S of the hangars were 4 oblong buildings said to have belonged to the Bata factory. The nearest rail connections were in Otrokowitz (Otrokovice) and at sidings serving the Bata factory.

Dispersal: no organized dispersal areas in mid-1944.

Operational Units: none identified.

School Units: Stukaschule Otrokowitz (Dec 39 – Jan 40); Stab and I./Stukaschule 2 (Jan – Jul 40); Arbeitsplatz for FFS A/B 113 (Brünn) (1940-43); 6./SG 101 (May – Jul 44).

Station Commands: Fl.H.Kdtr. Otrokowitz (1939 - ?); Fl.H.Kdtr. E(v) 251/III (1945).

Station Units (on various dates): schw.Feldwerft-Abt. 2/VII (Feb 45 - ?).

[Sources: AFHRA A5258 pp.1148-49 (2 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

P

Pardubitz (CZECH) (a.k.a. Pardubice; Popkovice) (50 00 55 N – 15 45 20 E)

General: airfield (Fliegerhorst) 96 km E of Prague, 10 km NNW of Chrudim and 4 km SW of Pardubice.

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History: in German hands, it was used for elementary flight training, for the rest, refit, conversion and training of ground attack units, and finally in 1945 as an operational airfield as the front approached.

Dimensions: approx. 1050 x 1280 meters (1150 x 1400 yards) with a rectangular shape.

Surface and Runways: grass surface in good condition. No paved runway.

Fuel and Ammunition: refueling points were on the servicing hardstand in front of the hangars on the N boundary.

Infrastructure: had 7 hangars – 4 very large, 1 medium and 2 small – all with paved aprons and interconnected by a taxiway. There were also several workshop buildings among the hangars. A ladder-type servicing hardstand fronted nearly the entire row of hangars along the N boundary. Admin buildings and 7 to 10 barrack buildings were immediately behind the hangars.

Dispersal: the 3 dispersal areas – Northeast, South and Northwest (remote) – had a total of 18 parking hardstands, all of which were in the South dispersal. The Northwest (remote) dispersal was still under construction at the end of June 1944.

Remarks:

24 Aug 44: airfield bombed by 158 B-17 Fortresses – claimed 7 aircraft destroyed, cratered the landing area, destroyed several hangars and damaged the admin and barrack buildings, workshops and dispersals.

Operational Units: II./ZG 141 (Nov 38 - Apr 39); III./SG 3 (May-Jun 44); I./SG 3 (Aug-Sep 44); parts of I., II./KG 30 (Oct-Nov 44); III./KG(J) 30 (Nov 44 – Jan 45); Verbindungsstaffel VIII. Fliegerkorps (Feb 45); Stab, III./SG 77 (Mar-May 45); 10.(Pz)/SG 77 (Mar-May 45); Stab, I., III./KG 4 (May 45).

School Units: Fl.Ausbildungs-Rgt. 32 (1940-41); Schule/FAR 32, FFS A/B 32 then FFS A 32 (Sep 39 – Jan 44); Luftwaffenschule für Betriebstechnik (n.d.).

Reserve Training & Replacement Units: Flak-Ers.Abt. 99 (1942-45); Stab and III./SG 151 (Jan 44 – Jan 45).

Station Commands: as Fl.H.Kdtr. Pardubitz (1939 – Jan 43); Fl.Pl.Kdo. A 14/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 14/XVII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): 3. Flugh.Betr.Kp./KG 30 (Nov 44); Werft-Abt. (o) 14/XVII (1944-45); le.Flak-Abt. 691 (May-Jun 42); Flak-Geräteausgabestelle 106/VII (Mar-Apr 45); Kfz.Werkstattzug d.Lw. 117/XVII (1945)?; Hauptleitstelle Süd d.Lw. (Feb-Mar 45).

[Sources: AFHRA A5258 pp.1150-51 (Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Piestany (CZECH) (a.k.a. Pistyan, Pistian) (48 36 50 N – 17 49 35 E)

General: operational airfield (Einsatzhafen) in Czechoslovakia 97 km SE of Brunn (Brno), 72 km NE of Pressburg (Bratislava) and 1 km N of Piestany.

History: a pre-war Czech Air Force airfield built between 1925 and 1935 that was used by the German-allied Slovak Air Force to 1944, then by German anti-partisan air units brought in the crush the Czech resistance, and then by Luftwaffe fighter and ground attack units during Feb-Mar 45.

Dimensions: approx. 1190 x 825 meters (1300 x 900 yards) and rectangular in shape.

Surface and Runways: grass surface in good condition. No paved runway.

Fuel and Ammunition: refueling points and bulk fuel storage were between the hangars on the E and S boundaries.

Infrastructure: had 7 hangars – 1 large and 2 medium on the E boundary and 4 large hangars on the S boundary – all with paved hangar aprons. The motor pool and garages were just E of the barrack complex, which was off the SW corner to the W of the railway. Station HQ was probably in the SE corner. The Zilina-Bratislava rail line formed the W boundary running between the airfield and the barrack complex.

Dispersal: no organized dispersal areas in mid-1944 - aircraft parked along the E and S perimeter.

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Remarks:

1 Jan 41: home field for the 11th and 13th Fighter Squadrons of the Slovak Air Force.

Operational Units: 13.(slow.)/JG 52 (Jun-Oct 42, Oct 43 – Jan 44); Einsatzgruppe I./Fliegergeschwader z.b.V. 7 (Sep-Dec 44); I./SG 10 (Feb-Mar 45); I./JG 53 (Mar 45).

Station Commands: Fl.H.Kdtr. E(v) 271/III (c. Dec 44 – Apr 45).

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

[Sources: AFHRA A5258 p.1152 (20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pilsen (CZECH) (a.k.a. Plzeň) (49 44 37 N – 13 22 16 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete):

Stab/12. Flak-Div. (Apr-May 45); Stab/4. Flak-Brig. (c.Feb-Apr 45); Stab/Flak-Rgt. 184 (Pilsen as Flakgruppe Böhmen, Oct 43 – Sep 44); Stab/Flak-Rgt. 63 (Pilsen as Flakgruppe Böhmen, Oct 44 – 1945); Flakscheinw.Abt. 189 (1943-44); gem.Flak-Abt. 193 (1939-40); 1., 2./gem.Flak-Abt. 285 (1943-44); schw.Flak-Abt. 285 (1942-45); schw.Flak-Abt. 289 (1942-45); 5./schw.Flak-Abt. 477 (Apr-Jul 44); 2./schw.Flak-Abt. 512 (Apr-Jul 44); 5./schw.Flak-Abt. 524 (Apr-Jul 44); 3./schw.Flak-Abt. 643 (Apr-Jul 44); schw.Flak-Abt. 644 (Apr-Jul 44); schw.Flak-Abt. 692 (Apr-Nov 44); schw.Flak-Abt. 693 (Apr-Nov 44); 1., 2./schw.Flak-Abt. 696 (Jun-Jul 44); part of le.Flak-Abt. 746 (May 44 - 1945); Flakscheinw.Abt. 810 (1942-45); le.Flak-Abt. 821 (Eisb.) (Apr 43); 6./le.Flak-Abt. 837 (1943-44); Heimat-Nebel-Kp. d.Lw. 2/IV (1943 - ?); III. (Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 17 (1944-45); Ln.-Betr.Kp. 132 (Apr-May 45); Ln.-Abt. 164 (c.Feb-Apr 45); Fluko Pilsen; Ln.-Flugsicherungsberatungsstelle 13 (Mar 45).

Pilsen (CZECH) (a.k.a. Pilsen-Slowan, Plzeň-Slovan, Plzeň-Bory) (49 43 45 N – 13 20 00 E)

General: operational airfield (Einsatzhafen II) 85 km SW of Prague in W Czechoslovakia and 4 km SW of Pilsen.

History: a small former pre-war civil airport (Verkehrsflughafen) that was taken over by the Luftwaffe in fall 1938 and greatly expanded during 1941-42. Used mainly for basic flight training and later by replacement training bomber units.

Dimensions: 1,555 x 732 meters with an extension that allowed for a landing run of 1,920 meters.

Surface and Runways: had a single E/W paved runway of 640 meters connected to an unpaved strip of 595 meters that together afforded a run of 1,235 meters. Rest of airfield artificially drained grass. Equipped for night landings.

Infrastructure: had 2 very large, 2 large, 2 medium and 3 small hangars with paved hangar aprons and refueling points fronting all of them. There were also 2 large workshop buildings, 3 separate barrack blocks to the E, NE and SE of the landing area, admin buildings on the N boundary, flight control, fire station and other base services.

Ammunition storage was probably in a woods several hundred meters behind the hangars on the S boundary.

Dispersal: no organized dispersal (May 44); aircraft were parked along the airfield boundaries. Defenses: unknown but generally protected by the Flak belt around the city.

Remarks: the Sloda Armaments Works and storage depot at Pilsen made it a key target for Allied air attacks. Bombed twice in Oct 44 and three times in Dec 44. The airfield was not intentionally bombed until 25 Apr 45.

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 15-20 Bf 109s and Fw 190s destroyed or damaged.

17 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 110s, 3 x Fw 190s, 1 x Me 262, 1 x Ju 87 and 3 x unidentified aircraft destroyed, plus 2 x Bf 109s, 2 x Fw 190s, 4 x Me 262s, 2 x Ju 87s, 1 x Ju 52 and 2 x unidentified aircraft damaged.

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6 May 45: city and airfield taken by U.S. 16th Armored Div./3rd Army.

Operational Units: II./JG 333 (Mar-Apr 39); II./JG 77 (May-Aug 39); Stab, II./JG 52 (Apr-May 42); II./JG 3 (Apr-May 42); III./KG(J) 30 (Jan-Apr 45); Fliegerzielstaffel 9 (Apr 45).

School Units: Schule/FAR 13 then FFS A/B 13 (Nov 39 – Mar 43).

Reserve Training & Replacement Units: IV./KG 4 (Jan – Aug 44); IV./KG 27 (Aug – Nov 44); IV./KG 55 (Sep – Nov 44); I./EKG (J) (Nov 44 – Feb 45).

Station Commands: Fl.H. Pilsen (to Jan 43); Fl.Pl.Kdo. A 23/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 18/XVII (Apr 44 – May 45).

Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Karl-August Schumacher (May 39 - Nov 39); Obstlt. Erich Bonde (Sep 40 - Feb 41); Maj. Wolfgang Grube (Feb 41 - Feb 42).

Station Units (on various dates – not complete): Koflug Pilsen (Jul 39 – Aug 40); Werft-Abt. (o) 18/XVII (1944-45).

[Sources: AFHRA A5258 pp.1153-55 (21 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Podebrad (CZECH) (a.k.a. Poděbrady) (c. 50 08 35 N – 15 07 15 E)

General: field airstrip (Feldflugplatz) in Czechoslovakia 48 km NE of Prague and 7 km SE of Nymburk. The exact position of the airstrip not found. History: said to have been used on occasion by transport aircraft during the war. Surface and Dimensions: grass surface. Infrastructure: none reported.

[Sources: AFHRA A5258 p.1194 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prag (CZECH) (a.k.a. Prague, Praha, Prag) (50 04 46 N – 14 25 58 E)

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

Commands (Kommandobehörden, Stäbe): Gefechtsverband Hogeback (Apr-May 45); Stab/Luftgaukdo. VIII (Feb-May 45); Stab/3. Fliegerschuldivision (Oct 43 – Apr 45).

Antiaircraft (Flak): Stab/Flak-Rgt. 23 (1939); Ie.Heimat-Flak-Battr. 8/XVII (1944); schw.Heimat-Flak-Battr. PA XVII (1944-45); schw.Heimat-Flak-Battr. PB XVII (1944-45); schw.Heimat-Flak-Battr. PC XVII (1944-45); schw.Heimat-Flak-Battr. PD XVII (1944-45); schw.Heimat-Flak-Battr. PE XVII (1944-45); schw.Heimat-Flak-Battr. PF XVII (1944-45).

Air Force Signals (Luftnachrichten): 5.(Tel.Bau)/Ln.-Rgt. 12 (Nov-Dec 44); Stab I. (Flum.Mess)/Ln.-Rgt. 238 (Sep 44 – Feb 45); 14.(Flum.Res.) and 16.(Flum.Res.)/Luftgau-Nachr.Rgt. 8 (Mar 45); Luftgau-Nachr.Abt. 8 (Mar-May 45); Ln.-Flugsicherungshauptstelle 28 (1944-45).

Ground Transport (Transportkolonnen): Trsp.Kol. d.Lw. 135/VI (Apr-May 45); Trsp.Kol. d.Lw. 109/VIII (Mar-Apr 45); Trsp.Kol. d.Lw. 156/XII (Apr 45)?

Ground Defense and Security, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 78/IV (1945); Ldssch.Zug d.Lw. 412/VI (Mar 45)?; Ldssch.Zug d.Lw. 464/VI (Oct 44)?; Ldssch.Zug d.Lw. 107/XVII (Apr 45)?

Medical Services (Sanitätsdienste): Lehrgruppe/Ärztliche Akademie d.Lw. (1943-45); Lw.-Lazarett 2/XVII (c.1940-45).

Other (sonstige, verschiedene): elements of Lw.-Berge-Btl. IX (Mar-May 45); Abwicklungs- und Übergabestelle Prag (Mar 39 - ?).

Prag-Cakowice (CZECH) (a.k.a. Prag-Tschakowitz, Prague-Cakowice; Praha-Cakovice, Cakovice) (50 08 45 N – 14 31 30 E)

General: factory airfield (Industriehafen) for Avia-Flugzeugwerke 10 km NE of Prague, immediately S of Cakowice and 1.2 km N of Prague-Letnany airfield.

History: the Avia I factory and the landing ground existed pre-war while the Avia II factory was wholly of German construction. The two plants produced thousands of the Arado 96 advanced trainer during the war and used the landing ground to test fly the completed aircraft.

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Surface and Dimensions: grass surface in good condition measuring approx. 640 x 685 meters (700 x 750 yards) with a triangular shape. No paved runway.

Fuel and Ammunition: fuel storage was believed to be in the hangar area.

Infrastructure: airfield facilities consisted of 1 medium hangar fronted by a paved apron with workshops to the rear of it. The Avia I plant (aircraft assembly) was along the N side of the landing area and consisted of 1 very large workshop, 1 large workshop, assembly shop, weapon assembly shop, small specialty workshops, heating plant and stores buildings. The Avia II plant (aircraft engines) was NW of the landing area and comprised 1 very large, 3 large and 2 small workshops, a foundry, a group of 12 aircraft engine test beds, a cooling tower, heating plant and stores facilities. One of the large and 1 of the small workshops were still being built in May 1944. Other buildings included factory offices and canteens. Personnel were accommodated locally. The factory buildings were served by a special branch rail line.

Dispersal: there were no organized dispersals for parking aircraft.

Remarks:

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 80 destroyed or damaged, mostly Ju 52s (28), Bf 109s and Fw 190s (12), Bf 110s (7), He 111s and Ju 88s (5), He 177s (9), with the rest mainly unidentified.

Operational Units: I./TG 3 (Apr-May 45).

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1156-57 (3 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prag-Gbell (CZECH) (a.k.a. Prague-Kbely; Praha-Kbely; Prag-Gbell) (50 07 24 N – 14 32 45 E)

General: airfield (Fliegerhorst) 10.2 NE of Prague city center, immediately SSW of Kbely and 2 km SW of Prague-Letnany airfield.

History: a former international airport with customs office as well as a Czech Air Force base that opened in 1919. In 1937, the civil airport operation was moved to Prague-Ruzyně. In 1939 it was taken over by the Luftwaffe and used as a bomber field in 1939 followed by elementary and multi-engine flight schools. In spring 1944 operational fighter and fighter training units arrived and these were followed in early 1945 by operational units of various sorts that were withdrawing from airfields to the east of Prague.

Dimensions: approx. 1830 x 1005 meters (2000 x 1100 yards) and roughly oval in shape.

Surface and Runways: grass surface in worn condition. No paved runway. A perimeter road ran along the N and W sides of the landing area. Equipped with perimeter lighting and a beam approach system.

Fuel and Ammunition: a refueling and servicing hardstand was on the N boundary and refueling points were in front of some of the hangars and in the SE corner. Ammunition was stored in woods 1.2 km S of the airfield.

Infrastructure: had 3 large and 14 medium hangars with paved hangar aprons along the N and W boundaries. Workshops and repair shops were behind the hangars and off the NE corner of the airfield. Some of the workshops were reportedly used to manufacture aircraft radio equipment. The airfield flight control office was said to be in the center of the N boundary. A large barrack complex was located behind the hangars. The nearest rail connection was in a village 2.5 km E of the airfield.

Dispersal: 2 dispersal areas were under construction in July 1944 but neither had been completed and neither had any aircraft shelters. Aircraft used the N, W and S boundaries for parking.

Remarks:

25 Mar 45: bombed by 160 B-17 Fortresses and 48 B-24 Liberators from 15th AAF – while claiming 14 aircraft destroyed and 35 more damaged, German reports state that 11 x Bf 109s, 4 x Bf 110s, 1 x Bf 108, 5 x He 177s, 6 x Ju 88s, 2 x Ju 52s and 1 x Si 204 destroyed,

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plus 40 x Bf 110s, 13 x Ju 88s, 52 x Bf 109s, 3 x Si 204s, 1 x Fw 190, 1 x Me 410, 2 x He 177s, 1 x He 111 and 1 x Fw 58 damaged. Total: 30 destroyed and 114 damaged.

Additionally, a hangar, workshop, an admin building and several barracks were damaged and the landing area was heavily cratered.

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 63 destroyed or damaged, including Bf 109s and Fw 190s (26), Ju 88s (19), Me 262s (1), Ju 52s (1) unidentified aircraft (13). No German report has been found to substantiate these claims.

Operational Units: I./KG 153 (Apr 39); Stab, I./KG 77 (May-Oct 39); Stab, I./ZG 76 (Apr-Jun 44); II./ZG 76 (Apr-Jul 44); Stab/KG(J) 6 (Oct 44 – Jan 45); I., II./KG(J) 6 (Oct 44 – Apr 45); Stab, I./KG(J) 30 (18 Feb 45 – 18 Apr 45); 1.(F)/Aufkl.Gr. 122 (Apr 45); 4.

(F)/Nacht (Apr 45); I./TG 3 (Apr 45); Erg.Trsp.Gr. (Apr 45);

Stab/Flugzeugüberführungsgruppe Südost (Apr 45); 7.(3.)/Flugzeugüberführungsgruppe Südost (Aug 43 - Apr 45); III./JG 27 (Apr 45).

School Units: Höh. Fliegerausbildungskdo. 6 (1939-40); FFS A/B 4 (Oct 39 – c. Jan 41); Arbeitsplatz for FFS A/B 4 (Wien-Schwechat) (1941); FFS C 14 then FFS B 14 (Jun 41 – Mar 45); I./NJG 102 (Jan – Mar 45); 6./NJG 102 (1944-45); 3./NJG 101 (Mar 45).

Reserve Training & Replacement Units: Erg.Transportfliegerstaffel (Apr-May 45).

Station Commands: Fl.H.Kdtr. Prag-Gbell (Jul 39 – Mar 44); Fl.H.Kdtr. A(o) 16/XVII (Apr 44 – May 45).

Station Units (on various dates – not complete): Koflug Prag (Jul 39 – Mar 41); Koflug 2/XVII (c.Oct 41 – Apr 45); Werft-Abt. (o) 16/XVII (1944-45); Werft-Kp. 42 (n.d.); Ln.-Flugsicherungsberatungsstelle 5 (Mar 45); Lw.-Sanitäts-Abt. 2/XVII (c.Oct 41 – Apr 45).

[Sources: AFHRA A5258 pp.1158-59 (3 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prag-Kletzan (CZECH) (a.k.a. Prag-Kletzau, Prague-Klecany, Prague-Kletzan; Praha-Klecany) (50 11 00 N – 14 24 50 E)

General: landing ground (Landeplatz) 11 km N of Prague city center and bordering on the N side of the suburban town of Klecany. History: built by the Germans during 1940-41 and upon completion was used as a practice field for the training schools at Prag-Gbell and as an alternative or satellite field (Ausweichsplatz) for Prague-Gbell and Prague-Letany.

Operational units began arriving in November 1944. Surface and Dimensions: artificially drained grass surface measuring approx. 825 x 775 meters (900 x 850 yards) with a square shape. No paved runway. Fuel and Ammunition: fueling and refueling was done on the servicing hardstand in front of the hangars. Infrastructure: ha 2 large hangars with a paved hangar apron on the S boundary. A possible block of barracks was behind the hangars. The nearest rail connection was 3 km SSW of the landing ground. Dispersal: there were no organized aircraft dispersals in Aug 44.

Remarks:

3 Mar 45: strafed by 7 P-51 Mustangs – 4 x Bf 109s destroyed, 14 x Bf 109s, 5 x Ju 88s and 2 x He 111s damaged. (German reports)

31 Mar 45: low-level attack by Mustangs – 10 x Bf 109s from II./KG(J) 6 destroyed while attempting to take-off.

16 Apr 45: low-level attacks by VIII Fighter Command P-51 Mustangs - 27 x Ju 87Ds and 7 x Fw 190Fs from III./SG 2 destroyed or damaged (incomplete German sources). The P-51s *claimed* 84 destroyed or damaged, including Ju 87s (35), Bf 109s and Fw 190s (28), Ju 52s (4), Me 262 (1) and most of the remainder unidentified aircraft.

Operational Units: II./KG(J) 6 (Nov 44 – Apr 45); III./SG 2 (Mar-Apr 45); Fliegerzielstaffel 3 (Apr 45).

School Units: Arbeitsplatz for FFS A/B 4 (Prag-Gbell); Arbeitsplatz for FFS C 14 then FFS B 14 (Prag-Gbell) (Jun 41 – Mar 45).

Station Commands: none identified.

Station Units (on various dates – not complete): elements of Werft-Abt. (o) 54/XI (Mar 45).

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[Sources: AFHRA A5258 p.1120 (19 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prag-Letnany (CZECH) (a.k.a. Prag-Letnian, Prague-Letnany; Praha-Letany) (50 08 00 N – 14 31 35 E)

General: factory airfield (Industriehafen) for the Letov firm 9 km NE of Prague city center, immediately SE of the village of Letnany, 1.2 km S of Prague-Cakowice airfield and 2 km NW of Prague-Kbely airfield.

History: the Letov factory and airfield existed before the German occupation but the Aero firm's facilities were built and opened after that. Letov Letnany was a licensed repair and assembly firm for Junkers aircraft, a manufacturer of airscrews and provided training to Luftwaffe engineering apprentices. The Aero firm at Letnany assembled Siebel 204 twin-engine, light transport/liaison aircraft. The airfield was also used as a practice field for flight schools based at Prague-Kbely.

Dimensions: approx. 1650 x 685 meters (1800 x 750 yards) with an oval shape.

Surface and Runways: grass surface. No paved runway. There was a fan-shaped assembly or starting platform at the E corner that was connected to the hangars by taxiway.

Fuel and Ammunition: refueling points were in front of the hangars on the NW boundary.

Infrastructure: had a total of 14 hangars in 3 main groups - (1) Letov I and III (repairs, assembly and component parts manufacturing) with 2 large, 2 medium and 1 small hangar, 2 medium repair hangars and 1 medium assembly hangar, 6 of which had paved aprons. Behind these hangars were various workshops, machine shop, components shop and stores facilities. Research and development buildings were to the rear of the large hangars. (2) Aero (aircraft assembly factory) with 2 very large assembly hangars fronted by a continuous paved apron that connected to the starting platform and several workshop buildings and a heating plant just to the E of these. (3) South Group (assembly) with 2 large and 3 medium assembly and flight hangars fronted by a continuous paved apron along with nearly stores facilities. The Letov admin buildings and employee canteens were among the factory buildings. The same special branch rail line that served Prague-Cakowice also served Prague-Letnany.

Dispersal: there were no organized dispersals in July 1944. Aircraft parked in front of the hangars.

Remarks:

3 Mar 45: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Bf 109s, 1 x Bf 110 and 1 x Ju 52 destroyed, plus 15 x Bf 109s, 1 x Bf 110, 4 x Ju 88s and 3 x Ju 52s damaged.

25 Mar 45: airfield attacked by 97 B-24 Liberators and 44 P-51s from 15th AAF – *claimed* 37 aircraft destroyed and damage to assembly shops, several hangars, workshops and the landing area.

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 31 destroyed or damaged, mostly Ju 88s, Do 217s and Ju 52s.

Operational Units: none identified.

School Units: Arbeitsplatz for FFS A/B 4 (Prag-Gbell); Arbeitsplatz for FFS C 14 then FFS B 14 (Prag-Gbell) (Jun 41 – Mar 45);

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1160-61 (3 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prag-Rusin (CZECH) (a.k.a. Prague-Ruzyne, Praha-Ruzyně; Prag-Ruzyn, Prague-Rusin, Jenecek?) (50 05 50 N – 14 16 20 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) 8.7 km W of Prague city center and 3.25 km NW of Ruzyne.

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History: opened as a civil airport on 5 April 1937, taking over this function from Prague-Kbely.

Dimensions: approx. 1550 x 1550 meters (1700 x 1700 yards) with a square shape.

Surface and Runways: grass surface landing area with 4 runways - (1) 935 meters (1025 yards) aligned N/S; (2) 985 meters (1075 yards) aligned NE/SW; (3) 1325 meters (1450 yards) aligned E/W; (4) 1005 meters (1100 yards) aligned NW/SE. No information found indicating whether these runways were paved or simply prepared runways, but circumstantial evidence points toward concrete. There were assembly platforms at the head of the runways and in front of flight control on the E boundary. A row of ladder-type servicing and refueling hardstands were to the N of the hangars.

Fuel and Ammunition: in addition to the servicing hardstands, refueling points were located further E and also in the vicinity of the hangars.

Infrastructure: terminal building, control tower and hangars at the center of the E boundary protruded 320 meters (350 yards) into the landing area as part of the civil airport design. Other buildings existed but details have not been found.

Dispersal: no details found, but dispersal areas with blast bays existed in 1944-45.

Satellites and Decoys:

Prague-Repy (Řepy) (c. 50 04 13 N – 14 18 03 E) – dummy located 3.25 km SSE of Prague-Ruzyně airfield.

Remarks:

6 Aug 44: the NE/SW runway was in the process of being extended to 1785 meters (1950 yards).

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 83 destroyed or damaged, including Bf 109s, Fw 190s, Bf 110s, Me 210s, Me 410s, Ju 88s, Do 217s, Ju 52s.

17 Apr 45: : low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109, 1 x Me 262, 2 x Ju 88s, 1 x Fw 200 and 1 x unidentified aircraft destroyed, plus 2 x Ju 88s damaged.

26 Apr 45: Czech resistance reported 13-20 aircraft in camouflaged blast bays, mostly Me 262s, many more Me 262s and other types parked in dispersal areas around the perimeter of the airfield, with a heavy concentration of light Flak positioned along the N end of the runway and around the dispersal areas. An estimated 50 Me 262s and an equal number or more of other types were there with more arriving every day. Flak defenses totaled approx. 50 x 2.0-cm and 100 x 13.5-mm guns. No medium or heavy Flak seen.

Operational Units: Stab, I./ZG 76 (Apr-Jun 44); II./ZG 76 (Apr-Jul 44); II., III./KG(J) 6 (Oct 44 – Apr 45); Stab/KG(J) 6 (Jan-Apr 45); Stab/KG(J) 30 (Feb-Mar 45); III./KG(J) 30 (Feb-Mar 45); II./KG(J) 54 (Mar-Apr 45); II./NJG 100 (Mar-May 45); detachment of Aufkl.St. 4.(F)/Nacht (Apr-May 45); 2./Gruppe Südost d. Flugzeugüberführungsgeschwader (Apr 45); III./JG 6 (Apr-May 45); I., II., III./JG 7 (Apr-May 45); I./KG(J) 54 (Apr-May 45); 2./KG 51 (May 45).

School Units: Höherer Kdr. d.Kampf-u.Sturzkampffliegerschulen (c. 1939 – Aug 42); FFS C Prag-Ruzyn (Sep 39 – Jan 40); FFS C 12 (Jan 40 – Jun 42); BFS 3 (Jun 42 – Oct 43) then FFS B 33 (Oct 43 – Mar 45); Arbeitsplatz for FFS C Wiener Neustadt then FFS C 8 (1939-44); Arbeitsplatz for FFS C 14 then FFS B 14 (Prag-Gbell) (Jun 41 – Mar 45); II./SG 102 (Sep 44 – Feb 45); 1./NJG 102 (Jan – Mar 45).

Reserve Training & Replacement Units: 13.(Erg.)/LG 1 (Jun – Oct 43); Stab, 1. and 3./Erg.Fernaufkl.Gr. (Aug – Nov 44).

Station Commands: Fl.H.Kdtr. Prag-Rusin (Jul 39 – 1940); Fl.Pl.Kdo. A 24/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 17/XVII (Apr 44 – May 45).

Station Units (on various dates – not complete): Stab/IX. Fliegerkorps (J) (Apr-May 45); Jagdfliegerführer Silesien (Jan-Feb 45); Werft-Abt. (o) 17/XVII (1944-45);

le.II/Feldwerftverband 20 d.Lw. (1945); Werft-Abt. 108/VIII (Mar 45).

[Sources: AFHRA A5258 pp.1162-63 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Prelouc (CZECH) (c. 50 02 N – 15 33 E)

General: satellite or alternate landing ground in N Czechoslovakia 15 km W of Pardubitz (Pardubice). Exact location not determined. Grass surface. History: no record found of use by the Luftwaffe.

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

Prerau (CZECH) (a.k.a. Prerov, Přerov) (49 26 00 N – 17 24 50 E)

General: operational airfield (Einsatzhafen) in Czechoslovakia 64 km NE of Brno, 23 km SE of Olomouc and 4 km SW of Prerov. History: built in 1938 and used by the Germans as a practice field for various flight training schools. Surface and Dimensions: grass surface measuring approx. 870 x 730 meters (950 x 800 yards) with a rectangular shape. No paved runway. Infrastructure: had 1 large hangar with paved apron off the N corner with a small barrack area to the N of it. The nearest rail connection was in Prerov. Dispersal: no organized dispersal areas in mid-1944 - aircraft parked in the vicinity of the hangar. Operational Units: I./JG 77 (Mar 45); III./SG 10 (May 45).

School Units: Arbeitsplatz for Schule/FAR 24 then FFS A/B 24 (Olmütz) (1939-43); Arbeitsplatz for FFS A 12 (Prenzlau); Arbeitsplatz for FFS C 12 then FFS B 12 (Feb 43 – Jul 44);

Station Commands: Fl.H.Kdtr. Prerau (1939-44); Fl.H.Kdtr. E(v) 211/VIII (Feb-May 45).

Station Units (on various dates – not complete): Ie.Feldwerft-Zug 7/60 (Feb-Mar 45).

[Sources: AFHRA A5258 p.1164 (2 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Presov (CZECH) (a.k.a. Prešov, Isla) (48 59 55 N – 21 14 20 E)

General: operational airfield (Einsatzhafen) in Slovakia 154 km SE of Krakau (Kraków)/Poland, 32 km N Košice and approx. 1.6 km SSW of Presov. Grass surface. History: may have become operational in 1940 but very little has been found of its subsequent history. Surface and Dimensions: grass surface measuring approx. 915 meters (1000 yards) square. Infrastructure: no information found.

Remarks:

1944: reportedly under development.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1165 (23 May 1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pressburg (CZECH) (a.k.a.; Bratislava, Bratislava-Vajnory, Pressburg-Weinern) (48 12 05 N – 17 11 40 E)

General: airfield (Fliegerhorst) 8 km NE of the capital of Slovakia adjacent to the village of Vajnory.

History: a pre-war civil airport (Verkehrsflughafen) built 1922-23 that was also used by the Czech Air Force. The first commercial flight to the airport was on 29 October 1923. From March 1939 to the end of 1944, the airfield was operated by the German-allied Slovak State and no Luftwaffe air units were based there.

Dimensions: approx. 1300 x 1100 meters (1420 x 1200 yards).

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: both available.

Infrastructure: had 7 aircraft hangars with paved hangar aprons and taxiways. The hangars, workshops, admin buildings, barracks and stores warehouses were in 2 groups, one on the NW side and the other on the SE side of the landing area. The village of Vajnory ran along the E side of the airfield.

Dispersal: no organized dispersals in mid-1944.

Remarks:

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Jun 44 – Mar 45: there were 6 attacks by 15th AAF bombers on refineries and marshalling yards in Bratislava but none on the airfield.

4 Apr 45: city and airfield captured by Soviet forces.

Operational Units: 3./Fliegergeschwader z.b.V. 7 (Dec 44).

Station Commands: Fl.H.Kdtr. E(v) 274/III (1944-45)?; Fl.H.Kdtr. E(v) 214/XVII (1945?).

Station Units (on various dates – not complete): Deutschen Luftwaffenmission Slowakei (Aug 39 – Nov 44); O.Qu.Kdo. of Luftflottenkdo. 4 (Pressburg, Dec 44 – Mar 45); gem.Flak-Abt. 375 (1945); Flaklehr- u.Ausbildungskdo. d.Lw. Pressburg (1944-45); Inf.Btl. d.Lw. 37 (Mar-Apr 45).

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

Pribislau (CZECH) (a.k.a. Pribyslav) (49 34 55 N – 15 45 45 E)

General: operational airfield (Einsatzhafen) in central Czechoslovakia 75 km NW of Brünn (Brno), 13 km E of Deutsch Brod (Havličkův Brod) and 2 km ENE of Pribyslav. History: a pre-war civil landing ground used by airlines operating along the Prague – Brünn route.

Surface and Dimensions: grass surface measuring approx. 915 x 595 meters (1000 x 650 yards). Fuel and Ammunition: refueling facilities were available. Infrastructure: had 2 small buildings on the NW boundary that may have been workshops. Personnel were billeted in local towns and villages. The nearest rail connection was in Pribyslav.

Dispersal: no organized dispersal facilities in Oct 44.

Operational Units: 5./TG 2 (Apr-May 45).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1166 (27 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prossnitz (CZECH) (a.k.a. Prossnitz/Süd, Prostejov, Prostějov) (49 26 55 N – 17 08 15 E)

General: airfield (Fliegerhorst) in C Czechoslovakia 18 km SSW of Olomouc and 3.25 km SE of Prostejov.

History: a pre-war Czech Air Force central flight training center that opened in 1925, both elementary and advanced flight training was provided as well as training for ground personnel. After taking it over in 1939, the Germans enlarged the airfield and built additional infrastructure, including hangars. It was used by elementary flight training schools to the end of 1943 and then by ground attack reserve training and replacement units.

Dimensions: approx. 1235 x 1050 meters (1350 x 1150 yards) with an "L" shape.

Surface and Runways: grass surface in good condition although it could get soft in places during wet weather. No paved runway. Airfield equipped with perimeter lighting.

Fuel and Ammunition: refueling points were on the servicing hardstand in front of the hangars, 3 more on the N boundary and 3 more at the SW corner. A small bomb and ammunition dump was reported to be off the N boundary behind the hangars.

Infrastructure: had a total of 18 hangars in two groups - (1) on the N boundary were 4 large and 7 medium hangars; (2) in the SW corner were 7 medium hangars. All had paved aprons. Workshops and a large stores warehouse were with the hangar group on the N boundary. The station motor pool and garages were behind the hangars at the SW corner and near the barrack complex off the N boundary. The main barrack complex together with the station HQ, admin offices, base dispensary and other support facilities were all grouped 1.2 km N of the E side of the Brünn-Prostejov road which ran just W of the airfield. The main rail line running NE from Brünn passed along the E side of the airfield.

Dispersal: no organized dispersals in Aug 44 - aircraft parked along the perimeter and in front of the hangars.

Remarks:

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25 Aug 44: attacked by 71 B-24 Liberators, 20 P-38 Lightnings and 47 P-51 Mustangs – claimed 6 aircraft destroyed and damaged hangars, workshops and barracks.

Operational Units: Stab, II./JG 77 (Mar-Apr 45).

School Units: Schule/FAR 43 (Oct 39 – Sep 40); Schule/FAR 71 then FFS A/B 71 (Nov 40 – Dec 43).

Reserve Training & Replacement Units: I./SG 152 (Jan – Aug 44); IV./SG 151 (Aug 44 – Jan 45).

Station Commands: Fl.Pl.Kdo. A 25/XVII (Feb 43 – Apr 44).

Station Units (on various dates – not complete): Stab/I. Flakkorps (Smrvice, Mar-Apr 45); [Sources: AFHRA A5258 pp.1167-68 (20 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prossnitz-Kosteletz (CZECH) (a.k.a. Prostejov, Prostějov-Kostelec, Plumlov) (49 29 15 N – 17 03 30 E)

General: airfield (Fliegerhorst) in Czechoslovakia 48 km NE of Brno, 19.5 km SW of Olomouc, 5 km WNW of Prostejov and 4.5 km S of the village of Kostelec.

History: P-Kosteletz was reportedly built by the Germans after the occupation in March 1939.

Dimensions: approx. 1100 x 1100 meters (1200 x 1200 yards) with an irregular shape.

Surface and Runways: grass surface that was rough in spots. No paved runway.

Reportedly equipped with perimeter lighting.

Fuel and Ammunition: there were 4 refueling points in front of the hangars on the W boundary with underground bulk storage behind this same hangars.

Infrastructure: had 9 hangars in all - (1) on the W boundary were 2 very large, 1 large and 4 medium hangars with paved aprons; (2) 550 meters W of the S corner were 1 very large and 1 large hangar with paved aprons, the latter of these was a repair hangar that was still under construction in mid-1944. A number of workshop buildings were to the rear of the main hangar group as were the station motor pool and garages. Taxiways connected the hangars to the landing area. Admin offices and the flight control building were adjacent to the large hangar on the W boundary and behind these were a few barrack buildings. Another 150-200 meters further W was a compound of 9 to 14 warehouse-type storage buildings that belonged to the Luftpark. The N and W sides of the airfield were served by a branch rail line.

Dispersal: no organized dispersals in Aug 44 - aircraft parked along the perimeter.

Remarks:

27 Aug 44: low-level attack by U.S. 15th AAF Mustangs – 2 x Me 323s from I./TG 5 strafed on the ground.

Operational Units: I./TG 4 (May 44 - ?); Stab/SG 4 (Mar-May 45); I./SG 4 (Apr-May 45); III./SG 4 (Mar-May 45); Pz.Aufkl.Schwarm 4 (May 45).

School Units: Arbeitsplatz for Schule/FAR 71 (1940-43).

Station Commands: Fl.Pl.Kdo. Kosteletz (1939 – Jan 43); Fl.Pl.Kdo. A 16/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 13/XVII (Apr 44 – Apr 45); Fl.H.Kdtr. E(v) 212/III (Dec 44 – Mar 45).

Station Units (on various dates – not complete): Werft-Abt. (o) 13/XVII (1944-45); Werft-Abt. (o) 20/XVII (1944-45); Stab and 8.Zug le.Feldwerft-Abt. III/60 (Feb-Mar 45); Luftzeugamt 1/XVII (c. 1939 – Apr 45?); Luftpark Prossnitz-Kosteletz (later Luftpark 2/XVII) (c. 1939-45); Ldssch.Zug d.Lw. 68/XI (1945).

[Sources: AFHRA A5258 pp.1169-71 (20 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prossnitz-Kralice (CZECH) (a.k.a., Prossnitz/East, Prostejov-Kralice, Prostějov-Kralice, Prostějov/East) (49 28 10 N – 17 08 45 E)

General: landing ground (Landeplatz) in C Czechoslovakia 50 km NE of Brünn (Brno) and 3 km E of Prostejov town center. Prossnitz/Süd airfield was 3 km to the south. History: a

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pre-war Czech Air Force fighter station and a practice field for the Czech flight school at Prostejov airfield 3 km to the south. The Germans also used it as a practice field for elementary flight school training. The Germans Surface and Dimensions: grass surface in good condition measuring 870 x 505 meters (950 x 550 yards) and rectangular in shape. No paved runway. Infrastructure: had 1 small hangar with a narrow paved apron and 1 small portable-type repair hangar, both at the SW corner. Personnel were billeted in Prostejov or in the surrounding villages. The nearest rail connection was 1 km W of the landing ground. Dispersal: no organized dispersals in Aug 44 - aircraft parked along the perimeter.

Operational Units: none identified.

School Units: none identified.

Reserve Training & Replacement Units: none identified.

Station Units (on various dates - not complete):

[Sources: AFHRA A5258 p.1172 (20 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

R

Raudnitz (CZECH) (a.k.a. Roudnice nad Labem) (c. 50 24 38 N - 14 13 30 E)

General: landing ground (Landeplatz) in NW Czechoslovakia 38 km NNW of Prague and 3 km SW of Roudnice nad Labem. Grass surface. History: not mentioned prior to Luftwaffe fighters arriving in late March 1945.

Operational Units: I, III./JG 52 (Mar-Apr 45).

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]

Reichenberg (CZECH) (a.k.a. Liberec) (50 46 10 N - 15 01 30 E)

General: landing ground (Landeplatz) in north-central Czechoslovakia 89 km NNE Prague and 2 km W of Reichenberg (Liberec). History: built in 1935-36 and was home to a Luftwaffe reconnaissance Gruppe from 1938-41. It was then relatively inactive until the front approached in March 1945.

Surface and Dimensions: grass surface that was soft when wet measuring approx. 685 x 365 meters (750 x 400 yards). No paved runway.

Infrastructure: had 4 medium hangars with paved hangar aprons and 1 small hangar with 3 of the larger hangars being together in the NE corner and the fourth being in the SE corner. Separate workshops were around the hangars. The motor pool and garages were near the NE corner, too. A large group of barrack buildings was located off the SE corner. The nearest rail connection was in Reichenberg (Liberec). Dispersal: no organized dispersal facilities existed in late Jun 44.

Operational Units: Aufkl.Gr. 41 (Nov 38 - Aug 39, Dec 40 - Apr 41); Stab, I./JG 6 (Mar-May 45); 2. Tiefangriffsgruppe Bücker 181 (Mar-Apr 45); Stab, 1., 2./NAGr. 15 (Apr-May 45); Pz.Aufkl.Schwarm 5 (Apr-May 45).

Reserve Training & Replacement Units: Bordschützen-Anwärter-Btl. I (Apr 42 - ?).

Station Commands: Fl.Pl.Kdo. A 30/IV (Sep 43); Fl.H.Kdtr. E (mot) 6/VI (Mar-Apr 45).

Kommandant (mainly prior to the establishment of numbered station commands - not complete): Obstlt. Gerhard Rebsch (? - Oct 39); Obstlt. Richard Braun (Mar 40 - ?).

Station Units (on various dates - not complete): Werft-Abt. (v) 142/XII (1944-45); Werft-Abt. 52/III (Feb-May 45); le.Feldwerft-Abt. (mot) I/50 (Apr-May 45).

[Sources: AFHRA A5258 pp.1127-28 (24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rokitzan (CZECH) (Rokycany) (49 45 20 N - 13 35 10 E)

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General: landing ground (Landeplatz) 15 km E of Pilsen (Plzen) and 2 km N of Rokycany. Grass surface. History: no record found of use by the Luftwaffe.
[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

S

Saaz (CZECH) (a.k.a. Zatec, Žatec, Postelberg) (50 19 03 N – 13 30 39 E)

General: landing ground in NW Czechoslovakia (Sudetenland area during WW II) 70 km NW of Prague and 2.5 km SW of Zatec. History: built by the Luftwaffe in 1944 for Me 262 jet operations. Surface and Dimensions: grass surface with a single concrete runway measuring 1700 x 60 meters. Infrastructure: no details found.

Operational Units: 2./KG 51 (May 45); I./KG(J) 54 (May 45).

Station Commands: Fl.H.Kdtr. E (mot) 61/XI (Mar-May 45).

Station Units (on various dates – not complete): Lw.-Bau-Btl. 201/XVII (Hiwi) (May 45).

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

Schweinsbach (CZECH) (Modern, Viničné) (c. 48 16 N – 17 18 E)

General: landing ground (Landeplatz) in south-central Czechoslovakia 18 km NE of Pressburg (Bratislava/Slovakia). Exact location not determined. History: believed to have been established in late 1944 for the use of light liaison and courier aircraft that served the two large and important commands located there.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): command and operations component of Stab/Luftflotte 4 (Dec 44 – Mar 45); Stab/V. Flakkorps (Dec 44 – Mar 45); Stab and I./Ln.-Rgt. 4 (Dec 44 – Apr 45); elements of Ln.-Betr.Abt. z.b.V. 12 (1944-45); Ldssch.Zug d.Lw. 34/IV (Mar 45)?

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

Sbraslawitz (CZECH) (a.k.a. Sbraslawice, Zbraslavice, Zbraslavec) (49 48 50 N – 15 12 15 E)

General: landing ground (Landeplatz) in C Czechoslovakia 65 km ESE of Prague, 48 km WSW of Pardubice, 18 km SSW of Kutna and 1.2 km E of Zbraslavice. History: listed in 1938 as an emergency landing ground. The Luftwaffe used in as a practice field for an elementary flight school and then as an alternate landing ground for transport units.

Surface and Dimensions: grass surface in good condition measuring approx. 685 x 775 meters (750 x 850 yards) with a triangular shape. No paved runway. Landing ground reportedly had perimeter lighting for night operations. Fuel and Ammunition: there were refueling points and underground fuel storage tanks NW of the hangars. Infrastructure: had 1 medium hangar with a paved apron and 1 small portable hangar that was probably used for repairs, both at the center of the E boundary. A few admin and stores huts were located NW of the hangars. The nearest rail connection was in Zbraslavice. Dispersal: no organized dispersal facilities existed in Aug 44.

Operational Units: II./TG 2 (Apr-May 45); III./TG 2 (Apr 45); I./TG 3 (Apr 45).

School Units: Arbeitsplatz for Schule/FAR 32, FFS A/B 32 then FFS A 32 (Pardubitz) (1939-44).

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1185-86 (25 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Senftenberg (CZECH) (a.k.a. Senftenberg-Buchwalde, Zamberk, Žamberk, Zamberg) (50 04 56 N – 16 26 57 E)

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General: landing ground (Landeplatz) in north-central Czechoslovakia 148 km E of Prague, 48.5 km E of Pardubice and 1.25 km WSW of Zamberk. **History:** no mention found prior to 1945 when Soviet forces advanced into Upper Silesia.

Operational Units: II./TG 2 (Feb-Mar 45); Verbindungsstaffel VIII. Fliegerkorps (Feb-Apr 45); I./TG 3 (Mar-Apr 45).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/VIII. Fliegerkorps (Feb-Apr 45); elements of gem.Flak-Abt. 373 (Eisb.) (1945); Stab and I.(Betr.)/Ln.-Rgt. 38 (Feb-Apr 45).

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

Senoschat (CZECH) (a.k.a. Senožaty) (c. 49 34 N – 15 11 E)

General: landing ground (Landeplatz) in C Czechoslovakia 78 km SE of Prague and 44 km SE of Benesov. Exact location not determined. **History:** no mention found prior to late April 1945 when a tactical reconnaissance arrived.

Operational Units: 1./NAGr. 14 (Apr-May 45).

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]

Sillein (CZECH) (a.k.a. Zilina) (49 12 40 N – 18 46 15 E)

General: landing ground (Landeplatz) in N Slovakia; airfield 3 km SE of Zilina. **History:** a pre-war landing ground for the Czech Air Force that became a training school for the Slovak Air Force and a glider training ground for the Hlinka Guard during the German occupation.

Surface and Dimensions: grass surface in good condition measuring approx. 1145 x 505 meters (1250 x 550 yards) with an irregular shape. No paved runway. **Infrastructure:** had 1 large hangar and 1 medium hangar on the S boundary, both with a paved hangar aprons and both erected during the German occupation. A barrack complex was 1.5 km WNW of the landing area. The nearest rail connection was in Zilina. **Dispersal:** no organized dispersals existed in May 44.

Remarks:

1 Jan 41: home field for a reconnaissance squadron of the Slovak Air Force.

16 May 44: construction underway to extend the E/W dimension of the field from 505 meters to 870 meters.

Operational Units: 1.(H)/Aufkl.Gr. 14 (Aug-Sep 39); 2.(H)/Aufkl.Gr. 14 (Aug-Sep 39).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 8 (Aug/Sep 39); I./Flak-Rgt. 8 (Aug/Sep 39); Res.Flak-Abt. 801 (Aug/Sep 39); part of Fla.MG.Res.Kp. 453 (Aug/Sep 39); Flak-Transport-Battr. 2/171 (Aug/Sep 39).

[**Sources:** AFHRA A5258 pp.1187-88 (25 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Skutsch (CZECH) (a.k.a. Skutec) (49 49 50 N – 16 00 35 E)

General: field airstrip (Feldflugplatz) then landing ground (Landeplatz) in C Czechoslovakia 114 km ESE of Prague, 83 km NNW of Brünn (Brno), 27 km SE of Pardubitz and 1.6 km SSE of Skutec. **History:** existed pre-war. Used by the Germans as a practice field for an elementary flight school.

Surface and Dimensions: grass surface measuring approx. 1100 x 730 meters (1200 x 800 yards) with an "L" shape. No paved runway. **Infrastructure:** had several small buildings at the NW corner that were thought to be workshops.

Personnel, when present, were billeted locally. The nearest rail connection was in Skutec.

Dispersal: no organized dispersals - aircraft parked along the perimeter.

Operational Units: 7./TG 2 (Apr-May 45); part of IV./TG 4 (1945); Stab, II./JG 77 (May 45).

School Units: Arbeitsplatz for Schule/FAR 32, FFS A/B 32 then FFS A 32 (Pardubitz) (1939-44).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1173 (25 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Spišská Nová Ves (CZECH): see Zipser-Neudorf.

Stauding (CZECH) (a.k.a. Studenka, Studénka) (c. 49 43 N – 18 04 E) or (49 41 N – 18 06 E?)

General: landing ground (Landeplatz) 18 km SW of Mährisch Ostrau (Moravska Ostrava).

History: no record found of Luftwaffe use. Just 4 km SE of Studenka is today's Ostrava airport.

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

Strakonitz (CZECH) (a.k.a. Strakonice) (c. 49 15 11 N – 13 53 31 E)

General: landing ground (Landeplatz) in SW Czechoslovakia 66 km SE of Pilsen (Plzen), 53 km NW of Budweis (České Budějovice) and 1.5 km SW of Strakonice. History: no record found of Luftwaffe use.

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

Studnitz (CZECH) (a.k.a. Studnice, Nachod, Vysokov) (c. 50 24 47 N – 16 07 17 E)

General: landing ground (Landeplatz) 30 km NE of Königgrätz (Hradec Králové), 3 km W of Nachod, 2.5 km ESE of Studnice and 1 km N of Vysokov. History: no record found of Luftwaffe use.

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

Sumperk (CZECH): see Mährisch Schönberg.

Svatý Peter (CZECH) (a.k.a. Svätý Peter, Liptovský, Liptovský – Sv. Mikuláš, Hradok) (49 04 40 N – 19 44 10 E)

General: landing ground (Landeplatz) in north-central Slovakia 130 km S of Krakau (Kraków)/Poland, 9 km E of Liptovský Mikuláš and 3 km N of the village of Liptovský.

History: built by the Germans in 1940. No operational Luftwaffe units are known to have been based there. There was some speculation in 1944 that it may have been used as a branch Luftpark. Surface and Dimensions: grass surface in good condition measuring approx. 1000 x 1100 meters (1100 x 1200 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: underground fuel storage was probably in the SW corner. Infrastructure: had 2 large hangars with a paved hangar aprons in the SW corner. A very large building and several smaller buildings, possible used for stores, flight control and barrack buildings under construction were off the S boundary. The motor pool and garages were believed to be 185 meters (200 yards) S of the hangars. The nearest rail connection was in the village of Podturen (Podtureň), 4 km SW of the landing ground. Dispersal: there were no organized dispersal facilities in Aug 44.

Remarks:

27 Jul 44: construction underway to extend the W boundary by 185 meters (200 yards).

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1177-78 (30 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

T

Tabor (CZECH) (a.k.a. Tábor) (49 25 00 N – 14 41 45 E)

General: field airstrip (Feldflugplatz) in south-central Czechoslovakia 75 km SSE of Prague and 3.25 km E of Tabor. History: existed pre-war. No evidence found of Luftwaffe flying units being based there during the war. Surface and Dimensions: artificially drained grass

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surface measuring roughly 685 x 505 meters (750 x 550 yards) with a triangular shape.

Infrastructure: had 1 small hangar-type building.

Station Units (on various dates – not complete): Flieger-Geräteausgabestelle (mot) 104/VII (Jan 45)?

[Sources: AFHRA A5258 p.1196 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Theresienstadt (CZECH) (a.k.a. Terezín) (50 31 30 N – 14 07 30 E)

General: landing ground (Landeplatz) in NW Czechoslovakia 55 km NNW of Prague and 2.25 km NW of Terezin. Grass surface. History: no record found of Luftwaffe units being based there. May have been used occasionally by liaison and courier aircraft.

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

Trautenau (CZECH) (a.k.a. Trutnov) (50 34 N – 15 53 E)

General: field airstrip (Feldflugplatz) in north-central Czechoslovakia 35 km N of Königgrätz (Hradec Králové). Exact location not determined. Grass surface. History: no record found of Luftwaffe units being based there.

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

Trentschin (CZECH) (a.k.a. Trenčín, Biskupice) (48 52 20 N – 18 00 45 E)

General: factory airfield (Industriehafen) in Slovakia 112 km NE Bratislava, 97 km SE of Olomouc and 4.6 km SSW of Trenčín.

History: built in the 1930's. In 1940, after the German occupation, it was taken over by the German-allied Slovak Air Force for use as its HQ, main training school and as an operational air base. The factory complex belonged to Škoda-Kauba, which held an RLM contract to build an advanced trainer designated to SK 257.

Dimensions: approx. 1000 x 685 meters (1100 x 750 yards) with an irregular shape.

Surface and Runways: grass surface in good condition. No paved runway.

Fuel and Ammunition: refueling points and underground bulk storage tanks were in front of the repair hangar.

Infrastructure: the factory and airfield buildings were situated in a compact group off the NE boundary and consisted of 1 large repair and maintenance hangar and 1 large assembly hangar (under construction in mid-1944) on the boundary. Some 275 meters off the NE boundary was a large assembly shop together with a large sub-assembly shop. All of the hangars and shops had paved aprons and taxiway connections. Between the hangars and assembly shops were 2 rows of 4 workshops and 4 stores warehouses with a heating plant and a power station centrally located. The Motor pool and garages were NE of the large assembly shop. A barrack complex that included the training school HQ was immediately NE of the factory. A branch rail line from Trenčín served the factory.

Dispersal: there were no organized dispersal facilities in mid-1944.

Operational Units: Stab, 1./NSGr. 10 (Dec 44 – Feb 45); 1./NAGr. 14 (Dec 44 – Mar 45).

Station Commands: Fl.H.Kdtr. E(v) 201/VIII (Sep 44 – Apr 45).

Station Units (on various dates – not complete): Koflug 1/VIII (c.Aug-Dec 44).

[Sources: AFHRA A5258 pp.1179-80 (23 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Turany (CZECH) (49 09 15 N – 16 41 50 E)

General: landing ground (Landeplatz) in south-central Czechoslovakia 8.5 km SE of Brunn (Brno), 4 km SE of Brunn airfield and 3.5 km ENE of the suburban village of Turany.

History: built in 1944 as a dispersal field or alternate landing site for Brunn airfield.

Reportedly used by transport aircraft in late summer/early fall 1944. Surface and

Dimensions: grass surface measuring approx. 915 x 140 meters (1000 x 150 yards). No paved runway. Infrastructure: none. Dispersal: aircraft could be parked and concealed along the edge of woods on the N, W and S boundaries.

Operational Units: none identified.

Station Units: none identified.

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

[Sources: AFHRA A5258 p. (25 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tuschkau (CZECH) (a.k.a. Město Touškov) (c. 49 46 N – 13 15 E)

General: landing ground (Landeplatz) in W Czechoslovakia 10 km WNW of Pilsen (Plzeň). Exact location not determined. Grass surface. History: no record found of Luftwaffe units being based there.

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

Tyrnau (CZECH) (a.k.a. Trnava) (c. 48 22 N – 17 35 E)

General: landing ground (Landeplatz) in south-central Czechoslovakia 43 km NE of Pressburg (Bratislava/Slovakia). Exact location not determined. Grass surface. History: no record found of Luftwaffe units being based there. However, a Luftwaffe radar site was listed as being at Tyrnau during the last year and a half of the war.

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

U

Ungarisch-Hradisch (CZECH) (a.k.a. Uherské Hradiste) (49 05 10 N – 17 27 35 E)

General: field airstrip (Feldflugplatz) in SE Czechoslovakia 60 km SSE of Olmütz (Olomouc); airfield 1.3 km N of the town. History: reportedly set up by the Germans during 1939-40. No evidence of wartime use found. Ung.-Hradisch was a German Army town with a large contingent of training and replacement troops. Surface and Dimensions: grass on a marshy surface measuring roughly 685 x 595 meters (750 x 650 yards) with a poorly defined shape. Infrastructure: none.

[Sources: AFHRA A5258 p.1195 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

W

Wallern (CZECH) (a.k.a. Volary) (c. 48 54 N – 13 53 E)

General: landing ground (Landeplatz) in SW Czechoslovakia 50 km NE of Passau/Germany and 18 km SSE of Vimperk. Exact location not determined. Grass surface. History: no record found of Luftwaffe use. However, a Luftwaffe radar site may have been on a mountain top in the area.

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

Winterberg (CZECH) (a.k.a. Vimperk) (49 03 00 N – 13 46 00 E?)

General: field airstrip (Feldflugplatz) in SW Czechoslovakia 124 km SSW of Prague and 51 km W of Budweis (Ceské Budejovice). Exact location not determined. Grass surface. History: no record found of Luftwaffe use.

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

Wischau (CZECH) (a.k.a. Vyškov, Vyskov, Vyskov) (49 17 50 N – 17 01 30 E)

General: operational airfield (Einsatzhafen) in SE Czechoslovakia 34 km ENE of Brünn (Brno), 21 km SSW of Prostějov; airfield located 2.5 km NE of Wischau.

History: formerly a Czech Air Force station built in 1936, it was considerably enlarged by the Luftwaffe during 1939-40 to support its rapidly expanding air training needs and was a major training field throughout the war.

Dimensions: 1,235 x 595 meters (1350 x 650 yards) with an oval shape.

Surface and Runways: grass surface in good condition. No paved runway.

Fuel and Ammunition: fuel and oil were stored behind the hangars with refueling points in front of the hangars.

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Infrastructure: had 5 large hangars, 2 of which were German-built, with paved aprons along the NW boundary of the field with several workshop buildings surrounding the middle hangar. A large motor pool with garages was located in the SW corner, a second in the big barracks compound just NE of it and a third along the SW boundary of the landing area. A second large cluster of barracks was sited behind the hangars on the W side of the Vyškov-Prostějov road. The nearest rail connection was in Vyškov.

Dispersal: there were 11 medium-size open aircraft shelters on the NE boundary of the landing area and these were still under construction on 1 July 1944.

Remarks:

27 Apr 45: abandoned and all infrastructure and facilities demolished by the retreating Germans.

Operational Units: none identified.

School Units: Fliegertechnische Schule 5 (1940-45); Arbeitsplatz for Schule/FAR 43 (Prossnitz) (1939-40); Fl.Ausbildungs-Rgt. 24 (1941); Arbeitsplatz for Schule/FAR 71 then FFS A/B 71 (Prossnitz) (1940-43); Arbeitsplatz for FFS A/B 113 (Brünn) (1940-43); 3./SG 101 (Apr 44 – Feb 45).

Station Commands: Fl.Pl.Kdo. A 13/XVII (Jan 43 – Mar 44); Flugplatzkdo. Wischau of Fl.H.Kdtr. A(o) 12/XVII Brünn (Brno) (1944-45); Fl.H.Kdtr. A(o) 110/XVII (Feb-Apr 45)?

Station Units (on various dates – not complete): Rekruten-Ausbildungskommando der Fliegertechnische- und Fliegerwaffentechnische Schulen (c.1942-44); Ldssch.Zug d.Lw. 14/VIII (Mar 45)?

[Sources: AFHRA A5258 pp.1182-83 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Z

Zauchtel (CZECH) (a.k.a. Suchdol nad Odrou) (c. 49 39 N – 17 55 E)

General: landing ground (Landeplatz) 49.5 km E of Olomouc and 32 km SW of Mährisch Ostrau (Ostrava). Exact location not determined. Grass surface. History: no mention found prior to 1945 when Soviet forces advanced into Upper Silesia.

Operational Units: Nahaufklärungsstaffel 1./31 (Nacht) (Apr-May 45).

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]

Zbirow (CZECH) (a.k.a. Borek, Cerhovice, Zbiroh) (49 50 10 N – 13 48 07 E)

General: emergency landing ground (Notlandeplatz) in W Czechoslovakia 44 km WSW of Prague; airfield 1.5 km SSW of the village of Zbiroh. History: laid out by the Czechs before the war. No evidence found of German use and it may have been returned to cultivation during the war. Surface and Dimensions: grass surface with a possible run area of up to 1145 meters (1250 yards). Irregular shape. Infrastructure: none noted.

[Sources: AFHRA A5258 p.1195 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zilina (CZECH): see Sillein.

Zipser Neudorf (CZECH) (a.k.a. Spišska Nova Ves, Spišská Nová Ves) (48 56 30 N – 20 32 20 E)

General: airfield (Fliegerhorst) in eastern Slovakia 58 km WNW of Kosice (Košice), 50 km W of Presov and 2.5 km WSW of Spišska Nova Ves.

History: a pre-war Czech Air Force base and a wartime Slovak Air Force base. No Luftwaffe units were stationed there, as far as can be determined.

Dimensions: approx. 960 x 960 meters (1050 x 1050 yards) with an irregular shape.

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Surface and Runways: grass surface. No paved runway. A servicing hardstand fronted the hangar and motor pool off the E boundary. Airfield equipped for night operations.

Fuel and Ammunition: refueling points were at the center of the E boundary and underground storage tanks were at the same location and at two other sites. Bombs and presumably other ammunition were stored at the SE corner.

Infrastructure: had 2 large hangars in the SE corner and 1 medium hangar off the center of the E boundary, all with a paved hangar apron. The station motor pool, garages and technical stores were off the E boundary. Flight control and several groups of small barrack buildings were along the E boundary. The nearest rail connection was in Spisska Nova Ves.

Dispersal: there was no organized dispersal in Aug 44.

Remarks:

1 Jan 41: home field for the 12th Fighter Squadron and one reconnaissance squadron of the Slovak Air Force.

27 Jul 44: the landing area was in the process of being extended 640 meters to the W to provide a WNW/ESE takeoff and landing run of 1370 meters (1500 yards).

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1175-76 (21 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Znaim (CZECH) (a.k.a. Znojmo) (48 51 N – 16 03 E)

General: landing ground (Landeplatz) in south-central Czechoslovakia 55 km SW of Brünn (Brno). Exact location around the city not determined. Grass surface. History: no record found of Luftwaffe units being based there. However, a Luftwaffe radar site was listed as being at Znaim during the last year and a half of the war.

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