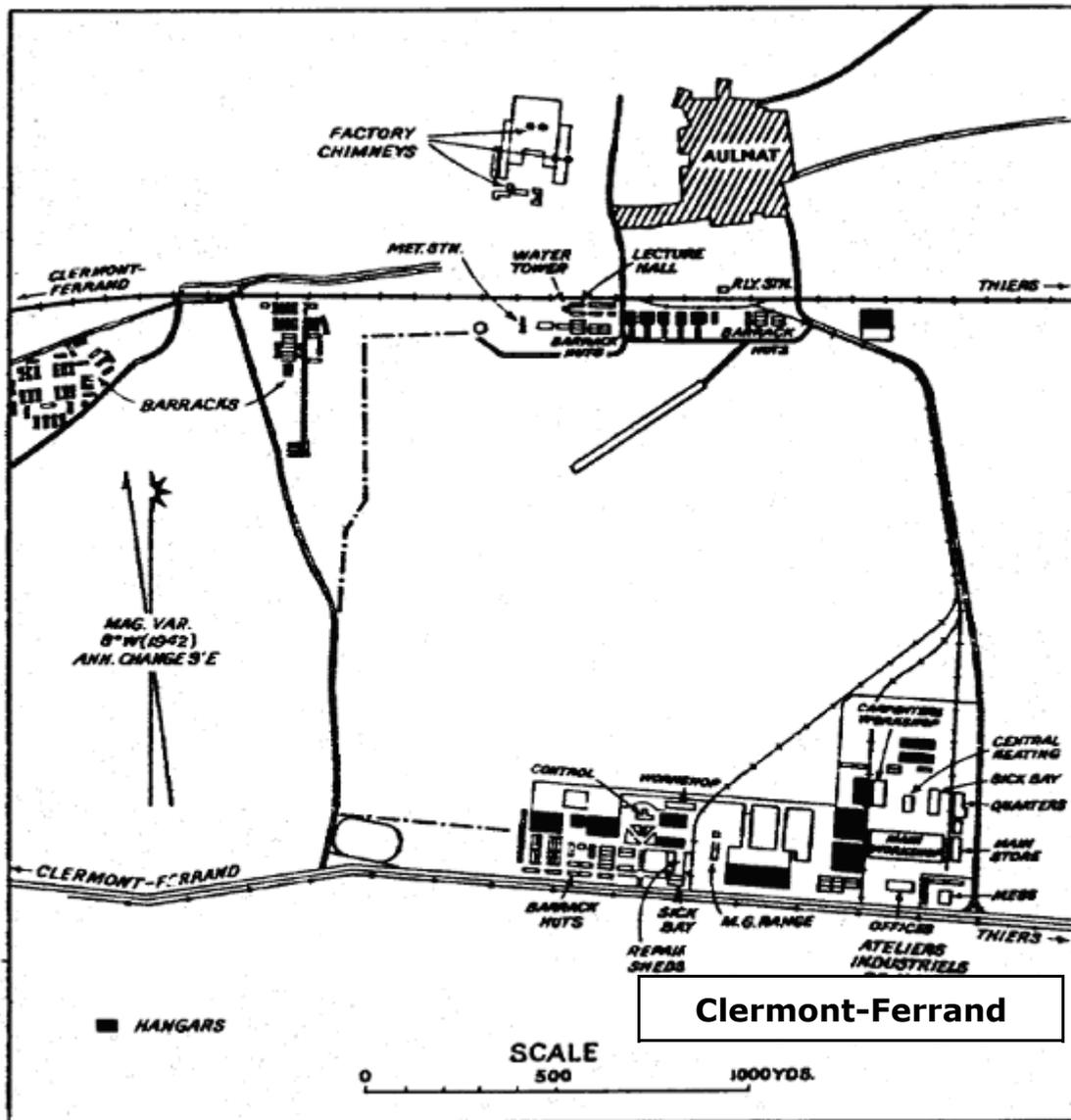


Luftwaffe Airfields 1935-45 France (with Corsica and Channel Islands)

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Luftwaffe Airfields 1935-45

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Airfields

France

(with Corsica and Channel Islands)

Introduction

Conventions

1. For the purpose of this reference, "France" generally means the territory belonging to it on 1 September 1939, including Alsace-Lorraine.
2. All spellings are as they appear in wartime German documents with the addition of diacritical pronunciation markings where necessary.
3. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

Prior to the beginning of the war on 1 September 1939, France had a very large network of airfields, landing grounds and emergency landing grounds that stretched across the entire country. Many of the civil and military airfields were well-developed and had been in use since World War I and before. Further development after the start of the war can be best summarized in a number of stages:

- 1) France initiated an expansion program during 1939-40 to increase the number of air bases in the northeastern part of the country, and some of this work had been completed by June 1940.
- 2) From June to September 1940, the Germans quickly built a large number of landing grounds along the Channel coast for use during the Air Offensive against England (The Battle of Britain). By late 1940, there were more than 700 serviceable airfields and landing grounds in the country.
- 3) A major construction program to expand and develop the more permanent airfields and the better landing grounds began around November 1940 and carried into 1941 and beyond. This included runways and runway extensions, artificial drainage of landing areas, aircraft shelters, aircraft dispersal areas, the decentralization and camouflaging of barracks and

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supply installations and the installation of landing aids (i.e., beam approach, visual Lorenz systems, etc.).

4) A gradual deactivation of landing grounds along the Channel coast began in early 1942 and then accelerated thereafter. These were usually obstructed with sawhorses, poles, logs and other portable objects which could be easily and quickly removed should orders be issued to reactivate the landing ground. The propelling force behind these deactivation measures was the German Army which feared Allied airborne and air-landing (glider) operations aimed at seizing these landing grounds.

5) The deactivation program changed from temporary to quasi-permanent beginning in spring 1943 when the method of obstruction was changed to trenching to make the landing area unusable or outright abandonment and returning the land to cultivation. By August 1943, the number of serviceable airfields and landing grounds in France had been reduced from the 1940 total of 700 or so to approximately 210, of which only about 100 were fully stocked and in use on a daily basis.

6) Additional measures began at the end of 1943 and beginning of 1944 to expand the dispersing of aircraft by creating numerous satellite strips and alternate landing grounds in the vicinity of the larger, more permanent air bases. These were usually connected to the main airfield by a network of taxiways. The order for these measures came directly for Reichsmarschall Göring and dated 14 October 1943. Several hundred of these satellites and alternate landing grounds had been completed and were serviceable by the end of June 1944 while many others were still under construction.

[Source: AFHRA A5259 pp.1333-36; Gundelach, Karl, "The Effect of the Allied Air Attacks on the Ground Echelon of the Luftwaffe in Western Europe in 1944", AFHRA manuscript K113.107-185 (1956), 131p., pp.22-30.
<http://www.afhra.af.mil/shared/media/document/AFD-090521-063.pdf>

Airfields Listed

A total of 726 airfields, landing grounds and field airstrips are listed below, along with more than 200 satellites and alternate landing grounds.

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A

Abbeville-Drucat (FR) (a.k.a. Le Plessiel) (50 08 30 N – 01 50 43 E)

General: airfield (Fliegerhorst) in NE France 4 km N of the city, 1.7 km SW of the village of Drucat and 1 km S of Le Plessiel.

History: In existence since 1922 for civil use with runway extended in 1936 for military purposes. The Luftwaffe further developed the runways and dispersal areas in 1941. Used principally by fighters, but none based there after Jan 43 in accordance with decisions made to withdraw Luftwaffe assets from the coastal sector.

Dimensions: approx. 2010 x 1100 meters (2,200 x 1,200 yards).

Surface and Runways: firm grass surface. The Luftwaffe expanded Drucat in 1941 and by 1942 there were 3 concrete runways measuring approx. 1650 meters (1,800 yards) aligned NW/SE, 1600 meters (1,750 yards) aligned NE/SW and 1465 meters (1,600 yards) aligned E/W x c. 50 meters (55 yards) each. Had paved assembly areas at N and W ends plus connecting taxiways and perimeter tracks. Permanently equipped for instrument landings with a flare-path, a beam approach system and all 3 runways outfitted with permanent illumination and visual Lorenz systems.

Fuel and Ammunition: had a refueling loop in the North dispersal area with bulk storage reportedly off the center of the S boundary. Ammunition dumps were believed to be in a small wood at the N end of the landing area and off the SE corner.

Infrastructure: full service and support facilities with at least one medium hangar, workshops and administrative buildings. Had a rail spur connection with the north dispersal area. Several small barrack huts, but station personnel mostly billeted in the villages of Drucat and Le Plessiel, with a few others in Abbeville.

Dispersal: as of Nov 43, 24 large and 10 small aircraft shelters at the N end of the airfield, and 12 large at the S end. A few months later, 6 more small shelters were added.

Defenses: by 1 Oct 43, the airfield was protected by a 6-gun and two 4-gun heavy Flak positions together with 21 light Flak positions, all of these within 3 km of the center of the field. A system of defense trenches with numerous machine gun positions surrounded the airfield.

Satellites and Decoys:

Abbeville – Port-le-Grand (50 10 00 N – 01 44 50 E), dummy 7.5 km NW of Abbeville-Drucat airfield and 1.6 km N of the village of Port-le-Grand. Situated in open agricultural land and fully illuminated.

Estrées-les-Crécy (50 15 00 N – 01 57 10 E), decoy c. 13.5 km NNE of Abbeville-Drucat airfield. A former French landing ground with replica aircraft parked around the landing area that was obstructed with poles and wires. However, Estrées-les-Crécy was listed as operational in May 1942

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with airfield code number 416. This was changed on 26 Jul 42 to code number 271 S (the "S" almost certainly an abbreviation for Scheinflugplatz (decoy field)).

Remarks:

29 Jun 40: Germans reported airfield attacked by approx. 15 Blenheims and 20 Spitfires – 1 hangar set on fire and airfield Flak claimed 1 Blenheim.
1942-44: airfield bombed and strafed frequently between July 1942 and May 1944. Most of these frequent attacks were carried out by 5 to 25 aircraft and were more harassing in nature than an attempt to knock out the airfield permanently. After the end of 1942, Drucat was used mainly to stage missions and as a fuel stop rather than as a permanent base for units.

26 Jul 42: airfield issued new code number 246.

19 Aug 42: bombed by 22 B-17s - 4 men from the station command KIA.

3 Apr 43: day raid by approx. 12 RAF Mosquitos – no significant damage.

15 Mar 44: all 3 runways were mined during the preceding month and by 27 May the mines had been detonated and trenches dug across all remaining landing runs.

Aug 44: airfield evacuated.

Operational Units: II./JG 51 (Jun 40); II./ZG 76 (Jun-Sep 40); Stab, II., III./JG 26 (c.Nov 40 – Jan 43); I./JG 51 (Feb-Mar 41); Erprobungsgruppe 210 (Apr 41); I./SKG 210 (Apr-May 41); II./JG 2 (Jun-Dec 41).

Station Commands: Fl.H.Kdtr. E 16/VI (Jun 40 – Mar 44); Fl.H.Kdtr. E(v) 227/XI (Apr 44 - ?).

Station Units (on various dates on the airfield, in the city or nearby – not complete): I./Flak-Rgt. 64 (gem.mot.) (Jun 40); elements of gem.Flak-Abt. 122(v) (Nov 42); elements of gem.Flak-Abt. 157(v) (Jul 42); gem.Flak-Abt. 314 (Jul-Aug 44); gem.Flak-Abt. 417(v) (Dec 42, Feb 43); elements of le.Flak-Abt. 712 (Nov 42); elements of le.Res.Flak-Abt. 773 (Aug 42); le.Flak-Abt. 880 (Aug 43); le.Flak-Abt. 958 (ETr.) (Apr 43); Flak-Trsp.Bttr. 135/XII (Aug 44); elements of Lw.-Bau-Btl. 18/XVII (Jul 42).

[Sources: AFHRA A5260 pp.1654-61 (25 Apr 43 updated to 15 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Achery (FR) (49 41 N – 03 23 E)

General: landing ground in NE France 22 km NW of Laon, 12 km NW of Laon-Couvron airfield and immediately SW of the village of Achery. History: prepared late spring/early summer 1944 and fully serviceable and in use by Aug 44. Surface and Dimensions: farm land measuring approx. 1280 x 365 meters (1400 x 400 yards). Infrastructure: none noted. Dispersal: aircraft could be concealed in hedges along the N, W and E boundaries.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Aug 44 in BNA(PRO)/AIR 40]

Achiet (FR): see Gréville.

Agen (FR) (Agen – La Garonne) (44 10 30 N – 00 35 49 E)

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General: airfield in SW France 120 km SE of Bordeaux in SW France and 3.25 km SSW of the town of Agen on the Garonne River.

History: in existence since 1931 or possibly earlier. Remained a French Air Force base after the armistice on 22 Jun 40. Dismantled and inactivated by the Germans in 1943.

Dimensions: approx. 1100 x 685 meters (1200 x 750 yards) and irregular in shape.

Surface and Runways: Equipped with perimeter lighting and a visual beacon for night landings.

Fuel and Ammunition: no information.

Infrastructure: had 14 hangars and hangar-size buildings, (1) on SW boundary – 1 medium hangar used for aircraft in transit and 2 small hangars used as garages; (2) off the SW boundary – 1 long narrow hangar-type building used for the storage of dismantled aircraft, 1 large 4 bay hangar used for the temporary storage of aircraft and vehicles, and 9 medium hangars used for storing dismantled aircraft and spare parts, and as a carpenter's shop, forge and a workshop, and the base motor pool and garages. A large concentration of barrack-type huts was immediately N of the airfield and these were used for accommodations for French and German personnel, for the station HQ and admin offices, messes, kitchen, dispensary, etc. Another cluster of huts used for storage was behind the medium hangars off the SW boundary. The nearest rail connection was in Agen.

Dispersal: no organized dispersal facilities in Mar 43.

Defenses: no Flak positions reported.

Remarks:

21 Oct 43: the large 4 bay hangar off the SW boundary was being demolished, 8 of the medium hangars had been removed and 1 more medium hangar was being demolished. Only the long hangar-type building remained. All but 10 of the barrack huts just off the N boundary had been removed as well as all of the perimeter lighting.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.017-020 (15 Jun 43 updated to 21 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aigny (FR) (49 01 00 N – 04 13 00 E)

General: satellite strip and dispersal field in NE France 28 km SSE of Reims, 3.5 km SW of Condé-sur-Marne landing ground and 1.2 km S of the village of Aigny. History: built summer 1944 for Condé-sur-Marne and serviceable by August. Surface and Dimensions: measured approx. 1370 x 185 meters (1500 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 11 Aug 44 in BNA(PRO)/AIR 40]

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Aire-sur-l'Adour (FR) (43 42 34 N – 00 15 04 W)

General: landing ground in SW France 45 km NNE of Pau and 1.6 km ENE of the village of Aire-sur-l'Adour. History: used as a glider testing ground for the Fouga glider factory but by the end of 1942 had been abandoned.

Surface and Dimensions: firm grass surface measuring approx. 870 x 825 meters (950 x 900 yards). No paved runway. Infrastructure: had 1 medium hangar, 1 small hangar and several workshop buildings in a group in the W corner, all of which belonged to the Fouga glider factory. A number of barrack-type buildings were near the hangars and workshops. The nearest rail connection was in Aire-sur-l'Adour. Dispersal: none.

Defenses: none.

Remarks:

18 May 43: landing area obstructed with portable barricades.

Operational Units: none identified.

[Sources: AFHRA A5260 p.021 (15 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aix-en-Provence (FR) (a.k.a. Aix-Marseille; Aix-les-Milles; Les Milles) (43 30 10 N – 05 22 00 E)

General: airfield in S France 26 km N of Marseille with the airfield 7 km SW of Aix-en-Provence and immediately W of the town of Les Milles.

History: construction began in summer 1940 shortly after the fall of France and may not have been completed prior to the occupation of Vichy France by the Germans in November 1942. The Germans continued working on it during 1943-44 but it was never a major base for operational units.

Dimensions: approx. 1235 x 915 meters (1350 x 1000 yards).

Surface and Runways: all-weather grass surface on hard-packed sand. No paved runway.

Fuel and Ammunition: both were available but details lacking.

Infrastructure: had 2 medium hangars on the W boundary that were joined by a wide servicing hardstand. Just S of the hangars was a long narrow building with foundations for another. The station HQ and admin offices were together in a group of barrack huts off the W boundary behind the hangars. Another group of barrack huts was at the NW corner.

Dispersal: there were no organized dispersal facilities in Nov 43 – aircraft were parked in fields off the NW and SW corners and off the E boundary. All of the fields were connected to the airfield by rolled taxiways.

Defenses: had 1 heavy and 2 light Flak positions in Nov 43.

Remarks:

4 Apr 44: a South dispersal was being developed into a remote dispersal and extended to the SE with 4 aircraft hardstands already built.

17 Aug 44: immediate evacuation and demolition of airfield ordered.

Operational Units: elements of II./TG 1 (c. May-Jul 43); II./LLG 1 (Jul-Oct 43).

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Reserve Training & Replacement Units: elements of JGr. 200 (Jun – Aug 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A 224/XII (Salon) (Mar 44); Fl.H.Kdtr. E(v) 227/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Jagdfliegerführer Südfrankreich (c.Dec 42 – Jun 44); 6./gem.Flak-Abt. 592 (Jun-Aug 44); Stab and Stab I./Ln.-Rgt. 51 (Nov 43?, Mar 44); Stab II./Ln.-Rgt. 51 (c.Nov 43 – Aug 44); 25.(Ln.-techn.)/Ln.-Rgt. 51 (Mar 44); Stab IV. (Flum.Mess)/Ln.-Rgt. 213 (c.Apr-Nov 43); Stab and 1.Kp. Lw.-Bau-Btl. 106/XII (K) (Oct/Nov 43 – Aug 44).

[Sources: AFHRA A5260 pp.025- (29 Mar 43 updated to 4 Apr 44) and A5261 p.1192 (29 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aix-l'Enfant (FR) (a.k.a. Aix-Marseille-l'Enfant) (43 28 45 N – 05 23 50 E)

General: landing ground in S France 21 km N of Marseille, 7.25 km SW of Aix-en-Provence and 1.6 km W of the road from Aix to Marseille. History: built as a private field for a flying club. After the armistice in June 1940, it fell into disuse and was obstructed. The Luftwaffe removed the obstructions in summer 1943 and for the next year it was used as a satellite for Marseille-Marignane. Surface and Dimensions: firm all-weather gravel surface measuring approx. 915 x 500 meters (1000 x 550 yards) with a very irregular shape. No paved runway. Fuel and Ammunition: no details found. Infrastructure: had 2 small hangars and a workshop-type building at the SW corner that were served by a concrete road. A former clubhouse was next to the hangars and personnel were reportedly accommodated in buildings on the property of the Château de l'Enfant, also near the hangars. In Dec 43 barrack huts were being built in the same vicinity. The nearest rail connection was in the village of Luynes, approx. 3 km E of the landing ground. Dispersal: no organized dispersal facilities in Dec 43. Defenses: none noted.

Remarks: none.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A 223/XII (Montpellier) (Mar 44).

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

[Sources: AFHRA A5261 pp.1106-07 (30 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aix-les-Bains – Chambéry (FR) (45 38 38 N – 05 52 45 E)

General: airfield in SE France at the S end of lake Le Bourget 9.25 km NNW of Chambéry and 5.5 km SSW of Aix-les-Bains.

History: opened as a civil airfield in 1933 and may later have been used as a French Air Force recruit depot. Although construction continued over the

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years, there was little of no flying activity there. No record found of any Luftwaffe units having been stationed at this airfield.

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

Surface and Runways: gravel surface on marshy ground.

Fuel and Ammunition: triple refueling points were located in both NE and NW corners.

Infrastructure: had 4 large double span hangars on the W boundary, one of which was still being built and lacked a roof in Feb 43, and 2 medium-size flat roofed buildings. Barracks and offices were located behind the hangars off the W boundary. The nearest rail connection was in Le Viviers, just off the W boundary.

Dispersal: no organized dispersal facilities.

Defenses: no Flak defenses noted on 18 Mar 43. A barbed wire fence reportedly ran along the W boundary.

Remarks:

14 Jan 44: the double span hangar under construction has now been roofed and fronted with a paved apron.

1 May 44: landing area partially obstructed with wire.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.022-24 (18 Mar 43 updated to 1 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ajaccio (FR/Corsica) (a.k.a. Ajaccio – Campo del Oro) (41 55 20 N – 08 47 50 E)

General: landing ground 5.5 km E of the city of the same name in SW Corsica. History: used mainly as a stopover field for Vichy aircraft flying back and forth to Tunisia, and then by a few Italian reconnaissance aircraft from May to September 1943. No Luftwaffe units are known to have been based here. Surface and Dimensions: artificially drained sandy soil with marshy areas that measured approx. 915 x 730 meters (1000 x 800 yards). No paved runway. Infrastructure: had 1 medium hangar at the SW corner with a few small buildings just S of the hangar that were probably used for accommodations and office space. Paved servicing hardstands were located halfway along perimeter tracks on the E and W sides of the landing area.

Defenses: there were 2 heavy and 1 light Flak positions in the vicinity of the landing ground.

Operational Units (Regia Aeronautica): 65^o Gruppo OA (c. Aug-Sep 43); 146^a Squadriglia RM (May 43).

[Sources: AFHRA A5258 pp.1317 (20 Mar 43) and A5264 p.1117 (25 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ajaccio (FR/Corsica) (41 55 45 N – 08 44 30 E)

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General: civil seaplane station on the SW coast of Corsica, approx. 1.2 km NE of the port of Ajaccio and 2 km WNW of Ajaccio-Aspretto military seaplane station. History: in operation since approx. 1920 as a civil terminal and later as a stopover on a regular service route between Marseilles and Tunis. No record found of any Luftwaffe units having been stationed there, but Luftwaffe aircraft bombed the harbor and station facilities for several weeks beginning on 30 Sep 43 as Allied ships and landing craft first arrived from Sardinia and North Africa. Anchorage Dimensions: Ajaccio harbor with a width of approx. 1280 meters (1400 yards) afforded ample take-off and landing room. Infrastructure: had 2 medium hangars with adjoining repair shops located on the quay and a few small buildings S of the hangars that probably served as offices. At the N end of the quay were 2 cranes for moving seaplanes in and out of the water. [Sources: AFHRA A5258 p.1312 (17 Mar 43) and A5264 p.1116 (24 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ajaccio-Aspretto (FR/Corsica) (41 55 20 N – 08 45 45 E)

General: military seaplane station on the SW coast of Corsica, approx. 2 km ESE of Ajaccio civil seaplane station. History: dates from late 1929 or early 1930 as a base for seaplanes assigned to protect the shipping lanes and air routes between S France and North Africa. No record found of any Luftwaffe units having been stationed there, but Luftwaffe aircraft bombed the harbor and station facilities for several weeks beginning on 30 Sep 43 as Allied ships and landing craft first arrived from Sardinia and North Africa. Anchorage Dimensions: approx. the same as for the civil seaplane station. Infrastructure: had 1 large double hangar with repair facilities, control tower and offices at the SW corner of the quay and barracks to the N with accommodations for 320 men. The quay had 1 heavy and 1 light crane, and there was also a slipway. Naval flying boats were moored to buoys in Ajaccio harbor near the submarine base. Defenses: there were 3 heavy and 2 light Flak positions within 4 km of the station.

[Sources: AFHRA A5258 pp.1314-15 (20 Mar 43) and A5264 p.1116 (24 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Albert-Méaulte (FR) (49 59 00 N – 02 40 55 E)

General: factory airfield 27.5 km ENE of Amiens in NE France and 3.25 km SE of the town of Albert.

History: in existence as a French Air Force base since 1916. In 1924, taken over by Potez and a large aircraft manufacturing complex built with 3,200 employees by 1930. Taken over by the Luftwaffe in May 40 and the plant used to make wings for the Do 24 flying boat, among other things. The airfield was not used by Luftwaffe units. The plant was bombed at least 11 times between 1940 and 1944 with considerable damage resulting.

Dimensions: approx. 960 x 915 meters (1050 x 1000 yards) and irregular in shape.

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Surface and Runways: grass surface permanently obstructed by trenching. Aerial photos taken in mid-May 1943 showed bomb craters blanketing the entire landing area. No paved runways.

Fuel and Ammunition: refueling points were in front of the large hangar at the NW corner.

Infrastructure: had 1 large hangar and 2 small tent hangars at the NW corner along with a number of large buildings belonging to the Potez aircraft factory. The factory buildings along the Méaulte-Fricourt road were heavily camouflaged to blend in with the surrounding countryside. The few military personnel there were billeted in town. The nearest railhead was in Albert.

Dispersal: none.

Defenses: none identified.

Satellites and Decoys: there were 2 decoy sites, one 4 km S of the airfield and the other 3.25 km E of the airfield.

Remarks:

26 Jul 42: assigned new airfield code number 272.

2 Oct 42: bombed by 32 B-17 Fortresses – runway cratered but production at the Potez plant was not affected.

21 Jan 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Do 217 destroyed.

Jun 44: airfield still listed as operational.

Operational Units: none identified.

Station Commands: none.

Station Units (on various dates – not complete): Frontreparaturbetrieb GL 3152 (BMW) (1941 – Aug 44); Ldssch.Zug d.Lw. 177/VI (Jun 40).

[Sources: AFHRA A5259 pp.1386-87 (6 Jun 43) and A5260 pp.1667-68 (6 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Albi (FR) (Le Sequestre) (43 54 50 N – 02 07 05 E)

General: landing ground in SW France 64.5 km NE of Toulouse and 2.5 km SW of the town of Albi. History: a civil airfield that was taken over by the French military in 1939 but used very little. Occupied by the Germans in Nov 42, declared unneeded and rendered unserviceable over the next several months.

Surface and Dimensions: all-weather grass surface on clay sub-soil measuring 550 x 420 meters (600 x 460 yards) and "L"-shaped. No paved runway. Fuel and Ammunition: Infrastructure: had 1 medium and 2 small hangars on the S boundary. A group of barrack huts were off the S boundary behind the hangars. The nearest rail connection was in Albi. Dispersal: no organized dispersal facilities. Defenses: none.

Remarks:

20 Jan 44: landing area permanently obstructed by trenching.

Operational Units: none.

Station Commands: none.

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

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[Sources: AFHRA A5260 p.027 (15 Jun 43 updated to 20 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alderney (FR/GB) (49 42 26 N – 02 13 00 W)

General: emergency landing ground on Alderney/Channel Islands off the NW tip of the Contentin Peninsula in Normandy/France; landing ground 43 km W of Cherbourg and 1 km SW of Saint-Anne, the island capital. History: built in 1935 with a single hangar and several other buildings and taken over by the Germans in Jun 40. No Luftwaffe flying units were stationed there and the airfield had very little wartime use. Surface and Dimensions: rough grass surface measuring approx. 550 x 365 meters (600 x 400 yards). Infrastructure: a group of barrack huts were on the S boundary.

Remarks:

22 Apr 44: landing area seen to be temporarily obstructed by posts.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of gem.Flak-Abt. 152 (May 42); gem.Flak-Abt. 197 (1943 – May 45); 4./Res.Flak-Abt. 364 (Jan-Sep 43); elements of le.Flak-Abt. 874 (May 43); Res.Flak-Abt. 496 (1941-42); elements of le.Flak-Abt. 997 (Oct 42); Lw.-Bau-Btl. 8/XVII (1941-43).

[Sources: AFHRA A5260 pp.1669-70 (7 Nov 43) and p.2475 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alençon-Nord (FR) (a.k.a. Valframbert, Alençon-Valframbert) (48 26 47 N – 00 06 30 E)

General: landing ground 2 km NNE of Alençon town center in NW France. History: a former landing ground that was used by the Luftwaffe in 1940 and then inactivated and blocked with obstacles. Reactivated in spring 1944 and used as an auxiliary fighter strip and dispersal field until Aug 44. Surface and Dimensions: not found. Infrastructure: none noted.

Remarks:

20 Apr 41: employed just 17 non-German workers.

25 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Bf 109s destroyed.

6 Aug 44: demolition of airfield ordered as soon as the last flying unit departs.

Operational Units: V.(Z)/LG 1 (Jun 40); elements of II./JG 2 (Apr-Aug 44).

Station Commands: as Fl.Pl.Kdo. Alençon (Apr 41); Fl.H.Kdtr. E(v) 245/XII (Jun-Jul 44); Fl.H.Kdtr. E(v) 230/VII (Jul-Aug 44).

Station Units (on various dates – not complete): le.Flak-Abt. 991 (A-Colombiers) (May 43).

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

Ambérieu-en-Bugey (FR) (45 58 55 N – 05 20 00 E)

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General: factory airfield in SE France 44.7 km NE of Lyon and 3 km NNW of the town of Ambérieu-en-Bugey.

History: a civil airfield for many years before the war and then used by the Sociétés Nationales de Constructions Aéronautiques du Sud-Est for the assembly of LeO 45 bomber. Also used as an alternative airfield by Luftwaffe bomber units.

Dimensions: approx. 1600 x 1050 meters (1750 x 1150 yards).

Surface and Runways: firm grass on a gravel sub-soil. No paved runway. Equipped with a visual beacon.

Fuel and Ammunition: underground fuel storage reportedly between the hangars near the SE corner.

Infrastructure: at the NE order were 3 large triple bay hangars with paved aprons, 1 very large hangar under construction in Feb 43 and several small buildings. At the SE corner had 1 very large hangar, the completed foundations for a second very large hanger next to it, a large assembly hangar and 2 large workshop buildings. A taxiway connected the two groups of hangars. There were numerous offices and storage buildings belonging to S.N.C.A. du S.E. on the E boundary and adjacent to the large assembly hangar at the SE corner. Barracks were off the E boundary on the E side of the railway track. A branch rail line served the assembly hangar.

Dispersal: no organized dispersal facilities.

Defenses: no Flak positions seen.

Remarks:

25 Dec 43: airfield ordered temporarily blocked for use by aircraft (Qu./Feldluftgaukdo. W/F).

13 Feb 44: a circular area in the center of the airfield approx. 730 meters (800 yards) in diameter has been temporarily obstructed by portable barricades. Take-off and landing was still possible along the airfield boundaries.

12 Jul 44: the obstacles in the center of the landing area were now removed.

Operational Units: none.

Station Commands: none.

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

[Sources: AFHRA A5260 pp.028-30 (18 Mar 43 updated to 12 Jul 44) and A5261 p.1233 (Feb 43) ; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ambert-le-Poyet (FR) (a.k.a. Ambert-le-Pouyet?) (45 31 N – 03 44 E)

General: a field airstrip or landing ground in south-central France 59 km SE of Clermont-Ferrand and 3.75 km S of Ambert. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello]

Amboise (FR) (a.k.a. Amboise-Montreuil?) (47 24 N – 00 59 E)

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General: a field airstrip or landing ground in west-central France 22-23 km E of Tours. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello]

Amel-sur-l'Etang (FR) (c. 49 16 13 N – 05 38 51 E)

General: (emergency?) landing ground 22 km NE of Verdun-sur-Meuse in NE France. No further information or evidence of use by the Luftwaffe found.

Amiens (FR) (49 53 40 N – 02 17 44 E)

Lw. Garrison and Station Units (in the city, on the airfields or nearby on various dates – not complete): Stab/Flak-Rgt. 656 (Jul 43); II./Flak-Rgt. 11 (gem. mot.) (May-Jun 40); elements of Ie.Flak-Abt. 680 (Jun 43); elements of schw.Flak-Abt. 688 (1942-43); Stab IV./Ln.-Rgt. 52 (1943 – Aug 44); 16.(Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44); 9. (Flum.Res.)/Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jul 40 – Aug 44); Flugmeldemesszug z.b.V. 9 (Montrelet, 1944); Flugmeldemesszug z.b.V. 27 (Montrelet, 1944); Standort-Kw.Werkstatt d.Lw. Amiens (later Kfz.Werkstattzug d.Lw. 101/XII) (1942-44); Stab/Flughafenschutz-Rgt. Westfrankreich (c.fall 43 – Aug 44); Lw.-Lazarett 8/XI (c.1940-44).

Amiens-Allonville (FR) (c. 49 56 08 N – 02 20 43 E)

General: former landing ground 5 km NE of Amiens in NE France. No further information or evidence of use by the Luftwaffe found.

Amiens-Bertangles (FR) (49 58 08 N – 02 16 51 E)

General: former landing ground 7.4 km N of Amiens in NE France. Maintained as a satellite of Amiens-Glisy until mid-1942 and then deactivated and obstructed.

Remarks:

Jan 42: airfield assigned or using code number 387.

26 Jul 42: airfield assigned new code number 255.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 8/I Amiens-Glisy (c. Jun 40 – mid-1942).

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

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

Amiens-Dury (FR) (49 51 15 N – 02 15 52 E)

General: former landing ground 6 km S of Amiens in NE France. No further information or evidence of use by the Luftwaffe found. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello]

Amiens-Glisy (FR) (49 52 20 N – 02 23 15 E)

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General: airfield in NE France 7 km ESE of Amiens city center and immediately SW of the village of Glisy.

History: opened as a French military airfield in 1937. The Luftwaffe added considerable improvements after taking it over in Jun 40, and began using it as a major base for bombers during the air offensive against England. Very little use after Jun 41.

Dimensions: approx. 1740 x 730 meters (1900 x 800 yards) and irregular in shape.

Surface and Runways: grass surface. There were 2 concrete runways roughly in the shape of a "T": (1) 1720 meters (1880 yards) aligned ESE/WNW, and (2) 1630 meters (1780 yards) aligned NE/SW. Both runways were equipped with permanent illumination, flare-paths and visual Lorenz systems for night operations.

Fuel and Ammunition: a refueling loop was at the SW corner of the airfield and fuel storage facilities at the W end of the Northeast dispersal. Ammunition storage was probably in the woods off the SE corner.

Infrastructure: had 2 medium hangars with paved aprons, 2 small hangars and a number of long sheds at the SW corner. Station HQ was in a group of buildings just SW of the airfield while the station barracks were just NW of the hangars. A special branch railway served the N boundary of the field.

Dispersal: the Northeast dispersal and the South dispersal had a total of 38 large covered aircraft shelters and 9 open aircraft shelters.

Defenses: 4 heavy and 10 light Flak positions surrounded the airfield in Sep 43. Ground defenses included 8 reinforced strongpoints and belts of barbed wire were strung along the W and S sides.

Satellites and Decoys:

Amiens-Boves (49 49 35 N – 02 25 40 E), decoy 5 km SSW of Amiens-Glisy.

Amiens-Camon – dummy flare-path 3 km NNW of Amiens-Glisy.

Amiens-Gentelles - dummy flare-path 3.25 km SE of Amiens-Glisy.

Remarks:

19 Jun 40: bombed by Allied aircraft – 1 Ju 52 and several barrels of fuel destroyed.

Oct 40: airfield assigned code number 502.

26 Jul 42: airfield assigned new code number 247.

15 Aug 43: bombed - 2 x He 111s from TGr. 30 destroyed or severely damaged on the ground.

19 Aug 43: airfield struck by 8th AAF medium bombers.

25 Aug 43: bombed – 1 x He 111 from KGr.z.b.V. 25 damaged on the ground.

31 Aug 43: airfield bombed by 105 B-17 Fortresses – the 2 medium hangars, 1 small hangar and the barracks severely damaged according to post-mission reports.

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3 Nov 43: both runways noted as repaired and serviceable following damage from recent attacks.

20 Dec 43: bomb craters on the W side of the landing area now filled in.

8 Jan 44: the hangars and buildings damaged on 31 Aug 43 had been left unrepaired.

6 Feb 44: airfield hit by 9th AAF B-26 Marauders.

2 Mar 44: airfield attacked by a large force of 9th AAF Marauders – NE/SW runway and landing area heavily cratered and made unserviceable. The ESE/WNW runway observed to be repaired and mostly serviceable.

20 Mar 44: ESE/WNW runway serviceable, but NE/SW runway and surrounding landing area still under repair.

3 Jun 44: the WNW/ESE runway noted as being prepared for demolition.

7 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Me 410s destroyed, plus 1 x Bf 109 and 1 x Me 410 damaged.

Operational Units: III./KG 1 (Jun 40); II./KG 1 (Jun-Sep 40); Stab/KG 1 (Sep 40 – Jun 41); II./KG 26 (Sep-Dec 40); I./KG 1 (Jan-Mar 41);

Transportstaffel IX. Fliegerkorps (Dec 41); II./SKG 10 (May 43).

Station Commands: Fl.H.Kdtr. E 8/I (Jun 40 – mid-1942); Fl.H.Kdtr. E 3/I (Sep-Nov 40); Fl.H.Kdtr. A 209/XI (c.Nov 42 – c.Aug 43);

Teilkommandantur of Fl.H.Kdtr. A 205/XI Cambrai-Épinoy (or of A 209/XI at Toul-Rosières?) (c.Sep 43 – Mar 44); Flugplatzkdo. Amiens-Glisy of Fl.H.Kdtr. E(v) 224/XI (Apr-Aug 44).

Station Units (on various dates – not complete): see above under Amiens – Lw. Garrison and Station Units.

[Sources: AFHRA A5259 pp.1388-92 (4 Jun 43) and A5260 pp.1670-79 (4 Jun 43 updated to 4 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Amiens-Monsures (FR) (c. 49 42 N – 02 10 E)

General: former landing ground in NE France 23 km SSW of Amiens. No further information or evidence of use by the Luftwaffe found. Inactivated after 1940 according to comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Amiens-Montjoie (FR) (c. 49 52 N – 02 18 E)

General: former landing ground in NE France and on the southern outskirts of Amiens. No further information or evidence of use by the Luftwaffe found. Inactivated after 1940 according to comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Amy (FR): see Roye-Amy.

Andainville (FR) (a.k.a. Fresneville) (c. 49 53 05 N – 01 49 06 E)

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General: former landing ground in NE France 23 km SSW of Abbeville, 2.5 km ESE of Andainville and immediately SW of the village of Fresneville. Maintained until mid-1942 and then deactivated.

Remarks:

Sep 40: airfield assigned code number 565.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 3/VI (1940-42?); Fl.H.Kdtr. E 42/XI (Jan 42)?

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

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

Angers (FR) (47 29 46 N – 00 34 44 E)

General: landing ground in NW France 2.25 km NW of Angers city center and 1.6 km SE of the village of Avrillé.

History: a former French military and civil airfield that was occupied by the Germans in Jun 40. The Luftwaffe attempted to improve the conditions of the landing area with artificial drainage but this effort was unsuccessful. By Jan 42, the airfield/landing ground had fallen into disuse and was obstructed 7 months later. Reactivated in early 1944.

Surface and Dimensions: grass surface subject to very wet conditions and flooding during the winter and spring due to its proximity to the Mayenne River. Measured approx. 1100 x 775 meters (1200 x 850 yards). A perimeter road encircled the landing area.

Fuel and Ammunition: fuel was stored in a dummy windmill off the NW corner with an attached pipe equipped with spigots that ran along the N boundary.

Infrastructure: there was 1 small hanged with a paved apron in the NW corner, and possibly a small repair hangar in the Northwest dispersal area. Several workshop-type huts were in the NE corner. The main workshops and the motor pool were inside the very large Langlois Barracks off the S boundary, as well as accommodations for station personnel. The station HQ was reported to be in the Château de la Violette, 1.2 km N of the station, while the admin and other offices were in a building on the S boundary. The nearest rail connection was in Avrillé.

Dispersal: had a Northeast and Northwest dispersal with a total of 3 medium covered and 4 medium open aircraft shelters and 6 aircraft parking sites in Sep 43.

Defenses: protected by 2 Flak towers on the N side of the field. The landing ground was completely surrounded by barbed wire.

Satellites and Decoys:

Angers-Beaucouze (47 28 35 N – 00 36 25 W), dummy 3.6 km W of Angers and 2 km E of the village of Beaucouze. Reportedly illuminated at night.

Also see **Brain-sur-l'Authion**, **Rochefort-sur-Loire** and **Soucelles**.

Remarks:

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24 Jun 40: a Lw.-Bau-Btl. was requested to be sent here to do leveling work to make the airfield more serviceable.

20 Apr 41: employed 94 non-German workers.

Aug 42: landing area temporarily obstructed this date.

Apr 43: landing area permanently obstructed by trenching this date.

3 Oct 43: an additional medium hangar was under construction at the S corner.

8 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109, 4 x Fw 190s and 1 x Ju 88 destroyed, plus 2 x Fw 190s damaged.

17 Jun 44: airfield bombed by 80 B-24 Liberators – admin building on S boundary destroyed, Langlois Barracks damaged, 1 man KIA and 2 MIA. Airfield unserviceable.

6 Aug 44: demolition of airfield ordered as soon as the last flying unit departs.

Operational Units: Stab, I./St.G. 1 (Jul-Sep 40); I./JG 27 (Jul 44); detachment of 3./NAGr. 13 (Jun-Aug 44).

School Units: Fl.Ausbildungs-Rgt. 13 (1941-42); Flieger-Rgt. 32 (1944).

Station Commands: Fl.H.Kdtr. E 12/XIII (Jul 40 – Jan 41); as Fl.Pl.Kdo. Angers (Apr 41); Fl.Pl.Kdo. C 25/XII (Jan 43 – Jun 44); Fl.H.Kdtr. E(v) 234/VII (Aug 44)?

Station Units (on various dates): Stab/X. Fliegerkorps (Mar-Aug 44); Stab/Fliegerführer Atlantik (Jun 42 – Feb/Mar 44); 2. Flugh.Betr.Kp./St.G. 1 (Jul-Sep 40); Stab/Flak-Rgt. 654 (Oct 42); Ie.Flak-Abt. 852 (Jul 44); 16. (Funkh.)/Ln.-Rgt. 3 (1944); 25.(Ln.technische)/Ln.-Rgt. 54 (spring 43 – Jun 44); 11.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1941-44); Ln.-Abt. 30 (Jul-Aug 44); Lw.-Bauleitung VI Angers (c.1940-44); Flieger-Geräteausgabestelle (mot) G (Jul 40); Nachschub-Kp. d.Lw. 21/XI (1942-43/44)?

[Sources: AFHRA A5260 pp.1680-85 (5 Jun 43 updated to 26 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Angers-Sorges (FR) (47 26 00 N – 00 28 45 W)

General: landing ground in NW France 7.25 km SE of Angers and 1.6 km N of the E/W flowing Loire River. History: possibly used to some limited extent by the Luftwaffe in 1941. Surface and Dimensions: approx. 685 x 455 meters (750 x 500 yards) and triangular in shape. Fuel and

Ammunition: Infrastructure: none noted. Defenses: none noted.

Remarks:

Remarks:

9 Oct 43: permanently obstructed by ditches and rough plowing in 1943.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.1680 (9 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Anglure-Vouarces (FR) (a.k.a. Allemanche, Allemanche-Launay-et-Soyer) (c. 48 36 N – 03 47 E)

General: former landing ground in NE France 110 km ESE of Paris and 10.5 km NNE of Romilly-sur-Seine. No further information or evidence of use by the Luftwaffe found. Inactivated after 1940 according to comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Angoulême-Ruelle-Bel Aire (FR) (c. 45 38 N – 00 09 E)

General: former landing ground in NE France 110 km ESE of Paris and 10.5 km NNE of Romilly-sur-Seine. No further information or evidence of use by the Luftwaffe found. Inactivated after 1940 according to comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Annecy-Meithet (FR) (45 55 10 N – 06 05 57 E)

General: landing ground in SE France c. 98 km ENE of Lyon and c. 3.25 km NW of the city of Annecy at the head of Lake Annecy. History: still under construction in Jun 40. No mention found of any Luftwaffe activity there, but it is listed as operational in Oct 43 and it may have been used by aircraft withdrawing north during the second half of Aug 44. Surface and Dimensions: all-weather grass surface measuring approx. 1370 x 915 meters (1500 x 1000 yards). Infrastructure: none noted. Dispersal: no organized dispersal facilities. Defenses: none reported.

[Sources: AFHRA A5260 p.031 (28 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Annemasse (FR) (46 11 32 N – 06 16 04 E)

General: civil landing ground in east-central France 9.75 km E of Geneva/Switzerland city center. No further information or evidence of use by the Luftwaffe found. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Antibes (FR) (43 35 05 N – 07 07 40 E)

General: seaplane station in SE France c. 7.5 km ENE of Cannes and of the W side of Antibes. History: originally for civil use, it was taken over by the French military in 1939. Limited use by the Luftwaffe seaplanes after Nov 42 is probable but not certain. Anchorage: used Saint-Roch Bay which afforded ample space for take-offs and landings. The bay was shallow and calm under most conditions. Fuel and Ammunition: fuel was stored in drums. Infrastructure: had 2 medium hangars and a workshop near the harbor. A single jetty with a crane on rails connected the hangars to the water. A few small huts in the vicinity of the hangars reportedly served as

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offices and limited accommodations. The nearest rail connection was just 550 meters from the seaplane station. Defenses: unknown.

Station Units (on various dates – not complete): Seenotkdo. 25 (Oct 43 – Aug 44).

[Sources: AFHRA A5260 pp.032-33 (24 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Arbois (FR) (46 55 12 N – 05 45 35 E)

General: former landing ground in east-central France 28 km SE of Dôle and 2 km NNW of Arbois. No further information or evidence of use by the Luftwaffe found. Inactivated after 1940 according to comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Arengosse (FR) (c. 44 00 N – 00 47 W)

General: former landing ground in SW France 26.5 km SE of Mont-de-Marsan. No further information or evidence of use by the Luftwaffe found. Inactivated after 1940 according to comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Argentan (FR) (c. 48 45 50 N – 00 02 16 W)

General: landing ground in Normandy/NW France 57 km SSE of Caen and 3 km NW of Argentan. History: following limited use from Jul 40 to early 1941, Argentan was inactivated and obstructed for the next 3 years.

Rehabilitated in spring 1944. Surface and Dimensions: grass surface measuring approx. 1000 x 365 meters (1100 x 400 yards). An additional and parallel strip 730 meters (800 yards) in length was off the NW boundary. No paved runway. Fuel and Ammunition: Infrastructure:

none. The nearest rail connection was in Argentan. Dispersal: approx. 20 aircraft parking bays were along the edge of 2 orchards at the NE corner had been cleared of earlier overgrowth and were in use in early Jul 44.

Additional dispersal was available in fields off the SW boundary.

Remarks:

25 Nov 43: landing area observed to be obstructed by trenches and possibly by portable obstacles also.

9 Jun 44: station HQ completely destroyed in Allied air attack.

14 Jun 44: not permanently obstructed – landing area probably serviceable.

6 Jul 44: landing area serviceable and now in use.

Operational Units: III./St.G. 77 (Jul 40 – Mar 41).

Station Commands: Fl.H.Kdtr. E 11/VII (Jul-Oct 40); Fl.H.Kdtr. E(v) 244/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Höh.Kdr.d.Festungs-Flakartillerie III (Sep 40); Flak-Sondergerätwerkstatt (mot.) 3/VI (Jun-Aug 44); Stab III./Ln.-Rgt. 53 (Oct 43 – Jan/Feb 44).

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[Sources: AFHRA A5259 p.1396 (9 Jun 43) and A5260 pp.1686-87 (9 Jun 43 updated to q5 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Arles (FR) (43 40 N – 04 37 E)

General: there were 5 emergency landing grounds in the vicinity of Arles - Arles-sur-Rhône, Arles-La Grosse, Arles-Retour des Aires, Arles-Tartonne and Arles-Trouniaire. No record of Luftwaffe use found.

[Sources: Mattiello; AFHRA]

Arnay-le-Duc (FR) (c. 47 11 15 N – 04 23 40 E)

General: emergency landing ground in E France 46.5 km SW of Dijon, 9.5 km NW of the village of Arnay-le-Duc and 2 km SW of the village of Huilly.

History: no record found of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 505 x 595 meters (550 x 650 yards).

Infrastructure: none noted.

[Sources: AFHRA A5260 p.2475 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Arpajon (FR): see Bretigny/I.

Arques (FR) (St-Omer – Arques, St-Omer – Fort Rouge) (c. 50 43 55 N – 02 19 30 E)

General: airfield in NE France 5.25 km ESE of Saint-Omer, 2 km ESE of the village of Arques and lying between a railway line off the N boundary and a canal off the S boundary.

History: Arques was first developed by the Germans in Aug 40 for use as a fighter base. Units were based there until Sep 42 and thereafter it was used mainly as a forward field for staging missions.

Dimensions: approx. 670 x 1370 meters (730 x 1500 yards) and nearly rectangular in shape. The landing area was camouflaged to blend in with the surrounding countryside.

Surface and Runways: grass surface that became water-logged in wet weather. Had 1 concrete runway 670 meters (730 yards) in length and aligned ENE/WSW. Equipped for night landings.

Fuel and Ammunition: there was a single refueling loop in the North dispersal and a bulk fuel dump NE on the fringe of the Clairmarais Forest. Other fuel storage may have been off the NW corner. The main ammunition dump was probably in the Clairmarais Forest with smaller, ready to issue storage in sheds in the North and South dispersal areas.

Infrastructure: had 1 small repair hangar off the NW corner in the dispersal area and another 1.5 km to the NE on the fringe of the Clairmarais Forest that was connected to the airfield by a taxi track. Small huts near the NW and NE corners were most likely workshops. The station HQ was off the NW corner, with offices and barracks of both the NE and NW corners. Station flight control was believed to be on the S boundary. Small buildings in the South dispersal were used as billets and for storage. A number of barrack

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buildings in the Clairmarais Forest may have housed base personnel, while flying personnel and some officers were quartered in Arques. Railway lines passed close to the W and S boundaries and to the NE corner.

Dispersal: the 2 dispersals – North and South – had a total of 35 medium and 24 small aircraft shelters. Most of the shelters were uncovered and all were camouflaged to look like hillocks and houses. The dispersals were connected to the landing area by taxiways.

Defenses: consisted of 2 heavy and 14 light Flak positions in Apr 43 reduced to 2 heavy and 7 light Flak positions by Jan 44. Barbed wire surrounded both dispersal areas.

Satellites and Decoys:

St. Omer – La Borne (c. 50 42 N – 02 18 E), dummy 2 km SSW of Arques airfield.

Remarks:

8 Feb 41: low-level attack – 1 x Bf 109 E-4 from 4./JG 3 shot up while taking off and damaged.

13 May 43: bombed by 14 B-17 Fortresses.

29 Jul 43: bombed by 19 8th AAF B-26 Marauders.

2 Aug 43: bombed by 18 8th AAF B-26 Marauders.

15 Aug 43: bombed by 31 8th AAF B-26 Marauders.

9 Sep 43: bombed by 14 B-24 Liberators – concentrated bursts on the NW side of the airfield and a direct hit on the runway. Most of this damage had been repaired by 22 Sep 43.

18 Oct 43: airfield bombed.

25 Nov 43: dive-bombed by 2 groups of P-47s – runway undamaged and landing area remained serviceable.

10 Apr 44: runway and landing area temporarily obstructed with portable tripods, and runway thought to be mined.

11 Jun 44: now permanently obstructed with mines detonated on the runway and numerous closely spaced holes dug in the landing area.

Operational Units: 1.(F)/Aufkl.Gr. 22 (Jun 40 - ?); elements of III./ZG 26 (Jun-Dec 40); I./JG 20 (Jun-Jul 40); II.(Schlacht)/LG 2 (Sep 40)?; II./JG 3 (Sep 40 – Feb 41); II./JG 53 (Mar-Jun 41); I./JG 26 (Nov 41 – Sep 42); 10. (Jabo)/JG 26 (Mar-May 42).

Reserve Training & Replacement Units: Erg.St./JG 26 (Oct - Nov 40).

Station Commands: Fl.H.Kdtr. E 46/XI (Aug 40)?; Teilkdtr. Arques of Fl.H.Kdtr. E 5/VI St-Omer (1941-42); Fl.Pl.Kdo. B 65/XI (Jan 43)?

Station Units (on various dates – not complete): elements of le.Flak-Abt. 694(v) (Aug 42); elements of le.Flak-Abt. 712 (Nov 42).

[Sources: AFHRA A 5259 p.1871 (11 Jun 44) and A5260 pp.2353-61 (23 May 43 updated to 10 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Arras (FR) (a.k.a. Arras - St.-Léger, Arras-Duisans) (c. 50 18 19 N – 02 40 43 E)

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General: former landing ground 44 km SSW of Lille in NE France and 5 to 6 km W of Arras. No details have been found on Arras-Duisans landing ground other than perhaps a fighter being parked there on 21 Jan 44. Luftwaffe ground units were stationed in the town of Arras, but the landing ground is not mentioned in the surviving documents.

Satellites and Decoys:

Thélus (50 20 30 N – 02 49 15 E), decoy for airfields and landing grounds in the greater Arras area located 6.5 km NE of Arras and 1.6 km SE of Thélus. An abandoned airfield with an incompletely surfaced runway, the Luftwaffe outfitted it with fake buildings and replica aircraft were parked in mock shelters.

Remarks:

21 Jan 44: low-level attack on Arras by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Fw 190 damaged.

Operational Units: none identified.

Station Commands: none identified.

Station? and Arras Garrison Units (on various dates – not complete):

II./Flak-Rgt. 22 (gem. mot.) (Jun 44); Ie.Flak-Abt. 84 (mot) (Jun 44); Ie.Flak-Abt. 690(v) (Oct 42 – May 43); II.(Tel.Bau)/Ln.-Rgt. 13 (Sep 43); Lw.-Bau-Btl. 9/VI (Sep 40); Lw.-Lazarett 9/XI (? – Aug 44); Feldlaboratorium (mot) d.Lw. 5 (Dec 42 - ?); Sanitäts-Ausbildungs-Abt. d.Lw. Belgien/Nordfrankreich, then Sanitäts-Ausbildungs-Abt. d.Lw. 21, then Sanitäts-Schule d.Lw. 3 (c.1941-44).

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

Artemps (FR): see Clastres/I.

Aspres-sur-Buëch (FR) (44 31 05 N – 05 44 15 E)

General: landing ground in SE France c. 82 km SE of Valence and 1.2 km SW of the village of Aspres-sur-Buëch. History: no record of any use by the Luftwaffe. Surface and Dimensions: firm grass surface with a triangular shape and a run of approx. 915 meters (1000 yards). Fuel and Ammunition: had refueling points on the NE boundary. Infrastructure: none noted. The nearest rail connection was in Aspres-sur-Buëch.

Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

29 Jan 44: landing area permanently obstructed by rough plowing.

[Sources: AFHRA A5260 p.034 (29 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Athies (FR): see Laon-Athies.

Athis (FR) (a.k.a. (Tours-sur-Marne, Bisseuil) (c. 49 03 07 N – 04 06 53 E)

General: landing ground in NE France 27 km SSE of Reims, 3.25 km NNE of Épernay-Plivot landing ground, 2.5 km SE of Bisseuil, 2 km SSW of Tours-sur-Marne and 2.5 km NW of the village of Athis. History: there was a

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small airstrip on the northern outskirts of Tours-sur-Marne until at least mid-1940. It appears that this was abandoned during the German occupation of France. In late spring of 1944 it was decided to prepare a new airstrip on the south bank of the Marne just across from Tours-sur-Marne and just 2 km NW of the small village of Athis. The new airstrip was usually called Athis by the Allies and the local French, but the Germans referred to it using both Athis and Tours-sur-Marne. The new airstrip became operational o/a 10 Aug 44 and the Germans departed o/a 24 Aug 44. Probably intended as a satellite for Conte-sur-Marne airfield. Surface and Dimensions: farm land measuring approx. 1465 x 1280 meters (1600 x 1400 yards) with an irregular shape. Infrastructure: none noted.

Remarks: none.

Operational Units: III./JG 53 (Jun 40); elements of III./JG 76 (Aug 44)?

Station Commands: none identified.

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

[Sources: A.I.2.(b)/Air Ministry Amendment dated 8 Aug 44 in BNA(PRO)/AIR 40]

Attigny (FR) (c. 49 29 09 N – 04 34 55 E)

General: emergency landing ground 48 km NE of Reims in NE France.

History: briefly used by the Luftwaffe during the May-Jun 1949 campaign, but not thereafter. Observed to be permanently obstructed and under cultivation on 19 Apr 44. Surface and Dimensions: grass surface measuring approx. 640 x 595 meters (700 x 650 yards). Infrastructure: none noted.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 22/XII (Jun 40).

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

[Sources: AFHRA A5260 p.1689 (19 Apr 44) and p.2475 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aubérive (FR) (a.k.a. Aubérive-sur-Suipe) (49 12 00 N – 04 24 00 E)

General: satellite strip and dispersal field in NE France 28 km ESE of Reims, 9.75 km NNE of Mourmelon-le-Grand landing ground and 1.6 km SW of the village of Aubérive-sur-Suipe. History: used by the RAF in 1940 but inactivated and returned to cultivation during the German occupation.

Rehabilitated in summer 1944. Surface and Dimensions: measured approx. 960 x 775 meters (1050 x 850 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 8 Aug 44 in BNA(PRO)/AIR 40]

Aubigny (FR) (a.k.a. Aubigny-sur-Nère) (c. 47 28 N – 02 23 E)

General: former landing ground in C France 44.5 km N of Bourges. No further information or evidence of use by the Luftwaffe found. Apparently inactivated after the 1940 campaign in France. Mattiello states that it was operational in June 1944.

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[Sources: Mattiello; AFHRA]

Aubilly (FR): see Le Grand Aubilly.

Auch-La Mothe (FR) (a.k.a. d'Auch-Lamothe) (43 41 N – 00 36 E)

General: landing ground or field airstrip in SW France 69.5 km E of Toulouse and 4.5 km N of Auch. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello]

Audamer (FR): see Beaumont-le-Roger.

Audembert (FR) (c. 50 51 45 N – 01 40 45 E)

General: landing ground in NE France 14 km SW of Calais, 3 km SSE of Wissant, just W of Audembert and 3 to 4 km back from the coast. Saint-Inglevert airfield was 5 km to the ENE.

History: site surveyed by the Luftwaffe in Jul 40 and two grass runways laid out, a number of covered aircraft shelters, workshops, taxiways and parking areas built. Most of the infrastructure was heavily camouflaged. Served primarily as a forward fighter field during the Battle of Britain and up to May 1942. Taken over by Army units in 1943 and turned into a defensive position that was integrated into the so-called "Atlantic Wall" defenses.

Dimensions: approx. 730 x 640 meters (800 x 700 yards) and irregular in shape.

Surface and Runways: grass surface. No paved runways.

Infrastructure: there was 1 small hangar for repairs in the Southwest dispersal and some of the small buildings in the Northwest and Southwest dispersals may have served as workshops. Personnel were accommodated in nearby farms and houses in the surrounding villages. A single-track railway ran within 1 km of the W boundary of the field.

Dispersal: the 3 dispersal areas – Northwest, West and Southwest – had a total of 46 small aircraft shelters, all of which were concealed among trees.

Defenses: there were 4 heavy and 7 light Flak positions within 5 km of the airfield in Jul 43, as well as strongpoints surrounded by barbed wire for ground defense.

Remarks:

Sep/Oct 40: airfield assigned code number 372.

14 Feb 44: remains obstructed by portable obstacles.

23 Apr 44: work underway to permanently obstruct the landing area with trenches.

28 Jun 44: unchanged from earlier – permanently obstructed with a trench and portable obstacles.

Operational Units: Stab/JG 26 (Jul-Dec 40, Jun 41 – May 42); I./JG 26 (Jul-Dec 40).

Station Commands: none identified. Operated as an unnumbered Flugplatz under Koflug 8/III (Saint-Omer).

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Station and Town Units (on various dates – not complete): 22.

(s.Flum.)/Ln.-Rgt. Belgien-Nordfrankreich (1941-43).

[Sources: AFHRA A5259 pp.1398-1400 (28 May 43) and A5260 pp.1690-93 (28 May 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Audinghen (FR) (c. 50 51 06 N – 01 35 51 E)

General: landing field or landing ground 20.5 km SW of Calais in NE France and 1 km W of the village of Audinghen. No further information or evidence of use by the Luftwaffe found. It was the location of large coast defense and observation bunkers so it is possible that an occasional Fi 156 Storch liaison aircraft landed there.

Auffains (FR): see Bouard.

Aulnay-aux-Planches (FR) (48 49 07 N – 3 56 53 E)

General: field airstrip in NE France 119 km E of Paris, 48 km S of Reims and 1 km W of the village of Aulnay-aux-Planches. No further details found. It was probably nothing more than a farm field or pasture pressed into use for a day or two during the retreat from France.

Operational Units: I./JG 1 (Aug 44).

Station Commands: none identified.

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

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

Autun-Bellevue (FR) (a.k.a. Bellevue) (46 58 00 N – 04 15 36 E)

General: former landing ground in E France c. 70 km SW of Dijon and 3.5 km NW of Autun. Apparently not used after 1940 because of its rather remote location too far from the front areas.

Remarks:

Sep 40: airfield assigned code number 393.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 21.(Flum.Mess)/Ln.-Rgt. 57 (Autun, ? – Aug 44).

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

Auxerre (FR) (a.k.a. Monéteau) (47 50 05 N – 03 34 30 E)

General: airfield in C France 68 km SSW of Troyes, 3.25 km N of Auxerre and 3 km S of Monéteau.

History: a former French civil airfield that remained relatively unaltered by the Germans. Heavily used by Luftwaffe fighter and dive bomber units during the Jun 40 advance through France. No evidence found of use by aircraft after the landing area was obstructed in summer 1942.

Dimensions: approx. 1100 x 775 meters (1200 x 850 yards).

Surface and Runways: grass surface. No paved runways. Equipped with a permanent flare-path and special distance markers used in conjunction with instrument flight training.

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Fuel and Ammunition: refueling points on the N, W and S boundaries with bulk fuel storage off the N boundary. Ammunition dump reportedly in woods approx. 3.25 km NNE of the airfield.

Infrastructure: there were 3 small hangars, 1 large workshop and several smaller buildings at the middle of the W boundary. A nearby factory on the NE outskirts of Auxerre was said to be engaged in the repair of aircraft armaments. A number of small buildings were adjacent to the hangars, a Luftwaffe school compound was 1.25 km N of the airfield and a Luftwaffe barracks complex was located just outside the S boundary. The Auxerre-Paris rail line paralleled the E boundary.

Dispersal: had 6 open aircraft shelters on the W boundary and 2 more off the NW corner.

Defenses: had 2 heavy and 4 light Flak positions within 4.5 km of the airfield in May 43.

Remarks:

20 Apr 41: employed 600 non-German workers.

Jul 42: airfield obstructed since summer 1942.

12 May 43: landing area observed to be still obstructed by numerous small objects, possibly iron stakes and/or heaps of stones.

Operational Units: Stab, I./JG 27 (Jun 40); I./JG 1 (Jun 40); Stab, I., II./St.G. 77 (Jun 40); III./St.G. 2 (Jun 40); I.(Stuka)/Trägergruppe 186 (Jun 40); 1.(H)/Aufkl.Gr. 14 (Jul-Sep 40).

School Units: I./Flieger-Rgt. 94 (c. Oct 43 – Jul 44).

Station Commands: Fl.H.Kdtr. E 33/XIII (Jul 40); Fl.H.Kdtr. E 17/VII (Aug-Oct 40).

Station and Town Units (on various dates – not complete):

Frontreparaturbetrieb GL 2681 (Brinker) (Cravant-Bazarnes – 1944); Lw.-Bauleitung Auxerre (c.1940-44); Flakschule Auxerre (1942-44).

[Sources: AFHRA A5259 pp.1402-03 (30 May 43) and A5260 pp.1694-96 (30 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Auxi-le-Château (FR) - see Lannoy.

AuxonneGranges-Hautes (FR) (c. 47 11 N – 05 23 E)

General: landing ground or field airstrip in east-central France 30 km SE of Dijon and 13.5 km NW of Dôle. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello]

Auzainvilliers (FR) (a.k.a. Vittel, Vittel-Auzainvilliers) (c. 48 13 55 N – 05 50 40 E)

General: landing ground in NE France 56.5 km SSW of Nancy, 18 km SE of Neufchâteau and immediately S of the village of Auzainvilliers. History: in existence since 1937. Not known to have been used by the Luftwaffe.

Surface and Dimensions: grass surface in good condition measuring approx.

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1235 x 915 meters (1350 x 1000 yards). No paved runway.

Infrastructure: none noted. The nearest rail connection was 5 km to the NW of the landing ground.

[Sources: AFHRA A5259 p.1404 (28 May 43) and A5260 p.1697 (28 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Avallon (FR) (c. 47 29 N – 03 54 E)

General: former landing ground in C France 88 km WNW of Dijon. No further information or evidence of use by the Luftwaffe found. Apparently inactivated after the 1940 campaign in France. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Averdoingt (FR) (c. 50 20 N – 02 26 E)

General: landing ground or field airstrip in NE France 24.5 km WNW of Arras. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was still operational in June 1944.

Remarks:

Sep/Oct 40: airfield assigned code number 430.

[Sources: Mattiello]

Avesnes-Floyon (FR) (a.k.a. Avesnes-sur-Helpe) (c. 50 02 30 N – 03 53 50 E)

General: emergency landing ground in NE France 27 km S of Maubeuge, 9.25 km SSW of Avesnes-sur-Helpe and about .5 km ENE of the village of Floyon. History: a French military landing ground that was possibly used by the Luftwaffe during the May-Jun 1940 campaign. No indication of use after that. Surface and Dimensions: grass surface with a take-off and landing run of approx. 730 meters (800 yards). Infrastructure: none noted.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 3/I (May 40).

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

[Sources: AFHRA A5260 p.2475 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Avignon (FR) (43 57 N – 04 48 E)

Lw. Garrison and Station Units (on various dates – in the town, nearby or specific airfield not identified): Stab/7. Fliegerdivision (? – 1 May 43); gem.Flak-Abt. 346(v) (Aug 44); 1. Fallschirmjägerdivision (1 May 43 - ?); Abwehrtrupp 181 (L) (1943 – Aug 44).

Avignon – Château Blanc (FR) (43 54 37 N – 04 54 14 E)

General: landing ground in S France 9 km ESE of Avignon in the Rhône Valley, 7.5 km WSW of the town of Le Thor and 1.6 km ENE of the village of Cantarel. History: construction was underway in 1937 but probably not completed before the June 1940 armistice. Little has been found about it

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during the Vichy period to Nov 42 or its later use by the Luftwaffe, but there was little or no activity there until spring 1944. Surface and Dimensions: insufficiently drained grass surface measuring approx. 1000 x 1000 meters (1100 x 1100 yards) and irregular in shape. No paved runway. Fuel and Ammunition: made available as needed. Infrastructure: had 1 small and 2 long narrow hangars in the NE corner. A few accommodation huts were on the W boundary. Dispersal: no organized dispersal facilities - aircraft were parked in surrounding fields and in bays cut into hedges between the fields. Defenses: had 3 heavy and 6 light Flak positions in Jul 43.

Remarks:

30 Oct 43: the small hangar at the NE corner has been removed.

4 Apr 44: a dispersal area N of the airfield was under construction with 3 aircraft parking hardstands already built.

15 Jun 44: strafed by 15th AAF P-38 Lightnings and P-51 Mustangs - *claimed* 1 aircraft as probably destroyed on the ground.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.035-36 (12 Nov 42) and A5261 p.1110 (24 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Avignon/Ost (FR) (e. Avignon-East) (a.k.a. Le Thor) (c. 43 56 09 N - 04 59 52 E)

General: satellite and dispersal field c.15 km E of Avignon in SE France and c. 1 km NE of the town of Le Thor. History: the origin of this landing ground has not been found but appears to date from spring 1943 shortly after the Germans took over in S France. Surface and Dimensions: not found. Infrastructure: no information.

Remarks:

21 Aug 44: airfield ordered evacuated and destroyed.

Operational Units: Stab, I., II./TG 1 (Jun-Jul/Aug/Sep 43);

Transportstaffel/1. Fallschirmjägerdivision (Aug 43).

Station Commands: Flugplatzkdo. Avignon/Ost (Apr 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 242/XII Orange-Caritat (Apr-Aug 44).

Station Units (on various dates - not complete): 2. Flugh.Betr.Kp. TG 1 (? - 8 Oct 43); 2. Flugh.Betr.Kp. TG 5 (? - 8 Oct 43); gem.Flak-Abt. 343 (Jul 44); Stab III.(Tel.Bau)/Ln.-Rgt. 13 (L'Isle-sur-la-Sorgue, Jun-Jul 44); Flugbetriebsstoffausgabestelle 2/XII (Le Pontet, Feb 44); Ldssch.Zug d.Lw. 18/XI (Le Thor, Jul 44); Ldssch.Kp. d.Lw. 18/XIII (Le Pontet, Feb 44); 4./Flieger-Rgt. 63 (Jun-Aug 44).

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

Avignon-Pujaut (FR) (a.k.a. Avignon/West) (43 59 45 N - 04 44 45 E)

General: airfield in S France 5.8 km NNW of Avignon and 1.6 km WSW of the village of Pujaut.

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History: in use as a civil and military emergency landing ground in 1936. Later enlarged and improved. Used by the Vichy French Air Force to Nov 42, mainly by twin-engine reconnaissance aircraft. Taken over by the Luftwaffe in Nov 42.

Dimensions: approx. 1170 x 970 meters (1280 x 1060 yards) and almost square in shape.

Surface and Runways: grass surface that became unserviceable after prolonged heavy rain. No paved runway. Equipped with boundary and obstruction lighting and had a visual beacon.

Fuel and Ammunition: bulk fuel storage and the base ammunition dump probably at the NE corner.

Infrastructure: had 1 large double hangar and adjacent workshops capable of minor repairs at the NE corner. The station HQ, offices, a mess, stores buildings, an armory, etc., were to the E of the hangars. A number of barrack huts were adjacent to the hangars. The nearest rail connection was in a village 5 km SE of the airfield.

Dispersal: no organized dispersal facilities - aircraft were parked in surrounding fields.

Defenses: protected by at least 1 heavy and 9 light Flak positions in Aug 43. Some use of barbed wire entanglements around the fuel and ammunition supplies and at least 1 Flak position.

Remarks:

4 Apr 44: a number of small workshop buildings had been removed from the NE corner, and a dispersal area was under construction to the S of the airfield.

15 Jun 44: strafed by 15th AAF P-38 Lightnings and P-51 Mustangs.

21 Aug 44: airfield ordered evacuated and destroyed.

Operational Units: 1.(F)/Aufkl.Gr. 33 (Nov-Dec 42); 3.(F)/Aufkl.Gr. 33 (Nov-Dec 42); Stab, 1., 2./NAGr. 13 (Nov-Dec 42); III./TG 4 (Jul-Aug 43).

Reserve Training & Replacement Units: elements of Erg.JGr. Süd (later JGr. Süd) (Nov 42 – Jun 44); 2. and 3./JGr. 200 (Jun – Jul 44); 2./(Erg.) JGr. West (May – Jun 44).

Station Commands: Flugplatzkdo. Avignon/West (Apr 44).

Station Units (on various dates – not complete): gem.Flak-Abt. 343 (Jul 44); 8.(Tel.Bau)/Ln.-Rgt. 13 (Châteauneuf-du-Pape, Apr-May 44); Stab III./Ln.-Flugsicherungs-Rgt. West (Barbentane, 1944); 9.(Funkstör.)/Ln.-Funkhorch-Rgt. West (1944).

[Sources: AFHRA A5260 pp.037-39 (15 Jun 43 updated to 4 Apr 44) and A5261 pp.1111-12 (15 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Avord (FR) (a.k.a. Avord – Les Ridonnes, Bengy-sur-Craon, Avord-Savigny?, Avord/Süd ??) (47 03 07 N – 02 36 21 E)

General: airfield in C France 18.5 km ESE of Bourges and 3.25 km NNW of Avord.

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History: a major and well-equipped French Air Force base to Jun 40, when it was taken over by the Luftwaffe and used mainly by reserve training and replacement bomber units.

Dimensions: approx. 1830 x 1830 meters (2000 x 2000 yards).

Surface and Runways: clay on firm chalk subsoil, general in good condition. Had 2 concrete runways in the form of a cross measuring approx: (1) 1600 meters (1750 yards) aligned NE/SW; (2) 1555 meters (1700 yards) aligned NW/SE. Equipped with a beam approach system and a visual Lorenz system for night landings.

Fuel and Ammunition: refueling points were in front of the hangars on the E boundary and in front of the hangars at the SE corner.

Bulk fuel storage was in 5 separate locations on the S, W and N sides of the airfield. The bases bomb dump was in a wood close to the Northwest dispersal and other munitions were stored in 3 former French dumps off the W, N and E boundaries.

Infrastructure: a very large concentration of buildings was at the S corner including 2 small hangars, workshops and numerous storage buildings. Additionally, there was 1 large hangar and 8 medium hangars on the E boundary, 5 large double hangars and 1 small hangar on the SW boundary, and 1 small repair hangar in the Northwest dispersal area for a total of 18 hangars. Station HQ was located in the Château d'Aubilly, 4 km SE of the airfield, and extensive barrack accommodations existed to the S of the field. A branch rail connection off the main Tours-Nevers line served the airfield.

Dispersal: had a Northwest dispersal with 12 or 13 large covered aircraft shelters and a new Northeast dispersal with 5 large covered aircraft shelters plus 8 parking sites that was built beginning in late 1943.

Defenses: protected by 2 heavy and 6 light Flak positions within 4 km of the airfield in Aug 43. Machine gun strongpoints and emplacements with barbed wire defenses protected the hangar areas and the munitions dumps.

Remarks:

20 Apr 41: employed 1,270 non-German workers.

5 Feb 44: airfield bombed by 50 B-17 Fortresses – 5 hangars and a number of the workshops destroyed or severely damaged and several of the barrack buildings S of the airfield were destroyed while others were damaged.

28 Apr 44: bombed by 116 Fortresses – 2 x He 177 A-1s from FFS B 15 destroyed or damaged on the ground.

23 May 44: airfield bombed by 88 B-24 Liberators.

4 Jun 44: bombed by 56 B-24 Liberators – 3 x Ju 188s from 2./KG 66 destroyed on the ground along with most of the airfield's hangars.

25 Jun 44: airfield bombed in mid-morning by 59 B-24s – 3 x Fw 190s damaged, many bursts on the runways and landing area, electricity cut and the airfield left unserviceable.

Operational Units: III./KG 27 (Jul-Aug 40); I./KG 1 (Aug 42); part of III./KG 40 (Feb-Mar 44); I./KG 66 (Mar-Jun 44); III./SG 4 (Jun 44).

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School Units: Arbeitsplatz for FFS C 15 then FFS B 15 (Bourges) (Jan 43 – May 44).

Reserve Training & Replacement Units: Erg.St./KG 27 and Erg.Gr./KG 27 (Jun 40 – Mar 41); IV./KG 27 (Mar – Dec 41); IV./KG 4 (Jan 42 – Jan 44); 11./KG 2 (Nov-Dec 43); 2.(Ausb.- u.Erprobungs-)/KG 66 (Apr – Oct 43); 4.(Ausb.)/KG 66 (Oct 43 – Apr 44).

Station Commands: Fl.H.Kdtr. E 14/XII (Jun 40 – Dec 42); Fl.H.Kdtr. A 217/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 219/XII (Apr-Aug 44).

Station Units (on various dates – not complete): 10. Flugh.Betr.Kp./KG 27 (Mar-Dec 41); 4. Flugh.Bretr.Kp./KG 4 (Jan 43 – Jan 44); le.Flak-Abt. 763 (Mar 43); le.Flak-Abt. 673 (Apr 44); gem.Flak-Abt. 442 (May-Jun 44); 6./gem.Flak-Abt. 496(v) (May 44); Alarm-Flak-Battr. 72/XII (Jun-Aug 44); Lw.-Bauleitung Avord (c.1940-44); Ldssch.Zug d.Lw. 29/VII (1941 – Aug 44).

[Sources: AFHRA A5259 pp.1405-10 (10 Jun 43 with updates) and A5260 pp.1698-1704 (10 Jun 43 updated to 20 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Avranches Le Val-Saint-Père (FR) (c. 48 39 N – 01 22 W)

General: former landing ground in NW France c. 2.75 km SSW of Avranches. No further information or evidence of use by the Luftwaffe found. Apparently inactivated after the 1940 campaign in France. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Azannes (FR) (49 17 00 N – 05 29 00 E)

General: satellite strip and dispersal field in NE France 18 km NW of Étain-Rouvres landing ground and 1.6 km E of the village of Azannes-et-Soumazannes. History: prepared late spring/early summer 1944 and fully serviceable in Aug 44. Surface and Dimensions: measured approx. 1235 x 410 meters (1350 x 450 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (14 Aug 44)]

Azay (FR): see Tours/East.

B

Bacqueville (FR) (c. 49 18 N – 01 22 E)

General: field airstrip or landing ground in north-central France c. 33 km WSW of Beauvais. No details found. Operational in 1941, according to Beauvais, but not listed in Allied directories.

Remarks:

1941 airfield used code number 572. Subordinated to Koflug 19/XI (Beauvais).

26 Jul 42: airfield assigned new code number 249.

[Sources: Mattiello]

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Baignolet (FR): see Bouard.

Baisieux (FR) (50 36 05 N – 03 14 40 E)

General: field airstrip in NE France 10.5 km NE of Lille-Vendeville airfield, 1.6 km N of Cysoing/North airstrip and 1.2 km SW of the village of Baisieux.

History: used as a satellite of Lille-Vendeville. Probably serviceable in Jul 44. Surface and Dimensions: leveled agricultural land measuring approx. 1280 x 185 meters (1400 x 200 yards).

Infrastructure: none noted.

Dispersal: Baisieux, Cysoing/North and Cysoing/South were all interconnected by taxi tracks and aircraft were parked on the edge of a small wooded area between them.

[Sources: AFHRA A5259 p.1411 (18 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Balat (FR): see Montardon.

Ballancourt (FR) (48 32 N – 02 25 E)

General: airstrip in N France 18 km W of Melun, 10 km SE of Bretigny airfield, 2 km W of Chevannes and 2 km E of Ballancourt. History: in preparation as a satellite for Bretigny airfield but still not complete or serviceable on 7 Aug 44. Surface and Dimensions: farm land measuring approx. 1000 x 1000 meters (1100 x 1100 yards). Infrastructure: note noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Jul 44 in BNA(PRO)/AIR 40 and A.I.2.(b)/Air Ministry Amendment dated 7 Aug 44 in BNA(PRO)/AIR 40]

Ballon (FR) (48 10 40 N – 00 15 45 E)

General: field airstrip for fighters in NW France 25 km NNE of Le Mans airfield and 2 km E of the village of Ballon. The Orne River was 2 km N of the landing area. History: hedges were still being cleared on 20 Jul 44 but the strip was probably serviceable. Surface and Dimensions: grass surface measuring approx. 915 x 135 meters (1000 x 150 yards). Infrastructure: none noted. Dispersal: none noted.

[Sources: AFHRA A5259 p.1411 (20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bapaume (FR): see Gréville.

Barfleur (FR) (c. 49 40 N – 01 15 W)

General: (emergency?) landing ground near a port of the same name on the Contentin Peninsula in NW France 25 km E of Cherbourg and c. 15 km E of the Cherbourg-Maupertus (Théville) airfield. No further information or evidence of use by the Luftwaffe found.

Bar-le-Duc (FR) (a.k.a. Vassincourt) (48 48 30 N – 05 02 30 E)

General: landing ground in NE France 84 km WNW of Nancy, 10 km WNW of Bar-le-Duc and immediately NE of the village of Vassincourt. History: used by the RAF in 1940 then taken over by the Luftwaffe. Not known to have been used by aircraft after Jun 40. Surface and Dimensions: grass surface

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measuring approx. 990 x 1465 meters (1080 x 1600 yards) with an irregular shape. No paved runway. Fuel and Ammunition: refueling points on the S and W boundaries. Infrastructure: none. The nearest rail connection was the main line to Metz which passed by the N side of the field. Dispersal: aircraft were parked in the N boundary and along the fringe of the wood on the E boundary. Defenses: none identified.

Remarks:

Jun 44: listed as serviceable in Luftwaffe documents.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Fallschirmjäger-Ausb.Rgt. (1943).

[Sources: AFHRA A5260 p.1705 (29 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Barly (FR) (c. 50 15 02 N – 02 32 49 E)

General: landing ground in NE France 17 km W of Arras. History: after brief occupancy in summer 1940, the Luftwaffe chose not to enlarge and improve this field and deactivated it as soon as the heavy rains began that fall. Surface and Dimensions: agricultural and pasture land. No information found as to dimensions. Infrastructure: none noted.

Remarks:

Sep/Oct 40: airfield assigned code number 363. Came under Koflug 8/III (Saint-Omer).

Operational Units: IV.(Stuka)/LG 1 (Jun 40); I./St.G. 76 (Jun-Jul 40); III./St.G. 77 (Jul 40); elements of III./ZG 26 (Aug 40); I./St.G. 3 (c. Oct 40).

Station Commands: Fl.H.Kdtr. E 20/XI (Jul 40); Fl.H.Kdtr. E 13/VIII (Aug 40).

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

Baromesnil (FR) (c. 49 59 08 N – 01 24 32 E)

General: landing ground in NE France 24.6 km ENE of Dieppe. History: briefly used by the Luftwaffe after the June 1940 armistice and then relegated to inactive caretaker status. Surface and Dimensions: agricultural and pasture land. No information found as to size.

Infrastructure: none noted.

Remarks:

Sep 40: airfield assigned code number 552.

Operational Units: III./JG 3 (Jun-Jul 40).

Station Commands: Fl.H.Kdtr. E 40/XIII (Jul 40 – c. Nov 40?); Flugplatzkdo. of Fl.H.Kdtr. E 2/I Paluel (c. 1941 – Mar 44).

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

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

Baron (FR) (49 09 30 N – 02 42 40 E)

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General: landing ground in N France 42 km NE of Paris, 19.5 km SE of Creil airfield, 10 km SE of Senlis and 2.5 km SW of the village of Baron. History: believed to be a satellite or dispersal field for Creil built in 1944. In use on 6 Jul 44. Surface and Dimensions: fully serviceable grass surface measuring approx. 915 x 275 meters (1000 x 300 yards) and irregular in shape. Infrastructure: none noted. Dispersal: concealed parking bays had been cut into the Bois de Montlognon woods on the S boundary of the landing area.

[Sources: AFHRA A5259 p.1411 (6 Jul 44) and AFHRA A5260 amendments (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Barville (FR) (48 29 00 N – 00 19 00 E)

General: satellite strip and dispersal field in NW France 18 km ENE of Alençon and just SW of the village of Barville. History: prepared and probably serviceable in Jun 44. Surface and Dimensions: measured approx. 1370 x 110 meters (1500 x 120 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (14 Jun 44)]

Bayonne (FR): see Biarritz-Parme.

Bastia (FR/Corsica): see Borgo.

Beaulieu (FR) (49 55 00 N – 04 20 20 E)

General: landing ground in NE France 31 km NW of Charleville-Mézières and 2.5 km NNW of the village of Beaulieu. History: a former landing ground that was inactivated by the Luftwaffe after the 1940 campaign and obstructed with trenches. In the process of being rehabilitated in Jun 44 for use by fighters and believed to be serviceable on 25 Jun 44. Surface and Dimensions: grass or farm land measuring approx. 915 x 775 meters (1000 x 850 yards) and rectangular in shape. Infrastructure: none noted. Dispersal: none noted.

Remarks:

Sep/Oct 40: airfield assigned code number 659. Subordinated to Koflug 11/VI (Laon).

[Sources: AFHRA A5259 p.1412 (25 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beaumerie (FR) (a.k.a. Beaumerie-Saint-Martin) (c. 50 27 N – 01 47 E)

General: landing ground or field airstrip in NE France 8.25 km SE of Étapes. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

Remarks:

Sep/Oct 40: airfield assigned code number 375. Subordinated to Koflug 8/III (Saint-Omer).

5 May 42: airfield assigned new code number 381.

[Sources: Mattiello]

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Beaumont-le-Roger (FR) (c. 49 05 40 N – 00 47 20 E)

General: airfield in N France 46 km SSW of Rouen and 27.5 km WNW of Evreux near the villages of Beaumont-le-Roger and Beaumontel.

History: built as an operational landing ground for the France Air Force.

Taken over by the Luftwaffe in Jun 40 and developed as a main fighter field.

Dimensions: approx. 1370 x 915 meters (1500 x 1000 yards) with an "L" shape.

Surface and Runways: grass surface. No paved runways.

Fuel and Ammunition: refueling points were at the SE corner, SW corner and at the N end of the West dispersal area. Underground fuel tanks were off the NW and S ends of the airfield. Additional fuel in drums was stored in a small woods adjacent to the landing area. Munitions dumps were located in a small woods just E of the cemetery on the NE outskirts of Beaumont-le-Roger.

Infrastructure: no hangars, but a large number of huts at the W end of the airfield were probably used as workshops and for storage. Motor vehicles and repair trucks were garaged in Beaumont-le-Roger. Personnel up to a total of about 1,500 were accommodated in Beaumont-le-Roger, in huts in the woods at the SW end of the airfield and in several local châteaux.

Station HQ and admin offices were in quarters about 1.2 km NE of Beaumont-le-Roger. The nearest rail connection was in Beaumont-le-Roger.

Dispersal: the 3 areas – Northeast, Southeast and West – had a total of 19 large aircraft shelters, 13 small and 12 blast bays. The large shelters could accommodate 3 or more fighters.

Defenses: unknown.

Satellites and Decoys:

Feugerolles (c. 49 08 09 N – 00 45 21 E), dummy located 6.5 km NNW of Beaumont-le-Roger airfield.

Remarks: bombed repeatedly from mid-1943 to May 44 by 8th AAF heavy bombers, 9th AAF medium bombers, and frequently strafed and bombed by Allied fighters and fighter bombers.

Sep 40: airfield assigned code number 514.

20 Apr 41: employed 2,448 non-German workers. There were also an additional 300 non-German workers employed at a satellite or dispersal field near Beaumont-le-Roger referred to as Audamer, but this has not been located.

26 Jul 42: airfield assigned new code number 250.

9 May 43: low-level attack – 1 x Fw 190 A-5 from Stab/JG 2, plus 1 x Fw 190 A-5 from 10.(Jabo)/JG 2, plus 2 x Bf 109 G-6s from 12./JG 2 damaged on the ground.

28 Jun 43: bombed by 43 B-17 Fortresses – 2 x Fw 190 A-5s from Stab/JG 2 damaged on the ground.

16 Aug 43: bombed by 29 8th AAF B-26 Marauders.

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22 Aug 43: bombed by 35 8th AAF B-26 Marauders.

3 Sep 43: bombed by 31 8th AAF B-26 Marauders.

11 Sep 43: bombed by 32 8th AAF B-26 Marauders.

16 Sep 43: bombed by 34 8th AAF B-26 Marauders – bursts observed in the Northeast dispersal but the landing area was missed and left serviceable.

24 Oct 43: bombed – 2 x Fw 190 A-6s from Stab/JG 2 damaged on the ground.

7 Nov 43: all craters resulting from the 16 Sep attack had been filled in by this date.

23 Mar 44: bombed by 9th AAF B-26s.

11 May 44: bombed by 9th AAF medium bombers.

23 May 44: bombed by 15 9th AAF B-26s.

4 Jul 44: bombed by 50 B-24 Liberators.

Operational Units: Stab/JG 2 (Jun-Aug 40, Sep 40 – Jun 41, Apr 42 - 1943), I./JG 2 (Jun 40 – Mar 41); II./JG 2 (Jun 40 – Jun 41, Feb-Oct 42); I./KG 76 (Apr-Jun 41)?; 10.(Jabo)/JG 2 (Nov 41 – Jul 42); 9./JG 26 (Nov 42 – Jan 43); III./JG 2 (Oct-Nov 43).

Reserve Training & Replacement Units: Erg.St./KG 76 (Jul – Nov 40).

Station Commands: Fl.H.Kdtr. E 25/XII (1940/41 – Mar 44); Fl.H.Kdtr. E 11/I (Jan 42, Jan 43?); Fl.H.Kdtr. E(v) 230/XII (Apr-Aug 44).

Station Units (on various dates – not complete): elements of le.Flak-Abt. 89 (Sep 41); 1.(Fernsprech)/Luftgau-Nachr.Rgt. 12 (Jul 40); Bauleitung Beaumont-le-Roger (1940-44); Flieger-Geräteausgabestelle (Eisb.) 12 (Jul 40).

[Sources: AFHRA A5259 pp.1413-15 (5 Jul 43) and A5260 pp.1706-10 (5 Jul 43 updated to 7 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beaumont-sur-Oise (FR) (a.k.a. Bernes-sur-Oise, Persan-Beaumont) (49 09 55 N – 02 19 15 E)

General: airfield in N France 33 km N of Paris and 3.25 km NE of Beaumont-sur-Oise.

History: French Air Force base since 1935. The Luftwaffe began construction of two 1,600 meter concrete runways, aircraft dispersal areas and shelters, and a large munitions dump in Jul 40, but this work was not completed until late 1941/early 1942, too late for use during the Battle of Britain. It was so heavily bombed and made unserviceable from mid-1943 to mid-1944, that few units were ever based there.

Dimensions: approx. 1100 x 1280 meters (1200 x 1400 yards).

Surface and Runways: grass/turf surface in good condition. There were 2 concrete runways measuring 1600 meters, one aligned ESE/WNW and the other NE/SW. The NE/SW runway had prepared strips on both sides of the concrete. A perimeter taxi track encircled the landing area and connected with each end of the NE/SW runway. Equipped with perimeter lighting,

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permanent runway illumination, a flare-path, a beam approach system and a visual Lorenz system for night landings.

Fuel and Ammunition: refueling loops were located in the East dispersal area, on the eastern side of the N boundary and immediately S of the NE/SW runway. Bulk fuel was brought in by railway tank cars and stored in woods off the airfield boundaries. There were 3 and possibly 4 ammunition storage areas: (1) in the Grand Terrier woods NNE of the airfield; (2) in two small groves NE of the East dispersal area; and, (3) in a woods N of the village of Boran-sur-Oise.

Infrastructure: had 1 small repair hangar in the North dispersal area and in the Southwest dispersal area. Personnel were billeted in barracks erected by the Luftwaffe in nearby Bernes-sur-Oise and in private accommodations in the villages of Bruyères-sur-Oise, Boran-sur-Oise and several others. The nearest rail connection was in Bruyères-sur-Oise, 1 km off the S boundary.

Dispersal: the 3 dispersal areas – East, Southwest and North – had a total of 38 large covered aircraft shelters in mid-Apr 43.

Defenses: 1 heavy and 8 light Flak positions in Apr 43. Also had strong ground defenses with 3 hardened strongpoints, extensive trench systems and belts of barbed wire.

Satellites and Decoys:

Beaumont-sur-Oise/I (49 08 00 N – 02 14 00 E), satellite strip and dispersal field 5.5 km WSW of Beaumont-sur-Oise airfield. Measured approx. 1100 x 200 meters (1200 x 220 yards). Still under construction at the beginning of Jul 44.

Beaumont-sur-Oise/Précy (49 12 33 N – 02 22 21 E), dummy/decoy located along the Oise River, 5.25 km NE of Beaumont-sur-Oise airfield.

Remarks:

Winter 1942/43: airfield temporarily obstructed and inactive.

9 Sep 43: airfield bombed by 48-51 B-17 Fortresses.

16 Sep 43: post-raid assessment following the attack of 9 Sep showed one the runways and landing area to be heavily cratered and unserviceable, while the NE/SW runway was obstructed with portable obstacles. The adjacent village of Bernes-sur-Oise was largely destroyed during this attack.

7 Nov 43: craters on the ESE/WNW runway from the 9 Sep attack being repaired while the NE/SW runway remains temporarily obstructed.

22 Dec 43: obstructions now removed and airfield once again in use.

24 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 52 destroyed and 3 more damaged.

10 Apr 44: airfield bombed by 21 B-17s – some of the shelters in the East dispersal damaged. A new Northeast dispersal seen to be under construction and the existing North dispersal extended toward the village of Morangles.

26 May 44: airfield bombed by 9th AAF medium bombers.

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2 Jun 44: airfield bombed by 12 B-17s as a target of opportunity.

11 Jun 44: airfield bombed by 36 B-24 Liberators.

13 Jun 44: airfield bombed by 41 B-17s.

4 Jul 44: airfield bombed by 25 B-24s.

Aug 44: airfield evacuated by the Luftwaffe and the following month it became USAAF airfield A-60.

Operational Units: III./LLG 1 (Apr-May 43); III./SG 4 (Nov 43);

Transportstaffel IX. Fliegerkorps (Jun-Aug 44).

Station Commands: Fl.H.Kdtr. E 3/VI (Jun 40 – Apr 41)?; Fl.H.Kdtr. E 42/XI (1940); Fl.H.Kdtr. E 11/I (Jul 40 – Aug/Nov 42)?; Fl.H.Kdtr. E 18/XVII (Apr-Jul 43)?; Fl.Pl.Kdo. A 35/XI (1943 – Mar 44); Flugplatzkdo. Beaumont-sur-Oise of Fl.H.Kdtr. E(v) 225/XI Cormeilles-en-Vexin (Apr-Aug 44).

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

[Sources: AFHRA A5259 pp.1417-20 (23 Jun 43 updated to 7 Nov 43), A5260 pp.1711-15 (23 Jun 43 updated to 10 Apr 44) and A5260 amendments (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beaune (FR) (c. 47 00 N – 04 53 E)

General: former landing ground in east-central France c. 22.75 km SSW of Dijon and 3 km ESE of Beaune. No further information or evidence of use by the Luftwaffe found. Apparently inactivated after the 1940 campaign in France. Mattiello states that it was operational in June 1944.

[Sources: Mattiello; AFHRA]

Beaurieux (FR) (49 23 00 N – 03 45 00 E)

General: satellite strip and dispersal field in NE France c. 20.4 km SE of Laon, 10.5 km WSW of Juvincourt airfield and 6.5 km E of Villers-en-Prayères satellite strip. History: recently prepared and probably serviceable by Aug 44. Surface and Dimensions: measured at least 1280 meters (1400 yards) in length. Aircraft were probably dispersed in 2 small woods off the N boundary of the field. Infrastructure: none noted.

Remarks:

17 Aug 44: II./JG 11 moved here from Juvincourt.

25 Aug 44: bombed – 2 x Bf 109Gs from II./JG 11 destroyed on the ground.

Operational Units: II./JG 11 (Aug 44).

[Sources: AFHRA A5260 amendments (12 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beauvais (FR) (49 26 00 N – 02 05 14 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/I. Fliegerkorps (Aug 40); Stab/IX. Fliegerkorps (Le Coudray-sur-Thelle, Oct 43 – Aug 44); Stab/Angriffsführer England (Le Coudray-sur-Thelle, Apr-Sep 43); Luftgaustab z.b.V. 14 (Auneuil, c.Jul-Oct 40); Stab/Flak-Rgt. 87 (Jul 44); Stab/Flak-Rgt. 431 (1941-42); Stab/Flak-Rgt. 656 (fall 43 – May 44); elements of schw.Flak-

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Abt. 192 (Jul 41); elements of gem.Flak-Abt. 122 (Sep 43, Mar 44); Stab I./Ln.-Rgt. 1 (Jun-Sep 40); 17.(Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44); 12.(Flum.Res.)/Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (c.Jul 40 – spring 43); Sanitätsbereitschaft (mot) d.Lw. 4/VI (c.1941 – Aug 44).

Beauvais-Nivillers (FR) (a.k.a. Beauvais-Villiers) (49 28 00 N – 02 10 25 E)

General: landing ground 7.75 km NE of Beauvais, adjacent to Beauvais-Tillé and connected to it by a 2.5 km taxiway. For all practical purposes, it was a satellite of Beauvais-Tillé. History: unknown. Surface and

Dimensions: grass surface measuring 1465 x 915 meters (1600 x 1000 yards) and irregular in shape. Not hard-surfaced during the war.

Infrastructure: none noted. Dispersal: had a West dispersal area, and a new dispersal off the S boundary was under construction in Apr 44. In May 44 a North (remote) dispersal was being built.

Satellites and Decoys:

Beauvais/I - satellite immediately W of Beauvais-Nivillers landing ground and 5.5 km NE of Beauvais-Tillé airfield. Had 2 airstrips in the form of a cross and both measured 1190 x 185 meters (1300 x 200 yards). The satellite was still under construction on 12 May 44 and not yet serviceable.

Remarks:

Sep/Oct 40: airfield assigned code number 500.

26 Jul 42: airfield assigned new code number 251.

24 Oct 43: bombed by 9th AAF B-26 Marauders – center of landing area cratered and 1 aircraft shelter in the West dispersal destroyed.

16 Nov 43: craters from the 24 Oct attack not yet filled in.

22 Feb 44: the craters from the attack of 24 Oct 43 had not been filled in and only an auxiliary strip on the N boundary was serviceable.

12 May 44: a new taxi track linking the West dispersal to the new North (remote) dispersal was under construction.

8 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Fw 190.

11 Jun 44: bombed by 27 B-24 Liberators.

13 Jun 44: bombed by 56 B-17 Fortresses.

Operational Units: used by units based at Beauvais-Tillé.

Station Commands: Fl.H.Kdtr. E 9/VI (Jun 40 – c.May 41); Flugplatzkdo. Beauvais-Nivillers of Fl.H.Kdtr. E 11/XVII Beauvais-Tillé (1941-42).

Station Units (on various dates – not complete): none identified. Service and support was provided by Beauvais-Tillé.

[Sources: AFHRA A5259 pp.1421-22 (6 Jun 43 and updated to 12 May 44) and A5260 pp.1716-22 (6 Jun 43 and updated to 12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beauvais-Tillé (FR) (49 27 00 N – 02 06 30 E)

General: major airfield in NE France 65 km NNW of Paris and 3 km NE of Beauvais.

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History: a pre-war French Air Force base, it was taken over by the Luftwaffe in Jun 40 and greatly improved for use by bombers. The adjacent satellite at Nivillers gave the complex a large capacity for aircraft. Greatly reduced activity after mid-1943 due to heavy Allied bombing.

Dimensions: approx. 1255 x 1255 meters (1370 x 1370 yards) and roughly diamond shaped.

Surface and Runways: converted from grass on clay surface by the Luftwaffe to 2 concrete runways measuring approx: (1) 1690 meters (1850 yards) aligned NW/SE, and (2) 1690 meters (1850 yards) aligned SW/NE. A perimeter track surrounded the landing area and connected with the runways. Equipped with permanent runway illumination, flare-paths, beam approach and visual Lorenz systems for night operations.

Fuel and Ammunition: refueling points were located on the servicing hardstands in all three of the dispersal areas. Bulk fuel came from the former Standard Oil depot near the railway 3.25 km WSW of the town of Beauvais. Munitions were stored in 4 sites in adjacent woods and in an orchard by the West dispersal area.

Infrastructure: had a total of 5 hangars – 2 small prewar hangars in the W corner of the airfield, 1 large hangar in the West dispersal area that was probably used for repairs, and 2 small repair hangars with one each in the North and Northeast dispersals. Personnel were billeted in Tillé and other nearby villages. Station HQ and admin offices were said to be in the Château La Folie. The nearest rail connection was in Beauvais, a major railway center.

Dispersal: the 3 dispersal areas – North, Northeast and West – had a total of 44 large covered aircraft shelters and 8 parking sites. The Northeast dispersal was by far the largest.

Defenses: there were 4 heavy and 14 light Flak positions within 6.5 km of the airfield in May 43. Ground defenses included 12 strongpoints and barbed wire barriers around the ammo dumps and several of the Flak positions.

Remarks:

Sep 40: airfield assigned code number 501.

26 Jul 42: airfield assigned new code number 252.

9 Sep 43: bombed by 59 B-17 Fortresses – both runways cratered, the large hangar in the West dispersal destroyed and direct hits in the adjacent ammo dump; 1 x Do 217 E-2 from II./KG 2, 1 x Ju 52 from III./TG 4, 1 x LeO 451 from IV./TG 4, 1 x Caudron C 445 from Transportstaffel IX. Fliegerkorps and 1 x Ju 88 A-4 from Flugbereitschaft Gen.d.Kampfflieger destroyed or damaged on the ground.

18 Sep 43: bombed by 25 B-26 Marauders – at least 4 direct hits on a ammo dump off the NE side of the airfield. Airfield bombed 5 more times by B-26s before the end of September, and a 6th time on 3 Oct 43.

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3 Nov 43: following the heavy attacks of Sep and Oct, both runways had been roughly repaired and returned to partial serviceability by this date.

5 Nov 43: low-level attack - 1 x SM 81 from Flugbereitschaft

Gen.d.Kampfflieger destroyed on the ground.

4 Jan 44: the Feldbauleitung of Fl.H.Kdtr. A 207/XI reported 49 German and 1,188 non-German civilian workers on strength.

10 Feb 44: bombed by 9th AAF B-26s.

3 Mar 44: bombed by 9th AAF B-26s.

6 Mar 44: bombed by 9th AAF B-26s.

17 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x He 111 damaged.

23 Mar 44: bombed by 9th AAF B-26s – most of the aircraft shelters in the West dispersal and several in the Northeast dispersal destroyed in this and earlier attacks. Extension of the North dispersal seen to be underway.

Both runways and the landing area are serviceable.

6 Jun 44: low-level attack – 3 x Bf 109Gs from 4./JG 11 destroyed (1) or damaged (2) on the ground.

7 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 destroyed and 5 more damaged.

25 Aug 44: low-level attack by 9th AAF P-51 Mustangs – *claimed* 10 fighters shot up and destroyed, all or mostly Fw 190s, and a hangar set on fire and destroyed.

Operational Units: I./KG 76 (Jun-Oct 40); 5.(F)/Aufkl.Gr. 122 (Nov 40 – Jun 41); II./KG 77 (Mar-May 41); III./KG 40 (Aug-Oct 41); II./KG 54 (Jul-Aug 42); Höhenkampfkd./Versuchsstelle für Höhenflüge (a.k.a. Einsatzkommando Ju 86) (Jul-Aug 42); 16./KG 6 (Sep-Oct 42); II./KG 6 (c. Sep-Dec 42); I./KG 6 (Dec 42 – Feb 43, Mar-Jun 43); Flugbereitschaft Angriffsführer England (c.Apr-Sep 43); II./JG 26 (Aug-Oct 43); III./JG 1 (Jun 44).

Station Commands: Fl.H.Kdtr. E 10/XVII (Jul-Nov 40)?; Fl.H.Kdtr. E 11/XVII (Sep 40 – Dec 42); Fl.H.Kdtr. A 207/XI (c.Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 221/XI (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug Beauvais (Jul 40 – Mar 41); Koflug 19/XI (Apr 41 – Aug 44); Werft-Abt. d.Lw. (v) 101/XI (Apr-Aug 44); Werftzug 650 (1943-44); Luftminen-Zug 3 (Jul 41 - ?); le.Flak-Abt. 694 (c.1943 – Mar 44)?; le.Flak-Abt. 732 (Oct 43); Ln.-Kp. z.b.V. 4 (Jun-Aug 44); Feldbauamt Beauvais (1940-44); Nachschub-Kp. d.Lw. 9/VI (May 44)?; Ldssch.Zug d.Lw. 35/IV (Mar 44); Ldssch.Zug d.Lw. 92/IV (Mar 44); Ldssch.Zug d.Lw. 96/XI (Mar 44); Ldssch.Zug d.Lw. 127/XI (Mar 44); Ldssch.Zug d.Lw. 134/XI (Mar 44); Ldssch.Zug d.Lw. 222/XI (Mar 44).

[Sources: AFHRA A5259 pp.1423-26 (6 Jun 43 updated to 18 Sep 43) and A5260 pp.1723-29 (6 Jun 43 updated to 23 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beillé (FR) (48 05 00 N – 00 31 30 E)

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General: satellite and field airstrip in NW France 28 km ENE of Le Mans, 3.25 km of Connerré and immediately SE of Beillé. History: laid out in early 1944 and used as a satellite and dispersal field for Le Mans airfield. Probably serviceable by the end of June. Surface and Dimensions: leveled grass surface measuring approx. 1465 x 295 meters (1600 x 320 yards) with a narrow curved shape. Infrastructure: none. Dispersal: aircraft parked in fields off the N boundary and to the SW of the landing area. Operational Units: I./JG 11 (Jun-Jul 44).

[Sources: AFHRA A5259 p.1427 (25 Jun 44) and A.I.2.(b)/Air Ministry Amendment dated 20 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Beine (FR): see Nauroy.

Belfort-Chaux (FR) (a.k.a. Belfort-Chaux-Sermagny) (47 43 N – 06 49 E)

General: landing ground in E France 6.5 km NNW of Belfort and immediately SSW of the village of Chaux. History: a former French landing ground from the 1939-40 period, it was inactivated and cultivated during the German occupation. Rehabilitated in spring 1944. Surface and Dimensions: measured approx. 960 x 595 meters (1050 x 650 yards). A strip 1000 x 185 meters (1100 x 200 yards) was under construction in early May 44. Infrastructure: none noted.

School Units: Fl.Ausbildungs-Rgt. 23 (1941-42).

Station Commands: none identified.

Station Units (on various dates): Stab III./Ln.-Ausb.Rgt. 303 (fall 42 – Aug 44); Kfz.Aussenbezirk Belfort/Luftpark 1/VII (Gablingen) (1942-44); Kfz.Werkstatt (o) d.Lw. 105/VII (1944).

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jun 44 in BNA(PRO)/AIR 40]

Belleau (FR): see Château-Thierry.

Bellevue (FR): see Autun-Bellevue.

Bengy-sur-Craon (FR): see Avord.

Berchères (FR) (a.k.a. Berchères-les-Pierres) (48 23 20 N – 01 35 25 E)

General: field airstrip in N France 10 km SE of Chartres airfield and 2.5 km E of Berchères-les-Pierres village. History: prepared in early 1944 and serviceable by April. Surface and Dimensions: leveled agricultural land measuring approx. 1370 x 230 meters (1500 x 250 yards). Infrastructure: none. Dispersal: aircraft parking sites were being developed in a small wood just W of the landing area in Apr 44 and were still being worked on in late Jul 44.

Operational Units: none identified.

[Sources: AFHRA A5259 p.1428 (9 Apr 44 updated to 20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Berck-sur-Mer (FR) (50 25 30 N – 01 35 40 E)

General: airfield in NE France 36 km S of Boulogne and 3.25 km NE of Berck-sur-Mer.

History: an insignificant French Air Force landing ground prior to being occupied by the Germans in 1940. Used extensively by fighters during the Battle of Britain but there was little or no use after Mar 41.

Dimensions: approx. 1415 x 685 meters (1550 x 750 yards).

Surface and Runways: turf surface on sandy subsoil. Had a single concrete runway measuring approx. 685 meters (750 yards). Equipped with a flare-path aligned NE/SW across the center of the landing area.

Fuel and Ammunition: refueling loops were located off the N boundary and near the small hangar in the East dispersal area.

Infrastructure: there were 5 hangars – 1 small hangar for repairs in the East dispersal, 2 small hangars at the SE corner, and 2 small hangars for repairs in the West dispersal area. Personnel were billeted in the local villages. The nearest rail connection was 4 km SSE of the airfield.

Dispersal: the North, East and West dispersal areas had a total of 59 small covered aircraft shelters, 2 open shelters and 6 parking sites in Aug 43. The shelters were elaborately camouflaged with netting.

Defenses: 7 light Flak positions surrounded the airfield, including 10+ guns emplaced in Flak towers.

Satellites and Decoys:

Waben-Groffliers (30 23 25 N – 01 37 50 E), dummy 4 km SE of Berck-sur-Mer airfield.

Remarks:

Sep 40: airfield assigned code number 374. Subordinated to Koflug 8/III (Saint-Omer).

7 Apr 41: low-level attack – 2 x Bf 109 F-2s from III./JG 53 slightly damaged on the ground.

16 Apr 41: bombed – 7 x Bf 109 F-2s from III./JG 53 damaged on the ground.

May 42: runway obstructed.

23 Nov 43: bombed by 9th AAF B-26 Marauders – the E side of the landing area cratered.

15 and 21 Dec 43: bombed – N end of the landing area heavily cratered and numerous bursts observed in the North and East dispersal areas.

25 Feb 44: airfield permanently obstructed with the runway and landing area heavily cratered by Allied bombs and the main taxi track demolished by mines planted by the Germans.

Operational Units: II./JG 53 (Sep-Dec 40); II./JG 52 (Feb 41); III./JG 53 (Mar 41). Also, limited use by III./St.G. 1 (Jan-Feb 41) and Erprobungsgruppe 210 (Jan-Feb 41).

Station Commands: Fl.H.Kdtr. E 5/XI (Jul 40 – c.1942).

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

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[Sources: AFHRA A5259 pp.1429-30 (10 Jun 43 updated to 25 Feb 44) and A5260 pp.1732-35 (10 Jun 43 updated to 21 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bergerac (FR) (44 49 38 N – 00 30 49 E)

General: airfield in SW France 82 km E of Bordeaux and 3.25 km SE of Bergerac.

History: a civil airfield that was enlarged and improved by the French military in 1939 and reportedly used as a flight training school. After the armistice in Jun 40, it was used as an aircraft maintenance depot. The Luftwaffe used it for the advanced training of fighter pilots.

Dimensions: approx. 640 x 455 meters (700 x 500 yards) in Sep 43 after the rest of the landing area obstructed with logs and motor vehicles.

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

Fuel and Ammunition: underground fuel storage was located on the S boundary.

Infrastructure: had 1 large hangar with a paved apron, 3 medium hangars and 2 small hangars, all on the S boundary. Behind the hangars was a group of sheds and a building that were probably used as workshops and for storage. Station HQ, offices, barracks and storage buildings were all near the hangar area on the S boundary. The nearest rail connection was in Bergerac.

Dispersal: no organized dispersal facilities in Jan 43. Aircraft could park in an open area off the E end of the airfield.

Defenses: there were 7 light Flak positions around the airfield in Aug 43, all on the N, E and S sides.

Remarks:

24 Sep 43: 2 medium hangars with paved aprons erected off the NW and a taxi track connecting them to the landing area. The medium hangars on the S boundary have been outfitted with paved aprons and a taxi track running in front of them. A few additional barrack huts have been erected in a group off the S boundary.

5 Mar 44: bombed by 62 B-24 Liberators from 8th AAF – S side of the landing area cratered, 1 small hangar on the S side gutted by fire, 2 medium and 1 small hangar on the S side severely damaged and barracks on the S side damaged.

11 Jun 44: mid-morning low-level bombing and strafing attack by some 50 long-range fighters – 1 barrack building destroyed and 2 others slightly damaged, base communications knocked out, 1 man WIA.

Operational Units: none identified.

Reserve Training & Replacement Units: 3./ (Erg.) JGr. Ost (Aug 43 – Feb 44).

Station Commands: Flugplatzkdo. Bergerac of Fl.H.Kdtr. E(v) 234/XII Cazaux (Apr-Aug 44).

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

[Sources: AFHRA A5260 pp.040-41 (30 Jan 43 updated to 9 Mar 44) and A5261 pp.1113-14 (8 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bernay (FR) (49 06 N – 00 35 E)

Lw. Garrison and Station Units (on the airfield, in the town or nearby on various dates – not complete): Stab/Jagdfliegerführer 3 (1942 – Sep 43); Stab/Jagdfliegerführer 5 (Sep 43 – Jun 44); 8.(Tel.Bau)/Ln.-Rgt. 10 (May 42 - ?); Stab and I./Ln.-Rgt. 53 (c.Dec 43 – Jul/Aug 44); Stab II./Ln.-Rgt. 53 (Fontaine-la-Soret, Jul/Aug 44); 7.(Flum.Mess)/Ln.-Rgt. 53 (1943-44); Flugmeldemesszug z.b.V. 31 (Fontaine-la-Soret, Jul/Aug 44); Flugmeldemesszug z.b.V. 59 (Fontaine-la-Soret, Jul/Aug 44); Flugmeldemesszug z.b.V. 60 (Fontaine-la-Soret, Jul/Aug 44); all or elements of Sanitätsbereitschaft (mot) d.Lw. 5/XVII (Jun 44).

Bernay – St.-Martin (FR) (c. 49 06 10 N – 00 35 50 E)

General: a landing ground in Normandy 50 km SW of Rouen, 44 km WNW of Evreux, 3.25 km WNW of Bernay and 3.5 km SW of Bernay-Valailles airfield. Bernay – Saint Martin said to have had more use than Bernay-Valailles and thus was the more important of the two.

History: greatly improved after being taken over by the Germans in Jun 40 and developed into a fighter station. After spring 1941, it served mainly as a dispersal field for Beaumont-le-Roger.

Dimensions: approx. 915 x 640 meters (1000 x 700 yards).

Surface and Runways: clay and chalk surface. No paved runway.

Fuel and Ammunition: underground fuel storage said to be in 3 locations – at the SE corner, at the W corner and behind the hangars. There was a small ammunition dump approx. 1100 meters ESE of the landing area and another 1100 meters off the W side of the landing area.

Infrastructure: had 2 small original metal hangars on the S boundary that were used occasionally for repairs but were usually empty. A small workshop was adjacent to the hangars and a transformer behind them. Station motor vehicles were garaged and repaired in Bernay. Station HQ and admin offices were in huts off the S boundary. Officers were billeted in Bernay and nearby villages, while an old cider factory in Bernay had been converted into a barracks for 300 men. A small canteen was on the W side of the hangars. The nearest rail connection was in the town of Bernay.

Dispersal: there was a South dispersal with 24 covered aircraft shelters of concrete construction, including the floors. The shelter doors were on rollers and lifted up. All were well camouflaged and blended in well with the surrounding countryside. The aircraft were usually brought out of the shelters in the morning and parted on the S edge of the landing area. Occasionally, they were flown off to Beaumont-le-Roger for the night and returned the next morning.

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Defenses: 9 light Flak positions, almost all of them with 3 guns, encircled the landing ground out to a radius of 3 km in May 43. Ground defenses consisted of 2 strongpoint protected by barbed wire.

Satellites and Decoys:

Bernay/I (49 07 00 N – 00 33 00 E), satellite strip 1.2 km WNW of Bernay – Saint-Martin airfield. Measured approx. 1000 x 185 meters (1100 x 200 yards). Still under construction in Jul 44 and not yet serviceable.

Remarks:

20 Apr 41: employed 810 non-German workers.

9 May 43: low-level attack – 1 x Fw 190 A-4 from I./JG 2 damaged on the ground.

16 Aug 43 bombed by 31 B-26 Marauders.

25 Aug 43: bombed – 1 x Bf 109 G-6 and 1 x Bü 131 from Jagdfliegerführer 3 (Lfl.3) destroyed or damaged on the ground.

27 Sep 43: craters across the landing area filled in and landing ground once again serviceable.

7 Nov 43: airfield attacked - the 2 small hangars on the S boundary seen to be severely damaged and rendered unusable, and bursts observed on the S boundary.

5 Jan 44: no attempt made to repair the hangars and 2 aircraft shelters in the South dispersal destroyed; work to further develop the East dispersal temporarily abandoned.

11 Apr 44: Bernay – Saint Martin seen to be permanently obstructed with ditches and part of the landing area under cultivation.

11 Jun 44: bombed by 50 B-17 Fortresses.

21 Jun 44: a new strip measuring 1000 x 185 meters was being built 1.2 km WNW of Bernay – Saint Martin landing ground, and 5 additional small aircraft shelters had been erected in the East dispersal area.

Operational Units: 4.(F)/Aufkl.Gr. 11 (Jun?-Sep 40); III./JG 2 (Oct 40 – Apr 41); 3./JG 2 (Aug-Oct 42); I./JG 27 (Feb-Apr 43); 4.(F)/Aufkl.Gr. 123 (Feb-Jun 44).

School Units: 5.(Jagdlehrerstaffel)/JFS 5 (Oct 41 – Aug 42).

Station Commands: Fl.Pl.Kdo. A 9/XII (c.Jan 43 – 1944); Flugplatzkdo. Bernay of Fl.H.Kdtr. E(v) 230/XII Beaumont-le-Roger (Apr-Aug 44).

Station Units (on various dates – not complete): Bauleitung Bernay (1940-44).

[Sources: AFHRA A5259 pp.1431-33 (17 May 43 updated to 21 Jun 44) and A4260 pp.1736-44 (17 May 43 updated to 11 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bernay-Valailles (FR) (49 07 N – 00 35 E)

General: airfield in Normandy 49 km SW of Rouen, 3.6 km N of Bernay and on the outskirts of the hamlet of Valailles. Bernay-Saint-Martin airfield was 3.5 km to the SW of it. History: although no specific information has been found, Valailles is thought to have been used as a satellite and dispersal

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strip for Bernay-Saint-Martin. Used by the USAAF as Advanced Landing Ground B 29 after July 1944.

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

Berneuil (FR) (c. 50 05 41 N – 02 10 15 E)

General: landing ground in NE France 24.2 km NNW of Amiens, 15 km SW of Doullens and in the immediate vicinity of the village of Berneuil. History: pasture land briefly used by Luftwaffe fighters in June 1940. Maintained as a dispersal field for Amiens-Glisy until mid-1942 and then inactivated and obstructed. Surface and Dimensions: not found. Infrastructure: none.

Remarks:

Jan 42: airfield assigned or using code number 365.

26 Jul 42: airfield assigned new code number 254.

Operational Units: I./JG 3 (Jun 40).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 8/I Amiens-Glisy (c. Jun 40 – mid-1942).

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

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

Berneuil-sur-Aisne (FR): see Trosly-Breuil.

Berneville (FR) (c. 50 15 58 N – 02 40 14 E)

General: landing ground in NE France 48 km NNE of Amiens, 8 km WSW of Arras and close to the village of Berneville. History: pasture land briefly used by the Luftwaffe in June 1940. Maintained as a dispersal field for Amiens-Glisy until mid-1942 and then inactivated and obstructed. Surface and Dimensions: not found. Infrastructure: none.

Remarks:

Jan 42: airfield assigned or using code number 390.

26 Jul 42: airfield assigned new code number 253.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 8/I Amiens-Glisy (c. Jun 40 – mid-1942).

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

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

Berre (FR) (a.k.a. Berre – La Fare?) (43 28 40 N – 05 10 25 E)

General: seaplane station in S France 20 km NW of Marseille, 6 km NW of Marseille-Marignane airfield and adjacent to the town of Berre-l'Étang on the town's NE side.

History: a large and important French seaplane base that had a usual complement in 1939-40 of 2 maritime torpedo squadrons, a maritime reconnaissance squadron and a flight training unit, all told about 30 aircraft. It continued in this capacity after the armistice until the Germans took it over in Nov 42. The factory workshop was under the firm Société nationale des constructions aéronautiques du sud-est (S.N.C.A. du S.E.) which used it to build component parts for the LeO 45 twin-engine bomber.

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Dimensions: the Étang de Berre (shallow lake) afforded plenty of space for all-weather take-offs and landings.

Anchorage: equipped with 4 slipways. There were 2 jetties and 5 electric cranes. Aircraft were moved about along the quay on trolleys between the jetties, hangars and slipways.

Fuel and Ammunition: fuel was stored at the S end of the station.

Infrastructure: had 3 large double hangars and a very large factory workshop building, all of which fronted a concrete quay near the water's edge. Further N were 2 small hangars. Station HQ, admin offices, married quarters, barracks, mess and movie theater were all at the N end. The nearest rail connection was in Berre.

Defenses: none identified.

Remarks: none.

Operational Units: 2./SAGr. 128 (c. Jun 43 – Aug 44); 3. Seenotstaffel (Jan 43 – Aug 44).

School Units: Flieger-Rgt. 63 (1942-43); Fluganwärter-Btl. III (Jun 42 – Apr 43)?; III./Flieger-Rgt. 90 (Apr 43 – 1944?).

Station Commands: Fl.H.Kdtr. E 123/XI (See) (Apr 43 – Aug 44).

Station Units (on various dates – not complete): Seenotbereichskdo. XIII (Dec 42 – Aug 44); Seenotflotille 13 (Dec 42 - ?).

[Sources: AFHRA A5260 pp.042-44 (24 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bertangles (FR): see Amiens-Bertangles.

Bertreville-Saint-Ouen (FR) (a.k.a. Auppegard) (c. 49 48 57 N – 01 02 31 E)

General: landing ground in NE France 40 km WSW of Dieppe and 1 km ENE of the hamlet of Saint-Ouen. History: pasture land that may have been briefly used by the Luftwaffe in June 1940. Maintained as a dispersal field for Paluel until spring 1944 and then inactivated and obstructed. Surface and Dimensions: not found. Infrastructure: none.

Sep 40: airfield assigned code number 554.

26 Jul 42: airfield assigned new code number 256.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 2/I Paluel (c. 1941 – Mar 44).

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

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

Berville-sur-Mer (FR) (c. 49 25 N – 00 22 E)

General: landing ground in N France 12.5 km ESE of Le Havre on the S bank of the Seine. No information. No record found of any Luftwaffe units being stationed here. Not listed in comprehensive Allied intelligence sources. Mattiello states that it was operational in June 1944.

[Sources: Mattiello]

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Besançon-Thise (FR) (47 16 50 N – 06 05 00 E)

General: landing ground 5.25 km NE of Besançon and 1 km S of the village of Thise. History: used occasionally by Luftwaffe transport aircraft during 1940-41, but by spring 1942 the landing area had been obstructed.

Surface and Dimensions: grass surface measuring approx. 895 x 315 meters (980 x 345 yards) and roughly rectangular in shape. Infrastructure: had 1 large double hangar with a paved apron at the NE corner with a separate repair workshop and 2 large sheds nearby. One of the sheds was used by motor vehicles. Accommodations were in 9 barrack huts along the N boundary. The nearest rail connection was in Besançon.

Remarks:

11 Apr 44: by this date, all hangars, buildings, huts and sheds had been torn down and removed, the landing area obstructed with ditches and the ground partly under cultivation.

Operational Units: 5.(H)/Aufkl.Gr. 12 (Apr 41).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1434 (31 May 43 updated to 11 Apr 44) and A5260 p.1745 (31 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Béthune – La Buissière (FR) (c. 50 31 N – 02 38 E)

General: former landing ground in NE France in the vicinity of the city of Béthune. Not located and no information. No record found of any Luftwaffe units being stationed here. Mattiello states that it was operational in June 1944.

[Source: Mattiello]

Beuvry-les-Orchies (FR) (??)

General: landing ground in NE France, probably 24-25 km SSE of Lille. Not located and no information found. The only listing is in Mattiello who states it was operational in Jun 44.

[Source: Mattiello]

Béville (FR) (48 28 00 N – 01 43 00 E)

General: satellite strip and dispersal field in W France 15.5 km ESE of Chartres airfield and 2 km N of the village of Béville-le-Comte. History: built late spring/early summer 1944 for Chartres and serviceable in August.

Surface and Dimensions: measured approx. 1280 x 185 meters (1400 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 4 Aug 44 in BNA(PRO)/AIR 40]

Bezannes (FR) (see Reims-Bezannes).

Béziers (FR) (a.k.a. Béziers-Vias, St-Privat) (43 19 20 N – 03 21 30 E)

General: landing ground or emergency landing ground in S France 82 km E of Carcassonne, 12 km ESE of Béziers and 5 km WNW of Vias. History: a

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private then civil airfield that opened in early 1936. Not known to have ever been used by aircraft of either the French military or the Luftwaffe. Surface and Dimensions: rough grass surface measuring approx. 550 x 550 meters (600 x 600 yards). Fuel and Ammunition: Infrastructure: there was 1 small hangar on the S boundary. A single shed or hut on the S boundary may have been used for accommodations. The Toulouse-Marseille main railway line formed the S boundary of the landing ground. Dispersal: no organized dispersal facilities. Defenses: had 2 heavy and 1 light Flak position in Sep 43, all unoccupied.

Remarks:

5 Sep 43: landing area permanently obstructed by a grid pattern of ditches.

Operational Units: none identified.

School Units: III./Flieger-Rgt. 71 (Béziers, 1944).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.045 (18 Jun 43 updated to 5 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bezue-la-Forêt (FR) (see Étrépagny/Bezu).

Biache-Saint-Vaast (FR): see Fresne-les-Montauban.

Biarritz-Parme (FR) (a.k.a. Biarritz - La-Négresse, Bayonne-Anglet)
(43 28 05 N – 01 32 00 W)

General: landing ground in SW France 6 km SW of Bayonne, 3 km ESE of Biarritz and 2 km SSW of the village of Anglet.

History: a pre-war civil landing ground that was taken over by the Luftwaffe and between Aug 40 and Mar 42 considerably extended and artificial drainage installed. Inactive during much of the construction period, then temporarily obstructed from Jun to Dec 42.

Dimensions: approx. 1190 x 505 meters (1300 x 550 yards) and irregular in shape.

Surface and Runways: grass on sandy subsoil. No paved runways.

Equipped with perimeter lighting.

Fuel and Ammunition: fuel storage tanks were located in the NE corner. A small ammunition dump was off the center of the S boundary and another off the SW corner.

Infrastructure: had 1 medium hangar with a paved apron off the NE corner. A long narrow building just E of the hangar was either a workshop, offices or accommodations. Personnel were billeted in private homes surrounding the landing ground and in hotels in Biarritz. The nearest rail connection at La Négresse, 1.2 km SW of the landing area.

Dispersal: had 1 small aircraft shelter in the NE corner and 2 small shelters with blast walls along the perimeter in mid-1943. By Jun 44 there were 2 dispersals – Perimeter and Northeast – with a total of 4 large open aircraft shelters, 23 small open shelters and at least 7 aircraft parking sites.

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Defenses: there were 5 light Flak positions in mid-1943, most with 3 guns.

Remarks:

20 Apr 41: employed 30 non-German workers; station not yet operational.

27 Mar 44: bombed by 49 B-24 Liberators – medium hangar off the NE corner and accommodations off the E boundary damaged, but serviceability of the landing area not affected.

25 Jun 44: the workshop adjacent to the hangar off the NE corner had been removed.

Operational Units: 2.(H)/Aufkl.Gr. 41 (Nov 40)?; 2.(H)/Aufkl.Gr. 12 (Feb 41)?; part of 1. Minensuchstaffel (Jul 44).

Reserve Training & Replacement Units: Kommodore der

Ergänzungsjagdgruppen (Mar – May 44); 2./(Erg.) JGr. West (Feb 43 – Feb 44); 1./(Erg.)JGr. Ost (Dec 43 – Feb 44); (Erg.) JGr. West (Feb – May 44).

Station Commands: Fl.Pl.Kdo. B 17/XII (Jan 43 – Jul 44?); Fl.Pl.Kdo. B 38/XII (See) (c.Mar 43? – Jan 44?); Flugplatzkdo. Biarritz of Fl.H.Kdtr. E(v) 235/XII Mont-de-Marsan (Apr-Aug 44).

Station Units (on various dates – not complete): Luftgaustab z.b.V. 31 (1941 – Mar 42); 31.(Flum.Mess)/Ln.-Rgt. 54 (spring 43 – Aug 44); Lw.-Bauleitung Biarritz (c.1940-44).

[Sources: AFHRA A5259 pp.1435-39 (7 Aug 43 updated to 25 Jun 44) and A5260 pp.1746-51 (7 Aug 43 updated to 27 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Biscarrosse (FR) (44 23 20 N – 01 11 00 W)

General: factory seaplane station in SW France 65 km SW of Bordeaux and 1.6 km SW of Biscarrosse.

History: dates from 1930 as a factory for producing Latécoère seaplanes. Not believed to have been used by the Luftwaffe, which used the Biscarrosse-Etang seaplane station instead.

Dimensions: Biscarrosse Lake offered ample take-off and landing space.

Anchorage: a protected all-weather lake with a sand and gravel bottom, and a tidal shift of approx. 1.5 meters (5 feet).

Infrastructure: there was 1 large factory hangar on the S boundary and some adjacent building to the E that may have been workshops. In front of the hangar were 2 slipways (launching ramps) and possibly another just to the W of those. A small jetty was located just E of the hangar. Offices and stores were believed to be in several small buildings near the hangar. The nearest rail connection was in Biscarrosse.

Defenses: there were 3 multi-gun Flak towers around the hangar.

Satellites and Decoys:

Biscarrosse-Hourtiquets - satellite.

Biscarrosse-Latecoere - satellite.

Biscarrosse-Plage 1 - satellite.

Biscarrosse-Plage 2 - satellite.

Remarks: no evidence found of Allied air attacks on the station.

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[Sources: AFHRA A5260 pp.1752-55 (5 Jun 43 updated to 2 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Biscarrosse-Etang (FR) (44 22 40 N – 01 12 35 W)

General: seaplane station in SW France 68 km SW of Bordeaux and 4 km WSW of the town of Biscarrosse.

History: originally built by the French as a Transatlantic air base, the Luftwaffe added few improvements and did not begin using it to any degree until mid-1942. It remained in use until mid-summer 1944.

Anchorage: ice-free Lac de Biscarrosse (Biscarrosse Lake) measured 6.5 km E/W by 6 km N/S with sufficient depth to afford year-long take-off and landing conditions. There was a large slipway (launching ramp) in front of the central hangar and an extended concrete apron from the hangar to the slipway. To the E of the hangars along the N shore were 2 jetties and 2 pontoons.

Fuel and Ammunition: refueling was probably at some pontoon along the N shore of the lake where fuel tanks were observed. Ammunition was believed to be stored in woods to the SW of the station.

Infrastructure: had 1 very large double hangar with a large hexagonal hangar on each side of it. Additional workshop buildings were close by. The station HQ and admin offices were in a long building to the W of the hangars, officers' quarters and other offices were along the shore E of the northern hangar, and a number of barrack-type buildings were located S, W and NW of the hangars. A large military camp of huts was on the coast 4 km WNW of the seaplane station, but it is doubtful if the camp was connected to it in any way. The nearest rail connection was in Biscarrosse.

Dispersal: 3 short "inlets" were under construction along the wood W shore about 1 km S of the station in 1943 with the first of these completed on 10 Oct 43. By the end of the year, these were being used as large open shelters for BV 222 flying boats, although work on the "inlets" was still underway in mid-March 1944.

Defenses: there were 5 light Flak positions within 2.5 km of the hangar area, all but one in Flak towers. Additional light Flak was along the beach area and the railway lines.

Remarks:

20 Apr 41: employed 135 non-German workers; station not yet operational.

20 Jun 43: low-level attack by 4 RAF Mosquitos – 2 x BV 222 flying boats from Aufkl.St. (See) 222 destroyed at their moorings.

27 Mar 44: low-level attack by VIII Fighter Command P-51s – *claimed* 5 x Ju 88s shot up and damaged.

Operational Units: Lufttransportstaffel (See) 222 V3 (May 42 – May 43); Aufkl.St. (See) 222 (May-Jul 43); 1.(F)/SAGr. 129 (Jul 43 – Jul 44).

Station Commands: Fl.H.Kdtr. E 121/XI (See) (Feb 42 – c.Aug 43); Fl.H.Kdtr. A 306/XI (See) (Apr 43 - Aug 44).

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Station Units (on various dates – not complete): le.Flak-Abt. 923 (Jul 44); Feld-Flakinstandsetzungswerkstatt 6/XII (1941); Flakschiessplatz Biscarrosse (1941-44); Lw.-Bauleitung Biscarrosse (c.1940-44).
[Sources: AFHRA A5259 pp.1440-44 (29 Dec 43) and A5260 pp.1756-61 (29 Dec 43 updated to 10 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bissay (FR): see Grandville.

Bissey-la-Côte (FR) (c. 47 55 N – 04 42 E)

General: field airstrip or landing ground in E France approximately 64 km SE of Troyes. No information found. Not identified in Allied intelligence documents. Said by source to be operational in Jun 44.

[Sources: Mattiello]

Bisseuil (FR): see Athis.

Bitche (FR) (49 03 N – 07 25 E)

General: landing ground in E France 38 km SE of Saarbrücken. No information or records of Luftwaffe flying units being stationed there found. Operational in Jun 44, according to Matiello.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): le.Flak-Abt. 744 (Sep 44).

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

Blagnac (FR): see Toulouse-Blagnac.

Blaringhem (FR) (c. 50 42 N – 02 23 E)

General: landing ground in NE France 11 km SE of Saint-Omer. No information or records found of Luftwaffe flying units being stationed there. Operational in Jun 44, according to Matiello.

[Sources: Mattiello]

Blecquencques (FR): see Marquise-Hydrequent.

Bléré (FR) (47 18 35 N – 00 57 25 E)

General: field airstrip 23 km SE of Tours airfield, 3.25 km SW of Bléré, 1.6 km W of the village of La Roche and 1.2 km NW of the hamlet of Les Ouches. History: new in spring 1944 and serviceable - believed to be a satellite or dispersal strip for Tours airfield. Surface and Dimensions: agricultural land – dimensions not known. Infrastructure: none.

[Sources: AFHRA A5259 p.1445 (13 Jul 44 updated to 4 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Blois (FR) (a.k.a. Le Breuil, La Chapelle) (47 40 40 N – 01 12 24 E)

General: landing ground in north-central France 56 km SW of Orléans, 14 km NW of Blois and 2.5 km WNW of La Chapelle-Vendômoise.

History: a French airfield that was only partially completed when the German took it over in Jun 40. Although the Luftwaffe erected a small

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hangar and a few sheds, the landing ground was used very little. Blois was mainly used as a major wartime training center for Luftwaffe recruits shipped there from Germany. There were many thousands of them and they were billeted in former French military barracks in and around the city. Dimensions: approx. 1325 x 1190 meters (1450 x 1300 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runways.

Fuel and Ammunition: fueling was from 5 or 6 camouflaged storage tanks near the landing ground.

Infrastructure: there was 1 small hangar and a few small huts on the SE boundary. Foundations for several hangars were laid in the same place by the French but were never completed by the Luftwaffe. Personnel were billeted in adjacent farms and villages. A light branch rail line from La Chapelle-Vendômoise to the landing ground had been build but may not have been in use.

Dispersal: a Northeast dispersal with 6 sites and a Southeast dispersal with 5 sites were planned, but had not been developed as of May 43.

Defenses: none identified in May 43.

Remarks:

24 Jun 40: German report this date gave measurements of 1500 x 1500 meters and that it was under construction and could only be used as an auxiliary airfield.

9 Nov 42: landing area temporarily obstructed with portable barricades.

20 Apr 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 1 x Fw 190, 1 x He 111 and 1 x Ju 52 destroyed, plus 1 x Ju 88 damaged.

27 Apr 44: landing area remains temporarily obstructed.

Operational Units: none identified.

School Units: Fl.Ausbildungs-Rgt. 61 (Oct 41); Fl.Ausbildungs-Rgt. 62 (1941-42); Flieger-Rgt. 91 (1943-44); III./Flieger-Rgt. 63 (Dec 43).

Station Commands: Flugplatzkdo. Blois of Fl.H.Kdtr. E(v) 217/XII Tours (Apr-Aug 44).

Station Units (on various dates – not complete): Feld-Luftmunitionslager 2/XII (1940-43); Munitionsausgabestelle d.Lw. 34/XII (Jan 42).

[Sources: AFHRA A5259 pp.1446-47 (17 Jul 43) and A5260 pp.1762-66 (17 Jul 43 updated to 27 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Blyes (FR): see Saint-Vulbas.

Boirville (FR): see Châteaudun/I.

Bois de Chizeuil (FR): see Digoin.

Bois Jean-Écuire (FR) (c. 50 26 00 N – 01 45 42 E)

General: landing ground in NE France 37 km SSE of Boulogne, 13 km ENE of Berck and just S of the tiny village of Écuire. History: farm or pasture

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land pressed into service as a temporary Luftwaffe fighter strip during the May-June 1940 campaign in France. No further information but believed to have been abandoned and deactivated in 1941. Surface and Dimensions: not found. Infrastructure: none.

Sep 40: airfield assigned code number 376. Came under Koflug 8/III (Saint-Omer).

Operational Units: Stab, II./JG 26 (Jun 40).

Station Commands: Fl.H.Kdtr. E 13/VIII (Aug 40 - ?).

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

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

Boissy-le-Bois (FR) (49 17 00 N – 01 56 00 E)

General: field airstrip and dispersal field in N France 20 km SW of Beauvais and 21 km N of Cormeilles airfield. History: used in 1944 as a dispersal field for Cormeilles. The landing area was camouflaged to appear trenched. Surface and Dimensions: measured approx. 1280 x 730 meters (1400 x 800 yards) with a very irregular shape. Infrastructure: none noted. Aircraft were parked in bays that had been hacked out of woods on the N and NW sides.

Remarks:

26 Jul 42: airfield assigned new code number 257.

[Sources: AFHRA A5260 amendments (25 Jul 44)]

Bonne-voisine (FR) (48 38 00 N – 04 03 00 E)

General: satellite strip and dispersal field in NE France 25 km ENE of Romilly-sur-Seine airfield, 6.5 km ENE of La Perthe landing ground and 3.5 km ENE of the village of Champfleury. History: prepared early summer 1944 and serviceable by August. Surface and Dimensions: measured approx. 1145 x 185 meters (1250 x 200 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (18 Aug 44)]

Bonningues-lès-Calais (FR) (c. 50 53 24 N – 01 46 25 E)

General: satellite or dispersal field in NE France 9 km SSW of Calais and close to the small village of Bonningues-lès-Calais. History: unknown – probably a satellite, dispersal field or even a decoy of either Saint-Inglevert or Pihen-lès-Guînes. Surface and Dimensions: not found. Infrastructure: none.

Remarks:

Sep 40: airfield assigned code number 382. Came under Koflug 8/III (Saint-Omer).

Operational Units: none identified.

Station Commands: Teilkommandantur of Fl.H.Kdtr. E 63/XI (c.Sep 42 – Mar 43).

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

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

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Boos (FR): see Rouen-Boos.

Bordeaux (FR) (44 50 15 N – 00 34 45 W)

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

Commands (Kommandobehörden, Stäbe): Stab/2. Fliegerdivision (Aug-Nov 42); Jagdabschnittsführer Bordeaux (Jan-Aug 44); Koflug Bordeaux (Jul 40 – Mar 41); Koflug 5/XII (Apr 41 – Aug 44).

Antiaircraft (Flak): Lv-Kdo. 11 (Feb-Sep 41); Stab/11. Flak-Div. (Sep 41 - ?); Stab/Flak-Rgt. 45 (1940 – Aug 44); Stab/Flak-Rgt. 159 (ETr.) (Apr-Aug 44)?; II./Flak-Rgt. 22 (gem. mot.) (May 43); elements of I./Flak-Rgt. 24 (gem. mot.) (c.Aug 40 - Apr 41); le.Flak-Abt. 75 (mot) (1940 – Apr 41); le.Flak-Abt. 80 (Sf) (Apr-Jun 44); le.Flak-Abt. 83 (mot.) (1940); part of Luftsperr-Abt 102(v) (1943); elements of gem.Flak-Abt. 127 (1940 – c.May 41); le.Flak-Abt. 144 (Fähre) (c.mid-43 – Apr 44); gem.Flak-Abt. 195(v) (Feb-Aug 44); part of gem.Flak-Abt. 196(v) (c.Dec 43 – Jan 44); gem.Flak-Abt. 261 (spring 43 – Aug 44); Flakscheinw.Abt. 298 (1940-41); Flakscheinw.Abt. 308 (1943 – Apr 44); gem.Flak-Abt. 347 (early 43 – Aug 44); gem.Flak-Abt. 355(v) (1942-43); elements of schw.Flak-Abt. 473 (Eisb.) (Dec 43 – Jan 44)?; gem.Flak-Abt. 497(v) (Feb-May 44); elements of gem.Flak-Abt. 595 (Jun 43 - Aug 44); le.Flak-Abt. 901(v) (1940); le.Flak-Abt. 923(v) (1940-41); part of le.Flak-Abt. 999(v) (1941 – Jul/Aug 44); Feld-Flakinstandsetzungswerkstatt 7/XII (1941); Flakwaffen-Instandsetzungswerkstatt (o) 101/XII (1943-44); Flak-Geräteausgabestelle 5/XII (mot) (1943-44); Flak-Geräteausgabestelle (o) 103/XII (1943); Flak-Geräteausgabestelle (o) 105/XII (1943); Flak-Geräteausgabestelle 6/WF (mot) (1942-43); elements of Luftschutz-Abt. d.Lw. 31 (1943-44); Luftschutz-Abt. d.Lw. 36 (Jul 40 – Jan 41).

Air Force Signals (Luftnachrichten): 1.(Feldfernkabel-Bau)/Ln.-Rgt. 13 (May 43); Stab VII.(Flum.Mess)/Ln.-Rgt. 54 (1943 – Aug 44); Stab VI./Luftgau-Nachr.Rgt. Westfrankreich (Oct 41 – May 43); Stab II. (Flum.)/Luftgau-Nachr.Rgt. 112 (Mar 43 – Aug 44); 24. (schw.Flum)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.fall 41 – Apr/May 43); Stab/Lv-Nachr.Abt. 9 (Feb-Sep 41); Flugmelde-Funk-Kp. z.b.V. 23 (to Nov 42); Ln.-Abt. 72 (Aug-Nov 42); Ln.-Abt. 131 (c.Sep 41 - ?); Ln.-Kp. z.b.V. 24 (1944); Flugmeldemesszug z.b.V. 17 (1943-44); Flugmeldemesszug z.b.V. 18 (1943-44); Flugmeldemesszug z.b.V. 19 (1943-44).

Construction (Bau): Lw.-Feldbauamt 10/W-F (c.1940-44).

Supply Services (Nachschubdienste): Flieger-Geräteausgabe- und Sammelstelle 3/XII (Vayres – 1943 – Aug 44); Munitionsausgabestelle d.Lw. 16/XII (St-Médard – 1941); Nachschub-Kp. d.Lw. 16/IV (1943-44); Nachschub-Kp. d.Lw. 11/XI (1941/42 – c.Aug 43).

Ground Transport (Transportkolonnen): Nachschubkolonnen-Abt. d.Lw. 2/I (1943 – Mar 44); Nachschubkolonnen-Abt. d.Lw. 1/XIII (May 43)?; Trsp.Kol. d.Lw. 123/VII (1943-44)?; Trsp.Kol. d.Lw. 124/XII (Aug 44)?;

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Kw.Werkstattzug d.Lw. 412 (1940 – mid-41); Kfz.Werkstatt (o) d.Lw. 112/XII (1943-44).

Other (sonstige, verschiedene): Luftzeugstab 6 (1940-41); Luftwaffen-Kontrollkommission IV (Aug 40 – Jan 41); Verbindungsstelle d.Lw. beim HKP 524 Bordeaux (Oct 43); Fluganwärter-Btl. IV (spring 42 – Apr 43); IV./Flieger-Rgt. 90 (c.Apr 43 – Aug 44).

Bordeaux-Merignac (FR) (44 549 50 N – 00 42 22 W)

General: major airfield in W France 9-10 km W of Bordeaux on the NNW outskirts of the village of Beutre.

History: established in 1917 as a civil airport that was also used by the French military as a bomber base and a training center. Taken over by the Luftwaffe in late June 1940 and developed into arguably the most important base on the Atlantic coast for long-range maritime reconnaissance and anti-shiping operations.

Dimensions: approx. 2380 x 1830 meters (2600 x 2000 yards) and irregular in shape.

Surface and Runways: good grass surface on clay sub-soil with artificial drainage. There were 2 concrete runways: (1) approx. 1830 meters (2000 yards) in length, aligned NE/SW, with an assembly hardstand at the S end; (2) approx. 1800 meters (1970 yards) in length, aligned ESE/WSW, with assembly hardstands at both ends. Equipped with perimeter and obstruction lighting, and both runways had permanent illumination, beam approach and a visual Lorenz system. The taxi tracks to the East dispersal area also had lighting.

Fuel and Ammunition: the main refueling points were in front of the hangars on the S boundary and at the N end of the hangars on the SW boundary. The two principal bulk fuel storage sites were immediately SE of the S hangars and along the W side of the approach road from Beutre. The main ammunition dump covered a large area off the E boundary, in the woods behind the hangars, and N of these woods to the W. Additionally, there were 3 other ammunition storage points near the aircraft dispersal areas, plus a central airfield armory located behind hangars on the SW boundary.

Infrastructure: Bordeaux-Merignac had a total of 21 hangars of which 15 were large. These were in 4 groups on the NW, E, S and SW boundaries. Additional workshop buildings were in the hangar areas. Behind the hangars on the S boundary were 6 sheds for the reception and dispatching of aircraft engines as well as vehicle equipment and parts. The station motor pool and garages were also in this area. The main airfield buildings were at the S end behind the hangars and included the station HQ, barrack blocks, messhalls, admin buildings, officers' mess, photographic section, infirmary, base stores, etc. There were also several camps of huts for workers in the Bloch factory and for civilian airfield construction and maintenance personnel. A branch rail line served the airfield.

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Dispersal: in Dec 43 there were 6 aircraft dispersal areas – North, East, Southeast, Southwest, Northwest and Perimeter with a total of 24 large covered shelters, 6 large open shelters and 9 parking hardstands for a total of 39. In spring 1944, 29 parking hardstands were added to the Southeast and Northwest dispersals for a final total of 68.

Defenses: there were 6 heavy Flak batteries (four with 6 guns and two with 4 guns) within 3.25 km of the airfield, and 21 light Flak positions around the perimeter, of which at least 11 were emplaced in a number of Flak towers. Ground defenses around the airfield were extensive and included numerous machine gun strongpoints, blockhouses, bunkers, anti-tank gun emplacements, barbed wire and trench systems.

Satellites and Decoys:

Bordeaux-Coudard (44 47 30 N – 00 43 15 W), dummy 3.6 km SSW of Bordeaux-Merignac airfield.

Remarks:

22/23 Nov 40: bombed by RAF – 2 x Fw 200s from I./KG 40 and 1 x Ar 66 from Luftdienstkdo. 1/12 destroyed on the ground.

12/13 Apr 41: hit by 24 RAF bombers - 3 x Fw 200s destroyed, 6 x He 111 H-5s damaged and 1 W 34 destroyed, all from I./KG 40.

20 Apr 41: employed 2,971 non-German workers.

5 Jan 44: bombed by 112 B-17 Fortresses – NE/SW runway cratered at the N end; both ends of the landing area hit; the 3 large hangars on the NW boundary took a number of direct hits along with the paved aprons in front of them; ammo stores at the NW corner hit; concentrated hits in the main airfield buildings group behind the hangars on the S boundary and a number of aircraft damaged on the ground during the attack. Airfield unserviceable for some days after the attack.

28 Jan 44: most of the craters from the 5 January raid had been filled in and Merignac was mostly serviceable again.

5 Mar 44: low-level attack by VIII Fighter Command P-51 Mustangs – *claimed* 2 x Fw 200s destroyed and another damaged.

21 Mar 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Fw 190s destroyed.

27 Mar 44: bombed by 123 B-17 Fortresses – 8 x He 177s from II./KG 40 destroyed or damaged on the ground. Both runways rendered unserviceable along with much of the landing area; 7 of the hangars damaged, several severely; 3 workshops behind the hangars on the S boundary destroyed and 3 more damaged; direct hit on the bulk fuel storage tanks at the S end; further damage to the main airfield buildings behind the hangars on the S boundary.

15 Jun 44: bombed in morning by 144 B-17s - station reported 3 hangars destroyed, 5 hangars damaged, 5 x He 177s and 1 x Fw 200 from II./KG 40 destroyed and 5 more aircraft damaged; 4 hangars completely destroyed and 5 others damaged.

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16 Jul 44: photo reconnaissance showed both runways in the process of being extended, the NE/SW runway to approx. 2200 meters (2400 yards) and the ESE/WNW runway to approx. 2285 meters (2500 yards).

24 Aug 44: Bordeaux liberated by Allied forces.

Operational Units: I./KG 40 (Jun 40 – Mar 42); Stab/KG 40 (Jul-Dec 40, Apr 41 – Jul 44); III./KG 40 (c.May 42 – Nov 43); part of V./KG 40 (c.Jul 42 – Jul 44); Sonderkommando Rastedter (c.Jul 43 – Feb 44); II./KG 40 (Oct 43 – Jul 44); III./ZG 1 (Oct 43 – Feb 44); Sonderkommando Kunkel (Nov 43 – Jun 44); Luftdienstkdo. Westküste Frankreich (Dec 43 – Apr 44); Horch- und Störstaffel 2 (Feb-May 44); Stab/ZG 1 (Jun-Jul 44); Wekusta 2 OKL (Jul-Aug 44).

Reserve Training & Replacement Units: Erg.St./JG 77 (Nov 40 – Feb 41).

Station Commands: Fl.H.Kdtr. A 9/VII (Jul 40 – Dec 42); Fl.H.Kdtr. A 213/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 231/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Feldwerft-Abt. (mot) z.b.V. 1 (Oct 43 – Aug 44); Flugh.Betr.Kp. (FK) 3 (Jun 44); one Zug of Flugh.Betr.Kp. (FK) 5 (Mar-Aug 44); Lw.-Bauleitung Bordeaux-Merignac (c.1940-44).

[Sources: AFHRA A5259 pp.1448-54 (2 Jun 43 updated to 16 Jul 44) and A5260 pp.1767-75 (2 Jun 43 updated to 28 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Borgo (FR/Corsica) (42 34 20 N – 09 27 00 E)

General: landing ground in NE Corsica 16 km S of Bastia and 3.25 km NNE of the village of Borgo. History: first used about 1937-38 and then only occasionally by aircraft in transit. An Italian reconnaissance arrived in Feb 43. Heavily used by Luftwaffe transport aircraft from March to the beginning of October 1943. Surface and Dimensions: rough grass surface measuring approx. 1115 x 825 meters (1220 x 900 yards) with a 1280 x 275 meter (1400 x 300 yard) grass strip that was well maintained.

Infrastructure: had 2 hangars with paved servicing hardstands in the SW corner. No permanent accommodations were available. Dispersal: ample parking room was available off the main landing strip.

Remarks:

Jul-Aug 43: Ju 90 and Ju 290 flights to Borgo by Lufttransportstaffel 290 among others.

Sep 43: II./TG 2 Ju 52 crashes at Borgo - used by other transport units based in Italy as well.

Operational Units (Regia Aeronautica): 124^a Squadriglia OA (Feb 43).

Operational Units (Luftwaffe): none identified.

Station Commands: Wartungskdo. of Fl.H.Kdtr. E 38/XI (Grosseto) (Mar 43); Fl.Pl.Kdo. B 31/VII (summer 1943); Fl.H.Kdtr E 17/XVII (Sep 43).

Station Units (on various dates – not complete): 116. Flugh.Betr.Kp. (Qu) (Jul-Aug 43); elements of Funkstör-Kp. z.b.V. 3 d.Lw. (Aug 43);

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Nachschubleitstelle Bastia (Jul-Oct 43); Trsp.Kol. d.Lw. 121/VII (Aug-Sep 43).

[Sources: AFHRA A5258 pp.1319 (16 Mar 43) and A5264 p.1117 (16 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bouard (FR) (a.k.a. Auffains, Baignolet) (48 11 00 N – 01 38 00 E)
General: landing ground in north-central France 26 km ENE of Châteaudun and 1.6 km WSW of the village of Auffains. History: a former landing ground that was plowed up in 1942, but may have been rehabilitated in summer 1944. Surface and Dimensions: measured approx. 1000 x 595 meters (1100 x 650 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 24 Jun 44 in BNA(PRO)/AIR 40]

Boulogne (FR) (a.k.a. Boulogne-sur-Mer) (50 43 18 N – 01.35 34 E)
Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/Flak-Rgt. 132 (1940 – May 44); Stab/Flak-Rgt. 136 (Jul-Aug 40); III./Flak-Rgt. 9 (Sw. mot.) (Jun 40); I./Flak-Rgt. 11 (gem. mot.) (Jun 40); gem.Flak-Abt. 122(v) (1941-42); gem.Flak-Abt. 266(v) (Oct 43 – May 44?); 4./Res.Flak-Abt. 323(v) (1940-41); Flakscheinw.Abt. 369(v) (Oct 43 – Jan 44); gem.Flak-Abt. 402(v) (1943); elements of Res.Flak-Abt. 405 (1940 – c.mid-42); elements of gem.Flak-Abt. 501 (1941 – Aug 44); Flakscheinw.Abt. 649(v) (Dec 43 – Jan 44); schw.Flak-Abt. 671(v) (May 43); gem.Flak-Abt. 704(v) (Jul 40); elements of le.Flak-Abt. 713 (Nov 40); elements of le.Res.Flak-Abt. 716 (Feb 42); le.Res.Flak-Abt. 730 (Eisb.) (1943); le.Flak-Abt. 978 (Jan-Feb 43); 10. (Flum.Mess)/Ln.-Rgt. 52 (B-Wimereux, c.1942 – Aug 44); 11. (Flum.Mess)/Ln.-Rgt. 52 (c.1942 – Aug 44); 6.(X-Verfahren)/Ln.-Versuchs-Rgt. (Mar 41); Trsp.Kol. d.Lw. 7/IV (Feb 41); Trsp.Kol. d.Lw. 8/XVII (Feb 41); elements of Kw.Werkstatt-Abt. d.Lw. 14 (Feb 41); Lw.-Lazarett Boulogne (Dec 41); Seenotzentrale (L) Boulogne (B-Wimille) (Jun 40 – Jun 41); Seenotzentrale (L) Kanalküste (B-Wimereux) (Jun 41 – Jun 42); Seenotkdo. 6 (May 42 – Aug 44); Seenotbezirkskdo. III (B-Wimereux) (Jun 42 – Aug 44); Seenotflotille 3 (B-Wimereux) (Jun 42 – Aug 44).

Boulogne – Le Portel (FR) (a.k.a. Boulogne-Alprech, Tegatte?) (50 41 45 N – 01 34 20 E)

General: landing ground on the Channel coast in NE France 4 km SW of Boulogne and 1.6 km S of Le Portel. History: Le Portel was a civil airport that began operations at the end of July 1939. After the Luftwaffe took it over in Jun 40, they used it as a Stuka field for staging attacks on Channel shipping and targets along England's south coast that began in July 1940. Existing infrastructure was used and there was no new construction by the Luftwaffe. The airfield was largely abandoned after May 1941. Surface and Dimensions: a firm and well-drained grass surface with two grass runways in operation, one 760 meters (830 yards) and the other 500 meters

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(550 yards) in length. Fuel and Ammunition: refueling points were on the W and S boundaries. Infrastructure: there was 1 small hangar with a paved apron on the N boundary. Personnel were generally billeted in the village of La Salle, less than 1 km E of the landing ground. The nearest rail connection was in Le Portel. Dispersal: the 2 dispersals, Northeast and Southeast, had a total of 3 covered and 4 open aircraft shelters. Defenses: protected by 8 heavy Flak and 15 light positions during 1940-41.

Remarks:

Nov 42: temporarily obstructed by closely spaced portable tripods.

3 Apr 43: now observed to be permanently obstructed by a grid-pattern trenching system.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 4/XI (c.Jul 40 – Jun 41); Flugplatzkdo. of Fl.H.Kdtr. E 13/VIII Marquise (1941 – Aug 42).

Station Units (on various dates – not complete): Lw.-Bau-Btl. 20/XI (Feb 41).

[Sources: AFHRA A5259 pp.1455-57 (17 Jun 43) and A5260 pp.1776-78 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Boulogne-See (FR) (50 43 40 N – 01 35 50 E)

General: seaplane station in Boulogne harbor. History: used extensively by air-sea rescue aircraft until May/June 1942, but very little after that.

Anchorage: aircraft landed and took off from the outer harbor where there was ample space. Fuel and Ammunition: both available. Infrastructure: had 1 large hangar on the quay immediately W of the Maritime Railway Station in the inner harbor. Defenses: protected by the robust Flak defenses around Boulogne.

Remarks:

24 Aug 40: bombed - 2 x Ar 196s from 1./Bordfliegergruppe 196 damaged at their moorings during an RAF cross-Channel raid.

Sep 40: assigned codenumber 384. Came under Koflug 8/III (Saint-Omer).

13 Sep 40: air attack – 1 x He 59 from 3. Seenotstaffel destroyed at its moorings during an RAF raid.

Operational Units: 3. Seenotstaffel (Jun 40 – c. Jun 42); detachment of 1./Bordfliegergruppe 196 (Aug-Sep 40).

Station Units: none identified.

Station Units (on various dates – not complete): none identified, but see above under Boulogne Lw. Garrison and Station Units.

[Sources: AFHRA A5260 p.2459 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Boulogne-Wimereux (FR) (c. 50 46 N – 01 36 E)

General: airstrip in NE France 5.5 km NNE of Boulogne. History: a pasture land or farm land strip that served as a satellite of Le Portel airfield. Rarely used. Surface and Dimensions: not found. Infrastructure: none.

Operational Units: Stab/JG 51 (Jun 40); Stab, I., III./ZG 1 (Jun 44).

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Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 4/XI ((c.Jul 40 – Jun 41).

Station Units (on various dates – not complete): none identified, but see above under Boulogne Lw. Garrison and Station Units.

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

Bourges (FR) (47 03 35 N – 02 22 20 E)

General: major airfield (Fliegerhorst) in C France 3 km SSW of Bourges.

History: a former civil and factory airfield that was taken over by the Luftwaffe soon after the Armistice and used by He 111 bombers from Jul 40 to Jun 41. After that, used by training schools that moved to Bourges from Germany. The Bourges factory of the French SNCAC aircraft firm was located at the N end of the airfield. The factory was taken over by Siebel Flugzeugwerke K.G. and the Si 204 twin-engine light transport and liaison plane was built there beginning in mid-1942 with approx. 168 completed by Aug 44.

Dimensions: 1509 x 915 meters (1650 x 1000 yards).

Surface: hard grass surface.

Runway: a single 1260 x 60 meter (1378 x 66 yard) concrete runway that was oriented NE-SW and was built by the Germans. A concrete perimeter track surrounded the landing area. Night landing capability with a visual Lorenz system and perimeter lighting.

Infrastructure: 3 refueling loops; 1 very large, 1 large and 1 small hangar (with a tarmac apron); workshops; 2 compass swings; a small ammo dump off the S corner; an old French barracks at the W corner of the field and worker accommodations to the NW and NE; nearest rail connection in Bourges.

Dispersal: had a Northwest dispersal with 12 covered aircraft shelters and a East dispersal with 24 covered aircraft shelters. In late 1943/early 1944, a Southeast dispersal was built with 12 open shelters.

Defenses: protected by 2 heavy Flak positions and 6 light Flak positions in Dec 43.

Satellites and Decoys:

Bourges-Mehun (47 06 40 N – 02 13 55 E), landing ground 11.75 km WNW of Bourges airfield. Built by the Luftwaffe and used as a decoy until August 1944 when a landing strip was leveled so it could be used as a satellite for Bourges airfield. Grass surface. Dimensions: 1143 x 274 meters (1,250 x 300 yards). [20 Aug 44]

Bourges-Nohant (Nohant-en-Goût) (47 06 11 N – 02 33 55 E), decoy airfield on cultivated fields 14 km ENE of Bourges airfield and 7.5 km NW of Avord airfield.

Remarks:

21 Jun 40: 152 aircraft captured intact on Bourges airfield.

20 Apr 41: employed 1,418 non-German workers.

5 Apr 41: strafed by 9th AAF P-51 Mustangs – *claimed* 4 destroyed and 4 damaged on the ground; most of these were reported as Bf 110s but more

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likely were Si 204Ds from the Siebel factory that had not yet been delivered to the Luftwaffe and were very similar in appearance to the Bf 110.

10 Apr 44: bombed by 151 B-24 Liberators and strafed by VIII Fighter Command P-51 Mustangs – 10 x Fw 58s, 11 x He 111Ps, 2 x He 177 A-1s, 1 x Ju 52 and 6 x Si 204s from FFS B 15, plus 6 x Ar 66s, 4 x Ar 68s, 3 x Ar 96Bs, 1 x Bf 108, 2 x Bf 109Gs, 14 x Bü 131s, 10 x Fw 56s, 1 x Junkers W 34 and 10 x NA 57s from JG 105 destroyed or damaged on the ground, a total of 81 aircraft; also, 1 x Ju 290 A-4 from 1.(F)/FAGr. 5. According to French sources, there were many civilian casualties in Bourges.

28 Apr 44: low-level attack by VIII Fighter Command P-51s – *claimed* 4 x He 111s, 2 x Ju 88s and 1 x unidentified aircraft shot up and damaged.

23 May 44: bombed by 84 B-24s – 1 x Fw 58 F-6 and 3 x Si 204 D-1s from FFS B 15, plus a Bü 131 from SG 101 destroyed or damaged on the ground.

4 Jun 44: bombed by 23 B-24s – no losses and only minor damage inflicted.

25 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 4 x Me 410s destroyed.

26-27 Aug 44: hit by 9th AAF – aircraft destroyed on the ground claimed.

Operational Units: II./KG 27 (Jul 40 – Mar 41); Stab/Geschwader Bongart (Jun-Aug 44).

School Units: FFS C 15 then FFS B 15 (Jan 43 – May 44); Stab and I./JG 105 (Mar – Jun 44).

Reserve Training & Replacement Units: Erg.St./KG 28 (Jun – Dec 41); IV./KG 100 (Dec 41); IV./KG 77 (Jul – Aug 42).

Station Commands: Fl.H.Kdtr. E 1/VII (Jun 40 – Dec 42); Fl.H.Kdtr. A 211/XII (Jan 43 – Jun 44?); Fl.H.Kdtr. E(v) 229/XII (Jul-Aug 44).

Station Units (on various dates – not complete): 4. FBK/KG 27 (Jan 43); le.Flak-Abt. 674 (Oct 42 - 1943); le.Flak-Abt. 673 (Apr 44, Jul 44);

6./gem.Flak-Abt. 496(o) (May 44); 3./Res.Flak-Abt. 984 (Sep 41); 13.

(Flum.Res.)/Feldluftgau-Nachr.Rgt. Belgien/Nordfrankreich (1943 – Jan 44);

23./Feldluftgau-Nachr.Rgt. Westfrankreich (c.Jan-Aug 44?); Ln.-Betr.Zug

(mot) z.b.V. 24 (Jun-Aug 44); Lw.-Bauleitung Bourges (c.1940-44);

elements of Lw.-Bau-Btl. 7/XII (Jul 40?); 1.Kp. Lw.-Bau-Btl. 2/XIII (Jan

41?); Flieger-Geräteausgabestelle (Eisb.) 2 (Jul 40); Flieger-

Geräteausgabestelle 9/XII (Aug 44); Ldssch.Zug d.Lw. 393/VI (? – Dec 41);

Luftwaffen-Kontrollinspektion (Aug 40 – Jun 43); Luftwaffen-

Kontrollkommission V (Oct 40 – Mar 43).

[Sources: AFHRA A5259 pp.1458-62 (19 Jun 43), A5260 pp.1779-84 (19

Jun 43 updated to 10 Apr 44) and A5261 pp.32-37 (updates to Jul 44);

chronologies; BA-MA; NARA; PRO/NA]

Bourgogne (FR): see Saint-Étienne-sur-Suippes.

Bourthes (FR) (see Desvres-Bourthes).

Boussens (FR) (c. 43 11 N – 00 57 E)

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General: landing ground in SW France c. 60 km SW of Toulouse. No information found. Listed as operational in June 1944.

[Sources: Mattiello]

Brachy (FR): see Dieppe-Brachy.

Brain-sur-l'Authion (FR) (c. 47 27 N – 00 25 W)

General: landing ground in W France 9 km E of Angers. No information, but said to be a satellite or dispersal field (Ausweichhafen) for Angers.

Remarks:

Jun 44: listed as operational under Koflug 8/XII (Laval).

[Sources: Mattiello]

Brémontier (FR) (a.k.a. Brémontier-Merval?) (c. ??)

General: landing ground in NE France, possibly 35 km WNW of Beauvais. No information.

Remarks:

Jan 42: operational with airfield code number 585. Came under Fl.H.Kdtr. E 42/XI (Poix/Nord).

[Sources: Mattiello]

Brest (FR)

Lw. Garrison and Station Units (on various dates – stationed in and around this large port city in Brittany - specific airfield not identified): Stab/Flak-Rgt. 100 (mot.) (1940-42); Stab/Flak-Rgt. 69 (mot.) (1942); I./Flak-Rgt. 49 (Apr 41); III.(Scheinw.)/Flak-Rgt. 111 (1940 – c.Jun 43); schw.Flak-Abt. 115 (Eisb.) (Jul 41 – c.Mar 42); gem.Flak-Abt. 152(v) (1940-41); gem.Flak-Abt. 193 (Nov 40 – 1941); schw.Flak-Abt. 321(o) (1940-41); Res.Festungs-Flak-Abt. 333 (Aug 40 – 1941); Flakscheinw.Abt. 339 (1941); 2./Flakscheinw.Abt. 340 (May 41); elements of Res.Flak-Abt. 497 (Nov 42); elements of Res.Flak-Abt. 596 (May 43); Res.Flak-Abt. 802 (Oct 40); elements of Luftsperr-Abt. 207 (Jun 41 – Aug 44); Flak-Geräteausgabestelle 8/WF (mot) (1942-43); Flak-Trsp.Bttr. 4/121 (Sep 40); 1.Kp./Luftschutz-Abt. d.Lw. 34 (c.1940-44); 2.Kp./Luftschutz-Abt. d.Lw. 35 (1943-44); Luftschutz-Nebel-Abt. 1 (mot) (1943-44); Horch-Betriebsstelle W 23 (Aug 40 – fall 42); 16.(Funkh.)/Ln.-Rgt. 3 (fall 42 - 1943); 10.(Flum.Mess)/Ln.-Rgt. 54 (Plabennec, 1943 – Jul 44); Fallschirmjäger-Rgt. 5 (Mar-May 44); Fallschirmjäger-Rgt. 7 (Aug-Sep 44); Fallschirm-Artillerie-Rgt. 2 (Aug-Sep 44); elements of Fallschirmjäger-Div. 2 (c. Aug-Sep 44).

Brest-Guipavas (FR) (a.k.a. Brest/Nord) (48 27 00 N – 04 25 10 W)

General: airfield in Brittany 8.5 km NE of Brest and 2 km NW of Guipavas.

History: Guipavas was a prewar French military and civil airfield and the only one at Brest. The French Navy operated airships from here, and when the Luftwaffe arrived in summer 1940 the airship hangars were dismantled. Construction of the concrete runway began in Mar 41 and was completed the following spring. At the time, 2 relatively large areas to the NE and NW

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were annexed, leveled and artificial drainage installed with the work finally completed in Oct 43.

Dimensions: approx. 1100 x 1100 meters (1200 x 1200 yards) and roughly "L" shaped.

Surface and Runways: mostly firm and dry level grass. Had a single camouflaged concrete runway measuring approx. 565 meters (620 yards) with an ENE/WSW alignment. A perimeter road encircled the landing area.

Fuel and Ammunition: refueling points were probably on the S boundary. Bulk fuel was brought in by rail to Landerneau and then by fuel tanker to the airfield. A small ammunition dump was 1 km SSW of the landing area.

Infrastructure: there was 1 small hangar with a paved apron on the S boundary with adjoining workshop buildings. A long 7-gabled building that was probably for garages or additional workshops was located at the SW corner. Off the S boundary, the SW corner and around the dispersal areas were clusters of some 25 huts of various sizes, many of them protected by blast walls. These were thought to be used for storage and dispersal area billeting. Personnel were mainly accommodated in a barracks complex 2.5 km SE of the airfield and in nearby farms and villages. The nearest rail connection was in the village of Gouesnou, 3.25 km W of the airfield.

Dispersal: there were 3 areas – Northeast, South and West – with a total of 3 large covered, 39 small covered and 5 open aircraft shelters.

Defenses: protected by 5 heavy and 7 light Flak positions out to a radius of 5 km from the center of the airfield. Most of the positions were for 2 to 6 guns and several of the light positions were mounted in Flak towers. The entire airfield was surrounded by a belt of barbed wire and there were 5 fortified strongpoints plus several defensive trench systems.

Satellites and Decoys:

Brest-Guilers (48 26 05 N – 04 34 07 W), decoy approx 11.5 km W of Brest-Guipavas airfield.

Remarks:

1940-44: Brest port, airfields and other nearby military facilities were bombed and strafed scores of times by Allied aircraft, so only a few examples are given here.

4 Mar 41: strafed by a single Spitfire – 4 x Bf 109Es from II./JG 77 shot up and damaged.

20 Apr 41: employed 72 non-German workers.

24 Jun 43: bombed – 18 hits on the runway, hangar, barracks and parachute stores damaged.

9 Jun 44: ordered destroyed by Feld-Luftgaukdo. Westfrankreich with all personnel, equipment and stocks to reinforce Angers airfield.

Operational Units: Stab/KG 40 (Jul-Aug 40); II./JG 77 (Nov 40 – Mar 41); Stab, I./JG 26 (Apr-May 41); Stab/JG 2 (Dec 41 – Apr 42); II./JG 2 (Dec 41 – Jan 42); 1./JG 2 (Jan-Feb 42); 8./JG 2 (Apr 42 – c. Feb 43).

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Station Commands: Fl.Pl.Kdo. A 15/XII (Jan 43 – Apr/Jun 44); Fl.H.Kdtr. E(v) 234/VII (Apr/Jun 44).

Station Units (on various dates – not complete): 3./Res.Festungs-Flakscheinw.Abt. 340(v) (1940-41); 3./le.Flak-Abt. 752 (Jul 43, Jan 44); Lw.-Bauleitung Brest/Nord (c.1940-44).

[Sources: AFHRA A5259 pp.1463-65 (8 Jan 44) and A5260 pp.1785-91 (8 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brest-Lanvéoc (FR) (a.k.a. Brest/Süd) (48 16 55 N – 04 26 40 W)

General: airfield in Brittany 12.5 km S of Brest, across the Rade de Brest (a bay), and 1.6 km ESE of Lanvéoc on the N shore of the Presqu `ile de Crozon (Crozon Peninsula Island).

History: Brest-Lanvéoc dates from approx. 1936 and was intended to take the place of Brest-Guipavas, which was to be used exclusively as a civil airport. After the Luftwaffe took over Lanvéoc in late Jun 40, the landing area was extended and the runway lengthened. It was used mainly by long-range maritime reconnaissance and anti-shipping aircraft.

Dimensions: approx. 1100 x 825 meters (1200 x 900 yards) with an irregular shape.

Surface and Runways: quality grass surface, but became unserviceable during heavy rain. There was a single concrete runway measuring 1145 meters (1250 yards) with a NE/SW alignment. A perimeter road encircled the landing area. Equipped with permanent runway lighting, a visual Lorenz system and a blind landing system.

Fuel and Ammunition: a refueling point was located immediately NW of the hangars, and a second refueling point was immediately E of the hangars adjacent to the road leading to the seaplane station. Bulk fuel was stored in Lanvéoc and at the seaplane station. Munitions were stored in 3 separate dumps, all connected by road to the landing area.

Infrastructure: had 5 hangars, all at the E end of the airfield - 4 large, one of which was used for minor repairs, and 1 medium double-bay. Major repairs were said to have been carried out at the seaplane station. The station motor pool and garages were on the N side of the road to the seaplane station, the fire station just SW of the hangars and the control tower on the E boundary. Officers' quarters and mess were halfway between the airfield and the seaplane station while the men were billeted in a small barracks complex S of the SW corner of the landing area, in a housing estate off the NW corner and in the village of Morgat. The nearest rail connection was in Crozon, 5.25 km SW of the airfield.

Dispersal: the 3 dispersals – Northeast, South and West – had a total of 18 large covered aircraft shelters, 19 large open, aircraft shelters and 8 aircraft parking sites.

Defenses: in Oct 43, protected by 6 heavy and 18 light Flak positions within a 7.5 km radius of the airfield. The majority of the positions had more than one gun.

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Satellites and Decoys:

Brest-Lanvéoc – Tresout (48 15 00 N – 04 32 00 E), dummy located 8.1 km WSW of Brest-Lanvéoc airfield.

Remarks:

1940-44: Brest port, airfields and other nearby military facilities were bombed and strafed scores of times by Allied aircraft, so only a few examples are given here.

20 Apr 41: employed 548 non-German workers.

6 Jan 42: air attack – 1 x Ju 88 D-2 from Wekusta 2 Ob.d.L. damaged on the ground.

8 Oct 43: bombed – 1 x He 111 E-1 from Luftdienstkdo. 1/12, 1 x Bü 133 and 2 x Fw 190 A-5s from 1.(F)/SAGr. 128 destroyed or damaged on the ground.

9 Jun 44: airfield ordered destroyed by Feld-Luftgaukdo. Westfrankreich.

14 Jun 44: demolition mines detonated on the runway and Brest-Lanvéoc no longer serviceable.

18 Jun 44: landing area observed to be entirely trenched.

Operational Units: III./JG 53 (Jul-Aug 40); 3.(F)/Aufkl.Gr. 123 (Jul 40 – Nov 41); Wekusta 2 Ob.d.L. (Jul 40 – Jul 42); KGr. 606 (Aug 40 – Feb 41); I./KG 27 (Mar 41); III./KG 40 (Mar-Jun 41); IV./JG 1 (Feb 42); III./ZG 1 (Jul-Sep 43); II./ZG 1 (Aug-Nov 43).

School Units: II./Fl.Ausbildungs-Rgt. 11 (1942-43).

Station Commands: Fl.H.Kdtr. E 10/XII (Jul 40 – Jun 44).

Station Units (on various dates – not complete): Lw.-Bauleitung Brest/Süd (c.1940-44); elements of Lw.-Bau-Btl. 4/XVII (Feb 41).

[Sources: AFHRA A5259 pp.1466-69 (7 Jan 44 updated to Jun 44) and A5260 pp.1792-96 (7 Jan 44 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brest-Poulmic (See) (FR) (48 16 50 N – 04 25 00 W)

General: seaplane station in Brittany 12 km S of Brest, 3.25 km ESE of Lanvéoc and 2 km E of Brest-Lanvéoc airfield.

History: the seaplane station is believed to have been completed in 1937 and replace the old seaplane station in the port of Brest. Heavily used by Luftwaffe maritime and coastal patrol units from Jul 40 to early 1944.

Anchorage: sitting on the W shore of a bay, the Anse de Poulmic, the anchorage is protected to the W but open to storms and high winds coming from the E. Had 1 slipway (launching ramp). A quay stretched along the waterfront to the E of the hangars, and there were 4 jetties and 2 cranes (a 20-ton and a 40-ton) along the small harbor.

Fuel and Ammunition: bulk fuel was stored in underground tanks in the side of a hill to the N of the station, and bombs and other munitions were also stored in a dump dug into a hillside in the same location.

Infrastructure: shared hangars, workshops and other infrastructure with Brest-Lanvéoc airfield. Personnel were accommodated in numerous

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barrack-type buildings to the W of the hangars. The nearest rail connection was 3.25 km to the S.

Dispersal: had 8 open aircraft shelters on the quay and these were connected to the hangars by taxiway.

Defenses: see Brest-Lanvéoc airfield.

Remarks:

1940-44: Brest port, airfields and other nearby military facilities were bombed and strafed scores of times by Allied aircraft during the war.

20 Apr 41: employed 259 non-German workers.

Operational Units: 1. Seenotstaffel (Jun 40 – Jul 44); Sonderstaffel Transocean (Aug-Dec 40); Stab/Kü.Fl.Gr. 406 (Oct 40 – Oct 42); 2./Kü.Fl.Gr. 906 (Nov-Dec 40, Oct 41 – Apr 42); 2./Kü.Fl.Gr. 506 (Dec 40 – Oct 41); 1./Bordfliegergruppe 196 (Jan-Apr 42); 1./SAGr. 128 (Jun 43 – Jan 44).

Station Commands: Fl.H.Kdtr. E 12/I (See) (Jul 40 – Dec 42); Fl.H.Kdtr. A (See) 304/XI (Mar 43 – Jun 44).

Station Units (on various dates – not complete): Seenotzentrale (L) Brest (Jun 40 – Jun 41); Seenotzentrale (L) Bretagne (Jun 41 – Jun 42);

Seenotbereichskdo. I (Jun 42 – Aug 44);

[Sources: AFHRA A5259 pp.1470-71 (11 Jun 43 updated to Jan 44) and A5260 pp.1797-99 (11 Jun 43 updated to 16 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bretenièrè (FR) (47 14 05 N – 05 06 20 E)

General: satellite and dispersal field in E France 5 km SSE of Dijon-Longvic airfield and immediately S of the village of Bretenièrè. History: built late spring/early summer 1944 and serviceable at the beginning of July.

Surface and Dimensions: measured approx. 1100 x 155 meters (1200 x 170 yards). Infrastructure: a ground of barrack huts were off the W boundary.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 2 Jul 44 in BNA(PRO)/AIR 40]

Brétigny (FR) (a.k.a. Brétigny-sur-Orge, Le Plessis-Pâté,) (48 35 50 N – 02 19 45 E)

General: airfield in N France 24 km S of Paris, 1.6 km S of Le Plessis-Pâté and 2.6 km SE of Brétigny-sur-Orge.

History: the airfield became operational under the Luftwaffe in July 1940 as a bomber base for the air offensive against England (Battle of Britain).

From June 1941, it was used by bomber reserve training groups (IV. Gruppe).

Dimensions: approx. 1555 x 1005 meters.

Runway: two concrete runways, one 1,550 x 60 meters NE/SW and the other 1,280 x 60 meters WNW/ESE. Both had assembly tarmacs or platforms at the ends which were connected to the dispersal areas by taxiways. Large grassy areas W of the NE/SW runway had been drained and leveled. A perimeter road or track encircled the landing area.

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Equipped for night landings with runway illumination, beam approach system and a visual Lorenz system.

Infrastructure: there was a refueling loop E of the South dispersal area. Fuel was stored near the main hangars, and in the woods where the dispersal areas were located. The fuel was brought by rail from Bordeaux and Nantes to the railway yards at Brétigny-sur-Orge. There were 3 large hangars (one four-bay and two double-bay) with concrete aprons at the NW corner along with several workshop buildings. A motor pool and garages were located in Brétigny village. Two munitions dumps were situated off the E and S boundaries, both served by a light rail spur. A block of 6 barrack buildings lay just to the SE of the South dispersal area.

Dispersal: there were 3 areas: the East dispersal had 21 covered aircraft shelters, the South dispersal had 12 covered and 1 open aircraft shelters and the Northwest dispersal had 3 covered aircraft shelters.

Defenses: there were 4 heavy Flak positions within 3 km of the airfield and 4 light Flak positions around the perimeter of the field on 10 June 1943.

Satellites and Decoys:

Bretigny/I (a.k.a. Arpajon) (48 33 55 N – 02 16 35 E), new satellite for Bretigny on the site of the former landing ground known as Arpajon that was first identified as active on 5 Jul 44 and located 5.25 km SW of Bretigny airfield. Not yet fully rehabilitated and operational, the grass was being leveled and rolled at that time to create a strip measuring 1370 x 185 meters (1500 x 200 yards). Aircraft would be dispersed on the edge of woods surrounding the landing area on the N and S sides.

Bretigny/II (a.k.a. Courcouronnes?) (48 35 00 N – 02 23 00 E), satellite strip 4 km ENE of Bretigny airfield with a length of approx. 915 meters (1000 yards). Under construction and not yet serviceable in Jul 44. Plans called for it to be connected by taxiway with a planned Northeast (remote) dispersal area for Bretigny airfield.

Bretigny/III (48 37 00 N – 02 22 00 E), satellite strip 4 km NE of Bretigny airfield and immediately S of the village of Fleury-Mérogis. Measured approx. 1190 x 185 meters (1300 x 200 yards). Prepared summer 1944 and serviceable in Aug 44.

Bretigny/IV (48 35 00 N – 02 20 00 E), satellite strip 2.5 km S of Bretigny airfield and immediately NW of the village of Rue-Croix-Boissee. Measured approx. 1325 meters (1450 yards) in length and connected to the South dispersal area of Bretigny airfield. Under construction and not yet serviceable in Aug 44.

Bretigny-Leudeville (48 34 00 N – 02 18 00 E), dummy located 3.25 km SSW of Bretigny airfield.

Remarks:

20 Apr 41: employed 2,391 non-German workers.

4 May 42: bombed by the RAF – 1 x Fw 44, 1 x Bü 131 and 1 x K1 35 from IV./KG 30 all destroyed on the ground.

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16 Dec 43: 6 additional open aircraft shelters were reported to be under construction for the South dispersal area.

10 Apr 44: construction work to extend the East dispersal and add 3 more shelters was observed to be under way while work on the South dispersal was continuing.

11 May 44: low-level attack by VIII Fighter Command P-38s – *claimed* 2 x Ju 88s destroyed.

25 May 44: bombed by 37 B-24 Liberators as a secondary target (90.5 tons).

2 Jun 44: bombed by 13 B-24s as a primary target (39 tons).

4 Jun 44: bombed by 55 B-24s as a primary target (150 tons) – 1 x Ju 188 and 1 x Bf 110 destroyed, another aircraft damaged and 4 men WIA; 2 hangars destroyed and 1 workshop damaged, 2 barracks destroyed and 2 more damaged. Serviceability restored in 24 hours. (German report).

14 Jun 44: bombed in morning by 69 B-17 Fortresses as a primary target (126.3 tons) – c. 500 bursts on the runway and 90 on the taxiways, but serviceability only interrupted for 24 hours. (German report).

17 Jun 44: bombed mid-day by 17 B-24s as a primary target (50 tons) – runways and take-off strips hit many times. Airfield unserviceable and restoration was expected to take 7 days due to the delayed action fusing of many bombs. (German report).

25 Jun 44: bombed by 35 B-24s as a primary target (82 tons).

8 Aug 44: bombed by 11 B-24s as a target of opportunity (31.5 tons).

12 Aug 44: low-level attack – 1 x Bf 109G from III./JG 1 damaged on the ground.

16 Aug 44: ordered by Luftflotte 3 to prepare for evacuation and demolition.

Operational Units: III./KG 51 (Nov 40 – Mar 41); II./KG 54 (Apr-May 41); 15./KG 40 (Sep 42); I./KG 6 (Mar-Jun 44); Stab, II./KG 6 (Jul-Aug 44); III./JG 1 (Aug 44).

Reserve Training & Replacement Units: IV./KG 30 (Jun 41 – Jul 42); IV./KG 6 (Jul 42 – Mar 44).

Station Commands: Fl.H.Kdtr. E 13/XII (Jul 40 – Mar 43); Fl.H.Kdtr. A 231/XII (Mar/Apr 43 – Mar 44); Fl.H.Kdtr. E(v) 210/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Luftgaustab z.b.V. 300 (Jun 40 - ?)?; 137. Flugh.Betr.Kp. (Qu) (1943 – Apr 44); Res.Flak-Abt. 522 (Jan-Feb 41); elements of Res.Flak-Abt. 497 (Oct 41); Lw.-Bauleitung Bretigny (c.1940-44); Lw.-Bau-Btl. 14/XIII (Saint-Vrain, Feb 41); Sanitätsbereitschaft (mot) d.Lw. 1/XII (Arpajon, Jul-Sep 40).

[Sources: AFHRA A5259 pp.1472-76 (18 Jun 43 updated to Jul 44), A5260 pp.1800-04 (18 Jun 43 updated to 10 Apr 44) and A.I.2.(b)/Air Ministry Amendment dated 7 Aug 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Briançon (FR) (c. 47 09 N – 00 18 E)

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General: landing ground or dispersal field in W France 39 km SW of Tours and 5.5 km ESE of Chinon. No information found. Source states that it was operational in June 1944.

[Sources: Mattiello]

Brienne-le-Château (FR) (c. 48 25 N – 04 28 E)

General: former landing ground in E France 32 km NE of Troyes and 3.25 km NW of the town of Brienne-le-Château. No information found regarding use by the Luftwaffe.

Remarks:

Jun 44: listed as operational.

[Sources: Mattiello]

Briollay (FR) (47 34 00 N – 00 31 00 W)

General: satellite strip and dispersal field in W France 10.5 km NNE of Angers landing ground. History: prepared in Jun 44 for Angers and used by fighters. Surface and Dimensions: measured approx. 1645 x 1190 meters (1800 x 1300 yards). Infrastructure: none noted. Aircraft could park in fields off the W boundary and in a grove of trees near the SW corner.

[Sources: AFHRA A5260 amendments (16 Jul 44)]

Brioude-Beaumont (FR) (45 19 12 N – 03 21 42 E)

General: landing ground or dispersal field in south-central France 55 km SSE of Clermont-Ferrand and 3.5 km NW of Brioude. No information found regarding use by the Luftwaffe.

Remarks:

Jun 44: listed as operational.

[Sources: Mattiello]

Brive-la-Gaillarde (FR) (c. 45 09 N – 01 28 E)

General: landing ground or dispersal field in south-central France c. 146 km SW of Clermont-Ferrand and 5 km WSW of Brive-la-Gaillarde. No information found regarding use by the Luftwaffe.

Remarks:

Jun 44: listed as operational.

[Sources: Mattiello]

Broglie (FR) (49 00 50 N – 00 30 00 E)

General: field airstrip in Normandy approx. 67 km ESE of Caen and 10.5 km SSW of Bernay – Saint-Martin airfield. History: a satellite strip for Bernay – Saint-Martin airfield that was first identified by aerial reconnaissance on 25 Jun 44 when it was deemed serviceable. Surface and Dimensions: grass surface measuring 1000 x 165 meters (1100 x 180 yards). Infrastructure: none noted.

Operational Units: none identified.

[Sources: AFHRA A5259 p.1477 (25 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brombos (FR) (49 39 05 N – 01 52 30 E)

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General: landing ground in N France 40 km SW of Amiens, 27 km NW of Beauvais and immediately NW of the village of Brombos.

History: existed in some rudimentary form in mid-June 1940 and then improved by the Luftwaffe that summer for use as a fighter field during the Battle of Britain. Closed in summer 1941 and the landing area temporarily obstructed. Surface and Dimensions: grass surface measuring approx. 1000 x 1050 meters (1100 x 1150 yards) with an irregular shape. No paved runway. Infrastructure: there was 1 small repair hangar with a paved apron in the SE corner. A compound of barrack huts was in the woods on the outskirts of Brombos village. The Beauvais-Aumale rail line formed the N boundary of the landing ground. Dispersal: aircraft were parked in 17 shelters on the SE side of the landing area adjacent to the village of Brombos. Defenses: 1 light Flak position identified off the S boundary.

Satellites and Decoys:

Pierrement (49 40 00 N – 01 39 50 E), dummy 15.5 km W of Brombos landing ground.

Remarks:

Sep 40: assigned airfield code number 558.

26 Jul 42: assigned new airfield code number 259. Came under Fl.H.Kdtr. E 42/XI (Poix/Nord).

27 Oct 43: landing area permanently obstructed by short trenches.

Operational Units: I./JG 3 (Jun 40); II./JG 3 (Jun-Aug 40).

Reserve Training & Replacement Units: Ers.St. and 10.(Erg.)/JG 3 (Feb – Mar 41); Erg.Gr./JG 3 (Mar – Apr 41).

Station Commands: none identified.

Station Units (on various dates – not complete): Flieger-Geräteausgabestelle B (mot.) (Jun 40).

[Sources: AFHRA A5259 p.1478 (12 Jun 43) and A5260 pp.1805-06 (12 Jun 43 updated to 27 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brouvilliers (FR) (48 36 00 N – 01 13 00 E)

General: satellite strip and dispersal field in NW France 15.5 km SW of Dreux airfield and immediately NW of the village of Brouvilliers. History: evidence of construction underway at the end of Jul 44, but doubtful if ever completed. Surface and Dimensions: measured approx. 915 x 135 meters (1000 x 150 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (2 Aug 44)]

Bruay-Diéval (FR) (c. 50 26 20 N – 02 25 30 E)

General: airfield in NE France c. 29 km NW of Arras, 8.5 km SW of Bruay-en-Artois and 5.25 km N of Monchy-Breton landing ground. History: intended for use by the RAF in 1940, it was never completed. Both runways were seen to be fully serviceable on 27 Aug 43 but the airfield was being used as a decoy. No evidence found of use by the Luftwaffe. Surface and

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Dimensions: grass surface under cultivation. Had 2 runways – (1) 1000 meters (1100 yards) aligned NNE.SSW with 365 meters (400 yards) of the S end paved, and (2) 1000 meters (1100 yards) aligned WNW/ESE unsurfaced. Infrastructure: none noted.

[Sources: AFHRA A5260 p.1811 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brunvillers-la-Motte (FR) (a.k.a. Maignelay-Montigny) (49 33 00 N – 02 26 50 E)

General: satellite or dispersal field in NE France 14 km SW of Montdidier.

History: no record found of any use by Luftwaffe aircraft. Surface and

Dimensions: farm or pasture land. Dimensions not found. Infrastructure: none.

Remarks:

Jan 42: operational with airfield code number 561.

26 Jul 42: assigned new airfield code number 260.

Jun 44: listed as operational.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 41/XI Montdidier (1940-42).

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

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

Bryas (FR): see Saint-Pol – Bryas.

Buc (FR): see Paris-Buc.

Bussac (FR): see Landes-de-Bussac.

Buxières (FR) (48 07 00 N – 05 04 00 E)

General: satellite strip and dispersal field in E France c. 76 km ESE of Troyes, 5 km N of Chaumont landing ground, 4 km WSW of Jonchery landing ground and 2 km NE of the village of Buxières-les-Villiers. History: under construction and still unserviceable in mid-August 1944. Surface and

Dimensions: Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 18 Aug 44 in BNA(PRO)/AIR 40]

C

Cabanac (FR) (Cabanac-et-Villagrains) (44 36 44 N – 00 34 43 W)

General: emergency landing ground in SW France 25 km S of Bordeaux, 4.5 km SSE of Saucats and 2 km WNW of the village of Cabanac-et-Villagrains.

History: a former French military landing ground. No record of use by the

Luftwaffe. Surface and Dimensions: sandy grass surface measuring

approx. 730 x 455 meters (800 x 500 yards). Infrastructure: none noted.

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[Sources: AFHRA A5260 p.2475 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Caen (FR) (49 10 58 N – 00 22 14 W)

Lw. Garrison Units (stationed in and around this key city in Normandy on various dates but not identifiable with a specific airfield– not complete): Stab/9. Flak-Div. (c.Sep 41 – Feb 42); Stab/13. Flak-Div. (c.Feb-Mar 42); Koflug 8/VII (Sep 41 – Jul 44); elements of Res.Flak-Abt. 441 (Apr 41, May 44); 3./le.Flak-Abt. 955 (Jun 44); Stab and III.(Tel.Bau)/Ln.-Rgt. 13 (Aug 40, Jan 41); 15.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1941-43); 16.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (spring 43 – Jul 44); Ln.-Abt. 129 (c.Sep 41 – Feb 42); Ln.-Abt. 133 (Feb-Mar 42); 4.(Flum.)/Ln.-Lehr-Abt. (Jun-Jul 40); elements of Ln.-Verbindungs-Kp. z.b.V. 16 (Jun 44); Stab/Lw.-Bau-Rgt. 2/VII (Feb 42 - ?); Stab/Lw.-Bau-Rgt. 1/XII (? - Feb 42); Lw.-Bauleitung N I Caen (c.1940-44); Stab/Lw.-Bau-Btl. 15/VI (Jun 40 - ?); elements of Lw.-Bau-Btl. 2/XII (Dec 42)?; Lw.-Bau-Btl. 12/XIII (Apr 42); Lw.-Bau-Btl. 9/XVII (Apr-Nov 42)?; Lw.-Bau-Gerätezug 3/XIII (1940/41 – c.Jun 42); Kfz.Instandsetzungszug d.Lw. 4/WF (Sep 41); Kfz.Werkstatt (o) d.Lw. 107/XIII (1943-44); Kfz.Werkstatt (o) d.Lw. 108/XIII (1943-44); Kfz.Werkstattzug (o) d.Lw. 114/XII (1942-44); Ldssch.Kp. d.Lw. 2/XIII (Jul 42?; Fluganwärter-Btl. V (spring 42 – Mar/Apr 43); San.Bereitschaft (mot.) d.Lw. 3/XII (Jul 40 - ?).

Caen-Carpiquet (FR) (49 10 40 N – 00 27 15 W)

General: airfield (Fliegerhorst) in Normandy immediately S of Carpiquet village and 7 km W of Caen.

History: Carpiquet was a pre-war French Air Force base that was completed about 1938 and its workshops were used to assemble aircraft for the S.N.C.A. du Nord. Taken over by the Luftwaffe in late June 1940, it became an important bomber, single- and twin-engine fighter and long-range reconnaissance base for the air offensive against England. After that, from June-July 1941, it became a forward staging and refueling field (Absprunghafen) for units based further inland that were tasked to fly missions over the U.K., and then in 1942-43 as a base for cross-Channel fighter-bomber operations.

Dimensions: approx. 1692 x 1100 meters (1850 x 1200 yards) and rectangular in shape with an NW/SE alignment on the long side.

Surface: grass.

Runways: a single 1650 meter (1800 yard) NW/SE concrete runway with a paved assembly area at the SE end. Built by the Germans in 1941, it was originally 1,000 meters in length. There was also a second paved area at the N end of the W boundary. A direction finding station was located 9 km SE of the airfield. Equipped with permanent illumination and a visual Lorenz system for night landings.

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Fuel and Ammunition: re-fueling points along the W and N boundaries and bulk fuel storage was in Carpiquet Woods. There was a large ammo dump off the SE corner of the landing area and another 3.65 km W of the airfield.

Infrastructure: 4 large double hangars and a small repair hangar on the N boundary, 3 large double hangars on the S boundary and 1 very large double repair hangar on the E boundary – all with paved aprons; the main grouping of station buildings was off the E boundary and a second and smaller group was located just behind the main hangar area that included a mess, hospital and barracks; a second cluster of barracks was in a woods off the NW corner. The station HQ was reportedly set up in the Château de Beaugard, 5.5 km NE of Caen.

Dispersal: there were 3 dispersal areas in mid-May 1943 - North with 21 large covered aircraft shelters, West with 11 large covered aircraft shelters and South with 5 large covered aircraft shelters.

Defenses: had 7 heavy Flak positions and 14 light Flak positions in mid-May 43. The airfield was also protected by a network of ground defenses that included 6 strong points.

Remarks:

20 Apr 41: employed 895 non-German workers.

4 Apr 43: bombed mid-day by RAF Venturas – several aircraft lightly damaged, fuel dump hit and several Wehrmacht personnel wounded.

15 May 43: bombed by 6 RAF B-25 Mitchells with a Hurricane escort – runway, barracks and a food warehouse damaged.

29 May 43: bombed - 2 x Fw 190 A-5s from IV./SKG 10 damaged.

26 Aug 43: bombed by 36 B-26 Marauders – runway and landing area cratered but these had been filled in by mid-September; also, the very large double repair hangar on the E boundary was damaged.

3 Mar 44: runway serviceable but the landing area only partly serviceable due to craters.

10 Apr 44: no attempt had been made to repair the damaged hangars on the N boundary, according to photo reconnaissance.

23 May 44: bombed by 18 B-17s – results not found.

6 Jun 44: runway demolished by station personnel and the remainder of the infrastructure by 17 June.

9 Jul 44: airfield taken by the 8th Canadian Infantry Brigade, made serviceable again and assigned Allied airfield number B.17.

Operational Units: 1.(F)/Aufkl.Gr. 121 (Jun-Aug 40); 4.(F)/Aufkl.Gr. 121 (Aug 40 – Mar 41); KGr. 806 (Sep 40 – Jun 41); 10.(Jabo)/JG 26 (Mar-Jul 42); 10.(Jabo)/JG 2 (Jul-Sep 42, Dec 42 – Apr 43); II./SKG 10 (Dec 42 – Apr 43).

School Units: Fl.Anwärter-Btl. V (1942-43).

Station Commands: Fl.H.Kdtr. E 41/XIII (Jul 40 – Jan/Feb 41); Fl.H.Kdtr. E 60/XIII (c.Jun 41 – c.Feb 43); Fl.H.Kdtr. A 229/XII (c.Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 229/XII (Apr-Jun 44).

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Station Units (on various dates – not complete): 128. Flugh.Betr.Kp. (Qu) (1943 – Jun 44); Stab/Flak-Rgt. 30 (Aug 40); elements of II./Flak-Rgt. 64 (Jul-Aug 42); 5./gem.Flak-Abt. 266 (May-Jun 44); elements of gem.Flak-Abt. 683 (May 43); 2./le.Flak-Abt. 835 (May-Jun 44)?; elements of le.Flak-Abt. 931 (Feb 43)?; 2./le.Flak-Abt. 991 (May 43); elements (2. And 4.?) of le.Flak-Abt. 996 (May-Jun 44); Lw.-Bauleitung IV Caen-Carpiquet (c.1940-44).

[Sources: AFHRA A5259 pp.733-38 (updated to Apr 44) and pp.1484-87 (8 May 43); A5260 pp.1816-22 (8 May 43 updated to 10 Apr 44); chronologies; BA-MA; NARA; PRO/NA]

Caen-Cormelles (FR) (49 09 N – 00 20 W)

General: landing ground in N France 3.8 km SSE of Caen city-center in the suburb of Cormelles-le-Royal. History: existed pre-war and may have been briefly used by the Luftwaffe in June-July 1940 but no record has been found of any units being stationed there. Surface and Dimensions: not found.

Infrastructure: none specifically associated with the landing ground.

Remarks:

20 Apr 41: employed 567 non-German workers.

Operational Units: none identified.

Station Commands: none identified.

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

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

Caen-Rocquancourt (FR) (49 04 35 N – 00 19 35 W)

General: landing ground in Normandy 9.5 km SSE of Caen, 2.5 km SE of the village of Fontenay-le-Marmion and 2 km S of the village of Rocquancourt. History: Rocquancourt was being developed by the French when it was taken over by the Germans in Jun 40. It briefly served as a field air park in summer-fall 1940 and as a fighter field during the air offensive against England (Battle of Britain), but then relapsed into inactivity after spring 1941. Used for parachute training by the 1. Fallschirmjäger-Div. at the end of 1942 and the first 5 months of 1943. Surface and

Dimensions: grass surface measuring approx. 1415 x 1000 meters (1550 x 1100 yards). No paved runway, but possibly equipped with boundary lighting. Fuel and Ammunition: possible fuel storage at the NE corner and a small bomb storage dump was located 1.2 km NE of the landing area.

Infrastructure: no hangars or workshops. Some barrack huts were on the outskirts of Rocquancourt and another village a short distance to the SE.

Dispersal: had 2 areas – Southeast and West – with a total of 50 small aircraft shelters located along hedges and tree lines. Defenses: there were 9 light Flak positions in Jul 43. Had 2 strongpoints for ground defense and belts of barbed wire surrounded the Southeast dispersal and the bomb storage dump.

Remarks:

20 Apr 41: employed 170 non-German workers.

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1942: landing area obstructed.

Jul 43: several small buildings were under construction at the NE corner of the landing ground, otherwise no signs of activity.

9 Oct 43: temporary obstructions had been removed by this date.

Operational Units: V.(Z)/LG 1 (Jul-Aug 40); III./JG 2 (Apr-Jun 41); 5./TG 1 (May 43).

Station Commands: Fl.H.Kdtr. E 6/VI (Jun 40 – 1941?); Fl.H.Kdtr. E 41/XIII (Jan/Feb 41 – c.Nov 41); Fl.Pl.Kdo. C 19/XII (Jan 43 – Mar 44?); Flugplatzkdo. of Fl.H.Kdtr. E(v) 244/XII Argentan (Apr-Jun/Jul 44).

Station Units (on various dates – not complete): Lw.-Bau-Kp. 22/VI (Jun 40 - ?); Lw.-Bau-Gerätezug 3/IV (Jun 40 - ?); Lw.-Bau-Gerätezug 7/XII (Oct 42).

[Sources: AFHRA A5260 pp.2274-76 (17 Aug 43 updated to 9 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Caffiers (FR) (50 50 34 N – 01 48 52 E)

General: airfield in NE France 11 km SSW of Calais and 1 km NE of the village of Caffiers. History: one of the numerous forward fighter stations set up in the Pas-de-Calais area in summer 1940 for the air offensive against England. It was just S of Saint-Inglevert, Pihen-lès-Guînes, Guînes and several other fighter fields. It was essentially abandoned after the heavy fall rains set in during Nov 40. Surface and Dimensions: information not found, but probably farm land or pasture land. Infrastructure: mainly used local farms, barns and outbuildings.

Remarks:

Sep 40: assigned airfield code number 379. Came under Koflug 8/III (Saint-Omer).

Operational Units: III./JG 26 (Jul-Nov 40).

Station Commands: none identified.

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

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

Cahors-Laberandie (FR) (44 27 N – 01 26 E)

General: landing ground or dispersal field in SW France approx. 166 km ESE of Bordeaux and 1 km ENE of Cahors town center. No information or evidence of Luftwaffe use during the war. According to the source, it was listed as operational in Jun 44.

[Sources: Mattiello]

Calais-Coquelles (FR) (50 55 59 N – 01 48 29 E)

General: landing ground in NE France 4 km WSW of Calais. History: an important grass fighter strip using by the Luftwaffe from the Battle of Britain to April 1942. Inactivated and obstructed after that date. Surface and Dimensions: dimensions not found. Infrastructure: a few aircraft shelters were erected but little else built.

Remarks:

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Sep 40: assigned airfield code number 385.

Operational Units: 3.(F)/Aufkl.Gr. 11 (May 40 – May 41)?; III./JG 52 (Jul 40); Stab/JG 52 (Aug 40); I./JG 52 (Aug-Oct 40); I./JG 51 (Nov-Dec 40, Mar-May 41); III./JG 26 (Oct 41 – Apr 42).

Station Commands: none identified.

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

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

Calais-Marck (FR) (50 57 40 N – 01 57 10 E)

General: airfield in NE France 7 km ENE of Calais and 1.2 km N of the town of Marck.

History: Construction of this French military airfield was approved on 15 June 1937. Used by French fighter units to 20 May 40 and then taken by the Germans a few days later. The Luftwaffe immediately began constructing a 700 x 40 meter concrete runway, taxiways and aircraft dispersal areas. Used by fighters and ground attack units during the Battle of Britain, then very little after Mar 41.

Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards) and rectangular in shape.

Surface and Runways: poorly drained grass surface making the field unserviceable after rain. Had a single concrete runway measuring 730 meters (800 yards) and aligned ENE/WSW. A perimeter track encircles the landing area except on the W side.

Fuel and Ammunition: there were small triple refueling points on the E boundary and at the SW corner. Two bulk fuel storage locations off the SE corner and off the N boundary. Ammunition was stored at the South dispersal and off the S boundary, while the station bomb dump was near the village of Waldam, approx. 3 km NE of the airfield.

Infrastructure: had 2 small hangars that were used for repairs in the SE corner and in the South dispersal area. Station HQ, admin offices, flight control center and billeting were in farm buildings off the N and NE sides of the airfield. Additional accommodations were in Marck and Le Fort Vert. The nearest rail connection was in Marck.

Dispersal: had a North, Southeast and Southwest dispersal areas with 83 small covered aircraft shelters and 5 small open shelters.

Defenses: a report of 25 Nov 43 identified 9 light Flak positions within 3.25 km of the airfield, and ground defenses with 7 fortified strongpoints and belts of barbed wire protecting all defensive positions as well as the farm buildings housing the station HQ and offices. The airfield also benefited from the heavy Flak defenses in Calais.

Remarks:

Sep 40: assigned airfield code number 380. Came under Koflug 8/III (Saint-Omer).

1940-43: Calais, the airfield and military targets in the immediate area were repeatedly bombed and strafed by RAF and USAAF aircraft.

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9 Mar 41: bombed – 1 x Bf 109 E-7 from II.(Schl.)/LG 2 destroyed on the ground.

Early 1944: demobilized and abandoned. Reconnaissance photos taken 24 Feb 44 showed the landing area plowed and trenched, and the runway and taxi tracks pitted by craters from demolition mines.

Operational Units: I.(Jagd)/LG 2 (Aug 40 – Mar 41); Stab/JG 52 (Aug-Nov 40, Feb-Mar 41); II.(Schlacht)/LG 2 (Sep 40 – Mar 41); II./JG 2 (Feb 42).

Station Commands: Fl.H.Kdtr. E 22/IV (Sep 40)?; Fl.H.Kdtr. E 63/XI (Aug 40? – Apr 43?); Fl.Pl.Kdo. B 63/XI (Feb 43)?

Station and Calais City Units (on various dates – not complete): Stab/Flak-Rgt. 201 (mot.) (Jun-Dec 40); I./Flak-Rgt. 6 (gem. mot.) (Aug 40 – Feb/Mar 41); I./Flak-Rgt. 19 (gem. mot.) (1940-41); II./Flak-Rgt. 26 (gem. mot.) (1940); III./Flak-Rgt. 32 (Sw. mot.) (1942-43?); I./Flak-Rgt. 64 (gem. mot.) (Jul/Aug 40 – 1941); I./Flak-Rgt. 141 (gem. mot.) (1940-41); I./Flak-Rgt. 701 (gem. mot.) (c. Jul-Nov 40); elements of le.Flak-Abt. 73 (mot) (Sep 40); gem.Flak-Abt. 266(v) (1940-42?); gem.Flak-Abt. 352(v) (1940-41); gem.Flak-Abt. 253(v) (1944); gem.Flak-Abt. 276(v) (1944); Flakscheinw.Abt. 309(o) (1940); elements of Flakscheinw.Abt. 339(o) (1940); elements of le.Res.Flak-Abt. 765 (1941-43); 5.(Funkempf.)/Ln.-Funkhorch-Rgt. West (1943-44); 6.(Funkstör.)/Ln.-Funkhorch-Rgt. West (Mont de Couple, 1943-44); Sanitätsbereitschaft (mot) d.Lw. 2/I (May-Oct 40); detachment of Seenotflotille 3 (Jun 40 – Aug 44); Seenotkdo. 7 (Jun 42 – Dec 43).

[Sources: AFHRA A5259 pp.1488-90 (4 Jan 44 updated to 24 Feb 44) and A5260 pp.1823-27 (4 Jan 44 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Calvi (FR/Corsica) (42 33 00 N – 08 48 00 E)

General: landing ground in NW Corsica 5.5 km SE of the town of Calvi.

History: a pre-war landing ground that was used by RAF reconnaissance aircraft during the 1939-40 period. No record found of use by the Luftwaffe, although it was listed as operational in Jun 44. There was no sign of any activity here when it was photographed by Allied aircraft.

Surface and Dimensions: grass surface in fairly good condition measuring 730 x 455 meters (800 x 500 yards). No paved runway. Infrastructure: had 3 hangars and sheds on the NW boundary.

[Sources: AFHRA A5264 p.1117 (16 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cambrai (FR) (50 10 24 N – 03 14 11 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/II. Flakkorps (Jun 40); Stab/Flak-Brig. III (Jun 40 – Feb 41); Stab/Flak-Brig. IV (Jun 40 – Sep 42); Stab/18. Flak-Brig. (Havrincourt, Nov 43 – Aug 44); le.Flak-Abt. 757(v) (1943); le.Flak-Abt. 690(v) (Jun 42); Koflug 120 (Jun 40); Stab V./Ln.-Rgt. 52 (1943 – Aug 44)?

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Cambrai-Épinoy (FR) (a.k.a. Haynecourt) (50 13 20 N – 03 10 10 E)

General: airfield in NE France 7.5 km NW of Cambrai and 2 km S of the village of Épinoy. An adjacent larding area was just W of the village of Haynecourt.

History: after being taken over by the Luftwaffe in Jun 40, the two airfields of Épinoy and Haynecourt were merged into one very large complex. A major base for bombers during the Battle of Britain, it fell into disuse after May 41.

Dimensions: Épinoy was approx. 1325 x 1235 meters (1450 x 1350 yards) and Haynecourt was approx. 1465 x 915 meters (1600 x 1000 yards).

Surface and Runways: grass surface. Had 3 concrete runways – (1) 1600 meters (1750 yards) aligned NE/SW with an assembly hardstand at the S end; (2) 1650 meters (1800 yards) aligned NNW/SSE with an assembly hardstand at the S end; and (3) 1600 meters (1750 yards) aligned E/W with an assembly hardstand at the W end. All 3 runways were equipped with permanent illumination and visual Lorenz systems, and the landing area was equipped with perimeter lighting and a beam approach system.

Fuel and Ammunition: refueling points were situated on a small servicing hardstand at the NE corner of Épinoy landing area, and a refueling loop with adjacent underground bulk storage was in the South dispersal area. The main munitions dump was located 2.5 km NE of the airfield on either side of a lane leading off the Épinoy-Abrancourt road, while smaller dumps were set up in the dispersal areas.

Infrastructure: there was 1 small repair hangar near the SW corner and the old sugar factory building off the SW corner was said to have been converted into a repair ship. Other workshops were off the N boundary. The station HQ and admin offices were in the center of Épinoy, while barrack huts erected by the Luftwaffe and other quarters were located in Épinoy, Haynecourt and the village of Raillencourt, 4 km S of the airfield. The nearest rail siding was in Cambrai.

Dispersal: 4 dispersal areas – North, East, South and West - with a total of 60 covered aircraft shelters and 5 aircraft parking stands. The covered shelters were heated and a network taxiways connected the dispersals to both landing areas and the runways.

Defenses: 2 heavy Flak positions (4 guns each) and 8 light Flak positions within 2.5 km of the airfield in Jun 43. Station ground defenses were anchored on 10 reinforced strongpoints, 8 of which were surrounded by barbed wire.

Satellites and Decoys:

Cambrai - Aubencheul-au-Bac (50 15 00 N – 03 09 30 E), dummy located 3.25 km N of Cambrai-Épinoy airfield. Recce photos of 21 Dec 43 showed the mock airfield now under cultivation and all decoy aircraft removed.

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Cambrai/I (50 11 40 N – 03 05 40 E), satellite strip located 5 km WSW of Haynecourt with a leveled grass surface measuring approx. 1280 x 320 meters (1400 x 350 yards). Had a dispersal area along the edge of a small wood less than 1 km SW of the strip. Built in spring 1944 and fully serviceable in early Jul 44.

Cambrai/II (50 11 50 N – 03 11 40), satellite strip located 3.25 km SSE of Cambrai-Épinoy airfield with a leveled grass surface measuring approx. 1325 x 365 meters (1450 x 400 yards). Built in spring 1944 and fully serviceable in early Jul 44.

Cambrai/III (50 12 45 N – 03 07 55 E), satellite strip located 2.5 km due W of Haynecourt village and just W of the Cambrai-Épinoy airfield's runways. Had a leveled grass surface measuring approx. 1145 x 410 meters (1250 x 450 yards) and a dispersal area on the edge of a wood less than 1 km W of the airstrip.

Remarks:

26 Nov 43: bombed by 9th AAF medium bombers – 2 x Me 410 A-1s from V./KG 2 destroyed (1) or damaged (1) on the ground; also, bursts were observed on a small hangar used for repairs and on the old sugar factory that was reportedly being used for repairs.

1 Dec 43: bombed by 9th AAF B-26 Marauders – 1 x Me 410 A-1 from 16./KG 2 damaged on the ground and 6 KIA from 5. FBK/KG 2; additionally, the North, East and South dispersal areas were cratered but there were no hits on the landing areas.

25 Feb 44: airfield bombed by 9th AAF B-26s.

20 Apr 44: low-level attack by 8th AAF P-51 Mustangs.

12 May 44: 2 new dispersal areas – Southeast and Southwest – observed to be under construction, with the latter to have at least 7 aircraft shelters.

Jul 44: Allied reconnaissance photos showed Cambrai-Épinoy to have a main airfield with 4 dispersal areas (North, East, South and Perimeter) and 3 satellites (Cambrai I, Cambrai II and Cambrai III, each of these with a remote dispersal).

Operational Units: I./JG 21 (May 40); elements of I./JG 2 (May-Jun 40); II./St.G. 2 (May-Jun 40); IV.(Stuka)/LG 1 (May-Jun 40); II.(Schlacht)/LG 2 (May-Jun 40); I./KG 76 (Jun 40); I./KG 2 (Jul 40 – Mar 41); 2.(H)/Aufkl.Gr. 32 (Dec 41 – May 42)?; V./KG 2 (Aug-Sep 43); II./JG 26 (Oct 43 – Mar 44); I./SKG 10 (Aug 44).

Station Commands: Fl.H.Kdtr. E 14/VI (Jun 40 – Aug 43); Fl.H.Kdtr. A 205/XI (c.Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 218/XI (Apr-Aug 44).

Station Units (on various dates – not complete): I./Flak-Rgt. 51 (gem. mot.) (May 40); elements of le.Flak-Abt. 690 (Jun 42); le.Flak-Abt. 757 (Dec 43 – Apr 44).

[Sources: AFHRA A5259 pp.1344, 1491-96 (3 Jul 43 updated to 6 Jul 44) and A5260 pp.1828-35 (3 Jul 43 updated to 12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Cambrai-Niergnies (FR) (a.k.a. Cambrai/Süd) (50 08 25 N – 03 15 43 E)

General: airfield in NE France 4 km SE of Cambrai and immediately S of the village of Niergnies.

History: established in June 1931 as a civil airport with a 900 x 900 meter grass surface and used by French fighters during the Battle of France in May-June 1940. Extensively developed by the Luftwaffe after Jun 40 with two concrete runways measuring 1620 and 1595 meters (1770 and 1745 yards), aircraft dispersal areas, admin buildings, barracks and numerous warehouses for the Feldluftpark (field air or aviation depot).

Dimensions: approx. 1465 x 915 meters (1600 x 1000 yards) with an irregular shape.

Surface and Runways: grass surface. Had 2 concrete runways as noted above, the longer one aligned NW/SE and the other ENE/WSW. Each runway had a servicing hardstand at both ends that were connected to a perimeter track that encircled the landing area. Both runways were equipped with permanent illumination and visual Lorenz systems. The landing area had a permanent flare-path and a beam approach system.

Fuel and Ammunition: refueling loops were located in the Southeast and Southwest dispersal areas with underground bulk fuel storage probably just N of the landing area. A large bomb dump built in 1942-43 was approx. 1.5 km ESE of the airfield and just N of the hamlet of Forenvilleville.

Infrastructure: 1 medium hangar and 1 small repair hangar were located on the southern outskirts of Niergnies village along with workshops and huts. Personnel were housed in barracks located on the outskirts of Niergnies. The nearest rail connection was in Cambrai.

Dispersal: there were 3 areas in Jun 43 – North, Southeast and Southwest – with a total of 40 covered aircraft shelters.

Defenses: had 1 heavy and 11 light Flak positions surrounding the airfield in Jul 43 with several of the light positions in Flak towers. Ground defenses were extensive with 12 reinforced strongpoints and a belt of barbed wire that enclosed the entire airfield.

Satellites and Decoys:

Cambrai-Masnières (50 07 05 N – 03 13 20 E), dummy located 4 km SW of Cambrai-Niergnies airfield. Recce photos of 21 Dec 43 showed the mock airfield now under cultivation.

Remarks:

1 Dec 43: heavily bombed by 9th AAF B-26 Marauders and believed to have been extensively damaged with bursts on the NW/SE runway and in the Southwest dispersal area.

21 Dec 43: the NW/SE runway still cratered and unserviceable, but the most of the landing area was serviceable.

25 Feb 44: per reconnaissance photos – NW/SE runway repaired and both runways and most of the landing area is once again serviceable.

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9 May 44: both runways reported to have been prepared for demolition. Additionally, the Southwest dispersal had been developed into a remote dispersal with 9 additional large open aircraft shelters under construction.

Photos at <http://www.anciens-aerodromes.com/terrains%20aviations/Cambrai%20Niergnies.htm> .

Operational Units: I./JG 3 (May 40); 4.(H)/Aufkl.Gr. 22 (Jul 40); III./KG 2 (Jul 40 – Mar 41); Stab/KG 2 (Nov 40 – Mar 41); II./JG 26 (Mar-Apr 44).

Station Commands: Fl.H.Kdtr. E 11/XII (Jun 40 - ?); Fl.H.Kdtr. E 36/VI (1942 – Mar 44); Fl.H.Kdtr. E(v) 216/XI (Apr-Sep 44).

Station Units (on various dates – not complete): elements of le.Flak-Abt. 875 (Aug 42); Feldluftpark Cambrai (1940-42); Feldluftpark 2/IV (1942-44); Ln.-Frontreparaturbetrieb 9/XI (c.1942-44).

[Sources: AFHRA A5259 pp.1497-99 (4 Jul 43 updated to 9 May 44) and A5260 pp.1836-43 (4 Jul 43 updated to 9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Campagne-lès-Guînes (FR) (50 50 N – 01 53 E)

General: airstrip in NE France 14 km SSE of Calais and 1.2 km WNW of the village of Campagne-les-Guînes. History: a forward fighter field set up in summer 1940 for the air offensive against England. Abandoned and obstructed in 1941-42. Surface and Dimensions: farm land or pasture land surface. No information found regarding dimensions. Infrastructure: little or none.

Satellites and Decoys:

Campagne/West - a nearby auxiliary strip that was assigned separate airfield code number 388 in Sep 40.

Remarks:

Sep 40: assigned airfield code number 387. Came under Koflug 8/III (Saint-Omer).

Operational Units: I./JG 54 (Jul-Sep 40); Stab/JG 54 (Aug-Dec 40); II./JG 54 (Sep-Nov 40).

Station Units: none identified.

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

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

Cannes-Mandelieu (FR) (43 32 45 N – 06 57 18 E)

General: airfield in SE France 5.5 km W of Cannes.

History: built in the early 1930's as a civil airport. No activity noted there after Jun 40.

Dimensions: approx. 825 x 825 meters (900 x 900 yards), but possibly extended in 1943.

Surface and Runways: grass landing area that was soft in wet weather.

Fuel and Ammunition: both were available but details lacking as to storage.

Infrastructure: had 1 medium and 2 small hangars with several workshop buildings at the N end of the landing area. A few of the original airport

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buildings were near the hangars and these were used for offices and some accommodations.

Dispersal: no organized dispersal facilities.

Defenses: there was 1 unoccupied light Flak position in Nov 43. Ground defenses included 5 strongpoints, mainly on the coast just off the SW, S and SE sides of the airfield, an anti-tank ditch on the S side, land mines planted on the N side and barbed wire strung around the hangars. Guard and defense personnel were Italian.

Remarks:

11/12 Nov 43: bombed by 134 RAF Halifaxes and Lancasters – instead of hitting the targeted marshaling yards in Cannes, the bombs fell on the working class suburb of La Bocca and the airfield just to the W of it.

29 Nov 43: unserviceable - the W half of the landing area seen to be obstructed with trenches and stones or possibly concrete blocks while the other half was obstructed by unfilled bomb craters. A small hangar on the N boundary was damaged.

Operational Units: none.

Station Commands: none.

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

[Sources: AFHRA A5260 pp.046-47 (15 Jun 43 updated to 29 Nov 43) and A5261 p.1267 (12 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Capelle (FR) (a.k.a. La Capelle?) (50 28 N – 01 38 E)

General: landing ground in NE France 7.5 km SE of Le Touquet on the Channel coast and near the villages of Cucq and Villiers. History: a Luftwaffe fighter unit stopped here for a few days during the first half of June 1940 but no further use reported. Never developed into a formal base. Surface and Dimensions: grass land. Infrastructure: none noted.

Remarks:

Sep 40: assigned airfield code number 389 or 398. Came under Koflug 8/III (Saint-Omer).

Operational Units: III./JG 26 (Jun 40).

Station Commands: none identified.

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

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

Captieux (FR) (c. 44 17 N – 00 15 W)

General: landing ground in SW France 66.5 km SSE of Bordeaux and 47 km NNE of Mont-de-Marsan. No information found or record of Luftwaffe use. Listed as operational in Jun 44.

[Sources: Mattiello]

Carcassonne (FR) (a.k.a. Carcassonne-Salvaza) (43 13 00 N – 02 18 20 E)

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General: airfield in S France 84 km SE of Toulouse and 3.5 km W of Carcassonne.

History: an old civil airfield prior to the war. The Vichy Air Force may have used it as a small maintenance depot from 1940 to Nov 42.

Dimensions: approx. 1000 x 505 meters (1100 x 550 yards) prior to extensions added by the Luftwaffe in 1943-44. The new dimensions in Mar 44 were 1465 x 455 meters (1600 x 500 yards).

Surface and Runways: good all-weather grass surface.

Fuel and Ammunition: refueling points were on the S boundary with underground bulk storage tanks just W of the hangars on the S boundary. The base ammunition dump was 1 km off the S boundary.

Infrastructure: a description of the hangars, workshops and other buildings (if any) has not been found. The nearest rail connection was in Carcassonne.

Dispersal: had 2 dispersal areas under construction by May 44 – Southeast and Southwest – with a total of 2 medium uncovered aircraft shelters and 4 aircraft parking sites.

Defenses: unknown.

Remarks: none.

Operational Units: none identified.

School Units: Flieger-Rgt. 71 (1942-44).

Station Commands: none identified.

Station and Nearby Units (on various dates – not complete): Koflug 1/VII (Dec 42 – Aug 44); 136. Flugh.Betr.Kp. (Qu) (1944)?; Stab/Flak-Rgt. 86 (Jun-Aug 44); Flughafenbereichs-Ln.-Kp. z.b.V. 8 (c.Dec 42 – Aug 44); Lw.-Feldbauamt 13/W-F (1943-44); Munitionsausgabestelle d.Lw. 30/XII (? - Apr 44); Kfz.Werkstatt (o) d.Lw. 121/XII (1943-44); 6./Landeschützen-Rgt. d.Lw. Lisieux (1944).

[Sources: AFHRA A5260 p.048 (28 Nov 42 updated to 23 Mar 44) and A5261 p.179 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Carquebut (FR) (c.49 22 N – 01 20 W)

General: landing ground on the Contentin Peninsula 38 km SE of Cherbourg. History: early history not found, but briefly used by Luftwaffe fighters in mid-summer 1940. Inactivated and obstructed in 1941-42.

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

Operational Units: I./JG 1 (Jul 40); III./JG 27 (Jul-Aug 40)

Station Commands: none identified.

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

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

Castelnaudary (FR) (c. 43 18 N – 01 55 E)

General: landing ground in SW France approx. 34.5 km NW of Carcassonne and 2.5 km WSW of Castelnaudary town center. No information found or record of Luftwaffe use. Listed as operational in Jun 44.

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[Sources: Mattiello]

Castres-Mazamet (FR) (43 33 N – 02 17 E)

General: landing ground in SW France approx. 7 km SSE of Castres. No information found or record of Luftwaffe use. Listed as operational in Jun 44.

[Sources: Mattiello]

Caudebec-en-Caux (FR) (49 31 25 N – 00 44 40 E)

General: minor seaplane station in NE France on the N bank of the Seine River 24 km WNW of Rouen and 1.2 km ESE of Caudebec-en-Caux.

History: S.N.C.A. du Nord firm located here and made parts for the Do 24 flying boat. No evidence found that any Luftwaffe seaplanes or flying boats were ever here. Anchorage: ample take-off and landing room on the river.

Infrastructure: a very large building belonging to the S.N.C.A. du Nord firm that was served by 3 slipways on the river front and 1 small jetty to the E. A secondary rail line serviced the town.

Operational Units: none identified.

Station and Town Units (on various dates – not complete): V./Flak-Rgt. 155 (W) (1944 – Aug 44).

[Sources: AFHRA A5259 p.1500 (29 May 43) and A5260 p.1844 (29 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cavaillon-Orgon (FR) (c. 43 47 N – 05 02 E)

General: landing ground in S France approx. 5 km S of Cavaillon town center. No information found or record of Luftwaffe use. Listed as operational in Jun 44.

[Sources: Mattiello]

Caylus (FR) (c. 44 13 N – 01 43 E)

General: landing ground in south-central France 3.5 km SW of the town of Caylus. No information found or record of Luftwaffe use. Listed as operational in Jun 44.

[Sources: Mattiello]

Cazaux (FR) (44 32 00 N – 01 07 45 W)

General: airfield in W France 57 km SW of Bordeaux and 2.5 km E of the town of Cazaux. There was a disused seaplane station at the NW end of Lac de Cazaux approx. 3 km WSW of the airfield.

History: Cazaux was an important French bomber base before the war that after German occupation was used mainly by reserve training fighter units.

Dimensions: approx. 1600 x 1370 meters (1750 x 1500 yards) and rectangular in shape.

Surface and Runways: hard-packed sand surface. A concrete runway with a planned length of 1830 meters (2000 yards) and aligned NE/SW was in the early stages of construction in Oct 43 and had been completed and in use by late Mar 44 with a revised length of 1785 meters (1950 yards). There was

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a concrete assembly hardstand at the S end. Equipped with runway illumination and probably with a beam approach system.

Fuel and Ammunition: refueling points were on the N, W and E boundaries, and bulk fuel storage was located WSW of the landing area. An ammunition dump was located 1.6 km to the NE and another 5 km NNW beside the railway line at Le Courneau. There was a bomb dump at the SW corner (removed in 1943) and third ammunition dump 1.6 km off the SW side of the landing area.

Infrastructure: Cazaux had 16 hangars – (1) 4 large double hangars on the N boundary; (2) 4 small hangars on the E boundary; (3) 1 large double repair hangar off the SW corner; and (4) 2 large double and 5 small hangars on the W boundary. Additionally, 1 large and 2 small hangars were at the disused seaplane station, and a row of 12 sheds or small hangars fronted the lake side to the W of the artificial harbor. The base power station was N of the seaplane station hangars and the airfield motor pool and garages were located 3.25 km NNW of the airfield. Just W of the airfield were 2 large groups of barracks plus stores, a hospital, admin offices, lecture rooms and a movie theater. The station HQ was approx. 1.6 km WNW of the airfield while the flight operations center was reportedly in a building at the S end of the E boundary. Station Flak personnel were accommodated in 6 small huts 1.6 km to the WNW.

Dispersal: by the end of Jul 44, there were 5 dispersal areas – Northeast, Southeast, Northwest, North (remote) and East (remote) – with a total of 27+ large open aircraft shelters, 17 medium open, 8 small covered and 3 small open, for a grand total of 55+ aircraft shelters.

Defenses: no details found, but Flak at Cazaux was modest until it was reinforced in 1944.

Satellites and Decoys:

Cazaux/I (c. 44 33 38 N – 01 07 31 W), satellite strip 3.25 km N of Cazaux airfield that was under construction in late Jun 44. Had a single strip measuring approx. 1370 x 75 meters (1500 x 80 yards), and a rectangular had been cleared on its N side. It was connected by taxi track with Cazaux airfield's North dispersal area.

Remarks:

20 Apr 41: employed 557 non-German workers.

16 Dec 43: a new remote dispersal area was under construction 3.25 km N of the airfield and a second in woods 3.25 km off the E boundary.

27 Mar 44: bombed by 118 B-17 Fortresses and strafed by VIII Fighter Command P-51s – 1 x Bf 109G, 1 x Do 17F, 1 x Fw 56, 1 x Go 145, 2 x Junkers W 34s and 1 x Kl 35B from Luftdienstkdo. Westfrankreich, plus 1 x Fi 156 C-1, 2 x Fw 190s, 2 x He 111Hs and 2 x Ju 88 A-4s Erprobungsstelle Rechlin were destroyed or damaged on the ground. The VIII FC report for this attack *claimed* 24-25 destroyed or damaged on the ground by fighters, mostly Ju 88s. Additionally, on the N boundary 1 large double hangar was

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destroyed and the roofs severely damaged on 2 more large double hangars; on the E boundary 4 small hangars were hit with 1 destroyed and 3 severely to moderately damaged; on the W boundary 5 small hangars were destroyed and 1 severely damaged; and off the SW corner a large double repair hangar was severely damaged. The runway was not hit.

19 Jun 44: bombed by 39 B-17s – results not found.

Operational Units: I./NJG 2 (Nov 42); III./ZG 1 (Mar-Jun 44); II./JG 26 (Apr 44).

School Units: Einweisungsstelle im Bombenwerfen für Jäger und Zerstörer (c. Apr 41 – Jul 42).

Reserve Training & Replacement Units: Erg.St./JG 51 (Nov 40 – Feb 41); Erg.St./JG 54 (Nov 40 – Mar 41); Erg.Gr./JG 51 (Mar – Jun 41); Erg.Gr./JG 54 (Mar – Apr 41); Erg.Gr./JG 2 (Oct 41 – Feb 42); Erg.JGr. West (later JGr. West) (Feb 42 – Feb 44).

Station Commands: Fl.H.Kdtr. E 6/XVII (Dec 40 - Dec 42); Fl.H.Kdtr. A 207/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 234/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Erprobungsstelle Süd d.Lw. (May 42 – Jul 44); 2. Flugh.Betr.Kp. ZG 52 (Oct 43); 4./le.Flak-Abt. 923 (Jun 44); 29.(Flum.Mess)/Ln.-Rgt. 54 (c.Jul 43 – Aug 44); Lw.-Bauleitung Cazaux (c.1940-44); Flieger-Geräteausgabe- und Sammelstelle 3/XII (Jun 41); Flieger-Geräteausgabe- und Sammelstelle 2/WF (May 41). [Sources: AFHRA A5259 pp.1501-06 (12 Oct 43 updated to 30 Jul 44) and A5260 pp.1845-54 (12 Oct 43 updated to 28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cervione (FR/Corsica) (42 20 N – 09 28 E)

General: airstrip on Corsica 40 km S of Bastia. No record found of use by the Luftwaffe.

Operational Units: none.

Station Commands: none.

Station Units: none.

Challerange (FR) (c. 49 18 N – 04 44 E)

General: a former landing ground in E France approx. 52 km E of Reims and 10 km SSE of Vouziers. Probably on the site of the present-day airfield of Vouziers-Séchault, 3.5 km S of the village of Challerange and 14 km SSE of Vouziers. No record found of Luftwaffe use.

Remarks:

10 May 40: Challerange airfield bombed by aircraft from III./KG 2.

Jun 44: listed as operational.

[Sources: Mattiello; chronologies]

Châlons-sur-Marne (FR) (a.k.a. L'Épine, Écurey-sur-Coole) (48 54 N – 04 19 E or 48 54 20N – 04 21 05 E?)

General: a former landing ground in E France 6 km S of Châlons-sur-Marne that was inactive and unserviceable from 1940 until late spring 1944 (Jun

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44?) when the Luftwaffe hastily restored it to active status. Only operational for two months, no additional airfield details are available from British Air Ministry sources. History: was used as a decoy prior to reactivation with the landing area obstructed by rough plowing. Replica aircraft were set up on the landing area. Surface and Dimensions: grass surface approx. 915 x 915 meters (1000 x 1000 yards). Fuel and Ammunition: no information. Infrastructure: no information. Dispersal: no information.

Satellites and Decoys:

Châlons-sur-Marne – Cuperly - (a.k.a. Châlons-Vadenay), satellite and dispersal field c. 18 km NNE of Châlons-sur-Marne airfield. Listed as operational in Jun 44.

Remarks:

27 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 destroyed and 1 more damaged.

8 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 9 x Bf 109s, 6 x Me 410s and 5 x Fw 190s destroyed, plus 9 x Bf 109s, 6 x Me 410s and 7 x Fw 190s damaged.

Operational Units: III./JG 3 (10-27 Aug 44).

Station Commands: Fl.H.Kdtr. E 14/XII (Jun 40).

Lw. Station Units (on the airfield, in the town or nearby on various dates – not complete): schw.Flak-Abt. 278 (Eisb.) (Châlons Jun-Aug 44); Stab and elements of Ln.-Telegrafbau-Abt. z.b.V. 11 (Châlons Dec 42 – Aug 44); Ldssch.Zug d.Lw. 123/XIII (Jun 40); Ldssch.Zug d.Lw. 127/XIII (Jun 40).

[Sources: AFHRA A5260 p.2464 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Châlon-sur-Saône (FR) (a.k.a. Châlon-Champforgeuil) (46 49 45 N – 04 49 15 E)

General: landing ground in E France 57.5 km S of Dijon, 5.5 km NNW of Châlon-sur-Saône and 1.6 km NW of the village of Champforgeuil. History: very limited used by the Luftwaffe after the June 1940 Armistice and the landing area had been temporarily obstructed and possibly mined by Aug 42.

Surface and Dimensions: artificially drained grass surface measuring approx. 1245 x 825 meters (1360 x 900 yards) and almost rectangular in shape. No paved runway. Fuel and Ammunition: had 3 underground storage tanks for bulk fuel. Infrastructure: there was 1 small hangar at the SE corner along with some small huts that may have served as workshops. Station HQ and admin offices were in 3 buildings at the SE corner, while personnel were billeted in a small cluster of barracks off the NW corner and another 1 km SE of the landing area. A number of small huts scattered along the W boundary were probably used for storage. A section of the Dijon-Lyon rail line paralleled the W boundary of the landing ground.

Dispersal: no organized dispersals. Defenses: none identified.

Operational Units: 9.(H)/LG 2 (Jan 41)?

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Station Commands: none identified.

Station Units (on various dates – not complete): I./Flak-Rgt. 501 (Apr-Nov 43); Lw.-Bauleitung Châlon-sur-Saône (c.1940-44).

[Sources: AFHRA A5259 p.1507 (16 Jun 43) and A5260 p.1855 (16 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chamant (FR) (49 13 00 N – 02 36 00 E)

General: satellite strip and dispersal field in N France c. 44 km NNE of Paris city center, 7.25 km ESE of Creil airfield and 1.6 km NE of the town of Senlis. History: built in Jun 44 as a fighter strip. Surface and Dimensions: measured approx. 1190 meters (1300 yards) in length. Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40]

Chambarand-Marcilloles (FR) (45 21 35 N – 05 11 15 E)

General: landing ground in SE France 47.5 km NW of Grenoble, 3.25 km ESE of Pajay and 2 km N of the village of Marcilloles. History: used by the French military in 1940, then rendered unserviceable by plowing. No record of activity there by the Luftwaffe. Surface and Dimensions: naturally drained grass surface on gravel measuring approx. 1000 x 915 meters (1100 x 1000 yards) with an "L"-shape. No paved runway. Fuel and Ammunition: there were triple refueling points at the NW, S and E sides of the landing area. Infrastructure: had 1 small hangar on the W boundary. The nearest rail connection was in Marcilloles. Dispersal: no organized dispersal facilities. Defenses: no Flak positions, but did possibly have 2 anti-aircraft machine gun positions on the W boundary.

[Sources: AFHRA A5260 p.049 (15 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chambéry – Challes-les-Eaux (FR) (45 33 45 N – 05 58 40 E)

General: landing ground in SE France 4.5 km E of Chambéry and 1 km NNW of the town of Challes-les-Eaux. History: a civil and military landing ground dating back to the late 1920's. Used by French fighters during 1940. No record found of use by the Luftwaffe. Surface and Dimensions: rough, insufficiently drained grass surface measuring approx. 710 x 595 meters (775 x 650 yards) with a rectangular shape. No paved runway. Equipped for night landings. Infrastructure: had 2 or 3 small hangars and minor workshops on the W boundary. The nearest rail connection was in Chambéry. Dispersal: no organized dispersal facilities. Defenses: none reported.

Remarks:

14 Jan 44: landing area permanently obstructed by trenches.

Jun 44: airfield listed as operational.

[Sources: AFHRA A5260 pp.050-52 (28 Nov 42 updated to 14 Jan 44); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Chambley (FR) (49 01 00 N – 05 52 00 E)

General: landing ground in E France 24 km SW of Metz and 3.25 km SW of the village of Chambley-Bussières. History: French wartime landing ground that was inactive during the occupation. Rehabilitated in early summer 1944 and operational by June. Surface and Dimensions: measured approx. 1000 x 825 meters (1100 x 900 yards). Infrastructure: offices and accommodations were in the nearby village of Hagéville. There were some open aircraft shelters on the S and E sides.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jun 44 in BNA(PRO)/AIR 40]

Champagnole-Crotenay (FR) (c. 46 45 N – 05 49 E)

General: landing ground in E France c. 68 km NNW of Geneva/Switzerland and 7 km WNW of Champagnole. No information. No Luftwaffe units are believed to have been stationed there. Listed as operational in June 1944.

[Sources: Mattiello]

Champfleury (FR): see La Perthe.

Chantilly-les-Aigles (FR) (a.k.a. Chantilly, Chantilly-Gouvieux) (49 11 40 N – 02 27 14 E)

General: airstrip in N France 31 km NNE of Paris, 9.75 km SW of Creil airfield and 2.5 km SW of Chantilly in Chantilly Forest. Described by the British Air Ministry in 1941 and 1943 as a landing ground measuring 1,400 meters x 800 meters located in a parkland forest area. Further, that the landing ground was used by a French Air Force fighter squadron prior to the armistice in June 1940 but there was no evidence of subsequent use of the airstrip by the Luftwaffe until mid-1944.

Remarks:

Jan 42: operational using airfield code number 586.

26 Jul 42: assigned new airfield code number 250 S.

Summer 1944: rehabilitated and operational by Aug 44.

31 Aug 44: liberated by Allied forces.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/II. Jagdkorps (Chantilly-Gouvieux, 15 Sep 43 – Aug 44); Stab/5. Jagddivision (c.Oct-Dec 43); Stab/Höherer Jagdfliegerführer West (Dec 42 – Sep 43); III. (Tel.Bau)/Ln.-Rgt. 10 (Feb 41); I.(Ln.Betr.)/Ln.-Rgt. beim II. Jagdkorps (Gouvieux, c.Sep 43 - Aug 44); Flugmeldemesszug z.b.V. 16 (Gouvieux, c.Sep 43 - Aug 44); Flugmeldemesszug z.b.V. 29 (1943 – Aug 44); Ln.-Ausbau-Stab 6 (Mar 44).

[Sources: A.I.2.(b)/Air Ministry Amendment dated 13 Aug 44 in BNA(PRO)/AIR 40]

Charleville (FR) (a.k.a. Charleville-Mézières, Belval, Tournes-Belval) (49 48 02 N – 04 38 46 E)

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General: landing ground in E France 75 km NE of Reims; airfield 6.5 km NW of Charleville and 1.6 km NE of the village of Belval. History: an old French airfield that was used by the Luftwaffe during the May-June 1940 campaign but very little after that until summer 1944. Surface and Dimensions: good grass surface measuring approx. 1100 x 915 meters (1200 x 1000 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: there was a refueling point on the W boundary. On the W boundary were 3 small huts protected by blast walls and these were probably used for ammunition storage. Infrastructure: had 1 small hangar and 2 small workshops on the W boundary, and these were heavily camouflaged with netting. Limited barrack accommodations were at the NW corner. The Charleville rail line ran along the N boundary. Dispersal: no organized dispersal facilities. Defenses: none identified. Satellites and Decoys:

Belval – Ham-les-Moines (c. 49 47 50 N – 04 34 42 E), dummy 5.25 km WNW of Charleville landing ground. Apparently in use during 1940 because Ham-les-Moines was assigned airfield code number 333 in Sep 40. Remarks:

11 May 44: bombed by 9th AAF medium bombers.

Operational Units: 2.(F)/Aufkl.Gr. 123 (May 40); I./JG 1 (May 40); Stab, I./JG 27 (May 40); I./JG 52 (May 40); Stab/JG 53 (May 40); II./JG 53 (May-Jun 40); I./ZG 52 (May-Jun 40); I./JG 76 (May-Jun 40); 2.(F)/Aufkl.Gr. Ob.d.L. (May-Jun 40); Stab/Fliegerzielgeschwader 2 (Feb-Apr 44)?; Stab, 1., 3./NAGr. 13 (Aug 44); 4.(F)/Aufkl.Gr. 123 (Aug 44).

Station Commands: Fl.H.Kdtr. E 23/XI (1940-41)?; Fl.Pl.Kdo. C 82/XI (Jan 43 – Mar 44); Flugplatzkdo. Charleville of Fl.H.Kdtr. E(v) 228/XI Laon-Athies (Apr-Aug 44); Fl.H.Kdtr. E(v) 234/XI (Sep 44).

Station Units (on various dates and includes the town of Charleville – not complete): Koflug Charleville (later Koflug 7/VI) (Jun 40 – Jan 41); Flugmelde-Funk-Kp. z.b.V. 32 (mid-43 – Nov 43); III./Ln.-Ausb.Rgt. 301 (c.mid-43 – Aug 44); Stab/Ln.-Ausb.Rgt. 302 (summer 42 – Mar 43).

[Sources: AFHRA A5260 p.1731 (5 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chartres (FR) (a.k.a. Champhol) (48 27 35 N – 01 30 45 E)

General: airfield (Fliegerhorst) in N France 75 km SW of Paris; airfield 2 km NE of Chartres.

History: a pre-war civil airport that became an important French Air Force base immediately after the German attack on Poland. Taken over by the Luftwaffe following the Armistice on 22 June 1940 and quickly put to use as a major bomber airfield for the forthcoming air offensive against England.

Dimensions: approx. 1830 x 915 meters (2000 x 1000 yards) and almost rectangular in shape.

Surface: grass – the NW portion did not drain very well after a rain.

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Runways: a single concrete runway measuring approx. 1280 meters (1400 yards) oriented ENE/WSW aligned from the center of the landing area to a point 275 meters off the E boundary. Fully equipped for night landings with permanent illumination, beam approach, flare path and a visual Lorenz system. A taxi track ran around the perimeter of the landing area.

Fuel and Ammunition: refueling points were located along the N and S boundaries and on the NE corner while the main fuel storage dump was W of the hangar area. Had large ammunition stores near the NE dispersal area and near the SE corner.

Infrastructure: there were 3 medium hangars on the N boundary, 3 large double hangars at the NW corner, 1 large and 2 medium double hangars at the SW corner, and all 9 of these had paved aprons. Workshops, supply buildings, garages and other buildings were clustered around the hangars. Station HQ was in the Château Vauentrier in a woods just off the N boundary and while there were numerous barracks at the SW corner, most personnel were billeted in Chartres and nearby villages. The nearest rail connection was at Oisème, just NE of the airfield, but a light railway was under construction in May 1943 to run from the N boundary to the main line from Chartres.

Dispersal: the Northeast dispersal had 22 aircraft shelters and the South dispersal had 14 for a total of 36 in May 1943.

Defenses: 2 heavy and 11 light Flak positions were identified on of around the airfield in May 1943 and then revised to 2 heavy and 9 light on 3 Mar 44. A gunnery training school (Feld-Flakartillerieschule 31) located 4 km SW of the airfield had an additional 2 heavy and 6 light Flak positions.

Satellites and Decoys:

Le Puits Drouet (48 26 30 N – 01 31 45 E) – decoy/dummy landing area located approx. 1280 meters (1400 yards) S of the SE corner of Chartres airfield.

Sours (48 25 06 N – 01 35 49 E) - landing ground satellite 9.5 km ESE of Chartres.

Remarks:

20 Apr 41: employed 3,519 non-German workers.

15 Sep 43: bombed by 47 B-24 Liberators – 1 medium hangar damaged, runway and landing area heavily cratered but these had been filled in by 23 Sep.

2 Mar 44: bombed by 84 B-17 Fortresses – 1 x Ar 68 and 5 x Dewoitines from JG 105, plus 1 x Fw 58 C-2, 1 x He 46, 2 x He 70, 1 x Junkers W 34, 1 x Ju 87 B-1 and 1 x Kl 35B from Luftdienstkdo. 1/12 destroyed or damaged. The runway was rendered unserviceable and much of the landing area cratered; 4 hangars damaged; at least 2 aircraft shelters in the Northeast dispersal destroyed and 1 in the South dispersal damaged.

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17 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 destroyed and 2 more damaged, 1 x Ju 88 damaged, and 1 x unidentified aircraft damaged.

26 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 and 1 x Fw 190 damaged.

27 Mar 44: bombed by 67 B-17s – 1 x Ar 96 B-1, 1 x Bf 109 E-7, 4 x Dewoitines, 1 x Fi 156 and 2 x Potez 63s from JG 105 destroyed or damaged.

28 Mar 44: bombed by 61 B-17s – damage assessment from these two raids revealed 8 of the 9 hangars damaged or severely damaged but runway and landing area craters had been quickly filled in.

26 May 44: bombed by a large number of IX Bomber Command medium bombers.

3 Jun 44: bombed at dusk by 104 B-26 Marauders from 9th AAF – c. 200 hits on the runway and 47 on the taxiways, electricity cut, 3 Flak guns destroyed and 1 damaged, 9 Flak personnel KIA and WIA. Restoration to serviceability estimated at 10-14 days. (German report).

6 Jun 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 87s destroyed.

21 Jun 44: attacked by 9th AAF fighter-bombers – dispersal areas shot up and bombed.

7 Aug 44: low-level attack on "Platz C" (Sours?) by 9th AAF P-51 Mustangs – 14 x Bf 109 G-6s and 1 x Fi 156C from III./JG 3 destroyed (11) or damaged (4).

10 Aug 44: 10 x Bf 109 G-6s from III./JG 3 abandoned in a damaged and unserviceable state at Sours and found there by the Allies later in August. Four of these may be the same as the 4 reported damaged on 7 August.

21 Aug 44: captured by U.S. forces, rapidly cleared and repaired, and by 26 August was back in service as Allied Airfield A-40.

Operational Units: NAGr. 13 (Jun-Aug 44); 3./NAGr. 14 (Jun-Aug 44); 5./KG 6 (Jun-Jul 44); III./KG 53 (Jul-Aug 42); II./KG 55 (Jul 40 – Jun 41); I./KG 66 (Apr-Jun 43); KGr. 100 (Jun-Jul 41); Stab/KG 100 (Nov 41 – Apr 42); Lehr- und Erprobungskdo. 100 (Jan-Jun 42); Erprobungs-u.Lehr-Kdo. 17 (Jun-Sep 42); II., III., IV./Fliegerzielgeschwader 2 (Dec 43 – 1944).

School Units: Stab and I./JG 105 (Sep 43 – Mar 44).

Reserve Training & Replacement Units: Erg.St./KG 55 (Aug – Sep 40); IV./KG 100 (Dec 42 – Apr 43).

Station Commands: Fl.H.Kdtr. E 24/XII (Jul 40 – Dec 42); as Fl.Pl.Kdo. Chartres (Apr 41?); Fl.H.Kdtr. A 205/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 204/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/II. Fliegerkorps (Jun-Jul 44); Gefechtsstand II. Jagdkorps (St-Piat, Jul-Aug 44);

Stab/Fliegerführer West (Jun 44); Luftgaustab z.b.V. 112 (Jun 40); Koflug 1/VII (Jul 40 – Dec 42?); Koflug 4/XII (Feb 42? – Aug 44); 4. Flugh.Betr.Kp.

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KG 55 (? - May 41); 5. Flugh.Betr.Kp. KG 55 (? - May 41); elements of I./Flak-Rgt. 291 (1940 - May 41); part of Res.Flak-Abt. 364 (Jun 40); Feld-Flakartillerieschule 31 (1941 - Aug 44); elements of le.Flak-Abt. 751 (Jul 44); le.Flak-Abt. 828 (Jul 44); elements of le.Flak-Abt 877 (Jul 44); le.Flak-Abt. 932 (Jul 44); elements of 3.(Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); Flughafenbereichs-Ln.-Kp. z.b.V. 8 (Oct 42); Ln.-Gerätelager/Höh.Nachr.Führer Luftflottenkdo. 3 (1941? - Aug 44); Lw.-Feldbauamt 4/W-F (c.1940-44); Lw.-Bauleitung I Chartres (c.1940-44); 2.Kp. Lw.-Bau-Btl. 8/VII (Apr 41)?; Nachschub-Kp. d.Lw. 4/IV (St-Georges-sur-Eure - May 41); Nachschub-Kp. d.Lw. 4/XII (Aug 40 - ?); kl.Fl.Betriebsstoff-Kol. 1/100 (Oct 40); Kw.Werkstattzug d.Lw. 112 (Sep 41); Kfz.Instandsetzungszug d.Lw. 1/WF (Sep 41); Kfz.Werkstatt (o) d.Lw. 101/XIII (1943-44); Kfz.Werkstatt (o) d.Lw. 102/XIII (1943-44); Kfz.Werkstatt (o) d.Lw. 108/XIII (1944); Kfz.Werkstattzug (o) d.Lw. 113/XII (1943-44); 1./Flieger-Rgt. 90 (Jun 44).

[Sources: AFHRA A5259 pp.757-61 and 1508-11 (7 Jun 43 upgraded to 16 Sep 43) and A5260 pp.1856-61 (7 Jun 43 updated to 28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Châteaudun (FR) (48 03 25 N - 01 22 35 E)

General: airfield in north-central France 45 km WNW of Orléans; airfield 3.5 km SE of Châteaudun.

History: Châteaudun was a pre-war military and civil airfield that was taken over by the Luftwaffe in Jun 40 and used as a bomber base during the Battle of Britain. From Jun 41 to the summer of 1942, it was inactive so the Luftwaffe could build the concrete runways, the dispersal areas and other infrastructure. On reopening, it once again became a bomber base to spring 1944, and then a base for night fighters from May to August 1944.

Dimensions: approx. 2285 x 1510 meters (2500 x 1650 yards) and irregular in shape.

Surface and Runways: grass surface on chalky subsoil. There were 2 concrete runways measuring approx. - (1) 2285 meters (2500 yards) and aligned ESE/WNW; (2) 1370 meters (1500 yards) and aligned NE/SW. Both runways had assembly hardstands at each end. A concrete road encircled the landing area and linked the ends of the runways with the hangars. Both runways were equipped with permanent illumination and visual Lorenz systems while the landing area had perimeter lighting and a beam approach system.

Fuel and Ammunition: refueling points were probably at the S end of the field and in the NW corner. Underground fuel storage tanks were located in each of the dispersal areas, 4 to an area. According to all reports, a large munitions depot containing mines and torpedoes was located 1.6 km S of Châteaudun, while station bomb dumps were in 2 small woods S of the SW dispersal area, at the E corner of the landing area and in one of the hangars at the SE boundary.

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Infrastructure: had 9 hangars in 3 groups – (1) at W end of N boundary there were 4 large double hangars with paved aprons that were reportedly used for repairs; (2) in the SW corner there were 3 large double hangars with paved aprons; (3) on SE boundary there were 2 very large rectangular hangars. Station HQ, admin offices, billets, messes, etc., were all in a group off the NW corner. Small clusters of buildings were in the North and Northeast dispersal areas. Additionally, the village of Jailans, 2 km N of the airfield, was said to have been evacuated of all civilians, possibly to make room for additional base accommodations. A special branch rail line from Châteaudun served the N boundary of the airfield.

Dispersal: there were 3 dispersal areas in Jun 43 – North, Northeast and Southeast – with a total of 27 large aircraft shelters, 6 medium and 3 small. All 3 were connected to the landing area by concrete taxiways. A new South dispersal with room for 10 aircraft was under construction in Dec 43.

Defenses: protected by 3 heavy Flak positions of 4 guns each, 16 light Flak positions of 3 guns each and numerous anti-aircraft machine gun positions in Mar 44. All of the heavy and 1 of the light positions were empty at the time.

Satellites and Decoys:

Châteaudun/I (a.k.a. Boirville) (48 02 50 N – 01 24 40 E), satellite of Châteaudun airfield located 3 km to the ESE and was under construction in May 44. Strip measured 1735 x 185 meters (1900 x 200 yards). Not yet serviceable.

Châteaudun – Saint-Cloud (48 02 15 N – 01 29 04 E), dummy 8 km ESE of Châteaudun airfield.

Remarks:

24 Jun 40: German report this date gave measurements of 1566 x 1500 meters and said it was ready for use as an operational airfield.

20 Apr 41: employed 1,305 non-German workers.

5 Feb 44: bombed by 61 B-17 Fortresses – 1 x Ar 96, 1 x Bf 108 and 1 x Potez 63 from JG 105 destroyed or damaged on the ground; all 4 large double hangars damaged.

6 Feb 44: bombed by 37 B-24 Liberators as a target of opportunity.

25 Feb 44: NE/SW runway repaired and again serviceable; ESE/WNW runway and craters on the landing area still being repaired.

26 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 110 destroyed, 1 x He 111 and 1 x He 177 damaged.

28 Mar 44: bombed by 191 B-17s – NE/SW runway cratered and unserviceable, landing area partly unserviceable and perimeter road cratered, further damage to 2 of the already damaged hangars.

23 Apr 44: low-level attack by VIII Fighter Command P-38 Lightnings – *claimed* 2 x He 111s destroyed, plus 1 x Ju 87 and 2 x unidentified aircraft damaged.

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28 Apr 44: low-level attack by VIII Fighter Command P-47s and P-51s – *claimed* 1 x Fw 200 and 1 x unidentified aircraft destroyed, plus 3 x He 111s and 1 x unidentified aircraft damaged.

23 May 44: bombed by 18 B-17s.

14 Jun 44: bombed in early morning by 103 B-24s – 6 x Bf 110s destroyed, 4 x Ju 88s damaged and 1 x Ju 52 destroyed – all from II./NJG 5, 4 x Ju 88s destroyed and 11 x Ju 88s damaged – all from I./NJG 2, and 2 x Fw 190s damaged; heavy cratering of runways and taxiways, power to airfield lighting system cut, airfield out of service for nearly a week as repair work hampered by delayed action bombs; 4 hangars destroyed, 3 hangars severely damaged, 1 hangar moderately damaged.

24 Jun 44: bombed by 45 B-24s – 2 aircraft destroyed, 3 damaged, 1 large hangar destroyed or damaged, runways and landing area hit. Airfield now unserviceable.

Operational Units: 3.(F)/Aufkl.Gr. 121 (Jun-Jul 40); III./LG 1 (Jun 40 – Jan 41); II./KG 76 (Feb-Apr 41); I./KG 76 (Mar-Apr 41); III./KG 76 (Mar-Apr 41); KGr. 106 (Aug 42); II./KG 6 (Sep 42); elements of I./KG 40 (Dec 43 – Mar 44); I./KG 100 (Jan-Apr 44); detachment of II./NJG 5 (c. May-Aug 44); 2./ZG 1 (Jun-Jul 44); I./NJG 2 (Jun-Aug 44); Einsatzkdo. Schenck (Jul-Aug 44).

Reserve Training & Replacement Units: IV./KG 40 (Sep 42 – Dec 43); 2. and 3./Erg.Zerst.Gr. (Nov 43).

Station Commands: Fl.H.Kdtr. E 21/VII (Jun 40 – Dec 42); Fl.H.Kdtr. A 214/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 216/XII (Apr-Aug 44).

Station Units (on various dates – not complete): 4. Flugh.Betr.Kp./KG 40 (Jan-Dec 43); Werft-Abt. d.Lw. 120/XII (May-Jul/Aug 44); Feldwerft-Abt. z.b.V. 2 (Dec 43 – Aug 44); I./Flak-Rgt. 49 (gem. mot.) (Jun 40); Res.Flak-Abt. 391 (Oct 42); elements of gem.Flak-Abt. 196 (Jan-Feb 44); le.Flak-Abt. z.b.V. 13200 (Aug 44); Lw.-Bauleitung Chateaudun (c.1940-44); Lw.-Bau-Btl. 2/XII (Jan 41)?; Trsp.Kol. d.Lw. 144/XII (Jun 44); Trsp.Kol. d.Lw. 154/XII (Jun 44).

[Sources: AFHRA A5259 pp.1512-16 (12 Jun 43 updated to 27 May 44), A5260 pp.1862-70 (12 Jun 43 updated to 28 Mar 44) and A5260 amendments (17 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Châteauneuf-en-Thymerais (FR) (c. 48 34 N – 01 14 E)

General: former landing ground in W France approx. 86 km WSW of Paris and 19.5 SSW of Dreux. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Châteauroux-Déols (FR) (46 51 20 N – 01 43 09 E)

General: factory airfield in C France 60 km SW of Bourges, 6 km NNE of Châteauroux and 4 km NNE of the village of Déols.

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History: dates from April 1936 when Bloch announced plans to build an aircraft factory there under the name SNCASO Déols to manufacture Bloch 151 and 152 fighters and bombers. After the armistice in Jun 40, the factory changed over to making component parts for the Bloch 175. The Luftwaffe used the airfield for fighter training during 1943-44.

Dimensions: approx. 1280 x 1050 meters (1400 x 1150 yards).

Surface and Runways: firm grass surface. No paved runway.

Fuel and Ammunition: both available – no details.

Infrastructure: had 1 large hangar and 2 very large workshops belonging to S.N.C.A. on the W boundary and 1 small hangar on the N boundary. The factory admin buildings and offices were in between the factory workshops on the W boundary, while a number of barrack-type huts were off the NW corner. A special branch rail line served the factory buildings.

Dispersal: no organized dispersal facilities.

Defenses: a single heavy Flak position with 4 guns was located 6.5 km ENE of the airfield.

Satellites and Decoys:

Châteauroux/I (c. 46 50 46 N – 01 42 19 E), auxiliary landing strip off the SW boundary of Châteauroux-Déols airfield measuring approx. 1415 x 275 meters (1550 x 300 yards). Gaps had been cut in nearby hedges for parking aircraft. Built summer 1944 and became serviceable around mid-July.

Remarks:

27 Jun 40: 180 almost completed aircraft captured by the Germans at the Bloch Déols plant.

5 Feb 44: bombed – 1 x Ar 68, 9 x Ar 96 B-1s, 3 x Bf 108s, 9 x Bf 109s, 3 x Bloch 155s, 3 x Bü 131s, 2 x Dewoitines, 1 x Fi 156, 1 x Junkers W 34 and 1 x NA 57 from JG 103 destroyed or damaged on the ground, leaving the school with just 4 or 5 serviceable aircraft.

10/11 Mar 44: bombed by 30 RAF Lancasters - quite a few S.N.C.A. factory buildings destroyed and damaged along with 1 x Ar 96 B-3 and 8 x Bf 109s from JG 101 destroyed or damaged on the ground. The SW half of the landing area heavily cratered.

5 Jul 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 88s destroyed.

22 Aug 44: airfield ordered evacuated and demolished.

Operational Units: 2./ZG 1 (Jun-Jul 44).

School Units: Stab and I./JG 103 (Mar 43 – Mar 44); 2./JG 105 (Mar-Jun 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 220/XII Clermont-Ferrand (Apr-Aug 44).

Station Units (on various dates – not complete): Werft-Abt. d.Lw. 123/XII (May-Aug 44); Trsp.Kol. d.Lw. 11/XII (Jun 44).

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[Sources: AFHRA A5260 pp.054-56 (15 Nov 42 updated to 16 Mar 44) and p.053 (16 Jul 44) and A5261 pp.1269-70 (15 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Châteauroux – La Martinerie (FR) (46 49 05 N – 01 45 55 E)

General: airfield in C France 5.25 km E of Châteauroux and adjacent to the hamlet of La Martinerie.

History: a French military airfield that was mainly used as an aircraft park prior to the armistice. A Vichy fighter group was based at Châteauroux - La Martinerie from 1941 to Oct 42. The Luftwaffe used it for fighter training during 1943-44.

Dimensions: approx. 1190 x 1465 meters (1300 x 1600 yards) with an irregular shape.

Surface and Runways: artificially drained grass on clay soil. No paved runway in Aug 43. A perimeter road encircled the landing area. Equipped with a visual beacon for night landings.

Fuel and Ammunition: underground fuel storage was off the NE corner and fuel tankers (bowsers) were used to fill the aircraft. The ammunition dump was reportedly near the W end of the N boundary.

Infrastructure: (1) off the N boundary – 2 large double bay hangars and 4 small hangars joined together with workshops and storage buildings behind the small hangars; (2) at the SE corner – 4 large double hangars where aircraft were reportedly assembled; (3) on the NW corner – 2 large double hangars. Station HQ and admin offices were at the center of the N boundary. Off the N boundary and behind the hangars were quarters for civilian workers, married quarters, a large complex of barracks, 2 small storage huts containing dismantled aircraft, motor pool, fire station, stores buildings, etc. Officers were billeted in a local château and other personnel were accommodated in hotels in Châteauroux. The nearest rail connection was in Châteauroux.

Dispersal: there were no organized dispersal facilities in Aug 43.

Defenses: protected in Aug 43 by 3 heavy and 6 light Flak positions.

Remarks:

5 Feb 44: bombed by 50 B-17 Fortresses from 8th AAF – on the N boundary, 1 bay of 1 large double bay hangar destroyed, 1 large double hangar severely damaged, 4 small hangars all but destroyed and the workshop and stores buildings behind these damaged. Most of the landing area rendered unserviceable.

16 Mar 44: landing area still mostly unserviceable but the craters in the paved apron adjoining one of the large double hangars on the SE boundary had been filled in and repaired. Work was continuing on development of the East (remote) dispersal area with 4 large aircraft shelters and 3 parking hardstands so far built.

21 Jul 44: mention of Châteauroux – la Martinerie as the new forwarding airfield for replacement aircraft for JG 27.

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Operational Units: none identified.

School Units: 2./JG 103 (Mar 43 – Mar 44).

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.057-59 (17 Nov 42 updated to 16 Mar 44) and A5261 pp.1117-19 (28 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Château-Thierry (FR) (a.k.a. Belleau) (c. 49 03 N – 03 23 E)

General: landing ground 80 km ENE of Paris. History: after brief use in June 1940 by a Luftwaffe dive bomber unit, it was inactivated and obstructed. Surface and Dimensions: grass surface. Dimensions not found. Infrastructure: not noted.

Remarks:

Sep 40: assigned airfield code number 665.

Operational Units: III./St.G. 2 (Jun 40).

Station Commands: Fl.H.Kdtr. E 64/XI (Jun 40).

Station Units (on various dates – not complete): Sanitätsbereitschaft (mot.) d.Lw. 4/I (Jun 40).

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

Château-Thierry – Courboin (FR) (c. 48 59 N – 03 30 E)

General: former landing ground in NE France approx. 86 km E of Paris and 9.5 km SE of Château-Thierry. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Chatel-Chéhéry (FR) (c. 49 16 N – 04 57 E)

General: former landing ground in E France approx. 67 km E of Reims. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Châtellerault-Aveyrac (FR) (c. 46 48 N – 00 32 E?)

General: landing ground in W France approx. 31 km NNE of Poitiers. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Châtillon-sur-Seine (FR) (47 50 44 N – 04 34 45 E)

General: former landing ground in E France approx. 63 km SE of Troyes and 1.75 km SSE of the town of Châtillon-sur-Seine. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Chaumont (FR): see Montsaon.

Chauny (FR) (c. 49 37 N – 03 12 E)

General: landing ground in NE France 30 km WNW of Laon. History: existed during the May-June 1940 campaign but apparently not used by the Luftwaffe until June 1944 when it was pressed into service as a fighter strip. Surface and Dimensions: grass surface. Infrastructure: little or none.

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Operational Units: elements of I./JG 5 (Jun 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 13.(Flugm.Res.)/Luftgau-Nachr.Rgt. Belgien-Nordfrankreich (Chauny, Apr 41 - ?).

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

Chavenay (FR) (a.k.a. Chavenay-Villepreux) (48 50 28 N – 01 58 47 E)

General: former landing ground in E France approx. 27.5 km W of Paris city center and 1.5 km SSW of the town of Chavenay. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Chelles-le-Pin (FR) (48 53 30 N – 02 36 00 E)

General: emergency landing ground in N France 18.5 km ENE of Paris city center and 2.5 km NNE of the suburb of Chelles. History: a former French civil landing ground. No record of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 730 x 640 meters (800 x 700 yards) with an irregular "L" shape. Infrastructure: none noted.

Remarks:

Jun 44: listed in Lw. documents as operational.

[Sources: AFHRA A5260 p.2475 (27 Aug 43); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cheniers (FR) (48 54 00 N – 04 13 00 E)

General: 44 km SSE of Reims, 12 km SW of Châlons-sur-Marne, 12 km SE of Villeneuve-Vertus landing ground and 2 km NW of the village of Cheniers.

History: built late spring/early summer 1944 and operational in August.

Surface and Dimensions: measured approx. 1370 x 185 meters (1500 x 200 yards). Infrastructure: none noted.

Operational Units: I./JG 27 (Jul 44).

Station Units: none identified.

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

[Sources: A.I.2.(b)/Air Ministry Amendment dated 14 Aug 44 in BNA(PRO)/AIR 40]

Cherbourg (FR) (49 38 21 N – 01 37 31 W)

Lw. Garrison Units (stationed in and around this French port city on various dates but not identifiable with a specific airfield:

Koflug Cherbourg (1940-41)?; Stab/Flak-Rgt. 30 (1941 – Jun 44); III./Flak-Rgt. 13 (Sw. mot.) (Apr-Aug 41); 4./Festungs-Flak-Rgt. 31(v) (Jul 40); 4./Festungs-Flak-Rgt. 32(v) (Jul 40 – Jan 41); gem.Flak-Abt. 124(v) (Feb-Mar 44); gem.Flak-Abt. 152 (Mar 43 – Jun 44); gem.Flak-Abt. 153 (May-Jun 44); Flakscheinw.Abt. 298 (1943-44); elements of schw.Flak-Abt. 344 (Jan 43); part of gem.Flak-Abt. 364(o) (Jan 42); gem.Flak-Abt. 496(v) (Oct 41); gem.Flak-Abt. 653 (Apr-Jun 44); schw.Flak-Abt. 671(v) (Oct 43); le.Flak-Abt. 835 (spring 42 – Jun 44); one battery from le.Flak-Abt. 873 (Jun 44)?; le.Flak-Abt. 931 (1943 – Jun 44); elements of le.Res.Flak-Abt. 981 (Aug

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41); elements of le.Flak-Abt. 996 (1943 – Apr 44); Alarm-Flak-Battr. 29/XII (May 44); Feld-Flakinstandsetzungswerkstatt 10/WF (1942-44); Flak-Waffenwerkstatt (o) 9/VII (1943-44); Flak-Geräteausgabestelle 10/WF (mot) (1942-44); Flak-Trsp.Bttr. 67/XI (Dec 42); Flak-Trsp.Bttr. 70/XVII (1942 – Jun 44); 8.(Funkh.)/Ln.-Rgt. 3 (1940/41 – Jun 44); 5.(Tel.Bau)/Ln.-Rgt. 13 (Aug 40); elements of 5.(Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); elements of Ln.-Abt. (H) (mot) 6 (Sep 40); Lw.-Bauleitung Cherbourg I and Cherbourg N II (c.1940-44); Lw.-Bau-Btl. 6/VII (1941); Lw.-Bau-Btl. 4/XII (1941-42); Lw.-Bau-Gerätezug 8/VII (1940-43/44); m.Flieger-Betriebsstoff-Kolonne 9/IV (Aug 40); Trsp.Kol. d.Lw. 130/VI (Sep 43 - ?); Ldssch.Zug d.Lw. 130/XIII (1940-44?); Sanitätsbereitschaft (mot) d.Lw. 1/VII (Jun 44); Lw.-Lazarett Cherbourg (Jun 44).

Cherbourg-Maupertus (FR) (a.k.a. Cherbourg-Théville, Cherbourg/Ost, Gonneville-Maupertus) (49 39 00 N – 01 28 15 W)
General: airfield in N France 11 km E of Cherbourg, 3.75 km W of Théville, 1.5 km SE of the village of Maupertus and 2.4 km inland from the Channel coast.

History: Maupertus was laid out by the French but barely completed by the time the German occupied it in Jun 40. The Luftwaffe further developed it and it played an important role during the Battle of Britain. Used mainly by single-engine reconnaissance units from 1942 to May 44. Both of the Cherbourg airfields were heavily used for staging raids on Great Britain by units based further inland and many damaged aircraft crash-landed there on their return from these missions.

Dimensions: approx. 1000 x 1280 meters (1100 x 1400 yards).

Surface and Runways: grass surface. No paved runway. A perimeter road encircled the landing area. Equipped with boundary lighting.

Fuel and Ammunition: refueling points were on the N and W boundaries with heavily camouflaged underground bulk fuel storage at the SE corner. Additional fuel, probably in drums, was stored in pits off the SW corner. The ammunition dump was in open fields about 1 km to the NW, on the N edge of the West dispersal area.

Infrastructure: had 1 small repair hangar in the East dispersal area and huts that were probably used as workshops in both dispersal areas. The base motor pool and garages were off the SW corner. Station HQ and the flight control center were said to be in a hut at the SW corner. Personnel were accommodated in barrack huts off the SE and SW corners and in another group of huts 1.6 km ENE of the airfield on the outskirts of the little village of La Rue. Others were billeted in the surrounding villages. A light rail line served the SE corner of the airfield.

Dispersal: there were 2 dispersals in Sep 43 – East and West – with a total of 30 medium aircraft shelters and 13 small aircraft shelters.

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Defenses: there were 3 heavy Flak positions (6 guns each), 19 light Flak positions and 4 anti-aircraft machine gun positions in a 5 km radius around the airfield in Jan 44. The light positions included at least 8 Flak towers which were primarily located in the dispersal areas. Ground defenses included 4 reinforced strongpoints and belts of barbed wire around much of the airfield.

Remarks:

10 Aug 40: bombed – 1 x Bf 109 E-4 from I./JG 27 damaged on the ground.

20 Apr 41: employed 907 non-German workers.

29 May 43: low-level attack by 12-14 RAF fighter-bombers – 1 x Bf 109 G-4 from 4.(F)/Aufkl.Gr. 123 destroyed and 2 x Fw 190s damaged.

24 Jun 43: bombed and strafed by RAF medium bombers and Spitfires – 2 x Bf 109s and several vehicles destroyed.

3 Oct 43: leveling and extension work seen to be underway in the West dispersal area.

7 Jan 44: bombed by 35 9th AAF B-26 Marauders – bursts were observed on the station HQ buildings at the SW corner and on parts of the landing area, although serviceability was not affected.

8 Mar 44: some of the craters on the landing area had been repaired, according to reconnaissance reports.

22 May 44: bombed by 9th AAF medium bombers – results not found.

Operational Units: I./St.G. 2 (Aug 40); 4.(H)/Aufkl.Gr. 21 (Oct 40)?; 4.(F)/Aufkl.Gr. 123 (Nov 42 – May 44).

Reserve Training & Replacement Units: Erg.Gr./JG 2 (May – Dec 41).

Station Commands: Fl.H.Kdtr. E 15/XII Théville (Jul 40 – Mar 44); Fl.H.Kdtr. E(v) 218/XII (Apr-Jun 44).

Station Units (on various dates – not complete): 5.(Flum.Mess)/Ln.-Rgt. 53 (1942 – Jun 44); 12.(Flum.Mess)/Ln.-Rgt. 53 (1943 – Jun 44); Stab I./Luftgau-Nachr.Rgt. 12 (Sep 41)?; 21.(schw.Flum.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1941 – Dec 42); Lw.-Bauleitung II Theville (c.1940-44); Ldssch.Kp. d.Lw. 6/XIII (? – Jun 44); two Züge of Ldssch.Kp. d.Lw. 15/XIII (? – Jun 44); Flugaenwärter-Btl. II (c.Sep 42 – Apr 43); II./Flieger-Rgt. 90 (Apr 43 – Jun 44); Wetterberatungszentrale d.Lw. (mot) 1/WF (? – Jun 44).

[Sources: AFHRA A5259 pp.1520-22 (8 Jan 44) and A5260 pp.1876-85 (19 May 43 updated to 8 Jan 44 and 8 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cherbourg-Querqueville (FR) (a.k.a. Cherbourg/West) (49 40 10 N – 01 41 20 W)

General: airfield in N France 5.25 km WNW of Cherbourg and immediately NE of the village of Querqueville on the Querqueville promontory adjacent to an old fort.

History: an old French military landing ground that was developed into an airfield after the Germans took it over in Jun 40. Used by fighters and

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reconnaissance units during the Battle of Britain, but fell into relative disuse after mid-1941.

Dimensions: approx. 960 x 825 meters (1050 x 900 yards) and irregular in shape.

Surface and Runways: firm, leveled turf with artificial drainage. No paved runway. A perimeter road encircled most of the landing area and a taxiway connected the landing area to the South dispersal.

Fuel and Ammunition: refueling was in the hangar area and ammunition was stored in the old fort adjacent to the airfield.

Infrastructure: there were 2 large and 1 small hangar at the NE end of the airfield. HQ, offices and accommodations were in a barracks compound (Caserne Dixmude) immediately SSE of the airfield. The nearest rail connection was in Cherbourg.

Dispersal: had 2 dispersal areas – North and South – with a total of 20 small covered aircraft shelters with 4 more shelters under construction in May 43. Both dispersals had concrete taxi tracks.

Defenses: protected by 3 heavy 4-gun and 6-gun Flak positions and 11 light Flak positions within 5 km of the airfield in Jun 43. Ground defenses included 11 reinforced strongpoints.

Remarks:

20 Apr 41: employed 728 non-German workers.

Oct 42: landing area observed to be temporarily obstructed with portable sawhorses and tripod devices.

17 May 43: a E/W strip down the center of the landing area cleared of obstacles and now serviceable.

24 Feb 44: landing area again obstructed with portable devices; additionally, part of the area was permanently obstructed by trenches.

22 May 44: bombed by 9th AAF medium bombers.

Operational Units: 2.(F)/Aufkl.Gr. 123 (Jul 40 – Jan 41); 4.(F)/Aufkl.Gr. 14 (Jul-Nov 40); Stab/JG 27 (Jul-Aug 40); 7./JG 77 (Dec 40 – Feb 41); II./JG 54 (Feb-Mar 41); III./JG 54 (Mar 41).

Station Commands: Fl.H.Kdtr. E 8/VII Cherbourg (Jul 40 – c.Oct 41); Fl.Pl.Kdo. C 30/XII (Jan 43 – Jun 44).

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

[Sources: AFHRA A5259 pp.1523-24 (21 Jun 43) and A5260 pp.1886-90 (21 Jun 43 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cherbourg-See (FR) (a.k.a. Cherbourg-Chantereyne) (49 38 55 N – 01 37 40 W)

General: seaplane station on the SW side of Cherbourg's inner harbor.

History: the station hangars and workshops were used by the Amiot firm before the war. The Luftwaffe stationed seaplane units here until Apr 41, but after that date it was used mainly by individual air-sea rescue aircraft or small detachments of them that rarely stayed very long.

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Dimensions: the inner harbor afforded an E/W take-off run of some 2470 meters (2700 yards) and the outer harbor an E/W run that was almost unlimited.

Anchorage: a protected harbor with a long quay that had a crane at the N end. There was also a floating crane available.

Fuel and Ammunition: bulk fuel storage was NW of the main hangars. An underground bomb dump was reportedly W of the hangars on the quayside.

Infrastructure: there were 6 hangars grouped fairly close together on and near the quay – 1 large double, 1 large single, 1 medium double and 3 medium. At the SE end of the quay were 1 very large repair or assembly shop with 4 engine testing beds close by, and 1 smaller repair shop. The station HQ was also at the SE end of the quay and a group of at least 12 barracks was to the W of the hangars.

Defenses: the Cherbourg harbor area was heavily defended by 5 heavy Flak positions (most with 6 guns) and 14 light Flak positions. Ground defenses included 4 reinforced strongpoints protected by barbed wire.

Remarks: none.

Operational Units: Seenotflugkdo. 2 (Jun-Nov 40); 2. Seenotstaffel (Nov 40 – Dec 42); 5./Bordfliegergruppe 196 (Sep 40 – Apr 41); 2./Kü.Fl.Gr. 106 (Aug-Nov 40); 3./Kü.Fl.Gr. 906 (c. Nov 40 – Feb 41).

Station Commands: Fl.H.Kdtr. E 111/XI (See) (c.Jul 40 – Apr 43); Fl.H.Kdtr. A 305/XI (See) (Apr 43 – Jun 44).

Station Units (on various dates – not complete): Seenotzentrale (L) Cherbourg (Jun 40 – Jun 41); Seenotbezirkstelle (L) Cherbourg (Jun 40 – May 42); Seenotflotille 2 (Jun 40 – Jun 44); Seenotdienstführer 3 (Mar 41 – ?); Seenotzentrale (L) Normandie (Jun 41 – May 42); Seenotkdo. 3 (Jun 42 – Jun 44); Seenotbereichskdo. II (Jun 42 – Jun 44).

[Sources: AFHRA A5259 pp.1518-19 (17 Jun 43) and A5260 pp.1873-75 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chigny (FR) (49 54 00 N – 03 46 00 E)

General: satellite strip and dispersal field 12 km ESE of Guise landing ground and 1.2 km SSW of the village of Chigny. History: recently prepared and serviceable in Aug 44. Surface and Dimensions: measured approx. 1465 x 185 meters (1600 x 200 yards) and irregular in shape.

Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (14 Aug 44)]

Chinon-Le-Ruchard (FR) (c. 47 10 N – 01 14 E)

General: former landing ground in west-central France approx. 43 km SW of Tours. No evidence found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Chissey (FR) (47 01 25 N – 05 44 00 E)

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General: emergency landing ground in E France c. 35 km SW of Besançon, 20 km SE of Dole and immediately ENE of the village of Chissey. History: no activity seen at Chissey since 1940, although it was listed as operational in June 1944. Surface and Dimensions: grass surface measuring approx. 825 x 595 meters (900 x 650 yards). Infrastructure: none noted. [Sources: AFHRA A5260 p.2474 (27 Aug 43); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Choisel (FR) (48 41 N – 02 00 E)

General: landing ground 31 km SW of Paris, 16 km SSW of Versailles and 14.5 ENE of Rambouillet. History: used briefly by the Luftwaffe in June 1940 but closed and inactivated after that. Surface and Dimensions: grass surface. Infrastructure: none.

Operational Units: 1.(H)/Aufkl.Gr. 10 (Jun 40)?

Station Commands: none identified.

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

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

Cholet (FR) (a.k.a. Cholet-Pontreau) (47 04 50 N – 00 52 40 W)

General: former landing ground in W France 54 km ESE of Nantes and 2.5 km N of Cholet city center. Used as a satellite and dispersal field (Ausweichhafen) by the Luftwaffe. Listed as operational in June 1944 when it came under Koflug 8/XII (Laval).

[Sources: Mattiello; AFHRA]

Clamecy (FR) (47 26 24 N – 03 30 27 E)

General: landing ground in C France approx. 40 km S of Auxerre and 2.5 km SSW of the village of Clamecy. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Clastres (FR) (a.k.a. Saint-Quentin – Clastres, St-Simon-Clastres?) (49 45 40 N – 03 13 50 E)

General: airfield in NE France 69 km ESE of Amiens, 11.5 km SSW of St-Quentin and immediately N of the village of Clastres.

History: a former French military landing ground that was taken over by the Germans in May 1940 and slowly but extensively developed into an operational airfield with the runways finally completed in summer 1942. No sooner was the work finished than it was relegated to inactive status and the runways and landing area temporarily obstructed.

Dimensions: approx. 1740 x 1190 meters (1900 x 1300 yards).

Surface and Runways: grass surface. Had 3 concrete runways – (1) 1740 meters (1900 yards) aligned WNW/ESE with an assembly hardstand at the E end; (2) 1690 meters (1850 yards) aligned NE/SW; (3) 1650 meters (1800 yards) aligned NNW/SSE. A wide perimeter road encircled the landing area and connected to the ends of the runways. Each runway equipped with

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permanent illumination and visual Lorenz systems, and the landing area with a flare-path and a beam approach system.

Fuel and Ammunition: fuel tanks were located in each dispersal area with the main fuel storage probably at the NE end of the airfield. A suspected ammunition dump was under construction off the NW corner along both sides of a road in mid-Jan 44. Prior to that, bomb and ammunition storage was SE of the landing area and off the SW corner.

Infrastructure: there was a small hangar for repairs in the Southwest dispersal and some probable workshop buildings at the SE corner. Station HQ, admin offices and stores were in a group of small buildings at the SE corner. Personnel were accommodated in barrack huts erected in Clastres as well as in requisitioned quarters in the nearby village of Essigny-le-Grand. A special branch rail line served the airfield.

Dispersal: there were 3 dispersals in Jun 43 – Northeast, Southwest and Northwest – with a total of 37 covered aircraft shelters constructed of blast walls and some with camouflage netting. All 3 were connected to the landing area by taxi tracks. A ladder-type servicing hardstand was located in the Northeast dispersal.

Defenses: protected by 1 heavy and 3 light Flak positions in May 43. Ground defenses consisted of 3 reinforced strongpoints and short trenches with machine gun pits. There was some use of barbed wire around the strongpoints.

Satellites and Decoys:

Clastres/I (a.k.a. Artemps) (49 45 05 N – 03 10 30 E), new satellite strip for Clastres airfield located 4 km to the SW and 1.6 km SSW of the village of Artemps. Consisted of a single strip measuring 1190 x 185 meters (1300 x 200 yards). Not paved. Believed to be serviceable when first discovered by Allied photo reconnaissance on 17 Jul 44.

Remarks:

17 May 43: the landing area and all 3 runways were seen to be temporarily obstructed.

14 Jan 44: runways and landing area remain temporarily obstructed. Prepared strips 90 meters (100 yards) wide have been constructed on the W side of both runways, and all roads leading to airfield have been obstructed with road blocks.

18 Mar 44: runway and landing area obstructions have been removed.

25 Aug 44: bombed and strafed by 9th AAF P-38 Lightnings – runways, hangars, buildings and fuel dumps hit.

Operational Units: I., II./JG 27 (Jun 40); 2.(F)/Aufkl.Gr. 123 (Jun 40); III./SG 4 (Feb-Jun 44); Stab/JG 1 (Jun-Aug 44).

Station Commands: Fl.Pl.Kdo. A 41/XI (Mar 44); Fl.H.Kdtr. E(v) 230/XI (Apr-Sep 44).

Station Units (on various dates – not complete): Luftgaustab z.b.V. 12 (Jun 40); 5./gem.Flak-Abt. 364(o) (Jun 40); Stab/Flak-Rgt. 657 (May 43).

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[Sources: AFHRA A5259 pp.1525-28 (1 Jul 43 updated to 17 Jul 44) and A5260 pp.1891-94 (1 Jul 43 updated to 14 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Clermont (FR) (c. 49 22 N – 02 24 E)

General: airstrip in N France 30 km W of Compiègne and 12 km NNW of Creil. History: grass or pasture land briefly used by the Luftwaffe in June 1940 during the advance across France. No record found of any use after that. Surface and Dimensions: grass surface. Dimensions not found.

Infrastructure: none.

Operational Units: 3.(H)/Aufkl.Gr. 12 (Jun 40).

Station Commands: none identified.

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

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

Clermont-Ferrand (FR) (a.k.a. Aulnat, Lempdes) (45 47 12 N – 03 09 20 E)

General: airfield in C France 6 km E of Clermont-Ferrand and 1.2 km SSW of the suburban village of Aulnat and 3 km NW of the suburban town of Lempdes.

History: a civil airfield to 1939 and then jointly occupied with the French military to Jun 40. After that, it became a center for the reassembly of dismantled French aircraft and then home base for a Vichy fighter group and a major repair and maintenance depot for the Vichy Air Force.

Dimensions: approx. 1465 x 1100 meters (1600 x 1200 yards).

Surface and Runways: all-weather grass surface. No paved runway. Equipped with boundary lighting, a visual beacon and a blind landing approach system.

Fuel and Ammunition: until mid-1943, aircraft were fueled by tank trucks (browsers) from a bulk storage dump of fuel barrels near the garage. Clermont-Ferrand airfield is not believed to have had its own ammunition dump.

Infrastructure: had 7 hangars on the N boundary and 5 more on the S boundary. The main concentration of workshops was at the SE corner. Station admin offices, civil admin offices and a lecture hall were on the N boundary. The station HQ, flight control building and dispensary were together on the S boundary. Barrack huts were off the NW corner, on the N boundary in 2 separate groups, and on the S boundary. Huts off the SW corner were probably for storing equipment. Buildings occupied by the Atelier Industriel de l'aéronautique (AIA) firm, including offices, school for apprentice mechanics, mess and dispensary were at the SE corner.

Dispersal: no organized dispersal facilities until a Southeast dispersal area was placed under construction in 1943. In Sep 43, work was underway but no aircraft shelters had yet been built. By Mar 44, it was nearing completion and 12 large covered aircraft shelters had been completed or were still under construction along with 9 parking hardstands.

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Defenses: there were 2 heavy and 5 light Flak positions within 4.5 km of the airfield in Jun 43, but not all of them were occupied. Additionally, there were 6 anti-aircraft machine gun positions at the NW corner and 2 more at the NE corner.

Remarks:

21 Jun 40: the Germans captured 247 aircraft on the airfield.

23 Sep 43: the refueling loop previously under construction on the S boundary has now been completed. Pits were being dug in front of the hangars on the N boundary, these probably intended for large fuel tanks. The airfield ammunition dump was at the SE corner.

1 Dec 43: yet another refueling loop has been built and camouflaged on the N boundary.

10/11 Mar 44: bombed by 33 RAF Lancasters – 1 x C 445 and 2 Si 204s from FFS B 7 destroyed on the ground, and factory buildings of the firm Atelier Industriel de l'aéronautique (AIA) at the SE corner of the airfield were damaged.

12 Mar 44: bombed – 1 x Ju 52, 1 x Ju 88 A-4 and 1 x Si 204 from FFS B 7 destroyed or damaged on the ground.

30 Apr 44: bombed by 117 8th AAF B-17 Fortresses and strafed by VIII Fighter Command P-51s – 7 x Ar 96s, 1 x Bü 133D, 5 x Fw 58s, 14 x Fw 190s, 10 x Hs 129s and 1 x Junkers W 34 Heu from SG 101 destroyed or damaged on the ground.

Operational Units: III./SG 4 (Jun-Jul 44).

School Units: FFS C 7 then FFS B 7 (May 43 – Mar 44); II./SG 101 (Mar – May 44).

Station Commands: Fl.H.Kdtr. E 42/IV (? – Jan/Feb 43); Fl.H.Kdtr. A 222/XII (Jan/Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 220/XII (Apr-Aug 44).

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

[Sources: AFHRA A5260 pp.060-62 (15 Jun 43 updated to 16 Mar 44) and A5261 p.1272 (Nov 42?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Coëtquidan (FR) (??)

General: former landing ground or field airstrip in Brittany (not located) in 1940 that was reactivated and operational during June and July 1944. No further information.

[Sources: Mattiello; AFHRA]

Cognac (FR) (a.k.a. Cognac-Châteaubernard) (45 39 35 N – 00 19 00 W)

General: airfield in W France 98 km N of Bordeaux; airfield located 4 km S of Cognac. 20 Apr 41: employed 1,127 non-German workers.

History: Cognac was under construction as a major French military airfield when the Germans occupied it in summer 1940. The Luftwaffe finished it off during the second half of 1941 for use as an alternate field for large

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aircraft based at Bordeaux-Merignac. In 1942 it became a training base for bombers, fighters and fighter-bombers.

Dimensions: approx. 1965 x 990 meters (2150 x 1080 yards).

Surface and Runways: grass surface. By Jul 44 there were 2 concrete runways – (1) 1920 meters (2100 yards) aligned E/W across the N end of the landing area with a concrete assembly hardstand at its E end; (2) 1650 meters (1800 yards) aligned NE/SW from the center of the E boundary to just outside the SW corner with a concrete assembly hardstand at its S end. A perimeter road encircled the landing area and was connected to the ends of the runways. Equipped with boundary lighting, permanent runway illumination, visual Lorenz systems and a probable beam approach system.

Fuel and Ammunition: A large munitions dump was just off the Southeast dispersal area and a smaller storage dump at the Northeast dispersal.

Bombs were said to be trucked in from Dijon, 451 km to the NE.

Infrastructure: had 4 large double hangars and 1 very large quadruple hangar at the NW corner, and 4 large double hangars at the S end of the W boundary. Workshops were to the rear of the hangars at the NW corner. Station HQ and the flight control building were at the NW corner near the hangars while the admin buildings, quarters and extensive barrack accommodations were behind the hangars. Additional barrack huts were nearby, air crew were billeted in Cognac and officers in several area châteaux. A large warehouse S of the Cognac railway station was used for airfield stores. A branch rail line served the hangar area at the NW corner.

Dispersal: there were 3 dispersals in mid-1943 – North, Southeast and Southwest – with a total of 37 covered aircraft shelters. A new Northeast dispersal with parking stands for 4 aircraft had been completed by Jul 44, and a West (remote) dispersal was still under construction approx. 3.25 km off the W boundary with 7+ aircraft shelters.

Defenses: there were 4 heavy Flak positions (4 to 6 guns each) and 11 light Flak positions, at least 3 of which were emplaced in Flak towers at the end of Dec 43.

Satellites and Decoys:

Cognac-Gensac (c. 45 38 30 N – 00 16 00 W), dummy located 4-5 km SE of Cognac airfield. Transformed into a satellite strip and dispersal field in summer 1944 with a length of approx. 1830 meters (2000 yards) and a rolled taxiway connection to Cognac's Southwest dispersal. Still under construction in mid-July.

Remarks:

16 Sep 43: bombed by 21 B-17 Fortresses.

30 Oct 43: E/W runway being extended at both ends to a length of 1920 meters (2100 yards), an assembly hardstand under construction at the E end and taxiways being built to link both ends to the perimeter road.

5 Dec 43: bombed by c. 50 B-17s.

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31 Dec 43: bombed by c. 192 B-17 Fortresses and B-24 Liberators – E/W runway knocked out, landing area cratered at the northern end and numerous bursts observed on the hangars at the NW corner that destroyed 8 of them and severely damaged the remaining one, on the admin buildings, on the refueling loop on the N boundary and in the Southeast dispersal.

4 Jan 44: bombed – 1 x Ju 290 from 1.(F)/FAGr. 5 destroyed or badly damaged on the ground.

5 Mar 44: bombed by 60 B-24 Liberators – E/W runway rendered unserviceable and the W end; craters on the landing area from previous attacks noted as having been filled in.

25 Aug 44: low-level attack by 9th AAF P-47 Thunderbolts – claimed 12 aircraft destroyed on the ground, 10 of which were Ju 52s.

26 Aug 44: air attack - 2 x Ju 52s from Luftverkehrsgruppe Rangsdorf destroyed on the ground.

Operational Units: II./KG 40 (Jul-Sep 41); elements of III./ZG 2 (Sep-Nov 42); detachment of V./KG 40 (1942-43); elements of I., II., IV./KG 2 (Nov 42); II./KG 100 (Jul-Sep 43); III./KG 40 (Nov 43 – Jul 44); 1.

Minensuchstaffel (Jun-Aug 44); 3.(F)/Aufkl.Gr. 123 (Jul-Aug 44).

School Units: Ausb.Gr./Bombenschule Anklam (1941); Lehrgruppe für Fernkampf über See (Aug-Sep 41);

Kampfschulgeschwader 3 (Nov 41 – Jan 43); III./KG 101 (Feb – Jun 43).

Reserve Training & Replacement Units: Kommodore der Ergänzungsjagdgruppen (Dec 42 – 1943); Erg.St./JG 26 (Nov 40 – Jan 41); Erg.Gr./JG 26 (Feb 41 – Jan 42); Erg.St./JG 52 (Feb-Mar 41)?; Erg.St./SKG 10 (Dec 42 – Sep 43); 11./KG 76 (Jan 43 – Feb 44)?; 4.(Erg.)/SKG 10 (Jun – Nov 43).

Station Commands: Fl.H.Kdtr. E 19/VII (Nov 40 – Feb/Mar 43); Fl.H.Kdtr. A 232/XII (Feb/Mar 43 – Mar 44); Fl.H.Kdtr. E(v) 232/XII (Apr-Aug 44).

Station and City Units (on various dates – not complete): 1.

Flugh.Betr.Kp./KSG 3 (n.d.); 113. Flugh.Betr.Kp. (Qu) (1943 – Jan 44, Apr 44 – c.Jul 44); Flugh.Betr.Kp. (FK) 1 (? – Feb 44); elements of Flugh.Betr.Kp. (FK) 3 (Jun 44); one Zug of Flugh.Betr.Kp. (FK) 5 (Mar-Aug 44); II./Flak-Rgt. 22 (Oct 42); gem.Flak-Abt. 124 (Apr 44, Jul 44); elements of le.Res.Flak-Abt. 999 (Oct 42 – 1943/44); Flak-Trsp.Btr. 139/XII (1 Aug 44); Lw.-Bauleitung Cognac (c.1940-44); Stab/Brigade General Göring (Jul-Nov 42); Flak-Rgt. General Göring (Jul-Nov 42).

[Sources: AFHRA A5259 pp.1529-35 (27 Jul 43 updated to Jul 44) and A5260 pp.1895-1902 (25 Jul 43 updated to 5 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Colembert (FR) (50 45 03 N – 01 49 53 E)

General: landing ground in NE France 16-17 km ENE of Boulogne.

History: A fighter strip used only during the summer and early fall of 1940.

Surface and Dimensions: grass surface with unrecorded dimensions.

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Infrastructure: no infrastructure built and the aircraft were sheltered in an adjacent woods.

Remarks:

Sep 40: assigned airfield code number 391. Came under Koflug 8/III (Saint-Omer).

Operational Units: Stab/JG 3 (Aug 40); I./JG 3 (Aug-Sep 40).

Station Commands: none identified.

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

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

Colmar/Nord (FR) (a.k.a. Houssen) (c. 48 07 N – 07 22 E)

General: landing ground in E France 4.5 km NNE of Colmar. History: no information found. Used by the Luftwaffe during the second half of 1944 but no units are believed to have been stationed there. Surface and

Dimensions: grass surface. Infrastructure: none noted.

Remarks:

Aug 43: listed as operational with airfield code number 747. Came under Koflug 6/VII (Strassburg).

Operational Units: none identified.

Station Commands: none identified.

Station and Town Units (on various dates – not complete): le.Flak-Abt. 852(v) (Sep-Oct 44); Trsp.Kol. d.Lw.158/XII (Ostheim - 28 Sep 44).

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

Colmar/Süd (FR) (?)

General: landing ground in E France a few kilometers S of Colmar but exact location not found. Not used after 1940.

Remarks:

Aug 43: listed as operational with airfield code number 748. Came under Koflug 6/VII (Strassburg).

Operational Units: none identified.

[Sources: see Colmar/Nord]

Commercy (FR) (c. 48 45 N – 05 35 E?)

General: former landing ground in east-central France approx. 44 km WNW of Nancy. No information found of use by the Luftwaffe, but it was listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Compans (FR) (a.k.a. Clayesouilly-Compans) (49 00 00 N – 02 38 00 E)

General: field airstrip for fighters 16 km ENE of Paris – Le Bourget airfield and 2.5 km WNW of the village of Compans. History: a former inactivated landing ground rehabilitated by the Luftwaffe in spring 1944 and still under construction on 21 Jun 44. Surface and Dimensions: grass and/or farm land measuring approx. 915 x 320 meters (1000 x 350 yards).

Infrastructure: none noted. Dispersal: none noted.

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Operational Units: none identified.

[Sources: AFHRA A5259 p.1536 (21 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Compiègne (FR) (a.k.a. Compiègne-Margny, Margny-lès-Compiègne, Margny) (49 26 05 N – 02 48 15 E)

General: landing ground in N France 70 km NNE of Paris, 2.5 km NW of Compiègne and 1.2 km WNW of the village of Margny. History: not used by flying units after Jun 41 and temporarily obstructed shortly after that. Reactivated in early 1944. Prior to reactivation, Fi 156 Störche and other single-engine liaison aircraft were able to use the Compiègne racecourse where a short landing strip was cleared. Surface and Dimensions: grass and/or farm land measuring approx. 915 x 550 meters (1000 x 600 yards) and rectangular in shape. No paved runway. Infrastructure: had 3 small huts near the S boundary that may have been used for repairs. A group of barrack-type huts about 1 km SE of the landing ground were for accommodations. The nearest rail connection was in Compiègne.

Dispersal: there were 2 – Southeast and Southwest – with a total of 22 aircraft shelters. Defenses: none identified.

Remarks:

Jan 42: operational using airfield code number 567.

26 Jul 42: assigned new airfield code number 261.

17 May 43: landing area reportedly obstructed with posts driven into the ground.

6 Mar 44: landing area reported to be still temporarily obstructed.

12 May 44: reconnaissance photos show the obstructions removed.

7 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Bf 109s destroyed and 1 more damaged.

Air Units: Verbindungsstaffel 400 (Jan-Jul 44); Nachrichten-Flugkdo./Ln.-Rgt. 32 (c.Jan-Aug 44).

Station Commands: Platzkdo. of Fl.H.Kdtr. E 4/I (Creil, 1942).

Station and Nearby Units (on various dates – not complete): Stab/I.

Fliegerkorps (Franc Port?, Nov 40); Stab/IX. Fliegerkorps (Franc Port castle near Compiègne, Jul 41 – Oct 43); Stab/II. Fliegerkorps (Jan-Jun 44); part of gem.Flak-Abt. 402(v) (1944); Stab and I.(Betr.)/Ln.-Rgt. 32 (Jan-Aug 44); II.(Feldfern-kabel-Bau)/Ln.-Rgt. 32 (Pierrefonds, c.Jan-Aug 44); 24. (Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44); I./Ln.-Rgt. 53 (Aug 44); Ln.-Abt. 39 (c.Dec 42 – Oct 43); elements of Ln.-Verbindungs-Kp. z.b.V. 3 (1942 – Dec 43); Ln.-Betr.Zug (mot) z.b.V. 21 (1944).

[Sources: AFHRA A5259 p.1537 (24 Jun 43 updated to 12 May 44) and A5260 p.1903 (24 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Conches (FR) (48 56 10 N – 00 57 15 E)

General: airfield in N France c. 103 km W of Paris, 16 km WSW of Évreux and 3.25 km SSE of the town of Conches-en-Ouche.

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History: an old French airfield that the Luftwaffe showed little or no interest in until the latter part of 1941 when development began. No units were based there until two years later, in Nov 43.

Dimensions: approx. 1800 x 1550 meters (1970 x 1700 yards).

Surface and Runways: grass surface on clay sub-soil. There were 2 concrete runways - (1) 1830 meters (2000 yards) aligned NE/SW, and (2) 1600 meters (1750 yards) aligned NW/SE. Each runway had an assembly hardstand at both ends. A perimeter road encircled the landing area. Both runways were equipped with permanent illumination and visual Lorenz systems, while the airfield had perimeter lighting and a beam approach system.

Fuel and Ammunition: a refueling loop was located near each of the dispersal areas. The base ammunition dump was in the Foret de Conches (Conches Woods) off the W boundary.

Infrastructure: had 1 large hangar at the N end of the North dispersal area that was probably used for repairs. Barrack huts were off the E corner and the NW boundary and other personnel were billeted in Le Fresne village, 1.2 km off the N end of the airfield. The nearest rail connection was in Conches.

Dispersal: there were 3 areas - North, West and Southeast - with a total of 34 covered aircraft shelters and 2 more under construction in Aug 43.

Defenses: 2 heavy and 8 light Flak positions within 2 to 3 km of the airfield in Aug 43.

Satellites and Decoys:

Conches-Pincheloup (48 55 00 N - 00 58 30 E), dummy 2.5 km SSE of Conches airfield.

Conches/I (48 55 00 N - 01 00 00 E), satellite strip 4 km SE of Conches airfield that measured approx. 1100 x 165 meters (1200 x 180 yards). Built in early 1944 and serviceable by early June.

Conches/II (48 54 00 N - 00 58 00 E), satellite strip 3.25 km S of Conches airfield. There were 2 V-shaped strips measuring 1645 meters (1800 yards) and 1465 meters (1600 yards) in length and these were connected to the main airfield by taxiways. Built in late spring 1944 and serviceable in June.

Remarks:

23 Sep 43: bombed by 70 8th AAF B-26 Marauders - bursts seen at the N end of the NE/SW runway and on all of the dispersal areas.

27 Sep 43: bombed by 68 8th AAF B-26s - direct hits in the center of both runways, on the W side of the landing area and in the West and Northwest dispersal areas.

29 Nov 43: runways and landing area repaired and again serviceable.

29 Jan 44: airfield bombed several times during the second half of 1943 with damage to barrack huts.

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7 Mar 44: bombed – NE/SW runway cratered and unserviceable, 1 aircraft shelter in the North dispersal destroyed and several more damaged.

2 Jun 44: bombed at dusk by 49 B-17 Fortresses – runways and taxiways hit by numerous bombs rendering them unserviceable; 1 hangar destroyed, radar equipment damaged, electricity and telephone cut, 3 Lw. personnel wounded. (German report).

10 Jun 44: bombed by 39 B-24 Liberators.

11 Jun 44: bombed by 33 B-17s – the attacks of 10 and 11 June left the two runways, the taxiways and the landing area heavily cratered and unserviceable; the station fuel tanks were also damaged and the flight control building wiped out by 12 direct hits. (German report).

24 Jun 44: bombed by 78 B-24s.

30 Jun 44: bombed by 35 B-24s.

8 Jul 44: bombed by 24 B-17s.

3 Aug 44: bombed by 27 B-24s.

Operational Units: I./JG 2 (Nov 43 – Jan 44); 8./JG 2 (Nov 43); III./SG 4 (Jun 44).

Station Commands: Flugplatzkdo. Conches of Fl.H.Kdtr. A 206/XII Evreux (a.k.a. Fl.H.Kdtr. E 19/XVII) (Jan 43 – Mar 44); Fl.H.Kdtr. A 234/XII (1943-44??); Flugplatzkdo. Conches of Fl.H.Kdtr. E(v) 207/XII (Apr-Aug 44).

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

[Sources: AFHRA A5259 pp.1538-41 (11 Oct 43 updated to Jun 44), A5260 pp.1904-08 (17 Aug 43 updated to 7 Mar 44) and A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Condé-sur-Ifs (FR) (c. 49 03 N – 00 07 W)

General: landing ground in N France 22.5 km SE of Caen and close to the small village of Condé-sur-Ifs. Relegated to inactive status in fall 1940 and later abandoned and obstructed. History: used by Luftwaffe dive bombers in mid-summer 1940 during attacks on Channel shipping. Surface and

Dimensions: grass surface Infrastructure: none noted.

Operational Units: elements of I./St.G. 2 (Jul-Aug 40).

Station Commands: Fl.H.Kdtr. E 64/XI (Jul 40).

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

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

Condé-sur-Marne (FR) (see Vraux).

Connantre (FR) (a.k.a. Sézanne, Sézanne-la-Perthe) (48 44 40 N – 03 53 10 E)

General: landing ground in E France 48 km NNW of Troyes and 11.5 km ENE of Sézanne. History: a French airfield during the May-June 1940 campaign in France. It was inactive and the landing area obstructed during the occupation until Jan 44 when work began to extend the landing area. By early summer 1944, it was being used as a satellite for Romilly and La

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Perthe (Sézanne) airfields. Surface and Dimensions: grass surface measuring approx. 1100 x 1100 meters (1200 x 1200 yards) and irregular in shape. No paved runway. Infrastructure: none noted. The nearest rail connection was in Connantre. Dispersal: there 21 aircraft parking bays, some of these still being built in Jul 44, located in woods off the W boundary.

Remarks:

28 Mar 44: landing area still temporarily obstructed.

17 Jul 44: obstructions now removed and leveling work was continuing on a 410 meter (450 yard) extension of the landing area to the NE.

17 Aug 44: 11 x Fw 190 A-8s belonging to II./JG 1 demolished or made unserviceable during the retreat from France.

Operational Units: III./JG 27 (Jun-Aug 44); Stab/JG 27 (Jul 44); II./JG 1 (Aug 44).

Station Commands: Fl.H.Kdtr. E 14/VII (Sep 40 – spring 41?).

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

[Sources: AFHRA A5259 p.1544 (8 May 44 updated to 17 Jul 44) and A5260 p.1911 (8 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Connerré (FR) (48 02 50 N – 00 27 30 E)

General: field airstrip in NW France 22 km ENE of Le Mans airfield and 3.25 km SW of the town of Connerré. History: a former dummy/decoy airfield transformed into a satellite fighter strip for Le Mans airfield in 1944.

Surface and Dimensions: grass surface measuring approx. 915 x 550 meters (1000 x 600 yards) and irregular in shape. No paved runway.

Infrastructure: none noted. Dispersal: aircraft were able to park in fields with hedges off the N boundary.

Operational Units: none identified.

[Sources: AFHRA A5259 p.1545 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Coquelles (FR): see Calais-Coquelles.

Corme-Écluse (FR) (45 37 05 N – 00 52 05 W)

General: landing ground in W France 12 km E of Royan, 7.5 km SE of the town of Saujon, 5 km NW of the village of Cözes, 1.35 km SW of Corme-Écluse and adjacent to the hamlet of La Perche. History: under

construction as a French airfield during Feb-Jun 40. Inactive and at times temporarily obstructed until fall 1943. Surface and Dimensions: grass surface measuring approx. 1465 x 1100 meters (1600 x 1200 yards) with an irregular shape. No paved runway. Infrastructure: had 1 medium hangar on the NE boundary and either a small hangar or a workshop building with a paved apron at the W corner, this having been built in 1943. Station HQ was in a château off the NE boundary and some barrack huts erected in 1942 were to the NW of the château. The nearest rail connection was a Royan-Pons line station near the W corner of the landing ground.

Dispersal: a South dispersal area was under construction in Jan 44 but no

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aircraft shelters had been built yet. Defenses: there were 5 light Flak positions around the perimeter of the landing ground in Jan 44.

Remarks:

19 Jun 44: bombed in mid-morning by 92 B-17 Fortresses – 520 hits on the landing area, power and water lines cut, hangars damaged, 5 barracks destroyed and 17 more damaged, some equipment and food supplies lost, landing ground unserviceable for 3 days.

Operational Units: 3.(F)/Aufkl.Gr. 123 (Jun-Jul 44); I./ZG 1 (Jun-Jul 44).

Reserve Training & Replacement Units: 4./(Erg.) JGr. West (Sep 43 – Jan 44).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1546 (27 Aug 43 updated to 28 Jan 44) and A5260 p.1912 (28 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cormeilles-en-Vexin (FR) (c. 49 05 55 N – 02 02 00 E)

General: airfield in N France 35 km NW of Paris and 2.4 km SSE of the village of Cormeilles-en-Vexin.

History: used by the French Air Force Sep 39 – Jun 40. Taken over and expanded by the Luftwaffe for use as a bomber base from summer 1940 to summer 1941, then relatively inactive until early 1943.

Dimensions: approx. 1145 x 1145 meters (1250 x 1250 yards).

Surface and Runways: turf surface. Had 2 concrete runways – (1) approx. 1690 meters (1850 yards) aligned NW/SE; (2) approx. 1690 meters (1850 yards) aligned NE/SW. A perimeter road paralleled one side of the landing area. Both runways were equipped with permanent illumination and visual Lorenz systems. The landing area had a permanent flare-path and a beam approach system.

Fuel and Ammunition: there were 2 refueling loops at the main fuel storage dump on the NE boundary and a smaller refueling point at the ladder-type servicing hardstand in the East dispersal area. The station ammunition dump consisted of open bays cut into the edge of a tree line approx. 2 km SW of the airfield.

Infrastructure: had 1 small repair hangar each in the North and South dispersal areas. Station HQ and admin offices were reportedly on the W outskirts of the village of Génicourt, 2.25 km E of the airfield. Personnel were billeted in the villages adjacent to the airfield and the officers may have been quartered in a large house in Cormeilles-en-Vexin. A light branch rail line running from Montgeroult served the SW side of the airfield as well as the ammunition dump.

Dispersal: 3 areas with a total of 38 cleverly camouflaged aircraft shelters in Jun 43, but by 25 Jun 44 there were 5 – North, East, Southeast (remote), South and Southwest – with a total of 28 large covered aircraft shelters, 16 large open and 16 small open for a total of 60.

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Defenses: protected by 4 heavy and 9 light Flak positions in Jun 43, all within 2.5 km of the airfield and on all sides of it. Ground defenses were anchored on 10-12 fortified strongpoints surrounding the landing area out to a distance of about 1.6 km.

Remarks:

Sep 40: assigned airfield code number 515.

26 Jul 42: assigned new airfield code number 262.

6 Feb 44: bombed by 9th AAF B-26 Marauders.

26 Apr 44: airfield dive-bombed by 24 VIII Fighter Command P-51 Mustangs.

27 Apr 44: airfield dive-bombed by 23 VIII Fighter Command P-51 Mustangs.

8 May 44: a new Southwest dispersal area under construction and development of the Southeast (remote) dispersal was continuing.

11 May 44: bombed by 9th AAF B-26s.

24 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 destroyed and another damaged.

26 May 44: low-level attack by 9th AAF P-47 Thunderbolts and P-51s.

7 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109, 1 x Fw 190 and 1 x Bf 110 destroyed, plus 2 x Fw 190s damaged.

11 Jun 44: bombed by 34 B-24 Liberators.

25 Jun 44: a prepared strip running parallel to the E side of the NE/SW runway and measuring approx. 1145 x 110 meters (1250 x 120 yards) observed by photo reconnaissance.

26 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x He 111 destroyed.

Sep 44: USAAF use to the end of the war.

Operational Units: Stab/KG 76 (Jun 40 – Mar 41); III./KG 76 (Jun-Dec 40); II./KG 6 (Jan-Jul 43); Stab, III./JG 2 (Nov 43 – May 44); 3./KG 66 (Feb-Apr 44); 6.(F)/Aufkl.Gr. 123 (Apr-Aug 44); part of Horch- und Störstaffel 2 (May 44); I./JG 2 (May-Jun 44); 4.(F)/Aufkl.Gr. 123 (Jul-Aug 44); 5.(F)/Aufkl.Gr. 123 (Jul-Aug 44).

Reserve Training & Replacement Units: 11./KG 53 (Nov-Dec 42)?

Station Commands: Fl.H.Kdtr. E 3/I (Nov 40 – summer 1941); Fl.H.Kdtr. E 62/XIII (1941 – Dec 42); Fl.H.Kdtr. A 211/XI (c.Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 225/XI (Apr-Aug 44).

Station Units (on various dates – not complete): 1e.Flak-Abt. 880 (Apr-May 44); Flieger-Geräteausgabe- und Sammelstelle 4/WF (? – Jun 44).

[Sources: AFHRA A5259 pp.1547-51 (23 Jun 43 updated to 25 Jun 44) and A5260 pp.1913-18 (23 Jun 43 and updated to 8 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Corné (FR) (47 27 00 N – 00 22 00 W)

General: satellite strip and dispersal field in W France 15.5 km ESE of Angers and 2 km S of the town of Corné. History: prepared in late spring

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1944 for fighters and operational in June. Surface and Dimensions: grass surface measuring approx. 1600 x 730 meters (1750 x 800 yards) with an irregular shape. Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 22 Jun 44 in BNA(PRO)/AIR 40]

Cosne (FR) (a.k.a. Cosne-Cours-sur-Loire) (47 21 38 N – 02 55 02 E)
General: former landing ground in C France 50 km NE of Bourges and 5.75 km S of the town of Cosne-Cours-sur-Loire. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Cottenchy (FR) (c. 49 48 N – 02 22 E)

General: landing ground in NE France 12.7 km SSE of Amiens near the village of Cottenchy. History: set up as a dispersal field for Amiens-Glisy in June 1940, retained for a while and then inactivated in 1942 and obstructed. Surface and Dimensions: grass surface. Infrastructure: none noted.

Remarks:

Jan 42: operational with airfield code number 583.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 8/I Amiens-Glisy (c. Jun 40 – mid-1942).

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

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

Coulommiers (FR) (a.k.a. Coulommiers-Voisins, Voisins, Mouroux, Saint-Biandin) (48 50 15 N – 03 00 15 E)

General: airfield in N France 55 km E of Paris; airfield located 6.5 km WNW of the town of Coulommiers.

History: Sep 39 – Jun 40 it was a major French fighter field during the Phony War and the German attack on France. The Luftwaffe took it over in Jun 40 and constructed two concrete runways, 2,000 x 80 meters aligned E/W and 1,825 x 80 meters aligned NE/SW, each with concrete assembly hardstands at both ends, as well as workshops, perimeter roads, aircraft dispersal areas, 22 aircraft shelters in a woods, Flak emplacements and other infrastructure.

Dimensions: approx. 2380 x 915 meters (2600 x 1000 yards).

Surface and Runways: artificially drained grass surface. Had 2 concrete runways as stated above. Equipped with boundary lighting, runway illumination, a beam approach system and a visual Lorenz system for each runway.

Fuel and Ammunition: refueling loops were located in the North and East dispersals, and at the center of the S boundary. The ammunition dump was located in woods 2.5 km NNE of the airfield.

Infrastructure: there was a large hangar with a servicing hardstand at the SE corner. Clusters of accommodation huts were scattered around the

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airfield with the main group being on the outskirts of the village of Voisin. The nearest rail connection was in Farmoutiers, 3.25 km S of the airfield. Dispersal: in spring 1943 there were 2 dispersals – North and East – with a total of 33+ large covered aircraft shelters and 3 small covered shelters. Taxi tracks served both dispersals.

Defenses: had 5 light Flak positions (Nov 43).

Satellites and Decoys:

Coulommiers/I (48 52 50 N – 03 01 50 E), satellite strip 5 km NNE of Coulommiers airfield and near its North dispersal area. Measured approx. 1830 x 185 meters (2000 x 200 yards). Still under construction in late May 44 and operational by July.

Coulommiers/II (48 51 35 N – 03 03 25 E), satellite strip 4 km NE of Coulommiers airfield and near its East dispersal area. Measured approx. 1830 x 185 meters (2000 x 200 yards). Still under construction in late May 44.

Remarks:

25 Nov 43: construction work to extend the landing area to the NE was continuing.

10 Apr 44: airfield dive-bombed by 16 P-38 Lightnings from VIII Fighter Command.

14 Jun 44: bombed by 24 B-17 Fortresses.

23 Jun 44: bombed in the evening by 23 B-24 Liberators – many Bf 110 G-4s from II./NJG 4 destroyed or damaged on the ground when the runways and one of the dispersal areas were hit. Emergency repairs restored the airfield to serviceability in a few hours.

27 Jun 44: dive-bombed and strafed by 32 P-51 Mustangs from VIII Fighter Command.

18 Jul 44: satellite Coulommiers/I now serviceable. Aircraft parking bays were being cut into a small wood on the N side of the strip and at least 5 had been completed.

11 Aug 44: bombed by 47 B-24s.

12 Aug 44: low-level attack by VIII Fighter Command P-47s – 4 x Ju 88 G-1s from II./NJG 2 destroyed on the ground.

21 Aug 44: airfield ordered cleared and prepared for demolition.

Operational Units: Stab, I., II./KG 54 (Jul 40); III./KG 2 (Apr-Aug 43); IV./SKG 10 (Sep-Oct 43); II./SG 10 (Oct 43); II./NJG 4 (May-Aug 44).

Reserve Training & Replacement Units: 13./KG 2 (Aug 43 – Jan 44).

Station Units: Fl.H.Kdtr. E 26/XII (Jul 40); Fl.H.Kdtr. E 69/XI (c.Apr 43 – Mar 44); Fl.H.Kdtr. E(v) 211/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Werft-Abt. d.Lw. 123/XII (Jun 44 - ?); part of gem.Flak-Abt. 346(v) (1942)?; le.Flak-Abt. 828 (Aug 44).

[Sources: AFHRA A5259 pp.1552-55 (c. Apr 43 updated to 18 Jul 44), A5260 pp.1919-23 (30 Jun 43 updated to 25 Nov 43) and A.I.2.(b)/Air

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Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Courbes (FR): see La Fère-Courbes.

Cour-Cheverny (FR) (c. 47 30 N – 01 27 E)

General: former landing ground in C France approx. 13 km SE of Blois. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Courcouronnes (FR): see Brétigny/II.

Courtavon (FR) (48 11 00 N – 00 16 00 E)

General: satellite strip and dispersal field in Normandy 26 km N of Le Mans airfield, 1.6 km E of the village of Courtavon and 1.2 km N of Ballon landing ground. History: under construction in late Jul 44. Surface and

Dimensions: unknown. Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (1 Aug 44)]

Cramont (FR) (c. 50 09 N – 02 02 E)

General: airstrip in NE France 16 km ENE of Abbeville and just W of the village of Cramont. History: used by Luftwaffe fighters for a few days in early June 1940, but no record found of subsequent use. Surface and

Dimensions: grass surface. Infrastructure: none noted.

Operational Units: I./JG 54 (Jun 40); I./JG 21 (Jun 40).

Station Commands: none identified.

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

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

Cravant (FR) (47 41 30 N – 03 39 50 E)

General: former landing ground in NE France 15 km SE of Auxerre and 2 km WNW of Cravant. History: Cravant was a landing ground attached to the S.N.A.C. de S.E. factory and was under construction in spring 1940 but not completed prior to the 10 May invasion of France. The Germans removed all of the factory buildings between 1940 and 1942. Rehabilitated in early 1944 and in use by visiting aircraft in May. In Jun 44 work was underway to link the landing ground by a special road with some caves on the N side of the River Yonne. Surface and Dimensions: grass surface measuring approx. 1050 x 37 meters (1150 x 40 yards). Infrastructure: see under History.

[Sources: AFHRA A5260 p.1925 (12 May 43) and A.I.2.(b)/Air Ministry Amendment dated 2 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Crécy-en-Ponthieu (FR) (a.k.a. Ligescourt) (50 16 30 N – 01 52 15 E)

General: landing ground in N France 16-17 km NNE of Abbeville, 3.25 km NNW of Crécy-en-Ponthieu and 2 km SSW of Ligescourt. History: used by the RAF during the 1939-40 campaign and as a Luftwaffe fighter base after that until the end of 1940. Subsequently used from time-to-time as a

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mission staging field for operations over the Channel and Great Britain. Surface and Dimensions: grass surface measuring approx. 970 x 1370 meters (1060 x 1500 yards) and roughly triangular in shape. No paved runway. Fuel and Ammunition: ammunition dumps were in the woods off the landing area. Infrastructure: had 3 small hangars used for repairs, 2 of these in the Southeast dispersal and 1 in the Southwest dispersal. Accommodations were in a house and at least 6 barrack-type buildings located in the woods off the SE corner, while officers were billeted in the nearby Château Ligescourt. A branch rail spur served the SE corner of the landing ground. Dispersal: there were 3 areas – North, Southeast and Southwest – with a total of 30+ covered aircraft shelters and 24+ open aircraft shelters. The shelters were all on the edge of woods and well concealed by natural foliage. Defenses: there were 2 heavy and 12 light Flak positions, all unoccupied in Jan 44.

Remarks:

26 Jul 42: Assigned new airfield code number 271.

4 Jan 44: landing area observed to be rough and disused but probably serviceable.

23 Apr 44: landing area observed to be temporarily obstructed with portable obstacles.

10 Jun 44: ordered destroyed but personnel and alarm Flak to remain to defeat any attempted air landings.

20 Jun 44: landing area now permanently obstructed by plowing.

Operational Units: II./ZG 26 (Jun-Nov 40).

Station Commands: none identified.

Station Units (on various dates – not complete): part of I./Flak-Rgt. 6 (gem. mot.) (Jul 40 - ?); 22.(Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44)?; elements of Lw.-Bau-Btl. 18/XVII (Oct 42).

[Sources: AFHRA A5259 pp.1558-60 (18 Jun 43 updated to 20 Jun 44) and A5260 pp.1926-29 (18 Jun 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Creil (FR) (c. 49 15 25 N – 02 30 50 E)

General: airfield in N France 48.5 km NNE of Paris and 2.8 km ESE of Creil.

History: French Air Force base since World War I. Evacuation by the French began on 9 June 1940. In Aug 40, work began on the construction of a 1.620 x 50 meter concrete runway and another concrete runway of 1,710 x 50 meters. Over the next several years, 47 aircraft blast bays were constructed by the Luftwaffe and navigation radio beacons installed along with a *Freya* radar in 1944. Three batteries of Flak were usually deployed at Creil. Used mainly by bombers through 1943 and then by fighters.

Dimensions: approx. 2105 x 1830 meters (2300 x 2000 yards) and “L” shaped.

Surface and Runways: grass surface with 2 concrete runways as described above. A perimeter road encircled the airfield. Equipped with runway and

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obstruction lighting, a flare-path and visual Lorenz systems for both runways.

Fuel and Ammunition: refueling points provided at ladder-type servicing hardstands on the N boundary, E boundary, S corner and near the W corner. Ammunition dumps were located in woods off the SE and SW sides of the landing area and in a rock quarry 7.5 km to the WSW.

Infrastructure: had 1 large and 1 small hangar at the S corner and 1 medium hangar in the North dispersal area. A few workshop buildings were believed to be just W of the medium hangar in the North dispersal area. Air crew personnel were billeted in Creil, Chantilly and in nearby châteaux while other personnel were accommodated in hutment camps erected in several of the surrounding villages.

Dispersal: there were 3 dispersals in Jul 43 – North, Southeast and South – with a total of 47 large covered aircraft shelters and 22 medium covered and open shelters.

Defenses: had 3 heavy and 12 light Flak positions in Nov 43, all within 1.6 km of the airfield. Only 2 of the light Flak positions were in towers. Ground defenses were secured by 7 reinforced strongpoints and many of the Flak positions were surrounded by barbed wire.

Satellites and Decoys: see **Baron**.

Remarks:

Sep 40: assigned airfield code number 513.

26 Jul 42: assigned new airfield code number 263.

25 Nov 43: runways and taxiways recamouflaged.

15 May 44: airfield bombed at least 8 times between 15 May 44 and 11 Aug 44 by USAAF 8th and 9th Air Forces.

2 Jun 44: bombed by 47 B-24 Liberators as a target of opportunity.

14 Jun 44: bombed by 91 B-17s.

22 Jun 44: attacked by 9th AAF fighter-bombers – direct hits on the runway.

23 Jul 44: bombed by 78 B-17s.

31 Jul 44: bombed by 36 B-24s.

5 Sep 44: taken over by the USAAF.

Operational Units: III./KG 28 (Jun-Jul 40); II./KG 76 (Jun-Oct 40, Apr-Jun 41); Stab/KG 76 (Mar-Jun 41); I./KG 4 (Jun-Jul 41); 3.(F)/Aufkl.Gr. 122 (Jul 41 - Oct 42); Stab, II./KG 77 (May 42); I./KG 77 (Jul-Aug 42); I./KG 6 (Sep-Nov 42); Stab/KG 6 (Oct-Nov 42, Mar-Jun 43); III./KG 6 (Dec 42 - Jan 43, Mar-Jun 43); Stab, II./JG 2 (May-Aug 44); I./JG 2 (Jun-Jul 44); III./JG 2 (Jun-Aug 44); Einsatzkdo. Schenck (Aug 44); I./KG 51 (Aug 44).

Station Commands: Fl.H.Kdtr. E 4/I (1940 – Mar 44); Fl.H.Kdtr. E(v) 222/XI (Apr-Aug 44).

Station Units (on various dates – not complete): 4. Flugh.Betr.Kp./KG 76 (Jul 40 – Jun 41); 1. Flugh.Betr.Kp./KG 6 (Sep-Nov 42); Luftminen-Zug 3 (? – Feb 43); Luftminen-Zug 6 (Aug 41); Luftminen-Zug 10 (Jun-Aug 44); elements of gem.Flak-Abt. 295 (Apr 42); le.Flak-Abt. 880 (Jun-Jul 44);

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le.Flak-Abt. z.b.V. 11300 (Jun 44); Feld-Luftmunitionslager z.b.V. 10/XI (Chantilly – 1943-44); Flieger-Geräteausgabe- und Sammelstelle 2/WF (Aug 44); Flieger-Geräteausgabe- und Sammelstelle 4/WF (Jun-Aug 44); Munitionsausgabestelle d.Lw. 2/XI (St-Leu d'Esserent – 1941-42).

[Sources: AFHRA A5259 pp.1561-64 (3 Jul 43 updated to 25 Nov 43) and A5260 pp.1930-34 (3 Jul 43 updated to 9 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Crépon (FR) (Crépeu?) (49 18 30 N – 00 32 05 W)

General: landing ground near the coast in Normandy 19.5 km NW of Caen, 13 km ENE of Bayeux and 1.2 km SE of the village of Crépon. History: a French field airstrip prior to the German occupation in Jun 40. Briefly used by the Luftwaffe in summer and fall 1940. Permanently obstructed since 31 Jul 42 with shallow trenches, poles and logs across the landing area.

Surface and Dimensions: grass surface measuring approx. 1050 x 1235 meters (1150 x 1350 yards) and irregular in shape. No paved runway.

Infrastructure: there was 1 small hangar off the NW corner that was connected by a taxi track to the landing area. The nearest main rail connection was in Bayeux with a branch rail connection in La Riviere, 4 km NNE of the landing ground. Dispersal: no organized dispersal facilities.

Defenses: surrounded by 1 heavy and 5 light Flak positions in Jun 43, all of which were unoccupied.

Remarks:

20 Apr 41: employed 23 non-German workers.

28 May 43: landing area still obstructed.

Operational Units: II./JG 27 (Aug 40).

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1565-66 (6 Jul 43) and A5260 pp.1935-36 (6 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Crépy (FR): see Laon-Couvron.

Créton (FR): see Damville-Créton.

Cucq (FR): see Capelle.

Cuers-Pierrefeu (FR) (c. 43 14 50 N – 06 07 30 E)

General: airfield in S France 15 km NE of Toulon.

History: a former French naval airship station where in the late 1930's major overhauls of aero engines were undertaken. Used by the Italian Air Force from mid-1940 to the end of 1942. Used briefly as a training field by the Luftwaffe, then a year later a short-range reconnaissance unit began using it.

Dimensions: approx. 1000 x 750 meters (1100 x 820 yards).

Surface and Runways: stony clay surface that was unserviceable during heavy rain. No paved runway.

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Fuel and Ammunition: underground fuel storage tanks were possibly 275 meters E of the hangars. There was a small ammunition dump approx. 230 meters SE of the hangars.

Infrastructure: had 1 small hangar on the NW boundary and 2 large airship sheds off the W corner with numerous small workshops around the sheds. Station HQ, admin offices, quarters, etc., were in a group off the W boundary. A special branch spur connected the airfield to the main Toulon-Nice inland rail line.

Dispersal: none prior to fall 1943. After that had a North and East dispersal with a few open aircraft shelters.

Defenses: not noted.

Remarks:

24 Aug 43: a dispersal area has been cut into a wood off the N boundary but no aircraft shelters have been built yet.

20 Sep 43: a second dispersal area is being developed off the E boundary.

30 Oct 43: development of the two dispersal areas continues.

3 May 44: camouflage spots have been painted on the landing area to make it look like its obstructed.

Jun 44: listed by the Luftwaffe as operational.

Operational Units (Regia Aeronautica): 64^o Gruppo OA (Apr-Sep 43).

Operational Units (Luftwaffe): 2./NAGr. 13 (c. Apr-Aug 44).

School Units: Stab and I./St.G. 101 (Feb – c. Apr 43); I./Flieger-Rgt. 63 (1943-44).

Station Commands: Fl.H.Kdtr. E 63/XIII (Apr 43); Fl.H.Kdtr. A 228/XII (Apr 43); Fl.Pl.Kdo. B 37/XII (c.Apr 43 – Mar 44?); Flugplatzkdo. Cuers of Fl.H.Kdtr. E 123/XI (See) (Berre) (Mar 44); Flugplatzkdo. Cuers of Fl.H.Kdtr. E(v) 227/XII Aix-en-Provence (Apr-Aug 44).

Station Units (on various dates – not complete): Ln.-Zug z.b.V. 1 (Apr 44); Nachschub-Kp. d.Lw. 6/IV (1943 – Oct 43?); Nachschub-Kp. d.Lw. 7/XIII (Apr, Aug 44); Lw.-Berge-Btl. IV (Sep 43 – 1944).

[Sources: AFHRA A5260 pp.063-64 (24 Nov 42 updated to 3 May 44) and A5261 p.1273 (Nov 42?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cuisery (FR) (46 33 42 N – 04 58 33 E)

General: landing ground in E France 84-85 km S of Dijon and 2 km W of the town of Cuisery. No evidence found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Cysoing/Nord (FR) (50 35 20 N – 03 14 50 E)

General: field airstrip in NE France 10.5 km ENE of Lille-Vendeville airfield, 9.75 km WSW of Tournai and 3.25 km NE of Cysoing. History: under construction on 28 May 44 as a satellite strip for Lille-Vendeville airfield.

Surface and Dimensions: grass surface measuring approx. 1280 x 455

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meters (1400 x 500 yards). Infrastructure: none noted. Dispersal: there were 9 aircraft parking bays cut into a small woods on the S boundary.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1566 (28 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cysoing/Süd (FR) (50 34 50 N – 03 15 20 E)

General: field airstrip in NE France 10.5 km E of Lille-Vendeville airfield, 9.75 km WSW of Tournai and 2.8 km ENE of Cysoing. History: under construction on 28 May 44 as a satellite strip for Lille-Vendeville airfield.

Surface and Dimensions: grass surface measuring approx. 1510 x 230 meters (1650 x 250 yards). Infrastructure: none noted. Dispersal: a long taxi track was under construction leading to the small woods being used as a dispersal for Cysoing/Nord.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1566 (28 May 44) and A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Daigny (FR): see Sedan-Daigny.

Damblain (FR) (c. 48 05 N – 05 39 E?)

General: a former landing ground in E France approx 103 NW of Belfort, 61 W of Épinal and 1.5 km SE of the village of Damblain? No record found of Luftwaffe use, but it was listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Dammartin-en-Goële (FR) (49 02 35 N – 02 43 50 E)

General: a dispersal or satellite field for fighters in N France approx. 32 km NE of Paris city center and 4 km ESE of Dammartin-en-Goële in a clearing between two woods. History: the Luftwaffe tried desperately to open and stock the field with fuel, ammunition and other supplies 8-10 June 1944 but were unable to because everything was lacking including the motor transport to get it there. These difficulties were later resolved and the field was open and serviceable on 21 Jun 44. Surface and Dimensions: leveled grass measuring approx. 1235 x 1050 meters (1350 x 1150 yards) with an "L" shape. Infrastructure: farm buildings at the SE corner were used for accommodations. Dispersal: aircraft parking bays were cut into the woods bordering the field with 10+ already in existence by 21 Jun 44 and more under construction.

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Operational Units: I./JG 11 (Aug 44).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1567 (21 Jun 44) and A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dammartin-Longperrier (FR) (49 02 45 N – 02 39 20 E)

General: field airstrip for fighters in N France 30 km NE of Paris city center, 19.5 km NE of Le Bourget airfield and immediately SW of the village of Longperrier. History: laid out in spring 1944 and possibly serviceable on 21 Jun 44. Surface and Dimensions: leveled grass surface measuring approx. 1000 x 730 meters (1100 x 800 yards) and irregular in shape.

Infrastructure: none noted. Dispersal: none noted.

Operational Units: none identified.

[Sources: AFHRA A5259 p.1567 (21 Jun 44) and A5260 Amendments (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Damouzy (FR) (c. 49 47 N – 04 40 E)

General: landing ground in NE France 5.25 km NW of Charleville-Mézières. Possibly a satellite or dispersal field for Charleville-Mézières airfield, which was 2.5 km SW of Damouzy. It is also possible that it may have been an a.k.a. for Charleville-Mézières airfield. No record found of Luftwaffe use, but it was listed as operational in June 1944.

[Sources: Mattiello]

Damville-Créton (FR) (48 52 10 N – 01 07 15 E)

General: a former inactive landing ground in Normandy 88.5 km due W of Paris city center, 11 km WSW of Saint-André-de-l'Éure airfield and 3.25 km W of Damville. History: rehabilitated in spring 1944 for use as a fighter strip and satellite of Saint-André-de-l'Éure airfield. Work was still underway on 21 Jun 44. Serviceable by late June. Surface and Dimensions: grass surface measuring approx. 1190 x 1190 meters (1300 x 1300 yards). Much of the off-strip landing area was still obstructed or under cultivation on 21 Jun 44. Dispersal: 9+ aircraft parking bays had been cut in woods along the E boundary.

Operational Units: none identified.

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

[Sources: AFHRA A5259 p.1567 (21 Jun 44) and A5260 Amendments (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dangé (FR) (a.k.a. Dangé-Saint-Romain) (c. 46 56 N – 00 36 E)

General: landing ground in west-central France approx. 44 km NNE of Poitiers. No evidence found of use by the Luftwaffe, but it was listed as operational in June 1944.

[Sources: Mattiello]

Dax (FR) (a.k.a. Seyresse) (43 41 25 N – 01 04 10 W)

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General: landing ground in SW France 53.5 km WSW of Mont-de-Marsan, 41 km NE of Bayonne and 2.5 km SSW of the village of Dax. History: a former French military landing ground that the Germans artificially drained in 1941 but then never used as a base for operational units. Surface and Dimensions: artificially drained grass surface. No paved runway. Fuel and Ammunition: fuel was stored at the SW corner near the hangars. Infrastructure: there were 3 small hangars with paved aprons at the SW corner along with a few workshop and storage sheds. Personnel were reportedly billeted in a château off the SW corner and in barrack-type huts erected on the grounds of the château. The nearest railway stop was 1.2 km N of the landing ground. Dispersal: no organized dispersal areas. Defenses: no Flak reported, but the ground defenses included several machine gun bunkers and slit trenches.

Remarks:

23 Apr 44: landing area observed to be permanently obstructed with trenches and obstacles. One of the hangars had been dismantled and removed.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of gem.Flak-Abt. 497 (1944 – May 44); Kw.Werkstattzug d.Lw. 512 (later 4/XII) (1940 – Jun 42).

[Sources: AFHRA A5259 pp.1568-69 (21 Aug 43 updated to 23 Apr 44) and A5260 pp.1937-39 (21 Aug 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deauville (FR) (a.k.a. Deauville-les-Bains, Saint-Gâtien) (49 21 50 N – 00 09 50 E)

General: landing ground in N France 15 km SSE of Le Havre, 6.5 km E of Deauville and 2.5 km NW of Saint-Gâtien-des-Bois. On the coast about 5 km in from the sea. History: a former airport, Deauville was used by the Luftwaffe until Jun 41, mainly as a mission staging field. Surface and Dimensions: firm, high-quality turf measuring approx. 1235 x 915 meters (1350 x 1000 yards) with an irregular shape. Infrastructure: there were 2 hangars at the center of the SW boundary – 1 small double-bay and 1 small single-bay. An old airport building was in the same location and was probably used for offices and accommodations. The nearest rail connection was in Deauville-les-Bains. Dispersal: had 2 areas – Northwest and Southeast – with a total of 5 large covered aircraft shelters. Defenses: 3 heavy Flak positions were within 4 km of the landing ground, 2 of which were vacant in Jul 43.

Remarks:

6 Aug 42: landing area observed to now be obstructed.

26 Mar 44: landing area permanently obstructed with trenches and felled trees .

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Operational Units: none identified.

Station Commands: Wach-Kdo. d.Lw. Flugplatz St-Gâtien (Jan-Mar 44).

Station Units (on various dates – not complete): Stab/VIII. Fliegerkorps (Jul 40 – Jan 41); Stab/Jagdfliegerführer 3 (Jul 40 – 1942); 1. (Feldfern-kabel-Bau)/Ln.-Rgt. 12 (Jul-Aug 40); Stab and I.(Betr.)/Ln.-Rgt. 38 (Jul 40 – Jan 41); 9.(Funkh.)/Ln.-Rgt. Ob.d.L. (Aug 40); Ln.-Abt. 38 (Jul-Nov 40).

[Sources: AFHRA A5259 pp.1570-71 (10 Jul 43 updated to 26 Mar 44) and A5260 pp.1940-41 (10 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Delme (FR) (48 52 55 N – 06 25 00 E)

General: emergency landing ground in E France 26 km NE of Nancy and 2 km ESE of the village of Delme. History: a French landing ground during the 1939-40 campaign that was used by the Luftwaffe as a practice field and then as a dispersal field. Surface and Dimensions: grass surface measuring approx. 825 x 775 meters (900 x 850 yards). Infrastructure: none noted.

Remarks:

10 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 9 x He 111s, 5 x Ju 52s and 1 x unidentified aircraft destroyed, plus 1 x He 111, 1 x Ju 52 and 2 x unidentified aircraft damaged (Note: location given in Allied reports is Château-Salines or Château-Salins, 10 km SE of Delme).

Operational Units: none identified.

School Units: Arbeitsplatz for FFS C 13 (Nancy-Essay) (Jun 41 – Feb 42).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2474 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Denain (FR) (a.k.a. Denain-Prouvy) (c. 50 19 45 N – 03 27 30 E)

General: airfield 42 km SE of Lille in NE France, 5.25 km SW of Valenciennes, 5 km E of Denain and 1.6 km NNE of the village of Prouvy.

History: following the occupation in Jun 40, the landing area was enlarged by the Germans at the NE end and then used until Mar 41, after which it became comparatively inactive for the remainder of the occupation with the runways obstructed at times.

Dimensions: approx. 1370 x 915 meters (1500 x 1000 yards) with an irregular shape.

Surface and Runways: flat grass surface on clay subsoil. There were 2 concrete runways – (1) 1510 meters (1650 yards) aligned NE/SW with an assembly hardstand at the N end, and (2) 1415 meters (1550 yards) aligned WNW/ESE with an assembly hardstand at the S end. A perimeter road encircled the landing area. Equipped with permanent runway illumination, a flare-path, a beam approach system and visual Lorenz systems for both runways.

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Fuel and Ammunition: bulk fuel was stored in the North dispersal area and possibly in the Southwest dispersal area and on the S boundary. The ammunition dump was probably in a small grove of trees along the main road to the N of the airfield.

Infrastructure: had 1 large hangar at the W corner of the landing area and independent workshop buildings in each of the dispersal areas. Station HQ and admin offices were reportedly in the village of Prouvy. Personnel were billeted in huts in the dispersal areas where there were also some storage huts. Other accommodations were in the hotels in Valenciennes. The nearest rail connection was in Prouvy.

Dispersal: the 2 dispersals – North and Southwest – had a total of 20 large covered aircraft shelters and 21 medium covered aircraft shelters.

Taxiways connected the dispersals to the perimeter road.

Defenses: surrounded by 1 heavy and 7 light Flak positions within 1.6 km of the airfield. Ground defenses consisted of 4 reinforced strongpoints to the W, N and SW.

Satellites and Decoys:

Denain-Rouvignies (c. 50 20 06 N – 03 26 12 E), either a satellite/dispersal field for Denain or an a.k.a. for Denain-Prouvy. Located approx. 2 km NW of Denain-Prouvy airfield.

Valenciennes – La Briquette (c. 50 20 03 N – 03 31 53 E), decoy on an old abandoned French airdrome 4 km ENE of Denain airfield. Measuring just 640 x 455 meters (700 x 500 yards), it was deemed too small for operational use. Had a group of buildings in the NE corner and the Luftwaffe outfitted it with replica aircraft scattered over the landing area.

Remarks:

2 Sep 43: bombed by 34 B-17 Fortresses – 1 aircraft shelter destroyed and 1 damaged in the North dispersal.

24 Sep 43: obstructions removed and airfield in use.

12 Apr 44: the North dispersal noted as being extended to the NW but no additional aircraft shelters were yet under construction.

30 May 44: bombed by 9th AAF medium bombers.

14 Jun 44: bombed by 12 B-24 Liberators as a target of opportunity.

28 Jun 44: bombed by 28 B-17 Fortresses as a target of opportunity.

Operational Units: Erprobungsgruppe 210 (Jul 40 – Feb 41); 9./JG 51 (Oct 40); 3.(H)/Aufkl.Gr. 12 (Oct 40)?; 2.(F)/Aufkl.Gr. 33 (Dec 41); detachment of I./JG 3 (Dec 43 – Jan 44).

Station Commands: Fl.H.Kdtr. E 4/III (1944)?; Fl.Pl.Kdo. A 94/XI (1943 – Mar 44); Fl.H.Kdtr. E(v) 217/XI (Jul-Aug 44).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 52/VI (Apr 44).

[Sources: AFHRA A5259 pp.1572-75 (21 Jul 43 updated to 12 Apr 44) and A5260 pp.1942-45 (21 Jul 43 updated to 12 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Derchigny (FR): see Dieppe-Derchigny.

Desvres (FR) (50 39 40 N – 01 51 30 E)

General: landing ground in NE France 19.5 km ESE of Boulogne and 2.5 km ESE of the village of Desvres. History: a grass fighter strip prepared and used by the Luftwaffe from Sep 40 to Apr 41. Some small buildings and aircraft shelters were built by the Luftwaffe but little else. Surface and Dimensions: measured approx. 1190 x 410 meters (1300 x 450 yards) and irregular in shape. A taxi track paralleled the W side of the landing area. Fuel and Ammunition: fuel stocks were reportedly in the South dispersal area near the château. Infrastructure: there were 2 small hangars used for repairs, one in each of the dispersals. Accommodations were possibly in some small huts concealed in trees at the South dispersal. The nearest rail connection was in Desvres. Dispersal: the 4 dispersals – North, East, South and West – had a total of 31 covered aircraft shelters, 9 open shelters and 12 aircraft parking bays along the edge of woods bordering the field. Defenses: just 1 light Flak position identified.

Satellites and Decoys:

Desvres-Bourthes (50 36 00 N – 01 55 00 E), dummy located approx. 7 km SE of Desvres landing ground.

Remarks:

Sep 40: assigned airfield code number 386 or 393. Came under Koflug 8/III (Saint-Omer).

24 Oct 42: observed to be permanently obstructed with trenches and earthen mounds across the landing area.

Operational Units (Regia Aeronautica): 20^o Gruppo CT (Mar-Apr 41).

Operational Units (Luftwaffe): II./JG 51 (Jun-Aug 40); Stab, III./JG 3 (Aug/Sep 40 – Feb 41).

Station Commands: Fl.H.Kdtr. E 4/XI (Jun 40 – May 41); Fl.H.Kdtr. E 13/VIII (1941)?.

Station Units (on various dates – not complete): Sanitätsbereitschaft (mot) d.Lw. 4/XI (Samer, Sep 40).

[Sources: AFHRA A5259 pp.1576-77 (16 Jul 43) and A5260 pp.1946-47 (16 Jul 43); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Diedenhofen (FR) (Diedenhofen-Jeutz, a.k.a. today: Thionville) (49 21 35 N – 06 12 30 E)

General: airfield in E France 27.5 km N of Metz and 2.5 km E of Thionville (Diedenhofen).

History: a former French military airfield that was taken over by the Germans for use as an elementary flight training school and practice field.

Dimensions: approx. 915 x 915 meters (1000 x 1000 yards) and very irregular in shape.

Surface and Runways: all-weather grass surface on sand. No paved runway.

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

Infrastructure: had 1 triple-bay and 7 double-bay hangars along the W boundary and at the NW corner. Other large buildings adjacent to the hangars were probably workshops. A large group of airfield buildings and barracks were off the NW corner on both sides of the Thionville-Metz road. Senior officers were accommodated in Thionville. The nearest rail connection was in Thionville.

Dispersal: no organized dispersal facilities.

Defenses: no Flak positions identified in May 43. Ground defenses included approx. 4 machine gun positions near the buildings off the NW corner and part of the airfield was protected by belts of barbed wire.

Remarks:

14 Apr 44: low-level attack by 9th AAF – 1 x Ar 66C and 3 x Bü 181s from FFS A 43, plus 3 x Ju 87Ds and Rs belonging to SG 103 destroyed or damaged on the ground.

9 May 44: airfield bombed by 53 B-17 Fortresses.

17 Jul 44: a Southeast (remote) dispersal area was under construction along the edge of a woods.

Operational Units: elements of TGr. 30 (Jun-Aug 44).

School Units: FFS A/B 124 (Jun – Nov 41); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim) (Oct 43 – May 44); I./SG 103 (Apr-May 44).

Station Commands: Fl.H.Kdtr. A(o) 2/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 18/VII (Jun-Oct 44).

Kommandant: Obstlt. Franz Zach (3 Dec 43 - ?).

Station Units (on various dates – not complete): 6./le.Flak-Abt. 758 (1944); Ldssch.Zug d.Lw. 125/XIII (1943/44 – c.Sep 44); II./Lw.-Feld-Rgt. 4 (Jan 42).

[Sources: AFHRA A5259 p.1896 (17 Jul 44) and A5260 pp.2386-87 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dieppe (FR) (49 55 22 N – 01 04 39 E)

Lw. Garrison and Station Units (on various dates – specific airfield not identified): I./Flak-Rgt. 11 (gem. mot.) (Sep 40); 1., 2./gem.Flak-Abt. 122(v) (1942 – Aug 44); I./Flak-Rgt. 141 (gem. mot.) (1941-42); part of le.Flak-Abt. 81 (mot.) (Aug 42); part of le.Flak-Abt. 690(v) (Aug 42); part of le.Flak-Abt. 732(v) (Aug 42); Alarm-Flak-Battr. 194/XI (1944); 15. (Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44); 23.(schw.Flum.)/Feldluftgau-Nachr.Rgt. Belgien/Nordfrankreich (c.Apr 41 – spring 43); Ldssch.Zug d.Lw. 2/I (19 Aug 42); Seenotbezirkstelle (L) Dieppe (Jun 40 – May 42); Seenotkdo. 5 (Jun 42 – Aug 44); detachment of Seenotflotille 2 (c. Jun 40 – Jul 44).

Dieppe-Brachy (FR) (c. 49 48 54 N – 00 56 57 E)

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General: landing ground in NE France 16 km SW of Dieppe. History: a satellite and dispersal field along the Channel coast. No record found of use by Luftwaffe aircraft but probably used during the 1940-41 air offensive against England. Almost certainly inactivated and obstructed in 1942.

Surface and Dimensions: details not found, but presumably farm or pasture land. Infrastructure: none noted.

Remarks:

Sep 40: assigned airfield code number 572.

Jun 44: listed as operational.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 6/XVII (Jul-Nov 40); Platzkdo. of Fl.H.Kdtr. E 2/I Paluel (c. 1940-42?).

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

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

Dieppe-Derchigny (FR) (49 56 N – 01 12 E)

General: landing ground in NE France 10 km E of Dieppe. History: a satellite and dispersal field along the Channel coast. No record found of use by Luftwaffe aircraft but probably used during the 1940-41 air offensive against England. Almost certainly inactivated and obstructed in 1942.

Surface and Dimensions: details not found, but presumably farm or pasture land. Infrastructure: none noted.

Remarks:

Jan 42: operational using airfield code number 591.

Operational Units: none identified.

Station Commands: Platzkdo. of Fl.H.Kdtr. E 2/I (c. 1940-42?).

Station Units (on various dates – not complete):

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

Dieppe-Intraville (FR) (49 56 N – 01 16 E)

General: landing ground in NE France 14.5 km E of Dieppe. History: a satellite and dispersal field along the Channel coast. No record found of use by Luftwaffe aircraft but probably used during the 1940-41 air offensive against England. Almost certainly inactivated and obstructed in 1942.

Surface and Dimensions: details not found, but presumably farm or pasture land. Infrastructure: none noted.

Sep 40: assigned airfield code number 573. Came under Koflug 19/XI (Beauvais).

26 Jul 42: assigned new airfield code number 269.

Operational Units: none identified.

Station Commands: Platzkdo. of Fl.H.Kdtr. E 2/I (c. 1940-42?).

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

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

Dieppe-Quiberville (FR) (49 54 N – 00 54 E)

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General: landing ground in NE France on the coast 12 km W of Dieppe.
History: a satellite and dispersal field along the Channel coast. No record found of use by Luftwaffe aircraft but probably used during the 1940-41 air offensive against England. Almost certainly inactivated and obstructed in 1941-42. Surface and Dimensions: details not found, but presumably farm or pasture land. Infrastructure: none noted.

Operational Units: none identified.

Station Commands: none identified.

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

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

Dieppe – Rouxmesnil-Bouteilles (FR) (c. 49 54 N – 01 05 E)

General: landing ground in NE France approx. 2.25 km SE of Dieppe town center. No information found regarding use by the Luftwaffe. Possibly a satellite for Dieppe – Saint-Aubin. Listed as operational in June 1944.

[Sources: Mattiello]

Dieppe – Saint-Aubin (FR) (49 53 20 N – 01 05 00 E)

General: landing ground in NE France 4 km S of Dieppe and 1.6 km NE of Saint-Aubin-sur-Scie. History: fighter station throughout the Battle of Britain then relegated to caretaker status until it was demolished and abandoned in early 1944. Surface and Dimensions: firm grass surface measuring approx. 825 x 640 meters (900 x 700 yards). No paved runway. Fuel and Ammunition: underground fuel storage was possibly on the E boundary. An ammunition dump was located in woods about 1 km NE of the landing area. Infrastructure: there was 1 medium double-bay hangar with a paved apron and 3 small buildings on the E boundary. Some farm buildings and numerous huts among the trees off the E boundary served as quarters for personnel and for stores, and the station HQ and admin offices were in a nearby château. Officers were accommodated in the Château de Pourville some 3.25 km W of Dieppe. The nearest rail connection was in the village of Saint-Aubin-sur-Scie. Dispersal: The East dispersal, which was the only one, had 15 covered aircraft shelters connected to the landing area by taxi tracks. Defenses: had 6 heavy and 8 light Flak positions with 5 km of the landing ground. Ground defenses included 9 reinforced bunkers and strongpoints around the perimeter of the field.

Satellites and Decoys:

Dieppe – Bois Robert (49 49 50 N – 01 09 15 E), dummy 7.5 km SE of Dieppe – Saint-Aubin landing ground. However, in Jan 42 it was listed as operational with airfield code number 581, then on 26 Jul 42 it was assigned the new airfield code number 264 S (the "S" for Scheinflugplatz, i.e., dummy).

Remarks:

Sep 40: assigned airfield code number 551.

20 Apr 41: employed 452 non-German workers.

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30 Oct 43: landing area remains temporarily obstructed with portable obstacles. One bay of the medium hangar and a building at the SE corner reportedly destroyed.

6 Feb 44: airfield bombed – landing area cratered but these had been filled in by 6 March.

15 Mar 44: all aircraft shelters in the East dispersal are in the process of being demolished and the double-bay hangar dismantled.

19 Apr 44: trenching of the landing area has begun.

Operational Units: part of I./JG 3 (Jul 40); Einsatzstaffel/JG 53 (Dec 40 – May 41).

Reserve Training & Replacement Units: 1./Erg.Gr. JG 26 (Mar-Jun 41).

Station Commands: Platzkdo. of Fl.H.Kdtr. E 2/I (c. 1940/41 – Apr 44).

Station Units (on various dates – not complete): Bauleitung St-Aubin (May 41).

[Sources: AFHRA A5259 pp.1578-80 (14 Jul 43 updated to 19 Apr 44) and A5260 pp.1948-52 (14 Jul 43 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dieppe-See (FR) (49 55 N – 01 04 E)

General: seaplane anchorage in NE France located in Dieppe harbor.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: Mattiello]

Diéval (FR): see Bruay-Diéval.

Digoin (FR) (a.k.a. Bois de Chizeuil) (46 28 00 N – 04 02 00 E)

General: satellite strip and dispersal field in C France 5.5 km N of Saint-Yan landing ground and 4 km SE of the village of Digoin. History: under construction in Jul 44. Surface and Dimensions: measured 1415 x 185 meters (1550 x 200 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (13 Jul 44)]

Dijon-Longvic (FR) (47 16 30 N – 05 05 10 E)

General: airfield in E France 6 km SE of Dijon and immediately SE of the village of Longvic.

History: 1914-40: major French Air Force base with very extensive infrastructure and a civil airport terminal at the S end. In 1940 it was used by the Germans as a POW transit camp with as many as 40,000 French prisoners of war passing through it. The Luftwaffe then built the concrete runways and the dispersal areas. Used mainly as a transit field until spring 1943 and there after as a large operational base.

Dimensions: approx. 1555 x 1000 meters (1700 x 1100 yards).

Surface and Runways: level but rough grass surface. Had 2 concrete runways in the form of the letter "V" that was pointed S – (1) approx. 825 meters (900 yards) aligned NW/SE, and (2) approx. 895 meters (980 yards)

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aligned NNE/SSW. A perimeter road paralleled the W side of the landing area. Equipped with perimeter lighting, flare-path, beam approach system and the NNE/SSW runway had permanent illumination.

Fuel and Ammunition: a refueling loop was on the SE boundary and underground fuel tanks were reportedly off the NW and SW boundaries.

The station ammunition dump was in a woods about 1 km NE of the airfield.

Infrastructure: there were a total of 14 hangars – (1) 1 medium triple-bay, 2 large with paved aprons, 1 medium double-bay, 1 large repair shop and numerous workshop buildings on the NW boundary; (2) 6 large double and 2 large single with paved aprons, and 1 large, very long workshop building on the SW boundary; and (3) 1 medium and 1 small on the SE boundary. The station HQ was possibly in the old civil airport buildings on the SE boundary and the admin offices were near the hangars on the SW boundary. A large group of barracks and other station buildings were off the NW side of the landing area. The nearest rail connection was 2 km to the NE.

Dispersal: had 2 areas – East and South – with a total of 25 covered and 2 open aircraft shelters in Jul 43.

Defenses: 1 heavy and 6 light Flak positions within approx. 3 km of the airfield in Jul 43. Ground defenses consisted of a comparatively modest 3 reinforced strongpoints in 1943.

Satellites and Decoys:

Remarks:

20 Apr 41: employed 717 non-German workers.

Jun 43: the N end of the NNE/SSW runway was being extended to at least 1000 meters (1100 yards).

5 Nov 43: the NNE/SSW runway extended at the S end and a paved assembly hardstand laid down at the N end.

1944: much of the infrastructure was destroyed by Allied bombings of 28 Mar, 25 Apr and 14 Aug, and by demolitions carried out by the fleeing Germans.

8 Jan 44: a South dispersal was being developed and a refueling hardstand was under construction in front of the hangars on the NW boundary of the airfield.

28 Mar 44: bombed by 117 B-17 Fortresses and strafed by VIII Fighter Command P-51 Mustangs – 2 x Do 17E and 2 x Go 145 from Luftdienstkdo. 1/12 damaged on the ground. The VIII FC report for this attack *claimed* 28 x Ju 88s, 11 x He 111s, 1 x Do 217, 2 x Bf 109s, 3 x Bf 110s, 6 x Me 210s/410s, 1 x Fw 190, 1 x Fi 156, a Go 242 glider and several unidentified aircraft for a total of approx. 56 planes destroyed or damaged on the ground just by fighters. Additionally, the NW/SE runway was cratered and made unserviceable, and 6 hangars, station buildings and barracks all damaged, some severely. The branch rail line on the NW boundary was also knocked out.

25 Apr 44: bombed by 121 B-17s.

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11 May 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x He 111, 1 x Ju 52 and 1 x unidentified aircraft destroyed, plus 2 x Go 242s and 8 unidentified aircraft damaged.

25 Aug 44: airfield hit by 40 to 50 P-47s and P-38s from 9th AAF in late afternoon attack – 8 x Ju 52s from Sanitäts-Flugbereitschaft 4 and II./TG 3 and 1 x Ju 88 from I./NJG 2 destroyed and 1 x Ju 88 damaged while parked in dispersal area (German account).

Sep 44: taken over by USAAF and Free French air units.

Operational Units: 9.(H)/LG 2 (Pz) (Mar 41); Zieldarstellungsstaffel 103 (Apr 43 - ?); Arbeitsstab Hptm. Pohl (Sep-Dec 43); GS-Kdo. 1 (Sep-Dec 43); GS-Kdo. 2 (Sep-Dec 43); part of II./NJG 4 (May-May 44); Jagdgruppe 200 (Aug 44); I./NJG 2 (Aug 44); 5.(F)/Aufkl.Gr. 123 (Aug 44); Sonderstaffel Kaatsch (Aug 44).

Reserve Training & Replacement Units: IV./KG 55 (Mar 41 – May 44); IV./KG 27 (Mar-Apr 44).

Station Commands: Fl.H.Kdtr. E 17/VII (Nov 40 – Dec 42); Fl.H.Kdtr. A 230/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 222/XII (Apr-Sep 44).

Station Units (on various dates – not complete): Koflug 3/XIII (Jan-Nov 43); 4. Flugh.Betr.Kp./KG 55 (Jan 43 – May 44)?; 10. Flugh.Betr.Kp./KG 55 (Mar 41 – Jan 43); Werft-Abt. d.Lw. 125/XII (May-Sep 44); 9./Feldwerftverband 70 (May 44 - ?); Lufttorpedo-Betr.Kp. 7 (Apr-Aug 44); I./Flak-Rgt. 501 (c.May-Jul 44); 6./gem.Flak-Abt. 276 (May 44); III./Ln.-Ausb.Rgt. 302 (mid-42 – mid-43); Stab/Ln.-Ausb.Rgt. 303 (fall 42 – fall 43); Lw.-Bauleitung Dijon (c.1940-44); Flieger-Geräteausgabe- und Sammelstelle 3/WF (May 41); Flugbetriebsstoff-Kol. 514/XII (May/Jun 44); Ldssch.Kp. d.Lw. 16/VII (Aug-Sep 44); Ldssch.Zug d.Lw. 136/XIII (Aug-Sep 44); Flieger-Untersuchungsstelle 11/VI (Mar 43); Verbindungsstelle d.Lw. beim HKP 523 Dijon (Oct 43).

[Sources: AFHRA A5259 pp.1581-83 (14 Jul 43) and A5260 pp.1953-59 (14 Jul 43 updated to 28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dinan-Trélivan (FR) (48 26 35 N – 02 06 25 W)

General: landing ground in NW France 4.5 km WSW of Dinan and 1.5 km NE of the town of Trélivan. History: after taking it over in Jun 40, the Luftwaffe only effected a few minor improvements, such as extending the landing area to the E and S and organizing the dispersals. Used by fighters during 1940 and early 1941 but inactive thereafter. Surface and

Dimensions: artificially drained grass surface measuring approx. 1190 x 455 meters (1300 x 500 yards) and irregular in shape. No paved runway. A paved perimeter road encircled the landing area. Fuel and Ammunition: underground fuel storage tanks were in the South dispersal area and possibly more at the railway station some 5 km S of the landing ground.

The station ammunition dump was off the N boundary. Infrastructure: had 1 small hangar and some small workshop buildings on the N boundary. A

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small group of barracks and several private homes taken over by the Luftwaffe were off the N boundary. Station HQ and additional quarters were in the nearby Château de Beauregard. The nearest rail line passed 275 meters off the NE corner. Dispersal: there were 3 dispersals in summer 1943 – North, South and West – with a total of 6 large and 36 small aircraft shelters. All of the shelters were connected to the landing area by a network of taxi tracks. Defenses: had 4 light Flak positions on the N and W sides of the landing area in Apr 43.

Satellites and Decoys:

Dinan-Coulebart (48 26 45 N – 02 05 20 E), a former French emergency landing ground measuring 605 x 400 meters (660 x 440 yards) that may have been used by the Germans as a decoy for Dinan-Trélivan before being permanently obstructed with trenches.

Dinan-le-Quiou (c. 48 21 N – 02 00 W), dummy approx. 13 km SE of Dinan-Trélivan airfield. No details except that it was still in use in June 1944.

Remarks:

16 Apr 42: landing area observed to be temporarily obstructed.

23 Feb 44: permanently obstructed by trenches. All but 1 of the small aircraft shelters have been removed.

Operational Units: II./JG 53 (Jun-Aug 40); Stab/JG 77 (Dec 40 – Mar 41); III./JG 77 (Dec 40 – Jan 41).

Station Commands: Fl.Pl.Kdo. B 28/XII (Jan 43 – Jun 44).

Station Units (on various dates – not complete): Stab/Flak-Brig. V (Aug 40 - ?); Flak-Rgts.Stab 15 (1943 - Jul 44); le.Flak-Abt. 752 (1943); elements of le.Flak-Abt. 912 (Apr 43); elements of 5.(Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); Lw.-Bauleitung III Dinan (c.1940-44); Ldssch.Kp. d.Lw. 4/XII (Jan 43).

[Sources: AFHRA A5259 pp.1584-86 (1 Jul 43 and updated) and A5260 pp.1960-64 (1 Jul 43 updated to 23 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dinard-Pleurtuit (FR) (48 35 30 N – 02 05 00 W)

General: airfield in NW France 60 km NW of Rennes in Brittany; airfield located 5 km SSW of Dinard and 1.75 km NW of the village of Pleurtuit.

History: used as found during 1940 and early 1941 by the Luftwaffe and then developed into a major air base for bombers. Relatively active right through to Jun 44.

Dimensions: approx. 1830 x 1000 meters (2000 x 1100 yards) with an irregular shape.

Surface and Runways: artificially drained grass on clay subsoil. There were 2 concrete runways in the form of a cross – (1) 1740 meters (1900 yards) aligned N/S with assembly hardstands at both ends, and (2) 1600 meters (1750 yards) aligned NW/SE with assembly hardstands at both ends. A perimeter road encircled the landing area. Equipped with boundary lighting,

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runway illumination, a visual beacon, a beam approach system and visual Lorenz systems for each runway.

Fuel and Ammunition: refueling loops were on the E and W boundaries and in the East and West dispersal areas. Bulk fuel storage was in woods 1 km NW of the hangars. The main bomb dump was 1.6 km WSW of the airfield and 4 smaller dumps in the surrounding woods and in the dispersal areas.

Infrastructure: had 5 medium hangars, all grouped on the NW boundary. Workshop buildings and motor vehicle sheds and garages were behind the hangars. Station HQ, admin offices and air crew quarters were in a group of buildings in a stand of trees behind the hangars. Station officers were billeted in château about 1 km S of the airfield, personnel in barracks SE on the outskirts of Pleurtuit and additional personnel in hotels in Dinard. A light rail spur off the main Dinard line encircled the airfield on the W and S sides.

Dispersal: the 3 dispersals – East, West and Northwest – had a total of 26 large and 1 medium covered aircraft shelters in Jul 43. An additional 8 shelters were under construction in Mar 44.

Defenses: protected by 5 heavy and 17 light Flak positions out to a radius of 3 km from the center of the airfield.

Remarks:

20 Apr 41: employed 589 non-German workers.

6 Dec 43: airfield dimensions revised to 2285 x 1000 meters (2500 x 1100 yards).

9 Jun 44: ordered destroyed by Feld-Luftgaukdo. Westfrankreich.

11 Jun 44: bombed by 37 B-17 Fortresses.

13 Jun 44: bombed by 10 B-24 Liberators as a target of opportunity.

12 Jul 44: photo reconnaissance showed both runways demolished with explosives and the entire landing area plowed up.

Operational Units: Stab/KG 28 (Jun-Jul 40); Stab/St.G 3 (Jul-Dec 40); II./KG 27 (Jul-Sep 40); Transportstaffel IV. Fliegerkorps (Jul 40 – May 41); Flugbereitschaft IV. Fliegerkorps (Jul 40 – c.May 41); 3.(F)/Aufkl.Gr. 121 (Aug 40 – May/Jun 41); II./KG 27 (Jul-Sep 40); KGr. 106 (Jan?-Aug 42); Stab/KG 6 (May 42 – Feb 43); II./KG 6 (Jul 42); Stab, 1., 2./NAGr. 13 (Aug 43 – Jun 44).

Station Commands: Fl.H.Kdtr. E 11/XI (Jul 40 – Mar 44); Fl.H.Kdtr. E(v) 208/XII (Apr-Jul 44).

Station Units (on various dates – not complete): Stab/IV. Fliegerkorps (Jul 40 – c.May 41); 2. Flugh.Betr.Kp./KG 6 (Sep-Nov 42); Stab/Flak-Rgt. 100 (Aug 40); I./Flak-Rgt. 49 (gem. mot.) (Aug 40); elements of Res.Festungs-Flak-Abt. 341 (Aug 40); Ie.Flak-Abt. 912 (1942/43 – Aug 44); Stab/Ln.-Rgt. 10 (Aug 40); Stab/Ln.-Rgt. 34 (Jul 40 – May 41); Ln.-Abt. 34 (c.Jul-Dec 40); Lw.-Bauleitung Dinard (c.1940-44); Flieger-Geräteausgabestelle D (Jul 40); Ldssch.Kp. d.Lw. 4/XII (Dec 40); 1./Flieger-Rgt. 90 (May/Jun 44).

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[Sources: AFHRA A5259 pp.1587-89 (6 Jul 43 updated to 12 Jul 44) and A5260 pp.1965-70 (6 Jul 43 updated to 25 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dôle-Tavaux (FR) (47 02 30 N – 05 26 00 E)

General: airfield in E France 42 km SE of Dijon, 8 km SSW of Dole and 2 km ENE of the village of Tavaux.

History: served as a French field airstrip during the May-Jun 1940 campaign. The Germans began developing it right after it was occupied, then abandoned the work until the beginning of 1943 when construction resumed. The work was completed in Jul 43 and it pronounced ready for operations as a night fighter base.

Dimensions: 2105 x 1000 meters (approx. 2300 x 1200 yards) and roughly rectangular in shape.

Surface and Runways: grass surface with water accumulation problems. Has a single concrete runway measuring 1600 meters (1750 yards) with taxiways at each end that connected it to the perimeter road encircling the landing area. Equipped with a beam approach system and a visual Lorenz system.

Fuel and Ammunition: there were 3 refueling loops – at the NE corner, at the SE corner and at the center of the S boundary. Underground bulk storage tanks were inside each of the loops. An ammunition dump was in the Bois de Recepage, 2.5 km WNW of the landing area, and another on the edge of the Southeast dispersal.

Infrastructure: had 1 medium hangar with a paved apron that was located in the North dispersal area. Personnel were accommodated in a few camouflaged barrack huts off the W corner of the airfield and in another group of similar huts on the edge of woods 2 km NNE of the field. Some flying personnel were also billeted in Dôle. A light branch rail line from Tavaux served the airfield. The Rhone-Rhine canal passed by within 1 km of the N end of the airfield with a nearby quay where barges could load and offload.

Dispersal: there were 3 in Apr 44 – North, Southeast and Southwest – with a total of 23 large aircraft shelters and at least 10 aircraft parking sites.

Defenses: no Flak positions observed in early Jan 44 but 6 months prior to that 2 light Flak positions were seen.

Satellites and Decoys:

Dôle-Champdivers (47 01 N – 05 23 E), decoy approx. 1.6 km SW of Tavaux village and immediately N of the village of Champdivers.

Remarks:

20 Apr 41: employed 233 non-German workers.

23 Apr 44: slight development noted in the dispersal areas, especially the Southwest dispersal which may be expanding.

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25 Aug 44: low-level attack by 9th AAF P-38 Lightnings – claimed 21 aircraft (20 of which were reportedly Ju 52s) and damaged 3 more on the ground. Airfield being used to evacuate German personnel from France.

Operational Units: 1.(H)/Aufkl.Gr. 14 (Jun 40).

Station Commands: as Fl.H.Kdtr. Tavaux (Apr 41); Flugplatzkdo. Tavaux of Fl.H.Kdtr. A 222/XII Clermont-Ferrand (1943 – Mar 44); Flugplatzkdo. Tavaux of Fl.H.Kdtr. E(v) 222/XII (Apr-Sep 44); Fl.H.Kdtr. E(v) 233/VII (Sep 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 120 (late 43 – early 44)?; Werft-Abt. d.Lw. 127/XII (May-Aug 44); elements of le.Flak-Abt. 875 (May 44); Stab V.(Flum.Mess)/Ln.-Rgt. 203 (c.Jan-Sep 44); 7.(Funkmess-Ausb.)/Ln.-Ausb.Rgt. 302 (1942/43-44); 20. (Flugmeldeleit-)/Ln.-Rgt. 53 (Jul-Aug 44); Lw.-Bauleitung Tavaux (c.1940-44); 3.Kp. Lw.-Bau-Btl. 6/XII (Nov 42); Lw.-Bau-Gerätezug 10/VIII (Nov 42 – ?).

[Sources: AFHRA A5259 pp.1590-93 (26 Oct 43 updated to 23 Apr 44) and A5260 pp.1971-75 (26 Oct 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Domèvre-Herbéville (FR) (c. 48 33 N – 06 45 E)

General: landing ground or dispersal field in E France approx. 45 km ESE of Nancy. No record found of use by the Luftwaffe. Possibly established in fall 1943. Listed as operational in June 1944.

[Sources: Mattiello]

Domléger (FR) (a.k.a. Domléger-Longvillers) (c. 50 09 N – 02 05 E)

General: landing ground or dispersal field in NE France approx. 19 km ENE of Abbeville. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Dommiers (FR) (49 20 N – 03 12 E)

General: airstrip in N France 10 km SW of Soissons.

Remarks:

17 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 destroyed and 3 more damaged.

Operational Units: none identified.

Station Commands: none identified.

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

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

Domqueur (FR) (c. 50 06 N – 02 02 E)

General: landing ground in NE France approx. 15 km E of Abbeville. No record found of use by the Luftwaffe. Possibly a satellite or dispersal field for Abbeville.

Remarks:

26 May 42: believed to have become operational this date.

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26 Jul 42: assigned airfield code number 265.

[Sources: Mattiello]

Doncourt (FR) (a.k.a. Doncourt-lès-Conflans, Conflans-Doncourt) (49 09 00 N – 05 57 00 E)

General: landing ground in E France 17 km NW of Metz airfield and immediately N of the village of Doncourt-lès-Conflans. History: already in existence in 1940 but inactivated and obstructed until it was rehabilitated in Apr 44. Fully serviceable in Aug 44. Surface and Dimensions: measured approx. 1000 x 1000 meters (1100 x 1100 yards). Infrastructure: none noted. Aircraft were dispersed in woods off the NW boundary.

Operational Units: none identified.

Remarks:

10 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Bf 109 and 1 x Ju 88 destroyed.

[Sources: AFHRA A5260 amendments (2 Aug 44)]

Dorderes (FR) (43 15 00 N – 00 01 00 E)

General: satellite strip and dispersal field in SW France 7.25 km NNE of Tarbes-Ossun airfield and 1.2 km N of Idos airstrip. History: developed spring 1944 with the NNE/SSW strip serviceable by 25 May 44 and leveling still in progress on the other strip. Surface and Dimensions: consisted of two intersecting airstrips aligned NNE/SSW and ENE/WSW that occupied a landing area measuring approx. 1245 x 275 meters (1360 x 300 yards).

Infrastructure: none noted.

[Sources: AFHRA A5260 Amendment (25 May 44)]

Douai-Déchy (FR) (50 20 20 N – 03 06 45 E)

General: landing ground in E France 33 km S of Lille; airfield 3.25 km SE of Douai and 1.6 km SW of Déchy. History: built by the French as a wartime landing ground. The Germans made a few minor improvements but it was used very little. Surface and Dimensions: even grass surface measuring approx. 1280 x 1235 meters (1400 x 1350 yards). No paved runway. Fuel and Ammunition: refueling points were on the SE and SW boundaries and 2 on the NW boundary. Bulk fuel storage was off the SW boundary and on the NW boundary. Ammunition was stored in 2 blast-proof huts off the SSW side of the landing area. Infrastructure: there was 1 small repair hangar with a paved apron and a small shed at the W corner and these were completely surrounded with barbed wire and defensive trenches. A cluster of buildings approx. 550 meters off the W corner of the landing ground were reportedly used as workshops and storage by construction crews. Station HQ and offices were probably in a house surrounded by barbed wire just off the SW boundary, and a small group of buildings at the N corner may have been used for accommodations. The nearest rail connection was 2 km from the landing ground. Dispersal: in Jul 43 there were 3 areas – Northwest,

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East and South – with a total of 29 aircraft shelters. Defenses: had 3 light Flak positions in Jul 43.

Satellites and Decoys:

Douai/I (50 20 00 N – 03 06 00 E), satellite strip and dispersal field immediately SW of Douai-Déchy landing ground. Measured 1370 x 185 meters (1500 x 200 yards) and connected to Douai-Déchy landing ground and Douai/II satellite by a rolled taxiway. At an early state of construction in Jun 44, it was completed and serviceable by July.

Douai/II (50 20 00 N – 03 05 00 E), satellite strip and dispersal field immediately WSW of Douai-Déchy landing ground. Measured at least 915 x 185 meters (1000 x 200 yards) and connected to Douai-Déchy landing ground and Douai/I satellite by a rolled taxiway. Under construction in Jun 44.

Remarks:

20 Jun 42: observed to be obstructed.

21 Dec 43: landing area remains temporarily obstructed with portable tripods and posts.

11 Apr 44: obstructions have now been removed.

Jul 44: new Allied reconnaissance photos showed Douai-Déchy to have a main airfield with 6 dispersal areas (Northwest, South, East, Goeulzin, Ferin and Le Raquet) and 2 satellites (Douai I and Douai II).

Operational Units: none identified.

School Units: Fl.Ausbildungs-Rgt. 12 (1941-42); Fl.Rgt. 22 (1943-44).

Station Commands: Fl.H.Kdtr. E 28/IV (May 40 – Apr 41); Fl.Pl.Kdo. C 80/XI (? – Mar 44); Flugplatzkdo. Douai-Dechy of Fl.H.Kdtr. E(v) 218/XI Cambrai-Épinoy (Apr-Aug 44).

Station and Town Units (on various dates – not complete): part of Flieger-Ausb.Rgt. 12 (Oct 41); 8.(Flum.Mess)/Ln.-Rgt. 52 (1943-44)?; elements of Flieger-Rgt. 22 (1944).

[Sources: AFHRA A5259 pp.1594-96 (9 Jul 43 updated to 11 Apr 44) and A5260 pp.1975-77 (9 Jul 43 updated to 21 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Doie (FR) (48 52 00 N – 03 08 00 E)

General: satellite strip and dispersal field 10 km ENE of Coulommiers airfield and 2.5 km W of the village of Doie. History: operational in Jun 44.

Surface and Dimensions: measured approx. 1190 meters (1300 yards) in length. Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (21 Jun 44)]

Douigard (FR) (44 11 00 N – 04 48 00 E)

General: satellite strip and dispersal field in S France 6 km NW of Orange-Caritat airfield and 3.25 km E of the town of Piolenc. History: believed to have become serviceable at the end of Jul 44. Surface and Dimensions: measured approx. 1145 x 185 meters (1250 x 200 yards). Taxi tracks

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radiated out in all directions from the strip to facilitate the concealment of aircraft in surrounding hedgerows. Infrastructure: none noted.

[Sources: AFHRA A5260 Amendment (3 Aug 44)]

Doulcon (FR) (c. 49 22 N – 05 09 E)

General: landing ground in E France approx. 83 km E of Reims and 40 km SSE of Sedan. No information found of use by the Luftwaffe, but listed as operational in June 1944.

[Sources: Mattiello]

Doullens-Quoeux (FR) (50 18 N – 02 05 E)

General: landing ground 19 km SW of St-Pol in NE France.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 3/III (1940).

Station Units (on various dates): Stab/20. Flak-Brig. (Doullens, Jun-Aug 44); Ln.-Betr.Kp. 180 (Doullens, Jun-Aug 44).

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

Doullens – Haute-Visée (FR) (c. 5010 N – 02 20 E)

General: landing ground in NE France approx. 32.5 km N of Amiens and 2.5 km N of Doullens. No record found of use by the Luftwaffe.

Remarks:

26 Jul 42: assigned new airfield code number 266.

[Sources: Mattiello]

Doullens-Ransart (FR) (50 11 10 N – 02 18 30 E)

General: landing ground in NE France c. 30 km N of Amiens, 4 km NNW of Doullens and immediately SW of the hamlet of Ransart. History: used in 1940 and possibly 1941, but its use (if any) after then is unknown. Surface and Dimensions: grass surface measuring approx. 1050 x 915 meters (1150 x 1000 yards) and irregular in shape. No paved runway. Taxi tracks and a perimeter road connected the landing area with the dispersal area. Fuel and Ammunition: fuel drums were originally stored in the Ransart orchards but buried fuel tanks were built later. Infrastructure: there was 1 large hangar with a paved apron on the E boundary with a probable workshop nearby. Personnel were probably billeted in Ransart and in Haute-Visée, 1.75 km to the ESE. Dispersal: had 2 dispersals – East and South – with a total of 3 medium covered aircraft shelters and 7 aircraft parking sites.

Defenses: protected by 8 light Flak positions, but these had all been abandoned by Dec 42.

Satellites and Decoys:

Beauvoir (a.k.a. La Revetison) (50 14 10 N – 02 18 05 E), decoy 5.5 km N of Doullens-Ransart landing ground.

Remarks:

26 Jul 42: assigned new airfield code number 267.

12 Jul 43: observed to be permanently obstructed with trenches and mounds of dirt across the landing area.

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17 Jul 44: landing area still permanently obstructed.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 155(W) (Doullens, ? – c. Feb/Mar 44)?; Stab/20. Flak-Brig. (Doullens, Jun-Aug 44). [Sources: AFHRA A5259 pp.1597-99 (12 Jul 43 updated to 17 Jul 44) and A5260 pp.1978-80 (12 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Draguignan (FR) (c. 43 32 N – 06 27 E)

General: landing ground in S France approx. 44-45 km W of Cannes. No record found of use by the Luftwaffe, but listed as operational in June 1944. [Sources: Mattiello]

Dreux (FR) (a.k.a. Dreux-Vernouillet) (48 42 20 N – 01 21 50 E)

General: airfield in N France 73 km W of Paris, 31.6 km NNW of Chartres, 3.6 km S of Dreux and 2 km S of Vernouillet.

History: a civil airfield dating from the 1920's, by 1940 Dreux had two paved runways, a hangar, terminal and a control tower. It was used by the RAF prior to 22 June 1940 and the first Luftwaffe units began using Dreux in early Jul 40, a Gruppe of Heinkel 111 bombers being based at Dreux during the air offensive against England. After that, it served as a training school and ground for paratroopers until the beginning of 1944 when operational flying units returned.

Dimensions: approx. 1830 x 1100 meters (2,000 x 1,200 yards) with an irregular shape.

Surface and Runways: grass surface that was artificially drained at the N end. Had 2 concrete runways as noted above – (1) approx. 1325 meters (1450 yards) aligned NNE/SSW with an assembly hardstand at the S end, and (2) 1325 meters (1450 yards) aligned NW/SE with assembly hardstands at both ends. A taxiway ran along the W boundary that provided a connection from the ends of both runways to the dispersal areas. Equipped with permanent runway illumination, flare-path, a beam approach system and visual Lorenz systems for both runways.

Fuel and Ammunition: full servicing and support facilities with refueling loops in the South and West dispersals and buried bulk fuel storage at the NW corner of the airfield. The main ammunition dump was in the Bois de Marmousse woods 1.2 km to the SW of the field.

Infrastructure: there was 1 large double hangar off the N corner. The Luftwaffe added some workshop buildings, sheds and permanent night landing systems. The motor pool and garages were along the road 1 km NNE of the landing area. Station HQ, admin offices and accommodations were mostly in buildings along Route 154 near the NE corner. Additionally, a row of barrack buildings was located near the SE corner of the airfield and other personnel were billeted in homes on the S outskirts of Dreux and in

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nearby villages. The nearest rail connection was the Dreux-Chartres line 1.2 km SW of the airfield.

Dispersal: the West and South dispersals had a total of 30 covered aircraft shelters, 6 open shelters and 23 unsheltered sites at the end of 1943.

Defenses: approx. 2 heavy and 11 light Flak positions within 3 km. of the center of the airfield at the end of 1943. Wire fencing surrounded the entire landing area.

Satellites and Decoys:

Dreux/I (48 41 00 N – 01 22 00 E), satellite strip adjacent to the Dreux concrete runways. History: under construction in mid-Jun 44 and still being worked on a month later. Surface and Dimensions: measured approx. 1100 x 185 meters (1200 x 200 yards). Infrastructure: none noted.

Remarks:

20 Apr 41: employed 1,000 non-German workers. After most of the Lw. departed France in May-Jun 41, Dreux was used infrequently until Jun 44.

17 Mar 44: low-level attack – 1 x Ca 148 from Fallschirmschule 1 destroyed on the ground.

28 Mar 44: low-level attack by VIII Fighter Command P-51s – claimed 1 x Bf 109, 1 x Ju 88 and 1 x unidentified aircraft damaged.

5 Apr 44: low-level attack – 1 x Ju 52 from Fallschirmschule 1 destroyed on the ground.

Jun 44: new bays under construction in the SE dispersal area along with additional taxiways.

10 Jun 44: bombed by 26 B-24s and strafed by VIII Fighter Command P-47s – claimed 1 x Fw 190 destroyed and another damaged on the SE dispersal field; airfield heavily damaged.

12 Jun 44: a prepared airstrip 275 meters wide has been built on the S side of the NW/SE runway. The Southeast (remote) dispersal area is under further development with 6 additional aircraft bays already cut into the woods.

13 Jun 44: bombed by 52 B-17s.

21 Aug 44: taken by U.S. forces and restored to service as Allied Airfield A-41 Dreux.

Operational Units: I./KG 55 (Aug 40 – Jun 41); 2./KG 51 (Dec 43 – Mar 44); I./KG 51 (Apr-May 44); I./SKG 10 (Jun 44); IV./JG 3 (Jun 44); Stab/JG 3 (Jul-Aug 44).

School Units: Fallschirmschule 4 (1942-43); Fallschirmschule 1 (1943-44).

Station Commands: Fl.H.Kdtr. E 7/XVII (Sep 40 - Mar 44); Fl.H.Kdtr. E(v) 205/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Werft-Abt.(v) 109/XII (May 44); Luftzeuggruppe 12 (Saint-Georges-Motel, Jun 40 - ?); Feldluftzeuggruppe Westfrankreich (Saint-Georges-Motel, c. 1940 – Dec 43); gem.Flak-Abt. 344 (May 44); gem.Flak-Abt. 555 (Jul 44); Flak-Abt. z.b.V.

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13100 (Jun-Jul 44); Feld-Flakinstandsetzungswerkstatt 3/XII (Jun 41); Flak-Instandsetzungswerkstatt 3/XII (1943-44); Flak-Geräteausgabestelle 3/XII (mot) (1941-43); Stab and elements/Ln.-Rgt. 11 (Jul-Oct 40); 4. (Flum.Mess)/Ln.-Rgt. 57 (spring 43 – Aug 44)?; elements of 3. (Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); Flughafenbereichs-Ln.-Kp. z.b.V. 2 (Jun-Aug 44); Lw.-Bauleitung II Dreux (c.1940-44); Lw.-Bau-Btl. 4/XII (? – Nov 42); Lw.-Bau-Gerätezug 6/XIII (Bohrzug) (Mar 42); Feld-Nachschubbezirk d.Lw. 1/WF (c.Mar 41 - ?); Munitionsausgabestelle d.Lw. 3/XII (1941-43); Nachschub-Kp. d.Lw. 3/VII (May 41, Apr 42)?; Nachschub-Kp. d.Lw. 9/XVII (Jan 41); Trsp.Kol. d.Lw. 2/VII (Jan 41); Kw.Werkstattzug d.Lw. 112 (Sep 40).

[Sources: AFHRA A5259 pp.1600-04 (20 Jul 43 updated to 12 Jun 44), A5260 pp.1981-86 (20 Jul 43 updated to 2 Dec 43) and A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dünkirchen (FR) (a.k.a. Dunkerque, Dunkirk) (51 02 04 N – 02 22 30 E)

Lw. Garrison and Station Units (on various dates – not complete):

Stab/Flak-Rgt. 129 (mot.) (c. 1941-44); Stab/Flak-Rgt. 202 (mot.) (1940-41); I./Flak-Rgt. 37 (gem. mot.) (1940-41); II./Flak-Rgt. 52 (gem. mot.) (Nov 43 – 1944); I./Flak-Rgt. 61 (gem. mot.) (1940); le.Flak-Abt. 74 (mot.) (1940-41); le.Flak-Abt. 77 (mot.) (Aug 40); part of gem.Flak-Abt. 157(v) (Feb 43); gem.Flak-Abt. 191(v) (1940-41); gem.Flak-Abt. 253(v) (1942-43); gem.Flak-Abt. 314(v) (1944); Flakscheinw.Abt. 369(v) (1940-41); gem.Flak-Abt. 552(v) (1944); gem.Flak-Abt. 652(o) (1944); le.Flak-Abt. 765(v) (1944); 9.(Flum.Mess)/Ln.-Rgt. 52 (1943-44).

Dünkirchen-Mardyck (FR) (a.k.a. Dünkirchen-Mardyck, Dunkirk-Mardyck, Dunkerque-Mardyck) (51 01 50 N – 02 15 45 E)

General: airfield in NE France 7 km WSW of Dunkirk and 2 km E of Mardyck.

History: established in June 1936 as a civil airfield with one hangar. The French Air Force arrived in 1939 and both fighters and reconnaissance aircraft were based there in May 40. The Luftwaffe built a 600 x 40 meter concrete runway and aircraft dispersal areas and used Mardyck as a forward fighter field through May 1941. It received very little use after that date and was eventually rendered unusable by the Luftwaffe.

Dimensions: approx. 1000 x 640 meters (1100 x 700 yards).

Surface and Runways: artificially drained, hard grass surface on a thin layer of soil with a sand base. See above for runway, which had an assembly hardstand at the E end. There were perimeter tracks along the W and S boundaries.

Fuel and Ammunition: refueling points were between the hangars in the SE corner. The ammunition dump bunkers were hollowed into a dyke off the NE corner.

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Infrastructure: there were 2 small hangars in the SE corner that were joined together with camouflage netting, with another small hangar for repairs in the Southwest dispersal area. Workshop buildings were on the N boundary and off the SE and SW corners. Personnel were probably accommodated in Dunkirk and in local villages and farms. The nearest rail connection was 4 km S of the airfield.

Dispersal: there were 3 in Jul 43 – Northeast, Southwest and Northwest – with a total of 46 aircraft shelters.

Defenses: had 1 heavy and 3 light Flak positions in the vicinity of the airfield in Jul 43. The entire area around the field was heavily fortified with bunkers, pillboxes, infantry trenches, coastal batteries and barbed wire entanglements.

Remarks:

Sep 40: assigned airfield code number 387.

1940-41: Dunkirk and the military installations around it were heavily bombed and strafed by the RAF.

Jun 42: runway and landing area temporarily obstructed with portable apparatuses.

Mar 43: landing area now permanently trenched.

7 Jun 43: strong appearance that the runway has been prepared for demolition, according to a report (probably photo reconnaissance).

8 Oct 43: several unfilled craters observed on the landing area which was still obstructed. The runway was also seen to be obstructed and several aircraft shelters in the Southwest dispersal were destroyed.

Operational Units: Stab, I., II./JG 2 (Aug-Sep 40); II./JG 51 (Oct-Dec 40, Feb-Jun 41); Stab/JG 51 (Nov-Dec 40, Feb-May 41).

Station Commands: Fl.H.Kdtr. E 32/XI (c.Jul 40 – Dec 42).

Station Units (on various dates – not complete): elements of Ldssch.Kp. d.Lw. 3/XIII (Aug 40).

[Sources: AFHRA A5259 pp.1605-07 (11 Jul 43 updated to 8 Oct 43) and A5260 pp.1987-90 (11 Jul 43 updated to 8 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dunkirk (FR): see Dünkirchen.

E

Éauze (FR) (c. 43 51 N – 00 06 E)

General: landing ground in SW France approx. 48 km E of Mont-de-Marsan. No evidence found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Ecausseville (FR) (49 27 20 N – 01 22 45 W)

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General: former landing ground in NW France 27 km SE of Cherbourg and less than 1 km SSW of Ecausseville. History: A pre-war airship station with 1 large hangar and a few sheds. Landing area plowed. Not known to have been used by the Germans.

[Sources: AFHRA A5260 p.2461 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Écouché (FR) (48 44 00 N – 00 08 00 W)

General: airstrip and dispersal field in NW France 8 km SW of Argentan and immediately NW of the village of Écouché. History: in the early stages of construction in Jul 44 but abandoned before it could be completed. Surface and Dimensions: measured at least 915 meters (1000 yards) in length.

Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (31 Jul 44)]

Écouen (FR) (c. 49 01 N – 02 22 E)

General: auxiliary landing ground in north-central France approx. 17.5 km N of Paris city center and 4 km SE of Enghien-Moisselles landing ground. No evidence found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Écury-sur-Cooles (FR): seen Châlons-sur-Marne.

Élesmes (FR): see Maubeuge.

Életot (FR): see Fécamp-Életot.

Enghien-Moisselles (FR) (49 03 00 N – 02 21 00 E)

General: landing ground in N France 19.5 km N of Paris city center, 12 km NNW of Le Bourget airfield and 1.2 km SE of the village of Moisselles.

History: an old auxiliary landing ground that was inactive and trenched until it was rehabilitated in June 1944. Surface and Dimensions: strip measured approx. 915 x 45 meters (1000 x 50 yards). Infrastructure: had 2 small hangars at the W corner.

Remarks:

Jan 42: operational using airfield code number 569. Came under Fl.H.Kdtr. E 11/I (Beaumont).

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Jun 44 in BNA(PRO)/AIR 40]

Entzheim (FR): see Strassburg-Entzheim.

Épernay-Plivot (FR) (a.k.a. Plivot) (49 00 25 N – 04 05 10 E)

General: landing ground in NE France 28 km S of Reims, 10.5 km ESE of Épernay and 1.2 km SE of the village of Plivot.

History: a French Air Force landing ground since at least 1939. Used by the RAF in 1939-40. Believed to have been used by Luftwaffe Bf 109s and by a short-range tactical reconnaissance unit during the advance through France in June 1940. No subsequent development by the Germans after the Armistice until spring 1944. Surface and Dimensions: grass surface measuring 915 x 732 meters (1000 x 800 yards). No runways. Fuel and

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Ammunition: had underground fuel tanks on the N and SW sides of the landing area. Infrastructure: no hangars, workshops or other buildings of any sort (May 43). The nearest rail connection was in the village of Oiry 5 km NW of the landing ground. Dispersal: no organized dispersal areas and the landing area was surrounded by open cultivated fields. Defenses: none (12 May 44).

Remarks:

3 Oct 43: Allied reconnaissance reported Épernay-Plivot to be permanently obstructed by trenches and in addition to being trenched, the landing area was further obstructed by rough plowing.

19 Apr 44: Allied reconnaissance and agents reported Épernay-Plivot had filled in the trenches and leveling work was underway to add a 320 meter (350 yard) extension off the SW corner to give the landing area a NE/SW take-off and landing run of 1510 meters (1650 yards); due to the construction, the landing ground is currently unserviceable.

12 May 44: Allied reconnaissance reported continuing work on the extension and the installation of perimeter lighting. Landing ground now serviceable.

Operational Units: Stab/JG 53 (Jun 40); II./JG 3 (Athis 10-22 Aug 44).

Station Commands: none identified.

Lw. Station Units (on the landing ground or close by on various dates – not complete): Frontreparaturbetrieb GL Épernay (1944); schw.Flak-Abt. 278 (Eisb.).

[Sources: AFHRA A5259 p.1608 (14 Aug 43 updated to 12 May 44 and A5260 pp.1991-94); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Épinal (FR) (a.k.a. Épinal-Dogneville) (48 13 N – 06 26 E)

General: landing ground in E France 56 km SSE of Nancy; airfield 3-4 km N of Épinal. No records found of Luftwaffe flying units being stationed there, but listed as operational in June 1944.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Frontreparaturbetrieb GL 3266 (Baustelle) (1943-44); elements of gem.Flak-Abt. 596 (Aug 44); Kfz.Beständelager d.Lw. 3/VII E (1943-44).

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

Épinoy (FR): see Cambrai-Épinoy.

Ernes (FR) (49 01 N – 00 08 W)

General: field airstrip (Feldflugplatz) in N France 24 km SE of Caen. No records found of Luftwaffe flying units being stationed there after summer 1940.

Operational Units: III./St.G. 2 (Aug 40).

Station Commands: Fl.H.Kdtr. E 19/XII (Jul 40 – Mar 41?).

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

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

Escalles (FR) (50 55 N – 01 42 E)

General: landing ground in NE France 10-11 km WSW of Calais. No records found of Luftwaffe flying units being stationed there.

Remarks:

Sep 40: assigned airfield code number 368. Came under Koflug 8/III (Saint-Omer).

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of le.Flak-Abt. 765 (Nov 42).

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

Escarmain (FR) (a.k.a. Le Quesnoy – Escarmain, Escarmain-Vertain) (50 14 N – 03 32 E)

General: landing ground in E France 23 km ENE of Cambrai. History: a French Air Force base since December 1937 and used by French fighters and reconnaissance aircraft during the fighting in May 40. Immediately after taking over the airfield, the Luftwaffe quickly put down a concrete runway, built a spur rail line to the field and constructed sandbag aircraft shelters. Used very little after the 1940 campaign ended on 22 Jun 40. In Mar 44, trenches were dug across the runway to render the airfield unusable, but in Jun 44 it was listed as operational.

Operational Units: I./JG 77 (May 40); III./KG 28 (Jun 40)?; Stab, II./KG 76 (Jun 40).

Station Commands: Fl.H.Kdtr. E 3/I (May 40)?; Fl.H.Kdtr. E 8/I (May 40)?

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

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

Escoublac (FR): see Saint-Nazaire.

Esquelbecq (FR) (a.k.a. Wormhout) (50 53 N – 02 25 E)

General: landing ground in NE France 19.5 km SSE of Dunkirk (Dunkerque). No records found of Luftwaffe flying units being stationed there.

Remarks:

Sep 40: assigned airfield code number 439. Came under Koflug 8/III (Saint-Omer).

Operational Units: none identified.

Station Commands: none identified.

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

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

Essay (FR) (48 31 00 N – 00 15 00 E)

General: landing ground in NW France 16 km NE of Alençon and 2.5 km S of the village of Essay. History: built in June 1944. Surface and

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Dimensions: measured approx. 1000 meters (1100 yards) in length.

Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 6 Jul 44 in BNA(PRO)/AIR 40]

Esternay (FR) (a.k.a. Artillot) (48 44 N – 03 33 E)

General: landing ground in N France 92 km E of Paris and 11 km W of Sézanne. Used by the Luftwaffe during the May-June 1940 campaign but little or not at all after that.

Station Commands: Fl.H.Kdtr. E 61/XII (Jun 40).

Station Units (on various dates – not complete): Lw.-Bau-Kp. 25/IV (Jun 40).

[Sources: BNA HW 5/2]

Estigarde-Herré (FR) (c. 44 00 N – 00 01 W)

General: landing ground in SW France approx. 40 km ENE of Mont-de-Marsan. No record found of use by the Luftwaffe. Possibly an alternate landing ground for Mont-de-Marsan airfield. Listed as operational in June 1944.

[Sources: Mattiello.

Estrée-Blanche (FR) (50 35 N – 02 18 E)

General: landing ground in NE France 12 km W of Lillers. No records found of Luftwaffe flying units being stationed there.

Remarks:

Sep 40: assigned airfield code number 397. Came under Koflug 8/III (Saint-Omer).

5 May 42: still listed as operational.

Operational Units: none identified.

Station Commands: none identified.

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

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

Étain (FR) (a.k.a. Étain-Rouvres, Étain-Buzy, Étain-Darmont) (49 13 25 N – 05 40 45 E)

General: landing ground in E France 39 km WNW of Metz; airfield located 3.25 km ENE of Étain. Lw. Code: Feldflugplatz 617. History: used as a landing ground by the RAF from Oct 39 and by the French Air Force in May-Jun 40. No Luftwaffe activity seen there until the beginning of 1943.

Surface and Dimensions: grass surface in good condition measuring approx. 1235 x 1415 meters (1350 x 1550 yards) with an irregular shape. No paved runway. Equipped with perimeter lighting, a beam approach system and a probable flare-path. Fuel and Ammunition: had triple refueling points at the NE and SW corners. Infrastructure: there were 2 workshop huts at the SE corner. Personnel were accommodated in the local farms and villages. The nearest rail connection was in Étain. Dispersal: no

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organized dispersal facilities as of Apr 44 - aircraft were parked along the perimeter or in fields off the E boundary. Defenses: none noted in Apr 44.

Remarks:

10 Aug 44: TGr. 30 reported the loss of 8 x He 111 H-20s that were shot up on the ground by fighters at Étain-Rouvres landing ground.

Operational Units: III./JG 26 (Mar-Apr 44); San.Flugbereitschaft 4 (Jul 44).

Station Commands: Fl.H.Kdtr. E(v) 218/VII (Jun-Sep 44).

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

[Sources: AFHRA A5259 pp.1609-10 (11 Oct 43 updated to 19 Apr 44) and A5260 pp.1995-96 (11 Oct 43 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Étampes-Bellevue (FR) (48 23 20 N - 02 06 35 E)

General: emergency landing ground in north-central France 8 km SW of Étampes and 2.5 km ENE of Étampes-Mondésir airfield. History: a French landing ground from the 1939-40 campaign that was taken over by the Germans in Jun 40 and only slightly improved by them. Used for emergency purposes and as a dispersal field for Étampes-Mondésir airfield.

Surface and Dimensions: grass surface measuring approx. 825 x 365 meters (900 x 400 yards). Infrastructure: had a few buildings on the NW boundary and 5 aircraft shelters on the NW and NE boundaries.

[Sources: AFHRA A5260p.2474 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Étampes-Mondésir (FR) (48 22 50 N - 02 04 30 E)

General: airfield in north-central France 58-59 km SSW of Paris; airfield 9 km SW of Étampes and immediately NW of Mondésir.

History: French military aviation active there since 1909. Taken over by the Luftwaffe in June 1940 and initially became a minor airfield where captured French aircraft were converted for German use, particularly the LeO 451 transport.

Dimensions: approx. 1465 x 870 meters (1600 x 950 yards).

Surface and Runways: flat, dry grassy surface. No paved runway.

Equipped with 2 permanent flare-paths and a visual Lorenz system.

Fuel and Ammunition: bulk fuel storage was possibly in the SW corner. Ammunition storage was in the SW corner.

Infrastructure: had 3 large and 1 medium hangar along the S boundary with 2 large sheds (probably workshops) and some small buildings nearby. A group of barrack blocks and huts and a separate group of married quarters were S of the hangars along the S boundary. Off the SE side of the airfield were 3 long six-bay sheds which were used for storage and/or extra space for workshops. The nearest rail connection was the main Paris-Étampes-Orléans line which paralleled the NW side of the airfield.

Dispersal: there were 2 - Northwest and Southeast - with a total of 31 open aircraft shelters in Dec 43.

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Defenses: protected by 1 heavy and 14-16 light Flak positions within 5 km of the airfield.

Satellites and Decoys:

Étampes-L'Humery (c. 48 24 09 N – 02 05 23 E), dummy 2.8 km NNE of Étampes-Mondésir airfield.

Remarks:

20 Apr 41: employed 1,511 non-German workers.

16 Dec 43: construction work underway to extend the Southeast dispersal further to the E.

27 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x He 111s destroyed and 4 x He 111s shot up and damaged.

23 May 44: airfield bombed by 97 B-24 Liberators.

14 Jun 44: bombed by 69 B-17 Fortresses – 1 x Ju 52 destroyed, 4 x Ju 52s damaged, 2 KIA, several hangars destroyed and several others damaged, and numerous bursts on the western section of the take-off and landing strip.

15 Jun 44: airfield bombed in early morning by 45 B-24s – many billets were severely damaged and a direct hit scored on the base telephone exchange.

Operational Units: II./KG 51 (Jun-Aug 40); III./KG 51 (Jun-Nov 40); 4.

(F)/Aufkl.Gr. 11 (Dec 40 – Apr 41); Flugbereitschaft Feldluftgaukdo.

Westfrankreich (1941); Stab/Luftdienstkdo. Westfrankreich (? – May 44);

Luftdienst-Teilkdo. 1/12 (1940 – Feb 44); IV./TG 4 (Jun 43 – Jul 44);

11./Fl.Zielgeschwader 2 (Feb 44 - ?).

Station Commands: Fl.H.Kdtr. E 3/VII (Jul 40 – Mar 44); Flugplatzkdo.

Étampes-Mondésir of Fl.H.Kdtr. E(v) 210/XII Bretigny (Apr-Aug 44).

Station Units (on various dates on the airfield or in Étampes – not

complete): Stab/Feldluftgaukdo. Westfrankreich (Jul 40 – Aug 44); Werft-

Abt. (v) 115/XII (Apr-Aug 44); 7. Flugh.Betr.Kp. KG 51 (Jul 40 - ?);

Luftschutz-Rgt. z.b.V. 4 (Feb 43 – Aug 44); Sprengkommando d.Lw. 2/XII

(1942/43 – Aug 44); 5.(Tel.Bau)/Ln.-Rgt. 13 (Jun 44); 6.(Flum.Mess)/Ln.-

Rgt. 57 (c.spring 43 – Aug 44); 2.(Stabsnachr.)Luftgau-Nachr.Rgt. 12 (Oct

40); Stab/Luftgau-Nachr.Rgt. Westfrankreich (Oct 41 - ?); I./Luftgau-

Nachr.Rgt. Westfrankreich (Oct 41 - ?); Flughafenbereichs-Ln.-Kp. z.b.V. 18

(Apr-May 43); Flughafenbereichs-Ln.-Kp. z.b.V. 25 (Apr 43); Ln.-Ausbau-

Stab 3 (c.1942 – Aug 44); Ln.-Ausbau-Kp. 3 (c.1942 – Aug 44); Lw.-

Bauleitung Etampes-Mondesir (c.1940-44); elements of Lw.-Bau-Btl. 14/XIII

(Mar 41); Kfz.Beständelager d.Lw. 12/XII (1943-44); kl.Fl.Betriebsstoff-Kol.

1/100 (Oct 40); Kfz.Werkstatt (o) d.Lw. 103/XIII (1943-44); Ldssch.Zug

d.Lw. 1/XII (Feb 41); Sanitätsbereitschaft (mot.) d.Lw. 2/XII (Jul 40 - ?);

Feindgerät-Untersuchungsstelle d.Lw. 6 (c.Aug 43 – Aug 44).

[Sources: AFHRA A5259 pp.1611-15 (7 Jul 43 updated to 16 Dec 43) and A5260 pp.1997-2002 (7 Jul 43 updated to 16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Étaples (FR): see Le Touquet.

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Ételfay (FR) (49 40 N – 02 36 E)

General: satellite or dispersal field in NE France 34 km SE of Amiens and 3.5 km NE of Montdidier. No records found of Luftwaffe flying units being stationed there.

Remarks:

Sep 40: assigned airfield code number 580. Came under Koflug 19/XI (Beauvais).

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 41/XI Montdidier (1940-42).

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

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

Étrépany/Bezu (FR) (a.k.a. Bezue-la-Forêt) (49 18 N – 01 36 E)

General: former landing ground 42 km ESE of Rouen. No records found of Luftwaffe flying units being stationed there.

Remarks:

Jan 42: operational using code number 564 or 568.

Operational Units: none identified.

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]

Évrecy (FR) (49 06 N – 00 30 W)

General: landing ground in Normandy 13-14 SW of Caen. No records found of Luftwaffe flying units being stationed there after fall 1940.

Operational Units: I./St.G. 1 (Oct 40)?

Station Commands: Fl.H.Kdtr. E 11/VII (Oct 40 – Apr 41).

Station Units (on various dates – not complete): Gefechtsstand/III. Flakkorps (Jun 44).

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

Évreux-Fauville (FR) (a.k.a. Évieux/Ost) (49 01 30 N – 01 13 20 E)

General: airfield in Normandy 80 km W of Paris, 5.6 km E of Évieux, 2.25 km E of Le Coudray and 1.5 km ESE of Fauville.

History: dates from the 1920s when it was first used for sport flying. A French Air Force base for Dewoitine fighters, Potez bombers and American-made aircraft during the 1939 to 22 Jun 40 period. Extensively developed by the Lw. from late June 1940, Evreux-Fauville quickly became one of its principal bomber bases in northern France and remained so until 1944.

Dimensions: approx. 1830 x 1370 meters (2,000 x 1,500 yards).

Surface and Runways: two concrete runways with concrete assembly hardstands built in the 1930s and laid out in the form of an "X" - (1) approx. 1645 meters (1800 yards) aligned NE/SW, and (2) approx. 1600 meters (1750 yards) aligned E/W. Otherwise, level grass on clay subsoil.

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Extensive taxiways to dispersal areas. Both runways equipped with night landing capability (permanent illumination and flare-paths, visual Lorenz system, beam approach system).

Fuel and Ammunition: refueling loops were in the Northwest and Northeast dispersals and underground bulk fuel was off the road leading N out of Saint-Aubin village. Bombs, aerial mines, aerial torpedoes and ammunition were stored in 4 dumps, 3 of which were located in woods 1 to 3 km off the W side of the airfield, while the remaining one was 6 km to the S near the village of Prey.

Infrastructure: had 2 very large hangars along with workshops, a motor pool and garages. Admin offices, supplies storage and a few barrack buildings in the SW corner of the airfield. Station HQ located in two châteaux at Le Breuil, while the base motor pool and garages were in the village of Fauville. Personnel billeted in Fauville, Gauciel and Le Breuil. The nearest rail connection was in Évreux, although a special branch spur served the ammunitions dump in the Bois de Censuriere.

Dispersal: in Jun 43 there were 3 organized dispersal areas, Northwest, Northeast and Southeast, each accommodating 15 to 20 aircraft for a total of 42 covered shelters and 10 parking sites. The shelters were camouflaged with fake bushes on the roof and interconnected by taxiways. A fourth, South dispersal, was under construction in Feb 44.

Defenses: in Jun 43, heavy Flak consisted of a 6-gun position and two 4-gun positions along with at least 12 positions of light Flak, including 6 tower emplacements. The SW corner area and most of the Flak positions were protected by barbed wire, defensive trenches and strongpoint bunkers equipped with machine guns.

Satellites and Decoys:

Évreux-Huest (c. 49 02 20 N – 01 12 24 E), dummy approx. 2 km N of the Évreux-Fauville runway intersection.

Évreux/I (), satellite airstrip located between the Évreux-Fauville E boundary and the village of Miserey measuring approx. 1235 x 185 meters (1350 x 200 yards). Became operational in late May 44.

Évreux/II (), satellite airstrip located between the Évreux-Fauville runway and the village of Huest measuring approx. 1510 x 185 meters (1650 x 200 yards). Construction was underway in early May 44 but evidently completed by late May.

Évreux/III (), satellite airstrip located 4.5 km ESE of Évreux-Fauville airfield measuring approx. 1100 x 230 meters (1200 x 250 yards). Leveling work was underway in late May 44.

Évreux/IV (), satellite airstrip located off the SE corner of Évreux-Fauville airfield measuring approx. 1280 x 230 meters (1400 x 250 yards). Leveling work was underway in late May 44 and it was serviceable by July.

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Évreux/V (), satellite airstrip located off the SW corner of Évreux-Fauville airfield measuring approx. 1280 x 230 meters (1400 x 250 yards). Leveling work was underway in late May 44 and it was serviceable by July.

Évreux/VI (), satellite airstrip located 5.5 km NNE of Évreux-Fauville airfield measuring approx. 1280 x 230 meters (1400 x 250 yards). Leveling work was underway in late May 44 and the strip was serviceable and active by June. Several nearby buildings were probably used as infrastructure for this strip.

Remarks:

15 Jun 40: a forward Luftwaffe signals unit entered and occupied the airfield at 0700 hrs. this date.

20 Apr 41: employed 1,854 non-German workers.

24 Aug 43: bombed by USSAF B-17s from England, the first of numerous attacks through Jul 44.

22 Sep 43: bombed by 70 B-26 Marauders – 1 x Fw 190 A-6 from 10. (Jabo)/JG 2 destroyed on the ground. Both concrete runways and the Northeast and Southeast dispersals were hit. Several aircraft shelters were destroyed in the Northwest dispersal. By mid-October, the runway craters had been filled in and both restored to full serviceability.

22 Oct 43: bombed by 32 9th AAF B-26 Marauders – hits on the E/W and NE/SW runways and on the landing area resulting in temporary unserviceability. Runway damage mostly repaired by 30 Oct 43.

16 Dec 43: construction of a major extension of the Northwest dispersal underway with 15 aircraft parking stands already built on the edge of woods bordering the new taxiway that connects the dispersal to the landing area.

6 Feb 44: bombed by 40 B-17 Fortresses – E/W runway, landing area, barracks and other accommodations in the village of Le Breuil targeted and hit.

14 Feb 44: E/W runway and landing area repaired and again serviceable.

28 May 44: four new runways noted as being under construction, three of these measuring 1,400 x 250 meters and the other 1,200 x 250 meters. Leveling was nearly completed but none of them was yet serviceable.

13 Jun 44: bombed by 37 B-17s - station reported 5 of its runways were totally destroyed and the 6th runway would not be operational for another 4 weeks.

15 Jun 44: bombed by 61 B-24 Liberators – numerous hits on the runways, taxiways and dispersal areas.

25 Jun 44: dive-bombed and strafed in the early evening by P-47 Thunderbolts – 10 x Bf 109 G-6s from II./JG 3 damaged, 2 men WIA, take-off airstrip and dispersals hit and a number of motor vehicles including a fuel truck destroyed or damaged.

Aug 44: used by the RAF to the end of the war.

Operational Units: JG 2 (Jun 40); I./St.G. 1 (Jun-Jul 40); I./KG 53 (Jun-Jul 40); Stab, I./KG 54 (Jul 40 – Jun 41); II./KG 2 (Jul-Dec 41); Stab/KG 30

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(Jul 41 – Jan 42); Stab/KG 55 (Nov 41 – Apr 42); Stab/KG 2 (Dec 41); Erprobungsstaffel Me 210 (Jul-Aug 42); JG 27 (Jan-Feb 43); V./KG 2 (Jun-Aug 43); Stab/KG 51 (Dec 43); 3./KG 51 (Dec 43 – Apr 44); JG 3 (Jun-Jul 44); JG 5 (Jun 44).

Station Commands: Fl.H.Kdtr. E 7/XVII (Jul-Aug 40); Fl.H.Kdtr. E 26/XII (c.Sep 40 – Dec 42); as Fl.Pl.Kdo. Evreux (Apr 41)?; Fl.H.Kdtr. A 206/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 207/XII (Apr-Aug 44).

Station Units (on various dates): II./Flak-Rgt. 43 (gem. mot.) (Jun 40); elements of I./Flak-Rgt. 51 (Jul 40); 5/gem.Flak-Abt. 442 (Jun 44); gem.Flak-Abt. 496 (Jun-Aug 44); gem.Flak-Abt. 672 (1943); gem.Flak-Abt. 683 (Aug 43); le.Flak-Abt. 842 (Jun-Aug 44); 2./le.Res.Flak-Abt. 984 (Apr 42); Stab and two batteries/Flak-Abt. z.b.V. 13100 (Jun 44); Alarm-Flak-Battr. 68/XII (Jul 44)?; 1.Kp./Luftschutz-Abt. d.Lw. 35 (1943 – Aug 44); Stab/Luftgau-Nachr.Rgt. Westfrankreich (Jun-Jul 44); elements of 3. (Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 20 (Ln.-Kp. z.b.V. 20) (1944); Stab/Lw.-Bau-Rgt. 6/XII (Aug 40, Jan 41)?; Lw.-Bauleitung V Evreux (c.1940-44); Lw.-Bau-Btl. 13/VII (Jan, Jun 41); Lw.-Bau-Gerätezug 5/XVII (1940 – mid-42).

[Sources: AFHRA A5259 pp.1616-30 (15 Jun 43 updated to 28 May 44) and A5260 pp.2003-14 (15 Jun 43 updated to 8 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Évreux – St.-Martin (FR) (c. 49 01 38 N – 01 08 32 E)

General: landing ground (Landeplatz) in NW France 45.5 km S of Rouen.

Air Units: none identified.

Station Commands: none identified.

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

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

F

Falaise (FR) (a.k.a. Falaise-Villy) (c. 48 55 N – 00 09 W)

General: landing ground in Normandy 5 km NE of Falaise. No record found of any Luftwaffe flying units being based there.

Remarks:

20 Apr 41: employed 150 non-German workers.

Operational Units: none identified.

Station Commands: none identified.

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

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

Favreuse (FR) (48 44 00 N – 02 12 00 E)

General: satellite strip and dispersal field in NW France 3.25 km S of Villacoublay airfield and immediately NE of Favreuse Farm. History:

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prepared in June 1944 for Villacoublay and Paris-Buc airfields for the dispersal of aircraft before impending air attack. Surface and Dimensions: measured approx. 1145 x 365 meters (1250 x 400 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 6 Jul 44 in BNA(PRO)/AIR 40]

Fayence (FR) (43 36 45 N – 06 41 55 E)

General: landing ground in SE France 27.5 km WNW of Cannes and 1.6 km SE of Fayence. History: a small French military airfield to Nov 42 that was used very little. No record of use by the Luftwaffe. Surface and Dimensions: soft, poorly drained clay surface measuring approx. 870 x 825 meters (950 x 900 yards). Fuel and Ammunition: refueling points were located at the NE and SE corners. Infrastructure: had 2 small hangars off the NE corner. A small group of buildings off the NE corner were most likely for offices and barracks. The nearest rail connection was in Fayence. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

20 Sep 43: landing area temporarily obstructed.

10 Nov 43: one of the hangars at the NE corner has been removed and the roof of the second is being dismantled.

Jun 44: listed by the Luftwaffe as operational.

[Sources: AFHRA A5260 pp.065-66 (27 Nov 42 updated to 10 Nov 43) and A5261 p.1274 (27 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fécamp-Bénouville, Fécamp-Életot, Fécamp-Mentheville, Fécamp – St-Hélène (FR) (c. 49 45 N – 00 21 E)

General: landing grounds in NE France near Fécamp on the Channel coast NNE of Le Havre. No record found of any Luftwaffe units being based at any of these landing grounds.

Féniers-Clairvaux (FR) (45 45 35 N – 02 08 45 E)

General: landing ground in south-central France c. 74 km W of Clermont-Ferrand and 1.6 km NE of Féniers. History: unknown. No record of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 915 x 185 meters (1000 x 200 yards) with a narrow irregular shape.

Infrastructure: had 1 small rectangular building and 3 small huts off the NW corner. The nearest rail connection was in the village of Clairvaux, 2.5 km to the NE. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

13 May 43: landing area permanently obstructed by rough plowing.

[Sources: AFHRA A5260 p.067 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ferques (FR) (c. 50 49 N – 01 45 E)

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General: landing ground in NE France c. 15.5 km SSW of Calais. No record found of use by the Luftwaffe.

Remarks:

Sep 40: assigned airfield code number 379. Came under Koflug 8/III (Saint-Omer).

5 May 42: assigned new airfield code number 385.

[Sources: Mattiello]

Feurs-Chambeon (FR) (45 42 20 N – 04 12 05 E)

General: landing ground in south-central France c. 50 km W of Lyon, 4.5 km SSW of Feurs and 2.5 km ENE of the village of Chambeon. History: still under construction in Jun 40. No record of use by the Luftwaffe. Surface and Dimensions: grass surface liable to flooding because it was close to the west bank of the Loire River. Measured 1280 x 1000 meters (1400 x 1100 yards). No paved runway. Fuel and Ammunition: pits for drum fuel storage were at the SE corner and on the S boundary. Infrastructure: had a few small buildings on the W boundary that were probably used for accommodations. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

18 Dec 43: landing area temporarily obstructed with what appeared to be posts driven into the ground.

[Sources: AFHRA A5260 pp.068-69 (29 Mar 43 updated to 18 Dec 43) and A5261 p.1275 (27 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fiennes (FR) (c. 50 50 N – 01 49 E)

General: landing ground in NE France 13.5 km S of Calais and 4-5 km SW of Guînes. History: one of the numerous fighter strips set up by the Luftwaffe in the Pas de Calais area for the 1940-41 air offensive against England. Inactivated in 1941-42 and either obstructed or returned to cultivation. Surface and Dimensions: grass surface. Infrastructure: no information found.

Remarks:

Sep 40: assigned airfield code number 377. Came under Koflug 8/III (Saint-Omer).

Operational Units: II./JG 27 (Aug-Sep 40).

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]

Figeac (FR) (c. 44 36 N – 02 01 E)

General: landing ground in SW France c. 117 km NNE of Toulouse. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

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Flers (FR) (a.k.a. Flers – Saint-Paul, St-Paul) (48 45 00 N – 00 35 40 W)

General: landing ground in Normandy 52 km SSW of Caen and 1.6 km W of Flers. History: Flers – Saint-Paul was a private airfield before the war that was enlarged by the Germans and used as a field air park (depot) for aircraft spare parts and components beginning in Jul 40. The air park and related supply activity departed in the latter part of 1942 and the landing ground lost most of its usefulness. It was temporarily obstructed during winter 1942-43 and then used for parachute training from Apr to Jun 43. Aircraft were rarely seen at Flers after mid-1943. Surface and Dimensions: artificially drained turf measuring approx. 1100 x 455 meters (1200 x 500 yards) with an irregular shape. No paved runway. Fuel and Ammunition: camouflaged fuel storage tanks were reportedly on the E boundary near the railway sidings. The ammunition dump was off the SE corner.

Infrastructure: 2 small hangars with paved aprons were on the N boundary along with some huts that were probably used as workshops. A requisitioned former spinning and weaving mill off the NE corner was used to store aircraft spare parts and to accommodate personnel. Other personnel were most likely billeted in Flers. A local rail line skirted the E boundary and sidings were available there. Dispersal: no organized dispersal facilities. Aircraft were parked on the landing ground. Defenses: there were just 2 light Flak positions in 1943.

Remarks:

20 Apr 41: employed 483 non-German workers at the airfield and the Feldluftpark located there.

Operational Units: 5.(H)/Aufkl.Gr. 32 (Nov 40)?

Station Commands: Fl.H.Kdtr. E (mot) 61/XI (Jun 40); Fl.Pl.Kdo. C 20/XII (Jan-Aug 43)?; Fl.Pl.Kdo. A 12/XII (c.Sep 43 – Jun 44); Fl.H.Kdtr. E(v) 229/XII (Jun 44).

Station and Town Units (on various dates – not complete): Koflug 8/VII (Jul 40 – Sep 41); part of 128. Flugh.Betr.Kp. (Qu) (Jun 44); Feldluftpark Flers (later Feldluftpark 3/VI) (1940-42); Feld-Flakinstandsetzungswerkstatt 5/XII (1941); Flakwaffen-Instandsetzungswerkstatt (o) 103/XII (1943-44); Flak-Geräteausgabestelle 5/XII (mot) (1941-42); II./Luftgau-Nachr.Rgt. Westfrankreich (Jun 40); Feldbauamt 3/W-F (c.1940-44); Lw.-Bau-Kp. 25/IV (Jun 40 - ?); Feld-Nachschubbezirk d.Lw. 2/WF (c.Mar 41 - ?); Nachschub-Kp. d.Lw. 8/XIII (Jan 41, Apr 42?); Trsp.Kol. d.Lw. 132/XII (Jun 44); Ldssch.Kp. d.Lw. 6/XII (1940 – 1943/44); 1. Fallschirmjäger-Div. (May-Jun 43).

[Sources: AFHRA A5259 pp.1631-32 (19 Aug 43) and A5260 pp.2014-15 (19 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Flocques (FR) (c. 50 02 N – 01 21 E)

General: landing ground in NE France c. 24 km NE of Dieppe. No record found of use by the Luftwaffe.

Remarks:

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Sep 40: assigned airfield code number 574. Came under Koflug 19/XI (Beauvais).

[Sources: Mattiello]

Fontaine (FR) (47 39 23 N – 07 00 38 E)

General: landing ground in E France 12 km E of Belfort and immediately E of the village of Fontaine. History: a wartime French landing ground that was inactivated and probably returned to cultivation during the German occupation. Rehabilitated in May 1944. Surface and Dimensions: 2 strips measuring approx. 1000 x 185 meters (1100 x 200 yards) and 1190 x 165 meters (1300 x 180 yards). Infrastructure: had 1 small hangar with an adjacent hut at the NW corner.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 27 May 44 in BNA(PRO)/AIR 40]

Fontaine-les-Bassets (FR) (48 52 10 N – 00 00 40 W)

General: landing ground in Normandy 13.5 km ESE of Falaise, 11 km N of Argentan and 1.6 km NW of the tiny village of Fontaine-les-Bassets.

History: used by the French prior to 22 Jun 40. Little if any use by the Germans who obstructed it in 1942 with trenches plowed across the landing area. Rehabilitated in spring 1944 and in use by fighters in Apr 44.

Surface and Dimensions: grass surface measuring approx. 1150 x 1050 meters (1250 x 1150 yards) and roughly "T" shaped. No paved runway.

Infrastructure: none. The nearest rail connection was 8.5 km WNW of the landing ground in a small village on the outskirts of Falaise. Dispersal: no organized dispersal. Defenses: none.

Remarks:

29 Jul 43 and 7 Nov 43: landing area seen to be permanently obstructed with trenches and logs.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1633-34 (27 Aug 43 updated to 4 May 44) and A5260 pp.2016-17 (27 Aug 43 updated to 7 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fontenay (FR) (a.k.a. Fontenay-le-Comte) (46 26 30 N – 00 47 45 W)

General: landing ground in W France 40.5 km NE of La Rochelle and 3.25 km SSE of Fontenay-le-Comte. History: a French Air Force landing ground prior to the 22 Jun 40 armistice. Inactive and mostly obstructed until early 1943 when it was enlarged and the hangar erected, and then relatively continuous use from Feb 44. Surface and Dimensions: uneven soft grass, partially leveled and artificially drained. Measured approx. 1555 x 1415 meters (1700 x 1550 yards) with an irregular shape. No paved runway.

Possibly equipped with boundary lighting. Fuel and Ammunition: fuel storage possibly on the NW boundary and at the SE corner near the hangar.

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Ammunition storage was reportedly on a military training ground off the NE boundary. Infrastructure: had 1 medium hangar with a paved apron off the SE corner that was connect by taxiway with the landing area. A workshop was at the W corner. There were a few barrack huts at the N corner and other personnel were said to have been accommodated in Fontenay village and at local farms. The nearest rail connection was in Fontenay. Dispersal: a remote dispersal area with parking stands for 7 aircraft was approx. 1.6 km S of the landing ground, and other aircraft could be dispersed in fields off the NW boundary. Defenses: no information found.

Remarks:

3 Feb 44: airfield reopened after being obstructed with barricades to prevent use (Qu./Feldluftgaukdo. W/F).

Operational Units: III./JG 2 (May-Jun 44).

Reserve Training & Replacement Units: 4./Erg.JGr. Ost (Sep – Nov 42); 2./ (Erg.) JGr. West (Feb – May 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 233/XII Saint-Jean-d'Angély (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Flak-Brig. VI (1940 – Mar 41); Flieger-Geräteausgabe- und Sammelstelle 5/WF (? – Jun 44).

[Sources: AFHRA A5260 pp.2018-20 (5 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fort Rouge (FR) (a.k.a. St-Omer – Fort Rouge): see Arques.

Fournival (FR) (49 28 00 N – 02 22 00 E)

General: satellite strip and dispersal field in N France 21.5 km E of the city of Beauvais and 18.5 km E of Beauvais-Tillé airfield. History: long-standing satellite and still serviceable in Aug 44. Surface and Dimensions: measured approx. 915 x 275 meters (1000 x 300 yards). Infrastructure: none noted.

Remarks:

Jan 42: operational using airfield code number 577.

26 Jul 42: assigned new airfield code number 251 S.

Station Commands: Flugplatzkdo. Fournival of Fl.H.Kdtr. E 11/XVII Beauvais-Tillé (1941-42).

[Sources: AFHRA A5260 amendments (8 Aug 44)]

Francheville (FR): see Saint-André/I.

Fresne-les-Montauban (FR) (a.k.a. Biache-Saint-Vaast) (50 20 00 N – 02 55 00 E)

General: satellite strip and dispersal field in NE France c. 11.5 km ENE of Arras and 5.5 km WSW of Vitry-en-Artois airfield. History: a landing ground that was started in 1940 but never completed. Subsequently inactivated and partly returned to cultivation. Rehabilitated in 1944 but was observed to be obstructed in Jun 44. There was still no activity on the field

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at the end of July. Surface and Dimensions: measured approx. 1000 x 550 meters (1100 x 600 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 27 Jul 44 in BNA(PRO)/AIR 40]

Frevent (FR) see Nuncq.

G

Gaël (FR) (48 05 05 N – 02 11 45 W)

General: airfield in Brittany 39 km W of Rennes and 5.5 km SSE of Gaël.

History: a pre-war civil airfield. Although the Luftwaffe engaged in quite a bit of construction work at Gaël from mid-1940 to mid-1943 that included extensive leveling, installation of artificial drainage and camouflaging the landing area, few units were ever based there.

Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards) and roughly rectangular in shape.

Surface and Runways: artificially drained grass surface. No paved runway. Equipped with boundary lighting.

Fuel and Ammunition: 3 x 25,000 liter each bulk fuel storage tanks reportedly near the hangars at the SW corner.

Infrastructure: there were 2 hangars, each capable of accommodating 8 aircraft, and 1 smaller hangar at the SW corner. Separate workshop buildings were behind the hangars. Most personnel were billeted in barracks and huts grouped behind the hangar area. The nearest rail connection was in Gaël.

Dispersal: the 2 areas – Southwest and Nouttheast – had a total of 12 large covered aircraft shelters in Jul 43.

Defenses: had 7 light Flak positions in May 43.

Remarks:

20 Apr 41: employed 862 non-German workers.

26 Sep 43: leveling work seen to be underway on the E boundary.

21 Mar 44: bombed – 1 x Fi 156 and 1 x Kl 35 from Luftdienstkdo. 1/12 damaged on the ground.

11 Apr 44: airfield dive-bombed by a large force of 9th AAF P-47 Thunderbolts.

7 May 44: leveling work continuing on the N and E boundaries; a refueling loop under construction on the W boundary; one of the hangars and a workshop seen to have been severely damaged in previous raids; direct hits in the Southeast dispersal destroyed and damaged several aircraft shelters and cratered the taxiway.

10 Jun 44: airfield bombed by 36 B-17 Fortresses.

15 Jun 44: airfield bombed by 12 B-17s.

1 Aug 44: immediate demolition of airfield ordered.

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Operational Units: I./LLG 1 (May 43); 12./JG 2 (Nov 43 – Mar 44).

Station Commands: Fl.H.Kdtr. E 20/XIII (Jul 40); as Fl.Pl.Kdo. Gaël (Apr 41 – Jan 43); Fl.Pl.Kdo. A 14/XII (Jan 43 – Jun 44).

Station Units (on various dates – not complete): Lw.-Bauleitung Gael (c.1940-44); Lw.-Bau-Gerätezug 10/VIII (? – Oct 42); Lw.-Bau-Gerätezug 4/XII (Oct 42 - ?).

[Sources: AFHRA A5259 pp.1635-38 (16 Jul 43 updated to 7 May 44) and A5260 pp.2021-25 (16 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gaillac (FR) (Lisle-sur-Tarn) (43 53 05 N – 01 52 35 E)

General: landing ground in SW France c. 37 km NE of Toulouse and 2.5 km SW of Gaillac (Lisle-sur-Tarn). History: no records have been found of this landing ground having been used by either the French or the Germans.

Surface and Dimensions: grass surface measuring approx. 750 x 420 meters (820 x 460 yards). No paved runway. Fuel and Ammunition:

Infrastructure: had 2 small hangars at the NE corner along with 9 barrack-type huts. The nearest rail connection was in Gaillac (Lisle-sur-Tarn).

Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

20 Jan 44: landing area permanently obstructed by trenching.

Jun 44: listed as operational by the Luftwaffe.

[Sources: AFHRA A5260 p.070 (27 Nov 42 updated to 20 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gannat-Saulzet (FR) (Escurolles) (46 08 05 N – 03 14 20 E)

General: landing ground in C France 19 km W of Vichy, 5 km NE of Gannat and 1.2 km E of the village of Saulzet. History: under construction in spring 1940 but never completed.

Surface and Dimensions: grass surface measuring approx. 1100 x 915 meters (1200 x 1000 yards). No paved runway. Infrastructure: had 1 medium hangar and 2 workshop huts on the W boundary. A few small barrack-type huts were on the S and W boundaries and the old foundation for a large permanent building never completed was located at the NE corner. The nearest rail connection was in Gannat.

Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

12 Apr 44: except for a single strip down the center, the remainder of the landing area is permanently obstructed by trenches.

Jun 44: listed as operational by the Luftwaffe.

25 Jul 44: photo reconnaissance revealed strong indications that the area to the S of the serviceable airstrip was being rehabilitated and the trenches filled in.

[Sources: AFHRA A5260 p.071 (18 Mar 43 updated to 25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Gap-Tallard (FR) (44 27 15 N – 06 02 20 E)

General: landing ground in SE France 12 km SSW of Gap and 1.6 km SW of the village of Tallard. History: a French military airfield to Jun 40 but not believed to have been used by operational units after that date. Surface and Dimensions: grass surface with poor drainage measuring approx. 730 x 730 meters (800 x 800 yards). No paved runway. Infrastructure: had 1 small hangar and 1 small accommodations hut or shed at the NW corner. A service road encircled the landing area. Dispersal: no organized dispersal facilities. Defenses: protected by a light Flak position near the hangar and an anti-aircraft machine gun position c. 365 meters further S.

Remarks:

14 May 43: landing area permanently obstructed by trenches and rough plowing.

Jun 44: listed as operational by the Luftwaffe.

[Sources: AFHRA A5260 p.072 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gercy-Gronard (FR) (c. 49 48 N – 03 52 E)

General: landing ground in NE France approx. 42 km E of Saint-Quentin. No record found of use by the Luftwaffe, but listed as operational in June 1944.

[Sources: Mattiello]

Ghisonaccia (FR/Corsica) (42 03 15 N – 09 24 15 E)

General: landing ground at the center of the east coast of Corsica 7.2 km inland and 4.5 km N of the small town of Ghisonaccia. History: dated from early 1940, probably as an emergency landing ground. Used by the Luftwaffe in Aug-Sep 43. Surface and Dimensions: grass and dirt measuring approx. 1370 x 775 meters (1500 x 850 yards). No paved runway. Infrastructure: had a single hut on the E boundary in mid-May 1943 and 3 refueling points on the W boundary.

Remarks:

May 43: in the process of being leveled and not yet serviceable.

3 Aug 43: Hptm. Mack with 37 NCOs and men had just arrived to setup the Fl.PI.Kdo. there.

Operational Units: III./JG 77 (Sep 43).

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1321 (23 Mar 43) and A5264 p.1118 (11 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gisors (FR) (c. 49 17 N – 01 46 E)

General: landing ground in north-central France approx. 28 km SW of Beauvais. Landing ground probably 3.5 km S of Gisors near Mont de Magny. No record found of use by the Luftwaffe, but listed as operational in June 1944.

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[Sources: Mattiello]

Goulet (FR) (48 44 30 N – 00 06 20 W)

General: field airstrip in Normandy 6.5 km W of Argentan and 1.2 km NW of the village of Goulet. History: under construction with leveling work still underway on 6 Jul 44. Not yet serviceable. Surface and Dimensions: grass surface measuring approx. 1145 x 230 meters (1250 x 250 yards). Infrastructure: none. Dispersal: no organized dispersal facilities evident. Defenses: none noted.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1639 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grandchamp (FR): see Vannes.

Grandville (FR) (Grandvillé) (a.k.a. Bissay) (48 22 00 N – 01 57 00 E)

General: satellite strip and dispersal field in north-central France c. 16 km SW of Etampes, 9.5 km W of Etampes-Mondesir airfield and 2 km NW of the village of Grandvillé. History: a disused former landing ground that was under cultivation until summer 1944. By early Aug 44, efforts were underway to develop a strip along the S side of the former landing ground. Surface and Dimensions: measured approx. 1000 x 1000 meters (1100 x 1100 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Aug 44 in BNA(PRO)/AIR 40]

Grandvilliers (FR) (49 40 50 N – 01 57 00 E)

General: landing ground in NE France 35.5 km SW of Amiens, 14.5 km SSW of Poix airfield and 1.6 km NNE of the town of Grandvilliers. History: built by the Luftwaffe in 1940 and used by fighters during the opening phase of the Battle of Britain. Inactivated and obstructed with trenches in 1941-42. Rehabilitated in Jun-Jul 44 to serve as a satellite for Poix airfield. Surface and Dimensions: grass surface measuring approx. 1510 x 455 meters (1650 x 500 yards). Infrastructure: none. Dispersal: no organized dispersal but aircraft could be concealed in orchards off the S side of the airstrip. Defenses: none noted.

Remarks:

Sep 40: assigned airfield code number 557.

26 Jul 42: assigned new airfield code number 268.

Operational Units: I./JG 3 (Jun-Jul 40).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1639 (8 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Granville (FR) (c. 48 50 N – 01 35 W)

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General: seaplane anchorage and/or landing ground in NW France on the coast 23 km NW of Avranches. History: no record found of use by Luftwaffe aircraft or seaplanes.

Operational Units: none identified.

Station Commands: none identified.

Station or Town Units (on various dates – not complete): elements of le.Flak-Abt. 980(o) (Jun 44); 3.(Flugmeldeauswerte-u.Betr.)/Ln.-Rgt. 53 (1942-44); Stab and elements/Ln.-Abt. 53 (1941-42)?

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

Graulhet-Montdragon (FR) (43 46 06 N – 02 00 37 E)

General: landing ground in SW France approx. 49 km NE of Toulouse and 2 km NE of Graulhet town center. No record found of Luftwaffe units being stationed here, but it was listed by the Luftwaffe as operational in Oct 43 and Jun 44.

[Sources: Mattiello]

Graveron (FR) (49 05 00 N – 00 59 00 E)

General: satellite strip and dispersal field in NW France 18 km WNW of Evreux-Fauville airfield, 14.5 km E of Beaumont-le-Roger airfield and immediately ESE of the village of Graveron-Sémerville. History: construction believed to have started in early Jun 44 but had not been fully completed by late July. Surface and Dimensions: measured approx. 1280 x 185 meters (1400 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40]

Gray-Ancier (FR) (c. 47 25 N – 05 36 E)

General: landing ground in E France approx. 45-46 km ENE of Dijon. No record found of Luftwaffe units being stationed here, but it was listed by the Luftwaffe as operational in Jun 44.

[Sources: Mattiello]

Grenoble-Eyrens (FR) (a.k.a. Grenoble/Süd) (45 09 30 N – 05 44 00 E)

General: airfield in SE France 3.25 km S of the city of Grenoble.

History: an old civil airport prior to Nov 42 and not know to have served as a base for military units. No record of use by the Luftwaffe found, although a few aircraft may have flown in and flown out in Aug 44. Also mentioned are satellites or alternate landing grounds Grenoble-Fontaine and Grenoble-Moirans, but no information has been found for these.

Dimensions: not found.

Surface and Runways: grass surface until the beginning of 1943 when leveling work began to lay down 2 concrete runways with assembly hardstands at 3 of the 4 ends. The construction proceeded by fits and starts until spring 1944 when just 575 meters (630 yards) had been

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completed on each runway before work was finally halted. Both were then obstructed with portable barricades.

Fuel and Ammunition: no information.

Infrastructure: An administrative building was located on the W boundary. The nearest rail connection was in Grenoble.

Dispersal: no organized dispersal facilities.

Defenses: a light Flak position was sited near the admin building on the W boundary.

Remarks:

2 Jul 44: the portable obstacles have been removed from the 2 unfinished runways.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.073-75 (18 Mar 43 updated to 2 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grévillers (FR) (a.k.a. Achiet, Bapaume, Grévillers-Bapaume) (50 06 15 N – 02 47 05 E)

General: airfield in NE France 20 km S of Arras, 5 km W of Bapaume and 2 km W of Grévillers.

History: built by the RAF in 1939-40. The Luftwaffe took it over in 1940 and widened one of the runways for use by bombers during the Battle of Britain. Used very little if any at all during 1942 and 1943 during which time it was obstructed and inactive.

Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards).

Surface and Runways: both runways (not clear whether prepared or paved) were equipped with permanent illumination and visual Lorenz systems.

Fuel and Ammunition: had 3 refueling loops located off the NE corner, on the SE boundary and at the center of the SW boundary. Ammunition was probably stored in the woods to the SE of the landing area and along the taxi tracks leading to the dispersal areas.

Infrastructure: there was 1 small hangar for repairs in the East dispersal area. Probable barrack huts were on the outskirts of Grévillers and Irles, and each dispersal area had a cluster of 3 huts that were probably used for offices, crew rooms and stores. A special branch rail line connected the NE corner of the airfield with the Bapaume-Achiet line.

Dispersal: had 3 dispersal areas – East, Southeast and West – with a total of 39 large aircraft shelters.

Defenses: there were 2 heavy Flak positions and 7 light Flak positions in Oct 43, but these were partly unoccupied.

Satellites and Decoys:

Achiet-Martinpuich (50 02 45 N – 02 46 50 E), dummy located 7.5 km S of Achiet airfield.

Remarks:

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18 Oct 43: obstructions removed and airfield in use.

13 May 44: both runways prepared for demolition and the Southeast dispersal was being extended to the S.

Operational Units: III./KG 1 (Oct 40 – May 41?); III./KG 26 (Feb 41).

Station Commands: Fl.Pl.Kdo. A 38/XI (1943 – Mar 44); Flugplatzkdo. Grévillers of Fl.H.Kdtr. E(v) 216/XI Cambrai/Süd (Apr-Sep 44).

Station Units (on various dates – not complete): 2. Flugh.Betr.Kp. KG 1 (Oct 40 - May 41).

[Sources: AFHRA A5259 pp.1382-85 (8 Jun 43) and A5260 pp.1662-66 (8 Jun 43 updated to 18 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Guernsey (FR/GB) (49 26 10 N – 02 36 05 W)

General: landing ground on the isle of Guernsey in the British Channel Islands off the coast of Normandy; landing ground located 5.25 km SW of St. Peter Port and 1.6 km in from the coast. History: a former airport, it was mainly used by the Luftwaffe as a forward base for staging fighter and reconnaissance missions against England during 1940 and early 1941.

Surface and Dimensions: damp grass surface that was usually camouflaged in a patchwork pattern that blended in with the surrounding countryside.

Measured approx. 730 x 615 meters (800 x 670 yards) with an irregular shape. No paved runway. Fuel and Ammunition: Small ammunition dumps were located in the North dispersal area and off the W end of the landing area. A third may have been in the SE corner near the hangars.

Infrastructure: there were 2 small hangars and a few buildings at the SE corner. Personnel were mainly accommodated in the surrounding towns and villages. Dispersal: had 2 dispersals – North Boundary and West Boundary – with a total of 15 large covered aircraft shelters.

Defenses: there were some 6 heavy and 16 light Flak positions within 3.5 km of the landing ground in late Jul 43. Ground defenses included reinforced strongpoints on the coast just S of the landing ground and barbed wire entanglements around the Flak positions.

Remarks:

20 Apr 41: employed 95 non-German workers.

7 Nov 42: landing area seen to be temporarily obstructed for extended periods.

7 Jun 43: leveling work to extend the E boundary of the landing area was underway.

14 Jan 44: an extension of the landing area that now provides a take-off/landing run of 1145 meters (1250 yards) has been completed and is now serviceable.

3 May 44: landing area observed to be temporarily obstructed but a narrow E/W strip has been left clear.

Operational Units: none identified.

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Station Commands: as Fl.Pl.Kdo. Guernsey (of Fl.H.Kdtr. E 61/XIII Morlaix?) (Apr 41); Fl.Pl.Kdo. A 10/XII (Jan 43 – Jun 44).

Station and Island Units (on various dates – not complete): General der Luftwaffe Kanalinseln (Oct 43 – May 45); Stab/11. Flak-Brig. (Apr-Oct 43); Stab/Flak-Brig. XII (Oct/Nov 41 – Mar 43); Stab/Flak-Rgt. 39 (1941 – Feb 43); elements of I./Flak-Rgt. 9 (gem. mot.) (1940); elements of gem.Flak-Abt. 124 (Sep 41 – mid-43); elements of gem.Flak-Abt. 152 (Oct 41 – Feb 43); elements of gem.Flak-Abt. 292 (Oct 41 – May 45); elements of Res.Festungs-Flak-Abt. 311(v) (Aug 40); half of Res.Flak-Abt. 441 (Nov 41 – Apr 42); elements of gem.Flak-Abt. 493(v) (May 43); elements of le.Flak-Abt. 978 (1941-42); Feld-Flakinstandsetzungswerkstatt (mot) z.b.V. 2 (1943-44); Flak-Waffenwerkstatt (o) 9/XII (1943-44); Flak-Geräteausgabestelle (o) 107/XII (1943); 14.(Flum.Mess)/Ln.-Rgt. 53 (1943-44); 22.(schw.Flum.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1941 – Dec 42); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 3 (1942 – Jun 44); Lw.-Feldbauamt Kanalinseln (c.1940-43); Lw.-Bau-Btl. 9/XVII (Nov 41 – Mar 42); Munitionsausgabestelle d.Lw. 27/XII (1944).

[Sources: AFHRA A5259 pp.1640-42 (20 Aug 43 updated to 3 May 44) and A5260 pp.2025-27 (20 Aug 43 updated to 14 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gueschart (FR) (c. 50 14 N – 02 00 E)

General: landing ground in NE France c. 19-20 km NE of Abbeville. No evidence found of use by the Luftwaffe.

Remarks:

Sep 40: assigned airfield code number 401. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Guînes-Courgain (FR) (a.k.a. Guînes/Süd) (c. 50 51 40 N – 01 51 00 E)

General: landing ground in NE France c. 10.5 km S of Calais and 1 km SW of the village of Guînes. History: served as a forward Luftwaffe fighter field in 1940 and then abandoned after the Battle of Britain. Surface and

Dimensions: grass surface measuring approx. 1000 x 410 meters (1100 x 450 yards). No paved runway. Fuel and Ammunition: none after 1940.

Infrastructure: none. The nearest rail connection was a narrow-gauge line with a stop in Guînes. Dispersal: had 2 – Southwest and Northeast – with a total of 51 open bay aircraft shelters. Defenses: there were 3 light Flak positions before these were removed in 1941.

Remarks:

Sep 40: assigned airfield code number 402. Came under Koflug 8/III (Saint-Omer).

Apr 42: landing area seen to be temporarily obstructed this date.

Apr 43: now permanently obstructed with narrow trenches.

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Operational Units: III./JG 3 (Jul 40); Stab, III./JG 27 (Aug-Nov 40); I./JG 27 (Sep 40).

Reserve Training & Replacement Units: Erg.St./JG 27 (Oct – Nov 40).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2028 (12 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Guînes-Hames (FR) (c. 50 52 N – 01 50 E)

General: landing ground in NE France approx. 8 km S of Calais and 2.5 km NW of Guînes. No record found of Luftwaffe use. Possibly served as an alternate landing ground for the other 2 landing ground around Guînes.

Remarks:

Sep 40: assigned airfield code number 321 or 333. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Guînes – La Place (FR): see Pihen.

Guise (FR) (a.k.a. Villers-lès-Guise) (49 56 00 N – 03 40 00 E)

General: landing ground in E France 25 km E of St-Quentin, 5 km NNE of the small town of Guise and 2 km NNW of the village of Villers-lès-Guise.

There were two strips: Guise/Nord and GHuise/Süd. History: heavily used during the May-June 1940 campaign by air units and as a major Luftwaffe fuel, ammunition, etc., supply hub, then inactivated after the campaign. In 1943 it was obstructed by plowing but then rehabilitated in spring 1944.

Evidence of use in 1944 has not been found. Surface and Dimensions: measured approx. 1100 x 915 meters (1200 x 1000 yards). Infrastructure: had a small hangar at the S corner. Personnel were billeted at a farm off the W corner.

Satellites and Decoys:

Guise-Crupilly (c. 49 55 00 N – 03 44 00 E), satellite strip c. 7 km ENE of Guise landing ground that became operational on 1 Jun 40.

Remarks:

Sep 40: assigned airfield code number 337. Came under Koflug 11/VI (Laon).

Operational Units: I./JG 51 (May 40); II.(Schlacht)/LG 2 (May 40); I., II., III./St.G. 2 (May 40); I./St.G. 76 (May-Jun 40); I./JG 1 (May-Jun 40); Stab, I./JG 27 (Jun 40); I./Trägergruppe 186 (May-Jun 40); I./JG 21 (Crupilly, Jun 40); II./St.G. 2 (Jun 40); I./St.G. 77 (Jun 40).

Station Commands: Fl.H.Kdtr. E 6/VII (Jun 40); Fl.Pl.Kdo. A 41/XI (1943-44)?

Station Units (on various dates – not complete): Luftgaustab z.b.V. 112 (May-Jun 40); Koflug 1202 (Jun 40); I./Flak-Rgt. 22 (gem. mot.) (May 40); schw.Flak-Abt. 702(v) (May 40); Fl.Betr.St.Kol. 1/XIII (May 40); Fl.Betr.St.Kol. 2/XIII (May 40); Kw.-Werkstattzug 112 (May 40).

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[Sources: AFHRA A5260 amendments (4 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Guise-Tupigny (FR) (a.k.a. Tupigny, Guise/Nord) (c. 49 57 N – 03 35 E)

General: former landing ground in NE France 25 km ENE of St-Quentin and 6.5 km NNW of Guise. History: a hastily improvised fighter strip used by the Luftwaffe for a few days during the sweep across northeastern France.

Inactivated thereafter and returned to cultivation. Surface and Dimensions: grass surface. Dimensions not found. Infrastructure: none noted.

Operational Units: I./JG 1 (May-Jun 40); Stab, II./JG 27 (May-Jun 40); I./JG 51 (May-Jun 40).

Station Commands: none identified.

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

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

Guyancourt (FR) (a.k.a. Guyancourt-Caudron, Caudron) (48 45 30 N – 02 04 10 E)

General: airfield in N France 23 km WSW of Paris, 6 km SW of Versailles, 4.25 km WSW of the town of Buc and on the SE outskirts of Guyancourt. Buc landing ground was 4 km to the E and Toussus-le-Noble landing ground was 3.25 km to the ESE.

History: used as a factory airfield to assemble Caudron and Renault aircraft until the German occupation in Jun 40. Since then and until mid-1944, only school and reserve training/replacement units were based at Guyancourt.

Dimensions: approx. 1190 x 1000 meters (1300 x 1100 yards) and triangular in shape.

Surface and Runways: artificially drained grass surface. No paved runways. Taxi tracks encircled the landing area. Equipped with 2 flare-paths for night landings.

Fuel and Ammunition: fuel was stored near the hangars on the W side of the airfield.

Infrastructure: there were 2 double hangars and 1 large single-bay workshop hangar near the SW corner. Personnel were billeted in barrack huts on the E outskirts of the village of Voisins-le-Bretonneux. The station HQ and admin offices were reportedly just S of the hangars while other offices may have been in the village of Troux, 2.5 km NW of the airfield. The nearest rail connections were in Trappes and Versailles.

Dispersal: had 2 dispersal areas – North and South – with a total of 12 medium aircraft shelters and 12 small aircraft shelters in May 43.

Defenses: consisted of 1 heavy and 6 light Flak positions within 2 km of the airfield in mid-1943.

Satellites and Decoys:

Guyancourt/I (48 45 30 N – 02 02 30 E), new airstrip and satellite located 2 km WSW of Guyancourt airfield and .5 km SW of Voisins-le-Bretonneux. Grass surface measuring approx. 1785 x 137 meters (1950 x

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150 yards). The strip was temporarily unserviceable on 25 Jun 44 due to a few bomb craters at the W end. Aircraft parking bays were being cut into the woods on the S boundary.

Remarks:

20 Apr 41: employed 647 non-German workers.

15 Jun 44: bombed early morning by 46 B-24 Liberators – 1 hangar destroyed, 2 hangars slightly damaged, 2 repair and maintenance shops heavily damaged and 1 barrack building damaged.

17 Jun 44: bombed mid-day by 26 B-24s – 4 hangars and 3 workshops destroyed, 50-70 craters in the landing area. Airfield out of operation.

22 Jun 44: bombed by 46 B-24s.

16 Aug 44: evacuation and demolition of airfield ordered by Luftflotte 3.

Operational Units: 4.(F)/Aufkl.Gr. 123 (Jul-Aug 44).

School Units: 2./JFS 5 (Jun 41 – Nov 42); Jagdlehrerüberprüfungsgruppe (Sep – Dec 43).

Reserve Training & Replacement Units: Erg.Zerst.St. 1 (Sep – Dec 40).

Station Commands: Fl.H.Kdtr. E 32/XIII (Jul 40 – c.Dec 42); Fl.Pl.Kdo. A 26/XII (Jan 43 – Mar 44); Flugplatzkdo. Guyancourt of Fl.H.Kdtr. E(v) 201/XII Paris – Le Bourget (Apr-Aug 44).

Station Units (on various dates – not complete): Bauleitung Guyancourt (1940-44).

[Sources: AFHRA A5259 pp.1643-45 (27 May 43 updated to 25 Jun 44), A5260 pp.2029-31 (27 May 43) and A.I.2.(b)/Air Ministry Amendment dated 23 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gy (FR) (a.k.a. Gy-Citey) (47 25 00 N – 05 48 00 E)

General: landing ground in E France 57 km ENE of Dijon-Longvic airfield and 57 km SW of Luxeuil airfield. History: a former French wartime landing ground that was inactivated and returned to cultivation during the German occupation. Rehabilitated in May 1944. Surface and Dimensions: measured approx. 1325 x 775 meters (1450 x 850 yards). Infrastructure: had 1 hut at the NE corner and farm buildings off both the NE and SW corners.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Jul 44 in BNA(PRO)/AIR 40]

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Ham-les-Moines (FR): see Charleville.

Hangest (FR): see Moreuil-Hangest.

Haspres (FR) (50 17 00 N – 03 25 00 E)

General: satellite strip and dispersal field in NE France 6.5 km SW of Denain-Prouvy airfield and 2 km N of the villages of Haspres. History:

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prepared in late spring/early summer 1944 and serviceable in August. Surface and Dimensions: measured approx. 1555 x 275 meters (1700 x 300 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Aug 44 in BNA(PRO)/AIR 40]

Hautefeuille (FR) (48 45 00 N – 02 58 00 E)

General: satellite strip and dispersal field in N France c. 48 km ESE of Paris city center, 9.75 km SSW of Coulommiers airfield and 1.6 km SSE of the village of Hautefeuille. History: built late spring/early summer 1944 as a satellite for Coulommiers and operational by the beginning of July. Surface and Dimensions: measured approx. 1100 x 365 meters (1200 x 400 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40]

Hautefontaine (FR) (a.k.a. Haute-Fontaine) (49 22 40 N – 03 03 05 E)

General: landing ground in NE France 18 km ESE of Compiègne and 1.6 km NW of the village of Hautefontaine. History: the landing ground was still under construction by the French in Jun 40 when it was taken over by the Germans who used it for the next 5 months. It then became inactive until summer 1944. Surface and Dimensions: grass surface in good condition measuring approx. 1465 x 1050 meters (1600 x 1150 yards) with an irregular shape. Fuel and Ammunition: a small ammunition dump was located on the edge of a woods about 2.5 km WNW of the landing area. Infrastructure: Accommodation huts were erected by the Germans in the hamlet of Croutoy just N of the landing ground and on the property of a nearby château. The nearest rail connection was in the village of Jaulzy, 2 km to the NNE. Dispersal: had 2 dispersals – North and South – with a total of 13 large covered aircraft shelters completed and 6 large open shelters under construction in May and Jul 44. Defenses: none noted. Remarks: none.

Operational Units: 5.(F)/Aufkl.Gr. 122 (Jul 40 – Nov 40); 3./NAGr. 14 (Aug 44).

Station Commands: Fl.Pl.Kdo. B 62/XI (1943 – Mar 44); Flugplatzkdo. Hautefontaine of Fl.H.Kdtr. E(v) 229/XI Laon-Couvron (Apr-Aug 44).

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

[Sources: AFHRA A5259 p.1648 (18 Aug 43 updated to 18 Jul 44) and A5260 p.2035 (18 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hauterive (FR) (48 30 00 N – 00 12 00 E)

General: field airstrip and dispersal field in NW France 10.5 km NE of Alençon, 5 km ENE of Semallé landing ground and 1.6 km N of the village of Hauterive. History: one of a number of airstrips, satellites and dispersal fields built in the Alençon area in spring and early summer 1944.

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Serviceable and active in Jul 44. Surface and Dimensions: measured at least 825 meters (900 yards) in length. Infrastructure: none noted. [Sources: AFHRA A5260 amendments (31 Jul 44)]

Herbéviller (FR) (a.k.a. Domevre-Herbéviller) (48 33 20 N – 06 46 20 E)

General: landing ground in E France 47 km ESE of Nancy, 19.5 km ESE of Lunéville and 1.2 km E of Herbéviller. History: laid out as a landing ground by the French and probably used to a very limited extent by the French Air Force in 1939-40. Not used by the Luftwaffe and the landing area was almost immediately returned to cultivation after the occupation. Partially rehabilitated in late spring 1944. Surface and Dimensions: grass surface measuring approx. 1190 x 870 meters (1300 x 950 yards) with an irregular shape. Infrastructure: none. Nearest rail connection in Herbéviller. Dispersal: none. Defenses: none.

Remarks:

6 Jul 44: landing area under cultivation except for a recently rehabilitated and serviceable airstrip along the W side measuring approx. 1145 x 230 meters (1250 x 250 yards).

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1649-50 (18 Jul 43 updated to 6 Jul 44) and A5260 p.2036 (18 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herbouville (FR) (a.k.a. Herbouville la Brédache) (47 56 15 N – 01 16 40 E)

General: landing ground in north-central France 14.5 km SSW of Châteaudun and 1.5 km NE of Brévainville. History: a former landing area rehabilitated in late spring 1944 as a dispersal field for Châteaudun airfield. Had just become serviceable in late Jun 44. Surface and Dimensions: grass surface or farm land measuring approx. 915 x 775 meters (1000 x 850 yards). Infrastructure: none noted. Dispersal: 9 aircraft parking bays were cut into the edge of a small wood along the S boundary. Defenses: none noted.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1650 (25 Jun 44) and A.I.2.(b)/Air Ministry Amendment dated 8 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herimoncourt (FR) (c. 47 26 N – 06 52 E)

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General: landing ground in E France approx. 69 km ENE of Besançon and 9-10 km SE of Montbéliard. Landing ground not located but it was possibly on the site of the present-day Montbéliard airport, which is 8.75 km NW of Herimoncourt. No evidence found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Hermelinghen (FR) (a.k.a. Saint-Inglevert – Hermelinghen) (50 48 N – 01 50 E)

General: landing ground in NE France 16-17 km S of Calais and 11.5 km SE of Saint-Inglevert. History: one of the numerous forward fighter strips set up by the Luftwaffe in the Pas de Calais in summer 1940 for the air offensive against England and then abandoned by Juner 1941. Surface and Dimensions: grass surface. Dimensions not found. Infrastructure: no information found.

Remarks:

Sep 40: assigned airfield code number 405. Came under Koflug 8/III (Saint-Omer).

Operational Units: II./JG 54 (Aug-Sep 40).

Station Commands: none identified.

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

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

Herpy (FR) (a.k.a. Herpy-l'Arlésienne) (49 31 00 N – 04 12 00 E)

General: landing ground in NE France 33 km NNE of Reims, 18.5 km E of Sissonne – La Malmaison landing ground and immediately SW of the village of Herpy-l'Arlésienne. History: built early summer 1944 and probably became serviceable in July. Surface and Dimensions: measured approx. 1280 meters (1400 yards) in length. Infrastructure: none noted.

Operational Units: II./JG 6 (Aug 44).

Station Units: none identified.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in

BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hesdin (FR) (a.k.a. Haravesnes, Quoeux) (50 18 N – 02 07 E)

General: landing ground in NE France 48 km W of Arras and 9-10 km SE of Hesdin between the villages of Quoeux and Haravesnes. History: the landing ground was apparently abandoned in January 1941 due to soft conditions caused by winter rains. No further Luftwaffe air units are known to have been stationed there and it does not appear in German and Allied maps of Luftwaffe airfields after than date. In Oct 43, several battalions of Flieger-Rgt. 93 were moved to the town of Hesdin with the task of guarding the V 1 construction sites in that area. Each of these battalions had an initial strength of c. 2,000 Fluganwärter (recruits who had completed 8 weeks of basic training and were awaiting assignment to technical schools).

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Surface and Dimensions: grass surface. Infrastructure: no information found.

Remarks:

Sep 40: assigned airfield code number 425. Came under Koflug 8/III (Saint-Omer).

Air Units: I./JG 26 (Jun 40); IV.(Stuka-)/LG 1 (Jul-Sep 40).

Station Commands: Fl.H.Kdtr. E 64/XI (Aug 40 – Jan 41).

Station Units (on various dates – not complete): Nachtjagdraumführer 115 (116?) (late 43 – early 44); Flieger-Rgt. 93 (Oct 43 – Aug 44);

Nachtjagdraumführer 116 (1943-44)?; 5./Luftgau-Nachr.Rgt.

Belgien/Nordfrankreich (1942-44)?

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

Hourtin (FR) (a.k.a. Hourtin-Contau, Hourtin-Loutey) (45 12 46 N – 01 07 35 W)

General: seaplane station in W France 55 km NW of Bordeaux and 6 km NW of the town of Hourtin at the N end of Lac de Carcans (a lake).

History: a French naval seaplane station and aviation school prior to the German occupation in Jun 40. Used by Luftwaffe coastal reconnaissance and air-sea rescue units but very little activity after May 43.

Dimensions: approx. 1465 x 730 meters (1600 x 800 yards).

Anchorage: the lake afforded ample take-off and landing room but portions of it were shallow and/or rocky. Numerous buoys were available in the waters off the station for tying up seaplanes. There were 2 concrete slipways (launching platforms), one connected to the N hangars and the other to the W hangars. A small jetty was 1.6 km SSE of the station buildings.

Fuel and Ammunition: bulk fuel was stored in 16 tanks surrounded by a blast wall located at the SE corner of the station buildings. The main ammunition dump was at the NW corner of the station buildings with a smaller store about 1 km N of the station.

Infrastructure: the hangars and workshops were divided into 3 groups – North group with 1 double and 1 medium hangar joined together with netting; East group with 1 medium and 1 small hangar along with several workshop buildings and a motor vehicle garage; and West group with 2 double hangars, 1 large workshop hangar and 1 or 2 large cranes directly in front. Station HQ, admin offices, barracks and quarters were together behind the North hangar group. The nearest rail connection was in Cartignac, 3.5 km to the E.

Defenses: only 2 light Flak positions were known to have been there in Jun 43.

Remarks:

1940-44: no information found of any Allied attacks on Hourtin, possibly because of its air-sea rescue activities which benefited both sides.

20 Apr 41: employed 258 non-German workers.

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Operational Units: detachment of 1. Seenotstaffel (c. Sep 40 – 1943); 1./Kü.Fl.Gr. 106 (Oct 40 – May 41); 1./Kü.Fl.Gr. 906 (Oct 40 – Jan 42); Sonderstaffel Transozean (Dec 40 – Jan 41); 5./Bordfliegergruppe 196 (Jan 41 – c. May 43); detachment of 1./Bordfliegergruppe 196 (Jan 42); part of 3. Seenotstaffel (Dec 42 – Jan 43).

Station Commands: Fl.H.Kdtr. E (See) 107/XI (c.Nov 40 – Mar 44).

Station Units (on various dates – not complete): Werft-Kp. 52 (n.d.); Ln.-Zug (mot) See 2 (Jun 41); Lw.-Bauleitung Hourtin (c.1940-44).

[Sources: AFHRA A5259 pp.1651-52 (8 Jul 43 updated to 29 Jan 44) and A5260 pp.2037-41 (8 Jul 43 updated to 29 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Houssay (FR) (47 44 55 N – 00 58 45 E)

General: emergency landing ground in NW France c. 160 km SW of Paris, 8 km SW of Vendôme and 3 km E of the village of Houssay. History: laid out by the RAF and used in Jun 40 even though it was not completed. No evidence of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 825 x 825 meters (900 x 900 yards) and rectangular in shape. Infrastructure: none noted.

[Sources: AFHRA A5260 p.2473 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hyères (FR) (a.k.a. Hyères-le-Palivestre, Hyères-la-Plage) (43 05 40 N – 06 08 38 E) and (43 04 55 N – 06 09 20 E)

General: airfield and seaplane station in S France 19.5 km E of Toulon, 3 km SE of Hyères and immediately SE of the village of Le Palivestre. The airfield and seaplane station were 1.6 km apart.

History: Hyères was a French air and seaplane base of relative importance to the Jun 40 armistice. It was used by Italian land and naval reconnaissance units in 1942 but does not appear to have been used at all by the Luftwaffe except for a nearby radar site.

Dimensions: approx. 1000 x 870 meters (1100 x 950 yards).

Surface and Runways: hard-packed earth surface that resulted in frequent wintertime flooding. Had 1 concrete runway measuring approx. 1100 meters (1200 yards) that was aligned NW/SE. Equipped with obstruction lighting.

Fuel and Ammunition: fuel tanks were near the SW corner.

Infrastructure: the airfield had 1 large double hangar, 2 large hangars and 2 medium hangars at the SE corner. The 2 medium hangars were reportedly used for repairs. A group of buildings at the center of the W boundary included the station HQ, admin offices, power building and barracks for a complement of 800 men. There were also 2 large buildings at the SW corner. The seaplane station had 1 medium and 1 small hangar plus a pier with an electric crane. A railway line to and from Toulon passed within approx. 200 meters of the station.

Dispersal: no organized dispersal facilities.

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Defenses: 1 heavy and 9 light Flak positions surrounded the station on the N, S and W sides in Oct 43. Ground defenses included an antitank ditch and some belts of barbed wire.

Remarks:

5 Nov 43: previously obstructed, the airfield ordered abandoned, all installed equipment removed, infrastructure destroyed and the land returned to agricultural use (Qu./Feldluftgaukdo. W/F).

4 Apr 44: permanently obstructed – landing area trenched and runway blown up by mines.

Operational Units (Regia Aeronautica): 136^a Squadriglia/64^o Gruppo OA (Apr-Sep 43); 171^a Squadriglia RM (Feb 43).

Operational Units (Luftwaffe): none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 10.(Flum.Mess)/Ln.-Rgt. 51 (1943-44).

[Sources: AFHRA A5260 pp.076-80 (14 Nov 42 updated to 4 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

I

Idos (FR) (43 14 00 N – 00 01 00 E)

General: satellite strip and dispersal field in SW France 6 km NNE of Tarbes-Ossun airfield, 1.6 km ENE of the village of Idos and 1.2 km S of Dorderes airstrip. History: leveling work was still in progress on 25 May 44 and strip not yet serviceable. Surface and Dimensions: measured 1245 x 275 meters (1360 x 300 yards) with a single strip aligned E/W. Infrastructure: none noted.

[Sources: AFHRA A5260 Amendment (25 May 44)]

Illiers-l'Éveque (FR): see Marcilly-la-Campagne.

Ingrandes (FR) (47 23 00 N – 00 54 00 W)

General: satellite strip and dispersal field in W France 28 km WSW of Angers airfield and 2 km SSE of the village of Ingrandes. On the south bank of the Loire. History: built during Jul 44 as a satellite for Angers. Surface and Dimensions: measured approx. 1325 x 275 meters (1450 x 300 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 26 Jul 44 in BNA(PRO)/AIR 40]

Intraville (FR): see Dieppe-Intraville.

Issoudun (FR) (46 53 25 N – 02 02 20 E)

General: landing ground in C France 7.5 km SSE of Issoudun, 3.25 km W of Ségry and 4 km E of Condé. History: construction is said to have begun in 1939 but had not been completed before the Jun 40 armistice. No record

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found of use by the Luftwaffe. Surface and Dimensions: unpaved surface measuring approx. 1000 x 730 meters (1100 x 800 yards). Infrastructure: had 2 small hangars and 3 small barrack huts near the SE corner. The nearest rail connection was in Issoudun. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

29 Jan 44: permanently obstructed by rough plowing and 3 small barrack-type huts near the SE corner have been removed.

[Sources: AFHRA A5260 p.081 (29 Nov 42 updated to 29 Jan 44) and A5261 p.1281 (29 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Is-sur-Tille (FR) (c. 47 31 N – 05 06 E)

General: landing ground in east-central France approx. 23.5 km N of Dijon. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Issy-les-Moulineaux (FR) (48 50 00 N – 02 16 30 E)

General: airfield in N France 7.7 km SW of the city center of Paris and immediately N of Issy-les-Moulineaux.

History: an old French factory airfield that was not used by the Luftwaffe except in connection with the Caudron factory, which manufactured, assembled and repaired C.445 light transport and trainer.

Dimensions: approx. 1025 x 505 meters (1120 x 550 yards).

Surface and Runways: poor quality grass surface. No paved runway.

Fuel and Ammunition: bulk fuel storage was near the hangar at the NE corner.

Infrastructure: had 2 medium hangars on the NW boundary and 1 medium hangar at the NE corner. The large workshops and assembly hangars of the Caudron firm were on the SE boundary. Admin buildings and storage buildings of the Caudron aircraft factory were likewise on the SE side of the field. A barracks complex off the N boundary was occupied by Flak and infantry troops.

Dispersal: no organized dispersal facilities. Aircraft awaiting testing and delivery were usually parked outside the assembly hangars on the SE side.

Defenses: in mid-1943, protected by 4 heavy and 18 light Flak positions on the SW side of Paris that were within 5 km of the airfield. Some of the light Flak was mounted in Flak towers and some of the positions were on roofs.

Remarks:

15 Sep 43: bombed by 40 B-17 Fortresses – 2 medium hangars on the NW boundary damaged; N and NW side of the airfield cratered; but the main part of the landing area was clear and unaffected.

Operational Units: none.

Station Commands: none.

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

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[Sources: AFHRA A5259 pp.1655-56 (18 Aug 43 updated to 16 Sep 43) and A5260 pp.2044-46 (18 Aug 43 updated to 16 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Istres-le-Tubé (FR) (43 31 00 N – 04 57 10 E)

General: airfield in S France 40 km WNW of Marseille, 3 km WNW of the city of Istres and c. 500 meters W of the village of Le-Tubé.

History: Istres le-Tubé was the main airfield in a complex of airfields and landing grounds on the La Crau plain between the Étang de Berre and the Rhône River, and was an important French Air Force bomber base before and after the armistice of Jun 40 with 3 or 4 groups of LeO 45s there most of the time. It was the principal departure and arrival hub for Vichy Air Force flights to and from Syria during 1941. Taken over by the Luftwaffe in Nov 42 and became the largest and most important base in S France until Aug 44.

Dimensions: almost unlimited – no specific dimensions given.

Surface and Runways: all-weather, hard gravel-soil surface (no grass). Had 1 concrete runway measuring 1465 meters (1600 yards) and aligned NW/SE. Equipped with boundary lighting, a visual beacon and a visual Lorenz system by Nov 43.

Fuel and Ammunition: there was a large (500,000 liter) above ground fuel storage site at the NE corner and a smaller underground site behind the center of the 4 large hangars. Ammunition storage was off the E boundary and off the SE corner of the landing ground.

Infrastructure: Istres-le-Tubé had a very large number of hangars – (1) off the E boundary were 4 large hangars, 1 large triple span hangar, 1 large double hangar and 2 large factory buildings occupied by the firm Société nationale des constructions aéronautiques du sud-est (S.N.C.A. du S.E.), these comprising workshops and stores; (2) off the SE corner were 7 medium hangars with a group of narrow workshop buildings and engine test beds behind them. The station HQ, officers' quarters, NCO quarters, barracks, messes, base dispensary, etc., were in a group of some 42 buildings behind the hangars and factory buildings on the E boundary. The control tower was at the N end of the row of hangars and the base motor pool and garages were behind the control tower. A special branch rail line with sidings, platform and sheds served the N side of the station buildings.

Dispersal: no organized dispersal facilities prior to mid-1943. These were then built and there were 4 by Mar 44 – North, Northeast, Northwest and Southwest – with a total of 31 open aircraft shelters and 54+ aircraft parking hardstands.

Defenses: Istres-le-Tubé and its 2 satellites had a total of 7 heavy and 28 light Flak positions surrounding them in Jun 43. A later estimate in Nov 43 showed 7 heavy and 20 light Flak positions plus 6 antiaircraft machine gun positions. Ground defenses consisted mainly of an antitank ditch.

Satellites and Decoys:

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Istres-Groupe I (Istres/Süd) (43 29 10 N – 04 56 20 E), satellite airfield c. 3.5 km off the SSW side of Istres-le-Tubé airfield. Had an all-weather, hard gravel-soil surface measuring approx. 1370 x 730 meters (1500 x 800 yards) without a paved runway. It was dependent on Istres-le-Tubé for fuel, ammunition, accommodations and other support and services but did have 1 large triple span hangar and 7 medium hangars along the E boundary.

Istres-les-Patis (43 32 50 N – 04 57 05 E), satellite landing ground c. 3.25 km N of Istres-le-Tubé airfield. Had an all-weather, hard gravel-soil surface measuring approx. 1280 x 915 meters (1400 x 1000 yards) without a paved runway. It was dependent on Istres-le-Tubé for fuel, ammunition, accommodations and other support and services but did have 1 large triple span hangar and 7 medium hangars along the E boundary.

Remarks:

17 Aug 43: bombed by 180 B-17 Fortresses from Tunisia – 3 x Me 323s from II./TG 5, 2 x Ju 52s from II./TG 4, 1 x Bf 108, 53 x DFS 230 gliders, 11 x Do 17Es, 1 x Fi 156, 73 x Go 242 gliders, 14 x He 111Hs, 2 x Kl 35s and 7 x Me 321s from Stab, I. and II./Luftlandegeschwader 1, plus 1 x Ju 188 E-1 from Erprobungsstaffel/KG 6, plus 2 x Avia B 534s, 13 x DFS 230 gliders, 1 x Fi 156, 4 x Ju 52s from Flieger-Kp./Ln.-Abt. 41, plus 1 x Bf 110 G-3 and 2 x Fi 156s from 1./NAGr. 16 were destroyed or damaged on the ground. Allied *claims* were for a total of 94 planes destroyed at Istres. Additionally, most of the hangars and workshops on the E boundary and off the SE corner were damaged, some severely, and it was also observed during the attack that a second concrete runway was under construction with a N/S alignment.

22 Aug 43: bombed – 2 x Ju 88 D-1s from 1.(F)/Aufkl.Gr. 33 severely damaged on the ground.

28 Aug 43: development of dispersal areas was continuing.

11 Nov 43: slow progress seen on the new runway; construction of aircraft shelters and hardstands in the dispersals was continuing and the dispersal taxiways were being paved; hangars damaged in previous attacks were being repaired, although 2 of the hangars at the SE corner still had holes in their roofs.

16 Nov 43: bombed by 15th AAF B-17s – 16 x He 111 H-11s from I./KG 26, 1 x Do 217 E-3 from IV./KG 2, 1 x Ju 87 B-1 from I./St.G. 101 and 1 x He 111 H-11 from Flugbereitschaft XI. Fliegerkorps destroyed or in most cases damaged on the ground. The bombers also claimed the destruction of several hangars, workshops, barracks and admin buildings.

21 Jan 44: bombed by 35 15th AAF B-17s – *claimed* 1 aircraft destroyed and reported considerable damage to buildings and landing areas; airfield temporarily unserviceable.

27 Jan 44: bombed by 27 15th AAF B-24s – *claimed* 4 aircraft destroyed on the ground, bursts on the runways and landing area and heavy damage to buildings, hangars and landing areas; airfield temporarily unserviceable.

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15 Mar 44: a probable ammunition dump was under construction off the NE corner of the airfield.

13 Aug 44: strafed by 12th AAF fighters.

Operational Units (Regia Aeronautica): Reparto Speciale Aerosilurante (Special Aerial Torpedo Unit) (Jun 43).

Operational Units (Luftwaffe): 10.(Jabo)/JG 26 (Nov-Dec 42); detachment of III./JG 2 (Nov 42); I./KG 2 (Nov 42); I./KG 6 (Nov-Dec 42, Jun-Jul 43); Stab, III./KG 6 (Jun-Jul 43); part of 1.(F)/Aufkl.Gr. 33 (Jun-Aug/Sep 43); GS-Kdo. 1 (Jun-Sep 43); GS-Kdo. 2 (Jun-Sep 43); Stab, III./KG 100 (Jul-Nov 43); II./KG 100 (Jul 43, Sep-Nov 43); I./LLG 2 (Jul/Aug-Sep 43); 3. (F)/Aufkl.Gr. 122 (Jul-Dec 43); 1./NAGr. 16 (Jul-Aug 43); I./LLG 1 (Aug-Oct 43); part of I./TG 5 (Aug 43); Stab, I., II./KG 30 (Jan 44); part of II./KG 76 (Mar-Jul 44); III./KG 77 (Mar-Apr 44); 6./KG 77 (Jun-Aug 44); II./KG 26 (Aug 44).

School Units: II./Flieger-Rgt. 63 (1943-44).

Reserve Training & Replacement Units: IV./KG 3 (Dec 42 – Jun 43); IV./KG 54 (May 43).

Station Commands: Fl.H.Kdtr. E 73/III (Nov-Dec 42); Fl.H.Kdtr. A 220/XII (Jan/Feb 43 - Mar 44); Fl.H.Kdtr. E(v) 240/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Arbeitsstab Hptm. Pohl/XI. Fliegerkorps (c. May-Sep 43); 4. Flugh.Betr.Kp./KG 3 (Jan-Jun 43); two Züge of 129. Flugh.Betr.Kp. (Qu) (1943 - Aug 44); Werftteilkdo. 2/WF (Apr 44); Luftminen-Zug 16 (Feb 44); gem.Flak-Abt. 346 (Jul 44); 5. (Flieger-Kp.)/Ln.-Abt. 41 (Jul-Aug 43); Wetterberatungszentrale (mot) d.Lw. 53/WF (Apr 44).

[Sources: AFHRA A5260 pp.082-93 (17 Jun 43 updated to 15 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

J

Jersey (FR/GB) (49 12 25 N – 02 12 05 W)

General: landing ground on the isle of Jersey in the British Channel Islands off the coast of Normandy; landing ground located 7.25 km WNW of Saint Helier town center. History: opened as a civil airport on 10 Mar 37, then enlarged and further developed by the Luftwaffe with hangars and concrete taxiways following the Jun 40 occupation, and mainly used during 1940-41 as a forward staging field for reconnaissance and fighter aircraft. Used only occasionally after late 1941. Surface and Dimensions: grass surface measuring approx. 915 x 550 meters (1000 x 600 yards) with an irregular shape. No paved runway. Fuel and Ammunition: both available. Infrastructure: had 2 small hangars on the E boundary. Personnel were accommodated in St. Peter's Barracks on the SW corner. The island railway was just 1.2 km to the S. Dispersal: the only dispersal area – South

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dispersal – had 8 covered aircraft shelters and 2 aircraft parking sites.

Defenses: Saint-Helier and the landing ground were well protected by Flak.

Remarks:

3 Oct 42: first noticed to be temporarily obstructed.

2 Mar 44: landing area still temporarily obstructed.

6 Jun 44: work commenced to permanently obstruct the landing area by plowing.

Operational Units: 2.(F)/Aufkl.Gr. 123 (Jul 40 – Feb 41).

Station Commands: Platzkdr. d.Lw. Jersey (c.1940 – Dec 42); Fl.PI.Kdo. A 11/XII (Jan 43 – Jun 44).

Station and Nearby Units (on various dates): Stab/Flak-Rgt. 40 (Oct 41 – Feb 43); part of I./Flak-Rgt. 9 (gem. mot.) (1940); 5./Festungs-Flak-Rgt. 34(v) (Aug 40); elements of schw.Flak-Abt. 142 (Sep 40); gem.Flak-Abt. 153 (1941 – Feb 43); elements of gem.Flak-Abt. 152 (Oct 41 – Feb 43); 5./gem.Flak-Abt. 156 (1943); 8. and 9./gem.Flak-Abt. 364 (Sep 43 – May 45); elements of le.Flak-Abt. 874 (Dec 42); elements of le.Flak-Abt. 978 (1941-42); Feld-Flakinstandsetzungswerkstatt (mot) z.b.V. 1 (1943-44); Flak-Waffenwerkstatt (o) 8/XII (1943-44); elements of 5.

(Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 3 (1942 – Jun 44).

[Sources: AFHRA A5259 p.1657 (20 Aug 43 updated to 6 Jun 44) and A5260 pp.2047-49 (20 Aug 43 updated to 2 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Joigny (FR) (47 58 55 N – 03 22 00 E)

General: emergency landing ground in north-Central France c. 61.5 km SW of Troyes, 25 km NNW of Auxerre and 2.5 km W of Joigny. History:

possibly used occasionally by German aircraft. By 1943, the landing area had been plowed and rendered unserviceable. Surface and Dimensions:

poorly drained grass surface measuring approx. 775 x 455 meters (850 x 500 yards). Infrastructure: had 1 small hangar.

Remarks:

Jun 44: listed as operational by the Luftwaffe, suggesting that it may have been rehabilitated in early 1944.

[Sources: AFHRA A5260 p.2473 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jonchery (FR) (48 08 00 N – 05 06 45 E)

General: new field airstrip in E France 78 km ESE of Troyes, 3.25 km NNW of Chaumont and 2 km E of the village of Jonchery. History: first seen by reconnaissance on 6 Jul 44 while still being worked on as a satellite strip for Chaumont landing ground. Not yet serviceable. Surface and Dimensions: grass surface measuring approx. 1415 x 220 meters (1550 x 240 yards).

Infrastructure: none. Dispersal: no organized dispersals but a small wood along the E side of the strip could be used to conceal aircraft. Defenses:

None noted.

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Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1658 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jonzac (FR) (c. 45 29 N – 00 25 W)

General: landing ground in west-central France approx. 71 km NNE of Bordeaux. No record found of use by the Luftwaffe, but it was listed as operational in June 1944.

[Sources: Mattiello]

Juvincourt (FR) (a.k.a. Juvincourt-et-Damary) (49 25 35 N – 03 52 55 E)

General: airfield (Fliegerhorst) in NE France 25 km NW of Reims, 6 km W of Guignicourt, 3 km NNW of Berry-au-Bac and 2.4 km SSW of Juvincourt village.

History: a prewar French air force field that was used by RAF Battles during the 1939-40 period. After the Luftwaffe captured in in June 1940, 3 long concrete runways were built, dispersal areas added with improvements still underway in mid-1943. Used by bombers during 1940-41 but converted into a night fighter station in 1942.

Dimensions: approx. 1145 x 915 meters (1250 x 1000 yards). By Sep 43 this had been extended to approx. 1370 x 915 meters (1500 x 1000 yards) and further work was underway to level and grade 185 meter wide strips on either side of the NNW/SSE runway.

Surface and Runways: grass surface with 3 concrete runways, each of approx. 1600 meters (1750 yards), aligned NE/SW, E/W and NNW/SSE. A concrete perimeter track enclosed the entire airfield and linked the ends of each runway. Equipped for night landings with full illumination, permanent flarepath, beam approach and a visual Lorenz system for all 3 runways. Visual beacons were located to the N and W of the airfield.

Fuel and Ammunition: had laddered servicing hardstands with probable refueling points in the East dispersal area, and buried bulk storage tanks in the S and W corners of the landing area. There were two storage areas for munitions, one in a woods off the W corner of the landing area, and the other an open dump just outside the W corner of the landing area.

Infrastructure: there was 1 small hangar for repairs in the West dispersal area and a compass swing some 1280 meters (1400 yards) NNW of the hangar. Station HQ, fire station, power station, canteen and office huts were along the S, W and NW boundaries of the airfield. Barracks were on the SE side of Juvincourt village while officers and aircrew were billeted in Cormicy, about 6 km S of the airfield. A branch rail line from Amifontaine to the airfield was under construction in May 1943.

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Dispersal: there were two areas in early 1943 – West dispersal and East dispersal with a total of 38 covered aircraft shelters plus 1 parking site. In mid- Sep 43 a new Northeast dispersal was under development that brought the totals to 38 large covered aircraft shelters, 14 large open shelters and 5 large parking sites.

Defenses: had 1 heavy Flak position with 6 guns, and 10 light Flak positions, some of which had more than a single gun. Several road blocks and bunker strongpoints were located along the roads leading to the airfield.

Satellites and Decoys:

Juvin-court-Damery (c. 49 27 12 N – 03 57 14 E), dummy 5.5 km NE of the airfield and just SW of the village of Prouvais.

Remarks:

29 May 42: bombed – 3 x Bf 110Ds and Es from III./NJG 4 damaged.

27 Feb 43: leveling work reported to be in progress in the area SE of the NE/SW runway.

16 Aug 43: bombed – 2 x Bf 110 G-4s from III./NJG 4 destroyed.

3 Mar 44: bombed by 9th AAF B-26 Marauders – 2 covered aircraft shelters in the West dispersal area destroyed and the munitions dump in the woods off the W corner of the landing area damaged; runways and landing area were not seriously affected.

11 Apr 44: low-level attack by RAF Spitfires – claimed 6 aircraft shot up and destroyed.

9 May 44: bombed by 71 B-17 Fortresses.

16 Jun 44: bombed by 38 B-17s.

23 Jun 44: bombed by 113 B-24 Liberators.

28 Jun 44: bombed by 64 B-17s.

23 Jul 44: bombed by 48 B-24s.

29 Jul 44: bombed by 38 B-24s.

12 Aug 44: bombed by 52 B-24s.

Operational Units: II./KG 77 (Dec 40 – Jan 41); III./KG 77 (Nov 40 – Jun 41); Stab, I./KG 77 (Mar-Jun 41); III./NJG 4 (c.Sep 42 – Aug 44);

Luftbeobachtungsstaffel 4 (May-Jun 44); I./KG 54 (Jun-Aug 44);

detachment of 1./Versuchsverband des OKL (Jul-Aug 44); Einsatzkdo.

Schenck (Aug 44); Sonderkdo. Götz (Aug 44); 1.(F)/Aufkl.Gr. 121 (Aug 44).

Reserve Training & Replacement Units: IV./KG 2 (Jun 41 – Jan 42).

Station Commands: Fl.H.Kdtr. E 17/XI (Jul 40? – Mar 44); Fl.H.Kdtr. E 231/XI (Apr-Aug 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 8 (Jul 42 – Feb 44); elements of le.Res.Flak-Abt. 773 (Sep 42); elements of le.Flak-Abt. 680 (Apr 43); Stab III.(Flum.Mess)/Ln.-Rgt. 203 (1943).

[Sources: AFHRA A5259 p.1659-62 and A5260 pp.2050-53 (27 May 43 updated to 3 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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K

Kerlin Bastard (FR): see Lorient – Kerlin Bastard.

L

L'Aberwrac'h (FR) (48 35 55 N – 04 33 40 W)

General: seaplane anchorage in Brittany 24 km NNW of Brest. History: used occasionally by Luftwaffe seaplanes but no evidence has been found of any units being stationed there.

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

La Bohalle (FR) (c. 47 25 N – 00 23 W)

General: landing ground in west-central France approx. 14.5 km SE of Angers. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

La Charité-sur-Loire (FR) (c. 47 10 N – 03 01 E)

General: landing ground in C France approx. 23 km NNW of Nevers. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

La Chaussée (FR) (46 58 10 N – 02 37 40 E)

General: landing ground in C France 23 km SE of Bourges, 7.25 km SSW of Avord and 3.5 km E of the village of Vornay. History: laid out in 1939-40 but no evidence of use by either the French Air Force or the Luftwaffe.

Surface and Dimensions: grass surface measuring approx. 715 x 595 meters (780 x 650 yards). No paved runway. Infrastructure: none. The nearest rail connection was in Avord. Dispersal: no organized dispersal facilities. Defenses: none.

Remarks:

12 May 43: landing area appears to be obstructed with portable barricades.

[Sources: AFHRA A5260 p.094 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Courtine-les-Fagettes (FR) (c. 45 43 N – 02 16 E)

General: landing ground in south-central France approx. 65 km W of Clermont-Ferrand and 2.5 km NE of La Courtine. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

La Fère-Courbes (FR) (a.k.a. Courbes) (49 40 40 N – 03 28 00 E)

General: landing ground in NE France 18.25 km NW of Laon, 7.25 km ENE of La Fère and 1.2 km SE of Courbes. History: a 1939-40 French Air Force landing ground that was briefly used by the Luftwaffe in May-Jun 40. After being downgraded to an emergency landing ground, the landing area was

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obstructed with metal stakes and bars in autumn 1941. Reactivated in mid-summer 1944. Surface and Dimensions: grass surface measuring approx. 1050 x 870 meters (1150 x 950 yards) and irregular in shape. No paved runway. Part of landing area obstructed and the remainder returned to cultivation. Fuel and Ammunition: refueling points were on the S boundary. Infrastructure: none noted. The nearest rail connection was at Courbes. Dispersal: at one time had a dispersal area off the SW corner and another off the SE corner.

Operational Units: III./JG 1 (Jul-Aug 44); Stab, II./JG 53 (Aug 44).

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1556-57 (9 Aug 43) and A5260 p.1924 (9 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Ferté-Bernard (FR) (c. 48 11 N – 00 39 E)

General: landing ground in western France 40 km ENE of Le Mans.

History: briefly used by the Luftwaffe during the last week of June and the first week of July 1940, but no record has been found of any use after than.

Surface and Dimensions: grass surface. Infrastructure: no information found.

Remarks:

Jun 44: listed by the Luftwaffe as operational for use as a dispersal field.

Operational Units: I./St.G. 77 (Jun-Jul 40).

Station Commands: Fl.H.Kdtr. E 5/VIII (Jun-Jul 40).

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

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

Lagny-le-Sec (FR) (c. 49 05 N – 02 44 E)

General: landing ground in north-central France approx. 38-39 km NE of Paris city center. No record found of any Luftwaffe flying units being based here.

Remarks:

Jan 42: operational using airfield code number 566. Came under Fl.H.Kdtr. E 4/I (Creil).

26 Jul 42: assigned new airfield code number 270.

Jun 44: listed as operational.

[Sources: Mattiello]

La Jasse (FR) (c. 43 39 30 N – 04 59 10 E)

General: landing ground in S France 16.5 km N of Istres-le-Tube airfield, 9 km WNW of Salon-de-Provence, 5.5 km SW of Eyguières and 1 km S of the hamlet of La Jasse. History: unknown, but La Jasse was one of the 10 or so auxiliary landing grounds or satellites that surrounded the main airfield at Istres-le-Tube. Surface and Dimensions: hard-packed dirt surface measuring approx. 1370 x 685 meters (1500 x 750 yards) after an extension was built in 1943. No paved runway. Fuel and Ammunition:

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fuel brought in as needed. The ammunition dump was believed to be in a wood off the N boundary. Infrastructure: had a small hangar-type building at the SE corner. Personnel were billeted in nearby farms. The nearest rail connection was in Salon-de-Provence. Dispersal: had a North dispersal and a Northwest dispersal in Sep 43 but there were no aircraft shelters. By Jan 44, A South dispersal had been added and the 3 dispersals now had a total of 35 aircraft parking handstands. Defenses: protected by 1 heavy and 2 light Flak positions in Sep 43.

Satellites and Decoys:

La Jasse/I (43 37 10 N – 04 58 00 E), satellite strip 5 km SW of La Jasse landing ground and was still under construction of 8 Jun 44. Measured approx. 1280 x 275 meters (1400 x 300 yards). A taxiway was also being built to connect the N end of the strip to La Jasse landing ground's Northwest dispersal area.

Remarks:

21 Jan 44: the small hangar-type building that was at the SE corner has been removed.

15 Jun 44: strafed by 15th AAF P-38 Lightnings and P-51 Mustangs.

13 Aug 44: strafed by 12th AAF fighters.

Operational Units: I./KG 76 (Sep-Oct 43); elements of I./KG 77 (Jul 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 16/VII (Le Luc) (Mar 44);

Flugplatzkdo. La Jasse of Fl.H.Kdtr. E(v) 239/XII Salon (Apr-Aug 44).

Station Units (on various dates – not complete): 1. Flugh.Betr.Kp./KG 76 (Sep-Oct 43); 1. FBK/KG 77 (Aug 44); Lufttorpedo-Betr.Kp. 9 (Aug 44); I./Flak-Rgt. 14 (Jul 44).

[Sources: AFHRA A5260 pp.095-96 (30 Nov 42 updated to 8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Lande (FR) (a.k.a. Les Landes) (48 06 00 N – 00 50 00 W)

General: satellite strip and dispersal field in NW France 10.5 km NW of Laval landing ground and immediately S of La Lande (Les Landes) village.

History: prepared as a satellite for Laval and believed to have been

completed and put into service during Jul 44. Surface and Dimensions: measured approx. 915 x 185 meters (1000 x 200 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (31 Jul 44)]

La Leu (FR): see La Rochelle-Laleu.

La Lagonne (FR): see Mont-Louis.

La Malmaison (FR): see Sissonne – La Malmaison.

Landes-de-Bussac (FR) (a.k.a. Bédénac) (45 11 45 N – 00 20 50 W)

General: landing ground in western France c. 45 km NNE of Bordeaux, 24 km E of the Gironde Estuary and 2.5 km SSE of the village of Landes-de-Bussac (today: Bussac-Forêt). History: a pre-war civil airfield that was taken over and enlarged by the French military. The Luftwaffe improved it

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considerably between 1940 and 1942. Surface and Dimensions: all-weather sandy heathland measuring approx. 1190 x 1000 meters (1300 x 1100 yards). No paved runway. Equipped with boundary lighting. Fuel and Ammunition: had a refueling loop and fuel storage on the SW boundary, 2 loops and fuel storage on the NE boundary, fuel storage on the SE boundary and probably fuel storage N of the barrack buildings. The 2 small ammunition dumps were at the SE and NW boundaries.

Infrastructure: there were 2 medium hangars and 1 small hangar off the NE boundary. Station HQ, admin offices, dispensary and numerous barrack buildings were all together off the NE boundary behind the hangar area.

The nearest rail connection was in Bussac. Dispersal: the 2 dispersal areas – North and South – had a total of 12 large covered aircraft shelters and 10 large open aircraft shelters in mid-1943. Defenses: no information found.

Satellites and Decoys:

Landes-de-Bussac - Les Jards (?), dummy 3.6 km NNW of Landes-de-Bussac landing ground.

Remarks:

20 Apr 41: employed 260 non-German workers; station not yet operational.

21 Mar 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Fw 190s, 1 x Do 217 and 1 x Ju 52 destroyed.

22 Apr 44: the open aircraft shelters were being replaced with covered shelters and a third dispersal area – North (remote) – was under construction.

Operational Units: 4.(H)/Aufkl.Gr. 12 (Dec 40 – May 41); 7.(H)/Aufkl.Gr. 12 (c. Dec 40 – Feb 41)?; Kurierstaffel 5 (c. Feb/Mar 41).

Reserve Training & Replacement Units: elements of Erg.JGr. Ost (later JGr. Ost) (Sep 42 – Jun 43); 1./Erg.JGr. Süd (Oct 42 – Mar 43); 3./(Erg.) JGr. West (Feb – May 44).

Station Commands: Fl.H.Kdtr. E 30/XII (1942); Fl.H.Kdtr. A 226/XII (Feb-Aug 43).

Station Units (on various dates – not complete): Lw.-Bauleitung Landes-de-Bussac (c.1940-44).

[Sources: AFHRA A5259 p.1668 (Jul 43) and A5260 pp.2063-64 (8 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Landouzy (FR) (a.k.a. Landouzy-la-Ville, Landouzy-Chêne-Bourdon) (c. 49 51 N – 04 02 E)

General: landing ground in NE France approx. 55 km E of Saint-Quentin. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Landrethun (FR) (c. 50 50 N – 01 47 E)

General: landing ground in NE France approx. 2 – 4.25 km from Saint-Ingelvert, Pihen and Caffiers, so believed to be part of that complex of landing grounds.

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Remarks:

1942: operational using airfield code number 330.

[Sources: Mattiello]

Lannion (FR) (a.k.a. Serval, Lannion-Serval) (48 45 20 N – 03 28 40 W)

General: airfield on the N coast of Brittany 2.5 km NNW of Lannion.

History: prior to its occupation by the Germans in Jun 40, Lannion was a small and relatively unimportant airfield measuring just 695 x 640 meters (760 x 700 yards). Operational units were stationed at Lannion from Jun 40 to Aug 42, but full-scale use did not begin until major construction to enlarge and improve it was completed in Apr 41. After Aug 42, it was occasionally used for staging missions but units were no longer based there.

Dimensions: approx. 1370 x 550 meters (1500 x 600 yards) with a pear shape.

Surface and Runways: level turf surface camouflaged with dummy roads and hedges to conform with the surrounding countryside. Had 1 concrete runway measuring approx. 1370 meters (1500 yards) and aligned ESE/WNW and with paved assembly platforms at each end. Equipped with permanent runway illumination, a flare-path, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: bulk fuel was brought up the Léguer River by barge and store near the SE corner of the airfield, near the South dispersal and on the N boundary. The ammunition dump was concealed in hedges immediately N of the Northeast dispersal while bombs were stored in the open off the W end of the landing area.

Infrastructure: there was 1 medium hangar in the South dispersal area and workshops in all of the dispersal areas. The base motor pool and garages were 1.6 km S of the landing area and a branch 3.25 km NW in the village of Pleumeur. Numerous huts for personnel and stores were scattered around the airfield on the N, S and E sides, with the largest concentration on the S side where the station HQ, officers' quarters and mess were also located. Nearby farms had been requisitioned for use by the Luftwaffe and many additional personnel were billeted in Lannion and the surrounding villages of Trebeirden, Perros-Guirec and several hamlets 2 to 3 km off the NW end of the runway. The nearest rail connection was in Lannion.

Dispersal: the 3 dispersal areas – Northeast, South and Northwest – had a total of 5 large covered aircraft shelters, 25 medium covered and 6 medium open on 3 Dec 43.

Defenses: 1 heavy and 15 light Flak positions surrounded the airfield within a radius of 3.5 km. Some of the light Flak was mounted in Flak towers while other positions were on platforms about 1.5-meters (5-ft.) high so as to elevate the guns about the numerous hedges in the vicinity of the airfield. Ground defenses included a belt of barbed wire around the entire landing area, fortified roadblocks on all the roads approaching the airfield, and extensive hedge clearance to open up fields of defense fire.

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Satellites and Decoys:

Lannion-Saint-Michel-en-Grève (c. 48 41 N – 03 33 W), satellite or dispersal field approx. 11 km SW of Lannion airfield.

Lannion-Kerprigent (48 46 00 N – 03 16 10 W), dummy 15 km ENE of Lannion airfield.

Lannion – Île Grande (48 48 05 N – 03 35 00 W), dummy 10 km NW of Lannion airfield.

Lannion-Trégastel, decoy 6.5 km NNW of Lannion airfield.

Remarks:

20 Apr 41: employed 1,149 non-German workers.

26 Aug 41: low-level attack by RAF fighters – 3 x Ju 88 A-4s from KGr. 606 shot up and damaged on the ground.

10 Jun 42: airfield bombed by 11 Douglas A-20 *Boston* light bombers.

5 Jun 43: runway reportedly had pre-drilled holes in which iron stakes could be inserted to render it unserviceable and the airfield was reportedly mined for demolition.

19 Apr 44: airfield now permanently obstructed with the runway cratered by detonated mines and the landing area plowed with trenches.

Operational Units: II./St.G. 2 (Jun-Dec 40); KGr. 606 (May-Oct 41); II./KG 1 (May 41); II./KG 54 (May 41); I./KG 77 (May 41); 3.(F)/Aufkl.Gr. 123 (Aug 41 – Jul/Aug 42).

Reserve Training & Replacement Units: Erg.Kette/KGr. 606 (Oct 41 – May 42).

Station Commands: Fl.H.Kdtr. E 73/III (1940 – Jan 43); Fl.Pl.Kdo. A 27/XII (Jan 43 – Jun 44).

Station and Nearby Units (on various dates – not complete):

Res.Fluh.Betr.Kp. 2/XII (Oct 40 - ?); 115. Fluh.Betr.Kp. (Qu) (Feb 44 - ?); Res.Festungs-Flak-Abt. 323 (Jul 40); elements of gem.Flak-Abt. 292 (1941-43); elements of le.Res.Flak-Abt. 741 (Jun 42); le.Flak-Abt. 752 (Jan 44); Stab III.(Flum.Mess)/Ln.-Rgt. 54 (Perros-Guirec, 1943 – Jul 44); 8. (Flum.Mess)/Ln.-Rgt. 54 (Perros-Guirec, 1943 – Jul 44); Flugmeldemesszug z.b.V. 10 (Perros-Guirec, 1943 – Jul 44); Flugmeldemesszug z.b.V. 14 (Perros-Guirec, 1943 – Jul 44); Flugmeldemesszug z.b.V. 62 (Perros-Guirec, 1943 – Jul 44); Flugmeldemesszug z.b.V. 63 (Perros-Guirec, 1943 – Jul 44); Lw.-Bauleitung Lannion (c.1940-44); Lw.-Bau-Btl. 2/VII (Mar, Aug 41); elements of Lw.-Bau-Btl. 6/XII (Jul 42); Ldssch.Kp. d.Lw. 8/XIII (Jan 43).

[Sources: AFHRA A5259 pp.1669-73 (5 Jun 43 updated to 19 Apr 44) and A5260 pp.2065-71 (5 Jun 43 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lannoy (FR) (Auxi-le-Château) (50 13 55 N – 02 04 40 E)

General: landing ground in NE France 26 km NE of Abbeville and 1.2 km WSW of the village of Lannoy. History: originally set up for use by the RAF in 1939-40, it was taken over by the Luftwaffe for use by single-engine aircraft. Improved in 1942, but then seemingly abandoned. By early

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1943, it was reported as permanently obstructed with trenches. Surface and Dimensions: grass surface measuring approx. 1190 x 915 meters (1300 x 1000 yards) with an "L" shape. No paved runway. Fuel and Ammunition: any fuel and ammunition stored there was removed after 1942. Infrastructure: no hangars but a few small buildings at the NE end may have been used at workshops. Some barrack huts were in a wood at the NE end. The nearest rail connection was in the nearby village of Auxile-Château. Dispersal: the Northeast and Southwest dispersals had a total of 24 small aircraft shelters. Defenses: none reported.

Remarks:

Sep/Oct 40: airfield assigned code number 373.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1674 (13 Aug 43) and A5260 pp.2072-73 (13 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Laon (FR) (49 33 51 N – 03 37 11 E)

City and Station Garrison (specific airfield not identified): Luftgaustab z.b.V. 21 (Apr 41 – 1942)?; Koflug Laon (Jul 40 – Mar 41); Koflug 11/VI (Apr 41 – Aug 44); 147. Flugh.Betr.Kp. (Qu) (Jun-Aug 44); Ln.-Kp. z.b.V. 40 (Jul-Aug 44); Feldbauamt Laon (1940-44).

Laon-Athies (FR) (a.k.a. Athies; Athies-sous-Laon) (49 36 10 N – 03 42 40 E)

General: airfield in NE France 7.7 km NE of Laon and 1.75 km SSW of the village of Monceau-le-Waast.

History: taken over by the Luftwaffe in Jun 40 for use by bomber units. A major expansion began in spring 1941 with the construction of the 3 concrete runways, development of the dispersals and other improvements. In spring and summer 1944 it was used mainly by night fighters. Very heavily bombed from May to August 1944.

Dimensions: approx. 1720 x 1135 meters (1880 x 1240 yards).

Surface and Runways: grass surface. Had 3 concrete runways – (1) 1690 meters (1850 yards) aligned ENE/WSW; (2) 1690 meters (1850 yards) stretching SW from the center of runway (1); (3) 1690 meters (1850 yards) stretching N from the SW end of runway (2). Assembly hardstands were at the W end of runway (1) and the N end of runway (3). Runways (2) and (3) had prepared strips on either side of them. Airfield equipped with a permanent flare-path and a beam approach system, and all 3 runways had permanent illumination and a visual Lorenz system.

Fuel and Ammunition: refueling and servicing hardstands were off the SE corner and off the center of the S boundary. Additional refueling points were reportedly on the W and N boundaries. Bulk fuel storage was probably in the large Samoussy Forest along E side of the airfield. The main ammunition and bomb dump was also in the Samoussy Forest.

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Infrastructure: there was 1 large repair hangar with a paved apron in the South dispersal area and another being built next to it (May 43 and completed by Sep 43). Separate workshops were off the E boundary and near the NW corner. Station HQ and offices were in scattered buildings along the center of the E boundary. Personnel were accommodated in barrack huts erected in nearby villages and farms as well as in an old sugar mill near the NW corner. A branch rail line from Laon served the S and W boundaries of the airfield.

Dispersal: there were 2 dispersal areas in Apr 44 – Southeast and Southwest – with a total of 37 covered aircraft shelters and 20 open aircraft shelters.

Defenses: airfield surrounded by 4 heavy and 9 light Flak positions out to a radius of 3.6 km in May 43. The heavy Flak positions were for 4 to 6 guns each and some of the light Flak was mounted in Flak towers. Ground defenses were anchored on 4 strongpoints equipped with machine guns and fortified with barbed wire.

Satellites and Decoys:

Sissonne – Coucy-lés-Eppes (49 33 35 N – 03 47 09 E), decoy 8 km SE of Laon-Athies airfield. Under construction by the RAF when it was seized by the Germans in Jun 40. The Luftwaffe turned it into a decoy with a painted runway, fake dispersal areas with mock shelters and replica aircraft. The landing area was obstructed with portable objects. However, in June 1944 it was listed by the Luftwaffe as operational.

Laon-Chambry (see below).

Remarks:

30 Aug 43: airfield bombed – 1 x Ju 52 from Flieger-Kp./Ln.-Rgt. 3, plus 2 x Bf 110 F-4s from I./NJG 4 destroyed or damaged on the ground.

7 Sep 43: an "L" shaped building reported to have been erected in the Samoussy Forest just S of the airfield.

16 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x Bf 110s, 1 x He 111 and 3 unidentified aircraft shot up and damaged.

9 May 44: airfield bombed by 113 B-17 Fortresses.

14 Jun 44: airfield bombed by 39 B-24 Liberators.

16 Jun 44: airfield bombed by 38 B-17s.

23 Jun 44: airfield bombed by 46 B-24s.

28 Jun 44: airfield bombed by 60 B-17s - station reported that the heavy Allied attack early in the morning did extensive damage and Athies rendered completely unserviceable.

23 Jul 44: airfield bombed by 57 B-24s.

31 Jul 44: airfield bombed by 47 B-24s.

8 Aug 44: airfield bombed by 12 B-24s.

12 Aug 44: airfield bombed by 63 B-24s.

Operational Units: I./JG 26 (Jun 40); II., III./KG 77 (Jun-Nov 40); Stab/KG 77 (Jun 40 – Feb 41); III./KG 76 (Jul-Nov 43); V./KG 2 (Dec 43 – Jan 44);

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III./SG 4 (Dec 43 – Feb 44); III./NJG 1 (Mar-May 44); Stab, III./NJG 5 (May-Aug 44).

Reserve Training & Replacement Units: IV./KG 4 (Jul 41 – Jan 42); Stab IV./KG 76 (Oct 41 – Nov 42); 13./KG 2 (Jan – Feb 44).

Station Commands: Fl.H.Kdtr. E 73/III (1940); Fl.H.Kdtr. E 13/XI (c.Aug 40 – Mar 44); Fl.H.Kdtr. E(v) 228/XI (Aug-Sep 44).

Station Units (on various dates – not complete): elements of gem.Flak-Abt. 417 (Jul 44); 2. and 3./Ln.-Abt. 64 (Sep 42 - ?).

[Sources: AFHRA A5259 pp.1675-79 (15 Jun 43 updated to 11 Apr 44) and A5260 pp.2074-78 (15 Jun 43 updated to 11 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Laon-Chambry (FR) (49 35 52 N – 03 38 10 E)

General: landing ground in NE France 4.5 km NE of Laon and 8 km SE of Laon-Couvron airfield. History: Briefly used by the Luftwaffe in 1940, but then inactivated and by 1943 it had been turned into a decoy airfield (Scheinflugplatz).

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 64/XI (Jun 40); Fl.H.Kdtr. E 11/XII (Jun 40).

[Sources: AFHRA A5260 p.2082 (27 May 43) and p.2465; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Laon-Couvron (FR) (a.k.a. Crépy, Crépy-en-Laonnois, Vivaise, Besny-et-Loizy?) (c. 49 38 00 N – 03 32 10E)

General: airfield in NE France 10 km NW of Laon, 1.6 km SE of the village of Couvron-et-Aumencourt and 12.5 km WNW of Laon-Athies airfield.

History: 1938 began use as a landing ground for the French Air Force. May 40 taken over by the Luftwaffe and major construction began that eventually resulted in two concrete runways 1,690 meters long and many hangars, barracks and administrative buildings. Evacuated by the Luftwaffe in late August 1944 and taken by U.S. forces on 30 August.

Dimensions: approx. 1235 x 1190 meters (1350 x 1300 yards).

Surface and Runways: grass surface. Had 2 concrete runways as described above, one aligned NNE/SSW and the other ESE/WNW. Both runways were equipped with permanent lighting and visual Lorenz systems while the airfield had a flare-path and a beam approach system.

Fuel and Ammunition: a refueling loop was located at the N corner of the landing area and bulk fuel storage was sited in the East and South dispersal areas. The main ammunition dump was thought to be 1.6 km WNW of the airfield with small storage sites in the North and South dispersals.

Infrastructure: there was 1 large hangar with a paved apron in the North dispersal area. A few nearby buildings were probably workshops. The station HQ and admin offices were reported to be in the Château Besny-et-Loizy while the barrack buildings were in the villages of Couvron-et-

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Aumencourt and Vivaise. A light rail branch line served the runway area and the North and South dispersal areas.

Dispersal: the 3 dispersal areas – North, East and South – had a total of 39 covered aircraft shelters in May 43.

Defenses: protected by 1 heavy and 6 light Flak positions within 3 km of the airfield. Several strongpoints, an anti-tank ditch and fortified road blocks secured Couvron on the ground.

Remarks:

14 May 43: landing area seen to be obstructed, but not the runways.

27 May 43: clearing and leveling work seen to be underway to extend the landing area to the S and possibly to the NE.

4 Sep 43: work was underway to extend the landing area to the S.

3 Mar 44: bombed by 9th AAF B-26 Marauders – 1 x Ar 96 B-1, 1 x Bü 133, 1 x Fi 156, 1 x Fw 56 and 1 x Junkers W 34 from SG 101 damaged on the ground, most of them in direct hits in the North dispersal area where 3 to 5 aircraft shelters were damaged.

9 May 44: airfield bombed by 111 B-17 Fortresses and B-24 Liberators.

16 Jun 44: airfield bombed by 17 B-17s.

28 Jun 44: airfield bombed by 72 B-17s.

23 Jul 44: airfield bombed by 61 B-24s.

29 Jul 44: airfield bombed by 36 B-24s.

1 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Me 410s destroyed.

12 Aug 44: airfield bombed by 61 B-24s.

Operational Units: I., II./JG 53 (May 40); 2.(F)/Aufkl.Gr. 123 (Jun 40); Stab, I., III./St.G. 2 (Jun-Jul 40); Stab, II., III./KG 2 (Jun 44); I./KG 2 (Jun, Aug 44); II./KG 30 (Jul 44).

School Units: 3./SG 101 (Aug 43 – Apr 44); Einsatzstaffel/KG 101 (Mar – Jun 44).

Reserve Training & Replacement Units: Erg.St./KG 77 (Apr 40 – Mar 41); IV./KG 77 (Apr 41 – Nov 42); IV./KG 100 (Oct/Nov – Dec 42).

Station Commands: Fl.H.Kdtr. E 4/XVII (Jun 40); Fl.H.Kdtr. A 213/XI (c.Aug 43 – Mar 44); Fl.H.Kdtr. E(v) 229/XI (Apr-Aug 44).

Station Units (on various dates – not complete): 10. Flugh.Betr.Kp./KG 77 (Mar 41 – Nov 42); 10. Flugh.Betr.Kp./KG 100 (Dec 42); gem.Flak-Abt. z.b.V. 11400 (Jul 44).

[Sources: AFHRA A5259 pp.1680-83 (27 May 43 updated to 3 Mar 44) and A5260 pp.2079-82 (27 May 43 updated to 3 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lapalisse (FR) (a.k.a. Lapalisse-Perigny) (46 15 10 N – 03 35 15 E)

General: landing ground in C France c. 18 km NE of Vichy and 3.5 km W of Lapalisse. History: dates from approx. the second half of 1939 but no record has been found of use by either the French Air Force or the Luftwaffe.

Surface and Dimensions: probable grass surface measuring approx. 825 x

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825 meters (900 x 900 yards). No paved runway. Fuel and Ammunition: there were triple refueling points at the NW corner and near the SW corner. Infrastructure: none. Dispersal: no organized dispersal facilities.

Defenses: none.

Remarks:

11 Mar 43: landing area permanently obstructed by trenches.

Jun 44: listed by the Luftwaffe as operational.

[Sources: AFHRA A5260 p.097 (29 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Perthe (FR) (a.k.a. Sézanne?, Champfleury, Champfleury – La Perthe?) (48 36 45 N – 03 57 55 E)

General: landing ground in NE France 36 km NNW of Troyes, 22 km SE of Sézanne, 21 km NE of Romilly and 3 km WSW of the village of Champfleury.

History: a former French military field that was taken over by the Luftwaffe in Jun 40. Inactivated and obstructed in 1941-42, but reactivated in Sep 43 as a dispersal field for Romilly airfield. Surface and Dimensions: hard, dry, matted surface good throughout the year and measuring approx. 2010 x 915 meters (2200 x 1000 yards). No paved runway. Possibly equipped with perimeter lighting. Fuel and Ammunition: refueling points existed on the N, S and W boundaries. Infrastructure: there were 3 medium double hangars off the NW corner. Accommodations were in La Perthe farm buildings and a few huts on the N boundary. The nearest rail connection was in the village of Allibaudières, 11.5 km ESE of the landing area.

Dispersal: 27 aircraft parking bays were cut into the woods at the NE corner, on the S boundary and off the SW corner by Jun 44. Defenses: none noted.

Remarks:

18 Jun 40: airfield plowed up by the departing French and found unusable by the Germans.

May 43: landing area observed to be partially obstructed with logs.

Oct 43: airfield listed as operational.

13 Mar 44: airfield again temporarily blocked and made unusable for aircraft (Qu./Feldluftgaukdo. W/F).

Jun-Jul 44: reopened and used as the forwarding airfield for replacement aircraft for JG 27.

23 Jun 44: reconnaissance reported obstructions removed and landing area fully serviceable.

28 Jun 44: bombed and strafed at dawn by P-38 Lightnings and P-47 Thunderbolts – dispersal area hit but no major damage done.

22 Aug 44: airfield ordered cleared and prepared for demolition.

Operational Units: IV./JG 27 (Jun-Aug 44); Stab, I./JG 27 (Jul-Aug 44);

Station Commands: Fl.H.Kdtr. E 14/VII (Jul-Sep 40).

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

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[Sources: AFHRA A5259 pp.1684-85 (20 May 44 updated to 5 Jul 44) and A5260 p.2062 and 2083-85 (May 43 updated to 20 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lappion (FR) (a.k.a. Lappion-Boncourt) (c. 49 36 N – 03 57 E)

General: landing ground in NE France 41 km N of Reims and approx. 6 km NE of Sissonne. History: brief use by the Luftwaffe during the advance into France in Jun 40 and again during the retreat in Aug 44. Inactive and obstructed between those dates. Surface and Dimensions: grass or farm land surface. Infrastructure: no information found.

Operational Units: 3.(F)/Aufkl.Gr. 22 (Jun 40); III./JG 27 (Aug 44).

Station Commands: none identified.

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

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

La Quillane (FR): see Mont-Louis.

La Réole-Floudès (FR) (44 33 58 N – 00 03 12 W)

General: landing ground in SW France 51.25 km SE of Bordeaux city center. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

La Revêtizon (FR) (46 11 35 N – 00 27 40 W)

General: landing ground in W France 55 km E of La Rochelle, 16 km S of Niort, 1.6 km NNE of Beauvoir-sur-Niort and less than 1 km from the village of La Revêtizon. History: under construction with grass leveling underway on 1 Jul 44. Not yet serviceable. Possibly intended as a dispersal field or satellite for Saint-Jean-d'Angély airfield 32 km to the S. Surface and Dimensions: grass surface measuring approx. 1000 x 185 meters (1100 x 200 yards).

[Sources: AFHRA A5259 p.1691 (1 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Rochelle – Lagord (FR) (46 11 00 N – 01 09 10 W)

General: emergency landing ground on the coast of W France 3.25 km ENE of La Rochelle – Laleu airfield and 2.5 km NW of La Rochelle city center.

History: obstructed by plowing by the French during the retreat of Jun 40 with no record of activity after that. Surface and Dimensions: grass surface measuring approx. 640 x 410 meters (700 x 450 yards).

Infrastructure: none noted.

Remarks:

Jun 44: listed as operational by the Luftwaffe.

[Sources: AFHRA A5260 p.2473 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Rochelle – Laleu (FR) (46 10 40 N – 01 11 30 W)

General: airfield on the coast of W France 154 km NNW of Bordeaux, 4 km NW of La Rochelle city center and 1.2 km NE of Laleu.

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History: the main buildings of the airfield were owned by the Hanriot aircraft firm before the Armistice on 22 Jun 40. It was seldom used after mid-1940 when it was inactivated and temporarily obstructed. Reactivated in Jun 41 for use by reserve training and replacement fighter units.

Dimensions: approx. 1310 x 1310 meters (1430 x 1430 yards).

Surface and Runways: grass surface that was liable to be soft in wet weather. No paved runway.

Fuel and Ammunition: both available with a large ammunition dump reportedly in a wood 1.6 km N of the airfield.

Infrastructure: there were 3 small hangars and 1 large workshop hangar on the W boundary with 1 large triple-bay hangar and 1 medium double-bay hangar directly behind them. A number of small workshop and storage sheds were near the hangars. Numerous barracks and billeting huts were in a group immediately SW of the hangars, and another group of barracks constructed in 1942-43 was 1.2 km SSW of the landing area along each side of the La Rochelle – Laleu road. Officers' quarters were possibly in the village of Nieul-sur-Mer, 4 km to the NE. The nearest rail connection was just S of Laleu village.

Dispersal: the 3 dispersals – West boundary, South boundary and Northeast corner – had a total of 12 small aircraft shelters in Jul 43.

Defenses: protected by very heavy Flak defenses because of its proximity to the La Rochelle port and German naval base and coast defense installations. At least 11 heavy and 25 light Flak positions were within 5 km of the airfield. Ground defenses were minimal because of the coast defense batteries and bunkers just 300-500 meters off the W end of the landing area.

Remarks:

16 Sep 43: airfield bombed by 33 B-17 Fortresses.

5 Dec 43: airfield bombed by 10 B-17 Fortresses.

27 Mar 44: airfield bombed by 59 B-17s – western half of the landing area cratered and unserviceable, all of the hangars on the W boundary were damaged, at least 12 accommodation huts damaged or destroyed and 2 aircraft shelters on the S boundary were destroyed.

Operational Units: Seekommando He 115 (La Rochelle port, Oct 44 – Feb 45).

Reserve Training & Replacement Units: Erg.Gr./JG 53 (c. Jun – Oct 41); 2./Erg.Gr. JG 51 (Oct 41 – Jan 42); elements of (Erg.) JGr. Ost (Feb 43 – Feb 44).

Station Commands: Fl.PI.Kdo. A 8/XII (Jan 43 – Mar 44); Flugplatzkdo. La Rochelle – Laleu of Fl.H.Kdtr. E 233/XII St-Jean d'Angely (Apr-Aug 44).

Station and Nearby Units (on various dates – not complete): elements of I./Flak-Rgt. 24 (Apr 41); schw.Flak-Abt. 687(v) (1942-43); Feld-Flakinstandsetzungswerkstatt 12/WF (1942-44); Flak-Geräteausgabestelle 12/WF (mot) (1942-44); elements of Luftschutz-Abt. d.Lw. 31 (1943-44); 27.(Flum.Mess)/Ln.-Rgt. 54 (Luçon, spring 43 – Aug 44); 35.

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(Ln.technische)/Ln.-Rgt. 54 (Laleu, Jul-Aug 44); elements of 15.
(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1943-44); 25.
(schw.Flum.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.fall 41 – Feb 43);
Lufttanklager Rochelle (1940-42); Feldlufttanklager z.b.V. 3/IV (1942).
[Sources: AFHRA A5259 pp.1686- (18 Jul 43 updated to 27 Mar 44) and
A5260 pp.2086-92 (18 Jul 43 updated to 27 Mar 44); chronologies; BA-MA;
NARA; PRO/NA; web site ww2.dk]

La Roche-sur-Yon (FR) (46 42 15 N – 01 22 50 W)

General: landing ground in W France 60 km S of Nantes and 5 km NE of La Roche-sur-Yon. History: a former civil airfield that was taken over by the French military in 1939-40. No evidence found of use by the Luftwaffe and the landing area was trenched and permanently obstructed during the first half of 1942. Surface and Dimensions: firm, flat, well-drained grass surface measuring approx. 915 x 1000 meters (1000 x 1100 yards) with an irregular shape. No paved runway. Infrastructure: there were 3 small hangars and a large repair workshop on the S side. A few barrack-type huts were near the hangars. The nearest rail siding was in La Roche-sur-Yon. Dispersal: no organized dispersal areas.

Remarks:

Jun 44: listed as operational by the Luftwaffe.

Operational Units: none.

Station Commands: none.

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

[Sources: AFHRA A5259 p.1690 (9 Aug 43) and A5260 p.2093 (9 Aug 43);
chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Larzacourt (FR) (a.k.a. Maricourt) (c. 49 58 N – 02 47 E)

General: landing ground in NE France approx. 36.5 km ENE of Amiens. No record found of use by the Luftwaffe. First mentioned in Oct 43. Listed as operational in June 1944.

[Sources: Mattiello]

La Selve (FR) (a.k.a. La Ferme Mouchery, Lor, Sissonne) (49 32 40 N – 04 01 15 E)

General: landing ground in NE France 27 km E of Laon, 23.5 km ESE of Laon-Athies airfield, 16 km NE of Juvincourt airfield and 3.6 km SSE of the village of La Selve. History: used by Luftwaffe fighter units in 1940 but obstructed with trenches not long after the Armistice (22 Jun 40). Rehabilitated in Jun 44, probably as a dispersal field for Laon-Athies and Juvincourt. Surface and Dimensions: grass surface measuring approx. 1370 x 365 meters (1500 x 400 yards). No paved runway. Infrastructure: none. Transit accommodations were probably at Mouchery Farm at the E end of the landing area. The nearest rail connection was 5 km to the W of the field. Dispersal: visiting aircraft were parked along the edge of a woods off the W boundary.

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Operational Units: III./JG 53 (May-Jun 40); III./JG 52 (Jun 40).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1340 and 1691 (20 Jun and 2 Aug 44); A5260 p.2473 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Tasse (FR) (48 44 00 N – 01 52 00 E)

General: satellite strip and dispersal field in N France c. 37 km WSW of Paris city center, 16 km WSW of Guyancourt airfield and 2.5 km NW of the village of Les Essarts-le-Roi. History: prepared in late spring/early summer 1944 for Guyancourt airfield and serviceable by August. Surface and Dimensions: measured approx. 915 meters (1000 yards) in length. Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 14 Aug 44 in BNA(PRO)/AIR 40]

La Tour-du-Pin-Cessieu (FR) (45 33 18 N – 05 23 08 E)

General: landing ground in SE France 49 km SE of Lyon and 4.75 km WSW of La Tour-du-Pin. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Laval (FR) (a.k.a. Entrammes) (48 01 50 N – 00 44 26 W)

General: landing ground in NW France 70 km W of Le Mans and airfield located 5 km SSE of Laval between the Mayenne River and the main south-bound road. History: taken over by the Germans in Jun 40 and used by twin-engine fighters until Oct 40 when it became inactive and was subsequently obstructed on a temporary basis. Refurbished and back in operation by May 44. Surface and Dimensions: artificially drained grass surface measuring approx. 1370 x 460 meters (1500 x 500 yards) with an irregular shape. No paved runway. Equipped with a beam approach system. Fuel and Ammunition: fuel was available and there was an ammunition dump at the NE corner, another 1.6 km S of the airfield and another off the SE corner. Infrastructure: had 1 small hangar on the E boundary and 1 small repair hangar in the East dispersal area. Some sheds or huts along the E boundary may have been used in part for accommodations. The nearest rail connection was in Laval. Dispersal: the 2 dispersal areas – East and West – had a total of 7 large covered aircraft shelters, 26 small open shelters plus 6 large open that were under construction in May 43. By early May 44 a new Southeast dispersal had been added and the total changed to 41 aircraft shelters and parking sites. Defenses: 7 Flak towers with light AA weapons.

Satellites and Decoys:

Laval-Forcé (c. 48 02 N – 00 42 W), decoy approx. 3 km E of Laval landing ground near the village of the same name.

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Laval-Parne (48 01 07 N – 00 40 31 E), decoy 4.5 km SE of Laval landing ground near the village of Parné-sur-Roc. Outfitted with replica aircraft and buildings.

Remarks:

20 Apr 41: employed 241 non-German workers.

7 May 43: temporary obstructions removed and work underway to restore it to use.

7 Jan 44: work to improve the landing area, improve drainage and clear hedges along the approach completed in fall 1943.

7 Jun 44: airfield bombed by 25 B-24 Liberators and strafed by VIII Fighter Command P-47s and P-51s – *claimed* 5 x Fw 190s, 2 x Bf 109s, 3 Ju 52s destroyed, plus 1 x Bf 109 damaged.

17 Jun 44: airfield bombed in evening by 103 B-24s in two separate missions – admin offices and 6 unoccupied barrack buildings destroyed, electrical power, water, lighting and telephone connections severed, 1 man KIA, 2 MIA and 16 WIA. Airfield temporarily unserviceable.

6 Aug 44: airfield ordered evacuated.

Operational Units: Stab, III./ZG 76 (Jul-Oct 40); 3./NAGr. 13 (May-Jun 44); III./SG 4 (Jun 44).

Station Commands: Fl.H.Kdtr. E 17/XII (Jul 40 – Mar 41); as Fl.Pl.Kdo. Laval (Apr 41); Fl.H.Kdtr. E 22/VII (Apr 41 – Apr 44)?; Flugplatzkdo. Laval of Fl.H.Kdtr. E(v) 224/XII Rennes (Apr-Aug 44); Fl.H.Kdtr. E(v) 233/VII (Aug 44).

Station and City Units (on various dates – not complete): Stab/13. Flak-Div. (1943 – Aug 44); Koflug 160 Laval (Jul 40 – Mar 41); Koflug 8/XII (Apr 41 – Aug 44); le.Flak-Abt. 679 (1942-43); elements of le.Flak-Abt. 731 (Feb 44); elements of le.Flak-Abt. 90 (May 44); gem.Flak-Abt. 653 (Jun-Aug 44); le.Flak-Abt. 842(v) (Jul 44); Flak-Geräteausgabestelle 104/XI (Jul 44); Flak-Geräteausgabestelle 102/XII (o) (Jul 44); Ln.-Abt. 133 (1943 – Aug 44); Flughafenbereichs-Ln.-Kp. z.b.V. 24 (Ln.-Kp. z.b.V. 24) (c.1942-43); Stab/Lw.-Bau-Rgt. 2/XII (Aug 41); Lw.-Feldbauamt 8/W-F (c.1940-44); Lw.-Bauleitung IV Laval (c.1940-44); Stab/Lw.-Bau-Rgt. 2/VI (Oct 40 – Dec 41); Flieger-Geräteausgabe- und Sammelstelle 5/WF (Jun-Aug 44); Flieger-Geräteausgabe- und Sammelstelle (mot) 6/WF (Laval-Astillé, May/Jul – Jul/Aug 44); Trsp.Kol. d.Lw. 135/XII (Jun 44 - ?); Kfz.Werkstatt (o) d.Lw. 115/XII (1943-44); Kfz.Werkstatt-Kp. (o) d.Lw. 3/WF (Nov 43); Ldssch.Kp. d.Lw. 6/VII (1940-44).

[Sources: AFHRA A5259 pp.1692-93 (7 May 43 updated to 8 May 44) and A5260 pp.2094-97 (7 May 43 updated to 7 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

La Valbonne (FR) (45 51 26 N – 05 08 45 E)

General: landing ground in east-central France 26 km NE of Lyon and 1.6 km NE of the town of La Valbonne. History: an old disused landing ground. No record found of use by either the French Air Force or the Luftwaffe.

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Surface and Dimensions: grass surface measuring approx. 775 x 505 meters (850 x 550 yards). No paved runway. Infrastructure: had 1 small hangar in the SW corner and some barrack huts along the S boundary. The nearest rail connection was in La Valbonne. Dispersal: no organized dispersal facilities. Defenses: none.

Remarks:

2 Sep 43: landing area permanently obstructed by ditches and rough plowing.

[Sources: AFHRA A5260 pp.098-99 (1 Dec 42 updated to 2 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Bignon (FR) (47 57 00 N – 00 37 00 W)

General: satellite strip and dispersal field in NW France 12 km SE of Laval landing ground and 1.2 km NW of the village of Le Bignon. History: built spring 1944 as a satellite for Laval and probably serviceable by the end of June. Surface and Dimensions: measured approx. 915 x 135 meters (1000 x 150 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (25 Jul 44)]

Le Breuil (FR): see Blois.

Le Blanc (FR) (46 37 20 N – 01 05 15 E)

General: landing ground in C France 57.5 km E of Poitiers, 50 km WSW of Châteauroux and 2.25 km SE of Le Blanc. History: believed to have been built during 1939 and early 1940 and a small aircraft maintenance depot was based there. No record of use by the Luftwaffe found. Surface and Dimensions: artificially drained grass surface measuring approx. 1190 x 730 meters (1300 x 800 yards) with an irregular shape. No paved runway. Infrastructure: had 1 small camouflaged hangar with a paved apron, 1 small hangar-like building and 11 small workshop-type rectangular buildings in a group on the N boundary. The nearest rail connection was in Le Blanc. Dispersal: no organized dispersal facilities. Defenses: none.

Remarks:

29 Jan 44: landing area permanently obstructed by trenches and motor vehicles parked at the S end. A hangar, a hangar-type building and 8 small buildings have been removed from the N boundary.

2 Jul 44: motor vehicles obstructing the landing area have been removed and some of the trenches filled in toward the S end.

[Sources: AFHRA A5260 pp.100-02 (18 Mar 43 updated to 2 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Bois Robert (FR): see Dieppe – Le-Bois-Robert.

Le Chaumoy (FR) (a.k.a. Le Subdray?) (47 01 00 N – 02 19 00 E)

General: landing ground in C France 8 km SW of Bourges, 3.5 km NE of Le Subdray and less than 1 km SW of the hamlet of Le Chaumoy. History: built May-Jun 44 as a satellite for Bourges airfield. Believed to be serviceable when overflowed on 6 Jul 44. A former French landing ground in

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almost the exact same location that was called Le Subdray was inactivated and returned to cultivation during the German occupation. Surface and Dimensions: grass surface measuring approx. 1690 x 410 meters (1850 x 450 yards).

[Sources: AFHRA A5259 p.1696 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Coudray (FR): see Évreux.

Le Creusot (FR) (c. 46 48 N – 04 25 E)

General: landing ground in C France approx. 73 km SW of Dijon. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Le Grand Aubilly (FR) (47 01 10 N – 02 40 15 E)

General: landing ground in C France 24 km ESE of Bourges, 4.5 km SE of Avord airfield and 1.6 km SE of the town of Avord. History: a French military airfield to Jun 40. Not believed to have been used by the Luftwaffe.

Surface and Dimensions: grass surface measuring approx. 1050 x 550 meters (1150 x 600 yards) and triangular in shape. No paved runways.

Infrastructure: had 1 small hut in the NW corner. The nearest rail connection was in Avord. Dispersal: no organized dispersals.

[Sources: AFHRA A5259 p.1397 (4 Jun 43) and A5260 p.1688 (4 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Havre (FR) (49 29 39 N – 00 06 28 E)

Lw. Garrison and Station Units (in the city or nearby on various dates – not complete): Stab/Flak-Rgt. 39 (Sep-Oct 41); Stab/Flak-Rgt. 100 (1943 – May 44); le.Flak-Abt. 98 (Sep 41); elements of gem.Flak-Abt. 193 (1941 – Aug 44); elements of Res.Flak-Abt. 222 (Sep 41); Res.Flak-Abt. 441 (Oct 41); gem.Flak-Abt. 672 (1943)?; le.Flak-Abt. 673 (Mar 44); le.Res.Flak-Abt. 741 (Sep-Oct 41); elements of le.Res.Flak-Abt. 744 (Mar-Apr 42); le.Flak-Abt. 842 (1942 – May 44); le.Flak-Abt. 873 (1943-43); elements of gem.Flak-Abt. 901 (Feb 42); le.Res.Flak-Abt. 984 (1942-43); Alarm-Flak-Battr. 38/XII (Jul 44); Feld-Flakinstandsetzungswerkstatt 9/WF (1942-44); Flak-Geräteausgabestelle 9/WF (mot) (1942-44); 2.(Feldfern kabel-Bau)/Ln.-Rgt. 10 (Nov 40 – Jan 41); elements of 3.(Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); 23.(schw.Flum.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.fall 41 – Dec 42); Telegrafbau-Abt. (mot) z.b.V. 1 d.Lw. (c.Jan-Mar 41)?; Flak-Munitionsausgabestelle d.Lw. 12/XII (1943-44); Lw.-Sanitätsstaffel Le Havre; Seenotbezirksstelle Le Havre (Aug 40 – May 42); Seenotkdo. 4 (May 42 – Aug 44).

Le Havre – Octeville (FR) (a.k.a. Bléville) (c. 49 32 10 N – 00 05 15 E)

General: airfield in N France 5 km NNW of Le Havre and 3.25 km SW of Octeville.

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History: the original and small landing ground of Bléville (485 x 485 meters or 530 x 530 yards) was just S of Le Havre – Octeville airfield and they were connected by a taxiway so Bléville could continue to be used as a dispersal field. Octeville served as an important fighter station, but mainly during the Jun 40 to May 1942 period. By then, the RAF's umbrella of air superiority over the airfield was such that the Luftwaffe could no longer station units there.

Dimensions: approx. 1235 x 1190 meters (1350 x 1300 yards).

Surface and Runways: grass surface. No paved runway. Equipped with a flare-path.

Fuel and Ammunition: fuel and ammunition were reportedly stored in nearby farms.

Infrastructure: there were 5 small hangars scattered about the landing area and the dispersal areas. Workshops were on the S boundary. Station HQ, admin offices and a large number of barrack huts and storage sheds were at the S end of the airfield, while some flying personnel were accommodated in Le Havre and in several nearby villages. Most of the farms near the field had been requisitioned by the Luftwaffe. The nearest rail connection was in Le Havre.

Dispersal: the 3 areas – North, East and South – had a total of 34 aircraft shelters. Another 30 aircraft could be parked and concealed under trees and in gaps made in the hedges.

Defenses: protected by the heavy Flak belt around Le Havre with 7 heavy and 10 light Flak positions in the immediate neighborhood of the airfield.

Remarks:

20 Apr 41: employed 743 non-German workers.

14 Feb 44: landing area permanently obstructed by trenches.

Operational Units: III./JG 2 (Aug-Oct 40); I./JG 2 (Mar-May 42).

School Units: 4./JFS 5 (Jul 41 – Apr 42); Fl.Anwärter-Btl. IV (1942-43).

Reserve Training & Replacement Units: Erg.St./JG 2 (Oct 40 – May 41).

Station Commands: Fl.H.Kdtr. E 5/XI (Jun-Jul 40); Fl.H.Kdtr. E 16/VII (c. Oct 40 – Nov 42); Fl.Pl.Kdo. A 35/XII (c.Feb 43 – Jun 44).

Station Units (on and near the airfield on various dates – not complete):
Bauleitung Le Havre - Octeville (1940-44); Ldssch.Kp. d.Lw. 14/XIII (Oct 43)?

[Sources: AFHRA A5259 pp.1697-98 (20 Aug 43) and A5260 pp.2105-07 (20 Aug 43 updated to 14 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Luc (FR) (a.k.a. Le Cannet, Grande Bastide) (43 23 05 N – 06 22 50 E)

General: landing ground in S France 46 km NE of Toulon and 5.5 km ESE of the town of Le Luc. History: built in the late 1930's and was home to a group of Vichy French fighters from at least mid-1941 to Nov 42. The Italian Regia Aeronautica took it over at the beginning of 1943. Surface

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and Dimensions: artificially drained grass surface on red clay soil measuring approx. 1145 x 825 meters (1250 x 900 yards) with a "V" shape. No paved runway. Fuel and Ammunition: there were 3 refueling points on the NE corner and may also use fuel trucks (bowsers). Ammunition was reportedly stored in wooden huts about 400 meters off the NW corner. Infrastructure: had 1 medium hangar and 1 long shed with paved aprons at the NE corner and 1 small shed with a paved apron off the E boundary. The station HQ, barracks, mess and infirmary were off the NW corner. Several huts in the hangar area were probably offices for individual squadrons. There was also a private house off the SW corner that served as the officers' mess. The nearest rail connection was in the town of Le Cannet, 3.25 km WNW of the landing ground. Dispersal: in Jun 43, aircraft were parked off the perimeter and among stands of nearby trees. Defenses: there were 5 light Flak positions in May 43.

Remarks:

24 Mar 44: considerable construction activity underway to develop a Northeast and Southeast dispersal area, both c. 1.6 km off the E boundary. The Southeast dispersal has sites for 12 aircraft shelters being built.

Operational Units (Regia Aeronautica): 76° Gruppo OA (Feb-Sep 43?).

Operational Units (Luftwaffe): 7./SG 4 (May-Jun 44).

Station Commands: Fl.H.Kdtr. E 16/VII (Jan-May 44).

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

[Sources: AFHRA A5260 pp.103-05 (17 Jun 43 updated to 24 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Mans (FR) (a.k.a. Arnage) (47 57 15 N – 00 12 14 E)

General: airfield in NW France 5 km S of Le Mans and 3.25 km NNE of the village of Arnage.

History: mainly a factory airfield for the Gnome et Rhône aero engine firm, the Luftwaffe used it operationally during the spring of 1941 but not again until Jun 44.

Dimensions: approx. 1370 x 825 meters (1500 x 900 yards).

Surface and Runways: grass surface on sandy subsoil. No paved runway. Landing area often obstructed with portable objects.

Fuel and Ammunition: both brought up as needed.

Infrastructure: had 4 small hangars with paved aprons, 2 on the N boundary and 2 on the W boundary. An immense machine shop and a large factory building belonging to Gnome et Rhône aero engine firm were along the W and NW sides of the airfield. Factory workers were housed in residential estates off the N end of the airfield. The nearest rail connection was the Le Mans – Aubigne line which passed close to the W boundary.

Dispersal: the 3 areas – East, South and West – had a total of 39 large open aircraft shelters in Jan 44. Some of the shelters were covered with netting.

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Defenses: there were 2 heavy and 6 light Flak positions around the airfield in Jun 43. Some of the light Flak was mounted in Flak towers and on roofs.

Satellites and Decoys:

Le Mans/I (47 55 30 N – 00 13 10 E), satellite strip 1.6 km SE of of Le Mans airfield with a leveled grass surface and measuring approx. 775 x 137 meters (850 x 150 yards). When observed on 24 Jun 44, 2 craters had been filled in and the strip was once again serviceable.

Le Mans-Ardenay (48 00 00 N – 00 23 30 E), dummy 16 km ENE of Le Mans airfield.

Le Mans-Pontlieue (c. 47 58 N – 00 12 E), a satellite, dispersal area or dummy 3.75 km N of Le Mans-Arnage. Listed as operational in Jun 44.

Remarks:

1943-44: from Mar 43 to Aug 44, the RAF and USAAF bombed industrial targets, the marshaling yard, bridges, supply and ammunition dumps and other targets in and around Le Mans numerous times. The airfield was rarely an intentional target until fighters began arriving on 6/7 Jun 44.

20 Apr 41: employed 481 non-German workers.

15 Jul 42: landing area obstructed.

29 Jun 43: airfield observed to be obstructed by portable objects.

4 Jul 43: airfield and factory bombed by 105 B-17 Fortresses – landing area heavily cratered and factory badly damaged.

23 Sep 43: most of the craters from the 4 July attack now filled in and the airfield again serviceable.

29 Jan 44: all craters filled in and landing area again serviceable. Work seen to be underway to repair the roof of the Gnome et Rhône aero engine factory on the W boundary that was damaged in the attack of 4 Jul 43.

16 Mar 44: photo reconnaissance showed the landing area to be unserviceable again after the RAF night raids on Le Mans railway and industrial targets, but that the craters were being filled in.

7 Jun 44: bombed and strafed – 2 x Fw 190As from I. and II./JG 1 destroyed (1) or damaged (1) (German sources).

8 Jun 44: low-level attack by VIII Fighter Command P-47s and P-51s – 6 x Fw 190As from I./JG 1 destroyed (3) or damaged (3) (German sources).

9 Jun 44: bombed – 12 x Fw 190As from II./JG 1 destroyed (7) or damaged (5); landing area unserviceable. (German sources).

10 Jun 44: bombed and low-level attack – 1 x Fw 190A from I./JG 1 shot up; considerable damage to buildings, quarters and hangars; one ammunition dump destroyed; 3 men KIA and 9 WIA. (German sources).

11 Jun 44: low-level attack – 1 x Fw 190A from I./JG 1 shot up (German sources).

12 Jun 44: bombed – 9 x Fw 190As from I./JG 1 destroyed (8) or damaged (1) (German sources).

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24 Jun 44: overflights reported that a number of aircraft shelters had been damaged in recent attacks leaving a revised total of 19 large open aircraft shelters available in the East and South dispersals.

6 Aug 44: demolition of airfield ordered as soon as the last flying unit departs.

Operational Units: Stab/JG 54 (Jan-Mar 41); II., III./JG 54 (Feb-Mar 41); I., II./JG 1 (Jun 44).

Station Commands: Fl.H.Kdtr. E 9/XII (Jun 40 - 1941); Fl.Pl.Kdo. C 22/XII (Jan 43 - Jun 44); Fl.H.Kdtr. A 304/XI (See) (Jul 44).

Station Units (on various dates - not complete): Stab/Fliegerführer West (Parigné-le-Pôlin then Savigné l'Évêque, c.Dec 43 - Jun 44); Aussenstelle Nord d.Feldluftgaukdo. Westfrankreich (Jul 44); Frontreparaturbetrieb GL 3261 (Jumo) (Jun 43); Frontreparaturbetrieb GL 3762 (Mar 42); I./Flak-Rgt. 61 (gem. mot.) (Jun 40); II./Flak-Rgt. 22 (gem. mot.) (Aug 42); gem.Flak-Abt. 442 (Jun-Jul 44); gem.Flak-Abt. 596(v) (Mar-May 44); Stab I./Luftgau-Nachr.Rgt. 12 (Aug 40 - ?); 20.(Flugmeldeleit-)/Ln.-Rgt. 53 (1943)?; Stab II./Luftgau-Nachr.Rgt. Westfrankreich (? - Aug 44); 8.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (1941-44); Ln.-Betr.Abt. (mot) z.b.V. 14 (May 43 - refitting)?; Lw.-Bauleitung V Le Mans (c.1940-44); Kfz.Instandsetzungszug d.Lw. 8/VII (1944)?; Ldssch.Zug d.Lw. 414/VI (Mar 43)?; Verbindungsstelle d.Lw. beim HKP 526 Le Mans (Oct 43).

[Sources: AFHRA A5259 pp.1699-1700 (19 Jul 43 updated to 24 Jun 44) and A5260 pp.2108-12 (19 Jul 43 updated to 16 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Mesnil-Amelot (FR): see Paris-le-Bourget.

Le Perray (FR) (48 43 00 N - 01 49 00 E)

General: satellite strip and dispersal field in W France 19.5 km WSW of Guyancourt airfield and 3.25 km NW of the village of Le Perray-en-Yvelines.

History: prepared in late spring/early summer 1944 as a satellite for both Guyancourt and Bretigny airfields. Serviceable in Aug 44.

Surface and Dimensions: measured approx. 1000 x 165 meters (1100 x 180 yards).

Infrastructure: none noted. Aircraft could be parked among trees at the NW corner and to the E of the landing area.

[Sources: AFHRA A5260 amendments (1 Aug 44)]

Le Ployron - Amy (FR) (49 35 N - 02 34 E)

General: satellite or dispersal field for Roye-Amy and/or Montdidier airfields in NE France and said to be located 7 km S of Roye and 3 km SW of Roye-Amy airfield, but this location seems incorrect because the village of Le Ployron is 19.5 km SW of Roye, 19 km WSW of Amy and 7.25 km S of Montdidier. The coordinates match the location of the village of Le Ployron.

History: no record found of Luftwaffe units being stationed here and it was never located by Allied intelligence. The existence of this field remains in

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question. Surface and Dimensions: farm or pasture land surface.

Dimensions not found. Infrastructure: none noted.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E(v) 227/XI (Apr-Aug 44)?.

Station Units (on various dates – not complete): Flugzeug-Bergungstrupp 23/IV (Apr 44)?.

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

Le Puy-Lourdes (FR) (45 04 35 N – 03 45 47) E

General: landing ground in south-central France approx. 90 km WNW of Valence, 10 km WNW of Le Puy and 1.5 km SE of Lourdes. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Les Chanoines (FR) (43 36 10 N – 04 44 00 E)

General: landing ground in S France 20 km NW of Istres-le-Tube airfield, 10 km SE of Arles, 7.5 km SW of Saint-Martin-de-Crau and 6 km E of the Rhône River. History: developed in 1943-44 as one of the outlying satellite and dispersal strips belonging to the Istres-le-Tube complex. In practice, it seems to have served more as a satellite of Saint-Martin-de-Crau landing ground. Surface and Dimensions: grass and scrub surface measuring approx. 1645 x 1465 meters (1800 x 1600 yards) with an irregular shape. No paved runway. Infrastructure: none. The nearest rail connection was in Arles. Dispersal: there were 2 large dispersal areas under construction in Feb 44 – East and West – with a total of 8 covered aircraft shelters and 49 aircraft parking hardstands. Defenses: none noted.

Remarks:

24 Jul 44: bombed by 55 15th AAF B-24 Liberators – *claimed* 2 aircraft destroyed on the ground, a large hangar and fuel storage tanks also destroyed.

13 Aug 44: strafed by 12th AAF fighters.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.106-07 (1 Dec 42 updated to 21 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Les Loyettes (FR) (a.k.a. Loyettes) (45 47 25 N – 05 14 45 E)

General: landing ground in east-central France 32 km E of Lyon and just 1 km from the Rhône River which flows past off the SE side of the landing ground. History: no information on its development, but it is not believed to have ever been used operationally by either the French Air Force or the Luftwaffe, which classified it as an alternative landing ground for Luftwaffe bombers. Surface and Dimensions: farm land measuring approx. 1000 x 1000 meters (1100 x 1100 yards). No paved runway. Fuel and Ammunition: refueling points at the NE, NW and SE corners and

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underground storage for 4000 gallons. Ammunition was stored off the SE corner. Infrastructure: none. The nearest rail connection was in the village of Cremieu, 6.5 km S of the landing area. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

25 Dec 43: airfield ordered temporarily blocked for use by aircraft (Qu./Feldluftgaukdo. W/F).

27 Apr 44: entire landing area temporarily obstructed with barricades – probably posts, and the area off the SE corner trenched.

[Sources: AFHRA A5260 pp.108-10 (2 Dec 42 updated to 27 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Les Mesnuls (FR) (c. 48 45 N – 01 50 E)

General: landing ground in N France 39 km WSW of Paris and 17-18 km WSW of the Saint-Cyr – Guyancourt area. History: not found – apparently a satellite or dispersal field hastily set up in mid-summer 1944. Surface and Dimensions: probably a grass surface. Infrastructure: none noted.

Operational Units: I./JG 26 (Aug 44).

Station Commands: none identified.

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

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

Les Sables-d'Olonne (FR) (46 28 35 N – 01 43 25 W)

General: emergency landing ground in W France 65 km NW of La Rochelle and 5.25 km SE of the village and port of Les Sables-d'Olonne. History: a former French civil airfield. Possibly used occasionally by Luftwaffe aircraft. Surface and Dimensions: poorly drained grass surface measuring approx. 640 x 640 meters (700 x 700 yards). Infrastructure: had a small hangar at the NE corner.

[Sources: AFHRA A5260 p.2472 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lessay (FR) (49 12 10 N – 01 30 10 W)

General: landing ground in NW France along the W coast of the Contentin Peninsula 48 km S of Cherbourg and 3.25 km SE of Lessay. History: briefly used by Luftwaffe tactical reconnaissance units in 1940 and then relegated to inactive standby status. Work to improve it continued periodically but no further units were based there. Surface and

Dimensions: grass surface that was somewhat marshy at the S end; measured approx. 915 x 915 meters (1000 x 1000 yards). No paved runway. A perimeter track encircled the landing area on 3 sides.

Infrastructure: there was a single hangar on the N boundary and some accommodation huts on the E boundary. A rail line passed along the N boundary. Dispersal: the 2 dispersal areas – East and West – had a total of 13 covered aircraft shelters. Defenses: 5 light Flak positions surrounded

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the landing ground on the NW, N, NE and SE sides. Some of the positions were in Flak towers.

Remarks:

20 Apr 41: employed 125 non-German workers.

1941-42: improvements made to the landing area.

1943: landing area obstructed by stakes and logs.

22 Oct 43: extension work underway at the NW end and a second strip measuring 1645 x 320 meters (1800 x 350 yards) built with an NE/SW alignment. The original strip was still obstructed, a few additional small huts had been added along the E boundary. The Flak positions were empty and abandoned.

27 Apr 44: the second strip has been permanently obstructed with trenches while the original strip was still blocked with stakes and logs.

16 Jul 44: Lessay captured by U.S. Forces.

Operational Units: 5.(H)/Aufkl.Gr. 13 (summer 40)?; 1.(H)/Aufkl.Gr. 12 (fall 40)?

Station Commands: Fl.H.Kdtr. E 31/XII (Aug 40 – c.Apr 41); Fl.Pl.Kdo. C 21/XII (1943 – Jun 44); Fl.Pl.Kdo. C 29/XII (Jan 43 – Jun 44).

Station Units (on various dates – not complete): Lw.-Bauleitung III Lessay (c.1940-44).

[Sources: AFHRA A5259 pp.1701-02 (19 Aug 43 updated to 27 Apr 44) and A5260 pp.2113-16 (19 Aug 43 updated to 22 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Les Thilliers (FR) (a.k.a. Les Thilliers-en-Vexin) (49 14 N – 01 35 E)

General: landing ground in N France 44-45 km SE of Rouen. History: earlier history unknown. Briefly used by Luftwaffe fighters in June 1940. No record found of subsequent Luftwaffe use. Surface and Dimensions: grass surface – dimensions not found. Infrastructure: no information found, but probably none.

Operational Units: III./JG 26 (Jun 40).

Station Commands: none identified.

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

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

Le Subdray (FR): see Le Chaumoy.

Le Touquet (FR) (a.k.a. Étaples, Le Touquet – Étaples, Le Touquet Paris-Plage) (50 31 00 N – 01 37 30 E)

General: airfield in NE France 23 km S of Boulogne, 2.5 km SE of Le Touquet and immediately opposite Étaples.

History: a former French civil airport that was used by the RAF during April and May 1940. Taken over by the Luftwaffe and used as a forward fighter field throughout the Battle of Britain and until late 1942 when it was reduced to caretaker status with a complement of an NCO and 18 men. In early

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1944 the runway was demolished and mines planted to prevent Allied aircraft and glider landings.

Dimensions: approx. 1100 x 640 meters (1200 x 700 yards).

Surface and Runways: grass surface that could get marshy in wet winter weather. Had a single concrete runway measuring 565 meters (620 yards) and aligned NNW/SSE.

Fuel and Ammunition: bulk fuel was brought in by tank truck and was stored near the hangars. The ammunition dump was in woods off the SW corner.

Infrastructure: there were 2 hangars with adjacent workshops on the W boundary, and the station motor pool was on a nearly polo ground. Station HQ, offices and some billeting were in the former civil airport buildings on the W boundary, and there were a number of huts and houses in the woods behind these. The nearest rail connection was in Étapes.

Dispersal: the 2 dispersals – South and West – had a total of 55 small aircraft shelters and all but 4 of these were covered.

Defenses: until late 1942 when it was inactivated, the airfield was protected by 10 light Flak positions, 4 of which were in Flak towers or on rooftops. Ground defenses included at least 10 machine gun bunkers or strongpoints.

Remarks:

Sep 40: assigned airfield code number 388. Came under Koflug 8/III (Saint-Omer).

25 Feb 42: bombed – 1 x Fw 58 from Jagdfliegerführer 2 badly damaged on the ground.

17 Jul 43: obstructed with trenches and unserviceable.

1 Jun 44: listed as operational by the Luftwaffe, but not after that.

Operational Units: Stab/JG 52 (Jun-Aug 40); 5.(H)/Aufkl.Gr. 32 (Jul 40 – c. Oct 40); Stab, III./JG 53 (Aug-Dec 40); I./JG 53 (Sep-Dec 40).

Station Commands: Fl.H.Kdtr. E 29/XI (Jul 40? – Mar 41); Fl.H.Kdtr. E 5/XI (c.1942-43).

Station Units (on various dates – not complete): elements of Stab/Jagdfliegerführer 1 (fall 40); Stab/Jagdfliegerführer 2 (Jun 40 – spring 42); 2./le.Flak-Abt. 761 (Apr 41); elements of I.(Betr.)/Ln.-Rgt. 32 (Oct 40); Stab V./Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jun 40 – spring 41)?; Stab VI./Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (spring 41 – spring 43)?; Luftgau-Nachr.Abt. z.b.V. 1 (c.Oct 40 – Jun 41); kl.Flieger-Betriebsstoff-Kolonne 4/VI (Oct 40).

[Sources: AFHRA A5259 p.1703 (19 Aug 43) and A5260 pp.2117-18 (19 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leubringen (FR) (c. 50 51 N – 01 43 E)

General: landing ground in NE France approx. 14-15 km SW of Calais and 2 km E of Audembert. No record found of Luftwaffe units being based there.

Remarks:

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Sep 40: assigned airfield code number 408. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Leulinghen-Bernes (FR) (50 50 N – 01 42 E)

General: landing ground in NE France 15 km NE of Boulogne and 16 SW of Calais. History: earlier history unknown. Briefly used by Luftwaffe fighters in August 1940. No record found of subsequent Luftwaffe use.

Surface and Dimensions: grass surface – dimensions not found.

Infrastructure: no information found, but probably none.

Remarks:

Sep 40: assigned airfield code number 386. Came under Koflug 8/III (Saint-Omer).

Operational Units: I./JG 27 (Aug 40).

Station Commands: none identified.

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

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

Le Valdahon (FR) (a.k.a. Besançon-Valdahon) (47 09 45 N – 06 20 35 E)

General: emergency landing ground in E France 26.5 km ESE of Besançon and 1.6 km N of the village of Le Valdahon-du-Bas. History: a former French military airfield. No record of German use, but some clearing work may have been underway at the NE end during summer 1943. Surface and Dimensions: grass surface measuring approx. 870 x 595 meters (950 x 650 yards). Infrastructure: had 1 medium double hangar and 1 small double hangar at the S corner.

[Sources: AFHRA A5260 p.2472 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Vallon (FR) (c. 43 37 35 N – 04 55 50 E)

General: airfield in S France 13.5 km W of Salon-de-Provence and 9.5 km E of Saint-Martin-de-Crau. History: one of the numerous satellite and dispersal strips set up around the main airfield as Istres-le-Tube. Surface and Dimensions: rough scrub land in poor condition measuring approx. 960 x 960 meters (1050 x 1050 yards) with a square shape. No paved runway.

Fuel and Ammunition: Infrastructure: had 1 small hangar in the NE corner. The nearest rail connection was in Miramas, 7 km SE of the landing ground. Dispersal: an East and West dispersal were developed in early 1944 and by 4 May 44 had 11 aircraft bays and 6 parking hardstands.

Defenses: no Flak, but there were 4 anti-aircraft machine gun positions off the E boundary and 4 more off the SW corner in Feb 43.

Remarks:

4 Oct 43: landing area temporarily obstructed with probable posts and a strip along the W boundary plowed.

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4 Mar 44: airfield temporarily blocked and unusable for aircraft (Qu./Feldluftgaukdo. W/F).

4 May 44: landing area still obstructed.

[Sources: AFHRA A5260 pp.111-12 (18 Feb 43 updated to 4 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Levet-Dun (FR) (c. 46 55 N – 02 24 E)

General: landing ground in C France approx. 17.5 km S of Bourges. No record found of Luftwaffe units being based there. Listed by the Luftwaffe as operational in Jun 44.

[Sources: Mattiello]

Lézignan (FR) (a.k.a. Lézignan-Corbières) (43 10 30 N – 02 44 10 E)

General: landing ground in S France c. 114 km SE of Toulouse, 21.5 km W of Narbonne and 4 km SW of Lézignan-Corbières. History: a small private airfield before the war, it was taken over and enlarged by the French Air Force. To Nov 42, 2 groups of Breguet 693 twin-engine reconnaissance aircraft operated from Lézignan. Surface and Dimensions: stony soil surface that drains well measuring approx. 1370 x 1000 meters (1500 x 1100 yards) after extensions in 1943-44 and had an irregular shape. No paved runway. A perimeter road ran along the N and S boundaries. Equipped with perimeter lighting and a visual beacon for night landings.

Fuel and Ammunition: both available with the ammunition dump off the NE corner and 2 more approx. 1.6 km off the S boundary. Infrastructure: had 2 medium hangars, 2 rectangular workshop-type buildings and 3 barrack huts off the NE corner, 1 small hangar with a paved apron, 5 barrack huts and a small admin building at the center of the E boundary; and, 2 medium hangars, 1 rectangular workshop-type building and 5 barrack huts off the SW corner. There were also foundations for a large building off the NE corner and for another off the SW corner. The nearest rail connection was in Lézignan-Corbières. Dispersal: no organized dispersal areas. Defenses: there were 6 heavy and 9 light Flak positions surrounding the landing ground in Dec 42.

Satellites and Decoys:

Lézignan/I (43 10 00 N – 02 44 00 E), satellite strip adjacent to SE corner of the main landing ground and measuring approx. 1145 x 185 meters (1250 x 200 yards). Still under construction at the beginning of July 1944 but nearing completion.

Remarks:

2 May 44: an auxiliary landing strip measuring 1145 x 185 meters (1250 x 200 yards) was being leveled and developed just off the SE corner of the landing ground.

Operational Units: I./NJG 2 (Nov-Dec 42); I./LLG 1 (May-Aug 43); Stab/LLG 1 (Jun-Jul 43); 4./KG 76 (Mar 44).

Station Commands: Flugplatzkdo. Lézignan of Fl.H.Kdtr. E(v) 238/XII Toulouse-Blagnac (Apr-Jul 44).

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Station Units (on various dates – not complete): Flieger-Geräteausgabe- und Sammelstelle (mot) 3/WF (? – 14 Jun 44).

[Sources: AFHRA A5260 pp.113-15 (18 Feb 43 updated to 2 May 44) and A.I.2.(b)/Air Ministry Amendment dated 2 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Libourne (FR) (c. 44 54 N – 00 14 W)

General: landing ground in SW France approx. 28 km ENE of Bordeaux city center. No record found of Luftwaffe units being based there. Listed by the Luftwaffe as operational in Jun 44.

[Sources: Mattiello]

Ligescourt (FR): see Crécy-en-Ponthieu.

Lille (FR) (50 38 N – 03 04 E)

Lw. Garrison and Station Units (on the airfields, in the city or nearby on various dates – not complete): Stab/16. Flak-Div. (c.Apr 42 – Aug 44); Stab/Flak-Rgt. 12 (mot.) (Jun 40); Stab/Flak-Rgt. 79 (mot.) (1941-42); Stab/Flak-Rgt. 117 (Apr-Jul 44); Stab/Flak-Rgt. 202 (mot.) (May-Jun 40); Stab/Flak-Rgt. 431 (as Flakgruppe Lille – 1941/42 – May 44); I./Flak-Rgt. 53 (gem. mot.) (1944); I./Flak-Rgt. 141 (gem. mot.) (1941-42); gem.Flak-Abt. 345(v) (1943-44); Flakscheinw.Abt. 369(v) (Feb-Jun 44); Flakscheinw.Abt. 649(v) (1944); schw.Flak-Abt. 671(v) (Feb-Mar 44); le.Flak-Abt. 732(v) (1944); Alarm-Flak-Battr. 170/XI, 171/XI and 187/XI (1944); 4.Kp./Luftschutz-Abt. d.Lw. 15 (Nov 43); 1.(Feldfernkabel-Bau)/Ln.-Rgt. 12 (Sep 40 – c.Mar 41); Stab III./Ln.-Rgt. 52 (c.1942-44); 11. (Flum.Res.)/Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (c.Jul 40 – Aug 44); Stab/Ln.-Abt. 52 (1941)?; Ln.-Abt. 136 (c.Apr 42 – Aug 44); Flieger-Geräteausgabe- und Sammelstelle 6/VI (L-Croix, May 44); Standort-Kw.Werkstatt (o) d.Lw. Lille (later Kfz.Werkstattzug d.Lw. 110/XII (1941-44); Feldausb.Btl. d.Lw. 2 (Apr 42).

Lille/Nord (FR) (Lille-Wambrechies, Bondues, Marc-en-Baroeuil, Marcq-en-Baroeul) (50 41 30 N – 03 04 30 E)

General: landing ground in NE France 6.5 km NNE of Lille. History: planned in March 1936, construction by the French began in 1938-39 and was completed by the Germans after the occupation in Jun 40. Had very heavy use by bomber and long-range reconnaissance units to Jun 41, but after that it became a relatively inactive fighter station to mid-1943 and then used very little after that. Surface and Dimensions: grass surface measuring approx. 1830 x 1100 meters (2000 x 1200 yards). No paved runway. Equipped with a flare-path and a visual Lorenz system. Fuel and Ammunition: refueling hardstand on the W boundary and the main bulk fuel storage off the W side across the river. Ammunition was possibly to the E in the Fort du Bondues. Infrastructure: had 1 small hangar that was used for repairs at the N end of the East dispersal area, and a brick factory off the S boundary may have been converted for use as workshops. Personnel

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were billeted on the local economy. A branch rail spur encircled the landing area. Dispersal: the 4 dispersal areas – North, East, South and West – had a total of 47 aircraft shelters. Defenses: protected by the heavy Flak belt around Lille. There were 3 heavy and about 16 light Flak positions within 4.5 km of the landing ground. Ground defenses consisted of barbed wire and road blocks.

Satellites and Decoys:

Lille – Le Corbeau (50 40 20 N – 03 01 45 E), dummy 4 km WSW of Lille/Nord landing ground.

Lille-Ronchin (c. 50 37 N – 03 05 E), decoy field 8.5 km SSE of Lille/Nord landing ground. A former French civil airport that was used by the RAF in 1939-40 and referred to as Lille-Flers (Roubaix-Flers). In Sep 40, after being taken over by the Luftwaffe, it was assigned airfield code number 367. Later, it was inactivated and became a Luftwaffe decoy, outfitted with replica aircraft parked around the landing area and painted buildings and a painted runway. The landing area was trenched and cratered in summer 1943.

Remarks:

1943: landing area noted as being periodically obstructed.

31 Aug 43: low-level attack – 1 x He 111 H-6 belonging to I./SKG 10 strafed and destroyed on the ground.

8 Sep 43: Lille/Nord bombed by 68 B-26 Marauders from 8th AAF – landing area cratered.

9 Sep 43: landing ground bombed by 37 B-17 Fortresses.

19 Sep 43: Lille/Nord bombed by 18 B-26 Marauders.

26 Nov 43: craters at the S end of the landing area have been filled in.

30 Dec 43: landing area seen to have been repaired and now mostly serviceable.

25 May 44: landing ground bombed by a strong force of 9th AAF B-26s.

Operational Units: Stab/KG 53 (May-Jun 40); Stab, II., III./KG 27 (Jun 40); Stab/JG 26 (Jun-Oct 40); I./LG 1 (Jul 40); II./KG 53 (Jul 40 – Jun 41); III./KG 53 (Jul 40 – Feb 41); Stab/Aufkl.Gr. 122 (c. Aug 40 – May 41); 1. (F)/Aufkl.Gr. 22 (c. Aug-Dec 40); III./JG 26 (May-Jun 43); 12./JG 26 (May-Jun 43); Stab/JG 26 (Sep 43 – Jun 44).

Reserve Training & Replacement Units: IV./KG 53 (Apr – Nov 41).

Station Commands: Fl.H.Kdtr. E 62/XI (1940 – Sep 42?); Fl.Pl.Kdo. B 66/XI (Nov 42 – Mar 44); Flugplatzkdo. Lille/Nord of Fl.H.Kdtr. E(v) 220/XI Lille-Vendeville (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug 8/III (Oct 43 – Aug 44); 10. Flugh.Betr.Kp./KG 53 (Mar-Nov 41).

[Sources: AFHRA A5259 pp.1704-08 (19 Aug 43 updated to 30 Dec 43) and A5260 pp.2119-25 (19 Aug 43 updated to 30 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Lille-Vendeville (FR) (Lille-Süd, Lille-Lesquin, Seclin, Seclin-Enchermont, Lille-Enchermont) (50 34 15 N – 03 06 05 E)

General: airfield in NE France 8 km S of Lille and 2 km ESE of the village of Vendeville.

History: Established in 1935 for the French Air Force and became operational in 1937 with a grass surface, control tower and hangar/maintenance area. Taken over by two RAF Hurricane squadrons in fall 1939, given the name Lille-Seclin airfield and some additional land requisitioned. Taken by German forces 26-27 May 1940. Over the next several years, the Luftwaffe expanded the airfield 3-fold by requisitioning adjacent land and farms and constructed two concrete runways, each measuring 1600 x 50 meters.

Dimensions: approx. 1920 x 1465 meters (2100 x 1600 yards) in May 43.

Surface and Runways: grass surface. Had 2 concrete runways as noted above with E/W and N/S alignments. A perimeter track ran around the N, S and E sides of the airfield. Equipped with a permanent flare-path, permanent runway illumination and visual Lorenz systems for both of them. The landing area was also furnished with several additional visual Lorenz systems.

Fuel and Ammunition: refueling points and probable underground bulk fuel storage were on the N boundary. There were 2 ammunitions dumps 1.2 km SE of the center of the airfield.

Infrastructure: had 1 large double hangar at the NE corner. The officers' mess and base fire station were at the NE corner near the hangar, while a group of barrack huts were further E in the Enchermont woods. Groups of barrack huts had also been erected by the Luftwaffe in the nearby village of Lesquin and probably in Ennetières as well. A special branch rail line from Lille served the airfield.

Dispersal: the 3 areas – North, East and South – had a total of 60 large covered aircraft shelters in May 43 with a further 34 small open shelters along the NE and S sides of the airfield. All 94 shelters were connected to the runways by taxiways.

Defenses: protected by the heavy Flak belt around Lille. There were some 7 heavy and about 18 light Flak positions within 3.25 km of the airfield in Oct 43. Ground defenses consisted of 1 reinforced strongpoint, barbed wire and at least 1 road block.

Satellites and Decoys:

see **Baisieux**, **Cysoing/North** and **Cysoing/South**.

Lille – La Becq (50 31 45 N – 03 04 30 E), dummy 6 km SSW of Lille-Vendeville airfield.

Remarks:

31 Aug 43: Lille-Vendeville bombed by 36 8th AAF B-26 Marauders.

8 Sep 43: airfield bombed by 68 (135?) B-26 Marauders – 1 x LeO 451 from IV./TG 4 damaged on the ground.

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9 Sep 43: bombed by 52 B-26s.

20 Oct 43: N half of the landing area unserviceable due to many craters remaining unfilled, but the runways have been repaired and appear to be serviceable.

12 Nov 43: low-level attack – 1 x Bf 109 G-6 from 2./JG 3 shot up and destroyed.

1 Dec 43: bombed by 9th AAF B-26s – 6 x Bf 109 G-3/G-6s from I./JG 3 destroyed (1) or damaged (5); numerous bursts observed on both runways, on the aircraft shelters in the South dispersal and on the S end of the landing area in general; a direct hit on one of the 2 ammunitions dumps caused a heavy explosion and the other dump was damaged; the large double hangar at the NE corner and adjacent buildings were hit and damaged.

20 Dec 43: the ENE/WSW runway and landing area repaired and again serviceable; the NNE/SSW runway still unserviceable.

12 May 44: both runways prepared for demolition; the South dispersal was being extended to the S and SE and developed into a remote dispersal with 10 additional aircraft shelters.

Photos at: <http://www.anciens-aerodromes.com/terrains%20aviations/Lille%20Lesquin.htm> .

Operational Units: Stab, II./LG 1 (Jun 40); I., III./KG 1 (Jun 40); 1. (F)/Aufkl.Gr. 122 (Aug 40 – May 41); V./KG 2 (Aug 43); III./JG 26 (Sep-Nov 43); 12./JG 26 (Sep-Nov 43); I./JG 3 (Oct 43 – Jan 44); I./JG 26 (Apr-Jun 44).

Station Commands: Fl.H.Kdtr. E 5/III (1940-42); Fl.H.Kdtr. A 206/XI (c.Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 220/XI (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug Lille (Jun 40 – c.Mar 41); Koflug 9/VI (Apr 41 – Aug 43); elements of le.Flak-Abt. 744 (Feb-Mar 44)?; elements of le.Flak-Abt. 680 (Jun-Aug 44); Feldbauamt Lille (1940-44).

[Sources: AFHRA A5259 pp.1709-11 (10 May 43) and A5260 pp.2126-37 (10 May 43 updated to 20 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lille-Wavrin (FR) (a.k.a. La Vallée) (50 33 25 N – 02 55 50 E)?

General: former landing ground in NE France 1.35 km S of Wavrin?

History: no record found of Luftwaffe use after 1940.

Operational Units: 1.(H)/Aufkl.Gr. 10 (fall 40); 4.(H)/Aufkl.Gr. 10 (fall 40)?

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.xxx-xx (xxxx); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Limoges (FR) (a.k.a. Limoges-Feytiat) (45 48 40 N – 01 17 24 E)

General: airfield in west-central France 181 km NE of Bordeaux, 2 km SE of Limoges and adjacent to the village of Feytiat.

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History: a pre-war civil airport that was little used by the Luftwaffe during the occupation.

Dimensions: approx. 775 x 685 meters (850 x 750 yards) with a take-off/landing run of 1,235 meters (1350 yards) possible in Sep 41.

Surface and Runways: grass surface. Had a concrete runway of 275 meters (300 yards) possibly extending to 550 meters (600 yards) aligned NNE/SSW that was under construction in Sep 41. Equipped with a visual beacon.

Infrastructure: had 1 medium double hangar, 2 small hangars and 1 large building that was possibly used as a workshop, all at the NW corner of the field. A small airport building and several huts on the N boundary near the hangars probably served as accommodations. Nearest rail connection in Limoges.

Dispersal: no organized dispersal facilities.

Defenses: 15 light Flak positions along the S boundary and W corner of the airfield Jul 43, but all were empty and in disuse.

Remarks:

29 Dec 43: more trenches dug in the landing area and the unfinished runway remains temporarily blocked with portable obstacles.

9 Apr 44: airfield ordered completely blocked and made unusable (Qu./Feldluftgaukdo. W/F).

13 Jul 44: runway mined in preparation for demolition.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 20.(Flugm.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (Nov 42 - ?); Lw.-Berge-Kp. z.b.V. 30 (Nov 43).

[Sources: AFHRA A5260 pp.116-18 (18 Nov 42 updated to 13 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Limoges-Mas-de-l'Age (FR) (a.k.a. Limoges-Bellegarde?) (c. 45 51 N – 01 14 E)

General: landing ground in west-central France approx. 3.5 – 7 km NW of Limoges city center. Possibly a satellite or alternate landing ground for Limoges-Feytiat. Listed by the Luftwaffe as operational in Jun 44.

[Sources: Mattiello]

Lisieux (FR) (49 09 N – 00 13 E)

General: landing ground in N France 43 km E of Caen. Exact location of the landing ground not determined. History: the landing ground is something of a mystery as no record of Luftwaffe aircraft being based there has been found. However, there were many Luftwaffe headquarters and ground units in Lisieux. One possibility is that it was a transit field and only used by light communications and courier aircraft. Surface and

Dimensions: no information found. Infrastructure: no information found. Satellites and Decoys:

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Lisieux – Saint-Désir (49 08 55 N – 00 10 40 E), decoy 3.25 km W of Lisieux. A former French civil airport. Outfitted with a painted runway and a fake hangar.

Remarks:

25 Jun 40: airfield reportedly being stocked up with fuel and bombs.

20 Apr 41: employed 250 non-German workers.

19 Jun 44: ordered to begin demolition of the airfield.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. C 21/XII (1943-44).

Station and Town Units (on various dates – not complete): Luftgaustab z.b.V. 16 (Jul 40 – 1940/41); Nachtjagdraumführer 117 (late 43 – early 44)?; Stab/Flak-Brig. VII (c.Jul 40 – Nov 41); Koflug Lisieux (Jul 40 – Mar 41); Koflug 5/XIII (Apr 41 – Mar 42); Koflug 3/XII (Mar-Jun 42); elements of gem.Flak-Abt. 276 (Jul-Aug 44); Stab II./Ln.-Rgt. 53 (c.Mar 43 – Jun 44); Stab V./Luftgau-Nachr.Rgt. Westfrankreich (Oct 41 – May 43); Stab/Lw.-Bau-Rgt. 3/XII (Aug 40 – May 41); Lw.-Bau-Kp. 22/VI (Jun 40); Feldbauamt 2/W-F (1940-44); Bauleitung Lisieux (1940-44); elements of Lw.-Bau-Btl. 6/XIII (Jan, Mar 41); Kw.Werkstattzug d.Lw. 213 (1940 – c.Jun 41); Feldausb.Btl. d.Lw. 2 (Aug 42); Flieger-Btl. z.b.V. Westfrankreich (Jan 43 – ?); Stab, 7.Kp. and other elements of Landeschützen-Rgt. d.Lw. Lisieux (1943-44).

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

Lissay-Lochy (FR) (a.k.a. Bourges-Lochy) (46 58 05 N – 02 23 05 E)

General: landing ground in C France 13 km S of Bourges and 1.6 km W of the village of Lissay-Lochy. History: a disused former landing ground that was rehabilitated, extended and improved in spring 1944. Surface and Dimensions: grass surface measuring approx. 1190 x 1190 meters (1300 x 1300 yards) and irregular in shape. No paved runway. Fuel and Ammunition: Infrastructure: Dispersal: the 2 dispersals – Northwest and Southwest – had a total of c. 12 aircraft parking bays. Defenses: none noted.

Remarks:

6 Jul 44: observed to be serviceable and being used as a fighter strip satellite for Bourges airfield. The landing area was cleverly camouflaged to make it appear to be trenched and thus obstructed.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1712 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lit-et-Mixe – Saint-Julien (FR) (c. 44 02 N – 01 15 W)

General: landing ground in SW France approx. 61-62 km N of Bayonne and 6.5 km E of the coast. No record found of use by the Luftwaffe. Listed as operational in June 1944 by the Luftwaffe.

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[Sources: Mattiello]

Lognes-Croissy (FR) (a.k.a. Lognes-Emerainville, Beaubourg, Croissy-Beaubourg) (c. 48 49 N – 02 37 E)

General: former landing ground in north-central France approx. 20-21 km E of Paris city center. No record found of use by the Luftwaffe. Listed as operational in June 1944 by the Luftwaffe.

[Sources: Mattiello]

Loinville (FR) (48 28 35 N – 01 38 10 E)

General: airstrip in north-central France 67.5 km SW of Paris, 11.5 km ENE of Chartres, 9.25 km ENE of Chartres airfield, and 1.2 km SSE of the village of Loinville.

History: satellite strip for Chartres airfield. The surface was still being leveled on 4 Jul 44 and the strip was not yet serviceable.

Surface and Dimensions: grass surface measuring approx. 1000 x 185 meters (1100 x 200 yards).

Infrastructure: none. Dispersal: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1712 (4 Jul 44); chronologies; BA-MA; NARA;

PRO/NA; web site ww2.dk]

Lonrai (FR) (a.k.a. Lonray) (48 28 06 N – 00 01 59 E)

General: a small fighter strip in NW France 4.4 km NW of Alençon and immediately N of the village of Lonrai.

History: prepared spring 1944.

Surface and Dimensions: measured approx. 1370 x 185 meters (1500 x 200 yards). Aircraft were dispersed under trees off the N and S ends of the strip.

Infrastructure: none noted.

Remarks:

12 Jun 44: began operations with the arrival of I./JG 1 from Le Mans.

16 Jun 44: bombed – 1 x Fw 190A from I./JG 1 damaged on the ground.

6 Jul 44: gaps have been cut in hedges to create a second 825 x 90 meter (900 x 100 yards) strip just E of the original, probably to be used if the original becomes unserviceable.

Operational Units: I./JG 1 (Jun-Jul 44); II./JG 1 (Jun 44).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1712 (6 Jul 44) and A5260 amendments (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lons-le-Saunier (FR) (a.k.a. Courlaoux) (46 40 30 N – 05 28 10 E)

General: landing ground in E France 68 km NW of Geneva/Switzerland and 6.5 km W of Lons-le-Saunier.

History: a pre-war private airfield. No record found of use by either the French Air Force or the Luftwaffe.

Surface and Dimensions: soft grass surface measuring approx. 1000 meters (1100 yards) in length. No paved runway. Infrastructure: had 1 small hangar and a few small huts on the W boundary. No paved runway. The nearest

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rail connection was in Lons-le-Saunier. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

23 Dec 43: landing area temporarily obstructed with portable tripods.

Jun 44: listed in Luftwaffe documents as still operational.

Station Units (on various dates – not complete): I./Ln.-Ausb.Rgt. 303 (Lons-le-Saunier, c. Dec 42 - ?).

[Sources: AFHRA A5260 pp.119-20 (2 Dec 42 updated to 23 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lorient – Kerlin Bastard (FR) (a.k.a. Lorient, Guidel, Lann-Bihoue) (47 45 40 N – 03 26 25 W)

General: airfield in Brittany 6.5 km WNW of Lorient and just S of the main Lorient-Quimperlé road.

History: construction of the airfield began in Apr 41 on previously cleared land and it was ready for operations in Sep 42. The comparatively enormous size of Kerlin-Bastard was so it could support a large number of long-range 4-engine aircraft for reconnaissance and anti-shipping work as well as smaller aircraft, particularly fighters.

Dimensions: not found. Kerlin-Bastard was the largest or one of the 2 or 3 largest airfields in France during the German occupation.

Surface and Runways: artificially drained grass surface on rocky clay subsoil that nevertheless was marshy in some sections. Had 2 concrete runways - (1) 2010 x 80 meters (2200 x 90 yards) aligned NNE/SSW with a prepared strip 110 meters (120 yards) wide on each side, and (2) 2105 x 80 meters (2300 x 90 yards) aligned ENE/WSW with a prepared strip 110 meters (120 yards) wide on each side. Runways were camouflaged to appear as farm fields from the air. Equipped with permanent runway illumination, a beam approach system and visual Lorenz systems for both runways.

Fuel and Ammunition: there were 2 refueling loops on the N boundary, 1 on the E boundary, 1 at the SE corner and possibly another at the SW corner. Each refueling loop had its own adjacent underground bulk fuel storage tanks. Ammunition dumps were located on the E boundary near the Southeast dispersal area, 2.8 km NW of the airfield, and inside the perimeter road on the NW side of the landing area.

Infrastructure: had 1 large hangar in the North dispersal area with adjacent workshops and vehicle garages. Station HQ was reportedly in the Château Villeneuve on the SE outskirts of Quimperlé with some other sections in the Château Saint-Maurice, about 8 km NW of the airfield. Barracks for ground staff and Flak personnel were on the NW side of the airfield, more barracks, messes, the dispensary, offices and base stores were all off the N boundary, officers' quarters, NCOs' quarters and barrack huts at the NE corner, and still more barracks off the S boundary. The inhabitants of surrounding farms had been cleared out and these buildings along with new buildings and huts

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erected by the Germans were incorporated into the airfield's infrastructure. A special branch rail line served the N end of the airfield.

Dispersal: there were 4 dispersals – North, Northeast, Southeast and Southwest – with a total of 48 large aircraft shelters, 23 small aircraft shelters and 82 aircraft parking sites for a grand total of 153. Some of the shelters were built of brick with wooden roofs, protected by 2.4-meter (8-foot) high blast walls and furnished with electric lighting.

Defenses: protected on all sides by 5 heavy and 12 light Flak positions within 4 km of the airfield. Most of the Flak positions were surrounded by barbed wire.

Remarks:

23 Sep 43: airfield bombed by 53 B-17 Fortresses – 15 x Ju 88 C-6s, 1 x Bü 131 and 1 x Fi 156 destroyed or damaged on the ground. Bomb bursts were concentrated in the dispersal areas and hits were scored on the N end of the NNE/SSW runway. The craters on the runway had been filled in by 3 Oct 43 and the runway restored to serviceability.

22 Dec 43: leveling and drainage work seen to be continuing on an extension along the NE and E side of the airfield. Work was underway to extend the North dispersal area and build 12 more aircraft parking stands. Aircraft shelters were also being constructed in the Southwest dispersal area.

29 Mar 44: work on the NE and E sides of the landing area observed to have been completed. Prior raid damage included the large hangar in the North dispersal and 6 aircraft shelters in the Northeast and Southeast dispersals.

29 May 44: bombed – 1 hangar, 1 stores building, 5 vehicles and the landing area hit and damaged.

7 Jun 44: airfield bombed by 132 B-17 Fortresses.

1 Aug 44: immediate demolition of airfield ordered.

For layout see: http://www2.stba.aviation-civile.gouv.fr/GEIDFile&Archive=123900294118&File=lorient1_pdf.pdf

Operational Units: V./KG 40 (Sep 42 - Oct 43); TGr. 30 (May 43); Stab/ZG 1 (Aug 43 – Jun 44); I./ZG 1 (Oct 43 – Jun 44); 7./ZG 1 (Nov 43).

Station Commands: Fl.H.Kdtr. E 9/XII (c.Feb 42 – Mar 43); Fl.H.Kdtr. A 225/XII (Mar 43 – Mar 44); Fl.H.Kdtr. E(v) 226/XII (Apr 44 – May 45?).

Station and Nearby Units (on various dates – not complete): 5.

Flugh.Betr.Kp./KG 40 (Jan-Oct 43); le.Flak-Abt. 81 (mot.) (1941-42); elements of Luftsperr-Abt. 207(v) (1941-43); Res.Festungs-Flakscheinw.Abt. 340(v) (1940-41); elements of Res.Flak-Abt. 371 (Aug 40, Mar 41); schw.Flak-Abt. 671(v) (Sep 43); le.Flak-Abt. 912(v) (1940-41); 3.Kp./Luftschutz-Abt. d.Lw. 15 (Nov 43); Stab V.(Flum.Mess)/Ln.-Rgt. 54 (Aug 44 – May 45); 19.(Flum.Mess)/Ln.-Rgt. 54 (Aug 44 – May 45); 21.(Flum.Mess)/Ln.-Rgt. 54 (1943-44)?; elements of 4./Ln.-RV-Abt. (mot) z.b.V. 1 (Sep 44 – May 45); Ldssch.Kp. d.Lw. 12/XII (Feb 43);

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Fluganwärter-Btl. III (Jul 42 – Apr 43); part of I./Flieger-Rgt. 32 (1944); III./Flieger-Rgt. 90 (Apr 43 - ?); Seenotbezirksstelle Lorient (Aug-Nov 40). [Sources: AFHRA A5259 pp.1663-67 (17 May 43 updated to 29 Mar 44) and A5260 pp.2054-61 (21 Aug 43 updated to 22 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lourdes (FR): see Le Puy – Lourdes.

Loyettes (FR): see Les Loyettes.

Luçon (FR) (c. 46 27 N – 01 14 W)

General: landing ground in west-central France approx. 35 km N of La Rochelle and 5.5 km W of Luçon. No record found of use by the Luftwaffe. Listed as operational in June 1944 by the Luftwaffe.

[Sources: Mattiello]

Lunéville (FR) (c. 48 35 N – 06 32 E)

General: landing ground in E France 28-29 km SE of Nancy and 4 km E of Lunéville. No record found of use by the Luftwaffe. Listed as operational in June 1944 by the Luftwaffe.

[Sources: Mattiello]

Lupcourt (FR): see Nancy-Azelot.

Lure (FR) (a.k.a. Malbouhans) (47 42 30 N – 06 34 15 E)

General: landing ground in E France 23 km WNW of Belfort, 6 km NE of Lure and 3.2 km SW of Malbouhans.

History: used by the French Air Force to Jun 40, then briefly by Luftwaffe tactical reconnaissance aircraft. Enlarged in 1941 and used as a practice field for FFS A/B 2 at Luxeuil until late 1942 when it was inactivated and the landing area obstructed. Reactivated in early 1944.

Dimensions: approx. 1370 x 1280 meters (1500 x 1400 yards) and roughly triangular in shape.

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

Fuel and Ammunition: had 2 fuel storage tanks with adjacent refueling points on the S boundary, with additional fuel tanks possibly on the N boundary.

Infrastructure: there were 2 small sheds and a workshop hut off the NE corner, and 1 workshop hut at the NW corner. In addition to an accommodations hut on the S boundary, there were barracks in Malbouhans. The nearest rail connection was in Lure.

Dispersal: no organized dispersal facilities.

Defenses: none noted.

Satellites and Decoys:

Lure/I (47 40 10 N – 06 30 50 E), satellite strip 1.6 km SE of Lure measuring 550 x 505 meters (600 x 550 yards with a diamond shape. In the process of being leveled in late May 44 and not yet serviceable. Its size suggests intended use by liaison and other light, single-engine aircraft. A large former French barracks was just off the NW corner.

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Remarks:

Aug 43: operational using airfield code number 751. Came under Koflug 6/VII (Strassburg).

14 Aug 43: obstructed with iron stakes and boulders since at least the second half of 1942.

23 Apr 44: all obstructions removed and work underway to reactivate the landing ground as a practice field for training units based at Luxeuil airfield.

Operational Units: none identified.

School Units: Arbeitsplatz for FFS A/B 2 (Luxeuil) (1941-44).

Station Commands: none identified. Directly under Koflug 8/VII (Toul) in Jul-Aug 44.

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

[Sources: AFHRA A5259 pp.1335 and 1713 (14 Aug 43 updated to 26 Aug 44) and A5260 pp.2138-39 (14 Aug 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Luxeuil (FR) (a.k.a. Luxeuil-les-Bains, St-Sauveur) (47 47 20 N – 06 22 10 E)

General: airfield in E France 39 km WNW of Belfort and 3.25 km SSW of Luxeuil.

History: a former French military airfield that dated from at least 1929.

Captured by the Germans in May/Jun 40, the landing area was extended and the hangar area improved. Used as an elementary flight training center.

Dimensions: approx. 1645 x 730 meters (1800 x 800 yards) and roughly rectangular in shape.

Surface and Runways: firm, sandy surface with rough spots. No paved runway. Believed to be equipped for night landings, but no details found.

Fuel and Ammunition: refueling points were located in front of the hangars on the NW boundary and immediately S of the small hangar on the S boundary. Ammunition storage was at the NE corner and connected to the main railway line by a branch.

Infrastructure: there were 3 large hangars, 1 large repair hangar and 2 medium double hangars with adjacent workshops on the NW boundary, and 1 small hangar on the SE boundary. A large group of admin buildings and barracks were behind the hangars on the NW boundary. A few additional barrack huts were at the NE corner. The Lure-Luxeuil rail line passed near the NE corner.

Dispersal: there were no organized dispersal facilities in Aug 43. Aircraft generally parked in front of the hangars.

Defenses: no Flak positions identified in Aug 43, but there were a few anti-aircraft machine gun emplacements on the roof of buildings on the NW boundary. The airfield was surrounded by barbed wire.

Remarks:

Aug 43: operational using airfield code number 750.

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14 May 44: bombed – 1 x Ar 96 B-1, 3 x C 445 A-1s, 3 x Bü 131 D-2s and 2 x Bü 181 B-1s, all belonging to FFS A 2, destroyed (German sources).

31 May 44: bombed by B-17 Fortresses and strafed by VIII Fighter Command P-51s – 1 x Ar 96, 1 x Bü 131, 4 x Bü 181s, 1 x C 445, 1 x Fw 44 and 2 x KI 35s, all from FFS A 2, destroyed or damaged (German sources).

Operational Units: none identified.

School Units: FFS A/B 2 (Jun 41- Oct 43); Arbeitsplatz for FFS A 2 (Strassburg-Polygon) (Oct 43 – Aug 44);

Station Commands: Fl.H.Kdtr. E 19/VII (Jul-Oct 40); Fl.H.Kdtr. E 22/VII (to Mar 44)?; Fl.H.Kdtr. E(v) 223/XII (Apr-Jul/Aug 44).

Station Units (on various dates – not complete): Werft-Abt. d.Lw. 126/XII (May-Jul 44); elements of 6./gem.Flak-Abt. 344 (May 44 - ?).

[Sources: AFHRA A5260 pp.2140-41 (21 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lyon-Bron (FR) (45 43 40 N – 04 56 10 E)

General: airfield in E France 7.5 km ESE of Lyon and 2.5 km ESE of the suburban town of Bron.

History: a busy pre-war airfield for both civil and military aircraft. Two of the hangars were bombed out by the Luftwaffe during the 1940 campaign but both were later rebuilt. In addition to the Luftwaffe, Lufthansa had a daily flight in and out of Lyon-Bron.

Dimensions: approx. 1830 x 1510 meters (2000 x 1650 yards) after major extensions off the E boundary and SE corner carried out in 1943.

Surface and Runways: all-weather grass surface on sandy soil. Had 1 camouflaged concrete runway measuring 1190 meters (1300 yards) and aligned NNW/SSE. This was built by the Germans after Jun 40 and in 1943 it was extended at the S end to a new length of 1510 meters (1650 yards). A perimeter road connected both ends of the runway. Equipped with perimeter and runway lighting, a permanent flare-path, a beam approach system and 2 visual Lorenz systems.

Fuel and Ammunition: by Feb 44, there were triple refueling points in front of the hangars on the W boundary and another triple set under construction off the E boundary. Underground bulk fuel storage was off the SW corner.

Infrastructure: had 12 hangars in 1942-44 – (1) on W Boundary there were 1 small triple-span, 2 medium triple-span and 6 large double hangars. One of the large double hangars was used for aircraft engine repairs. (2) on the S boundary there were 1 large double, 1 medium and 1 small hangar. The large double was reportedly used for servicing transport aircraft. Behind the hangars were long narrow sheds where spare parts were stored. The station HQ was near the NW corner while the barracks, married quarters, officers' mess and other messes, station dispensary, etc., were all in a large group of buildings off the SW corner. In the center of the S boundary was the Lyon-Bron civil airport terminal that included offices and a restaurant. The nearest rail connection was in de Molard, 4 km NNE of the airfield.

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Dispersal: none until 1944. In Feb 44 a dispersal area was under construction 3.25 km off the E boundary and already had 9 medium covered aircraft shelters and 18 parking hardstands.

Defenses: protected by 2 heavy and 13 light Flak positions in Mar 43.

Ground defenses consisted of little more than some trenches near the main buildings.

Satellites and Decoys:

Lyon-Jonage (45 47 00 N – 04 58 55 E), seaplane alighting and refueling stop 12 km ENE of Lyon city center and 3 km NW of the village of Meyzieu where a canal broadens into a shallow lake.

Lyon-la-Valbonne (c. 45 50 N – 05 07 E), probable satellite approx. 19.5 km NE of Lyon-Bron airfield and 24 km NE of Lyon city center.

Lyon-Pusignan (45 45 00 N – 05 03 45 E), satellite strip 9 km E of Lyon-Bron airfield and 3.25 km NW of the Lyon-Satolas landing ground. Leveling and development work were in progress on 16 Jul 44.

Remarks:

30 Apr 44 bombed by 114 B-17 Fortresses and strafed by VIII Fighter Command P-51s – 1 x Bf 108, 2 x Caproni 148s and 2 x He 111s from Fallschirmschule, plus 5 x C 445As, 1 x Fw 44J, 2 x Fw 58Cs, 1 x He 72D and 12 x Ju 86Es from Ln.-Schule 4 destroyed (German sources). VIII Fighter Command P-51s also claimed 3 x Do 24s destroyed and 1 more damaged at their moorings in Lyon seaplane anchorage.

25 May 44: bombed.

27-29 May 44: 120 students from Ln.-Schule 4 evacuated due to bombing with 90 to Bug auf Rügen and 30 to Nordhausen.

14 Aug 44: bombed – 1 x He 111B from Fallschirmschule 1 damaged on the ground.

Operational Units: IV./KG z.b.V. 1 (Jun 40); detachment of 14./TG 3 (May 44).

School Units: Luftnachrichtenschule 4 (Apr 43 – Sep 44); Fallschirmschule 1 (1944).

Station Commands: Fl.H.Kdtr. E 20/IV (c.1941 – c.Feb 43); Fl.H.Kdtr. A 221/XII (c.Feb 43 – Apr 44); Fl.H.Kdtr. E(v) 221/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 109 (Dec 42 – Feb 44); Koflug 3/XIII (Dec 43 – Aug 44); Frontreparaturbetrieb GL 2871 (Hansen) (? – Aug 44); le.Flak-Abt. 875 (c.Mar-Sep 44); Flak-Transport-Battr. 36/VII (May 44); 16.(Flum.Mess)/Ln.-Rgt. 51 (1943-44); 1. (Fspr.u.Fschr.Betr.)/Ln.-Rgt. 110 (Jun/Jul 44)?; Stab III.(Flum.Mess)/Ln.-Rgt. 213 (c.Apr 43 – Jan 44); Stab IV./Luftgau-Nachr.Rgt. Westfrankreich (Feb 43 – Aug 44?); 17.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1942-44); Ln.-Betr.Abt. (mot) z.b.V. 16 (less 4.Kp.) (1944 – Aug 44); Flughafenbereichs-Ln.-Kp. z.b.V. 15 (Nov 42 - ?); Ln.-Flugsicherungshauptstelle 43 (1944); Trsp.Kol. d.Lw. 127/XII (May 44 - ?); Kfz.Werkstatt (o) d.Lw. 120/XII (1943-44).

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[Sources: AFHRA A5260 pp.121-27 (14 Nov 42 updated to 16 Mar 44) and A.I.2.(b)/Air Ministry Amendment dated 16 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lyon-Satolas (FR) (45 42 20 N – 05 05 15 E)

General: landing ground in E France 20 km ESE of Lyon city center, 12 km ESE of Lyon-Bron airfield and 4 km WNW of the village of Satolas-et-Ponce.

History: built by the French in 1939-40 but not thought to have been used operationally. It was returned to cultivation until late spring 1944 when it was reactivated and enlarged.

Surface and Dimensions: grass surface measuring approx. 1000 x 730 meters (1100 x 800 yards), but extended to 1550 meters (1700 yards) in May-Jun 44. No paved runway.

Fuel and Ammunition: had 3 bulk fuel tanks installed in 1940 with a total capacity of 54,553 liters (12,000 gallons).

Infrastructure: had 1 small repair-type hangar near the SW corner.

The nearest rail connection was 5.5 km SSW of the landing ground. Dispersal: no organized dispersal facilities. Defenses: none noted.

[Sources: AFHRA A5260 pp.128-29 (Nov 42 updated to 9 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

M

Mâcon-Charnay (FR) (46 17 41 N – 04 47 53 E)

General: landing ground in east-central France approx. 104 km W of Geneva/Switzerland and 2.75 km SW of Mâcon city center. No record found of use by the Luftwaffe. Listed as operational in June 1944 by the Luftwaffe.

[Sources: Mattiello]

Macquigny (FR) (49 34 00 N – 03 58 00 E)

General: satellite strip and dispersal field in NE France c. 25 km E of Laon, 5.5 km NNE of Sissonne – La Malmaison landing ground and 1.5 km W of the village of La Selve. History: prepared summer 1944 as a satellite for the Juvincourt – Reims area and operational in August.

Surface and Dimensions: measured approx. 1050 x 230 meters (1150 x 250 yards).

Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 14 Aug 44 in BNA(PRO)/AIR 40]

Magny-les-Hameaux-Mérantais (FR): see Paris-Buc.

Malbouhans (FR): see Lure.

Maltot (FR) (49 07 35 N – 00 26 05 W)

General: landing ground in Normandy 7.5 km SW of Caen and 5 km SSE of Caen-Carpiquet airfield. History: used by the Luftwaffe in 1940-41 and then abandoned and turned into a decoy. By 1942, part of it had been

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returned to cultivation and the other part trenched. Replica aircraft were parked around the former landing area and a fake shed erected on the E corner. Surface and Dimensions: grass surface originally measuring approx. 1000 x 640 meters (1100 x 700 yards) with an irregular shape. No paved runway. Infrastructure: unknown, but very little if any.

Operational Units: I./St.G. 77 (Jun-Dec 40).

Station Commands: Fl.H.Kdtr. E 20/XII (Jul 40 – Feb 41).

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

[Sources: AFHRA A5260 p.2466 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Manancourt (FR) (50 02 00 N – 02 51 00 E)

General: landing ground in NE France 29 km NW of St-Quentin, 18 km NNW of Peronne airfield and 3 km W of the village of Manancourt. History: built summer 1944 and serviceable by July. Surface and Dimensions: measured approx. 915 x 185 meters (1000 x 200 yards). Infrastructure: none noted.

Operational Units: II./JG 11 (Jul 44).

Station Units: none identified.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 13 Aug 44 in BNA(PRO)/AIR 40]

Manneville-la-Goupil (FR) (49 36 35 N – 00 20 10 E)

General: landing ground in N France 19.5 km NE of Le Havre, 5 km SW of Goderville and 1.2 km W of the village of Manneville-la-Goupil. History: laid out by the Luftwaffe as a forward airstrip in 1940 but evidently not used operationally. A Ju 88 A-1 crash landed at Manneville in Oct 40 so it may have been used as an emergency landing ground. Seen to be permanently obstructed with trenches in Nov 43. Surface and Dimensions: grass surface measuring approx. 1280 x 640 meters (1400 x 700 yards) and roughly "L" shaped. Infrastructure: none noted.

[Sources: AFHRA A5260 p.2142 (17 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mantes-Goussonville (FR) (48 56 00 N – 01 48 00 E)

General: landing ground in N France c. 41 km WNW of Paris, 27.5 km NW of Guyancourt airfield and 2.5 km ENE of the village of Goussonville. History: laid out at the beginning of the war, inactivated and still inactive in Jun 44 according to Allied sources. However, the Luftwaffe listed it as operational in Jun 44. Surface and Dimensions: measured approx. 730 x 365 meters (800 x 400 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (25 Jun 44)]

Marcilly-la-Campagne (FR) (a.k.a. Illiers-l'Évêque) (48 50 30 N – 01 13 40 E)

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General: airfield in N France 24 km SSE of Evreux, 6 km SSW of Saint-André-de-l'Éure airfield, 3.5 km NW of Illiers-l'Évêque and 2 km ENE of the small village of Marcilly-la-Campagne.

History: little information found, but it was inactive and obstructed for most of the war and then reactivated in spring 1944.

Dimensions: approx. 1100 x 825 meters (1200 x 900 yards) with an irregular shape.

Surface and Runways: grass surface on clay soil. No paved runway in May 43. A concrete taxi track ran along the SW boundary.

Fuel and Ammunition: both were available.

Infrastructure: had 4 small hangars in the SW corner. Station HQ, admin offices and barracks were all off the SW corner. The nearest rail connection was in Lignerolles, 4.5 km to the E.

Dispersal: there were 3 dispersal areas – South, Northeast and Northwest – with a total of 27 open aircraft shelters.

Defenses: protected by 2 light Flak positions at the NE and SE corners.

Remarks:

20 Apr 41: employed 852 non-German workers.

27 Oct 43: landing area remains temporarily obstructed.

12 Jun 44: bombed – 5 x Bf 109 G-6s from III./JG 3 destroyed (4) or damaged (1) along with 9 KIA and 20 WIA.

4 Jul 44: bombed by 24 B-17 Fortresses.

Operational Units: 1.(H)/Aufkl.Gr. 12 (Mar 42)?; III./JG 3 (Jun 44).

Station Commands: Flugplatzkdo. Marcilly of Fl.H.Kdtr. E(v) 206/XII Saint-André-de-l'Éure (Apr-Aug 44).

Station Units (on various dates – not complete): 1./le.Flak-Abt 842 (Jun-Jul 44); Lw.-Bauleitung IV Marcilly (c.1940-44); Lw.-Bau-Btl. 3/XII (Jun 40 - ?).

[Sources: AFHRA A5259 pp.1653-54 (May-Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marcq-en-Baroeul (FR): see Lille/Nord.

Mardyck (FR): see Dünkirchen-Mardyck.

Marigny-le-Grand (FR) (a.k.a. Marigny) (48 39 50 N – 03 50 45 E)

General: landing ground in north-central France 114 km ESE of Paris, 11.5 km SE of Sézanne and immediately W of the hamlet of Marigny-le-Grand.

History: a French landing ground used in May and early Jun 40, then used by the Luftwaffe in Jun 40 and then inactivated after that. Surface and

Dimensions: grass surface measuring approx. 1000 x 1000 meters (1100 x 1100 yards). No paved runway. Infrastructure: none. Dispersal: aircraft parking bays were cut into the edge of woods at the S boundary.

Remarks:

14 Aug 43: observed to be abandoned and unserviceable. Probably a "reserve" landing ground for the Luftwaffe because it was not obstructed and had not been returned to cultivation.

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28 Mar 44: permanently obstructed and returned to cultivation.

Jun 44: listed in Luftwaffe documents as operational.

Operational Units: Stab, I., II., III./JG 2 (Jun 40).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1715 (14 Aug 43) and A5260 pp.2142-43 (14 Aug 43 updated to 28 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marquise (FR) (a.k.a. Marquise/West) (50 49 15 N – 01 41 50 E)

General: landing ground in NE France 18 km SW of Calais, 12 km NE of Boulogne and 500 meters NW of the village of Marquise. History: built by the Luftwaffe as a fighter strip for the air offensive against Britain (Battle of Britain). No units stationed there after Dec 40. Surface and Dimensions: grass surface measuring approx. 1150 x 365 meters (1250 x 400 yards). No paved runway. Infrastructure: there were 2 small hangars used for repairs, 1 in the Southwest dispersal and the other in the Southeast dispersal. Workshop huts were at the SW corner. Offices, accommodations and stores were all in the villages of Marquise and Ledquent where huts had been erected. Dispersal: the 2 dispersal areas – Southeast and Southwest – had a total of 29 covered aircraft shelters along the hedges. The shelters were camouflaged to look like houses. Defenses: had 1 heavy and 4 light Flak positions, all of which had been vacated since 1942. Ground defenses consisted of 4 machine gun positions, a few trenches and barbed wire entanglements.

Remarks:

Sep 40: assigned airfield code number 374. Came under Koflug 8/III (Saint-Omer).

Apr 42: landing ground inactivated and temporarily obstructed. Somewhat later, possibly in Jun 43, it was permanently obstructed with trenches.

24 Oct 43: still trenched.

Operational Units: II./JG 51 (Aug 40); I./JG 77 (Aug-Nov 40).

Station Commands: Fl.H.Kdtr. E 13/VIII Marquise/West (1940 – Aug 43); Fl.Pl.Kdo. B 65/XI (Sep 43 – Mar 44); Fl.H.Kdtr. A 205/XI; Flugplatzkdo. Marquise of Fl.H.Kdtr. E(v) 217/XI Denain (Apr-Aug 44).

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

[Sources: AFHRA A5259 pp.1716-17 (20 Aug 43) and A5260 pp.2144-46 (20 Aug 43 updated to 24 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marquise-Hydrequent (FR) (a.k.a. Marquise/Ost, Blecquenecques) (50 49 10 N – 01 44 15 E)

General: landing ground in NE France 2.5 km E of Marquise. History: built by the Luftwaffe as a fighter strip for the air offensive against Britain (Battle of Britain). No units stationed there after Dec 40. Surface and Dimensions: grass surface measuring approx. 915 x 365 meters (1000 x

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400 yards). No paved runway. Fuel and Ammunition: underground bulk fuel storage was probably at the SE corner. Infrastructure: had 1 small hangar used for repairs at the SE corner. Motor vehicle sheds and garages were in the village of Hydrequent. Personnel were billeted in huts erected by the Luftwaffe in the same village. Dispersal: the 2 dispersals – Southeast and Northwest – had a total of 27 small aircraft shelters. Defenses: only a single light Flak position was known to be near the landing ground.

Remarks:

Sep 40: airfield assigned code number 375. Came under Koflug 8/III (Saint-Omer).

Jun 42: seen to be temporarily obstructed.

Apr 43: now permanently obstructed with trenches.

Operational Units: II./JG 26 (Jul-Dec 40).

Station Commands: a detachment of those listed under Marquise/West.

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

[Sources: AFHRA A5259 p.1718 (12 Aug 43) and A5260 p.2147 (12 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marseille-Marignane (FR) (43 26 10 N – 05 12 55 E)

General: airfield, factory airfield and seaplane station 19.5 km NW of Marseille and 2.5 km N of the town of Marignane. The seaplane station was just off the NNW side of the airfield on the shore of Lake Berre (coordinates 43 26 35 N – 05 12 45 E). It was separate from and not to be confused with the larger seaplane station by the name of Berre that was 6 km NW of the airfield.

History: the pre-war major airport for Marseille, the largest city in S France. Continued as a civil airport after the armistice in Jun 40, but also became home based for a group of Vichy fighters in early 1941. The Germans seized Marignane in Nov 42 and it became an active and relatively busy Luftwaffe base for all types of aircraft. Société nationale des constructions aéronautiques du sud-est (S.N.C.A. du S.E.) factory assembled fuselages for the LeO 45 bomber and the S.N.C.A. S.E. 200 flying boat. The seaplane facilities date back to many years before the war.

Dimensions: approx. 1465 x 1000 meters (1600 x 1100 yards).

Surface and Runways: well-drained grass surface. Work on a concrete runway aligned NW/SE was started in fall 1941 and a small portion completed at each end by Jun 43. Equipped with perimeter and obstruction lighting, a visual beacon and a beam approach system was being installed in Aug 43. The seaplane station had 1 small slipway at its W end plus 2 moles, 1 jetty and 2 electric cranes.

Fuel and Ammunition: a refueling loop was at the SW corner just N of the hangars. There were 3 ammunition storage sites – (1) on the E boundary N of the hangars and factory buildings; (2) off the E boundary; and (3) off the S boundary on the outskirts of Marignane.

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Infrastructure:

Airfield - on the SW side of the airfield, which was the civil side, there were 3 medium hangars and a smaller workshop-type building. The station HQ was located there and the hangars contained Air France parts and stores salvaged from Paris. On the NE side were 1 very large double hangar, 2 large double hangars, 1 large triple hangar, 1 small double hangar, 2 small single hangars, workshop buildings, numerous barrack blocks believed to house Luftwaffe ground personnel and French troops, admin offices, stores and the Société nationale des constructions aéronautiques du sud-est (S.N.C.A. du S.E.) factory garage. The extensive S.N.C.A. du S.E. factory complex was immediately E of the airport buildings. Additionally, a large block of huts were erected in 1943 approx. 2 km SE of the airfield. The nearest rail connection was in Marignane.

Seaplane Station - had 2 large rectangular hangars, 1 large curved-roof hangar and 2 medium hangars. These and adjacent workshop buildings were used to assemble seaplane prototypes such as the huge Latécoère 631 flying boat and the S.N.C.A. du S.E. 200 flying boat. The seaplane station also had its own motor pool and repair garages. Station offices, a mechanics' school, limited barrack accommodations, mess and stores were in other buildings near the hangars.

Dispersal: by Aug 43 there were 5 - Northeast, Southeast, South, Southwest and West - with a total of 50+ open aircraft shelters and 15 parking hardstands. Construction was continuing.

Defenses: had 3 heavy and 9 light Flak positions in Aug 43. There were also 3 rail turntables for positioning railway Flak. Ground defenses consisted of machine gun positions and personnel trenches. The factory complex was surrounded by 2.75 meter (9-foot) wire fence.

Remarks:

14 Aug 43: the landing area has been camouflaged with a network of dummy roads. A perimeter road around the landing area was under construction.

11 Nov 43: a suspected refueling point was under construction on the E boundary in front of the workshops. A new building was under construction in the factory area off the E boundary.

9/10 Mar 44: airfield and factory bombed by 44 RAF Lancasters - hangars, assembly building and other buildings of the Société nationale des constructions aéronautiques du sud-est (S.N.C.A. du S.E.) factory were damaged but runway and landing area serviceability were not affected.

2 May 44: rubble from the factory buildings bombed on 9/10 March was just now being cleared away.

Operational Units: Stab/JG 2 (Nov 42); I./JG 2 (Nov 42 - Jan 43); I./JG 27 (Jun-Jul 43); 1.(Einsatz)/Erg.Jagdgruppe Süd (Feb 44).

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Reserve Training & Replacement Units: 4./(Erg.) JGr. Ost (Feb-Mar 43); elements of (Erg.) JGr. Süd (Mar 43 – May 44); 1./(Erg.) JGr. West (May 44).

Station Commands: Fl.H.Kdtr. E 32/XI (Dec 42 - Jun 44).

Station Units (in and around Marseille on various dates – not complete):
Stab/Jagdfliegerführer Südfrankreich (La Nerthe, Jun-Aug 44);
Frontreparaturbetrieb GL 2575 (D.L.H.) (1943 – Aug 44); Flakscheinw.Abt. 468 (1943-44); elements of gem.Flak-Abt. 481 (Jun 43 – Mar 44); elements of schw.Flak-Abt. 473 (Eisb.) (Feb-Apr 44); elements of schw.Flak-Abt. 556 (May-Aug 44); elements of gem.Flak-Abt. 597 (early 43 – Aug 44); elements of le.Flak-Abt. 846 (Jun 43 – 1944); le.Flak-Abt. 998 (Dec 42 – 1943); Kdr. der Flakinstandsetzung 102/XII (1943 – Aug 44); Stab/Ln.-Rgt. 51 (La Nerthe, Jun-Jul 44); 18.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1942-44); 21.(Flum.)/Luftgau-Nachr.Rgt. Westfrankreich (c.Dec 43 – Aug 44); Flugmelde-Funk-Kp. z.b.V. 23 (Nov 42 – Aug 44); Ln.-Betr.Zug (mot) z.b.V. 22 (La Nerthe, ? – Aug 44); Munitionsausgabestelle d.Lw. 3/XII (Rognac – 1943-44); Munitionsausgabestelle d.Lw. 30/XII (Apr 44 - ?); 7./Flieger-Rgt. 63.

[Sources: AFHRA A5260 pp.130-37 (18 Jun 43 updated to 2 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mars-la-Tour (FR) (49 06 10 N – 05 52 00 E)

General: emergency landing ground in E France 20 km W of Metz and c. 1 km NW of the village of Mars-la-Tour. History: a former French wartime landing ground. Obstructed with stakes by mid-1943, yet listed as operational by the Luftwaffe in Jun 44. Surface and Dimensions: grass surface measuring approx. 825 x 825 meters (900 x 900 yards) and roughly square in shape. Infrastructure: none noted.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E(v) 218/VII (Jun-Sep 44).

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

[Sources: AFHRA A5260 p.2472 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Martragny (FR) (a.k.a. Bavouy-Martragny?) (c. 49 23 N – 01 39 E)

General: an alternate landing ground or emergency landing ground in N France 41 km E of Rouen, 31 W of Beauvais and just outside the hamlet of Martragny. History: no record found of operational use by the Luftwaffe, but a Ju 88 A-5 from III./KG 51 is known to have made a forced landing there on 14 Mar 41. Surface and Dimensions: grass surface.

Infrastructure: none noted.

Remarks:

20 Apr 41: employed 24 non-German workers.

Operational Units: none identified.

Station Commands: none identified.

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

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

Mas-de-Rus (FR) (43 39 10 N – 04 46 30 E)

General: landing ground in S France 21 km NW of Istres-le-Tube airfield, 12 km ESE of Arles and 3.25 km NW of the town of Saint-Martin-de-Crau.

History: a satellite or dispersal field for Istres-le-Tube airfield but there is no record of it ever being used. Surface and Dimensions: farm land surface measuring approx. 1000 x 915 meters (1100 x 1000 yards) and roughly rectangular in shape. Infrastructure: none.

Remarks:

17 Aug 43: landing area was partly under cultivation and no evidence of any activity.

[Sources: AFHRA A5260 p.138 (18 Mar 43 updated to 17 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mathieu (FR): see Plumetot.

Maubeuge (FR) (a.k.a. Élesmes) (50 18 45 N – 04 02 10 E)

General: landing ground in NE France 59 km ENE of Cambrai and 6 km NE of Maubeuge on the French-Belgian border. History: a pre-war field that was taken over by the Germans in May 40. The landing area was extended in early 1942, but then obstructed by Oct 42. Surface and Dimensions:

well-drained grass surface measuring approx. 1000 x 1325 meters (1100 x 1450 yards) with an irregular shape. No paved runway. Fuel and Ammunition: bulk fuel storage was reportedly off the NW corner.

Infrastructure: there was 1 small hangar at the NW corner with 2 small workshop-type buildings adjacent. Motor vehicle sheds were in the same location. Station HQ, offices and accommodations were in a farm and Luftwaffe-erected huts were also at the NW corner. The nearest rail connected was the Maubeuge-Charleroi line that ran by about 3.25 km S of the landing ground. Dispersal: no organized dispersal areas. Defenses: none identified.

Remarks: none.

Operational Units: III./JG 3 (May 40).

School Units: Fl.Ausbildungs-Rgt. 10 (1941-42).

Station Commands: none identified.

Station Units (on various dates): Ausb.Btl. (Offizierbewerber) d.Lw. 2 (c.May-Sep 44).

[Sources: AFHRA A5259 p.1719 (14 Aug 43) and A5260 p.2148 (14 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mazerulles (FR): see Nancy-Essey.

Méaulte (FR): see Albert-Méaulte.

Meaux-Villenoy (FR) (a.k.a. Meaux-Esbly) (48 55 37 N – 02 50 01 E)

General: former landing ground in N France approx. 36 km ENE of Paris city center and 5 km SW of Meaux town center. No record found of any

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Luftwaffe units being based here, but listed by the Luftwaffe as operational in Jun 44.

[Sources: Mattiello; AFHRA]

Melun-Villaroche (FR) (a.k.a. Villaroche, Reau) (48 36 30 N – 02 39 50 E)

General: airfield in N France 37 km SE of Paris, 14 km E of Corbeil and 8 km N of Melun.

History: taken over by the Germans in Jun 40, the Luftwaffe began 3 years of construction to turn it into a major bomber base. By Aug 42, most of the operational bomber units in the West had been transferred East or to the Mediterranean and Villaroche became home to a bomber reserve training and replacement Gruppe.

Dimensions: approx 1415 x 2470 meters (1550 x 2700 yards) with an irregular shape.

Surface and Runways: dry and well drained grass surface. Had 2 concrete runways – (1) 1600 meters (1750 yards) aligned N/S with assembly hardstands at both ends; (2) 1645 meters (1800 yards) aligned WNW/ESE with an assembly hardstand at the E end. A concrete perimeter road encircled all or a large part of the landing area. Equipped with boundary lighting, permanent runway illumination, permanent flare-path, a beam approach system and visual Lorenz systems for both runways.

Fuel and Ammunition: refueling points and loops were in or adjacent to all of the dispersal areas with bulk fuel storage probably at the NW corner near the hangars. Ammunition dumps and storage were on the edge of the Northeast dispersal area, in a wood 2.5 km to the WNW, in another wood 3 km NNW of the airfield. There was also open storage in the dispersal areas.

Infrastructure: had 1 medium hangar and 6 small hangars fronted by a servicing hardstand at the NW corner, plus 1 small repair hangar on the S boundary. Small separate workshop buildings were adjacent to the hangars at the NW corner. The villages surrounding the airfield were requisitioned by the Luftwaffe for use as accommodations, and additional billeting was provided in huts erected around these villages and in nearby farms. Two châteaux in Voisenon, 4 km S of the airfield, were taken over, one for the base staff and quarters for flying personnel, and the other for the Luftwaffe hospital. The station HQ was reportedly at the SE corner of the airfield and base admin offices and stores near the hangars in the NW corner. The nearest rail connection was at Saint-Germain-Laxis, 4 km to the SE.

Dispersal: the 4 dispersal areas – North, Northeast, Southeast and Southwest – had a total of 43 large covered aircraft shelters and 1 open shelter.

Defenses: there were 13 light Flak positions in Jun 43, several of which were mounted in Flak towers.

Satellites and Decoys:

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Melun/I (48 36 00 N – 02 38 00 E), satellite strip 2.5 km SW of Melun airfield. Consisted of 2 strips in the form of the letter "V" measuring 1370 x 320 meters (1500 x 350 yards) aligned WNW/ESE, and 1465 x 320 meters (1600 x 350 yards) aligned N/S. Under construction on 1 May 44 and not yet serviceable.

Melun/II (48 37 00 N – 02 42 00 E), satellite strip 2.5 km E of the center of Melun-Villaroche airfield. The strip measured approx. 1555 x 275 meters (1700 x 300 yards) and had a N/S alignment. Construction first noted on 1 May 44 and leveling work was underway on 25 May 44, but it was not yet serviceable. Work completed and operational at the beginning of Jul 44.

Brie-Comte-Robert (c. 48 41 N – 02 36 E), decoy 30 km SE of Paris and 10 km NNW of Melun-Villaroche airfield. A report of 20 Jun 43 stated that 2 small hangars formerly at the SW corner had been removed and the landing area returned to cultivation.

Remarks:

20 Apr 41: employed 3,194 non-German workers.

7 Jun 43: leveling work was underway for prepared strips on both sides of the N/S runway.

5 Oct 43: low-level attack – 1 x Do 217 K-1 from 10./KG 2 destroyed on the ground.

25 Nov 43: both runways, the perimeter road and the taxiways all reported to be camouflaged a dark earth color.

8 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – 1 x Ju 88 A-5 from IV./KG 2 destroyed on the ground. VIII Fighter Command *claimed* 1 x He 177 and 1 x He 111 destroyed, 5 x He 111s damaged in this attack.

28 Mar 44: bombed – 1 x Ju 88 A-12 from IV./KG 2 destroyed or damaged on the ground.

8 Apr 44: bombed - 1 x Do 217 E-4 from IV./KG 2 destroyed on the ground.

10 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – 2 (3?) x Do 217s from IV./KG 2 destroyed or damaged on the ground.

11 Apr 44: bombed - 1 x Do 217 E-4 from IV./KG 2 destroyed on the ground.

23 Apr 44: bombed 6 x aircraft from IV./KG 2 destroyed or damaged on the ground.

24 May 44: bombed by 168 B-34 Liberators.

14 Jun 44: bombed in mid-morning by 50 B-17 Fortresses – 2 x Ju 88s from III./KG 6 damaged, 3 KIA, 3 WIA, 160 hits on the runways, taxiways hit, buildings damaged and airfield rendered unserviceable.

17 Jun 44: bombed mid-day by 9 B-24s – 1 repair hangar destroyed and many craters in the N/S runway.

24 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Me 210 destroyed and 1 more damaged.

1 Aug 44: bombed by 118 B-17 Fortresses and B-24 Liberators.

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Operational Units: I./KG 51 (Jul/Aug 40 – Mar 41); Kurierstaffel 9 (Oct 40); I./KG 28 (Jun-Jul 41); III./KG 30 (Jun-Aug 41); I./KG 55 (Oct-Dec 41); I./KG 2 (Apr 42); III./KG 6 (Jun 44); Stab, II./KG 6 (Jun-Jul 44); I./KG 6 (Jun-Aug 44).

Reserve Training & Replacement Units: IV./KG 2 (Aug 42 – Apr 44).

Station Commands: Fl.H.Kdtr. E(A) 21/XII (Jul 40 – Dec 42); Fl.H.Kdtr. A 203/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 209/XII (Apr-Aug 44).

Station and Nearby Units (on various dates – not complete): Koflug Melun (Koflug 120) (Jul 40 – Mar 41); Koflug 6/XII (Apr 41 – Nov 42); Koflug 4/VII (Nov 42 – Aug 44); 4. Flugh.Betr.Kp./KG 2 (Jan 43 – Apr 44); 10.

Flugh.Betr.Kp./KG 2 (Aug 42 – Jan 43); 137. Flugh.Betr.Kp. (Qu) (c.Apr-Aug 44); Luftminen-Zug 14 (1942? – Aug 44); Luftminen-Zug 16 (Jul-Aug 44); Flughafenbereichs-Ln.-Kp. z.b.V. 18 (1943-44)?; Technische Kp. z.b.V. 1/WF (Ponthierry – 1943-44); Lw.-Feldbauamt 5/W-F (c.1940-44); Lw.-Bauleitung Melun-Villaroche (c.1940-44); Kfz.Werkstatt-Kp. (o) d.Lw. 2/WF (Nov 43); Kfz.Werkstattzug d.Lw. 116/XII (1942-44); Ldssch.Kp. d.Lw. 9/XIII (1940 - ?)?; part of I.(or II.)/Flieger-Rgt. 90 (1944).

[Sources: AFHRA A5259 pp.1720-22 (23 Jul 43 updated to 25 May 44), A5260 pp.2149-55 (23 Jul 43 updated to 1 May 44) and AFHRA A5260 amendments (20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Méneslies (FR) (c. 50 03 N – 01 30 E)

General: landing ground in NE France approx. 33.5 km ENE of Dieppe and 8.5 km E of Le Tréport. History: no record found of any Luftwaffe flying units being based here. Surface and Dimensions: grass surface.

Infrastructure: none noted.

Remarks:

Jan 42: operational using airfield code number 574.

26 Jul 42: assigned new airfield code number 273.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 2/I Paluel (c. 1941 – ?).

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

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

Mennecy (FR) (48 32 00 N – 02 29 00 E)

General: satellite strip and dispersal field in north-central France c. 38.5 km SSE of Paris city center, 16 km SW of Melun airfield, 13 km S of Bretigny airfield and 4.5 km SE of the village of Mennecy. History: built summer 1944 and serviceable in August. Surface and Dimensions: measured approx. 1280 x 230 meters (1400 x 250 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 18 Aug 44 in BNA(PRO)/AIR 40]

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Merlimont (FR) (c. 50 27 N – 01 36 E)

General: landing ground on the Channel coast in NE France approx. 7.5 km S of Étapes and 3.75 km NNE of Berck-sur-Mer landing ground. No record found of any Luftwaffe flying units being based here. Inactivated by 1942.

Remarks:

Sep 40: assigned airfield code number 376.

[Sources: Mattiello]

Merpins (FR) (45 40 40 N – 00 22 35 W)

General: satellite strip for Cognac airfield in W France 4.5 km SW of Cognac and immediately E of the village of Merpins on the S bank of the Charente River. History: laid out spring 1944 and fully serviceable on 22 Jun 44 when it was being used by Fw 200s. Surface and Dimensions: grass surface measuring approx. 2470 x 365 meters (2,700 by 400 yards).

Infrastructure: none. Dispersal: aircraft parked along a tree line on the S boundary.

Remarks: None.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1723 (24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Merville (FR) (a.k.a. Merville-Calonne) (50 37 30 N – 02 39 00 E)

General: airfield in NE France 30 km W of Lille, 10.5 km N of Béthune and 2 km S of Merville.

History: a French military airfield since 1937 and used by the RAF from Sep 39 to May 40. Taken over by the Luftwaffe in Jun 40 and extensively enlarged with the construction of three concrete runways, Flak bunkers and positions, and additional hangars and buildings. Served as a bomber base during the Battle of Britain but use fell off to almost nothing between Jun 41 and Aug 43.

Dimensions: approx. 1250 x 1600 yards) and roughly rectangular in shape.

Surface and Runways: grass surface on insufficiently drained clay soil. The 3 concrete runways measured – (1) 1645 meters (1800 yards) aligned ENE/WSW with a paved assembly area at the W end; (2) 1690 meters (1850 yards) aligned NE/SW with a paved assembly area at the S end; (3) 1600 meters (1750 yards) aligned NW/SE with a paved assembly area at both ends. The airfield was equipped with a permanent flare-path and a beam approach system. All 3 runways had permanent illumination and its own visual Lorenz system.

Fuel and Ammunition: refueling points were located on servicing hardstands at the NE corner, in the South dispersal area. Bulk fuel storage was reported to be in brickworks off the N and NE sides of the airfield. The station bomb dump was in the same brickworks.

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Infrastructure: there was 1 medium hangar and 1 small repair hangar in the North dispersal, and 1 small hangar in the South dispersal. The station motor pool was in the SW corner of the North dispersal. The station HQ, admin offices and flight control were together near the NW corner.

Personnel were accommodated in commandeered local farms, in nearby private homes, in a few barrack-type buildings at the S end of the airfield, in the village of Lestrem and in several schools in Merville. A special branch rail line from Merville served the N boundary and the North dispersal area.

Dispersal: the 2 dispersal areas – North and South – had a total of 41 aircraft shelters in Aug 43, and all of these were camouflaged to look like farm houses or small hillocks.

Defenses: Flak protection greatly reduced after summer 1941.

Satellites and Decoys:

Merville – Saint-Venant (c. 50 37 00 N – 02 33 30 E), dummy located c. 6.5 km W of Merville airfield.

Remarks:

31 Jul 43: airfield bombed by 20 8th AAF B-26 Marauders.

15 Aug 43: airfield bombed by c. 40 B-17 Fortresses – NE and SW corners of the landing area, runways cratered and 7 aircraft shelters damaged.

15 Sep 43: airfield bombed by 68 8th AAF B-26 Marauders.

21 Oct 43: nearly all of the craters seen to be filled in and the runways restored to serviceability; taxiways not yet repaired.

25 Nov 43: the medium hangar in the North dispersal seen to be damaged.

3 Feb 44: bombed – the N half of the landing area heavily cratered while the rest of the landing area seen to be unserviceable due to wet weather.

Operational Units: II./KG 4 (Jun 40); I./KG 27 (Jun 40); II./KG 2 (Nov 40 – Mar 41); I./KG 2 (Mar 41); Stab, I./SKG 210 (Apr-May 41); II./JG 2 (Oct-Nov 42); V./KG 2 (Jun-Aug 43).

Reserve Training & Replacement Units: Erg.St./SKG 210 (Apr 41 – Jan 42); Erg.St./ZG 1 (Jan 42).

Station Commands: Fl.Pl.Kdo. A 40/XI (1944 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 219/XI Monchy Breton (Apr-Aug 44).

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

[Sources: AFHRA A5259 pp.1724-26 (22 Aug 43 updated to 8 Mar 44) and A5260 pp.2156-60 (22 Aug 43 updated to 8 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Metz-Frescaty (FR) (49 04 35 N – 06 08 00 E)

General: airfield in eastern France 5 km SSW of Metz and between 2 rail lines immediately SE of Château Frescaty.

History: Frescaty was a large, well-appointed former French military air base. Used mainly by the Luftwaffe for elementary and advanced flight training.

Dimensions: approx. 1280 x 1000 meters (1400 x 1100 yards).

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Surface and Runways: firm, all-weather turf surface. No paved runways. Equipped with boundary and obstruction lighting.

Fuel and Ammunition: fuel was stored near the hangars. A former French ammunition dump was approx. 1.6 km to the N of the airfield.

Infrastructure: had 17 hangars – on the NE boundary, 1 large double bay with adjacent workshops, 6 medium, 3 small with a group of workshops to the rear; on the NW boundary, 6 medium and 1 small hangar. Some of the hangars were of reinforced concrete with metallic self-supporting roofs. Admin offices and barrack huts were off the NE boundary, and additional barracks were in a woods just NE of Château Frescaty, off the NW boundary and 1.6 km NNW of the landing area.

Dispersal: a small dispersal area with at least 4 pairs of open blast walls was at the edge of grove of trees off the W corner.

Defenses: protected by some 7 light Flak positions within 3 km of the airfield in Oct 43.

Remarks:

5 Nov 43: low-level attack – 1 x Ju 52 from I./TG 2 shot up and slightly damaged.

24 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x Bf 109s, 1 x Bf 110, 1 x Fw 190 and 1 x Ju 88 destroyed, plus 1 x He 111 damaged.

25 Apr 44: bombed by 98 B-17 Fortresses and strafed by VIII Fighter Command P-47s – 2 x Bü 131s, 1 x Fi 156, 1 x Fw 58, 22 x Fw 190s and 28 x Ju 87s from SG 103 destroyed or damaged (German sources). VIII Fighter Command claimed 9 shot up and destroyed and 4 damaged during the attack.

14 Aug 44: bombed – 14 x Fw 190Fs and Gs and 14 x Ju 87s from SG 103 destroyed or damaged (German sources).

27 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 and 1 x Fw 190 destroyed, plus 1 x Bf 109 and 1 x Ju 88 damaged.

Operational Units: Stab/NJG 4 (Apr 41 – Feb 44); 2./JGr. 200 (Aug 44).

School Units: FFS A/B 124 (Jun 41 – Nov 43); II./St.G. 101 (Feb – Oct 43); Stab and I./St.G. 101 (Oct 43); Stab and I./SG 103 (Oct 43 – May 44); II./SG 103 (Oct 43 – Aug 44); Einsatzstaffel/KG 101 (Jul – Aug 44).

Station Commands: Fl.H.Kdtr. E 30/XII (Apr, Jul 40); Fl.Pl.Kdo. A 34/XII (Jan 43 – Oct 44?); Fl.H.Kdtr. A(o) 1/XII (Apr-Jun 44); Fl.H.Kdtr. A(o) 17/VII (Jun-Oct 44).

Station Units (on various dates on or near the airfield or in Metz – not complete): Stab/3. Jagddivision (May 42 – Oct 43); Stab/4. Jagddivision (Oct 43 – Sep 44); Koflug 1/XII (Sep/Oct 42 – Jun 44); Koflug 12/VII (Jun-Aug 44); gem.Flak-Abt. 496 (Sep-Oct 44); 4./le.Flak-Abt. 758 (1944); schw.Flak-Abt. 903 (Apr 44); 3./le.Flak-Abt. 973 (1944); Stab and I. (Ln.Betr.)/Ln.-Rgt. 203 (c.Oct 42 – Sep 44); Stab and elements/Ln.-Abt. 64 (fall 41 – Oct 42); Ln.-Auswerte-Kp. z.b.V. 1 (Sep 44); Luftpark 1/XII

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(1940-44); Feldluftzeugamt 1/XII (c. 1942-44); Feldbauamt d.Lw. Metz (1940-44); Traktorenzug d.Lw. 9/XII (1944); Ldssch.Zug d.Lw. 119/XIII (? – c.Aug 44); Lw.-San.Abt. 12/VII (Jun-Aug 44); Flieger-Untersuchungsstelle 3/XIII (Jul 44).

[Sources: AFHRA A5259 pp.1727-29 (26 Oct 43) and A5260 pp.2161-65 (19 Aug 43 updated to 26 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Meulan-les-Mureaux (FR) (49 00 00 N – 01 55 55 E)

General: factory airfield in north-central France 34 km NW of Paris, 2 km SE of Meulan-en-Yvelines and 2.25 km ENE of Les Mureaux. The river Seine was immediately N of the airfield.

History: factory airfield for SNCA du Nord (Sociétés Nationales de Constructions Aéronautiques du Nord) constituted in 1936 by merging 3 French aircraft manufacturers and part of a fourth. Reportedly engaged in aircraft repair and assembly work for the Luftwaffe.

Dimensions: approx. 685 x 825 meters (750 x 900 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: refueling points were probably in front of the hangars at the SW corner.

Infrastructure: had 1 medium hangar at the NE corner, 1 medium and 1 small hangar on the N boundary, 2 medium hangars at the SW corner with workshop buildings of the SNCA du Nord factory behind them. The Paris-Mantes rail line formed the airfield's S boundary.

Dispersal: East dispersal, the only one, had approx. 20 medium open aircraft shelters.

Defenses: only 2 light Flak positions existed in Jul 43.

Remarks:

Jul 43: landing area reported to be obstructed with wooden stakes, except for a strip on the N side.

3 Sep 43: bombed by 38 B-17 Fortresses – landing area heavily cratered and unserviceable; 2 medium hangars and 4 buildings of the aircraft factory seriously damaged; the hangar at the NE corner was also damaged.

16 Sep 43: craters filled in and airfield restored to serviceability.

2/3 Mar 44: airfield bombed by 117 Halifaxes and 6 Mosquitoes from RAF Bomber Command – landing area hit and unserviceable; factory buildings and hangars of the former seaplane station severely damaged.

[Sources: AFHRA A5259 p.1731 (Jul 43) and A5260 pp.2166-69 (16 Aug 43 updated to 3 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mézières-en-Santerre (FR) (49 46 45 N – 02 34 00 E)

General: landing ground in NE France 20 km SE of Amiens and 1.2 km SE of Mézières-en-Santerre. History: built by the Germans in summer 1940, used for a year and then inactivated. Surface and Dimensions: grass

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surface measuring approx. 1190 x 1465 meters (1300 x 1600 yards) with a "V" shape. Infrastructure: no hangars, workshops or accommodations. The nearest rail connection was at Moreuil, c. 7 km to the W. Dispersal: the 2 dispersal areas – Northeast and South – had a total of 13 open aircraft shelters. Defenses: there was 1 light Flak position.

Remarks:

Sep 40: assigned airfield code number 511. Came under Koflug 19/XI (Beauvais).

26 Jul 42: assigned new airfield code number 274.

1942: landing area obstructed, dispersal empty and deteriorating, Flak position abandoned.

23 Sep 43: landing area now permanently obstructed with trenches.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 10/I (Oct 40 – Jun 41); Flugplatzkdo. of Fl.H.Kdtr. E 2/VI Rosières-en-Santerre (c. 1942 – Mar 43).

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

[Sources: AFHRA A5259 p.1732 (14 Aug 43) and A5260 pp.2170-71 (14 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Millau-Larzac (FR) (c. 49 59 20 N – 03 10 52 E)

General: landing ground in S France approx. 70 km NW of Montpellier and 15 km SE of Millau. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Millegrand-Mini (FR) (43 11 55 N – 02 29 45 E)

General: landing ground in S France 11.25 km E of Carcassonne, 4.25 km ESE of Trèbes and on the N side of a tiny hamlet named Millegrand.

History: probable satellite or dispersal field for Carcassonne airfield that was under construction in Jun 44. Surface and Dimensions: farm land measuring approx. 1050 x 185 meters (1150 x 200 yards). Infrastructure: none.

[Sources: AFHRA A5260 p.139 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mittelbronn (FR) (a.k.a. Phalsbourg, Phalsbourg-Bourscheid) (48 46 00 N – 07 12 07 E)

General: former landing ground in the northern Alsace region of E France approx. 75 km E of Nancy and 4 km W of Phalsbourg. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Modane (FR) (a.k.a. Sollières-Sardières?) (c. 45 15 N – 06 48 E)

General: landing ground in the Alps of SE France approx. 85 km E of Grenoble. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

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Mommenheim (FR) (48 45 N – 07 38 E)

General: landing ground in E France 19-20 km NNW of Strasbourg.

History: used during the retreat from France as a dispersal field for the Strasbourg area.

Operational Units: 5.(F)/Aufkl.Gr. 123 (Sep 44).

Station Commands: none identified.

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

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

Monaco (FR/Monaco) (43 45 N – 07 25 E)

General: airfield in the Principality of Monaco. History: no record found of any Luftwaffe units being stationed there.

Air Units (Regia Aeronautica): 18^o Gruppo CT (Oct 40).

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

Monchy-Breton (FR) (a.k.a. St-Pol – Monchy) (50 23 25 N – 02 26 30 E)

General: landing ground in NE France 7.5 km ENE of St-Pol and immediately S of the village of Monchy-Breton. History: originally used by the RAF during the 1939-40 period. Developed by the Luftwaffe in 1940-41 for use as a fighter field. Surface and Dimensions: grass surface measuring approx. 1100 x 1145 meters (1200 x 1250 yards) and "L" shaped. No paved runway. Fuel and Ammunition: fuel was stored adjacent to the Northeast dispersal area and there were 4 small ammunition dumps off the NE, ENE, SE and S sides of the landing ground.

Infrastructure: had 1 medium hangar in the Northwest dispersal which was connected to the landing area by a concrete taxiway. Accommodations were in barrack huts erected by the Luftwaffe in and on the outskirts of Monchy-Breton village. A branch rail line served the S boundary of the landing ground. Dispersal: the Northeast and Northwest dispersals had a total of 47 small aircraft shelters. Defenses: surrounded by 2 heavy and 8 light Flak positions in Jul 43.

Satellites and Decoys:

Monchy-Tinquette (50 20 55 N – 02 28 05 E), dummy 5 km SSE of Monchy-Breton landing ground.

Remarks:

31 Aug 43: airfield bombed and landing area cratered. These had been roughly filled in by 6 Sep.

26 Nov 43: craters from previous attacks now filled in but little sign of activity seen. Landing area still in poor condition and may be partly unserviceable.

11 Apr 44: surface of the landing area now appears improved and serviceable.

25 May 44: bombed by 9th AAF B-26 Marauders.

17 Jun 44: bombed by 52 B-17 Fortresses.

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Operational Units: I./JG 1 (May 40); I./JG 21 (May 40); II./JG 3 (May-Jun 41); 11./JG 26 (Dec 42); 5.(F)/Aufkl.Gr. 123 (Jul 43 – Aug 44).

Station Commands: Fl.Pl.Kdo. A 41/XI (Jan 43)?; Fl.H.Kdtr. E 63/XI (Apr 43? – Mar 44); Fl.H.Kdtr. E(v) 219/XI (Apr-Aug 44).

Station Units (on various dates – not complete):

[Sources: AFHRA A5259 pp.1733-35 (17 Aug 43 updated to 11 Apr 44) and A5260 pp.2172-76 (17 Aug 43 updated to 11 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Moncy (FR) (48 49 05 N – 00 41 25 E)

General: satellite airstrip for Flers landing ground in Normandy 48 km SSW of Caen, 12 km NW of Flers and 800 meters SSW of the village of Moncy.

History: leveling work to build the strip was underway in Jun 44 but by 25 Jul 44 had been abandoned. Never completed, never serviceable. Surface and Dimensions: grass surface measuring approx. 1000 x 275 meters (1100 x 300 yards). Infrastructure: none.

[Sources: AFHRA A5259 p.1736 (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mondésir (FR) (see Étampes-Mondésir).

Mons-en-Chaussée (FR) (a.k.a. Péronne) (49 52 20 N – 03 01 30 E)

General: airfield in NE France 52 km E of Amiens, 18-19 km WNW of St-Quentin and 9 km SE of Péronne between the villages of Mons-en-Chaussée and Estrées-en-Chaussée.

History: used by the RAF during 1939-40. Improved and developed by the Luftwaffe during 1940-41 with plans to use it as a bomber base, but this need no longer existed by the time it was completed and it was temporarily inactivated.

Dimensions: approx. 1465 x 1050 meters (1600 x 1150 yards) and roughly rectangular in shape.

Surface and Runways: grass on loam soil. Had 3 concrete runways – (1) approx. 1645 meters (1800 yards) aligned E/W and with prepared strips on both sides; (2) approx. 1600 meters (1750 yards) aligned NE/SW with assembly hardstands at each end and prepared strips on both sides; (3) approx. 1600 meters (1750 yards) aligned NW/SE. Construction work on the NW/SE runway began in 1941 but the surfacing work was still unfinished in mid-1943 and it was probably unserviceable. Equipped with perimeter lighting, permanent flare-path, permanent runway illumination, beam approach system and visual Lorenz systems for the airfield flare-path and for the two serviceable runways.

Fuel and Ammunition: fuel storage was at the NE corner of the airfield and in the South dispersal area. Ammunition and bomb storage was just N of the North dispersal area.

Infrastructure: very little – there was 1 small hangar in the Northeast dispersal area and workshop huts in the adjacent villages. Barrack and

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storage hut clusters had been erected in 3 of the adjacent villages and other personnel were accommodated in the villages of Monchy-Lagache, 3 km SSE, and Athies, 4 km SW. The nearest rail connection was in Mons-en-Chaussée.

Dispersal: the 3 dispersals – North, Northeast and South – had a total of 41 covered aircraft shelters.

Defenses: had 7 light Flak positions in Jul 43.

Remarks:

Nov 42: runways and landing area obstructed.

Mar 43: temporary obstructions cleared and in use by Ju 52 transports during April.

22 Jun 44: attacked by 9th AAF fighter-bombers – concentrated hits on hangars.

25 Jun 44: bombed by 12 B-24 Liberators.

14 Jul 44: bombed by 39 B-24s.

25 Aug 44: bombed and strafed by 9th AAF P-38 Lightnings – runways, hangars, buildings and fuel dumps hit.

28 Aug 44: bombed by 9th AAF bombers.

Operational Units: KGr. z.b.V. 400 (Apr 43); I./JG 5 (Jun-Jul 44); II./JG 26 (Aug 44).

Station Commands: Fl.Pl.Kdo. A 37/XI (1943 – Mar 44); Flugplatzkdo. Mons-en-Chaussée of Fl.H.Kdtr. E(v) 230/XI Clastres (Apr-Aug 44).

Station Units (on various dates – not complete): gem.Flak-Abt. 654(v) (Péronne – 1944); 18.(Flum.Mess)/Ln.-Rgt. 52 (Péronne - c.1943 – Aug 44).

[Sources: AFHRA A5260 pp.2246-48 (18 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montardon (FR) (a.k.a. Balat) (43 21 30 N – 00 20 10 W)

General: landing strip in SW France 5.5 km E of Pau-Pont Long airfield, 1.25 km SE of Montardon and immediately SW of the Hamlet of Romas. History: built Jun-Jul 44 as a satellite or dispersal strip for Pau airfield. Gaps had been cut in hedges around the field for parking and concealing aircraft.

Surface and Dimensions: farm land measuring approx. 1190 x 230 meters (1300 x 250 yards). Infrastructure: none.

[Sources: AFHRA A5260 p.139 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montargis (FR) (a.k.a. Vimory) (47 57 40 N – 02 41 11 E)

General: landing ground in N France 63 km E of Orléans, 5.5 km SW of Montargis and 2 km NNE of the village of Vimory. History: no record found of operational use by Luftwaffe air units. Believed to have been returned to cultivation or blocked with obstacles in 1941-42.

Station and Town Units (on various dates – not complete): Stab III. (Flum.Mess)/Ln.-Rgt. 57 (Montargis, c.Mar-Aug 44).

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

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Montbard-Touillon (FR) (c. 47 37 N – 04 20 E)

General: landing ground in C France approx. 61 km ESE of Auxerre. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Montbéliard (FR) (a.k.a. Arbouans, Courcelles) (c. 47 29 11 N – 06 47 29 E)

General: landing ground in E France 59 km W of Basel/Switzerland; airfield c. 4 km S of Montbéliard and just W of the suburb of Arbouans. History: no record found of operational use by Luftwaffe air units, but listed as operational in June 1944.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flieger-Rgt. 91 (Aug 44).

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

Montbrison-Unias (FR) (c. 45 36 N – 04 03 E)

General: landing ground in south-central France approx. 62 km WSW of Lyon. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Montcornet (FR) (a.k.a. Clermont-les-Fermes) (49 40 N – 03 56 E)

General: landing ground in NE France c. 29 km NE of Laon and approx. 5 km SW of the village of Montcornet. History: no record found of operational use by Luftwaffe air units. Returned to cultivation or obstructed in 1941-42.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 17/XII (Jun 40).

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

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

Mont-de-Marsan (FR) (43 54 50 N – 00 29 45 W)

General: airfield in SW France 105 km S of Bordeaux; airfield 2.5 km NNE of the town of Mont-de-Marsan.

History: a pre-war French civil airport, the Luftwaffe initially used it for fighter training, and from 1943 expended considerable resources to develop it into a major coastal airfield for maritime reconnaissance operations over the Bay of Biscay and the eastern Atlantic by long-range aircraft.

Dimensions: approx. 1830 x 1100 meters (2000 x 1200 yards) and irregular in shape. A French report of 1 Jul 44 gives the dimensions as 1800 x 1710 meters.

Surface and Runways: grass surface on sandy sub-soil. Had 1 concrete runway approx. 1830 meters (2000 yards) in length with a paved assembly apron at each end. The runway was aligned E/W across the landing area. The original 500-meter (550 yards) runway was used as a taxiway after the

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new runway was completed. There was also a concrete perimeter track around the landing area and wide taxi tracks that connected the SW hangar group to the landing area. Equipped with permanent lighting for the runway, perimeter lighting, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: refueling loops were located at the NE and SE corners, and on the S and W boundaries. Bulk fuel storage dumps were about 1 km SSW of the landing area and near the hangars at the NE corner. At least 4 ammunitions stores and dumps were situated off the perimeter adjacent to rail lines and roads.

Infrastructure: had a total of 5 hangars – 2 medium and 1 small at the NW corner, and 1 large and 1 medium off the S boundary near the SW corner. Additional workshops were at the NW corner. Station admin buildings and stores were on the W boundary and the nearest barracks were 2.5 km S of the airfield with other personnel being billeted in Mont-de-Marsan. The nearest rail connection was the Brogas – Mont-de-Marsan line which passed within 460 meters (500 yards) of the W end of the runway.

Dispersal: there were 3 dispersal areas – Northeast, South and Northwest with a total of 11 very large aircraft shelters, 28 large, 5 small plus 12 aircraft parking sites. Taxi tracks were cut through the woods in early 1944 to extend them out to a distance of some 3.25 km from the airfield boundary.

Defenses: in Jan 44 the airfield was protected by 8 light Flak positions with 4 to 6 guns each, of which at least one was emplaced in a Flak tower, and at least 3 machine gun strongpoints or bunkers along the base perimeter.

Remarks:

20 Oct 40: operational.

20 Apr 41: employed 113 non-German workers, a very small number compared to other Luftwaffe air bases in France.

24 May 43: advisory issued – extensive construction work underway on the E and W sections of the landing area. The paved runways were only to be used for taxiing at this time.

6 Jan 44: foundations for what may be a new medium hangar had been laid in woods off the SW corner. The hangar was completed by April.

27 Mar 44: airfield bombed by 47 B-24 Liberators.

5 Apr 44: a new medium hangar has been completed in the woods off the SW corner and is connected to the landing area by a wide taxi track to the W end of the runway.

25 May 44: preliminary ground work indicated possible plans to extend the runway to the W across the Mont-de-Marsan – Brocas road. If completed, it would provide a runway length of approx. 2285 meters (2500 yards).

Operational Units: I./JG 2 (Oct 40); II./JG 2 (Oct 40, Oct 42); III./JG 2 (Oct 40); Stab, 1., 2./Fernaufklärungsgruppe 5 (Jun 43 – Aug 44); II./JG 26 (May-Jun 44); Wekusta 2 OKL (Jul 44).

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Reserve Training & Replacement Units: 1./Erg.JGr. West (Feb 42 – Apr 43).
Station Commands: Fl.H.Kdtr. E 40/XIII (c.Nov 40 – Mar 44); Fl.H.Kdtr. E(v) 235/XII (Apr-Aug 44).

Station Units (on various dates – not complete): gem.Flak-Abt. 497 (1944 – May 44); gem.Flak-Abt. 175 (Mar-Aug 44); Lw.-Bauleitung Mont-de-Marsan (c.1940-44); Munitionsausgabestelle d.Lw. 19/XII (Feb 44 - ?); elements of Division Gen. Göring (c.Jul-Nov 42).

[Sources: AFHRA A5259 pp.1737-38 (25 May 44); A5260 pp.2177-78, 2189-91 (9 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montdidier (FR) (c. 49 40 25 N – 02 34 00 E)

General: airfield in NE France 90 km NNE of Paris and 2.8 km N of Montdidier.

History: an existing landing ground, it was continuously enlarged and improved after the Germans took it over in Jun 40. Most of the heavy construction, such as the concrete runways, took place between Jan 41 and May 43 during which no units were stationed there.

Dimensions: not found.

Surface and Runways: grass surface. There were 3 concrete runways on the E side of the landing area – (1) approx. 1690 meters (1850 yards) aligned NE/SW; (2) approx. 1645 meters (1800 yards) aligned NNW/SSE; (3) approx. 1370 meters (1500 yards) aligned E/W. All 3 runways were equipped with permanent illumination and visual Lorenz systems. The airfield had obstruction lighting, a permanent flare-path and a beam approach system.

Fuel and Ammunition: refueling loops were located in all 4 dispersal areas and underground fuel tanks were on the W boundary. There was a large ammunition dump 2.8 km NE of the airfield on the E side of the Fignières Woods and a bomb dump on the SW outskirts of Fignières. A small ammunition storage site was located 1.1 km N of the landing area.

Infrastructure: sparse - had just 1 hangar in the Northeast dispersal area that was used for repairs. The station HQ was reportedly located in Forestel Farm off the SW side of the airfield. Personnel were believed to have been accommodated in the village of Fignières.

Dispersal: aircraft shelters were erected around the edge of several small woods off the airfield boundaries to the Northeast, Southeast, Southwest and Northwest and were particularly well camouflaged. A total of 37 shelters were available in Aug 43.

Defenses: surrounded by 4 heavy and approx. 12 light Flak positions out to a radius of 2.5 km plus numerous antiaircraft machine gun pits. Ground defenses consisted of 7 reinforced strongpoint bunkers, slit trenches, barbed wire and road blocks on all roads approaching the airfield.

Remarks:

Sep 40: assigned airfield code number 512.

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26 Jul 42: assigned new airfield code number 275.

24 Oct 43: bombed by 36 9th AAF B-26 Marauders – runways and landing area cratered and unserviceable.

3 Nov 43: repairs on the runways not yet completed but the off-runway landing area once again serviceable.

25 Nov 43: repair work completed and all 3 runways again serviceable, although a few rough spots still existed. A new East dispersal was under construction in fields off the E end of the E/W runway.

20 Dec 43: the Northeast and Northwest dispersals were being extended and 2 new aircraft shelters built in each.

3 Mar 44: bombed by 9th AAF B-26 Marauders – 3 x Ju 188s from I./KG 66 destroyed. Although the concrete runways remained serviceable, the landing area was bisected by fragmentation bomb craters and rendered temporarily unserviceable. Work to erect more aircraft shelters in the East dispersal area was seen to be continuing.

18 Apr 44: 10 new open aircraft shelters seen to be under construction in the East dispersal area giving it a total of 21 when completed.

26 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 destroyed and 1 more damaged.

8 May 44: low-level attack by RAF Spitfires – claimed 1 x Ju 88 (or 188) destroyed and 1 x damaged.

30 Jun 44: bombed by 39 B-17 Fortresses.

14 Jul 44: bombed by 54 B-24 Liberators.

Operational Units: I./KG 1 (Jul 40 – Jan 41); I./KG 66 (Jun 43 – Mar 44, Jun-Aug 44); I./JG 5 (Jun 44).

Station Commands: Fl.H.Kdtr. E 41/XI (Jul 40 – 1942?); Fl.PI.Kdo. A 35/XI (Mar 43); Fl.H.Kdtr. E 5/XI (1943 – Mar 44); Fl.H.Kdtr. E(v) 223/XI (Apr-Aug 44).

Station Units (on various dates – not complete): Flak-Rgts.Stab FAS I (Jul 44); schw.Flak-Abt. z.b.V. 11500 (Jul 44).

[Sources: AFHRA A5259 pp.1739-46 (12 Aug 43 updated to 18 Apr 44) and A5260 pp.2179-88, 2192-94 (12 Aug 43 updated to 18 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montebourg (FR) (c. 49 29 N – 01 22 W)

General: landing ground on the Cotentin Peninsula in NW France approx. 24.5 km SE of Cherbourg. No record found of use by the Luftwaffe. Listed as operational in early June 1944.

[Sources: Mattiello]

Montecouvez (FR) (Crèvecoeur-sur-l'Escaut) (50 06 N – 03 14 E)

General: landing ground in NE France 8 km S of Cambrai. History: used by Luftwaffe fighter units during the last week of May and the first week of June 1940, but no record found of any use after that. Surface and

Dimensions: grass surface. Infrastructure: none noted.

Operational Units: I., II./JG 3 (May-Jun 40); Stab/JG 77 (May-Jun 40).

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Station Commands: none identified.

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

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

Montélimar (FR) (a.k.a. Montélimar-Ancône, Ancône) (44 35 55 N – 04 44 15 E)

General: landing ground in SE France 41 km SSW of Valence, 3 km NNW of Montélimar and immediately E of the town of Ancône. History: a pre-war civil airport that was not developed and made fully operational by the

Luftwaffe until spring 1944. Surface and Dimensions: grass surface measuring approx. 1100 x 1000 meters (1200 x 1100 yards). No paved runway. A narrow perimeter road encircled the landing area. Fuel and

Ammunition: fuel was stored on the W boundary. Infrastructure: had 1 medium hangar with a paved apron and a small group of workshop buildings on the W boundary. The nearest rail connection was in Montélimar.

Dispersal: no organized dispersal facilities prior to the beginning of 1944 (see below). Defenses: there were 2 unoccupied light Flak positions in early 1944.

Remarks:

3 Feb 44: the surface of the landing area has been improved and the clearing of surrounding hedges and brush may indicate plans to extend the landing area. A new remote Southwest dispersal area was under construction and already had 31 aircraft parking sites in Jan 44.

23 Apr 44: clearing and leveling work was underway to extend the landing area at the S end and near the NE corner.

29 May 44: buildings have been removed off the NE corner to permit leveling for the extension and 5 open aircraft shelters are being built in the Southwest dispersal.

16 Jul 44: the Southwest dispersal now has 10 large open aircraft shelters, 10 more under construction and 9 parking hardstands.

13 Aug 44: airfield dive-bombed and shot up by 64 15th AAF P-38s and P-51s – *claimed* 2 x Ju 88s damaged with hits on the control tower and Flak positions.

Operational Units: KGr. z.b.V. 25 (Sep 43).

School Units: parts of Flieger-Rgt. 71 (1942); Flieger-Rgt. 63 (1944).

Station Commands: Flugplatzkdo. Montélimar (Apr 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 241/XII Orange – Plan de Dieu (Jul-Aug 44).

Station Units (on various dates – not complete): two Züge of 2. FBK/KG 26 (Aug 44); parts of gem.Flak-Abt. 343 (Aug 44); parts of gem.Flak-Abt. 592(v) (Aug 44); parts of schw.Flak-Abt. 677(v) (Aug 44).

[Sources: AFHRA A5260 pp.140-41 (17 Jun 43 updated to 16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mont-Louis (FR) (a.k.a. La Quillane, La Llagonne?) (c. 42 30 N – 02 07 E)

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General: landing ground in the foothills of the Pyrenees 67 km WSW of Perpignan and in a valley adjacent to the citadel town of Mont-Louis, which sits at an elevation of c. 1585 meters (5,200 ft.). History: no record found of use by the Luftwaffe. Surface and Dimensions: grass or dirt surface? Infrastructure: no information found.

Remarks:

13 Mar 44: ordered destroyed by Qu./Feldluftgaukdo. W/F and its destruction reported to Koflug Carcassonne.

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

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

Montluçon (FR) (a.k.a. Montluçon- Domérat) (46 21 20 N – 02 34 20 E)

General: landing ground in C France 4 km WNW of Montluçon and 3.25 km ESE of the town of Domérat. History: no evidence found of any use by the Vichy Air Force or the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 640 x 640 meters (700 x 700 yards). No paved runway. Infrastructure: had 2 medium hangars, an aero club building and 10 barrack huts at the NE corner. Additionally, there were 11 barrack huts on the S boundary and another group of barrack huts off the E boundary. The nearest rail connection was in Montluçon. Dispersal: no organized dispersal facilities. Defenses: no Flak positions reported.

Remarks:

28 Apr 43: landing area obstructed by a network of rough plowing and small portable barricades.

16 Dec 43: landing area remains permanently obstructed and 4 huts have been removed from the camp on the E boundary.

[Sources: AFHRA A5260 pp.142-43 (17 Jun 43 updated to 16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montmarquet (FR) (c. 49 48 N – 01 47 E)

General: landing ground in NE France approx. 38 km WSW of Amiens. No record found of any Luftwaffe units being based here.

Remarks:

Jan 42: operational using airfield code number 576. Came under Fl.H.Kdtr. E 42/XI (Poix/Nord).

Jun 44: listed as operational in Luftwaffe documents.

[Sources: Mattiello]

Montpellier (FR) (a.k.a. Montpellier-Frejorgues) (c. 43 34 50 N – 03 57 45 E)

General: airfield near the coast in S France 127 WNW of Marseille and 7.7 km ESE of Montpellier.

History: construction began in 1938 and was substantially completed by 1940. A fighter group and a reconnaissance squadron were based there during the Vichy years, 1940-42. After it was taken over by the Luftwaffe,

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it was used by torpedo bombers and long-range maritime reconnaissance aircraft.

Dimensions: 1,280 x 1,140 meters (1400 x 1250 yards). The landing area was being extended to the NW in August 1943.

Surface and Runways: 685 meters (750 yards) of a concrete runway had been completed by March 1942 before a lack of materials forced the work to stop. Plans called for a 1,690 meter runway. Otherwise, an artificially drained grass surface. A perimeter road was under construction in Dec 42. Equipped for night landings with a beam approach system.

Fuel and Ammunition: fuel in large underground storage tanks, water, ammunition (6 dumps by May 44), communications, machine gun registration range and other amenities were available.

Infrastructure: there were 2 triple-span medium hangars, 2 small hangars and a large workshop building along the W boundary. Along the E boundary were 6 medium hangars and 1 small repair hangar. Barracks, station HQ, administrative offices, motor pool with garages, dispensary and the station cinema were grouped in the SW corner behind the hangars. Underground fuel storage in the East dispersal area and a munitions dump behind the hangars off the E boundary were built by the Germans in 1943. By May 1944, there were 4 separate munitions dumps with two more under construction. Nearest rail connection 6.5 km NNW of the airfield.

Dispersal: two areas, North and East, had a total of 12 medium covered aircraft shelters and 20 medium open shelters in Oct 43.

Defenses: had 1 heavy Flak position with 6 guns and 16 light Flak positions, some of which had more than one gun (28 Oct 43).

Satellites and Decoys:

Montpellier/I (43 36 00 N – 03 59 00 E), satellite strip 2 km NE of Montpellier airfield. Measured approx. 1280 x 185 meters (1400 x 200 yards). Built late spring/early summer 1944 and serviceable by July.

Remarks:

May/Jun 43: RAD units were brought in to complete any construction work needed for occupancy by KG 26.

27 Jan 44: 71 15th AAF B-17 Fortresses bombed the airfield scoring moderate to heavy cratering of the landing area while destroying numerous buildings and hangars, The airfield was rendered temporarily unserviceable and 1 x Ju 87A from Luftdienstkdo. Westfrankreich was damaged on the ground.

4 May 44: the North dispersal area now has a refueling loop.

27 May 44: bombed by 139 15th AAF B-24 Liberators dropped 263 tons of bombs on the airfield – 2 x Ju 88s belonging to III./KG 26 destroyed on the ground and 2 more damaged; airfield runway and landing area were cratered and left unserviceable for 3 days; hangars, warehouses, admin buildings, vehicles and a bomb dump were hit and damaged; 1 KIA and 1 badly wounded.

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Operational Units: 1.(F)/Aufkl.Gr. 33 (intermittently Jan 43 – Jan 44); 3.(F)/Aufkl.Gr. 33 (Nov 42 – Jun 43); 1.(F)/Aufkl.Gr. 122 (Jun-Jul 43); III./KG 26 (Jun 43 – mid-Aug 44); Stab/KG 26 (Jan-May 44).

Reserve Training & Replacement Units: IV./KG 77 (Nov 42 – May 43).

Station Commands: Fl.H.Kdtr. E 11/XI (c.Sep 41 – Jan 43); Fl.H.Kdtr. A 223/XII (Feb 43 – Mar 44); Fl.H.Kdtr. E 243/XII (Apr-Aug 44).

Station Units (on various dates – not complete): 10. Flugh.Betr.Kp. KG 77 (Nov 42 – Jan 43); 4. Flugh.Betr.Kp. KG 77 (Jan-May 43); Flugh.Betr.Kp. (S) 4 (Apr, May 44); Lufttorpedo-Betr.Kp. 2 (Jul 44); le.Flak-Abt. 691(v) (1942-43); elements of Flakscheinw.Abt. 692 (Dec 42 – early 43)?; elements of schw.Flak-Abt. 693 (Dec 42 – early 43)?; le.Flak-Abt. 741 (May-Jul 44); gem.Flak-Abt. 901 (Mar-Aug 44); Flakwaffen-Instandsetzungswerkstatt (o) 106/XII (1943-44); Flak-Geräteausgabestelle (o) 106/XII (1943); elements of 10.(Funkh.)/Ln.-Rgt. 3 (1943 – Aug 44); 6.(Flugm.Mess or Flugm.Leit)/Ln.-Rgt. 51 (Lattes – Sep 43 – Aug 44); 19.(Flugm.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (Dec 42 – Aug 44); I./Flieger-Rgt. 71 (1943-44); Wetterberatungszentrale (mot) d.Lw. 52/WF (1943-44).

[Sources: AFHRA A5260 pp.144-48 (18 Feb 43 updated to 4 May 44) and A.I.2.(b)/Air Ministry Amendment dated 15 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montreuil (FR) (c. 50 28 N – 01 46 E)

General: landing ground in NE France 30 km SSE of Boulogne. History: no record found of use by Luftwaffe air units. Returned to cultivation or obstructed in 1941-42. Surface and Dimensions: grass surface.

Infrastructure: none noted.

Satellites and Decoys:

Montreuil – Saint-Nicolas (50 26 40 N – 01 47 50 E), dummy 4 km NW of Montreuil landing ground.

Remarks:

Sep 40: assigned airfield code number 394. Came under Koflug 8/III (Saint-Omer).

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Sanitätsbereitschaft (mot) d.Lw. 6/XIII (Montreuil, Jun 40).

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

Montsaon (FR) (a.k.a. Chaumont) (48 04 30 N – 05 02 45 E)

General: landing ground in E France 75 km ESE of Troyes, 8 km WSW of Chaumont and 1.2 km SE of Montsaon. History: a French wartime landing ground that was refurbished by the Germans and then placed in reserve.

Surface and Dimensions: grass surface measuring approx. 885 x 1100 meters (970 x 1200 yards) and irregular in shape. No paved runway. Fuel and Ammunition: had underground fuel storage on the W boundary and at

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the SE corner. Infrastructure: there was a group of huts 1.2 km to the NE and a few small huts at the NE and SE corners of the landing area. Personnel were probably billeted in the surrounding villages. The nearest railway stop was in Villiers-le-Sec, 4 km N of the landing ground. Dispersal: no organized dispersal facilities.

Remarks:

1942-43: landing area observed to be temporarily obstructed with portable sawhorses and tripods.

Operational Units: none identified.

Station Commands: none identified.

Station and Town Units (on various dates): I./Ln.-Ausb.Rgt. 302 (summer 42 – c.Aug 44).

[Sources: AFHRA A5259 p.1517 (27 Oct 43) and A5260 pp.1871-72 (27 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Montsûrs (FR) (a.k.a. Montsûrs-la-Chapelle-Rainsouin) (c. 48 08 N – 00 33 W)

General: former landing ground in NW France approx. 17 km NE of Laval. No record found of any Luftwaffe flying units being based here. Possibly used as a dispersal field for Laval. Listed as operational in June 1944.

[Sources: Mattiello]

Morains (FR) (48 48 00 N – 03 59 00 E)

General: satellite strip and dispersal field in E France 17 km SSW of Villeneuve-Vertus landing ground and 2.5 km SSW of the village of Morains-le-Petit. History: built late spring/early summer 1944 and became serviceable in July/August. Surface and Dimensions: measured approx. 1740 x 365 meters (1900 x 400 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 14 Aug 44 in BNA(PRO)/AIR 40]

Morainville (FR) (48 22 00 N – 01 50 00 E)

General: satellite strip and dispersal field in NW France 18.5 km W of Etampes-Mondesir airfield and immediately S of the village of Morainville.

History: still being developed in Aug 44 and not yet serviceable. Surface and Dimensions: not found. Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Aug 44 in BNA(PRO)/AIR 40]

Moreuil-Hangest (FR) (a.k.a. Hangest) (49 44 00 N – 02 35 00 E)

General: satellite strip or dispersal field in NE France for Montdidier and Rosières-en-Santerre airfields and located 7.25 km N of Montdidier airfield.

History: the southern strip was built by the French in 1939-40 and subsequently used by the Luftwaffe as a dummy. The northern strip was still under construction in Jul 44 but one section of it was probably serviceable in early Jul 44. Surface and Dimensions: there were 2 landing areas in close proximity to each other measuring approx. 1830 x 915 meters

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(2000 x 1000 yards) for the northern strip and 1600 x 1050 meters (1750 x 1150 yards) for the southern one. Infrastructure: none noted.

Remarks:

Jan 42: operational using airfield code number 571.

26 Jul 42: assigned new airfield code number 281 S.

Operational Units: I./KG 66 (Aug 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 2/VI Rosières-en-Santerre (1942 – Mar 43).

[Sources: AFHRA A5260 amendments (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Morez-Morbier (FR) (c. 46 31 N – 06 01 E)

General: former landing ground in east-central France approx. 38 km NNW of Geneva/Switzerland. No record found of any Luftwaffe flying units being based here. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Morgny (FR) (a.k.a. Bezu-la-Foret) (49 23 N – 01 34 E)

General: landing ground in N France 38 km E of Rouen. History: used only for a few days by the Luftwaffe during the sweep across northern France in June 1940. Subsequently returned to cultivation or obstructed.

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

Operational Units: Stab, II./JG 26 (Jun 40).

Station Commands: none identified.

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

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

Morhange (FR) (c. 48 55 N – 06 38 E)

General: former landing ground in E France approx. 40 km SE of Metz. No record found of any Luftwaffe flying units being based here. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Morlaix (FR) (a.k.a. Ploujean, Marechal Foch) (48 36 15 N – 03 50 00 W)

General: airfield in NW Brittany 3.25 km NNE of Morlaix and 1.25 km E of the village of Ploujean.

History: extended and improved by the Luftwaffe from occupation in Jun 40 to spring 1941. Used moderately by fighters and bombers until Feb 42 and then very little after that.

Dimensions: approx. 1235 x 870 meters (1350 x 950 yards) and roughly rectangular in shape.

Surface and Runways: artificially drained turf surface. Had 1 concrete runway measuring approx. 1235 meters (1350 yards) and aligned NE/SW. Assembly hardstands were at each end and a perimeter road encircled the landing area. Equipped with boundary lighting, permanent runway

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illumination, permanent flare-path, beam approach and visual Lorenz systems.

Fuel and Ammunition: refueling loops were at the NW corner and on the E and W boundaries. Bulk fuel was brought in by barge and then taken by fuel truck to the airfield. The main ammunition dump was approx. 455 meters (500 yards) N of the NE boundary.

Infrastructure: had 1 small hangar on the S boundary and 1 small repair hangar in the West dispersal. The station motor pool and garages were at a road junction 1.6 km to the SSW. Most of the main airfield buildings were in a group near the SE corner with the station HQ probably in the Château Trefeunteuniou. Aircrew were billeted on the outskirts of Morlaix while other personnel were housed in a local college and in an old leather tannery. There were also barrack huts in a group 1.6 km SSW of the airfield in the same location as the motor pool. The nearest rail connection was in Morlaix.

Dispersal: the 4 dispersal areas – South, East, West and Northwest – had a total of 32 large and 25 small aircraft shelters in May 43.

Defenses: there were 3 heavy and 10 light Flak positions around the airfield in May 43. The airfield was also surrounded by a belt of barbed wire with numerous reinforced bunkers at strategic points around the perimeter.

Satellites and Decoys:

Morlaix-Plouigneau (??), dummy 8 km ESE of Morlaix airfield.

Remarks:

20 Apr 41: employed 490 non-German workers.

25 Nov 41: airfield bombed by 6 RAF Blenheims.

16 May 43: airfield bombed by 12 RAF Venturas.

1 Jun 43: the runway and landing area were camouflaged with a complicated pattern of painted hedges and roads to offer the appearance of the local countryside.

9 Oct 43: airfield bombed – runway and landing area cratered and numerous hits among buildings off the SE corner.

24 Oct 43: runway and landing area craters filled in and airfield serviceable; the race course 2.5 km SE of the airfield seen to be obstructed by plowing.

9 Jun 44: ordered destroyed by Feld-Luftgaukdo. Westfrankreich.

14 Jun 44: Morlaix now permanently obstructed – mines detonated on the runway and the landing area plowed and unserviceable.

Operational Units: III./JG 77 (Feb-Mar 41); II./JG 26 (Apr-May 41); KGr. 106 (Nov 41 – May 42); I./JG 2 (Dec 41 – Feb 42); 2./NAGr. 13 (May-Jun 43).

Station Commands: Fl.H.Kdtr. E 73/III (Jul 40); Fl.H.Kdtr. E 61/XIII (Jul 40 – Jun 44); Fl.H.Kdtr. E(v) 233/VII (Jul 44).

Station Units (on various dates – not complete): Koflug Morlaix (a.k.a. Koflug 1202) (Jul 40 – Mar 41); Koflug 10/XII (Apr 41 – Aug 44); elements of gem.Flak-Abt. 292 (1941-43); 9.(Flum.Mess)/Ln.-Rgt. 54 (1943 – Jul 44);

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Stab VI.(Flum.Funk)/Luftgau-Nachr.Rgt. 12 (1941 – c.Apr 43); 24. (Flum.Funk)/Luftgau-Nachr.Rgt. 12 (1941 – c.Apr 43); Lw.-Feldbauamt 7/W-F (c.1940-44); Lw.-Bauleitung Morlaix and N III Morlaix (c.1940-44); elements of Lw.-Bau-Btl. 6/XII (Apr 42); elements of Lw.-Bau-Btl. 1/XIII (Feb, May 41); Lw.-Bau-Btl. 19/XVII (Jan 41); Lw.-Bau-Gerätezug 6/VIII (Aug 40 - ?); Nachschub-Kp. d.Lw. 8/VII (Jan 41); Nachschub-Kp. d.Lw. 20/XI (1942-43/44); Kfz.Werkstatt (o) d.Lw. 117/XII (1943-44); Kleine Zahnstation d.Lw. 8/XII (Nov 43); Lehr- u.Ausb.Kdo. I./Flieger-Rgt. 90 (May/Jun 44).

[Sources: AFHRA A5259 pp.1747-49 and A5260 pp.2195-99 (1 Jun 43 updated to 14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Moulins-Montbeugny (FR) (a.k.a. Moulins-Peteloup) (46 32 10 N – 03 25 35 E)

General: emergency landing ground in C France 99 km SE of Bourges, 8 km SE of Moulins and 5 km W of Montbeugny. History: a former French private airfield with no record of use by the Luftwaffe. By mid-1943 it had been obstructed by plowing and the E side had been returned to cultivation. Surface and Dimensions: grass surface measuring approx. 595 x 505 meters (650 x 550 yards). Infrastructure: had a small hut at the SE corner.

Remarks:

Jun 44: listed by the Luftwaffe as operational.

[Sources: AFHRA A5260 p.2472 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mourmelon (FR) (Mourmelon-le-Grand) (49 08 N – 04 21 E)

General: landing ground in NE France 28-30 km SE of Reims, 22.25 km N of Chalons-sur-Marne and 2-3 km E of Mourmelon-le-Grand town center. History: a French military landing ground and air park in 1939-40, it was little used by the Luftwaffe and by mid-1942 had been inactivated and obstructed. Reopened in mid-1943. Surface and Dimensions: all-weather grass surface on clay soil measuring approx. 1190 x 1100 meters (1300 x 1200 yards). No paved runway. Fuel and Ammunition: both available. Infrastructure: had 1 large, 3 medium and 8 small hangars at the NW corner. Station HQ and offices were near the hangars. Accommodations and other space was available at the very large French Army base off the boundary of the landing ground. A branch rail line served the landing ground. Dispersal: bays for parking aircraft were cut into a tree line off the S end of the landing area. Defenses: none identified in Aug 43.

Remarks:

20 Apr 41: employed 166 non-German workers.

1942: landing area obstructed.

4 Sep 43: obstructions have been removed and landing ground again in use.

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28 Jun 44: bombed by approx. 30 aircraft – 1 hangar completely destroyed, 3 hangars severely damaged and 2 more hangars slightly damaged.

12 Aug 44: bombed by 75 B-24 Liberators.

Operational Units: Kurierstaffel 13 (Jun-Sep 43)?;

17./Fliegerverbindingsgeschwader 2 (Oct 43 – 1944); Transportstaffel II./Fliegerkorps (1944 – Jul 44).

School Units: Kampfschule d.Lw. Mourmelon (probably at the nearby Truppenübungsplatz Mourmelon).

Reserve Training & Replacement Units:

Artilleriefliegerkdo./Erg.Nahaufkl.Gr. (1943-44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 212/XII St-Dizier (Apr-Aug 44).

Station Units (on various dates – not complete): Flak-Rgts.Stab 122 (Jul 44); elements of gem.Flak-Abt. 122 (Jul 44); gem.Flak-Abt. 599 (Aug 44); Lw.-Bauleitung Mourmelon (c.1940-44).

[Sources: AFHRA A5259 pp.1750-51 (20 Aug 43) and A5260 pp.2200-01 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mülhausen (FR) (Mulhouse-Habsheim) (47 44 35 N – 07 25 55 E)

General: landing ground in E France 7.5 km E of Mulhouse and 2 km NE of Habsheim. History: a former French civil landing ground that was extended by the Luftwaffe during 1941-42. Used very little if at all.

Surface and Dimensions: all-weather sand and gravel surface measuring approx. 1100 x 915 meters (1200 x 1000 yards). No paved runway.

Infrastructure: no hangars or workshops, but there was an extensive group of barrack huts off the W boundary and a smaller group of barrack huts off the NW corner. There was also a single hut on the E boundary. There were 2 railway stations close to the W boundary. Dispersal: no organized dispersal facilities. Defenses: none identified.

Remarks:

Aug 43: operational using airfield code number 757.

27 Apr 44: all barrack huts off the NW corner have been removed and there is no activity.

Operational Units: elements of 5.(F)/Aufkl.Gr. 123 (Sep 44); elements of Sonderstaffel Kaatsch (Sep 44)?

Station Commands: none identified.

Kommandant (not complete): Obstlt. Hans Rose (? - ?) 6/42.

Station and City Units (on various dates – not complete): schw.Flak-Abt. 357(o) (1943-45)?; gem.Flak-Abt. 481(v) (1945); Heimat-Flak-Btr. 240/VII (1944).

[Sources: AFHRA A5260 pp.2202-04 (19 Aug 43 updated to 27 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Muret (FR) (43 27 00 N – 01 15 50 E)

General: landing ground in SW France 22.5 km SW of Toulouse city center, 14 km SW of Toulouse-Francazal airfield and 5.25 km WSW of the town of

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Muret. History: a pre-war landing ground rehabilitated in May-Jun 44 with leveling and drainage work. No record found of subsequent occupancy by Luftwaffe units. Surface and Dimensions: farm land measuring approx. 1325 x 1000 meters (1450 x 1100 yards) with an irregular shape. No paved runway. Infrastructure: none. Dispersal: no organized dispersal facilities. Defenses: none noted.

[Sources: AFHRA A5260 p.149 (4 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

N

Nancy (FR) (48 41 N – 06 10 E)

Lw. City Garrison and Station Units (on various dates – specific airfield not identified): Stab/XI. Fliegerkorps (Feb 44); Transportfliegerführer 2 (Aug 44); gem.Flak-Abt. 593(v) (Aug-Sep 44); Stab/Ln.-Ausbildungs-Div. (Oct 42 – Aug 44); Stab/Ln.-Ausb.Rgt. 5 (fall 42 – Aug 44); Stab III./Ln.-Ausb.Rgt. 5 (fall 42 – Aug 44); Kfz.Bestände-Bezirk d.Lw. 5/XII A (May 44); 2./Flughafenschutz-Rgt. Westfrankreich (c.fall 43 – Aug 44); II./Flieger-Rgt. 32.

Nancy-Azelot (FR) (a.k.a. Lupcourt) (48 35 40 N – 06 14 35 E)

General: landing ground in E France 13 km SSE of Nancy; 2 km S of Lupcourt and 1 km NE of Azelot.

History: used by the French Air Force to Jun 40 then plowed up and made unserviceable. Ditches later filled in but landing area temporarily blocked with obstructions. Rehabilitated in spring 1944 for use as a dispersal field for Nancy-Essey.

Dimensions: approx. 1190 x 915 meters (1300 x 1000 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: refueling points were on the SW boundary.

Infrastructure: no hangars or workshops, but there was an accommodations hut at the N corner of the landing area. HQ and staff was in a château on the S outskirts of Lupcourt village.

Dispersal: aircraft were parked on the edge of a tree line S of a railway track 1 km from the NW boundary of the field.

Remarks:

4 Mar 43: landing area obstructed with stakes and posts.

Mar 44: airfield reopened after being obstructed with barricades to prevent use (Qu./Feldluftgaukdo. W/F).

27 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 4 x Ju 52s destroyed and 1 damaged.

9 May 44: landing ground serviceable and in use.

Operational Units: none identified.

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Station Commands: Fl.H.Kdtr. E 7/VII (Mar-Aug 44)?

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

[Sources: AFHRA A5259 p.1336 and 1753-54 (22 Aug 44) and A5260 pp.2205-06 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nancy-Essey (FR) (a.k.a. Tomblaine) (48 41 35 N – 06 13 30 E)

General: airfield 4 km E of Nancy in eastern France and 1.6 km S of the village of Essey.

History: a former French civil and military airfield that was particularly well-equipped, so the Luftwaffe did not have much work to do after taking it over in May/June 40. It was used as transit field for transports and then as a training field beginning in June 41. It was a very active airfield until Sep 44.

Dimensions: approx. 1370 x 1190 meters (1500 x 1300 yards).

Surface and Runways: grass on clay. No paved runway. Equipped with obstruction lighting, flare paths and a beam approach system.

Fuel and Ammunition: refueling points were in front of the hangars at the NE corner and also on the S boundary. Bulk storage consisted of at least 7 tanks each with a 10,000 gallon capacity. A regional fuel dump was at Laneuveville-devant-Nancy, 3.25 km S of the airfield. Ammunition storage was off the E boundary.

Infrastructure: there were 8 hangars comprising 2 double (1 of which was very large), 1 quadruple at the NE corner, 4 double at the SE corner and 1 small on the W boundary. Additionally, there were 6 buildings at the NE corner and 4 more at the SE corner which probably served as workshops but could have been used as hangars, too. The power plant, motor pool and garages, and engine repair sheds occupied still more buildings. Barracks, officers' mess, offices, admin buildings and storage sheds were off the NE corner. Station HQ was reportedly at Châteaux Saulxures-les-Nancy, about 2 km E of the airfield. The nearest rail connection was in Nancy.

Dispersal: no organized dispersal areas in Feb 43.

Defenses: none identified in Feb 43.

Satellites and Decoys:

Mazerulles (c. 48 45 N – 06 22 E), satellite or dispersal field approx. 13 km NE of Nancy-Essey airfield. Listed by the Luftwaffe as operational in June 44.

Remarks:

16 Aug 43: barrack buildings off the NE corner have been camouflaged with disruptive painting.

25 Apr 44: bombed by 42 B-17 Fortresses and strafed by VIII Fighter Command P-47s – *claimed* 1 x Fw 190, 1 x Ju 52 and 1 x Fi 156 destroyed, plus 1 x unidentified aircraft damaged.

27 Apr 44: bombed by 103 B-17s – 2 double hangars destroyed, 2 hangars moderately damaged and a number of small buildings vaporized.

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18 Aug 44: airfield hit by VIII Fighter Command P-38 fighter-bombers resulting in the total destruction of 25 x He 111s belonging to I./KG 53 and 1 x Fw 58, 1 x He 111 H-20 and 2 x Ju 88 A-4s from Wetterflugstelle Nancy (German sources). VIII Fighter Command *claimed* 20 x He 111s, 16 x Ju 88s, 1 x Bf 109, 4 x Fw 190 and 2 x Ju 52s destroyed, plus 16 x He 111s, 14 x Ju 88s, 2 x Fw 190s damaged, for a total of 43 destroyed and 32 damaged.

Operational Units: I./LLG 2 (Dec 42 – Jan 43, Apr-May 43); Stab, I./LLG 2 (Apr-Jun 43); III./LLG 1 (Sep 43 – Mar 44); Stab/LLG 1 (Oct 43 – Sep 44); III./JG 26 (Apr-Jun 44); I./LLG 2 (Jun-Sep 44); I./KG 53 (Aug-Sep 44); Wekusta 51 (Aug 44).

School Units: FFS C 13 (Jun 41 – Feb 42); Zerstörervorschule 1 (Mar – Sep 42); Jagdfliegerschule 7 (Oct 42 – Jan 43); Stab and I./JG 107 (Jan 43 – May 44);

Station Commands: Fl.H.Kdtr. E 28/XII (May 40 – Dec 43); Fl.H.Kdtr. A 235/XII (Dec 43 – Mar 44); Fl.H.Kdtr. E(v) 214/XII (Apr-Sep 44).

Station Units (on various dates – not complete): Werft-Abt. d.Lw. 114/XII (May/Jun 44); Kfz.Werkstatt (o) d.Lw. 102/VII (1944).

[Sources: AFHRA A5259 p.1337 (Aug 44) and A5260 pp.2207-10 (Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nancy-Malzeville (FR) (48 43 30 N – 06 12 25 E)

General: landing ground in NE France 4 km NNE of Nancy city center and 2.4 km NE of the town of Malzeville. History: a former French military exercise ground that was inactive until spring 1943 when the Luftwaffe began organizing glider training there. In 1944 it became a dispersal field for Nancy-Essey. Surface and Dimensions: clay soil measuring approx. 1050 x 800 meters (1150 x 880 yards). Fuel and Ammunition: refueling points on the NE and SE boundaries. Infrastructure: none – previously had a single small hangar that by 1944 had been dismantled and removed. Nearest rail connection in Nancy. Dispersal: no organized dispersal facilities.

Remarks:

16 Mar 43: landing area not obstructed but there is no sign of any activity.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1338 (22 Aug 44) and A5260 pp.2211-12 (14 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nancy-Ochey (FR): see Toul-Ochey.

Nantes (FR) (a.k.a. Château Bougon) (47 09 30 N – 01 36 30 W)

General: airfield in W France 8 km SSW of Nantes and immediately E of Château Bougon.

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History: a pre-war civil and military airfield that was extensively developed by the Luftwaffe after Jun 40, including extension of the landing area and the building of a second runway (NNE/SSW). Nantes was a very busy Luftwaffe airfield for anti-shipping units, long-range reconnaissance, weather reconnaissance and as a rest and refit stop for bomber units. The S.N.C.A.S.O. (Société nationale des constructions aéronautiques du sud-ouest) aircraft plant located here did major repair work on German aircraft until it was heavily bombed and badly damaged on 4 Jul 43.

Dimensions: approx. 1370 x 775 meters (1500 x 850 yards) with a kidney shape.

Surface and Runways: level, artificially drained grass surface in good condition. Had 2 intersecting concrete runways – (1) approx. 1280 x 42 meters (1400 x 46 yards) aligned NW/SE with an assembly hardstand at the S end; (2) approx. 1550 x 82 meters (1700 x 90 yards) aligned NNE/SSW with assembly hardstands at both ends. A perimeter road enclosed the landing area. Equipped with a beam approach system, permanent runway illumination and a visual Lorenz system for each runway.

Fuel and Ammunition: a refueling loop was in the North dispersal area, another refueling point near the hangars at the center of the W boundary and underground tanks for bulk storage were off the E boundary.

Ammunition was stored off the Southwest dispersal area, 2.5 km off the W boundary (this was a large bomb dump) and off the WNW side of the field.

Infrastructure: had 2 large hangars with adjoining workshops on the E boundary, 1 large double hangar on the W boundary and 1 small repair hangar in the Northeast dispersal area. The station motor pool and garages were near the barracks off the E boundary. A wide taxiway connected the NE corner of the airfield with the S.N.C.A.S.O. (Société nationale des constructions aéronautiques du sud-ouest) aircraft assembly plant located 1 km to the E. Station HQ and officers' accommodations were in several châteaux near the airfield while the men were billeted in barracks off the E boundary and in huts erected in the village of La Ranjonnière, 1 km off the N boundary. Rail sidings were on the S boundary.

Dispersal: the 4 dispersal areas – North, Northeast, Northwest and Southwest – had a total of 36 large covered aircraft shelters plus 3 or 4 aircraft parking stands.

Defenses: in Jul 43, protected by 3 heavy and 12 light Flak positions with 4.5 km of the airfield plus the larger Flak defenses of Nantes. Ground defenses included at least 10 reinforced strongpoints and barbed wire around the entire airfield.

Remarks:

20 Apr 41: employed 800 non-German workers.

4 Jul 43: factory and airfield bombed by 61 B-17 Fortresses – factory heavily damaged.

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16 Sep 43: bombed by 51 B-17 Fortresses – 1 x He 111 H-3 and 1 x Ju 88 D-1 from Wekusta 2 Ob.d.L. slightly damaged on the ground; 3 aircraft shelters in the Northeast dispersal were destroyed.

22 Apr 44: low-level attack – 1 x Ju 188 A-2 from I./KG 2 shot up on the ground.

8 Jun 44: a Southwest (remote) dispersal area was under construction in open fields and no aircraft shelters had yet been built.

10 Jun 44: airfield bombed by 55 B-17s.

6 Aug 44: airfield ordered to carry out demolition immediately and evacuate all personnel.

Operational Units: KGr. 126 (Jul-Dec 40); KGr. 806 (Aug-Sep 40); Stab, I./KG 28 (Dec 40 – Jul 41); III./KG 55 (Nov 41 – Apr 42); III./KG 77 (May 42); Wekusta 2 Ob.d.L. (Jul 42 – Mar 44); 13./KG 40 (Aug 42); Wekusta 51 (Sep 42 – Jul 43); Sonderkdo. Rastedter (Oct 43 – Apr 44); Horch- und Störstaffel 2 (Apr-May 44); 4./FAGr. 5 (May-Jul 44); 9.(Nacht)/ZG 1 (Jun-Jul 44); Verbindungsstaffel X. Fliegerkorps (Jul 44).

Reserve Training & Replacement Units: IV.(Erg.)/St.G. 1 (Oct 42 – May 43).

Station Commands: Fl.H.Kdtr. E(later A) 4/XVII (Jul 40 – Dec 42); Fl.H.Kdtr. A 216/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 225/XII (Apr-Aug 44).

Station and City Units (on various dates – not complete): 5. Flugh.Betr.Kp. KG 4 (May 41); 5. Flugh.Betr.Kp. KG 28 (May 41); part of 134. Flugh.Betr.Kp. (Qu) (May/Jun 44); Luftminen-Zug 12 (1942 – 14 Jun 44); Frontreparaturbetrieb GL 2582 (Heinkel) (1941 - ?); Stab/Flak-Rgt. 40 (as Flakgruppe Nantes - Jun 40 – Oct 41); Stab/Flak-Rgt. 79 (Nov 42, Mar 43); I./Flak-Rgt. 701 (Dec 40); schw.Flak-Abt. 678 (Nov 42); 5./Flak-Rgt. 141 (Oct 43); gem.Flak-Abt. 175 (c.Jan-Apr 44); part of Flakscheinw.Abt. 309(o) (Dec 40); gem.Flak-Abt. 596 (Oct 43, Jul 44); elements of Ie.Flak-Abt. 991 (1940-44); Feld-Flakinstandsetzungswerkstatt 11/WF (1943-44); Flak-Geräteausgabestelle 11/WF (mot) (1942-44); Stab II.(Flugm.)/Luftgau-Nachr.Rgt. 2 (c.Jul-Aug 40); Lw.-Bauleitung II Nantes (c.1940-44); Flieger-Geräteausgabe- und Sammelstelle 4/XII (Vertou – 1941); Munitionsausgabestelle d.Lw. 4/XII (Jan 43); Ldssch.Kp. d.Lw. 3/VII (Aug 40 – Aug 44); Ldssch.Kp. d.Lw. 18/XIII (Nantes – St-Herblain, 1940 – c.early 43); Luftzeugstab 16 (Mar 41)?; Verbindungsstelle d.Lw. beim HKP 511 Nantes (Oct 43); Fallschirmjäger-Lehr-Rgt. 21 (Jun 44).

[Sources: AFHRA A5259 pp.1760-63 (4 Aug 43 updated to 8 Jun 44) and A5260 pp.2213-18 (4 Aug 43 updated to 19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nantua (FR) (a.k.a. Nantua-Port) (46 09 26 N – 05 33 39 E)

General: landing ground in east-central France c. 45 km W of Geneva/Switzerland, 3.5 km WNW of Nantua and 1.2 km SW of the village of Port. History: probably built during the 1939-40 period. No record

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found of any operational use by the French Air Force or the Luftwaffe.

Surface and Dimensions: farm land measuring approx. 1100 x 730 meters (1200 x 800 yards) and rectangular in shape. No paved runway. Fuel and Ammunition: had triple refueling points at the NE, NW and SW corners.

Infrastructure: none. Dispersal: no organized dispersal facilities.

Defenses: none noted.

Remarks:

Remarks:

Jun 44: listed in Luftwaffe documents as operational.

[Sources: AFHRA A5260 p.150 (17 Jun 43); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nauroy (FR) (a.k.a. Beine-Nauroy, Beine) (49 14 00 N – 04 15 00 E)

General: landing ground in NE France c. 17 km E of Reims, 3.25 km N of Prosnes landing ground and 1.6 km SW of the village of Nauroy. History:

built summer 1944 and serviceable by early August. Surface and

Dimensions: measured 1415 x 185 meters (1550 x 200 yards).

Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 8 Aug 44 in BNA(PRO)/AIR 40]

Néac (FR) (c. 44 55 N – 01 11 W)

General: landing ground in SW France approx. 33 km ENE of Bordeaux city center. No evidence found of use by the Luftwaffe. Possibly used as a dispersal field for Bordeaux-Merignac. Listed in Luftwaffe documents as operational in June 1944.

[Sources: Mattiello]

Neufchâteau (FR) (48 21 40 N – 05 43 15 E)

General: emergency landing ground in E France 53 km SW of Nancy and 2 km ENE of Neufchâteau. History: a former French military airfield. Used by the Luftwaffe 1940 to early 1941. Dimensions: 600 x 600 meters.

Remarks: had possibly reverted to agricultural use by 26 March 1942, the date it was last photographed by Allied reconnaissance aircraft.

Operational Units: I./JG 21 (May 40); I./JG 51 (May 40); I./ZG 2 (May-Jul 40); V.(Z)/LG 1 (May 40).

Station Commands: Fl.H.Kdtr. E 21/XII (Jun 40); Fl.H.Kdtr. E 7/VII (Jul 40 – Feb 41?).

Station Units (on various dates – not complete): Koflug 8/XII (May/Jun 40); 2./Festungs-Flak-Rgt. 32(v) (May 40); Stab II./Ln.-Ausb.Rgt. 305 (fall 42 – c.Aug 44); Stab/Lw.-Bau-Rgt. 3/XII (Jun 40).

[Sources: AFHRA A5260 p. 2472 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neuille-sous-Montreuil (FR) (c. 50 28 N – 01 46 E)

General: landing ground in NE France 14.5 km ESE of Le Touquet and 1.5 km NE of Montreuil. History: used by the Luftwaffe as a forward fighter

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strip in 1940. Subsequently returned to cultivation or obstructed. Surface and Dimensions: grass surface. Infrastructure: none noted.

Remarks:

Sep 40: assigned airfield code number 382. Came under Koflug 8/III (Saint-Omer).

Operational Units: I./JG 53 (Aug-Sep 40).

Station Commands: none identified.

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

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

Nevers (FR) (a.k.a. Fourchambault) (47 00 10 N – 03 06 45 E)

General: landing ground in C France 4 km WNW of Nevers and 3.25 km SE of Fourchambault. History: the French intended to build an aircraft factory here and then after the Armistice in Jun 40 the Germans discussed the possibilities of doing the same thing. But the idea was dropped and the landing ground soon became inactive and obstructed with portable objects.

Surface and Dimensions: grass surface on clay soil measuring approx. 840 x 730 meters (920 x 800 yards). No paved runway. Infrastructure: there were 2 small hangars at the SW corner. The nearest rail connection was in Nevers. Dispersal: no organized dispersal area – the landing ground was surrounded by open fields that could be used for parking aircraft.

Defenses: none identified.

Satellites and Decoys:

Nevers-Sermoise (c. 46 57 N – 03 10 E), satellite approx. 7.75 km SE of Nevers-Fourchambault. Could handle both land- and seaplanes so probably located along the W bank of the Loire. Listed as operational in Jun 44.

Remarks:

1942: landing area obstructed.

10 Mar 44: landing area permanently obstructed by trenches.

Operational Units: Stab, I./JG 27 (Jun 40); I./JG 1 (Jun 40); I./JG 26 (Jun 40).

Station Commands: none identified.

Station and Nearby Units (on various dates – not complete): 20.

(Flum.Mess)/Ln.-Rgt. 57 (? – Aug 44)?; Fallschirmjäger-Lehr-Rgt. 21 (Feb 44).

[Sources: AFHRA A5259 pp.1764-65 (15 Aug 43 updated to 10 Mar 44); A5260 pp.2219-20 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nice – La Californie (FR) (43 39 42 N – 07 13 04 E)

General: landing ground in S France 6.5 km SW of Nice. No record found of use by the Luftwaffe. Listed as operational in Jun 44.

[Sources: Mattiello]

Nîmes (FR) (43 50 N – 04 21 E)

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Lw. City Garrison and Station Commands (on various dates – specific airfield not identified): Stab/XI. Fliegerkorps (Nov 42 – Sep 43); Stab/2. Fliegerdivision (Montfrin, Nov 42 – Aug 44); Stab/11. Flak-Div. (Remoulins, Jan 43 - ?); Stab/5. Flak-Brig. (c.Feb-Aug 44); Stab/Flak-Brig. z.b.V. (c.Feb-Jun 43); Stab/18. Flak-Brig. (c.Jul-Oct 43); le.Flak-Abt. 731 (c.May-Aug 44); Sprengkommando d.Lw. 4/XII (Uzès, 1943-44); 22.(Flugm.-Leit)/Ln.-Rgt. 213 (1943); 15.(Flum.Mess)/Ln.-Rgt. 51 (1943-44); Stab III. (Flum.Mess)/Ln.-Rgt. 203 (early 43 – Aug 44); Ln.-Abt. 72 (Montfrin, Nov 42 – Aug 44); Ln.-Abt. 131 (Remoulins, Jan 43 - ?); Ln.-Betr.Kp. 165 (Feb-Aug 44)?

Nîmes-Courbessac (FR) (43 51 10 N – 04 24 50 E)

General: airfield in S France 102 km NW of Marseille; airfield 4 km ENE of Nîmes.

History: dates from approx. June 1919 when it opened as a civil airfield/airport. At the beginning of the war in 1939-40, it was home to a French Air Force signals training school, and from mid-1941 to a Vichy fighter squadron. Used by Luftwaffe training units during 1943-44 and for the assembly of parachute units bound for Italy in summer 1943.

Dimensions: approx. 1145 x 1100 meter (1250 x 1200 yards).

Surface and Runways: all-weather grass surface. No paved runways.

Fuel and Ammunition: refueling loops were on the S boundary, NE corner, W boundary and NW corner, and underground fuel storage reportedly in the NW and NE corners. Ammunition was stored near the N boundary and at a powder factory off the E boundary.

Infrastructure: had 6 small hangars on the N boundary with probable workshops nearby. Station admin offices, mess and other support activities were behind the hangars while the barracks were on the S side of the road from Nîmes to Courbessac. The nearest rail connection was in Grezan, 1.2 km SSE of the airfield.

Dispersal: 2 large dispersal areas – Northeast and Southeast – were in the initial stages of construction in late summer 1943 and by mid-Mar 44 had a total of 35 medium open aircraft shelters and 23+ additional parking hardstands.

Defenses: no details.

Remarks:

21 Aug 44: airfield ordered evacuated and destroyed.

Operational Units: Verbindungsstaffel 61 (Nov 42 - ?); Flugbereitschaft 2. Fliegerdivision (Nov 42, Jul 43); Transportstaffel XI. Fliegerkorps (Jul-Aug 43); Transportstaffel 2. Fallschirmjäger-Div. (Jul-Aug 43).

School Units: Flieger-Rgt. 63 (1943-44).

Reserve Training & Replacement Units: 3./Erg.JGr. Süd (Nov 42 – Jun 44).

Station Commands: Fl.H.Kdtr. E 11/I (c. Feb 43 - Apr 44); Fl.H.Kdtr. E(v) 241/XII (Apr-Jun 44); Flugplatzkdo. of Fl.H.Kdtr. E 243/XII Montpellier (Jul-Aug 44).

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Station Units (on various dates): all or elements of Feldluftpark 3/VI (1943).

[Sources: AFHRA A5260 pp.151-53 (4 Dec 42 updated to 18 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nîmes-Garons (FR) (c. 43 45 30 N – 04 24 55 E)

General: landing ground in S France 92 km NW of Marseille; airfield 9.5 km SSE of Nîmes and 1.6 km SSW of Garons. History: reportedly layed out by the French in fall 1939. Inactive during the war years until early summer 1944 and then used as a mission staging field for torpedo bombers.

Surface and Dimensions: grass surface measuring approx. 915 x 914 meters (1000 x 1000 yards) in Nov 42. No paved runways.

Infrastructure: none. The nearest rail connection was in Garons.

Dispersal: aircraft were parked in woods approx. 1370 meters (1500 yards) off the SW corner. Defenses: none noted.

Remarks:

4 Mar 44: ordered removed from the Feldluftgarkdo. Westfr. master list of airfields this date.

12 Jul 44: after many months of inactivity, Garons was reactivated in Jun-Jul 44 with an extension of the landing area at the N end to 1465 meters (1600 yards) and leveling work underway for an extension at the S end.

21 Aug 44: airfield ordered evacuated and destroyed.

Operational Units: III./KG 26 (Jul-Aug 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Lufttorpedo-Betr.Kp. 2 (Aug 44).

[Sources: AFHRA A5260 pp.154-55 (28 Nov 42 updated to 12 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Niort-Pézenne (FR) (46 20 50 N – 00 26 45 W)

General: landing ground in W France 3 km NNE of Niort. History: no evidence of use – landing area obstructed by trenches and rough plowing.

Surface and Dimensions: grass surface measuring approx. 460 x 320 meters (500 x 350 yards). Infrastructure: there was a small building on the NW boundary.

[Sources: AFHRA A5260 p.2221 (30 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Niort-Souche (FR) (46 18 50 N – 00 23 50 W)

General: landing ground in W France 5.5 km ESE of Niort and 2.5 km W of the village of Vouillé. History: a former French landing ground that was enlarged during 1939-40 but not used operationally. The Germans ignored it for over 2 years and then added huts and fuel storage at the end of 1942.

Surface and Dimensions: all-weather grass surface on chalky soil measuring approx. 1100 x 1100 meters (1200 x 1200 yards). Fuel and Ammunition: fuel tanks were located on the N boundary and on the SW corner.

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Infrastructure: had 1 small hangar and several huts at the NW corner, one of which may have been used as a workshop and the other as billets. The nearest rail connections were in Niort. Dispersal: aircraft were parked on the edge of woods to the NW and S of the strip. There were no aircraft shelters in Jun 44. Defenses: none noted.

Remarks:

1942: landing area obstructed with logs.

1 Mar 44: landing area being extended off the S and E boundaries giving it revised dimension of 1370 x 1370 meters (1500 x 1500 yards). A dispersal area off the W boundary was under construction. Landing area remains temporarily obstructed.

20 Jun 44: dimensions revised to include an unpaved prepared strip 1415 x 185 meters (1550 x 200 yards) aligned E/W with leveling underway to possibly build a second prepared strip.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1766-67 (15 Aug 43 updated to 20 Jun 44) and A5260 pp.2221-25 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nogaro (FR) (43 46 09 N – 00 02 00 W)

General: landing ground in SW France 40 km ESE of Mont-de-Marsan. No evidence found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello]

Nogent-le-Roi (FR) (48 37 35 N – 01 30 40 E)

General: landing ground in N France 65.5 km WSW of Paris, 14 km SE of Dreux airfield and 2.5 km SW of Nogent-le-Roi. History: the original 1940-41 construction of an airfield was abandoned in 1941 and an elaborate decoy field built in its place. In spring 1944 it was renovated and turned into a satellite for Dreux airfield. Surface and Dimensions: grass surface measuring approx. 1370 x 1100 meters (1500 x 1200 yards) with an irregular shape. No paved runway. Infrastructure: there were 3 huts off the SE boundary, probably for accommodations. Dispersal: a taxi track led from the E end of the strip to a wooded park on the SW outskirts of Nogent-le-Roi where aircraft could be parked in concealment.

Remarks:

15 Aug 43: all infrastructure removed except for 1 of the aircraft shelters, the landing area and sections of the taxi tracks were covered with weeds and growth. Landing area still obstructed.

Operational Units: II./JG 3 (Jul-Aug 44).

Station Commands: none identified.

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

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[Sources: AFHRA A5259 p.1341 (18 Jul 44) and A5260 p.2226 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nonancourt (FR) (48 48 00 N – 01 14 00 E)

General: satellite strip and dispersal field in NW France c. 9 km NW of Dreux and 4.5 km S of Illiers-l'Évêque. History: under construction at the beginning of June 1944 and was serviceable and in use by the end of the same month. Surface and Dimensions: measured approx. 915 x 230 meters (1000 x 250 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (18 Jul 44)]

Nordausques (FR) (c. 50 49 N – 02 04 E)

General: landing ground in NE France approx. 21.75 km SE of Calais. No record found of any Luftwaffe units being based here.

Remarks:

Sep 40: assigned airfield code number 416. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Norrent-Fontès (FR) (50 33 50 N – 02 22 15 E)

General: landing ground in NE France 21 km SSE of St-Omer, 3.5 km SW of Norrent-Fontès and 1 km SE of the village of Rely. History: a French landing ground used by both the French military and the RAF during 1939-40. Limited Luftwaffe activity there to the end of 1942. Surface and Dimensions: grass surface measuring approx. 1415 x 1050 meters (1550 x 1150 yards) with an "L" shape. No paved runway, but the main road passing 500 meters to the SW could be used as one. Fuel and Ammunition: refueling points were located on the SE and SW sides of the landing area with fuel tanks probably in the same places. Ammunition was stored on the S edge of the South dispersal and the W edge of the North dispersal. Infrastructure: had 1 small repair hangar each in the North and South dispersal areas. The station HQ and billeting were in the village of Auchy-au-Bois, just S of the landing area, and additional accommodations were in the village of Rely. The nearest rail connection was in Auchy. Dispersal: the North and South dispersal areas had a total of at least 63 small covered aircraft shelters concealed among village houses and cut into the line of nearby woods. The majority of the shelters were camouflaged to look like houses. Defenses: strongly defended by 2 heavy and 11 light Flak positions within 3 km of the landing area. Ground defenses included several machine gun positions and a defensive trench system in the South dispersal. Satellites and Decoys:

Norrent-Fontès – Blessy (c. 50 36 N – 02 19 E), dummy located 5.25 km NW of Norrent-Fontès landing ground.

Remarks:

2 Jun 40: first occupied by the Germans this date.

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Sep 40: assigned airfield code number 397. Came under Koflug 8/III (Saint-Omer).

1 Dec 43: landing area open and unobstructed.

11 Feb 44: landing area was in the process of being obstructed with trenches.

6 Mar 44: now seen to be permanently obstructed with landing area completely trenched.

Operational Units: I./ZG 1 (May-Jun 40); 11.(Höhenstaffel)/JG 26 (Aug-Nov 42).

Station Commands: Fl.H.Kdtr. E 18/VI (c. Jul 40 – Apr 41); Teilkdtr. Norrent-Fontès of Fl.H.Kdtr. E 5/VI St-Omer (1941-42); Fl.Pl.Kdo. A 40/XI (1943-44).

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

[Sources: AFHRA A5259 pp.1768-71 (21 Aug 43 updated to 6 Mar 44) and A5260 pp.2227-30 (21 Aug 43 updated to 6 Mar 44); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Noyon (FR) (49 36 05 N – 03 00 05 E)

General: emergency landing ground in NE France 45 km W of Laon and 2 km N of Noyon. History: a former French civil landing ground. The landing area had been obstructed by trenches by mid-1943. Surface and Dimensions: grass on clay sub-soil measuring approx. 455 x 670 meters (500 x 730 yards) and roughly rectangular in shape. Infrastructure: there was 1 small hangar at the NE corner.

Remarks:

Jan 42: operational using airfield code number 559. Came under Fl.H.Kdtr. E 23/VI Amy.

Jun 44: listed by the Luftwaffe as still operational.

[Sources: AFHRA A5260 p.2471 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nuncq (FR) (a.k.a. Nuncq-Frevent, Nuncq-Framecourt, Nuncq-Hautecôte) (50 18 45 N – 02 18 35 E)

General: airfield in NE France 9 km SSW of St-Pol and 1.5 km ENE of the village of Nuncq-Hautecôte.

History: construction included two paved runways that were laid by the British Expeditionary Force during the winter of 1939-40 and additional taxiways and aircraft revetments later built by the Luftwaffe in 1941. No evidence has been found of any Luftwaffe units being based there. A British Air Ministry intelligence appreciation dated 30 July 1943 stated that the Luftwaffe avoided making any use of Nuncq during the air campaign against England in 1940-41, but made some improvements to it during 1941. In 1942 temporary obstructions blocked both runways and by March 1943 the landing area had been permanently obstructed with trenches. By early September 1943 the runways had also had trenches dug across them

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making their obstruction permanent. A recce photo taken 21 Jan 44 show one of the runways to be cratered in addition to obstructed.

Dimensions: approx. 1000 x 870 meters (1100 x 950 yards).

Surface and Runways: grass surface. Had 2 concrete runways that intersected each other, 1000 meters (1100 yards) aligned ESE/WNW, and 870 meters (950 yards) aligned NNE/SSW. Each runway had a small assembly hardstand at the NW end of the field and a concrete perimeter road encircled the airfield.

Fuel and Ammunition: there were underground fuel storage tanks, probably at the SW corner.

Infrastructure: none. Personnel were accommodated in the local villages. The nearest rail connection was about 2 km to the NE.

Dispersal: the 3 dispersal areas – East, Southwest and West – had a total of 31 aircraft shelters and standings.

Defenses: aside from machine gun positions at the crossroads in Nuncq, other positions were probably hidden in camouflaged sites – haystacks in some cases – along the main road near the NW end of the airfield.

Remarks:

Sep 40: assigned airfield code number 373 or 398. Came under Koflug 8/III (Saint-Omer).

5 May 42: assigned new airfield code number 426.

Mar 43: landing area trenched and runways temporarily obstructed.

9 Sep 43: landing area trenched and both runways permanently obstructed now by a series of holes dug through the concrete over their entire length.

25 Jun 44: airfield bombed by 7 B-24 Liberators as a target of last resort due to cloud cover over the primaries.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1772-74 (22 Aug 43 updated to 9 Sep 43) and A5260 pp.2231-33 (22 Aug 43 updated to 21 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; <http://www.gyges.dk/Gefechtsstand%20Bunker%20Jafu%204.htm>]

O

Offekerque (FR) (c. 50 56 N – 02 01 E)

General: former landing ground in NE France approx. 11.5 km E of Calais town center. No record found of any Luftwaffe units being based here.

Remarks:

Sep 40: assigned airfield code number 419. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello; AFHRA]

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Offrethun (FR) (a.k.a. Fréthun) (c. 50 55 N – 01 49 E)

General: landing ground in NE France approx. 4.5 km SSW of Calais town center. No record found of any Luftwaffe units being based here.

Remarks:

Sep 40: assigned airfield code number 374. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Oiry (FR) (49 02 N – 04 03 E)

General: landing ground in NE France 26 km S of Reims, 3.25 km NW of Épernay-Plivot landing ground and immediately NE of the village of Oiry.

History: under preparation summer 1944, probably as a satellite for Condesur-Marne, and almost completed in mid-August 1944. Surface and

Dimensions: farm land measuring approx. 1280 x 185 meters (1400 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Jul 44 in BNA(PRO)/AIR 40 and A.I.2.(b)/Air Ministry Amendment dated 8 Aug 44 in BNA(PRO)/AIR 40]

Orange (FR) (44 08 N – 04 47 E)

Lw. City Garrison and Station Units (on the airfields, in the city or nearby on various dates – not complete): 2.Kp. Lw.-Bau-Btl. 106/XII (K) (Apr 44); elements of Trsp.Kol. d.Lw. 108/XVII (Apr 44); le.Flak-Abt. 741 (Jul 44); Luftsperr-Abt. 102 (Jul 44); Stab I./Ln.-Rgt. 51 (Courthézon and Châteauneuf-du-Pape, c.Apr-Aug 44); 14.(Flum.Mess)/Ln.-Rgt. 51 (1943-44); 25.(Ln.-techn.)/Ln.-Rgt. 51 (Apr-Aug 44); 20.(Flugm.-Leit)/Ln.-Rgt. 213 (1943).

Orange-Caritat (FR) (44 08 30 N – 04 51 45 E)

General: airfield in S France 21 km NNE of Avignon; airfield 4.5 km ENE of Orange.

History: in existence since 1939. Used by the Luftwaffe for fighter training from Aug 43 and then by bombers flying anti-shipping missions from spring 1944 after the new runway was opened.

Dimensions: approx. 1370 x 1370 meters (1500 x 1500 yards).

Surface and Runways: grass surface in good condition but saturated after heavy rain. No paved runways in Dec 42, but by spring 1944 a 1830 meter (2000 yard) NW/SE runway had been built. Equipped with perimeter lighting.

Fuel and Ammunition: a refueling loop was off the W boundary and underground fuel storage was reportedly between the hangars. By spring 1944, there were 2 ammunition dumps under construction off the E boundary.

Infrastructure: had 2 triple hangars with paved aprons plus foundations for 1 triple and 1 quadruple hangar, all on the W boundary. There were 4 large barrack buildings and an unfinished group of barrack huts on the W

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boundary. The motor pool and garages were at the SW corner. The nearest rail connection was in Cameret-sur-Aigues, 1.6 km N of the airfield.

Dispersal: there were 3 dispersal areas – North, Southeast and South – in Aug 43, but these were without aircraft shelters or parking hardstands.

Defenses: protected by 5 light Flak positions in Dec 42.

Satellites and Decoys:

Orange-Caritat/I (44 06 50 N – 04 51 15 E), satellite and dispersal strip 3 km SSW of Orange-Caritat airfield. Prepared Mar-May 44 with a length of approx. 915 meters (1000 yards).

Remarks:

11 Aug 43: no further development of the hangar foundations, but the previously unfinished barrack huts have now been completed.

4 Apr 44: a runway (paved?) aligned NW/SE was under construction with approx. 825 meters (900 yards) completed. The North dispersal now has at least 2 aircraft shelters and the Southeast dispersal has been extended 2.5 km from the SE corner.

3 May 44: work has started in the NW corner to meet the new runway in the center of the airfield. When completed, the runway will be approx. 1830 meters (2000 yards) in length.

15 Jun 44: low-level attack by 15th AAF P-38s and P-51s – *claimed* 2 x Bf 109s destroyed and 6 more damaged – all from JGr. 200, a Macchi 202 from Jagdlehrer-Überprüfungsgruppe shot up and destroyed on the ground, and 1 x Ju 52 destroyed, 2 x Ju 52s damaged, these from unspecified unit(s).

Operational Units: TGr. 30 (Jun-Jul 43); Stab, I./KG 77 (Mar-Jun 44); III./KG 77 (Mar-Jul 44); JGr. 200 (Jun – Aug 44); II./JG 77 (Aug 44).

School Units: Jagdlehrerüberprüfungsgruppe (Dec 43 – May 44).

Reserve Training & Replacement Units: (Erg.) JGr. Süd (Aug 43 – Jun 44);

Station Commands: Fl.H.Kdtr. E 16/VII (Sep – c. Dec 43); Fl.H.Kdtr. A 228/XII (Nov 43 - Mar 44); Fl.H.Kdtr. E(v) 242/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 110 (Dec 42 – Feb 44); Lufttorpedo-Betr.Kp. 8 (Jul 44); Luftminen-Zug 16 (? – Jun 44); Ldssch.Zug 47/III (Jul 44)?; Ldssch.Zug d.Lw. 207/IV (Jul 44).

[Sources: AFHRA A5260 pp.156-59 (18 Feb 43 updated to 8 May 44) and A5261 pp.181-82 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Orange – Plan-de-Dieu (FR) (44 10 55 N – 04 55 25 E)

General: airfield in S France 10.5 km ENE of Orange.

History: dates from approx. 1930 as a joint civil-military airfield. Relatively inactive during the Vichy period. The Luftwaffe began large-scale development in Sep 43 and the runway was completed in May 44.

Taxiways linked Caritat and Plan-de-Dieu and this gave the two airfields joint use of dispersals and satellites.

Surface and Dimensions: dry, all-weather grass surface measuring approx. 1000 x 640 meters (1100 x 700 yards) with an irregular shape. No paved

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runways in Dec 42. In 1944 the dimensions were extended to 1000 x 1100 meters (1100 x 1200 yards). See below for runway details.

Fuel and Ammunition: there were 2 refueling points near the SE corner, 1 near the NE corner, 3 refueling loops along the taxiways in the East dispersal area and 4 bulk fuel storage tanks on the E boundary. An ammunition dump was built 2.5 km off the E boundary in spring 1944.

Infrastructure: had 1 small hangar and a few station buildings on the S boundary. The station HQ was at Orange-Caritat. Personnel were billeted in the surrounding towns and villages. The nearest rail connection was in Violès, 2.25 km SE of the landing ground.

Dispersal: no organized dispersal facilities in Aug 43 – aircraft were parked on the edge of a small wood off the SW corner. In Apr 44 2 dispersals were under construction (see below).

Defenses: there were 6 light Flak positions in Dec 42.

Remarks:

11 Aug 43: landing area has been extended off the S boundary and at the SW corner.

4 Apr 44: a runway is under construction (paved?) aligned NW/SE with 1465 meters (1600 yards) completed and another 365 meters (400 yards) to go. It will have a paved assembly hardstand at the SE end. A North and East dispersal were under construction but no aircraft shelters had yet been built.

3 May 44: the small hangar on the S boundary has been demolished and a new medium hangar was being built some 1830 meters (2000 yards) SW of the landing ground. A visual Lorenz system was being installed for night operations. A third dispersal area – Southwest – was under construction with taxiways to link it to the SE end of the new runway and eventually to the Southeast dispersal area of Orange-Caritat airfield.

8 May 44: the new runway has been completed with assembly hardstands at both ends and a revised length of 1920 meters (2100 yards). In the East dispersal, 3 refueling loops have been built along its taxiways. The North and East dispersals have been linked by taxiways and not have a total of 6 aircraft shelters under construction and 17 parking hardstands completed.

15 Jun 44: low-level attack by 15th AAF P-38s and P-51s – 3 x Ju 88s destroyed, 1 x Ju 88 and 1 x He 111 damaged – all from III./KG 77.

6 Aug 44: dive-bombed by part of 89 15th AAF P-38 Lightnings – *claimed* 7 aircraft destroyed on the ground.

15 Aug 44: bombed by 12th AAF A-20 light bombers.

Operational Units: I./LLG 2 (May-Aug 43); 2.(Go)/Verbindungskdo. (S) 2 (Jun-Jul 43); 17./LLG 1 (Jun 43); DFS-Staffel 23 (Jun-Oct 43); part of III./KG 77 (May-Aug 44); I./KG 26 (Aug 44).

Station Commands: Fl.H.Kdtr. E(v) 241/XII (Jul-Aug 44).

Station Units (on various dates – not complete): 3. FBK/KG 77 (Aug 44); 118. Flugh.Betr.Kp. (Qu) (Apr, Aug 44); Flugh.Betr.Kp. (FK) 7 (Jun-Aug 44);

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Lufttorpedo-Betr.Kp. 7 (Jun-Aug 44); schw.Flak-Abt. 677 (c.Apr-Aug 44); Nachschub-Kp. d.Lw. 3/VII (Jul 44).

[Sources: AFHRA A5260 pp.160-63 (18 Feb 43 updated to 8 May 44) and A5261 pp.183-84 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Orconte (FR): see Saint-Dizier.

Orléans-Bricy (FR) (47 59 25 N – 01 45 45 E)

General: airfield in north-central France 14.5 km NW of Orléans and immediately SW of the village of Bricy.

History: constructed between 1931 and 1937 as both a military airfield and the chief research and testing station of the French Air Force. The Luftwaffe used it as a major bomber base from Jul 40 to Jun 41. After that, it was used mainly by bomber reserve training and replacement Gruppen.

Dimensions: approx. 2105 x 2285 meters (2300 x 2500 yards) and nearly circular in shape.

Surface and Runways: grass surface. Had 1 concrete runway approx. 2285 meters (2500 yards) in length and aligned ENE/WSW with assembly hardstands at both ends. The entire landing area was encircled by a concrete perimeter road. Equipped with permanent runway illumination, a double flare-path, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: refueling loops with storage tanks were on the NW boundary, on the SE boundary. In front of the hangars on the E corner and on the S boundary at the SW end of the runway. Bulk fuel was stored in tanks alongside the railway line just N of the main buildings and was completely covered with camouflage netting. Ammunition dumps and storage sites were positioned on all 4 sides of the landing area with several larger ones in woods and along hedges outside the airfield perimeter.

Infrastructure: had 3 large repair hangars with adjacent workshops in a row along the E corner. The buildings of the former French research and test center were in a group 1370 meters (1500 yards) ENE of the hangars. The research and test center complex was reportedly not used during the German occupation. Station HQ, admin offices, flight control building, barracks and stores were in a group near the hangars. Personnel were also billeted in villas on the S outskirts of Bricy and in the city of Orléans. The nearest rail connection was in Bricy and there was a short branch that served the fuel depot and the E corner of the airfield.

Dispersal: the 2 dispersal areas – North and South – had a total of 35 large covered aircraft shelters and 31 aircraft parking hardstands.

Defenses: protected by 3 heavy and 12 light Flak positions in Jul 43, all within 4 km of the airfield. It was largely surrounded by barbed wire and there were numerous sentries and patrols, but there was only 1 strongpoint.

Satellites and Decoys:

Orléans – Saint-Sigismond (c. 47 58 N – 01 38 E), dummy approx. 10 km WSW of Orléans-Bricy airfield.

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Remarks:

20 Jun 40: Luftgaustab z.b.V. 12 reported that the landing area was destroyed and requested a Lw.-Bau-Btl. be sent to restore it.

20 Apr 41: employed 3,983 non-German workers.

6 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Hs 129 destroyed and 5 x He 111s, 1 x Ju 88 and 1 x Ju 52 damaged.

10 Apr 44: bombed – 2 x Caproni transports from Fallschirmschule 1 destroyed or damaged on the ground.

30 Apr 44: low-level attack by VIII Fighter Command P-38s and P-47s – *claimed* 2 x Me 410s destroyed, another damaged and shot up 14 Flak positions.

23 May 44: bombed by 167 B-24 Liberators and 17 B-17 Fortresses.

7 Jun 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 52s destroyed.

14 Jun 44: bombed early morning by 97 B-24 Liberators – 1 parked bomber destroyed and another damaged, runways, taxiways, dispersal areas and perimeter road all cratered, 1 hangar destroyed and 5 more damaged, landlines severed, airfield temporarily unserviceable. (German report).

24 Jun 44: bombed by 45 B-24s.

30 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 9 x unidentified aircraft destroyed.

11 Aug 44: station command reported it was preparing to transfer to Troyes.

Operational Units: II./LG 1 (Jun 40 – Jan 41); Stab/LG 1 (Jul-Dec 40); I./LG 1 (Jul 40 – Jan 41); III./KG 27 (Mar-Jun 41); I./KG 40 (May-Jun 44); Stab, I./KG 54 (Aug 44).

School Units: 5./JFS 5 (Aug 42); Jagdlehrerüberprüfungsstelle (Oct 42); Jagdlehrerüberprüfungsgruppe (Nov 42 – Aug 43); III./Flieger-Rgt. 91 (1944).

Reserve Training & Replacement Units: IV./KG 40 (Jan – Aug 42); IV./KG 76 (Oct – Nov 42); 13./KG 53 (Sep 42 – Jan 43); IV./KG 53 (Jan 43 – Feb 44).

Station Commands: Fl.H.Kdtr. E(A) 22/XII (Jul 40 – Dec 42); Fl.H.Kdtr. A 204/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 215/XII (Apr-Aug 44).

Station Units (on various dates on and near the airfield and in the city – not complete): Koflug Orléans (Koflug 160) (Jun 40 – Mar 41); Koflug 2/XIII (Apr 41 – Aug 44); 10. Flugh.Betr.Kp./KG 40 (c. Jul 41 – Aug 42); elements of 115. Flugh.Betr.Kp. (Qu) (Apr 44 - ?); one Zug of Flugh.Betr.Kp. (FK) 5 (Mar-Aug 44); Stab/Flak-Rgt. 653 (Dec 42); gem.Flak-Abt. 196 (Jul 44); le.Flak-Abt. 673 (Mar 43); elements of le.Flak-Abt 877 (Aug 44); Flak-Geräteausgabestelle 4/XII (mot) (1941-43); Sprengkommando d.Lw. 3/XII (1943); 3.(Tel.Bau)/Ln.-Rgt. 13 (Jun 44); Stab III.(Flum.Mess)/Ln.-Rgt. 57 (c.Mar-Aug 44); 11.(Flum.Mess)/Ln.-Rgt. 57 (c.Mar-Aug 44); I. (Ln.Betr.)/Luftgau-Nachr.Rgt. 112 (Mar 43 – Aug 44); 4./Feldluftgau-

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Nachr.Rgt. Westfrankreich (c.1942-44)?; Ln.-Kp. z.b.V. 39 (Jul-Aug 44); Luftgaubereichswerkstatt (N) 2/XII (1942/43 – Aug 44); Lw.-Feldbauamt 9/W-F (c.1940-44); Lw.-Bauleitung Orleans-Bricy (c.1940-44); Stab and 2.Kp. Lw.-Bau-Btl. 3/XII (Dec 41)?; Nachschubbezirk d.Lw. 6/XII (1942 – Dec 43); Feld-Nachschubbezirk d.Lw. 4/WF (c.Mar 41 - ?); Flieger-Geräteausgabestelle (Eisb.) 1 (Jul 40); kl.Flieger-Betriebsstoff-Kolonne 10/XII (Jul 40); Trsp.Kol. d.Lw. 154/XII ? – Sep 43); Kfz.Werkstatt (o) d.Lw. 118/XII (1943-44); Ldssch.Kp. d.Lw. 1/VII (1940-44)?; Ldssch.Kp. d.Lw. 5/VII (1940-44)?; Lw.-Lazarett 4/XII (? – Aug 44).

[Sources: AFHRA A5260 pp.2234-37 (4 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Orléans-Saran (FR) (47 56 20 N – 01 52 55 E)

General: landing ground in north-central France 4 km NNW of Orléans and 1.2 km S of the village of Saran. History: a former military and civil airfield that was left as found by the Germans. No operational units used it but a training unit was there in early 1944 and transport aircraft occasionally flew in and out. Reportedly used as a motor vehicle park and repair center by the Germans. Surface and Dimensions: good grass surface measuring approx. 550 x 870 meters (600 x 950 yards) and rectangular in shape. No paved runway. Infrastructure: had 1 medium double hangar with a paved apron on the S boundary and 2 small hangars on the E boundary plus a small portable hangar erected next to them in 1943. There was also a small workshop-type building on the S boundary. A group of barrack huts were at the SE corner. The nearest rail connection was the Orléans-Paris line which passed within 1 km of the E boundary. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

29 Dec 43: obstructions removed and now in use. Single-engine Fi 156s occasionally seen here.

4 Mar 44: airfield again temporarily blocked and unusable for aircraft (Qu./Feldluftgaukdo. W/F).

1 May 44: landing area once again blocked with portable obstructions.

Operational Units: none.

School Units: 2./JG 103 (Jan-Mar 44).

Station Units: none identified - probably run by the station command at Orléans-Bricy.

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

[Sources: AFHRA A5260 pp.2238- (28 Aug 43 updated to 1 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Orly (FR): see Paris-Orly.

Orsigny (FR) (48 44 00 N – 02 09 00 E)

General: satellite strip and dispersal field in W France 6.5 km SE of Guyancourt airfield, 3.25 km SE of Tousus-le-Noble airfield and immediately

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SE of the village of Orsigny. History: believed to be under construction in July 1944. Surface and Dimensions: measured approx. 915 meters (1000 yards) in length. Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Aug 44 in BNA(PRO)/AIR 40]

Ouilly-le-Tesson (FR) (a.k.a. Estrees-la-Campagne) (48 59 N – 00 13 W)

General: landing ground in N France 24 km SSE of Caen and 10.25 km N of Falaise. History: Not used after 1940.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 5/VII (summer 1940).

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

[Sources: Mattiello]

Oye-Plage (FR) (a.k.a. Oye-Plage/West) (50 59 N – 02 02 E)

General: landing ground on the coast in NE France 14 km E of Calais and 6 km W of Gravelines. History: used briefly by the Luftwaffe in 1940, but not after that. No details found regarding landing area and infrastructure, if any.

Remarks:

Sep 40: assigned airfield code number 422. Came under Koflug 8/III (Saint-Omer).

Operational Units: III./JG 2 (Aug-Sep 40).

Station Commands: none identified.

Station Units (on various dates – not complete): II./Flak-Lehr-Rgt. (le. mot.) (Sep 40).

[Sources: Mattiello]

Oyonnax (FR) (c. 46 15 N – 05 39 E)

General: landing ground in east-central France approx. 38 km W of Geneva/Switzerland. No record found of any Luftwaffe units being stationed here. Listed as operational in Jun 44.

[Sources: Mattiello]

Oysonville (FR) (48 24 04 N – 01 56 57 E)

General: satellite strip and dispersal field in W France 15.2 km WSW of Étampes and 10 km W of Étampes-Mondesir airfield. History: operational in Aug 44. Surface and Dimensions: measured at least 1190 meters (1300 yards) in length and had an irregular shape. Aircraft were dispersed in small woods off the SW and SE corners. Infrastructure: none noted.

Remarks:

17 Aug 44: 4 x Fw 190 A-8s belonging to I./JG 1 demolished or made unserviceable during the retreat from France.

Operational Units: I./JG 1 (Aug 44).

[Sources: AFHRA A5260 amendments (14 Aug 44)]

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Paluel (FR) (a.k.a. Saint-Valery-en-Caux) (49 49 45 N – 00 39 00 E)

General: airfield (Fliegerhorst) in NE France 37 km WSW of Dieppe, 6.5 km SW of Saint-Valery-en-Caux, 1.2 km ESE of Paluel.

History: existed as a French military airfield in 1939. The French Air Force ploughed it up and rendered it unserviceable in June 1940, but the Germans restored it several weeks later. It had little activity during the air offensive against England. In July 1941, the Luftwaffe began construction of the concrete runway and over the next 6 to 8 months completed that and began work on a second concrete runway. These development plans were canceled in spring 1942 and the airfield was virtually abandoned except for a small caretaker and guard contingent (Flugplatzkommando). No aircraft were ever noted at Paluel between Jul 41 and Aug 43, and the runway was blocked with obstructions.

Dimensions: 1190 x 1190 meters (1300 x 1300 yards) with a rectangular shape.

Surface and Runways: grass surface with a single concrete runway approx. 1650 meters (1800 yards) in length running ENE/WSW. A perimeter track surrounded the landing area. The runway was equipped with permanent illumination and a visual Lorenz system for night landings.

Fuel and Ammunition: had 3 small ladder-type servicing and refueling hardstands at the SE corner and on the edge of each dispersal area. There was a small ammunition dump in the NW dispersal area and a larger storage area between Cany-Barville and Saint-Valery-en-Caux.

Infrastructure: had 3 small hangars for repairs, one in each dispersal area. Barrack huts were located in the village of Janville off the NW corner, and personnel were probably also accommodated in other nearby villages. A branch rail spur connected the airfield to the Saint-Valery-en-Caux – Rouen line passing 3.25 km to the east.

Dispersal: 3 areas – Northeast, Southeast and Northwest with a total of 21 open aircraft shelters that were well concealed in trees.

Defenses: few if any – airfield abandoned.

Remarks:

Sep 40: assigned airfield code number 570.

26 Jul 42: assigned new airfield code number 276.

8 Feb 44: runway prepared for demolition and landing area camouflaged with a cultivation pattern.

15 Mar 44: dive-bombed by 7 x 9th AAF P-47 Thunderbolts – 3 hits scored on the runway. The attack was to deny use of the runway to the enemy should the Luftwaffe decide to reopen Paluel and put it back in service.

12 Jun 44: mines detonated on runway and taxiways and landing area permanently obstructed. Airfield completely unserviceable.

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Operational Units: none found.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 2/I (1940/41 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 227/XI Le Ployron-Amy (Apr-Aug 44).

Station Units (on various dates – not complete): elements (a Zug or two) of le.Flak-Abt. 732(v) (Jan 42, Feb 43).

[Sources: AFHRA A5259 p.1880 (12 Jun 44) and A5260 pp.2372-74 (14 Aug 43); chronologies; BA-MA; NARA; PRO/NA]

Paray-le-Monial (FR) (c. 46 27 N – 04 07 E)

General: former landing ground in east-central France approx. 120 km SSW of Dijon and 64 km NE of Vichy. No record found of use by the Luftwaffe. Listed as operational in Jun 44.

[Sources: Mattiello; AFHRA]

Paris (FR) (48 51 N – 02 21 E)

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

Commands, Servicing, Repair (Stäbe, Wartungs, Instandsetzungs): Luftflottenkdo. 3 (Paris – St-Cloud, Jul 40 – Aug 44); General der Luftwaffe Paris (Paris – St-Honoré, Oct 40 – Aug 44); Stab/10. Fliegerdivision (Paris – St-Cloud, Jan-Dec 43); Stab/Führer der Seeluftstreitkräfte (Mar 41 – May 42); Stab/1. Fliegerausbildungsdivision (Paris – St-Cloud, Jan-Aug 44); Stab/Jagdfliegerführer 5 (a.k.a. Jagdfliegerführer Paris) (Paris-Chaville, Jun-Sep 43); Luftgaustab z.b.V. 12 (c.Jun-Oct 40); Luftgaustab z.b.V. 112 (Jul 40 – spring 41); Koflug Paris (Jul 40 – Mar 41); Koflug 9/XII (Apr 41 – Aug 44); Frontreparaturbetrieb GL 3251 (Jumo) (1940/41 – Aug 44); Frontreparaturbetrieb GL 3651 (Daimler Benz) (1940/41 – Aug 44).

Antiaircraft (Flak): Stab/I. Flakkorps (P-Rambouillet, Jul 40); Stab/Flak-Brig. I (Jul-Dec 40); Stab/1. Flak-Brig. (P-Garches, Mar-Aug 44); Stab/Flak-Brig. II (Jul-Oct 40); Stab/Flak-Brig. VI (Mar 41 - ?); Stab/Flak-Brig. IX (Voisins-le-Bretonneux, Apr-Sep 41); Stab/Flak-Rgt. 59(v) (as Flakgruppe Paris - Jul 41 – Aug 44); Stab/Flak-Rgt. 69 (mot.) (1941-42); Stab/Flak-Rgt. 101 (Jul 40); Stab/Flak-Rgt. 103 (Jul 40); Stab/Flak-Rgt. 114 (Eisb.) (Jul 44); Stab/Flak-Rgt. 159 (E.Tr.) (Jul 43 – Aug 44); Stab, I., II./Flak-Rgt. General Göring (Mar-Jul 42); gem.Flak-Abt. 124(v) (fall 43); schw.Flak-Abt. 125 (Eisb.) (Mar-Jun 44); Flakscheinw.Abt. 298(v) (1943); gem.Flak-Abt. 344(v) (1943 – May 44); schw.Flak-Abt. 424 (Eisb.) (summer 44); gem.Flak-Abt. 442(v) (Dec 43 – Aug 44); schw.Flak-Abt. 444 (Eisb.) (Jun-Aug 44); elements of schw.Flak-Abt. 473 (Eisb.) (May-Aug 44); Res.Flak-Abt. 493 (Apr-May 42); gem.Flak-Abt. 496(v) (fall 42 – c.May 44); schw.Flak-Abt. 538 (Eisb.) (mid-43 – Aug 44); schw.Flak-Abt. 551(v) (1944 – Aug 44); Res.Flak-Abt. 596 (Feb 43); le.Flak-Abt. 673 (Nov 42); elements of le.Flak-Abt. 744 (spring 42 – 1944); elements of le.Flak-Abt. 825 (Eisb.) (Nov 42); le.Flak-Abt. 859 (Eisb.) (Jan-Aug 44); le.Flak-Abt. 911(v) (1942/43 – May 44); le.Flak-Abt. 981 (May 42); le.Flak-Abt. 997 (1943 – Aug 44); le.Res.Flak-Abt. 998 (1941?, Jan - Nov 42); elements of Luftsperr-

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Abt. 207 (Jun 41 – Aug 44); Flak-Instandsetzungs-Abt. 1/VII (1944); Flakwaffen-Instandsetzungswerkstatt (o) 107/XII (1943-44); Flak-Sondergerätwerkstatt 3/VI (Mar-Jun 44); Flak-Geräteausgabestelle 2/XII (mot) (May 44); Flak-Munitionsausgabestelle 1/XII (Jun 44); Stab/Luftschutz-Abt. d.Lw. 34 (c.Jul 40 – Aug 44); 3.Kp./Luftschutz-Abt. d.Lw. 35 (P-Montgeron, 1943 – Aug 44).

Air Force Signals (Luftnachrichten): 13.(Flus.)/Ln.-Rgt. 2 (P-Louveciennes, Jun-Jul 44); Stab and I.(Ln.Betr.)/Ln.-Rgt. 3 (P – St-Cloud, Jul 40 – Aug 44); III.(Funkh.)/Ln.-Rgt. 3 (La Celle St-Cloud, Bougival. Malmaison and La Jonchère, Jul 40 – Aug 44); IV.(Flus.)/Ln.-Rgt. 3 (P-Louveciennes, Jul 40 – Aug 44); Horch-Leitstelle/Ln.-Rgt. 3 (Jul 40 – fall 42); Horch-Betriebsstelle W 33/Ln.-Rgt. 3 (Jul 40 – fall 42); Horch-Betriebsstelle Wo 133/Ln.-Rgt. 3 (Jul 40 – fall 42); Stab/Ln.-Rgt. 13 (Paris – Port Marly, Dec 43; P-Louveciennes, Jun 44); 4.(Tel.Bau)/Ln.-Rgt. 13 (Paris – Le Marais, Jun 44); Stab/Ln.-Rgt. 57 (Paris – Chaville, c.Jan-Aug 44); Stab II.(Flum.Mess)/Ln.-Rgt. 57 (P-Meudon, c.Mar-Aug 44); Stab, I., and II./Ln.-Rgt. 101 (P-Rambouillet, Jul 40 – Mar 41?); 13.(Träger-Frequenz)/Ln.-Rgt. 120 (May 41?); Stab III., 11. and 12./Ln.-Versuchs-Rgt. (Jun 40 – Aug 44); 10.(Funk)/Ln.-Versuchs-Rgt. (1942 – Aug 44); Stab/Ln.-Flugsicherungs-Rgt. West (P-Garches, c.Mar 42 – Aug 44); Stab/Ln.-Funkhorch-Rgt. West (P-Bougival then La Celle St-Cloud, 1942 – Aug 44); Stab II./Ln.-Funkhorch-Rgt. West (P – La Jonchère, 1942 – Aug 44); 17.(Ers.)/Ln.-Funkhorch-Rgt. West (Rueil-Malmaison, 1943 – Aug 44); Stab II.(Flum.)/Luftgau-Nachr.Rgt. 12 (P-Orsay – Apr 44); I./Luftgau-Nachr.Rgt. Westfrankreich (P-Orsay, summer 44); Stab III./Luftgau-Nachr.Rgt. Westfrankreich (P-Orsay, Oct 41 – Aug 44?); 1.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Rgt. 112 (P-Orsay, ? – Aug 44); 9.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (1941-44); 12.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (Paris-Corbeil, c.1941-44); 27.(Flum.)/Luftgau-Nachr.Rgt. Westfrankreich (Paris – Les Alluets-le-Roi, spring 42 – spring 43); 4.(RV)/Ln.-Telegrafbau-Abt. z.b.V. 11 (Paris – St-Cloud, 1944 – Aug 44); Ln.-Betr.Kp. 103 (Feb-Aug 44); Ln.-Betr.Kp. 161 (c.Mar-Aug 44); 4./Ln.-RV-Abt. (mot) z.b.V. 1 (P-Garches, Jun-Aug 44); Flugmelde-Funk-Kp. z.b.V. 40 (Jul 44); Ln.-Erprobungskdo. 1 (P-Garches, c.1943 – Aug 44); Ln.-Ausbau-Stab 6 (c.1943/44 – Aug 44); Ln.-Ingenieur-Stab II (c.Mar-Aug 44); Sammel-u.Instandsetzungsstelle für Funkmessgeräte 2/XII (1942 – Aug 44); Ln.-Frontreparaturbetrieb (GL) 3/XII (P-Suresnes, c.1942-44).

Construction (Bau): Stab/Lw.-Bau-Rgt. 2/VII (P-Rambouillet, Nov 42, Jun 43); Feldbauamt 1/W-F (1940-44); Lw.-Bauleitung N V Paris (c.1940-44).

Supply Services (Nachschubdienste): Nachschubbezirk d.Lw. 6/XII (Jan-Feb 44); Munitionsausgabestelle d.Lw. 1/XII (1943-44); Flugbetriebsstoffausgabestelle 3/XII (1941-44).

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Ground Transport (Transportkolonnen): Kdr.d.Kraftfahrtruppen d.Lw. 2/XII (Versailles – Jul 43); Kfz.Beständebezirk d.Lw. 3/XII (1943-44)?; Kfz.Beständelager d.Lw. 3/XII B (1943-44); Kw.-Werkstattzug 36 (Jun 40); Kfz.Instandsetzungszug d.Lw. 5/VII (P-Louveciennes – 1944); Kfz.Werkstatt (o) d.Lw. 104/XIII (Camp de Satory – 1943-44); Kfz.Werkstatt (o) d.Lw. 105/XIII (Camp de Satory – 1943-44); Kfz.Werkstatt (o) d.Lw. 106/XIII (Camp de Satory – 1943-44); Kfz.Instandsetzungszug d.Lw. 3/WF (Camp de Satory – Sep 41); Kfz.Werkstatt-Kp. (o) d.Lw. 101/XII (Camp de Satory – Nov 43); Kfz.Werkstatt (o) d.Lw. 119/XII (1943-44).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Kp. d.Lw. 8/VII (1940 – Aug 44)?; Ldssch.Kp. d.Lw. 14/VII (1940 – Aug 44)?; Ldssch.Kp. d.Lw. 8/XVII (P-Nanterre, Aug 44); Ldssch.Kp. d.Lw. 11/XVII (c.1940 – Aug 44); Ldssch.Zug d.Lw. 24/VI (Aug 44)?

Medical Services (Sanitätsdienste): Lw.-Lazarett 5/XII (P-Clichy, c.1940 – Aug 44); Feldlaboratorium (mot) d.Lw. 3 (Jan-Jun 42); Flieger-Untersuchungsstelle 6/XII (1944); Hygienische-Bakteriologische Untersuchungsstelle d. Lw. 1/VII (c.1941-44); Grosse Zahnstation d.Lw. 1/VII (1944); Sanitäts-Ausbildungs-Abt. d.Lw. Westfrankreich, then Sanitäts-Ausbildungs-Abt. d.Lw. 22 (1940-43).

Other (sonstige, verschiedene): Beutepark d.Lw. 5 (P-Nanterre, spring 41 – Aug 44); Lw.-Berge-Kp. z.b.V. 28 (P-Nanterre, c.Sep 43 – Aug 44); Lw.-Kriegsberichter-Kp. 3 (Malmaison, Feb 42 – Jun 43); Lw.-Kriegsberichter-Abt. Luftflottenkdo. 3 (Malmaison, Jun 43 – Aug 44); Luftwaffen-Kontrollkommission III (Aug 40 – Jun 43); Verbindungsstab des Ob.d.L. beim Chef der Militärverwaltung in Frankreich (c.Jul-Sep 40); Verbindungsstelle GL Frankreich (Mar, Nov 42); Kraftfahrverfügungs-Abt. GL 1 (Oct 41); Verbindungsstelle d.Lw. beim ZEL 206 Paris (Oct 43); Verbindungsstelle d.Lw. beim HKP 503 Paris (Oct 43); Verbindungsstelle d.Lw. beim HKP 513 Paris-Vincennes (Oct 43); Wetterdienststelle d.Lw. West (c.1941/42 – Aug 44); Geheime Feldpolizei-Gruppe 625 (L) (May/Jun 44).

Paris-Buc (FR) (a.k.a. Buc, Toussus-Buc, Toussus-le-Buc) (48 45 55 N – 02 07 22 E)

General: airfield in N France 19 km SW of Paris, 1.5 km NE of the village of Toussus-le-Noble and 1 km S of the village of Buc. The airfields of Buc, Toussus-le-Noble and Guyancourt were very close together.

History: Buc was used by the Potez firm to test aircraft prior to the fall of France in June 1940. It then became the main base for long-range reconnaissance units serving Luftflotte 3.

Dimensions: approx. 1,000 x 660 meters.

Runway: grass surface with extensive drainage work carried out by the Lw. and taxiways connecting the dispersal areas.

Infrastructure: full servicing and support facilities with 4 large and small hangars on the N and E sides of the field, workshops and sheds. Personnel

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billeted in the Château Haut Buc and a nearby villa just N of the field with others in Buc village.

Dispersal: there were 24 small covered aircraft shelters in June 1943.

Defenses: there were at least 5 light Flak positions in Jun 43, mostly emplaced in towers and on rooftops. Much of the airfield perimeter was surrounded by barbed wire.

Satellites and Decoys:

Magny-les-Hameaux-Mérantais (c. 48 44 N – 02 03 E), suspected satellite or dispersal field just off the W end of the Paris-Buc landing area. Listed by the Luftwaffe as operational in Jun 44.

Remarks:

20 Apr 41: airfield employed 1,537 non-German workers.

27 Oct 43: photo reconnaissance showed that the large rectangular hangar on the E boundary had been removed as well as 2 small covered shelters from the West dispersal area.

15 Jun 44: bombed by 21 B-24 Liberators.

22 Jun 44: bombed by 36 B-24s.

25 Jun 44: bombed by 11 B-24s.

12 Aug 44: bombed by 67 B-17 Fortresses.

16 Aug 44: evacuation and demolition of airfield ordered by Luftflotte 3.

Operational Units: Wekusta 51 (Jul 40 – Sep 42); JG 51 (Jun 40);

Stab/Aufkl.Gr. 123 (Jul 40 – Aug 44); 1.(F)/Aufkl.Gr. 123 (Jul 40 – Jun 43);

3.(F)/Aufkl.Gr. 123 (Jul 40 – 1940/41); 1.(F)/Aufkl.Gr. 33 (Jun-Sep 42); 1.

(F)/Aufkl.Gr. 121 (Jun 43 – Aug 44).

Station Commands: Flugplatzkdo. Paris-Buc of Fl.H.Kdtr. E 30/XII Toussus-le-Noble (Apr 41); Flugplatzkdo. Paris-Buc of Fl.H.Kdtr. E(v) 203/XII Paris-Villacoublay/Süd (Apr-Aug 44).

Station Units (on various dates – not complete): Res.Festungs-Flak-Abt. 323 (Mar 41).

[Sources: AFHRA A5259 pp.1482-84 (20 Jun 43 updated to 27 Oct 43) and A5260 pp.1812-15 (20 Jun 43 updated to 27 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Paris – Le Bourget (FR) (a.k.a. Dugny, Le Mesnil-Amelot) (48 57 00 N – 02 25 50 E)

General: airfield 12 km NE of Paris city center and immediately N of the village of Le Bourget.

History: the main airport for Paris from 1919 until the Germans occupied it in Jun 40. It immediately became the main hub for transports and transit aircraft in France. A few bomber and reconnaissance units were based at Le Bourget during 1940 and 1941. In late 1942 or early 1943 it became the Flugzeugschleuse (aircraft depot center for the routing and delivery of aircraft to units).

Dimensions: approx. 1415 x 915 meters (1550 x 1000 yards).

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Surface and Runways: firm grass surface. Had a single concrete runway 1370 meters (1500 yards) long that was aligned ENE/WSW and included assembly hardstands. Prepared strips had been built on both sides of the runway. Equipped with airfield flare-path and a beam approach system while the runway had permanent illumination and a visual Lorenz system.

Fuel and Ammunition: fuel was brought to the airfield by rail tank wagon from the field aviation fuel dump at nearby Dugny and distributed to storage tanks in the dispersal areas. The main ammunition dump was just off the W boundary with a smaller dump in the Northwest dispersal area. Further ammunition stores for immediate use were along the W boundary and near the individual aircraft shelters.

Infrastructure: there were a total of 18 hangars – on the East side of the field were 5 large, 4 small and 1 double plus the airport terminal building and a number of workshops; on the West side were 4 double, 3 triple and 1 single plus workshops and other buildings. The station HQ was in the Le Bourget townhall and many of the various admin offices were in the airport terminal building. Personnel were billeted in barracks on the outskirts of Dugny off the NW corner of the airfield and in private homes at the S end of the landing area. A special branch rail line served the W side of the airfield.

Dispersal: there were 4 dispersal areas in May 43 – Bonneuil, Northeast, Northwest and Perimeter - with a total of 28 large covered aircraft shelters and 15 large open shelters.

Defenses: at least 1 heavy and 7 light Flak positions protected the airfield out to a radius of 4 km in May 43.

Remarks:

14 Jun 40: just occupied by the Luftwaffe and reported to be sufficiently serviceable for single aircraft to land and take off.

20 Apr 41: employed 2,022 non-German workers.

14 Jul 43: bombed by 52 B-17 Fortresses – 6 x Ju 88 C-6s from V./KG 40, 2 x LeO 451s from Transportfliegerstaffel Hansa, plus 1 x Fw 190 A-5 from 1. (F)/SAGr. 128 destroyed or damaged on the ground.

16 Aug 43: bombed by 171 B-17s – 1 x Fh 104 and 1 x Bf 108 from Kurierstaffel Ob.d.M., plus 1 x Ju 88 R-3, 1 x Fw 58 and 2 x Fi 156 from Flugbereitschaft Luftflotte 3 destroyed or damaged on the ground.

Immense destruction and damage done to the landing area and buildings.

25 Nov 43: bomb craters covering a part of the landing area measuring 1370 x 365 meters (1500 x 400 yards) have been filled in and serviceability restored. The rest of the landing area was still unserviceable although repairs were underway. No evidence of repair work yet on hangars, workshops and buildings.

3 Mar 44: landing area now serviceable after being repaired. On the E side of the airfield, 4 of the 5 large hangars had been repaired and the fifth one was under repair. One small hangar was repaired, 1 was under repair and the remaining 2 were in the process of being removed. The double hangar

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and workshops had been repaired while the terminal building was still being repaired. On the W side of the airfield, 2 triple hangars, 4 double hangars and 1 single hangar undamaged, but the workshops behind the double hangars were still in a state of damage and little was being done to repair them.

4 Jun 44: runway reported to have been prepared for demolition.

14 Jun 44: bombed by 134 B-17 Fortresses – 1 x Do 17P, 2 x Fw 58 E-1s, 1 x Ju 86 E-1 and 2 x Ju 88 A-4s from Wetterflugstelle Paris – Le Bourget destroyed or damaged on the ground – airport terminal building destroyed, 9 hangars destroyed, quarters and accommodations damaged, 2 fuel storage tanks blown up, 30% of repair parts lost, electrical power and water cut, radio beacon, direction-finding and landline communications knocked out.

28 Jun 44: bombed by 19 B-17s as a target of opportunity – 1 barrack building slightly damaged, power, water and landlines all severed, 1 man KIA and several others WIA.

25 Aug 44: airfield evacuation and demolition ordered by Luftflotte 3.

Operational Units: III./KG 54 (Jun-Jul 40); Flugbereitschaft Luftflotte 3 (c.Jul 40 – Aug 44); Wetterflugstelle Paris – Le Bourget (Sep 40 – Aug 44); I./St.G. 77 (Jan 41); 2.(F)/Aufkl.Gr. Ob.d.L. (Mar 41); III./KG 26 (Feb-Jul 41); Erprobungsstaffel 190 (Jul-Sep 41); 10./JG 26 (Jun-Jul 42); Flugzeugleitstelle (Flugzeugschleuse) Luftflottenkdo. 3 (1943-44); KGr. z.b.V. 700 (Apr 43); IV./TG 4 (May-Jun 43); Transportfliegerstaffel Hansa (Jun 43 – Aug 44); Verbindungsstaffel Luftflotte 3 (1943/44 – Aug 44); II./KG 53 (Aug 44).

School Units: Jagdlehrerüberprüfungsstelle (Sep – Oct 42).

Station Commands: Fl.H.Kdtr. E 63/XI (Jun-Jul 40); Fl.H.Kdtr. E 16/XII (Jul 40 – Dec 42); Fl.H.Kdtr. E 16/VII (c. Jan 42 – Sep 43); Fl.H.Kdtr. A 202/XII (Dec 42 – Mar 44); Fl.H.Kdtr. E(v) 201/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Luftgaustab z.b.V. 12 (Jun 40); Stab/Flak-Rgt. 104 (Jun 40); Luftzeugstab 5 (Jun 40); 7. Flgh.Betr.Kp. KG 26 (Apr 41); Bauleitung Le Bourget (1940-44); Feldlufttanklager Dugny bei le Bourget (1940-42); Feldlufttanklager 1/III (1942-44); Kohlensäurelager d.Lw. 1/XII Dugny (1944); Munitionsausgabestelle d.Lw. 17/XII (Apr 41)?; LE-Kolonnie 1/III (Aug 40 - ?); Ldssch.Kp. d.Lw. 9/XII (1940 – 1943/44)?

[Sources: AFHRA A5259 pp.1694-96 (31 May 43 updated to 4 Jun 44) and A5260 pp.2098-2104 (31 May 43 updated to 3 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Paris-Orly (FR) (a.k.a. Orly – Villeneuve-le-Roi) (48 43 50 N – 02 23 00 E)

General: airfield in N France 14.5 km SSE of Paris and 1.6 km SW of Orly, a suburb of Paris.

History: Orly was a joint military, naval and civil airfield that dated back to at least 1920 when the airship sheds were constructed. The majority of the

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buildings were former assembly and testing workshops used by the Amiot aircraft firm, the Société Emboutissage Mécanique and the Gnome-Rhône aero engine company. The Luftwaffe greatly extended and developed the airfield after the occupation in Jun 40 and turned it into a major operational and training base.

Dimensions: approx. 1920 x 1510 meters (2100 x 1650 yards).

Surface and Runways: good quality flat grass surface. Had 2 concrete runways – (1) approx. 1280 meters (1400 yards) aligned NNE/SSW; (2) approx. 1280 meters (1400 yards) aligned ENE/WSW. Equipped with boundary lighting, obstruction lighting, permanent runway illumination, flare-paths and a radio beacon.

Fuel and Ammunition: refueling points and underground bulk storage were at the SW corner near the large hangar, on the E boundary and at the SW corner. The main ammunition dumps were located SE of the airfield, S of the airship sheds on the SW corner and on the N boundary near the NE corner.

Infrastructure: Only had a total of 16 hangars – at the SW corner were 2 very large airship hangar sheds (built of reinforced concrete and their interiors subdivided by blast walls) and 1 large hangar; at the NW corner were 13 small hangars. Workshops were all grouped at the SW corner near the airship hangars. Many personnel were billeted in 3 nearby châteaux off the E and SE boundaries, and some officers in quarters at the SW corner. The officers' mess was at the NW corner. A light branch rail line served the airfield.

Dispersal: the 3 dispersal areas – North, East and South – had a total of 52 aircraft shelters, almost all covered.

Defenses: protected by 2 heavy and 13 light Flak positions in Jul 43. The positions surrounded the airfield on all sides and all were within 5 km of the landing area.

Remarks:

20 Apr 41: employed 3,413 non-German workers.

20 May 44: bombed by 90 B-17 Fortresses - Ju 252 V-7 from 2./Versuchsverband d.Ob.d.L. destroyed on the ground.

22 May 44: low-level attack by 9th AAF P-38 Lightnings – 8-10 x Ju 88s from II./KG 30 destroyed or damaged on the ground.

24 May 44: bombed by 151 B-24 Liberators – the 2 large airship hangar sheds and 1 small hangar were destroyed and 2 of the admin buildings were damaged.

25 May 44: bombed - Hawker Typhoon from 2./Versuchsverband d.Ob.d.L. destroyed on the ground.

25 Jun 44: bombed by 18 B-17 Fortresses as a target of opportunity.

16 Aug 44: evacuation and demolition of airfield ordered by Luftflotte 3.

Operational Units: I./KG 51 (Jun-Aug 40); Stab/Aufkl.Gr. Ob.d.L. (Jun-Oct 40); Stab/KG 51 (Jun 40 – Mar 41); 2.(F)/Aufkl.Gr. Ob.d.L. (Jun 40 – Jun

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41); 1.(F)/Aufkl.Gr. Ob.d.L. (Jul-Nov 40); II./KG 51 (Aug 40 – Apr 41); 3. (F)/Aufkl.Gr. Ob.d.L. (Nov 41 – Feb 42); 3.(F)/Aufkl.Gr. 33 (Jul-Nov 42); Höhenkampfkommando/Versuchsstelle für Höhenflüge (Aug 42); 14./KG 6 (Sep-Oct 42); detachment of Versuchsstaffel für Feindflugzeuge (c. Mar-Jun 44); II./KG 30 (May 44); 6./KG 6 (Jun-Jul 44); TGr. 30 (Jun-Jul 44); Stab, I./KG 30 (Aug 44).

School Units: III./Zerstörerschule 2 (Aug 42 – Feb 43); 2./JFS 5 (Feb-Mar 43); Stab and I./St.G. 102 (Feb – Oct 43); II./SG 101 (Mar 43 – Mar 44).

Reserve Training & Replacement Units: Erg.St./KG 51 (Dec 40 – Jan 41).

Station Commands: Fl.H.Kdtr. E 1/XII (Jun 40); Fl.H.Kdtr. E 6/VII (Jul 40 – Dec 42); Fl.H.Kdtr. A 212/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 202/XII (Apr-Aug 44).

Station Units (on various dates – not complete): part of Res.Flak-Abt. 441 (Jun 40); I./Festungs-Flak-Rgt. 32 (c. Mar-Jul 41); II./Flak-Rgt. 43 (Jul 40); Ie.Flak-Abt. 75 (Jul 40); Bauleitung Orly (1940-44).

[Sources: AFHRA A5260 pp.2241-45 (19 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pau (FR) (a.k.a. Pau – Pont Long) (43 21 20 N – 00 25 14 W)

General: airfield in SW France near the border with Spain c. 171 km S of Bordeaux, 8 km WNW of Pau and 3.25 km NNE of the town of Lescar.

There were 2 separate landing areas about 1.5 km N and S of each other. The area to the S was the primary.

History: an important military airfield and flight training school for many years before the war. Used by the Luftwaffe for fighter training during 1943-44.

Dimensions: each landing area measured approx. 1510 x 550 meters (1650 x 600 yards).

Surface and Runways: poorly drained grass surface. No paved runways. There were two broad concrete taxiways over the stream which separated the two landing areas. Equipped with a visual beacon and a beam approach system.

Fuel and Ammunition: both were available. The station ammunition dump was off the SW corner of the S landing area.

Infrastructure: the S landing area had 14 medium, 1 quadruple-span, 1 triple-span, 4 double and 5 small single hangars along the eastern half of the S boundary for a total of 25 hangars, some of which were probably used for workshops and stores. The N landing area had 1 large double-span hangar at the NW corner, 1 large double-span hangar at the SE corner and 4 large double-span hangars on the N boundary near the NE corner. There were numerous barrack buildings, offices and other support facilities behind the hangars on the S landing area. In 1943, a small group of barrack huts were erected behind the hangars at the SE corner of the N landing area. The nearest rail connection was in Lescar.

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Dispersal: several dispersals – Central and Southeast - with some 11 large open and 4 small double aircraft shelters were being developed in spring 1944, but progress was slow.

Defenses: there were 8 light Flak positions with emplacements for 20 guns in spring 1944, plus 4 machine gun emplacements.

Remarks:

27 Mar 44: bombed by 72 B-24 Liberators – 4 x Ar 66, 5 x Ar 68, 8 x Ar 96, 1 x Bf 108B, 1 x Bf 109 E-7, 2 x Dewoitine, 1 x Ju 160 and 1 x Potez 63 from JG 101 destroyed or damaged on the ground. Additionally, severe damage to hangars and buildings on the S landing area with 4 medium hangars, 3 small double hangars and 4 small single hangars destroyed. Only 2 medium and 1 small hangar of the 25 were spared.

Operational Units: none identified.

School Units: Stab and I./JG 101 (Apr 43 – Jun 44).

Station Commands: Fl.H.Kdtr. A 219/XII (Jan/Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 236/XII (Apr-Aug 44).

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

[Sources: AFHRA A5260 pp.167-71 (16 Nov 42 updated to 25 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Périgueux-Bassillac (FR) (45 11 55 N – 00 48 50 E)

General: landing ground in SW France 6.5 km ENE of Périgueux and 1.2 km N of the village of Bassillac. History: dates from 1936 as a small civil airfield/airport. Used very little after the war began. No record found of use by the Luftwaffe. Surface and Dimensions: inadequately drained grass surface measuring approx. 730 x 550 meters (800 x 600 yards). No paved runways. Infrastructure: had 1 small hangar with minor repair facilities at the center of the SW boundary along with 1 small brick building for offices and several small barrack buildings nearby. The nearest rail connection was in Périgueux. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

16 Sep 43: landing area obstructed by rough plowing.

[Sources: AFHRA A5260 pp.172-74 (24 Nov 42 updated to 16 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Péronne-Mons-en-Chaussée (FR): see Mons-en-Chaussée.

Péronne-Bouvincourt (FR) (c. 49 55 N – 02 56 E)

General: former landing ground in NE France approx. 53 km E of Amiens and 9 km SE of Péronne city center. No record found of use by the Luftwaffe. Listed as operational in Jun 44.

[Sources: Mattiello; AFHRA]

Péronne-Flamicourt (FR) (c. 49 55 N – 02 56)

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General: former landing ground in NE France approx. 46 km E of Amiens and 1-2 km SE of Péronne city center. No record found of use by the Luftwaffe. Listed as operational in Jun 44.

[Sources: Mattiello; AFHRA]

Perpignan (FR) (a.k.a. Perpignan-la-Salanguie, St-Laurent-la-Salanguie) (42 47 50 N – 03 00 20 E)

General: airfield and seaplane station in S France 4 km N of Perpignan and 3 km NNE of the town of Saint-Laurent-de-la-Salanguie. The seaplane station was located just NW of the airfield.

History: in existence for many years before the war but little used until the Luftwaffe took it over for use as a training base in Dec 42. The seaplane station was used for the construction and testing of seaplanes in 1929, but by the start of the war it was virtually inactive.

Dimensions: approx. 1000 x 915 meters (1100 x 1000 yards).

Surface and Runways: sandy surface. No paved runways. Equipped with perimeter lighting.

Anchorage: had a jetty, 1 electric crane but no mention of a slipway (launching ramp).

Fuel and Ammunition: no details.

Infrastructure: had 1 large double hangar, 7 barrack buildings and 2 or 3 other smaller buildings at the SW corner. Half of the hangar was used as a workshop. The nearest rail connection was in Saint-Laurent-de-la-Salanguie.

Dispersal: no organized dispersal facilities as surrounding terrain was flat, treeless, open scrub land.

Defenses: none noted.

Remarks:

1 Aug 43: landing area permanently obstructed by numerous trenches.

Operational Units: none identified.

Reserve Training & Replacement Units: 2./ (Erg.) JGr. West (Dec 42 – Feb 43).

Station Commands: Fl.H.Kdtr. E 32/XIII (Dec 42 – Oct 43)?; Flugplatzkdo.

Perpignan of Fl.H.Kdtr. E(v) 237/XII Toulouse-Francazal (Apr-Aug 44).

Station and Nearby Units (on various dates – not complete): 1e.Flak-Abt. 983 (Jul 44); elements of 7.(Flum.)/Luftgau-Nachr.Rgt. Westfrankreich (1943-44).

[Sources: AFHRA A5260 pp.175-78 (14 Nov 42 updated to 1 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Perpignan-Labanère (FR) (42 44 15 N – 02 52 20 E)

General: airfield in SW France 4.5 km NNW of Perpignan, 3.5 km S of Rivesaltes and 2.5 km SSE of the village of Peyrestortes.

History: a civil airfield and airport that existed for many years before the war. A Vichy reconnaissance group with Potez 63s was stationed at the

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airfield for several years and it may also have been used as a salvage depot where old French bombers were dismantled.

Dimensions: approx. 1000 x 595 meters (1100 x 650 yards).

Surface and Runways: stony surface with only a few sprigs of grass. No paved runways. Equipped with obstruction and perimeter lighting, and a visual beacon.

Fuel and Ammunition: underground fuel storage was at the NW corner. There was limited bomb and ammunition storage along the taxiways leading to the dispersals.

Infrastructure: had 1 medium and 2 small hangars near the NW corner, one of which was reportedly fitted out as a workshop and have also been used as a motor vehicle garage. Station HQ, admin offices, messes, dispensary and 20 long barrack huts were behind the hangars off the N boundary and NW corner. A few additional barrack huts were located off NE and SW corners. The Perpignan-Riversaltes rail line passed within c. 200 meters of the E boundary.

Dispersal: there were 2 areas in Jul 43 – North and Southwest – with a total of 12 covered aircraft shelters, 3 open aircraft shelters and 2 aircraft parking hardstands. The taxiways serving the Southwest dispersal were camouflaged by painting.

Defenses: had just 4 light Flak positions to late 1942, but this number rose to 12 during 1943-44.

Remarks:

1 Aug 43: one of the hangars was being enlarged, more huts were being constructed just N of the hangars and a large new dispersal area was being laid out and developed off the W boundary.

2 May 44: further development of the new dispersal area noted and 1 aircraft shelter has so far been built for it.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. A 209/XII (Nov 42 - ?)?

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

[Sources: AFHRA A5260 pp.179-83 (16 Nov 42 updated to 2 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Perpignan – Saint-Hippolyte (FR) (42 47 00 N – 02 55 00 E)

General: landing ground in S France 7.25 km NE of Perpignan-Labanère, 4 km NE of Rivessaltes and 4 km W of Saint-Hippolyte. History: under construction in Apr 44, probably as a satellite for Perpignan-Labanère. At the beginning of Jul 44 it was being prepared for demolition. Surface and Dimensions: grass surface measuring approx. 1370 x 185 meters (1500 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Jul 44 in BNA(PRO)/AIR 40]

Peuplingues (FR) (c. 50 55 N – 01 46 E)

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General: landing ground in NE France 7 km WSW of Calais. History: one of a number of forward fighter strips in the Pas de Calais area that was used by the Luftwaffe Aug-Dec 1940 during the air offensive against England and then inactivated or relegated to an emergency landing ground in 1941.

Surface and Dimensions: grass surface – no details found. Infrastructure: none noted.

Remarks:

Sep 40: assigned airfield code number 400. Came under Koflug 8/III (Saint-Omer).

Operational Units: II./JG 52 (Aug, Sep-Nov 40); III./JG 51 (Nov-Dec 40).

Station Commands: none identified.

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

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

Peyrolles (FR) (43 39 00 N – 05 30 00 E)

General: landing ground in S France c. 42 km NNE of Marseilles, 14 km NNE of Aix-en-Provence and 6.5 km W of the village of Peyrolles-en-Provence.

History: under construction by the RAF in 1940, it was inactivated, plowed and trenched by the Germans in 1943. Partially rehabilitated in late July 1944.

Surface and Dimensions: measured approx. 1190 x 230 meters (1300 x 250 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 3 Aug 44 in BNA(PRO)/AIR 40]

Phalsbourg (FR): see Mittelbronn.

Pierrelatte (FR) (44 23 50 N – 04 43 05 E)

General: landing ground in SE France 29 km NNW of Orange and 2.5 km NE of the town of Pierrelatte. History: origins unknown but probably laid out during 1939-40. The entire landing area was seen to be obstructed by ditches in Aug 43 and may also have been under partial cultivation. No record found of any use by the Luftwaffe.

Surface and Dimensions: grass surface measuring approx. 1415 x 960 meters (1550 x 1050 yards). No paved runway. Infrastructure: none noted.

[Sources: AFHRA A5260 pp.184-85 (4 Dec 42 updated to 18 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pihen (FR) (a.k.a. Pihen-lès-Guînes, Guînes – La Place, Guînes/West) (50 52 N – 01 46 E)

General: satellite or auxiliary landing ground for Saint-Inglevert and Guînes. Located in NE France 10 km SW of Calais and 6 km W of Guînes. See Saint-Inglevert and Guînes.

Remarks:

Sep 40: assigned airfield code number 372 or 390. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Plancy (FR) (48 34 00 N – 04 01 00 E)

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General: satellite strip and dispersal field 20 km ENE of Romilly-sur-Seine airfield, 6.5 km SSE of La Perthe landing ground and 3.25 km ESE of the village of Plancy-l'Abbaye. History: serviceable in Aug 44. Surface and Dimensions: measured approx. 1370 x 185 meters (1500 x 200 yards). Infrastructure: none - dispersal parking for aircraft along surrounding hedgerows.

[Sources: AFHRA A5260 amendments (4 Aug 44)]

Plivot (FR): see Épernay-Plivot.

Plouescat (FR) (c. 48 39 N – 04 10 W)

General: former landing ground in NW France (Brittany) approx. 27 km WNW of Morlaix. No record found of use by the Luftwaffe. Listed as operational in Jun 44.

[Sources: Mattiello; AFHRA]

Plumetot (FR) (a.k.a. Douvres-Mathieu, Mathieu) (49 16 N – 00 22 W)

General: landing ground in N France 9 km N of Caen and approx. 4 km inland from the coast. History: prepared by the French in 1938-39 by simply clearing some land between Plumetot and Mathieu, it was used by the Luftwaffe during 1940-41, increasingly as an emergency landing ground, and then inactivated and rendered unserviceable by trenching and erecting stake obstacles. Surface and Dimensions: grass surface but the dimensions were not discovered other than a statement that it was very small.

Infrastructure: none noted.

Remarks:

20 Apr 41: employed 567 non-German workers.

Jun 44: taken over by the Allies as advanced landing ground (ALG) B.10 and used by RAF fighters.

Operational Units: I./JG 27 (Aug 40); 4.(F)/Aufkl.Gr. 14 (Sep-Oct 40).

Station Commands: Fl.H.Kdtr. E 60/XIII (Jul 40 - May 41);

Station Units (on various dates – not complete): Lw.-Bauleitung V Plumetot (c.1940-41).

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

Pocancy (FR) (48 57 00N – 04 10 00E)

General: former landing ground in E France 36 km SSE of Reims and 2 km E of the village of Pocancy. History: used by the RAF in 1940 but inactivated after it was taken over by the Germans and given over to cultivation. Reactivated and made serviceable in spring 1944. Surface and Dimensions: farm fields measuring approx. 1280 x 825 meters (1400 x 900 yards) reduced to 915 x 275 meters during the war. Infrastructure: none noted.

Operational Units: elements of III./JG 3 (mid-Aug 44).

[Sources: A.I.2.(b)/Air Ministry Amendment dated 5 Jul 44 in BNA(PRO)/AIR 40]

Poitiers/Ost (FR) (46 34 45 N – 00 23 05 E)

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General: landing ground in west-central France 3.5 km E of Poitiers city center. History: a former French military exercise ground. Possibly used briefly by the Luftwaffe in mid-1940 but no evidence found of any use after that. Surface and Dimensions: grass surface measuring approx. 805 x 505 meters (880 x 550 yards). Infrastructure: none noted.

Remarks:

29 Jan 44: landing area permanently obstructed with trenches.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 18/VII (Jul 40).

Station Units (on various dates – not complete): gem.Flak-Abt. 195(v) (Poitiers- 1940-42).

[Sources: AFHRA A5260 p.2248 (29 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Poitiers/West (FR) (a.k.a. Poitiers/West) (46 35 30 N – 00 17 40 E)

General: emergency landing ground in west-central France 2.5 km W of Poitiers. History: early history unknown. Possibly used briefly by the Luftwaffe in mid-1940 but no evidence found of any use after that. Surface and Dimensions: firm and level grass surface measuring approx. 2470 x 595 meters (2700 x 650 yards) or 550 x 505 meters (600 x 550 yards) according to other sources. Infrastructure: there was 1 small hangar off the NW boundary.

Remarks:

20 Mar 44: landing area permanently obstructed with trenches.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2248 (30 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Poix (FR) (a.k.a. Poix/Nord, Croixrault) (49 48 40 N – 01 58 20 E)

General: airfield in N France 25-26 km WSW of Amiens and 4 km NNW of Poix-de-Picardie.

History: Poix was a former civil landing ground that was taken over by the Luftwaffe in Jun 40 and used as a fighter base during the early months of the air offensive against England. It then underwent extensive development during 1940-41 and converted into a bomber base, but only used for that purpose for 2 months during spring 1942. During 1943 it was used extensively as a forward staging field for fighter-bomber raids on England.

Dimensions: approx. 1280 x 1000 meters (1400 x 1100 yards) with an irregular shape.

Surface and Runways: firm, artificially drained grass surface. Had 2 concrete runways – (1) approx. 1690 meters (1850 yards) aligned E/W with assembly hardstands at each end; (2) approx. 1645 meters (1800 yards) aligned NNE/SSW with assembly hardstands at each end and prepared strips

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on both sides. A wide perimeter road encircled the landing area and connected the dispersal areas with the runways. Equipped with boundary lighting, permanent runway illumination, a beam approach system and visual Lorenz systems for both runways.

Fuel and Ammunition: aircraft fueled from fuel trucks. Underground bulk fuel storage reportedly off the N boundary and near buildings on the W boundary. The main bomb dumps were 2 km N of the airfield in an orchard and 2.5 km NE of the airfield on both sides of a track through a woods. The ammunition dump was on the SE side of a large wood between the villages of Poix and Croixrault.

Infrastructure: had 1 hangar in the North dispersal area. Station HQ was in a small group of buildings on the W boundary. A larger group of buildings about 700 meters S of those were for storage and there was a small group of buildings in the South dispersal area. Barrack huts erected by the Luftwaffe were on the NE outskirts of Croixrault and the NW outskirts of Poix. Flying personnel were accommodated in Courcelles-sous-Moyencourt and in the Château Moyencourt. The nearest rail connection was in Poix.

Dispersal: the 2 dispersal areas – North and South – had a total of 38 covered aircraft shelters in Jun 43.

Defenses: protected by 4 heavy and 10 light Flak positions in Jun 43, all within 3 km of the airfield. Ground defenses included 1 reinforced machine gun strongpoint, 4 trench systems with barbed wire and road blocks on all connecting roads.

Satellites and Decoys:

See Poix-Moyencourt.

Remarks:

Sep 40: assigned airfield code number 555.

Feb 41: closed for runway and other construction and remained so for the next year.

26 Jul 42: assigned new airfield code number 277.

15 May 43: bombed by 8th AAF.

18 May 43: bombed – 1 x Fw 190 A-5 from Stab/SKG 10 and a LeO 451 from IV./SKG 10 destroyed.

20 Jun 43: bombed – 2 x Fw 190s damaged, hangar and a barracks damaged.

31 Jul 43: bombed by 8th AAF B-26 Marauders.

16 Aug 43: bombed by 65 B-17 Fortresses.

19 Aug 43: bombed by approx. 35 B-17s.

27 Aug 43: bombed by 36 B-26 Marauders.

29 Nov 43: work to re-camouflage the taxi tracks and assembly hardstands underway; 2 aircraft shelters in the North dispersal were destroyed in recent attacks.

10 Feb 44: bombed by 9th AAF B-26s.

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5 Mar 44: both runways serviceable, landing area still cratered in places, stores buildings to the SW damaged in recent attacks.

20 Mar 44: dive-bombed by 9th AAF P-47 Thunderbolts.

10 May 44: NNE/SSW runway prepared for demolition.

24 May 44: bombed by 58 B-24s.

Operational Units: Stab, I./JG 54 (Jun 40); III./JG 3 (Jun-Jul 40); III./KG 26 (Sep 40 – Feb 41); II./KG 100 (Feb-Apr 42); Erprobungs-u.Lehr-Kdo. 17 (May 42); III./JG 2 (Sep-Nov 42); 11.(Höh.)/JG 2 (Sep-Nov 42); I./JG 27 (Apr-Jun 43); Stab/JG 26 (Jun 44).

Station Commands: Fl.H.Kdtr. E 42/XI (1941/42 – Mar 44); Fl.H.Kdtr. E(v) 226/XI Poix/Nord (Apr-Aug 44).

Station Units (on various dates – not complete): 1. Flugh.Betr.Kp./KG 100 (Feb-Apr 42).

[Sources: AFHRA A5260 pp.2249-57 (27 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Poix-Moyencourt (FR) (a.k.a. Poix/Ost) (49 47 00 N – 02 02 30 E)

General: former landing ground in N France 22 km SW of Amiens, 6 km SE of Poix (Poix/Nord) airfield and 2.5 km SSE of the village of Moyencourt.

History: used by the RAF 1939-40 and by the Luftwaffe 1940-42.

Deactivated and ploughed up in 1943. Reactivated and rehabilitated in May 44 as a satellite of Poix/Nord airfield.

Surface and Dimensions: grass surface measuring approx. 1190 x 1190 meters (1300 x 1300 yards).

Infrastructure: none noted. Dispersal: the 2 dispersals – Northeast and Southeast – had a total of 6 small open aircraft shelters and 24 aircraft parking bays in adjacent woods.

Remarks:

Sep 40: assigned airfield code number 556.

26 Jul 42: assigned new airfield code number 278.

[Sources: AFHRA A5259 p.1790 (29 Jun 44) and A.I.2.(b)/Air Ministry Amendment dated 5 Jul 44 in BNA(PRO)/AIR 40]

Pons-Avy (FR) (c. 45 34 10 N – 00 30 35 W)

General: wartime emergency landing ground in W France 86 km SE of La Rochelle and c. 5 km SE of Pons.

History: no evidence found of use by the Luftwaffe. On 27 Apr 44 the landing area was permanently obstructed and under cultivation.

Surface and Dimensions: not found. Infrastructure: none found.

[Sources: AFHRA A5260 p.2258 (27 Apr 44) and p.2471; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pontarlier (FR) (a.k.a. Pontarlier-Champ-de-Tir) (c. 46 54 18 N – 06 19 40 E)

General: former landing ground in east-central France approx. 83-84 km W of Berne/Switzerland. No record found of use by the Luftwaffe. Listed as operational in June 1944.

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[Sources: Mattiello; AFHRA]

Pont-de-Capellan (FR) (43 36 45 N – 04 59 00 E)

General: landing ground in S France 29 km WNW of Arles, 9.5 km WSW of Salon-de-Provence and 3.5 km NNW of the town of Miramas. History: one of the many satellites and dispersal fields in and around the Istres-le-Tube/Salon-de-Provence airfield complex. No activity noted there in Feb 43 or after, although it was listed by the Luftwaffe as operational in Jun 44.

Surface and Dimensions: dirt surface measuring approx. 1000 x 900 yards) with a rectangular shape. No paved runway. Infrastructure: had a small hangar at the S corner. The nearest rail connection was in Miramas.

Dispersal: no organized dispersal facilities. Defenses: none noted.

[Sources: AFHRA A5260 p.186 (18 Mar 43); Mattiello; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pont-Saint-Vincent (FR) (48 36 01 N – 06 04 49 E)

General: former landing ground in E France approx. 12.75 km SW of Nancy city center. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Pont-sur-Yonne (FR) (48 17 28 N – 03 14 43 E)

General: landing ground in north-central France 90 km SE of Paris and 3 km E of the town of Pont-sur-Yonne. History: no evidence found of use by the Luftwaffe. On 10 Nov 43 it was reported that most of the landing area was under cultivation and the other part was trenched. Surface and

Dimensions: grass surface measuring approx. 1000 x 1100 meters) 1100 x 1200 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 p.2256 (10 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Poretta (FR/Corsica) (42 32 35 N – 09 29 18 E)

General: satellite and dispersal field 5.5 km ESE of Borgo landing ground in NE Corsica. History: early history under the French and Italians not found, but it was used by Luftwaffe transport aircraft during Sep-Oct 43. Taken over by the Allies and by 11 May 44 had 133 single-engine USAAF fighters based there. Surface and Dimensions: grass surface of unknown dimensions. Infrastructure: unknown but probably none.

Remarks:

30 Sep 43: unserviceable Me 323 blown up at Poretta (Poretto) in NE Corsica to prevent it from falling into enemy hands.

[Sources: AFHRA A5258 pp.1289-90 (25 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Port-Audemer (FR): see Tricqueville.

Pouilly-Maconge (FR) (47 13 14 N – 04 33 37 E)

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General: former landing ground in east-central France approx. 38-39 km WSW of Dijon city center. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Presles (FR) (48 43 00 N – 02 44 00 E)

General: satellite strip and dispersal field in north-central France 34.5 km SE of Paris city center, 13 km NE of Melun airfield and 1 km W of the village of Presles-en-Brie. History: built for Melun in summer 1944 and still under construction in August. Surface and Dimensions: measured approx. 1280 x 185 meters (1400 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Aug 44 in BNA(PRO)/AIR 40]

Prosnes (FR) (a.k.a. Prosnes-le-Patron) (49 12 25 N – 04 15 05 E)

General: landing ground in NE France 16.5 km ESE of Reims and 3.5 km WNW of the village of Prosnes. History: a wartime French landing ground that may have been briefly used by the Luftwaffe in May-Jun 40 but not after that. Surface and Dimensions: grass surface measuring approx. 1145 x 1000 meters (1250 x 1100 yards) and irregular in shape. No paved runway. Infrastructure: no hangars or workshops, but there were a few small farm buildings at the SE corner. The nearest rail connection was a stop 3.6 km SSW at the village of Thuisy. Dispersal: 2 open aircraft shelters at the SE corner were in a state of disintegration by 1942.

Defenses: none.

Remarks:

10 Nov 42: landing area obstructed with short trenches.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2259 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prunay (FR) (a.k.a. Prunay-Villethiou) (c. 47 40 N – 00 56 E)

General: former landing ground in C France approx. 37 km NE of Tours. No record found of use by the Luftwaffe. Listed as operational in June 1944.

[Sources: Mattiello; AFHRA]

Puxieux (FR) (49 05 00 N – 05 52 00 E)

General: landing ground in E France c. 23 km WSW of Metz and 1.6 km W of the village of Puxieux. History: a former landing ground from 1939-40 that was inactivated and obstructed during the German occupation. Possibly rehabilitated in summer 1944 as the Luftwaffe listed it as operational in Jun 44. Surface and Dimensions: measured approx. 915 x 686 meters (1000 x 750 yards). Infrastructure: none noted.

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[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jun 44 in BNA(PRO)/AIR 40]

Q

Querqueville (FR): see Cherbourg.

Quille

Quilly (FR): see OUILLY-le-Tesson.

Quimper (FR) (a.k.a. Pluguffan) (47 58 20 N – 04 10 15 W)

General: landing ground in Brittany 50 km SSE of Brest, 5.5 km WSW of Quimper and 1.2 km SSE of the village of Pluguffan.

History: a former private civil landing ground that received limited development after the Germans took it over in Jun 40. Received very little use during the war. Surface and Dimensions: all-weather grass surface that was camouflaged with painted "hedges" and measuring approx. 870 x 640 meters (950 x 700 yards) with a very irregular shape. No paved runway. A perimeter road ran along the E and S boundaries. Fuel and Ammunition: there were 2 possible refueling points with storage tanks on the W and S boundaries. Infrastructure: had 1 medium hangar with a paved apron at the NW corner, 1 small hangar in the far N corner, 1 small hangar off the center of the E boundary, and 1 small hangar off the SE corner. Workshops adjoined the medium hangar and the small hangar off the SE corner. Station motor pool and garages were at the NW corner and the flight control building was also at the NW corner. Barracks were near the crossroads off the NW corner and other personnel were billeted in a hotel in Quimper. There were also a few buildings in the S dispersal area and at the SE corner. Rail connections were off the SW corner and off the S boundary. Dispersal: the 3 dispersal areas – North, East and South – had a total of 10 medium open aircraft shelters and 2 medium covered shelters. Defenses: a single light Flak position. Ground defenses included a number of machine gun positions fortified with barbed wire and defensive trenches.

Remarks:

20 Apr 41: employed 348 non-German workers.

26 Apr 44: observed to be permanently obstructed by trenches.

Operational Units: 2.(H)/Aufkl.Gr. 12 (Aug – c. Nov 40); Luftdienstkdo. Westfrankreich (Aug 40 – Dec 42).

Station Commands: as Fl.Pl.Kdo. Quimper (Apr 41); Flugplatzkdo. of Fl.H.Kdtr. E 9/XII Lorient – Kerlin-Bastard (1942-43)?; Fl.Pl.Kdo. C 23/XII (Jan 43 – Jun 44).

Station and Nearby Units (on various dates – not complete): Stab II.

(Flum.)/Luftgau-Nachr.Rgt. 13 (Bénodet, Aug 40 - ?); 5.

(Ln.Telbau)/Luftgau-Nachr.Rgt. 12 (fall 42 – 1944); Lw.-Bauleitung Quimper

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(c.1940-44); Lw.-Bau-Btl. 1/XII (Jan-Feb 41)?; Ldssch.Zug d.Lw. 269/XI (Oct 43)?

[Sources: AFHRA A5259 pp.1793-94 (26 Apr 44) and A5260 pp. 2260-62(13 Aug 43 updated to 24 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Quoeux (FR): see Hesdin.

R

Rambures (FR) (c. 49 57 N – 01 41 E)

General: satellite or dispersal field in NE France approx. 20 km SW of Abbeville. History: classified as a former landing ground. No record found of any Luftwaffe air or ground units being stationed there.

Remarks:

Sep 40: assigned airfield code number 575. Came under Koflug 19/XI (Beauvais).

26 Jul 42: assigned new airfield code number 279.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 3/VI (1940-41/42?).

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

Reims (FR) (a.k.a. Rheims) (49 14 N – 04 01 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Transportfliegerführer 1 (Aug 44); gem.Flak-Abt. 553 (May 44)?; 23.(Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44); Stab III.(Flum.Mess)/Ln.-Rgt. 203 (Guignicourt?, c.Oct 42 – early 1943); Flugmelde-Funk-Kp. z.b.V. 40 (Jun 44); Stab/Ln.-Ausb.Rgt. 302 (Mar 43 – Aug 44); III./Ln.-Ausb.Rgt. 302 (c.mid-43 – Aug 44); Fallschirmjäger-Rgt. 5 (c. May-Nov 42); Lehrkdo. Reims (1943 – Aug 44); Fallschirmjäger-Rgt. 9, 13, 14 (c. Jan-May 44); Fallschirmjäger-Art.Rgt. 3 (c. Jan-May 44); 3. Fallschirmjäger-Div. (Reims, Nov 43 – Feb 44 44); 5. Fallschirmjäger-Div. (Reims, Apr-May 44) plus many, many other Fallschirmjäger units that were components of these divisions.

Reims-Champagne (FR) (a.k.a. Bétheny, Reims-Bétheny, Courcy) (49 18 40 N – 04 02 25 E) [AFHRA]

General: airfield in NE France 130 km ENE of Paris and 6.5 km N of Reims. Bétheny is 4 km NNE of Reims and Courcy is 8 km NNW of Reims.

History: 1925-28: built as a large and important French Air Force base.

Served as an RAF base Sep 39 – May 40. Taken over by the Luftwaffe in Jun 40 and improved over the next several years. Used as a bomber base during the air offensive against England (Battle of Britain) and from mid-1941 by glider units and for twin-engine fighter training.

Dimensions: approx. 1,692 x 1,372 meters (1,850 x 1,500 yards).

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Surface and Runways: grass surface on chalky sub-soil. Did not have a paved runway as of 17 May 43. Equipped for night landings with a beam approach system and ample illumination.

Fuel and Ammunition: there were 2 sets of refueling points on the N boundary, 1 set on the S boundary near the hangars and 1 set on the W boundary. Had large capacity underground fuel tanks off the SW corner. A small ammunition dump was off the center of the N boundary and a larger dump at Fort de Brimont 5.5 km to the NW.

Infrastructure: major workshops were set up at Reims-Champagne by the Junkers firm for the overhaul and repair of Ju 88s. In total there were 3 very large double hangars at the NW corner, 1 very large double hangar, 3 large hangars and numerous workshops along the W boundary, some with concrete aprons, and 3 large hangars at the S end of the field. A large number of barracks and storage buildings were on the W side between the main road and the railway and other personnel were probably billeted in Reims. The main rail connection was in Reims, but there was a railway siding at the SW corner of the airfield.

Dispersal: two areas concealed in woods, one NE of the field and the other NW, had a total of 6 covered aircraft shelters and 19 concrete hardstands in May 43. Both dispersals were served by concrete taxiways.

Defenses: in May 43 there were 3 heavy Flak positions each with multiple guns located within 1.6 km of the airfield, and 9 light Flak positions surrounding the airfield on all sides. There were also 4 ground defense strong points with bunkers and trenches.

Remarks:

26 Sep 43: bombed by 40 B-17 Fortresses with hits on the hangars and barracks along the W boundary of the airfield as well as on the landing area; 11 x Go 242 gliders belonging to I./Luftlandegeschwader 2 were destroyed or damaged on the ground.

3 Oct 43: post-raid photos revealed unfilled craters on the W side of the landing area, 3 of the 4 bays of the very large double hangar on the W boundary destroyed, 1 workshop and several of the barrack blocks on the W boundary destroyed.

2 Jan 44: landing area repaired and again fully serviceable but the hangars and barrack buildings had been left unrepaired, according to an Allied recce report this date.

11 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 109 destroyed, 2 x Bf 109s and 2 x Bf 110s damaged; 4 hangars were also shot up and damaged.

17 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Do 217 destroyed and another damaged, 4 x Bü 133s damaged and 1 x unidentified aircraft damaged.

28 Mar 44: bombed by 59 B-17s.

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9 May 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Ju 88 destroyed and 2 more damaged.

20 May 44: bombed by 125 B-24 Liberators.

25 May 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x unidentified aircraft destroyed and 3 x Bf 109s damaged.

9 Aug 44: low-level attack by P-51s – claimed 6 x Ju 88s destroyed and 2 x Ju 88s damaged, plus 2 light Flak guns and a Flak tower destroyed.

Aug 44: evacuated by the Luftwaffe at the end of August and the USAAF occupied the airfield the following month.

Operational Units: 3.(F)/Aufkl.Gr. 22 (Jun 40); Feldbetriebsgruppe Reims (aircraft ferry unit) (1940-41); II./KG 77 (Oct 40 – Mar 41); Stab, I. II./KG 77 (Jan-Mar 41); GS-Kdo. 1 (May-Jun 43); GS-Kdo. 2 (May-Jun 43); Stab/Aufkl.Gr. 123 (Aug 44); 4.(F)/Aufkl.Gr. 123 (Aug 44); I./JG 11 (Aug 44); II./JG 6 (Aug 44)?

School Units: Fl.Ausbildungs-Rgt. 21 (1941-42); 2./Zerstörerschule 2 (Aug – Oct 42); IV./Zerstörerschule 2 (Nov 42 – Jan 43); Schlachtfliegerschule 1 (Jan 43); 3./SG 101 (Feb – Aug 43).

Reserve Training & Replacement Units: Erg.St./JG 26 (Sep – Oct 40).

Station Commands: Fl.H.Kdtr. A 213/XI (c.Jan-c.Jul 43); Fl.Pl.Kdo. A 93/XI (c.Jul 43 – Mar 44); Flugplatzkdo. Reims of Fl.H.Kdtr. E(v) 231/XI Juvincourt (Apr-Aug 44).

Station Units (on various dates – list incomplete): Koflug 2/XIII (Jun 40); Frontreparaturbetrieb GL 2562 (Junkers) (1940/41 – Aug 44); elements of le.Res.Flak-Abt. 773 (Feb, Apr 43); Flak-Abt. 10080 (Aug 44); 8.

(Flum.Res.)/Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (fall 41 – Aug 44);

kl.Fl.Betr.St.Kol. 2/XII (Jun 40); Trsp.Kol. d.Lw. 8/XII (Jun 40).

[Sources: AFHRA A5260 pp.2263-66 (3 Aug 43 updated to 8 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reims-Bezannes (FR) (c. 49 13 N – 03 58 E)

General: former landing ground in NE France 4.7 km SW of Reims.

History: no record found of any Luftwaffe air or ground units being stationed there.

Remarks:

Sep 40: airfield assigned code number 664.

Operational Units: none identified.

Station Commands: none identified.

[Sources: Mattiello; AFHRA]

Remaisnil (FR) (30 12 50 N – 02 15 25 E)

General: landing ground in NE France c. 33 km N of Amiens, 8 km NW of Doullens and 1.2 km NNE of the village of Remaisnil. History: no record found of any use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 1370 x 1100 meters (1500 x 1200 yards). No paved runway. A perimeter road encircled most of the landing area.

Infrastructure: none. Dispersal: the 3 dispersal areas – East, South and

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Northwest – had approx. 24 open aircraft parking bays. Defenses: there were 7 light Flak positions, all of which were inactive by 1942.

Remarks:

26 Jul 42: assigned airfield code number 280.

4 Mar 43: landing area now completely under cultivation.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 pp.1801-02 (4 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rennes – St-Jacques (FR) (48 04 15 N – 01 44 05 W)

General: airfield in NW France 6 km SW of Rennes and immediately W of the village of Saint-Jacques.

History: an important French military airfield that was still being worked on when the Germans took it over in Jun 40. The Luftwaffe quickly set to work developing it further by building the runways, dispersal areas and other infrastructure, eventually turning it into one of the 2 most important airfields and logistics centers in NW France. It remained very active throughout the war.

Dimensions: approx. 2010 x 1920 meters (2200 x 2100 yards) in mid-1943.

Surface and Runways: firm, well-drained grass surface. Had 2 concrete runways – (1) approx. 1550 meters (1700 yards) aligned ESE/WNW; (2) approx. 1370 meters (1500 yards) aligned NW/SE with an assembly hardstand and the S end. Equipped with perimeter lighting, permanent runway illumination, Flare-path, beam approach system and visual Lorenz systems for both runways.

Fuel and Ammunition: fuel was stored at both ends of the main hangar group, at the N end of the South dispersal and off the N end of the Northwest dispersal. There was a large ammunition dump and explosives factory 2.8 km NE of the landing area, another on the grounds of a château 3.5 km SSW of the airfield and a thire storage site in the Northwest dispersal area. The main bomb storage dump was 1.2 km SW of the field.

Infrastructure: at the E end of the field, Saint-Jacques had 4 blocks of large quadruple hangars plus a fifth block of large quadruple hangars that were used as workshops. Additionally, there was a row of 6 or 7 small hangars on the N boundary with separate workshops nearby. The station motor pool and garages were reportedly 1.2 km to the N on the far side of the Northwest dispersal. The station HQ and the flight operations center were on the N boundary, barracks for station personnel behind the hangars on the N boundary and some in Saint-Jacques village while aircrew were billeted in hotels in Rennes. A number of barrack-type buildings enclosed by blast walls and surrounded with defensive trenches were built in 1943 off the W boundary. A special branch rail line served the main hangar group on the E boundary.

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Dispersal: the 2 dispersal areas – Northwest and South – had a total of 23 large covered aircraft shelters, 8 large open, 10 medium covered and 24 aircraft parking sites in mid-March 1944.

Defenses: protected by 4 heavy and 20 light Flak positions in May 1943. On the ground, there was a strong defensive system of bunkers, machine gun posts and barbed wire on the N, W and S sides of the airfield.

Satellites and Decoys:

Rennes/I (48 05 00 N – 01 47 00 W), satellite strip and dispersal field 4 km WNW of Rennes – Saint-Jacques airfield. Measured approx. 1100 x 185 meters (1200 x 200 yards). Built in early 1944 and operational by June.

Remarks:

Jun 40: the Germans captured more than 30 intact aircraft here.

20 Apr 41: employed 389 non-German workers.

23 Sep 43: airfield bombed by 19 B-17 Fortresses.

30 Oct 43: runways and landing area repaired after recent bombing and probably serviceable again. Work to extend the South dispersal area underway.

18 Mar 44: extensive construction of railway line extensions, sidings and a probable large bunker development observed about 2 km ENE of the airfield.

27/28 May 44: airfield bombed by 78 RAF Lancasters and 5 Mosquitoes – heavy damage to the airfield and its infrastructure and a direct hit on at least one of the ammunition or bomb dumps.

7 Jun 44: bombed – 1 x Fw 190A from I./JG 11 destroyed on the ground.

8 Jun 44: airfield bombed by 30 B-17s.

9/10 Jun 44: airfield bombed by over 100 RAF bombers.

10 Jun 44: low-level attack – 6 x Fw 190As from I./JG 11 destroyed on the ground.

6 Aug 44: airfield ordered evacuated.

Operational Units: Stab, I., III./JG 53 (Jun-Aug 40); III./KG 27 (Aug 40 – Mar 41); Stab/KG 40 (Jul 41); III./KG 40 (Oct 41 – Sep 42); 4.(H)/Aufkl.Gr. 31 (Dec 41 – Apr 42); 1./KGr. 506 (Mar 42); Stab, II./KG 77 (May-Jun 42); I./KG 1 (Jun-Jul 42); III./KG 26 (Jul-Aug 42); 3.(F)/Aufkl.Gr. 123 (Jul 42 – Jun 44); II./SKG 10 (Apr-Jun 43); Wekusta 51 (Aug 43 – May 44); I./JG 11 (Jun 44); 10./JG 11 (Jun 44).

Station Commands: Fl.H.Kdtr. E 5/VIII (Jul 40 – Dec 42); Fl.H.Kdtr. A 215/XII (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 224/XII (Apr-Aug 44).

Station Units (on the airfield or in and around Rennes on various dates – not complete): Stab/Jagdfliegerführer 4 (Apr-Sep 43); Stab/Jagdfliegerführer Bretagne (Sep 43 – Aug 44); Stab/Flak-Brig. Veith (Jul-Aug 40); Stab/5. Flak-Brig. (Aug 40; Jan 43 – early 44); 3. Flgh.Betr.Kp. KG 26 (Jun 42)?; 7. Flgh.Betr.Kp. KG 26 (Jun-Dec 42); Lufttorpedo-Zug 13 (Jul 42 - ?); Lufttorpedo-Zug 14 (Jul 42 - ?); Lufttorpedo-Betr.Kp. 6 (Sep-Oct 42); Lufttorpedo-Betr.Kp. 7 (Oct 42 – Mar 44); Stab/Flak-Rgt. 15 (1941 – Aug 44); Stab/Flak-Rgt. 40 (Aug 40); I./Flak-Rgt. 61 (gem. mot.) (Jun 40);

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II./Flak-Rgt. 22 (gem. mot.) (May 42); le.Flak-Abt. 84 (mot.) (Feb-Mar 43); le.Flak-Abt. 98 (mot.) (1943 – Apr 44); elements of Luftsperr-Abt. 109(o) (1943-44); elements of gem.Flak-Abt. 193(v) (1943-44); gem.Flak-Abt. 196(v) (1941-43)?; schw.Flak-Abt. 671 (Feb-May 43); elements of gem.Flak-Abt. 153 (Mar 43 – Mar 44); gem.Flak-Abt. 441 (1943 - Aug 44); le.Flak-Abt. 752(v) (1942/43 – 1944); le.Res.Flak-Abt. 852 (Jun 43, Mar 44); le.Flak-Abt. 873(v) (1943); le.Flak-Abt. 912(v) (1942/43 – Aug 44); part of le.Flak-Abt. 955 (ETr.) (1943-44); Alarm-Flak-Battr. 89/XII (May 44); Feld-Flakinstandsetzungswerkstatt 2/XII (Jun 41); Flakwaffen-Instandsetzungswerkstatt (o) 102/XII (1943-44); Flak-Geräteausgabestelle 2/XII (mot) (1941-43); Flak-Geräteausgabestelle (o) 104/XII 1943); Flak-Munitionsausgabestelle Rennes (1944); Luftschutz-Abt. d.Lw. 32 (c.Jul 40 – 1941/42); 2.(Funk)/Ln.-Rgt. 32 (Jul-Aug 44); 5.(Eisenbahn-Flugm.)/Ln.-Rgt. 42 (May 43); Stab and I.(Ln.Betr.)/Ln.-Rgt. 54 (c.Jan-Jul 44); 7. (Flum.Mess)/Ln.-Rgt. 54 (1943 – Jul 44); II./Ln.-Flugsicherungs-Rgt. West (Jun-Jul 44)?; Stab VI./Luftgau-Nachr.Rgt. 12 (Jul 42); Abt. z.b.V./Luftgau-Nachr.Rgt. Westfrankreich (c.Oct 41 – Aug 44); 7.(Flum.Funk)/Luftgau-Nachr.Rgt. 12 (Jul 40 - ?); 13.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1941-44); 4./Ln.-Lehr-Abt. (Jun-Jul 40); Lw.-Bauleitung I Rennes (c.1940-44); Feld-Nachschubbezirk d.Lw. 3/WF (c.Mar 41 - ?); Flieger-Geräteausgabestelle (Eisb.) 2 (Feb 41); Flieger-Geräteausgabe- und Sammelstelle 1/XII (? – Jul 44); Nachschubbezirk d.Lw. 5/XII (1942-44); Nachschubbezirk d.Lw. 5/XIII (1941 – Nov 43)?; Trsp.Kol. d.Lw. 140/VII (Jul 43); Trsp.Kol. d.Lw. 5/XII (1942 – Feb 43); Trsp.Kol. d.Lw. 135/XII (Mar 43 – 1944); Kw.Werkstattzug d.Lw. 212 (Sep 40); Ldssch.Kp. d.Lw. 17/XIII (? – Jul 44)?; Lw.-Sanitäts-Zweigpark 20 (1941 - ?); Verbindungsstelle d.Lw. beim HKP 528 Rennes (Oct 43); 2.Verbindungsstab der deutschen Bevollmächtigter der Luftflotte 3 (Oct 43 – Jan 44); RAD-Abt. K 4/441 (May 44).

[Sources: AFHRA A5260 pp.2267-72 (22 May 43 updated to 18 Mar 44) and A.I.2.(b)/Air Ministry Amendment dated 18 Jun 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Retal (FR) (48 41 00 N – 02 47 00 E)

General: satellite strip and dispersal field in north-central France c. 39 km SE of Paris city center, 13 km NE of Melun airfield and immediately E of the village of Retal. History: built for Melun in summer 1944 and probably serviceable in August. Surface and Dimensions: measured approx. 960 x 185 meters (1050 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Aug 44 in BNA(PRO)/AIR 40]

Retour-des-Aires (FR) (43 30 30 N – 04 52 20 E)

General: landing ground in S France 9.5 km W of Istres and 5.5 km W of Istres-le-Tube airfield. History: probable satellite and dispersal field for Istres-le-Tube airfield. Surface and Dimensions: rough, stony farm land

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surface measuring approx. 915 x 915 meters (1000 x 1000 yards) and square in shape. No paved runway. Infrastructure: none. Dispersal: no organized dispersal areas. Defenses: none noted.

[Sources: AFHRA A5260 pp.187-88 (4 Dec 42 updated to 16 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roanne (FR) (Roanne-Renaion) (46 03 17 N – 04 00 05 E)

General: landing ground/emergency landing ground in east-central France approx. 46 km ESE of Vichy. No record found of Luftwaffe units being based here.

Remarks:

Jun 40: possibly used for a few days by 3.(H)/Aufkl.Gr. 12 (Pz) during the third week of June.

Jun 44: listed as operational.

[Sources: Mattiello; AFHRA; chronologies; BA-MA; NARA; PRO/NA]

Rochefort (FR) (a.k.a. Soubise) (c. 45 55 57 N – 00 59 22 W)

General: airfield and seaplane station in W France 29-30 km SSE of La Rochelle and 2.7 km W of Rochefort on the E bank of the Charente River across from the town of Soubise.

History: an important French air base, flight training school, airship school and aircraft factory prior to Jun 40. Used very little by Luftwaffe aircraft.

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

Surface and Runways: grass surface on clay soil that could get unserviceable in wet weather. No paved runway. A slipway for seaplanes was connected to the main buildings by taxiway but was unfit for use at low tide. Equipped with boundary lighting.

Fuel and Ammunition: there were fuel storage facilities.

Infrastructure: had 1 large airship hangar, 1 large aircraft hangar, 14 medium and small aircraft hangars, and extensive workshops. All of the buildings were at the N end of the airfield except for 1 hangar at the E corner. Ample barrack accommodations and storage buildings were concentrated at the N end. The nearest rail connection was in Rochefort.

Dispersal: no organized dispersal facilities.

Defenses: none identified.

Remarks:

1942: landing area obstructed.

Apr 43: airfield barracks reportedly occupied by a large number of troops (18. Lw.-Feld-Div.).

30 Apr 44: airfield ordered plowed up, made unserviceable and then abandoned (Qu./Feldluftgaukdo. W/F).

Operational Units: none identified.

School Units: Fl.Ausbildungs-Rgt. 32 (1941-44).

Station Commands: Fl.H.Kdtr. E 18/VII (to Apr 41).

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Station Units (on various dates – not complete): Seenotbezirksstelle Rochefort (Aug-Nov 40); Lw.-Bauleitung Rochefort (c.1940-44); elements of 18. Lw.-Feld-Div. (Feb-Mar 43).

[Sources: AFHRA A5260 p.2273 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rochefort-sur-Loire (FR) (47 21 15 N – 00 41 45 W)

General: landing ground in W France 18.5 km SSW of Angers and 3.25 km W of the village of Rochefort-sur-Loire. History: built late spring/early summer 1944 and believed to be a satellite and dispersal field for Angers landing ground. Surface and Dimensions: probable grass surface with a maximum run of approx. 2560 meters (2800 yards) with an irregular shape. Infrastructure: none noted. Dispersal: gaps were cut into the hedgerows along the N boundary.

[Sources: AFHRA A5259 p.1809 (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rocquancourt (FR): see Caen-Rocquancourt.

Rocquigny (FR) (50 03 00 N – 02 55 00 E)

General: satellite strip and dispersal field in NE France 27 km SW of Cambrai, 19 km NNW of Peronne airfield and 1.6 km S of the village of Rocquigny. History: under construction in mid-August 1944 and probably not completed. Surface and Dimensions: measured approx. 915 x 185 meters (1000 x 200 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 13 Aug 44 in BNA(PRO)/AIR 40]

Rodez (FR) (a.k.a. Rodez-Onet-le-Château) (c. 44 20 N – 02 34 E)

General: emergency landing ground in SW France approx. 132 km NW of Montpellier. No evidence of Luftwaffe use found. Listed as serviceable in Jun 44.

[Sources: Mattiello; AFHRA]

Rolampont (FR) (47 57 50 N – 05 17 45 E)

General: emergency landing ground in E France c. 19.5 km SSE of Chaumont, 10 km WNW of Langres and 1.6 km NNE of Rolampont. History: a former private airfield. Not known to have been used by the Luftwaffe. Surface and Dimensions: hard stony surface measuring approx. 550 x 530 meters (600 x 580 yards) and irregular in shape. Infrastructure: there was 1 hangar on the S boundary.

[Sources: AFHRA A5260 p.2471 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Romilly-sur-Seine (FR) (48 30 00 N – 03 45 20 E)

General: airfield in NE France 35 km NW of Troyes, 3.25 km SE of Romilly-sur-Seine and 2.5 km NE of the village of Pars-lès-Romilly.

History: used by Luftwaffe fighters and reconnaissance aircraft in Jun 40.

In Jul 40 it became an aircraft and parts depot and the location of Luftflotte

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3's reserve aircraft park (Flugzeugschleuse Luftflottenkdo. 3). Large numbers of aircraft were flown in to Romilly and then subsequently distributed to operational units as needed. Aircraft were repaired here and units came here to be re-equipped.

Dimensions: approx. 1280 x 1145 meters (1400 x 1250 yards) and roughly rectangular in shape.

Surface and Runways: grass surface, usually firm and dry. No paved runway. A concrete perimeter road encircled the landing area. Equipped with a permanent flare-path and a visual Lorenz system.

Fuel and Ammunition: the main fuel storage was on the N boundary near the railway sidings and an ammunition dump was on the S boundary.

Infrastructure: had 17 hangars – 10 medium and 3 small on the N boundary, 2 large at the SE corner, and 2 very large at the SW corner. Large workshops were located off the N boundary between the road and railway. A large concentration of buildings between the N boundary and the railway included barracks for flying and ground personnel, offices, stores and officers' mess. The main rail line running NW to Paris passed immediately N of the airfield where there were special sidings that served the N boundary.

Dispersal: the 4 dispersal areas – Northeast, Southeast, Southwest and Northwest – had a total of 21 large covered aircraft shelters and 2 aircraft parking sites.

Defenses: protected by 9 heavy and 14 light Flak positions in late Sep 43.

Satellites and Decoys:

Romilly/I (48 28 05 N – 03 43 50 E), satellite and dispersal airstrip 4 km SW of Romilly airfield. Measured approx. 1370 x 185 meters (1500 x 200 yards). Built summer 1944, still under construction in early July, and fully operational by August.

Romilly/II (48 29 35 N – 03 47 50 E), satellite and dispersal airstrip 3.25 km E of Romilly airfield. Built spring 1944 with a grass surface measuring 1510 x 320 meters (1650 x 350 yards). Rolled taxiways connected it to the SE corner and Southeast dispersal of Romilly airfield. First noted 25 Jun 44 and it became operational at the beginning of July.

Remarks:

14 Jun 40: 33 Allied (probably all French) aircraft captured on the airfield when the Germans occupied it.

20 Apr 41: employed 379 non-German workers.

20 Dec 42: bombed by 60 B-17 Fortresses and 12 B-24 Liberators – 4 x Ju 88s destroyed and 1 x Ju 52 damaged; 1 hangar destroyed by a direct hit and a direct hit on a Flak battery; barracks damaged.

3 Sep 43: bombed by 100 B-17s – 2 x Me 410 A-1s from II./KG 2 and 16./KG 2 badly damaged on the ground – landing area cratered and rendered 75% unserviceable; one of the large double hangars at the SE corner almost completely destroyed and a medium hangar on the N boundary damaged.

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15 Sep 43: bombed by 87 B-17s – 1 x Ju 88 D-1 from 3.(F)/Aufkl.Gr. 123 destroyed on the ground – moderate to severe damage to a number of hangars, including one of the large hangars at the SW corner, 2 small hangars on the N side; 1 of the large workshops off the N boundary destroyed; station buildings off the N boundary damaged as well as aircraft shelters in the Northwest dispersal area; numerous craters on the W side of the landing area.

20 Dec 43: landing area now partially repaired and again partially serviceable.

24 Feb 44: no further progress made on landing area repairs, which remains only partially serviceable.

25 Jun 44: bombed by 13 B-17s as a target of opportunity – direct hits on 1 hangar and another building that left them mostly destroyed. A new dispersal area – Southeast (remote) – with 4+ large open aircraft shelters seen to be under construction.

27 Jul 44: low-level attack by VIII Fighter Command P-38s – *claimed* 1 x Ju 88 damaged.

18 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 2 x Ju 52s and 1 x Ju 88 destroyed.

22 Aug 44: airfield ordered cleared and prepared for demolition.

Operational Units: Stab, I., II./JG 27 (Jun 40); I./JG 1 (Jun 40); 2.

(F)/Aufkl.Gr. 123 (Jun 40); 5./Gruppe West

(Flugzeugüberführungsgeschwader 1) (1943-44); Luftverkehrsgruppe Rangsdorf (Jun-Aug 44).

Station Commands: Fl.H.Kdtr. E 21/XII (Jun-Jul 40); Fl.H.Kdtr. A 50/XIII

(Jul 40 - Dec 42); Fl.H.Kdtr. A 210/XII (Jan 43 - Mar 44); Fl.H.Kdtr. E(v)

213/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Luftgaustab z.b.V. 100

(Jun 40 -); Luftzeugamt Romilly (1940-41); Feldluftpark z.b.V. (1940-41);

Flugzeugschleuse Luftflottenkdo. 3 (1943-44); Werft-Abt.(v) 113/XII (Apr-

Aug 44); gem.Flak-Abt. 593(v) (fall 42 - Aug 44); schw.Flak-Abt. 677(v)

(1942-43); elements of le.Flak-Abt. 941 (Dec 42); Lw.-Bauleitung Romilly-

sur-Seine (c.1940-44); Lw.-Bau-Kp. 5/IV (Jun 40); 1./Lw.-Bau-Btl. 14/XIII

(Feb 41); Flieger-Geräteausgabe- und Sammelstelle 10/WF (mot) (Jun-Aug

44); part of Nachschub-Kp. d.Lw. 7/VI (Jun 40); Ldssch.Kp. d.Lw. 9/XIII (?

- Jul-Aug 44); Ldssch.Zug d.Lw. 8/XII (Jun 40); Ldssch.Zug d.Lw. 10/XII

(Jun 40); Lw.-Berge-Kp. z.b.V. 29 (Nov 43).

[Sources: AFHRA A5259 pp.1817-18 (6 Jul 44) and A5260 pp.2277-85 (14

Aug 43 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Romorantin (FR) (a.k.a. Pruniers) (47 18 N – 01 41 30 E)

General: airfield in C France 61 km SSW of Orléans, 6.5 km SW of

Romorantin (Romorantin-Lanthenay) and 1.2 km SE of the village of

Pruniers-en-Sologne.

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History: a former French factory airfield occupied by the S.N.C.A. du Centre firm, which managed to evacuate all of the machinery prior to the arrival of the Germans in Jun 40. The Luftwaffe used Romorantin as an aircraft park in 1940, but by the end of 1941 this activity had been moved elsewhere and the airfield nearly deserted. It became active again in 1943-44 as a ground training base for Luftwaffe recruits.

Dimensions: approx. 870 x 1235 meters (950 x 1350 yards).

Surface and Runways: sandy soil on top of clay sub-soil that is unserviceable after heavy rain. Some drainage work had been carried out at the E end. No paved runway.

Fuel and Ammunition: fuel storage facilities existed.

Infrastructure: had 2 very large and 3 large hangars of the NW boundary with separate workshops to the rear of them. Barracks were behind the hangars and off the W corner. A light gauge railway passed by the NW boundary.

Dispersal: the 2 areas – South and Perimeter – had a total of 24 large open aircraft shelters.

Defenses: there were 3 light Flak positions, one of which was tower-mounted.

Remarks:

24 Jun 40: German report this date gave measurements of 1000 x 800 meters and said it was ready for use as an operational airfield with accommodations for 600 personnel. A French air park had been located here.

20 Apr 41: employed 700 non-German workers, most of which were probably on the payroll of the Feldluftpark.

18 Nov 43: the surface of the landing area seen to be in poor condition.

3 Feb 44: airfield reopened after being obstructed to prevent use (Qu./Feldluftgawkdo. W/F).

10 Apr 44: bombed by 21 B-24 Liberators and strafed by VIII Fighter Command P-51 Mustangs and P-47 Thunderbolts – *claimed* 1 x Bf 109, 5 x Fw 190s, 1 x Hs 123, 2 x Hs 126s, 4 x Bü 131s, 3 x Bü 133s and 21 x unidentified aircraft destroyed, plus 1 x Bü 133 and 14 x unidentified aircraft damaged for a total of 52 destroyed or damaged aircraft.

19 Apr 44: landing area surface rough and in poor condition.

30 Apr 44: dive-bombed by a squadron of P-47s.

4 Jun 44: bombed by 72 B-24s.

Operational Units: none identified.

School Units: 1./JG 105 (Mar-Apr 44); Fluganwärter-Btl. V (Jun 42); II./Flieger-Rgt. 91 (1944).

Station Commands: Fl.H.Kdtr. E 10/VII (Aug 40 – Mar 41)?

Station Units (on various dates – not complete): Feldluftpark Romorantin (1940-41); Lw.-Bauleitung Romorantin (c.1940-44); Flieger-

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Geräteausgabestelle (Eisb.) 13 (Jul 40); Nebelsäure-Nachschublager 2/VII (? – Aug 44); RAD-Abt. 3/225 (Jun 40 - ?).

[Sources: AFHRA A5260 pp.2286-88 (19 Aug 43 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rônai (FR) (48 48 45 N – 00 09 10 W)

General: landing ground in Normandy, 11.5 km NW of Argentan, 10 km SSE of Falaise and 1.2 km WSW of the village of Rônai. History: prepared late spring/early summer 1944 and thought to be serviceable by the first week of July. Surface and Dimensions: grass or dirt strip measuring approx. 1100 x 230 meters (1200 x 250 yards). Infrastructure: none noted.

[Sources: AFHRA A5259 p.1821 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rosières (FR) (a.k.a. Rosières-en-Santerre, Méharicourt) (49 48 30 N – 02 45 10 E)

General: airfield in NE France 32 km ESE of Amiens, 3.25 km ESE of Rosières-en-Santerre and 1 km N of the village of Méharicourt.

History: a French military landing ground that was used by the RAF during the 1939-40 period. The Luftwaffe enlarged and developed it for use as a bomber base during the air offensive against England (Battle of Britain). It became less active after Jul 41.

Dimensions: approx. 1370 x 1600 meters (1500 x 1750 yards) and rectangular in shape.

Surface and Runways: grass surface that could be soft in wet weather. Had 3 concrete runways – (1) approx. 1645 meters (1800 yards) aligned WNW/ESE; (2) approx. 1645 meters (1800 yards) aligned NE/SW with an assembly hardstand at the S end; (3) 1600 meters (1750 yards) aligned NNW/SSE. A perimeter road encircled the landing area. Equipped with permanent illumination for all 3 runways, a permanent flare-path, a beam approach system and visual Lorenz systems for 2 of the runways.

Fuel and Ammunition: there was a short ladder-type refueling hardstand in the Southwest dispersal area. The 2 large and 2 small ammunition dumps were camouflaged or concealed among trees off the N, SSE, SSW and WSW sides of the airfield.

Infrastructure: had 1 small repair hangar in the Southwest dispersal and workshops in the nearby villages of Méharicourt, Maucourt and Chilly. Station HQ was in Maucourt and the admin buildings, accommodations and stores facilities were all in the villages of Méharicourt, Maucourt and Chilly. Additional personnel could be billeted in Rosières-en-Santerre. Railway sidings were available at the NW corner of the airfield and the Southwest dispersal was served by a branch line.

Dispersal: the 2 dispersal areas – South (Maucourt) and Southwest (Méharicourt) – had a total of 59 large covered aircraft shelters in Aug 43. Both dispersals were connected by taxiways to the landing area and the ends of the runways.

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Defenses: protected by 2 heavy and 8 light Flak positions in Dec 43. Ground defenses were extraordinarily strong with 15 bunkers fortified with barbed wire plus some defensive trenches with barbed wire.

Remarks:

Sep 40: assigned airfield code number 510.

26 Jul 42: assigned new airfield code number 281.

Jan 43: runways and landing area obstructed.

20 Nov 43: runways and taxiways noted as being camouflaged a uniform dark color.

14 Jan 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 2 x Fw 190s shot up and damaged.

6 Feb 44: bombed by 9th AAF B-26 Marauders.

28 Feb 44: bombed by 9th AAF B-26 Marauders.

2 Mar 44: bombed by 9th AAF B-26 Marauders.

3 Mar 44: bombed by 9th AAF medium bombers (probably B-26 Marauders) – 5 aircraft shelters in the South dispersal area destroyed or severely damaged but runways and landing area unaffected.

12 Jun 44: station reported 6 of I./SKG 10's Fw 190s destroyed and 5 more damaged during Allied air attack.

18 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 1 x Fw 190 damaged.

25 Aug 44: bombed and strafed by 9th AAF P-38 Lightnings – runways, hangars, buildings and fuel dumps hit.

Operational Units: Stab, III./KG 1 (Jul-Sep 40); II./KG 1 (Sep-Nov 40, Mar-Jun 41); II./KG 4 (Jul 41); III./KG 6 (Nov 42); part of TGr. 30 (May 43?); I./SKG 10 (Sep 43 – Mar 44, May-Jun 44); III./JG 26 (Aug 44).

Station Commands: Fl.H.Kdtr. E 2/VI (Jul 40 – Mar 43); Fl.H.Kdtr. E 16/IV (Mar – Jul 43); Fl.H.Kdtr. A 209/XI (c.Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 224/XI (Apr-Aug 44).

Station Units (on various dates – not complete): 5. Flugh.Betr.Kp./KG 1 (Jul 40 - ?).

[Sources: AFHRA A5260 pp.2289-95 (15 Aug 43 updated to 3 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roubaix-Flers (FR): see Lille-Ronchin.

Rouen (FR) (49 26 35 N – 01 06 00 E)

Lw. Garrison and Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/Flak-Rgt. 6 (Jun 40); le.Flak-Abt. 84 (mot.) (1944); gem.Flak-Abt. 344(v) (Aug 44?); gem.Flak-Abt. 672 (c.Jan-Aug 44); schw.Flak-Abt. 676(v) (1942); gem.Flak-Abt. 683 (Jul 44); part of le.Flak-Abt. 955 (ETr.) (Mar 43); Stab/Luftschutz-Abt. d.Lw. 35 (1943 – Aug 44); 20.(Flugm.Leit)/Ln.-Rgt. 53 (1943-44); elements of 3.

(Fspr.u.Fschr.Betr.)/Feldluftgau-Nachr.Rgt. Westfrankreich (c.1942-44); 10. (Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (c.1941-44);

Munitionsausgabestelle d.Lw. 29/VII (1944); Flak-Munitionsausgabestelle

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d.Lw. 7/W-F (Quevilly, 1944); Nachschub-Kp. d.Lw. 2/VI (Aug 42)?; Verbindungsstelle d.Lw. beim HKP 519 Rouen (Oct 43); Ldssch.Kp. d.Lw. 15/XIII (1943)?

Rouen-Boos (FR) (49 23 20 N – 01 11 15 E)

General: landing ground in NE France 10 km SE of Rouen and 1 km W of the village of Boos. History: a very active fighter field in May-Jun 1940 but rapidly fell into disuse right after that and some of the hangars were removed. Obstructed in 1942 but these were sometimes removed for short-term operational purposes. Surface and Dimensions: grass surface measuring approx. 1000 x 750 meters (1100 x 820 yards) in 1943, about one-third less than its 1940 dimensions. No paved runway. Fuel and Ammunition: underground fuel storage probably at the E end of the landing area. Infrastructure: had 1 double hangar at the NE corner with a few small workshops adjacent to it. There were a few barrack huts at the NE corner, but the majority of personnel were accommodated in nearby villages. The nearest rail connection was in Rouen. Dispersal: there were open aircraft shelters around the perimeter in 1940-41, but only 2 of these remained by mid-1943. Defenses: there were at one time 6 light Flak positions surrounding the landing ground. Ground defenses included 4 strongpoints protected by belts of barbed wire.

Remarks:

19 Jun 40: bombed by 6 RAF bombers – 1 x Bf 110 from II./ZG 26 damaged on the ground. However, a German report states 1 destroyed and 4 other damaged with 1 KIA and several WIA.

Sep 40: assigned airfield code number 562.

26 Jun 42: airfield assigned new code number 258.

28 May 43: landing area temporarily blocked with entanglements.

4 Sep 43: the landing area now appears to be trenched.

23 Apr 44: landing area remains temporarily obstructed and may also be trenched.

22 Jun 44: landing area now seen to be fully obstructed by short trenches and earthen mounds.

Operational Units: Stab, I., III./ZG 26 (May-Jun 40); I./ZG 1 (Jun 40).

Station Commands: Fl.H.Kdtr. E 4/I (Jun 40); Flugplatzkdo. Rouen-Boos of Fl.H.Kdtr. E 11/XVII Beauvais-Tillé (1941-42).

Station Units (on or near the airfield on various dates – not complete):

m.Flieger-Betriebsstoff-Kolonne 4/I (Jun 40).

[Sources: AFHRA A5259 p.1827 (22 Jun 44) and A5260 pp.2296-98 (20 Aug 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roupy (FR): see St-Quentin – Roupy.

Routot (FR) (c. 49 23 N – 00 43 E)

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General: emergency landing ground or landing ground in N France approx. 47 km ESE of Le Havre city center. No record found of Luftwaffe use. Listed as serviceable in Jun 44.

[Sources: Mattiello]

Rouvres (FR): see Étain-Rouvres.

Royan (FR) (a.k.a. Royan-Médis) (45 37 55 N – 00 58 30 W)

General: landing ground in W France 3.5 km E of the port of Royan city center and 1.6 km SSW of Médis. History: a former French civil airfield that was used by the Luftwaffe during 1940-41 and then inactivated.

Surface and Dimensions: clay soil measuring approx. 915 x 915 meters (1000 x 1000 yards). No paved runway. Fuel and Ammunition: fuel

storage and pumps were at the NW corner Infrastructure: Station HQ in the Médis community school building, quarters, admin offices, a brick-built mess and barrack huts were off the NW corner. Other personnel were

accommodated at a farm off the S boundary. The nearest rail connection in

Royan. Dispersal: there were 11 open aircraft shelters around the

perimeter. Defenses: the 7 light Flak positions surrounding the landing ground on the S, W and N sides were all abandoned when photographed on

2 Jul 43. Ground defenses included 5 strongpoints protected by barbed wire, at least 8 machine gun positions and a defensive trench system.

Remarks:

1941: special drainage put in to make the landing area more serviceable in set weather.

2 Jul 43: already temporarily obstructed, work was underway to trench it.

27 Apr 44: most of landing area permanently obstructed with trenches.

Most of the buildings and barrack huts off the NW corner removed or demolished, and all of the aircraft shelters along the perimeter dismantled.

Operational Units: Stab/Aufkl.Gr. 41 (Jun 40 – 1941)?; 1.(H)/Aufkl.Gr. 41 (Jun 40 – 1941); Kurierstaffel 5 (Nov 40)?; 1.(H)/Aufkl.Gr. 14 (Aug-Sep 41).

Station Commands: none identified.

Station Units (on various dates – not complete): le.Flak-Abt. 999 (Jul 44);

28.(Flum.Mess)/Ln.-Rgt. 54 (Le Verdon-sur-Mer, spring 43 - Aug 44);

Flieger-Geräteausgabestelle (mot) C (Jul 40); kl.Flieger-Betriebsstoff-

Kolonne 5/XII (1940); Seenotbezirkstelle (L) Royan (Jun 40 – Jun 42);

Seenotkdo. 1 (Jun 42 – Dec 43).

[Sources: AFHRA A5260 pp.2299-2301 (22 Aug 43 updated to 27 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Roye-Amy (FR) (a.k.a. Beuvraignes) (49 39 15 N – 02 48 15 E)

General: airfield in NE France 44 km SE of Amiens, 5 km SSE of Roye and immediately W of Amy.

History: extensively developed by the Luftwaffe as a bomber base but not used until Mar 41. Very little use after Jun 41, although construction work continued into 1944. Reports stated that the clay soil underneath the

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runways was settling and even collapsing in places and taking the runway concrete with it.

Dimensions: approx. 1465 x 870 meters (1600 x 950 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. Had 3 independent concrete runways – (1) approx. 1800 meters (1970 yards) aligned E/W and located 365 meters S of the main landing area; (2) approx. 1675 meters (1830 yards) aligned NE/SW and located to the E of the main landing area; (3) approx. 1620 meters (1770 yards) aligned NW/SE and located to the SE of the main landing area. The NW/SE runway had an assembly hardstand at one end. Equipped with perimeter lighting, runway illumination, permanent flare-path, a beam approach system and visual Lorenz systems for the runways.

Fuel and Ammunition: fuel storage was on the S boundary, in the South dispersal area and in a woods on the E side of the road running S from Amy. The bomb dump was in a woods off the S boundary.

Infrastructure: had 1 small repair hangar in the East dispersal area. All station offices and most accommodations were in the villages of Crapeaumesnil and Amy which reportedly were completely taken over by the Luftwaffe. Other personnel were billeted in Fresnières, 4 km to the S, and base supplies were stored in Beuvraignes, 4.25 km WSW of Amy. The nearest rail connection was in Beuvraignes where a light rail branch run directly to the airfield.

Dispersal: the 2 dispersal areas – South and East – had a total of 59 aircraft shelters.

Defenses: protected by 2 heavy and 7 light Flak positions surrounding the airfield in Dec 43. The ground defenses consisted to numerous strongpoints and machine gun emplacements with interconnecting trench systems with liberal use of barbed wire entanglements.

Satellites and Decoys:

Roye-Villiers (49 42 35 N – 02 45 00 E), decoy 5.25 km NNW of Roye-Amy airfield. A former French civil airport. Outfitted with painted runways. Landing area obstructed by rough plowing.

Remarks:

Sep 40: airfield assigned code number 545 or 584.

26 Jul 42: airfield assigned new code number 248 S (this "new" code number was probably for the dummy/decoy at Roye-Villiers).

7 Sep 43: all 3 runways seen to be temporarily obstructed with portable obstacles and logs.

26 Nov 43: bombed by 9th AAF medium bombers – bursts observed on the E/W and NW/SE runways.

31 Dec 43: obstructions on runways and landing area believed to have been removed and the craters on the E/W runway repaired; the NW/SE runway is still unserviceable due to craters.

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31 Jan 44: obstructions removed from all 3 runways and prepared strips were being leveled on both sides of each.

3 Mar 44: bombed by 9th AAF medium bombers – serviceability of runways and landing area not affected.

27 Apr 44: dive-bombed by 52 P-38 Lightnings carrying 1,000 lb. bombs to break up the concrete runways.

1 May 44: bombed by 18 B-17 Fortresses as a target of opportunity.

18 Aug 44: bombed by 43 B-24 Liberators.

22 Aug 44: low-level attack by 9th AAF – claimed 10 aircraft destroyed on the ground.

Operational Units: III./KG 1 (Mar-Jun 41); I./SKG 10 (Mar-May 44).

Station Commands: Fl.H.Kdtr. E 23/VI (Sep 40 – Jul 42); Fl.Pl.Kdo. A 36/XI (1943 – Mar 44); Flugplatzkdo. Amy of Fl.H.Kdtr. E(v) 223/XI (Montdidier) (Apr-Aug 44).

Station Units (on various dates – not complete): all or part of 142.

Flugh.Betr.Kp. (Qu) (May 44 - ?).

[Sources: AFHRA A5260 pp.2302-11 (18 Aug 43 updated to 6 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

S

Saaralben (FR) (a.k.a. Sarralbe) (49 00 N – 07 00 E)

General: landing ground in E France 25 km S of Saarbrücken/Germany.

History: no record found of Luftwaffe air or ground units being stationed there.

Saarburg (FR) (Sarrebouurg, Sarrebouurg-Buhl) (48 43 05 N – 07 04 40 E)

General: emergency landing ground in E France c. 65 km E of Nancy and 2.5 km SSE of Sarrebouurg. History: no records of use by the Luftwaffe found. Surface and Dimensions: grass surface on clay sub-soil measuring approx. 795 x 595 meters (870 x 650 yards). Infrastructure: a former French military airfield with 1 hangar.

[Sources: AFHRA A5260 p.2470 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saargemünd (FR) (a.k.a. Sarreguemines) (49 07 50 N – 07 06 25 E)

General: landing ground (Landeplatz) in E France, c. 65 km E of Metz, 15 km SE of Saarbrücken/Germany and 3.5 km NE of Sarreguemines. History: a former French military airfield. No record of use by the Luftwaffe until early 1944 when glider training was seen there. Surface and Dimensions: grass surface on clay soil that was very soggy after heavy rain. Measured approx. 805 x 775 meters (880 x 850 yards) and rough triangular in shape. No paved runway. Infrastructure: had a small hangar and a few small accommodation buildings on the SE boundary. The nearest rail

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connection was in Sarreguemines. Dispersal: no organized dispersal facilities. Defenses: none identified.

Operational Units: none identified.

Station Units: none identified.

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

[Sources: AFHRA A5260 p.2377 (20 May 44) and p.2470; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saconin (FR) (Saconin-et-Breuil, Soissons-Saconin) (49 20 45 N – 03 13 50 E)

General: former landing ground in NE France 6 km WSW of Soissons.

History: a French military landing ground that was briefly used by the Luftwaffe during the advance across northeastern France in 1940 and then returned to cultivation. Surface and Dimensions: grass surface measuring 1190 x 870 meters (1300 x 950 yards). Infrastructure: unknown.

Remarks:

Sep 40: assigned airfield code number 342. Came under Koflug 11/VI (Laon).

Operational Units: I./St.G. 76 (May-Jun 40); I./JG 1 (Jun 40); Stab, I., II./JG 27 (Jun 40); 2.(F)/Aufkl.Gr. 123 (Jun 40).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2461 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Aignan (FR) (48 13 00 N – 00 21 00 E)

General: landing ground and dispersal field in NW France 32.5 km NNE of Le Mans airfield, 7 km NW of Bonnétale and immediately S of the village of Saint-Aignan. History: development work had not yet been completed in mid-July 1944 but it was probably at least partially serviceable. A second strip 2 km ENE of Saint-Aignan was being worked on at the same time.

Surface and Dimensions: measured approx. 1000 x 410 meters (1100 x 450 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendments dated 20 Jul 44 and 28 Jul 44 in BNA(PRO)/AIR 40]

Saint-André-de-l'Eure (FR) (48 53 30 N – 01 15 50 E)

General: airfield in N France 80 km W of Paris and 18 km SSE of Évreux and immediately SW of Saint-André-de-l'Eure.

History: occupied by the Germans in Jun 40 and thereafter extensively developed as a bomber base, including the construction of concrete runways, dispersal shelters and other infrastructure. A very active airfield right through to early Jul 44.

Dimensions: approx. 2100 x 1280 meters (2300 x 1400 yards) and irregular in shape.

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Surface and Runways: grass surface in good condition. Had 2 concrete runways – (1) approx. 1600 meters (1750 yards) aligned NW/SE with assembly hardstands at both ends; (2) approx. 1780 yards) aligned NE/SW with an assembly hardstand at the S end. A perimeter road ran along the S boundary and connected to the ends of the runways. Equipped with a permanent flare-path, permanent runway illumination, a beam approach system and visual Lorenz systems for both runways.

Fuel and Ammunition: refueling loops with probably buried storage tanks were at the center of the S boundary, near the E end of the S boundary and near the W end of the S boundary. A large bomb dump was in the woods to the SE of the landing area and a secondary ammunition dump was further S, in woods that paralleled the S boundary.

Infrastructure: had 1 large double repair hangar near the W end of the S boundary with nearby workshops. Other workshops were among a group of buildings on the E boundary. Flying personnel were billeted in Saint-André and other local villages, while ground personnel lived in barracks on the S outskirts of Saint-André, in the South dispersal area and on the E boundary. At least some of the admin offices were located in huts erected on the outskirts of Saint-André near the main entrance to the airfield. The Saint-André – Dreux railway line ran past the E boundary of the airfield.

Dispersal: some 35 aircraft shelters were among trees that ran along the S boundary.

Defenses: there were 4 heavy and 14 light Flak positions in May 43. One of the light positions consisted of 4 Flak towers 1.6 km WSW of the landing area. Ground defenses featured defensive trenches with weapon pits, road blocks, armed patrols and belts of bared wire around much of the airfield.

Satellites and Decoys:

Saint-André/I (48 52 00 N – 01 12 00 E), satellite strip and dispersal field 5.5 km SW of Saint-André-de-l'Éure airfield and 1.2 km NNW of Francheville. History: under development at the beginning of Jun 44 and serviceable in Jul 44. Surface and Dimensions: consisted to two strips – 1600 x 230 meters (1750 x 250 yards) aligned NNW/SSE, and 1600 x 230 meters (1750 x 250 yards) aligned NE/SW. Connected to dispersal areas at Saint-André-de-l'Éure airfield and at Illiers-l'Éveque. Aircraft were also parked on the edge of woods on the outskirts of the village of Coupigny.

Infrastructure: none noted.

Saint-André/Le Favril (c. 48 52 50 N – 01 14 14 E), dummy 3.25 km SW of the center of Saint-André-de-l'Éure airfield.

Remarks:

20 Apr 41: employed 1,804 non-German workers.

24 Oct 43: bombed by c. 28 B-17 Fortresses (and/or 9th AAF B-26 Marauders?) – N end of the NW/SE runway and both sides of it cratered; possible hits on aircraft shelters in the South dispersal.

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3 Nov 43: bombed by 71 9th AAF B-26 Marauders – 1 x Fw 190 A-6 from I./JG 2, plus 1 x Caudron 445, 1 x Bf 108 and 1 x Fi 156 from I./SKG 10 destroyed (2) or damaged (2) on the ground and 1 man KIA. The E half of the landing area was cratered but both runways were probably still serviceable, although the assembly hardstand at the S end of the NW/SW runway was hit by a number of bombs; large double hangar on S boundary received direct hits and severely damaged; a large concentration of burst seen on the barracks for flying personnel on the E boundary.

16 Dec 43: both runways and most of the landing area repaired and again serviceable.

6 Feb 44: bombed by 60 B-17 Fortresses - large double hangar on S boundary destroyed; workshops off S boundary damaged; all 3 refueling loops on S boundary damaged; secondary ammunition dump hit; some of the barrack huts in the South dispersal destroyed and others damaged; at least 8 aircraft shelters destroyed and 7 damaged in the South dispersal; taxiways cratered.

27 May 44: several taxi tracks seen to be under construction to connect the main landing area with the Saint-André/Le Favril dummy. A new West (remote) dispersal area was being built.

7-9 Jun 44: 13 x Bf 109 G-6s from III./JG 3 in a damaged and unserviceable state were abandoned and found on the airfield by the Allies in Aug 44.

13 Jun 44: carpet bombed by 40 B-17s – main runways completely destroyed, 2 aircraft damaged, 2 KIA and 3 WIA. (German report).

16 Jun 44: bombed by 12 B-24 Liberators.

8 Jul 44: bombed by 11 B-17s as a target of opportunity.

Operational Units: I./JG 2 (Jun 40); II./KG 54 (Jul 40 – Apr 41); I./KG 30 (Jul-Aug 41); II./KG 55 (Nov 41 – Apr 42); 2./JG 2 (May-Nov 42); 10. (Jabo)/JG 26 (Jul-Aug 42); 10.(Jabo)/JG 2 (Sep-Nov 42); Stab/SKG 10 (Dec 42 – Jun 43); I./SKG 10 (Dec 42 – Nov 43); Erprobungs-u.Lehrkdo. 22 (Mar-Apr 43); 1./KG 51 (Dec 43 – Apr 44); I./KG 54 (May 44); III./JG 3 (Jun 44); elements of II./KG 51 (Jun 44); 4./KG 6 (Jun 44); 4./KG 66 (Jun 44); 4.(F)/Aufkl.Gr. 123 (Jun-Jul 44); Stab/JG 3 (Jul 44).

Station Commands: Fl.H.Kdtr. E 31/XIII (Jul 40 – Mar 44); Fl.H.Kdtr. E(v) 206/XII (Apr-Aug 44).

Station Units (on various dates – not complete): part of gem.Flak-Abt. 683(v) (1942-43); le.Flak-Abt. 984 (Jun-Jul 44); Lw.-Bauleitung III St-Andre (c.1940-44); Lw.-Bau-Btl. 8/VII (Aug 41); Flieger-Geräteausgabestelle (mot) 103/VII (Bf 109 parts, Jun-Jul 44).

[Sources: AFHRA A5259 p.1838 (27 May 44), A5260 pp.2312-19 (1 Jul 43 updated to 16 Dec 43) and A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Auban-sur-Durance (FR) (a.k.a. Château-Arnoux) (44 03 40 N – 05 59 20 E)

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General: landing ground in SE France 96 km E of Avignon, 1.5 km E of Montfort and immediately S of Saint-Auban. History: a pre-war civil landing ground and glider field. The landing area was obstructed by plowing when observed in May 43. No record found of use by the Luftwaffe. Surface and Dimensions: rough grass surface measuring approx. 730 x 230 meters (800 x 250 yards). No paved runway. Infrastructure: had a small group of buildings at the NE corner but no hangars or workshops. Dispersal: no organized dispersal facilities. Defenses: none noted. [Sources: AFHRA A5260 p.189 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Aubin (FR): see Dieppe – Saint-Aubin.

Saint-Avoid (FR) (49 06 08 N – 06 44 04 E)

General: emergency landing ground in E France 2 km E of Saint-Avoid. No record found of Luftwaffe use. Listed as serviceable in Jun 44.

[Sources: Mattiello]

Saint-Brieuc (FR) (a.k.a. Trémuson, La Plaine) (c. 48 30 40 N – 02 48 20 W)

General: airfield in N Brittany 3.25 km W of St-Brieuc.

History: airfield considerably extended and developed after being taken over by the Germans in Jun 40. Quite active until mid-summer 1943, but no units were stationed there after that date.

Dimensions: approx. 1050 x 640 meters (1150 x 700 yards) and rectangular in shape.

Surface and Runways: artificially drained turf surface camouflaged with an intricate pattern of cultivation toned to blend in with the surrounding countryside. No paved runway. A concrete perimeter road enclosed the landing area.

Fuel and Ammunition: there was a refueling loop at the SW corner, a buried fuel store at the NE corner near the hangars, another buried fuel store off the N boundary and a suspected buried fuel store in the East dispersal area. A small ammunition store was off the center of the W boundary.

Infrastructure: had 4 small repair hangars – 2 at the NE corner, 1 in the East dispersal and 1 in the Northwest dispersal. Workshops were at the NE corner and the station motor pool and garages were 1.6 km NE of the landing area. Station HQ, control tower, officers' mess, NCO mess, dispensary and detention barracks were all off the NE corner. Officers were accommodated in hotels or private homes in Saint-Brieuc, while the men were billeted in barrack huts on the airfield. The Guingamp – Saint-Brieuc rail line formed the S boundary of the airfield.

Dispersal: the 3 dispersal areas – East, Northwest and Southwest – had a total of 49 aircraft shelters of various sizes in Apr 43. A network of concrete taxiways connected the dispersals with the landing area.

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Defenses: protected by 3 heavy and 13 light Flak positions in Apr 43. Very strong ground defenses with barbed wire completely encircling the airfield, numerous strongpoints, machine gun positions and trenches in the dispersal areas, and an antitank ditch off the NE side.

Satellites and Decoys:

Saint-Brieuc/Pordic (c. 48 34 30 N – 02 47 35 W), dummy approx. 7.5 km N of Saint-Brieuc airfield.

Remarks:

11 Nov 40: bombed by 3 RAF Blenheims.

20 Apr 41: employed 1,174 non-German workers.

3 Apr 43: camouflaged landing area observed to be badly faded.

18 Aug 43: landing area recamouflaged with a road pattern.

26 Nov 43: work observed to be underway to greatly strengthen the airfield's ground defenses.

27 May 44: landing area permanently obstructed by grid system of trenches and holes had been dug in the northern part of it. The southern part of the landing area had apparently been prepared for demolition.

29 May 44: attacked by approx. 34 aircraft – buildings and landing area damaged.

24 Jul 44: unchanged from 27 May, but upright posts had also been erected between the trenches.

Operational Units: 3.(F)/Aufkl.Gr. 31 (Jul 40 – Mar/Apr 41); Stab III., 8., 9./JG 77 (Jan-Feb 41); III./JG 53 (Mar-Apr 41); III./JG 26 (Apr-May 41); 1.(H)/Aufkl.Gr. 23 (Jun-Oct 42); 4.(H)/Aufkl.Gr. 13 (c. Jul-Oct 42); Stab, 1., 2./NAGr. 13 (Dec 42 – c. Aug 43); I./JG 2 (Jan-Mar 43).

Station Commands: as Fl.Pl.Kdo. St-Brieuc (Apr 41); Fl.Pl.Kdo. A 16/XII (Jan 43 – Jun 44).

Station Units (on various dates – not complete): Stab/5. Flak-Brig. (Apr 42); le.Res.Flak-Abt. 752 (Sep 41, Jan 44); elements of le.Flak-Abt. 912 (May 43); 25.(Flum.Funk)/Luftgau-Nachr.Rgt. 12 (1941 – c.Apr 43); 5.(Fspr.u.Fschr.Betr.)/Luftgau-Nachr.Rgt. 112 (c.Mar 43 – Aug 44); Lw.-Bauleitung St-Brieuc (c.1940-44); Ldssch.Zug d.Lw. 314/VI (May 44); Fluganwärter-Btl. I (Jun 42 – Apr 43); I.(or II.?) /Flieger-Rgt. 90 (c/Apr 43 – Jun/Jul 44).

[Sources: AFHRA A5259 p.1842 (24 Jul 44) and A5260 pp.2320-25 (7 Jun 43 updated to 1 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sainte-Cécile (FR) (44 13 00 N – 04 53 00 E)

General: satellite airstrip and dispersal field in SE France c. 10.5 km NE of Orange town center, 8 km NNE of Orange-Caritat airfield, 5 km NNW of Orange-Plan-de-Dieu airfield and 3 km S of the village of Sainte-Cécile-les-Vignes. History: under construction on 2 Jul 44 with the clear and leveling work almost completed. Not yet serviceable. Surface and Dimensions:

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farm land approx. 1300 x 250 yards). No paved runway. Infrastructure: none.

[Sources: AFHRA A5260 p.220 (2 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Chamond (FR) (c. 45 28 N – 04 30 E)

General: emergency landing ground in east-central France approx. 42 km SW of Lyon city center. No record found of Luftwaffe use. Listed as serviceable in Jun 44.

[Sources: Mattiello]

Saint-Clair (FR) (?)

General: former landing ground in NE France in the Flers-Caen-Rocquancourt area. Not located.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 12/VII (Jul 40 – Apr 41?).

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

Saint-Cyr (FR) (a.k.a. Saint-Cyr-l'École) (48 49 00 N – 02 04 00 E)

General: landing ground in N France at the French military academy and aviation depot 21 km WSW of Paris and 4 km WNW of Versailles. History: taken over by the Germans in Jun 40 and from Aug 40 used as a field air park for aircraft engines, signal equipment and other replacement and spares. No operational units were based here but there was a relatively constant in and out of transport aircraft that were picking up and delivering at the field air park. Surface and Dimensions: poorly drained grass surface on clay soil measuring approx. 825 X 825 meters (900 x 900 yards). No paved runway. Fuel and Ammunition: stored fuel was available.

Infrastructure: had 1 large and 6 small hangars at the SE corner.

Personnel were accommodated at the adjacent military college. The nearest rail connection was a station c. 1 km from the SE corner. Dispersal: no organized dispersal facilities and available parking for aircraft was inadequate. Defenses: there were 2 heavy and 5 light Flak positions in Sep 43.

Remarks:

16 Oct 42: part of the landing area at the NW corner had been returned to cultivation.

16 Aug 44: evacuation and demolition of the landing ground ordered by Luftflotte 3.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. A 6/XII (Nov 41)?

Station Units (on various dates – not complete): Feldluftpark 4/XII (1940 – c.Dec 43); Feld-Ln.-Geräteausgabestelle z.b.V. 1 (Jun 41); Flieger-Geräteausgabestelle (Eisb.) 7 (Jul 40); Flieger-Geräteausgabestelle (mot) F (Jul 40); Flieger-Geräteausgabe- und Sammelstelle (mot) 10/WF (? – 9 Jun 44); Instandsetzungswerkstatt für Flieger-Bodengerät 1/XII (Jan-Aug 44);

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Ln.-Frontreparaturbetrieb 1/XII (? – Aug 44); Ln.-Frontreparaturbetrieb (GL) 4/XII (c.1942-44); Ldssch.Kp. d.Lw. 5/XII (1940-44).

[Sources: AFHRA A5260 pp.2326-28 (22 Aug 43 updated to 3 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Dizier (FR) (a.k.a. St. Dizier – Robinson) (48 38 15 N – 04 54 30 E)

General: airfield in NE France 73 km NE of Troyes and 3.25 km WSW of Saint-Dizier.

History: an old French military airfield, it was used relatively little until 1942. At the beginning of that year, the Luftwaffe began developing it and building paved runways, and by the second half of 1942 it became operational as a night fighter station, quite likely the most important and active one in France.

Dimensions: approx. 1690 x 1325 meters (1850 x 1450 yards) and roughly rectangular in shape. After extensions in 1943, 1690 x 1510 meters (1850 x 1650 yards).

Surface and Runways: dug up due to construction but used to be grass. Had 2 paved (concrete?) runways under construction on 4 Jul 43 – (1) approx. 1510 x 80 meters (1650 x 90 yards) aligned ESE/WNW with assembly hardstands at both ends; (2) no details – in the very early stages of construction in Jul 43. A perimeter road enclosed the landing area. Equipped with obstruction lighting, permanent runway illumination, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: refueling points on the E boundary and refueling loops at the SE and SW corners close to the dispersal areas there. Ammunition storage was probably in the dispersal areas but no evidence of bomb storage noted.

Infrastructure: had 1 double hangar with a few sheds and huts in the Southwest dispersal, and 3 very small hangars at the NW corner, 2 of which had paved aprons. Station HQ, admin officesw, etc., were in a group of buildings at the NE corner. Barracks had been erected off the NW corner and a group of barrack huts were located 2.5 km off the S boundary near the village of Vaucourt. The nearest rail connection was in Saint-Dizier. The airfield was also supplied by barges that plied the Saint-Dizier Canal.

Dispersal: the 3 dispersal areas – North, South and Southwest – had a total of 38 covered aircraft shelters plus 1 aircraft parking site. The Southwest dispersal was connected to the landing area by a special bridge over the Saint-Dizier Canal.

Defenses: protected by just 4 light Flak positions in Jul 43. This was considerably increased when the heavy Allied bombings started in spring 1944.

Satellites and Decoys:

Orconte/I (48 39 05 N – 04 43 05 E), satellite or dispersal field 2 km N of Larzicourt and 13.5 km W of Saint-Dizier airfield. An airstrip measuring

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approx. 640 x 65 meters (700 x 70 yards) was in the early stage of construction on 25 Jun 44.

Orconte/II (48 39 30 N – 04 44 35 E), satellite or dispersal field 1.25 km SE of the village of Orconte and 11.5 km WNW of Saint-Dizier airfield. An airstrip measuring approx. 1550 x 230 meters (1700 x 250 yards) was in the early stage of construction on 6 Jul 44.

Remarks:

20 Apr 41: employed 157 non-German workers; station not yet operational.

16 Sep 43: work was continuing on the building of a NE/SW runway.

4 Oct 43: bombed by 38 B-17 Fortresses as a target of last resort.

18 Nov 43: runway construction and landing area leveling substantially completed. The second runway measured 1510 x 65 meters (1650 x 70 yards) and was aligned NE/SW.

16 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 and 1 x Bf 110 destroyed.

24 Mar 44: bombed by 147 B-24 Liberators as a secondary target – 4 night fighters from NJG 1 destroyed.

24 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 3 x Bf 109s and 4 x unidentified aircraft destroyed, plus 1 x Bf 109 damaged.

9 May 44: bombed by 75 B-17s.

17 Jul 44: bombed by 11 B-24 Liberators as a target of opportunity. Post-attack photos showed work underway to extend the ESE/WNW runway to approx. 1830 meters (2000 yards). A Southwest (remote) dispersal with 8 aircraft shelters was being built 2 km off the SW corner with a bridge over the Saint-Dizier Canal and a taxiway to connect it to the main landing area.

2 Aug 44: bombed by 12 B-24s as a target of opportunity.

18-19 Aug 44: hit on two consecutive days by 116 B-17s and an unknown number of medium bombers and P-51 strafers – approx. 5 x Ju 88/Bf 109 Mistel combinations (10 aircraft in all) from Einsatzstaffel KG 101 destroyed or badly damaged on the ground.

Operational Units: II./NJG 4 (Sep 42 – Mar 44); II./JG 27 (Sep-Nov 43); II./NJG 1 (Mar-May 44); I./NJG 5 (May-Aug 44); I./JG 301 (Jun 44).

School Units: Einsatzstaffel/KG 101 (Jun – Jul 44).

Station Commands: Fl.H.Kdtr. E 10/VIII (Jul 40 – Aug 43); Fl.H.Kdtr. E 24/XI (Dec 40); Fl.H.Kdtr. A 233/XII (Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 212/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 9 (Jul 42 – Mar 44); Koflug Saint-Dizier (Jul 40 – Mar 41); Koflug 3/XIII (Apr 41 – Dec 42); elements of schw.Flak-Abt. 557 (Aug 44); Stab IV. (Flum.Mess)/Ln.-Rgt. 203 (c.Oct 42 – Aug 44); Lw.-Feldbauamt 6/W-F (c.1940-44); Lw.-Bauleitung St-Dizier (c.1940-44); 1.Kp. of Lw.-Bau-Btl. 3/III (Oct-Nov 42).

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[Sources: AFHRA A5259 p.1774 (6 Jul 44), p.1846 (17 Jul 44) and A5260 pp.2329-33 (14 Jul 43 updated to 18 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Dizier-Vouillères (FR): see Vouillères.

Sainte-Livière (FR) (48 36 00 N – 04 51 00 E)

General: satellite strip and dispersal field in E France 5.5 km SW of Saint-Dizier airfield and 1.6 km ENE of the village of Sainte-Livière. History: built spring 1944 as a satellite for Saint-Dizier airfield and serviceable in June.

Surface and Dimensions: measured approx. 1190 x 110 meters (1300 x 120 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (18 Jul 44)]

Saint-Étienne-Bouthéon (FR) (45 32 05 N – 04 17 50 E)

General: airfield in south-central France 49 km SW of Lyon, 23 km NNW of Saint-Étienne and 2.5 km ESE of Bouthéon (Andrézieux-Bouthéon).

History: unknown. No information found.

Dimensions: approx. 730 x 550 meters (800 x 600 yards).

Surface and Runways: grass surface. Had an incomplete paved runway of approx. 685 meters (750 yards) that was aligned NNW/SSE.

Infrastructure: had 1 airship-type hangar, 2 small hangars and a group of barrack huts on the W boundary. The nearest rail connection was in Andrézieux, c. 1.6 km SW of the airfield.

Dispersal: no organized dispersal facilities.

Remarks:

12 May 43: runway blocked with portable obstacles and the entire landing area plowed or otherwise obstructed by ditches and barricades. All work on the runway had been long abandoned.

Jun 44: listed as operational in German records.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.190 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Étienne-de-Saint-Geoirs (FR) (45 21 40 N – 05 20 00 E)

General: landing ground in SE France c. 63 km SE of Lyon, 36 km NW of Grenoble and 2.5 km NNW of the town of Saint-Étienne-de-Saint-Geoirs.

History: existed pre-war but is not believed to have been used operationally by French air units or by the Luftwaffe. In May 43, half of the landing area was plowed up and the other half was under cultivation. Surface and

Dimensions: well-drained grass on gravel sub-soil measuring approx. 1100 meters (1200 yards) along the E/W axis. No paved runway.

Infrastructure: no hangars or workshops but there was a narrow rectangular building at the SE corner. The nearest rail connection was in

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Saint-Étienne-de-Saint-Geoirs. Dispersal: no organized dispersals.

Defenses: none noted.

[Sources: AFHRA A5260 p.191 (16 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Étienne-sur-Suippes (FR) (a.k.a. Bourgogne) (??)

General: former landing ground in France. Not located and no information found.

Remarks:

Sep 40: assigned airfield code number 655.

[Sources: Mattiello; AFHRA]

Saint-Florentin (FR) (47 59 00 B – 03 46 00 E)

General: landing ground in C France 24 km NE of Auxerre and 4 km ESE of the village of Saint-Florentin. History: developed and used by the French during 1939-40 then returned to cultivation by the Germans. Possibly rehabilitated in whole or part during Jul 44. Surface and Dimensions: measured approx. 1235 x 730 meters (1350 x 800 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 6 Jul 44 in BNA(PRO)/AIR 40]

Saint-Folquin (FR) (c. 50 56 N – 02 07 E)

General: landing ground in NE France approx. 18.5 km E of Calais town center. No record found of Luftwaffe use.

Remarks:

Sep 40: assigned airfield code number 427. Came under Koflug 8/III (Saint-Omer).

Jun 44: listed as serviceable.

[Sources: Mattiello]

Saint-Galmier (FR) (45 36 23 N – 04 18 17 E)

General: emergency landing ground in south-central France 45 km SW of Lyon city center and 2 km NW of Saint-Galmier. No record found of Luftwaffe use. Listed as serviceable in Jun 44.

[Sources: Mattiello]

Saint-Gâtien (FR): see Deauville.

Saint-Hilaire (FR) (49 10 00 N – 04 24 00 E)

General: satellite strip and dispersal field in NE France c. 33 km ESE of Reims, 7 km NNE of Mourmelon-le-Grand landing ground and 5.25 km W of the village of Saint-Hilaire-le-Grand. History: built in summer 1944 and operational in August. Surface and Dimensions: measured approx. 1235 x 455 meters (1350 x 500 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 8 Aug 44 in BNA(PRO)/AIR 40]

Saint-Inglevert (FR) (50 53 00 N – 01 44 25 E)

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General: airfield in NE France 11 km SW of Calais and 1 km N of St. Inglevert.

History: a British Royal Flying Corps airfield in 1918. Expanded for civil aviation between the wars and by 1936 had 3 large hangars, control tower and admin building, 4 or 5 other buildings and extensive parking for aircraft. Taken over by the French Air Force after Sep 39 and used to 22 May 40. Important Luftwaffe fighter field during the Battle of Britain and was designated a controlling airfield and repair center for a group of smaller landing grounds and airstrips in the immediate area. A 600 x 50 meter concrete runway was built at the beginning of 1941 along with workshops and additional aircraft dispersal and parking areas. Little use after spring 1941. 1943-44 taken over by the German Army and transformed into an anti-invasion strongpoint.

Dimensions: approx. 915 x 685 meters (1000 x 750 yards).

Surface and Runways: good quality grass surface, but inadequately drained. Has 1 concrete runway (see above). Equipped with boundary lighting and a beacon in 1940-41.

Fuel and Ammunition: fuel was stored at the SE corner with the station ammunition store probably in the same location.

Infrastructure: hangars, workshops and other buildings described above. Flying personnel were billeted in Wissant and other personnel in local farms and houses. The nearest rail connection was 3.25 km ESE of the airfield.

Dispersal: the 4 dispersal areas – North, East, South and West – had a total of 18 aircraft shelters.

Defenses: there were 8 light Flak positions around the airfield in 1940-41 and it was also protected by the thick Flak defenses around Calais. Ground defenses included 2 reinforced strongpoints, nearby coastal batteries, barbed wire entanglements and mine fields.

Remarks:

Sep 40: assigned airfield code number 401. Came under Koflug 8/III (Saint-Omer).

1942: landing area obstructed in early 1942 after which it became inactive.

Aug 44: airfield thoroughly demolished by the retreating Germans.

Operational Units: I.(Jagd)/LG 2 (Jun-Jul 40); I./JG 51 (Jul-Nov 40); Stab/JG 51 (Aug-Nov 40); II./JG 27 (Sep-Nov 40); 5.(H)/Aufkl.Gr. 32 (Nov 40)?

Station Commands: Fl.H.Kdtr. E 19/VI (c. Jun 40 – Apr 41?).

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

[Sources: AFHRA A5260 pp.2334-36 (22 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Inglevert - Vandin (FR) (50 53 50 N – 01 45 20 E)

General: landing ground in NE France 1.6 km NE of Saint-Inglevert airfield. Name derived from the Grand and Petit Vandin farms adjacent to the landing ground. History: developed in summer 1940 by the Luftwaffe as a fighter

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station and operated basically as a satellite airstrip of St. Inglevert airfield. Surface and Dimensions: grass surface measuring approx. 1050 meters (1150 yards). No paved runway. Infrastructure: had 1 small repair hangar in the West dispersal area. A motor pool was alongside the main road to the SE of the field. The Vandin farms were used as the station HQ and admin offices. Personnel were accommodated in the local villages. The nearest rail connection was 3.25 km to the SE. Dispersal: there were 2 dispersal areas – West and South – with a total of 29 aircraft shelters, all but 2 of which were uncovered. Defenses: there were 4 light Flak positions around the airfield in 1940-41 and it was also protected by the thick Flak defenses around Calais. Ground defenses included 3 reinforced strongpoints and belts of barbed wire along the W boundary and enclosing the 2 dispersal areas.

Remarks:

1942: landing area obstructed.

1943: landing area trenched and returned to cultivation.

Operational Units: none identified.

Station Commands: managed and operated by the airfield command at St. Inglevert airfield.

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

[Sources: AFHRA A5260 pp.2337-38 (22 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Jean-d'Angély (FR) (a.k.a. Fontenet) (45 54 05 N – 00 27 30 W)

General: airfield in W France 55 km SE of La Rochelle; airfield 7.5 km SE of the town.

History: a former French military airfield that was left relatively unused by the Luftwaffe until fall 1940 and thereafter used mainly by reserve training and replacement units.

Dimensions: approx. 1372 x 1097 meters (1500 x 1200 yards).

Surface: grass surface.

Runways: none on 15 Jul 43.

Infrastructure: refueling loop off the W boundary; 3 large double hangars on the W boundary with servicing tarmacs and 2 large triple hangars on the E boundary; extensive barracks off the W boundary to the rear of the hangars; control tower and admin buildings along the W boundary just N of the hangars. Nearest rail connection was the Niort-Saintes Line at Saint-Jean-d'Angély.

Dispersal: had a Southeast dispersal with 6 uncovered a/c shelters and 2 parking sites, and a West dispersal with 7 covered a/c shelters and 1 uncovered shelter (Jul 43).

Defenses: defended by approx. 6 light Flak positions in Jul 43.

Satellites and Decoys: none reported.

Remarks:

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20 Apr 41: employed 320 non-German workers.

31 Dec 43: bombed by 87 B-24 Liberators – southern part of the landing area rendered unserviceable; taxi tracks in the Southeast dispersal cratered; 1 large double hangar destroyed and another damaged; tarmac aprons heavily cratered; several barrack blocks destroyed and several others damaged; station HQ possibly damaged (analysis of 4 Jan 44 photo recon).

30 Jan 44: landing area under repair and is now partially serviceable.

27 Mar 44: bombed by 55 B-17 Fortresses.

Operational Units: 7./KG 40 (Feb – Jul 44).

Reserve Training & Replacement Units: Kommodore der

Ergänzungsjagdgruppen (1943 – Mar 44); Erg.St./JG 53 (Sep – Nov 40);

Erg.Gr./JG 53 (Nov 40 – c. Jun 41); Erg.St./JG 3 (Oct 40 – Feb 41); Erg.JGr.

Ost (later JGr. Ost) (Sep 42 – Feb 44).

Station Commands: as Fl.Pl.Kdo. Saint-Jean-d'Angély (Apr 41); Fl.H.Kdtr. A 227/XII (c.Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 233/XII (Apr-Aug 44).

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

[Sources: AFHRA A5259 p.1858 (30 Jan 44), A5260 pp.2339-44 (21 Aug 43 updated to 4 Jan 44) and A5261 pp.32-37 (21 Aug 43 updated to 4 Jan 44); chronologies; BA-MA; NARA; PRO/NA]

Saint-Léger-en-Yvelines (FR) (c. 48 43 N – 01 45 E)

General: former landing ground in N France 45 km WSW of Paris and 29

km E of Dreux History: no information found aside from the possible stationing of a single-engine reconnaissance Staffel there to rest and refit in

March 1942. Surface and Dimensions: grass surface of unknown dimensions. Infrastructure: none noted.

Operational Units: 1.(H)/Aufkl.Gr. 11 (Mar 42)?

Station Commands: none identified.

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

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

Saint-Léger/West (FR) (c. 50 11 N – 02 51 E)

General: former landing ground in NE France 13 km SSE of Arras and just W of the village of Saint-Léger. History: used by Luftwaffe bombers during

1940 but abandoned when the wet fall weather set in. Subsequently inactivated and either returned to cultivation or obstructed. Surface and

Dimensions: grass surface of unknown dimensions. Infrastructure: none noted.

Satellites and Decoys:

Saint-Léger – Vraucourt (Vaulx-Vraucourt) (50 09 50 N – 02 54 20 E), dummy 4 km SE of Saint-Léger/West former landing ground.

Operational Units: Stab, II./KG 76 (Jun 40)?; II./KG 2 (Jul-Nov 40).

Station Commands: none identified.

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

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

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Saint-Malo (FR) (a.k.a. Saint-Jouan, St.-Servan) (c. 48 38 N – 02 01 W)

General: former landing ground in N Brittany c. 2 km S of St-Malo city center. History: a small local airfield that was taken over by the Luftwaffe and used until January 1941. Surface and Dimensions: grass surface with a relatively short landing area. Infrastructure: no information found, but there were undoubtedly a few hangars and buildings.

Satellites and Decoys:

Lillemer (48 33 20 N – 01 51 45 W), dummy 14.5 km SE of Saint-Malo landing ground.

Remarks:

1941-44: Saint-Malo's harbor, docks, coastal batteries and fortifications and troop positions were bombed numerous times by the RAF and USAAF, but the landing ground was never attacked.

Operational Units: Stab, I./St.G. 2 (Jul 40 – Jan 41).

School Units: III./Fl.Ausbildungs-Rgt. 11 (Saint-Malo, 1942-43).

Station Commands: none identified.

Station and Nearby Units (on various dates – not complete): Res.Flak-Abt. 343 (1941/42 – 1943); elements of gem.Flak-Abt. 683(v) (1942-43); elements of le.Flak-Abt. 912 (1942-44); 10.(Funkh.)/Ln.-Rgt. 3 (Jul 40 – 1944?); elements of 5. Fallschirmjäger-Div. (Jul 44).

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

Saint-Mandrier (FR) (a.k.a. Toulon – St-Mandrier, Saint-Mandrier-sur-Mer, St-Mandrier) (43 05 00 N – 05 56 10 E)

General: seaplane station in S France on the N side of the Saint-Mandrier Peninsula 5.5 km SSW of Toulon.

History: built beginning in 1930-31 but did not come into use until 1937. A Vichy Air Force mechanics' school was reportedly located here during 1941-42.

Dimensions: ample take-off and landing room E and NE of the station.

Anchorage: Toulon roads (the Grande Rade) was reasonably well sheltered from the winds and there were several small inlets W of the station that were used for mooring seaplanes. Mooring buoys were also available near the station's jetty. Had a beacon on the E end of the quay.

Fuel and Ammunition: both available.

Infrastructure: had 2 large and 2 large double hangars, 3 of which were along the sea front just in from the jetty and quay. One of the large hangars was behind the others and was used for repairs. Admin offices were W of the hangars while station barracks, messes and cinema were on a hill S of the hangar area. There was 1 long jetty with a crane on rails to transport seaplanes back and forth to the hangars, a single slipway on the E side of it and a long concrete quay in front of the hangars. A branch rail line from Toulon served the Saint-Mandrier Peninsula.

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Defenses: protected by 2 heavy and 3 light Flak positions within 2 km of the S and SW sides of the station plus the much heavier Flak belt around the naval base and port of Toulon (Mar 43).

Remarks:

Nov-Dec 42: Breguet Bizerte flying boats found at Saint-Mandrier seaplane station were incorporated into 3. Seenotstaffel based at Barre.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. B 38/XII (See) (Jan-Mar 44); Flugplatzkdo. of Fl.H.Kdtr. E 32/XI (Marseille-Marignane) (Mar 44).

Station Units (on various dates – not complete): 4.(Flum.Mess)/Ln.-Rgt. 51 (Fort de la Noire, 1943 – May 44); 9.(Flum.Mess)/Ln.-Rgt. 51 (Fort de la Noire, Jun-Aug 44).

[Sources: AFHRA A5260 pp.224-27 (23 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Mards (FR) (a.k.a. Saint-Mards – Le Plessis, Quilleboeuf-Bouquelon) (c. 49 46 N – 01 00 E)

General: former landing ground in NE France 19 km SSW of Dieppe.

History: used by the Luftwaffe during 1940 but no units are known to have been stationed there. A Bf 109E belonging to Flugbereitschaft VIII.

Fliegerkorps was damaged taxiing at Sait-Mards – Le Plessis on 3 Sep 40.

Probably not in use after November 1940 and definitely returned to

cultivation by 1942. Surface and Dimensions: grass surface of unknow dimensions. Infrastructure: none noted.

Remarks:

May 41: operational using airfield code number 553. Came under Koflug 19/XI (Beauvais).

Station Commands: Fl.H.Kdtr. E 40/XIII (Jul 40 – c.Nov 40).

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

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

Saint-Martin (FR) (a.k.a. Saint-Martin-de-Crau) (c. 43 38 N – 04 48 E)

General: landing ground in S France 35 km S of Avignon, 15-17 km NNW of Istres, 15.5 km ESE of Arles and in the vicinity of the town of Saint-

Martin-de-Crau. History: believed to be one of 3 strips in the vicinity of Saint-Martin-de-Crau, the other two being Mas-de-Rus and Terrusse.

Surface and Dimensions: rolled dirt surface of unknown dimensions but believed to be large. Infrastructure: none noted.

Operational Units: I./KG 76 (Sep-Nov 43); II./KG 76 (Sep-Oct 43); 1. (F)/Aufkl.Gr. 33 (Feb-Aug 44); 4., 6./KG 76 (Mar-Jul 44).

Station Commands: Flugplatzkdo. directly under Koflug 6/XII (Salon) (Mar 44); Flugplatzkdo. St-Martin of Fl.H.Kdtr. E(v) 240/XII Istres (Apr-Aug 44).

Station Units (on various dates – not complete): 2. Flugh.Betr.Kp./KG 76 (Sep 43); 113. Flugh.Betr.Kp. (Qu) (Feb-Mar 44); elements of 7.

(Flum.)/Luftgau-Nachr.Rgt. Westfrankreich (1943-44); 3.Kp. Lw.-Bau-Btl.

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106/XII (K) (Apr 44); Sanitätsbereitschaft (mot) d.Lw. 1/XIII (Arles, Apr, Jun 44); 10./Flieger-Rgt. 63 (Dec 43).

Saint-Nazaire (FR) (a.k.a. Escoublac) (47 17 15 N – 02 20 50 W)
General: landing ground in W France 10.5 km WNW of the port city and 1.2 km SE of the town of Escoublac. History: a private civil landing ground built in the late 1920's that was briefly used by a Polish fighter unit in Jun 40. The Germans ignored the field until about mid-1941 when artificial drainage was installed and then the landing area extended in 1942. Surface and Dimensions: grass surface measuring approx. 1370 x 825 meters (1500 x 900 yards) with a "T" shape. No paved runway. Fuel and Ammunition: small underground fuel storage tanks may have been near the NW corner. Infrastructure: there were no hangars, workshops or other buildings. Some barrack huts had been erected among the village houses off the SE corner. The nearest railroad station was 1.2 km to the SSE in the village of Pornichet. Dispersal: the 2 dispersal areas – East and West – had a total of 5 medium and 21 small aircraft shelters. Defenses: surrounded by 4 light Flak positions. Ground defenses included numerous strongpoints, machine gun positions, defensive trenches and barbed wire entanglements along the W and E boundaries.

Remarks:

Aug 42: landing area now temporarily obstructed.

Jun 43: landing area cleared of obstructions and operational.

9 Jun 44: landing area now permanently obstructed with mines detonated on the northern part of it.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. A 13/XII (Jan 43 – Jun 44).

Station, City and Nearby Units (at various times – not complete):

Stab/Flak-Rgt. 40 (1940-41); I./Flak-Rgt. 141 (gem. mot.) (1943)?; gem.Flak-Abt. 153(v) (1941); gem.Flak-Abt. 156(v) (1942); part of Luftsperr-Abt. 207(v) (1941-43); Res.Flak-Abt. 292 (1940-41); part of schw.Flak-Abt. 423 (Eisb.) (Mar 43); I./Flak-Rgt. 701 (gem. mot.) (May 41); le.Flak-Abt. 852(v) (1941-42); 19.(Flum.Mess)/Ln.-Rgt. 54 (1943 – Jul 44); 21.(Flum.Mess)/Ln.-Rgt. 54 (St-Viaud, spring 43 – May 45); 26. (schw.Flum.)/Feldluftgau-Nachr.Rgt. Westfrankreich (St-Viaud, c.spring 42 – spring 43); Lufttanklager Nantes (later Feldlufttanklager 2/XII) at Donges (1942-44).

[Sources: AFHRA A5259 p.1862 (9 Jun 44) and A5260 pp.2346-48 (21 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Nazaire – See (FR) (c. 47 17 18 N – 02 10 53 W)

General: seaplane station in W France 3.25 km NNE of Saint-Nazaire on the NW shore of the estuary of the Loire River.

History: the S.N.C.A. de l'Ouest aircraft factory, which was located here and produced seaplanes prior to the German occupation in Jun 40, received an

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order from the Luftwaffe in Jul 41 to begin manufacturing Arado Ar 196 floatplanes. The plant was severely damaged by air attacks during 1942 and early 1943 after just 23 had been produced and the machinery was evacuated to the Fokker Works in Amsterdam where production was continued.

Dimensions: there was ample take-off and landing room available on the Loire River.

Anchorage: a slipway (launching ramp) was located immediately SE of the hangar area.

Infrastructure: had 2 hangars and a number of large workshop buildings, 2 of the latter belonging to the S.N.C.A. de l'Ouest aircraft factory (Société Nationale des Constructions Aéronautiques de l'Ouest). There were several cranes – 1 at the slipway and a second mounted on a concrete structure c. 75 meters off shore to the E of the hangars and connected to the slipway by a pier. The nearest rail connection c. 2.5 km from the seaplane station.

Defenses: protected by the Flak defenses of St. Nazaire port.

Remarks:

1941-43: port area and U-boat pens bombed many times by RAF and USAAF from 10/11 Mar 41 to Jun 43.

29 May 43: St. Nazaire U-boat pens bombed by 147 B-17 Fortresses – some of the bombs hit the seaplane station damaging 1 of the S.N.C.A. de l'Ouest workshops.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of le.Res.Flak-Abt. 852 (Jul 41).

[Sources: AFHRA A5260 p.2345 (25 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Omer (FR) (50 45 N – 02 15 E)

Town Luftwaffe Garrison and Station Units (specific airfield unknown):

Stab/Flak-Brig. III (Lumbres, Mar-Sep 41); Stab/Flak-Brig. XI (Nov 41 – Nov 42); 1.Kp./Luftschutz-Abt. d.Lw. 15 (Nov 43); Feldbauamt St-Omer (1940-44); Lw.-Bau-Btl. 8/VI (Aug 40); Nachschub-Kp. d.Lw. 12/XI (May 42)?; Nachschub-Kp. d.Lw. 19/XI (May 43)?; Standort-Kw.Werkstatt (o) d.Lw. St-Omer (later Kfz.Werkstattzug d.Lw. 113/XII) (1941-43); Ldssch.Zug d.Lw. 32/IV (Aug 40); Ldssch.Zug d.Lw. 86/VI (Aug 40); Lw.-Lazarett 11/XI (? – Aug 44).

Saint-Omer - Arques (FR) (see Arques).

Saint-Omer - Clairmarais (FR) (50 46 20 N – 02 19 30 E)

General: landing ground in NE France 5.25 km ENE of St-Omer. History: built by the Germans in summer 1940 as a satellite for St. Omer – Wizernes (St. Omer – Longuenesse). Surface and Dimensions: level grass surface that was unserviceable in wet weather. Measured approx. 1200 x 900

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yards) and "L" shaped. No paved runway but a 90-meter-long hardstand projected into the landing area from the W boundary and probably served as a starting platform. Equipped with perimeter lighting and may also have had a flare-path. Fuel and Ammunition: a refueling point was on the E boundary and fuel storage tanks were at the NW corner. A small ammunition dump was near the hangar. Infrastructure: had a small corrugated iron hangar disguised as a church and used for repairs that was c. 250 meters off the N boundary. A second repair hangar had been started at the SE corner. The station fire house was on the N boundary. Accommodation huts were in a wood near the hangar and in a building in another wood at the SW corner of the landing ground. The nearest rail connection was in St. Omer. Dispersal: the South dispersal area, which was the only one, had 30 to 40 small covered aircraft shelters along the edge of a thick wood on the S boundary. Each shelter was protected by blast walls approx. 2 meters high and 1 meter thick. Defenses: protected by 8 light Flak positions during 1940-41. Barbed wire surrounded the hangar and some of the buildings and Flak positions.

Remarks:

Sep 40: assigned airfield code number 383. Came under Koflug 8/III (Saint-Omer).

1942: landing area obstructed.

2 Mar 44: reconnaissance overflight showed landing area permanently obstructed with trenches and craters from demolition mine explosions.

Operational Units: I./JG 26 (Jun-Nov 41).

Station Commands: Fl.H.Kdtr. E 4/III (1940 – Mar 44); Fl.H.Kdtr. E(v) 217/XI (Apr-Jun 44).

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

[Sources: AFHRA A5260 pp.2349-52 (21 Aug 43 updated to 2 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Omer – Fort Rouge (FR): see Arques.

Saint-Omer – Le Nieppe (FR) (c. 50 44 N – 02 24 E)

General: former landing ground in NE France 10 km E of St-Omer.

History: no record found of Luftwaffe use.

Remarks:

Sep 40: assigned airfield code number 384. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello; AFHRA]

Saint-Omer - Wizernes (FR) (a.k.a. St-Omer – Longuenesse, Wizernes) (50 43 40 N – 02 14 15 E)

General: airfield in NE France 3.25 km SW of St-Omer, 2 km N of Wizernes and 1.2 km SSW of the village of Longuenesse.

History: The airfield dates from 1911, used by the British Royal Flying corps during World War I and by the French Air Force from mobilization at the end

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of August 1939 to May 1940. The Luftwaffe turned Wizernes into a first-class fighter airfield by putting down a concrete runway and building hangars, dispersal areas, blast shelters and Flak positions. It was the controlling airfield for the St. Omer group of fighter airfields and landing grounds.

Dimensions: approx. 1145 x 775 meters (1250 x 850 yards) and wedge-shaped.

Surface and Runways: grass surface. Has 1 concrete runway approx. 670 meters (730 yards) in length and aligned ENE/WSW. A perimeter road surrounded the landing area.

Fuel and Ammunition: buried fuel storage on N boundary on the W side of the hangar and in the North dispersal area. The 2 main ammunition dumps were off the NW corner and in the woods off the center of the N boundary. Each had rectangular magazines protected by thick blast walls. A third storage site was probably in the South dispersal area.

Infrastructure: had 1 medium hangar on the N boundary with a small French hangar next to it. The 2 hangars were camouflaged to appear as one. The station HQ was in a small château and most of the barracks were located in the woods off the N boundary. Flying personnel were billeted in St. Omer. The nearest rail connection was in St. Omer.

Dispersal: the 2 dispersals – North and South – had a total of 57 aircraft shelters.

Defenses: protected by 5 heavy and 18 light Flak positions that encircled the airfield on the W, N and E sides out to a radius of 4 km. Barbed wire entanglements were positioned just S of the South dispersal.

Satellites and Decoys:

Saint-Omer – La Borne (50 42 55 N – 02 19 15 E), dummy 6 km ESE of Saint-Omer – Wizernes airfield.

Remarks:

2 Jun 40: first occupied by the Germans this date.

2 Oct 42: bombed – 3 x trainers destroyed and 3 x fighters slightly damaged; hangar burned, 2 aircraft dispersals damaged, several buildings destroyed or damaged.

9 Sep 42: bombed by 6 B-17 Fortresses.

13 May 43: bombed by 31 B-17s.

26 Jul 43: bombed by 15 8th AAF B-26 Marauders.

19 Sep 43: a single crater seen on the S edge of the runway, otherwise the airfield appears to be serviceable.

25 Sep 43: bombed by 68 8th AAF B-26 Marauders – landing area cratered but these had been filled in by 3 Oct 43.

23 Nov 43: bombed by 9th AAF B-26 Marauders – bursts observed on the runway and landing area and also in the dispersal areas.

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5 Dec 43: craters on runway filled in but it may not be serviceable yet; landing area appears reduced to a single ENE/WSW strip due to unfilled craters.

7 Mar 44: runway serviceable and landing area mostly serviceable.

18 Apr 44: evidence suggests that the runway is probably prepared for demolition.

4 Jun 44: mines detonated on the runway and the landing area was being trenched.

25 Jun 44: bombed by 10 B-24 Liberators.

9 Jul 44: bombed by 12 B-17s as a target of opportunity.

Operational Units: 1.(H)/Aufkl.Gr. 13 (Jul 40 – Apr 41); I./JG 3 (Oct 40 – Feb 41); III./JG 51 (Feb-May 41); Stab/JG 53 (Mar-Jun 41); Stab/JG 26 (Jun 42 – Jan 43); 10.(Jabo)/JG 26 (Aug-Nov 42); I./JG 26 (Sep 42 – Jan 43); 10.(Jabo)/JG 54 (Feb-Apr 43).

Reserve Training & Replacement Units: Erg.St./JG 3 (Oct-Dec 40).

Station Commands: Fl.H.Kdtr. E 5/VI (Jun 40 – c. Oct 42); Fl.H.Kdtr. A 205/XI (c. Oct 42 – c.Sep 43?); Fl.Pl.Kdo. A 40/XI (1943-44); Fl.Pl.Kdo. B 63/XI (1943 – Mar 44); Flugplatzkdo. Wizernes of Fl.H.Kdtr. E(v) 217/XI Denain (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug 8/III (Jun 40 – Sep 43); Flieger-Geräteausgabe- und Sammelstelle 6/VI (Apr-May 42);

Ldssch.Zug d.Lw. 165/VI (Esquerdes, Sep 40); Ldssch.Zug d.Lw. 169/VI (Esquerdes, Sep 40).

[Sources: AFHRA A5259 p.1875 (4 Jun 44) and A5260 pp.2363-71 (26 May 43 updated to 18 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Pol – Bryas (FR) (a.k.a. Brias, Bryas/Süd) (50 23 45 N – 02 21 40 E)

General: landing ground in NE France 2.5 km NE of St-Pol-sur-Ternoise and 2 km SW of the village of Bryas. History: early history not found, but the Luftwaffe began using it on 25 May 40 so it was built prior to that by the French AF or by the British RAF. It served the Luftwaffe mainly as a fighter and dive bomber field until mid-1943. But of much greater significance was the fighter control bunker on the grounds of the Château de Bryas on the SW outskirts of the village of Bryas. Code-names PLUTO, it controlled all day fighter intercept activity in the Pas de Calais/NE France sector and was staffed by a large number of male and female signals personnel. Surface and Dimensions: turf surface in good condition measuring approx. 100 x 825 meters (1200 x 900 yards) with an irregular shape. No paved runway. A perimeter track and road encircled the landing area. Fuel and Ammunition: fuel was probably stored in a woods off the SE boundary, and ammunition storage was in a wood near the railway line 2.5 km ENE of the field. Infrastructure: there were 2 small repair hangars with paved aprons and 2 workshop buildings along the N and NW sides of the landing area.

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The station HQ was reportedly in a château between Bryas and the landing ground while personnel were billeted in huts set up just S of Bryas. Other personnel were accommodated in the village itself. While a single tract rail line passed close to the E side of the field, the nearest station was in Saint-Pol. Dispersal: had 3 dispersals – North, South and West – with shelters for a total of 63 aircraft. Defenses: at least 8 light Flak positions were identified around the landing ground. Ground defenses were anchored on 6 reinforced strongpoints.

Remarks:

1941-43: Bryas landing ground attacked frequently by RAF aircraft.

17 Aug 43: landing ground bombed by 29 8th AAF B-26 Marauders.

15 Sep 43: attacked by medium bombers – at least half of the landing area cratered and left unserviceable. Still unrepaired and unserviceable 3 weeks later.

12 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 3 x Ju 88s damaged.

7 Mar 44: a few of the craters had been filled in but the landing area was still unserviceable except for a single NE/SW strip.

Operational Units: Stab, I./JG 27 (May 40); Stab, I., II., III./St.G. 1 (Sep 40 - Feb 41); Stab, I./JG 3 (May-Jun 41); Stab, III./JG 2 (Jun-Dec 41); 11. (Höh.)/JG 2 (Jul 42); 5.(F)/Aufkl.Gr. 123 (Nov 42 – Jul 43).

Station Commands: Fl.H.Kdtr. E 3/IV (1940-41); Fl.Pl.Kdo. C 80/XI (1943-44)?; Fl.Pl.Kdo. A 94/XI (formerly at Denain)?; Flugplatzkdo. St-Pol – Bryas of Fl.H.Kdtr. E(v) 219/XI Monchy-Breton (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Jagdfliegerführer 2 (spring 42 – Sep 43); Stab/Jagdfliegerführer 4 (Sep 43 – Aug 44); I./Flak-Rgt. 11 (gem. mot.) (May-Jun 40); I./Flak-Rgt. 23 (gem. mot.) (c. Aug-Dec 40); Ie.Flak-Abt. 680(v) (c. Jul 42 – Feb/Mar 43); Stab and I.(Ln.-Betr.)/Ln.-Rgt. 52 (c. Apr 42 – Aug 44); 12.(Flum.Mess)/Ln.-Rgt. 52 (c.1942 – Aug 44); part of Lw.-Bau-Btl. 15/VI (May-Jun 40); Flugzeugbergungstrupp 20/IV (Anvin, May 44).

[Sources: AFHRA A5259 pp.1479-41 (27 Jun 43) and A5260 pp.1807-10 (27 Jun 43 updated to 7 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; <http://www.gyges.dk/Gefechtsstand%20Bunker%20Jafu%204.htm>]

Saint-Pol – Nuncq (FR): see Nuncq.

Saint-Quentin – Clastres (FR): see Clastres.

Saint-Quentin – Roupy (FR) (49 49 00 N – 03 12 30 E)

General: landing ground in NE France 8 km WSW of St-Quentin. History: used by the Luftwaffe in 1940 and then turned into a decoy. Surface and Dimensions: grass surface measuring approx. 825 x 825 meters (900 x 900 yards). Infrastructure: there were 2 medium hangar-type buildings and a cluster of auxiliary huts in the NE corner. As a decoy, mock aircraft shelters

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constructed of netting were located around the perimeter and replica aircraft were parked on the landing area, which by 1942-43 was obstructed with portable objects.

Operational Units: Stab/JG 27 (Jun 40).

Station Commands: Fl.H.Kdtr. E 2/VI (Jun 40); Fl.H.Kdtr. E 12/XII (Jun 40).

Station Units (on various dates – not complete): 5./gem.Flak-Abt. 364(o) (Jun 40).

[Sources: AFHRA A5260 p.2468 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Rambert-d'Albon (FR) (45 15 15 N – 04 49 35 E)

General: landing ground in SE France 57 km S of Lyon, c. 39 km N of Valence and 4.5 km SSE of Saint-Rambert-d'Albon. History: existed as a small civil airfield/airport for many years before the war. Although enlarged in 1939, no record has been found of either French or German military use by operational air units. Surface and Dimensions: inadequately drained grass surface measuring approx. 1000 meters (1100 yards) in length and had an "L" shape. No paved runway. Equipped with obstruction lighting and a visual beacon. Fuel and Ammunition: there were 3 bulk fuel storage tanks with a total capacity of 12,000 gallons. Infrastructure: reportedly had 1 hangar and a small workshop near the NW corner. The nearest rail connection was in Saint-Rambert-d'Albon. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

3 Feb 44: landing area temporarily obstructed by portable objects and what appeared to be 25 Dewoitine D. 520 fighters without engines or undercarriages.

[Sources: AFHRA A5260 pp.192-94 (1 Dec 42 updated to 3 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Raphaël – Fréjus (FR) (c. 42 29 00 N – 06 44 45 E)

General: combined landing ground and seaplane station in S France c. 28 km SW of Cannes. History: a pre-war experimental seaplane station and naval test center in existence for a number of years. Seized by the Germans on 27 Nov 42. Dimensions: approx. 1,830 x 1,050 meters (2000 x 1150 yards). Runway: grass surface. Infrastructure: 1 large and 4 medium hangars of reinforced concrete with large workshops and smaller engineering workshops located among the eastern cluster of buildings. Also had a large meteorological station, officer quarters, barrack blocks, base services, motor pool and garages. The seaplane landing included a slipway, 2 jetties, 2 cranes and a light derrick. Nearest rail connection in Fréjus, less than 1 km from the station. Dispersal: by 24 Aug 43 there were a total of 6+ large and 14 medium aircraft shelters as well as 10 aircraft hardstands in the N and NE dispersal areas. Defenses: 3 emplacements for heavy Flak, at least one of which accommodated a 6-gun battery, and 9 sites with light

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Flak (24 Aug 43). Beach frontage protected by trenches, machine gun bunkers and barbed wire barriers.

Remarks:

Dec 42: French and Italian military personnel evicted from the station while many of the French civilian workers were retained.

5 Jan 43: German civilians arrived and took over the extensive base workshops.

2 Mar 43: GFM Hugo Sperrle, commander-in-chief of Luftflotte 3, visited the airfield.

2 Apr 43: construction began on the NE dispersal area.

9-10 Apr 43: camouflage painting of buildings and the construction of trenches and other base defence infrastructure commenced.

20-21 Oct 43: Germans began dismantling the base, removing all useful equipment including the central heating system, pipes, sinks, aircraft shelters, etc.

Nov 43: French civilian workers dismissed, many transferring to the Luftwaffe airfields at and around Salon.

8 Nov 43: landing area rendered unserviceable by digging 1 meter wide trenches across it.

29 Nov 43: airfield permanently obstructed by trenches and piles of dirt, and the seaplane facilities no longer usable, either.

15 Dec 43: base abandoned by this date.

Operational Units: (go to Google and enter: Saint Raphael - Frejus site:ww2.dk).

School Units: Stab and I./St.G. 101 (c. May – Sep 43).

Station Commands: Fl.H.Kdtr. A 228/XII (May-Nov 43).

Station Units (on various dates – not complete): elements of gem.Flak-Abt. 481 (Mar-Aug 44); 8.(Flum.Mess)/Ln.-Rgt. 51 (1943-44).

[Sources: AFHRA A5260 pp.195-200 (18 Feb 43 updated to 29 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Simon-Clastres (FR) (see Clastres).

Sainte-Solange (FR) (47 07 25 N – 02 34 15 E)

General: emergency landing ground in C France 13.75 km ENE of Bourges and 2 km SE of Sainte-Solange. History: a French landing ground that was still under construction in Jun 40 when it was taken over by the Germans.

No record of use by the Luftwaffe. Surface and Dimensions: no information found. Infrastructure: unknown.

[Sources: AFHRA A5260 p.2471 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Symphorien-Chaponnay (FR) (45 39 10 N – 04 55 05 E)

General: landing ground in east-central France 14 km SSE of Lyon city center, 8.5 km SSW of Lyon-Bron airfield, 5.25 km ENE of Saint-Symphorien-d'Ozon and 3.25 km NNW of the town of Chaponnay. History:

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laid out in 1939-40 with intended readiness by mid-1940. Not used operationally. No record of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 1145 x 1100 meters (1250 x 1200 yards) and roughly square in shape. Infrastructure: none. The nearest rail connection was 3.5 km to the NE. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

1 Sep 43: entire landing area seen to be under cultivation.

[Sources: AFHRA A5260 pp.201-02 (1 Dec 42 updated to 1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Valery-en-Caux (FR): see Paluel.

Saint-Vigor-d'Ymonville (FR) (49 29 35 N – 00 20 20 E)

General: landing ground in N France 16 km E of Le Havre and 1.2 km W of the village of Saint-Vigor-d'Ymonville. History: prepared by the Germans in Oct 40 but no evidence of any use has been found. Surface and Dimensions: grass surface measuring approx. 1190 x 775 meters (1300 x 850 yards). No paved runway. Infrastructure: no hangars or workshops, but there were a few accommodation huts near the S boundary. Dispersal: no organized dispersal areas. Defenses: none identified.

Remarks:

Aug 42: seen to be temporarily obstructed.

20 Mar 44: landing area remains permanently obstructed with trenches.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.2375-76 (13 Aug 43 updated to 20 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Vulbas (FR) (a.k.a. Blyes) (45 51 15 N – 05 16 45 E)

General: airstrip in east-central France c. 36 km ENE of Lyon city center, 8 km NNE of Loyettes and 2.5 km NNW of the village of Saint-Vulbas.

History: under construction on 12 Jul 44 but not yet serviceable. Surface and Dimensions: grass surface measuring approx. 1235 x 275 meters (1350 x 300 yards). Infrastructure: none. Dispersals: 6 aircraft parking bays had been cut into a wood off the NE side of the landing area.

[Sources: AFHRA A5260 p.203 (12 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Yan (FR) (46 24 50 N – 04 01 14 E)

General: landing ground in E France 96-97 km NW of Lyon, 57 km NE of Vichy, 15.5 km N of Marcigny-sur-Loire and 1.6 km W of the village of Saint-Yan. History: originally laid out during the last 6 months of 1939.

Reactivated and developed by the Luftwaffe in 1944 and used by Luftwaffe transport aircraft in Aug 44. Surface and Dimensions: grass surface in good condition measuring approx. 1190 x 1100 meters (1300 x 1200 yards)

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with an irregular shape. No paved runway. Fuel and Ammunition: Infrastructure: none. The nearest rail connection was in Saint-Yan. Dispersal: none until Apr 44 (see below). Defenses: none identified in Mar 44.

Remarks:

Apr 42: no installations and no sign of any activity.

10 Mar 44: considerable development underway - landing area being extended mainly to the N giving new dimensions when completed of 1740 x 1325 meters (1900 x 1450 yards) with a rectangular shape.

23 Apr 44: 3 dispersal areas - North, South and West - under construction with 10 covered aircraft shelters completed, 19 more under construction and 5 aircraft parking hardstands completed.

24 Jun 44: leveling work was continuing on the landing area extensions.

12 Aug 44: station command Salon ordered to transfer here immediately.

15-31 Aug 44: used by transport aircraft during the second half of August 1944.

27 Aug 44: airfield ordered evacuated and demolished.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A 221/XII Lyon-Bron (1943-44).

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

[Sources: AFHRA A5260 pp.204-09 (30 Jan 43 updated to 24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Salon (FR) (a.k.a. Salon-de-Provence) (c. 43 36 30 N - 05 07 00 E)

General: airfield in S France 39-40 km NW of Marseille and 3.25 km SSE of Salon-de-Provence.

History: a prominent pre-war French Air Force base that was used as one of the main Vichy flight training schools and fighter base until Nov 42.

Dimensions: approx. 1830 x 1600 meters (2000 x 1750 yards).

Surface and Runways: spotty grass on top of leveled soil. No paved runways. Equipped with obstruction and perimeter lighting, and a visual Lorenz system was being installed in Aug 43.

Fuel and Ammunition: refueling points were near the NE corner and off the W boundary adjacent to the hangars, while the underground bulk storage tanks were at the N end of the E boundary. Ammunition was stored in the open off the SE corner and possibly in small pits dug on the W boundary as well as off the N boundary to the E of the barracks.

Infrastructure: had 2 very large hangars, 2 large twin bay hangars and a large triple bay hangar at the NE corner and all with paved aprons. On the W boundary were 2 large 4-bay hangars with paved aprons and foundations for 2 additional 4-bay hangars. There were also foundations for 2 additional 4-bay hangars on the N boundary in 1942 but no further work was apparently done on these. Station HQ, admin offices, barracks and a classroom building were off the N boundary. The officers' mess and a

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practice parachute jumping tower were off the NW corner. The station motor pool and garages along with a few huts were next to the hangars on the N boundary. The nearest rail connection was in Salon-de-Provence. Dispersal: by mid-Mar 44, there were 4 dispersal areas – Northeast, South, Southwest and Northwest (under construction) – with a total of 54 large aircraft shelters, 11 medium aircraft shelters and 28 aircraft parking hardstands.

Defenses: protected by 4 heavy and 11 light Flak positions in Nov 43.

Remarks:

17 Aug 43: bombed – 2 x He 111s from KGr.z.b.V. 25 and 1 x He 111 H-11 from Flugbereitschaft Bevollm. für die Lufttorpedowaffe destroyed (2) or damaged (1) on the ground.

11 Nov 43: 19 barrack huts off the N boundary have been removed and 2 others are in the process of being taken down. There is considerable development in the Northeast dispersal area where it is being extended as far as 4 km from the center of the airfield. This dispersal now has 12 large open aircraft shelters, 4 medium open aircraft shelters and 5 aircraft parking hardstands.

16 Nov 43: bombed by 42 B-26 Marauders from 15th AAF – *claimed* 6 He 111s destroyed on the ground. This claim cannot be corroborated in the surviving German loss reports.

21 Jan 44: bombed by 37 15th AAF B-17s – considerable damage to buildings and landing areas; airfield temporarily unserviceable.

27 Jan 44: bombed by 66 15th AAF B-17s – *claimed* craters in the landing area and heavy damage to buildings, and hangars; airfield temporarily unserviceable.

27 May 44: bombed by 111 15th AAF B-24 Liberators – *claimed* bursts on the landing area and damage to the control tower, workshops, admin buildings, barracks and dispersal areas.

17 Aug 44: immediate evacuation and demolition of airfield ordered (but not carried out).

Operational Units (Regia Aeronautica): 3^o Nucleo Addestramento Silurante (Jul-Sep 43).

Operational Units (Luftwaffe): I./KG 100 (Apr 43); Stab, I./KG 26 (May 43 – Apr 44); II./KG 26 (May-Jun 43); TGr. 30 (Jul-Aug 43); KGr.z.b.V. 25 (Jul 43); III./KG 77 (Mar 44); 1./ZG 1 (May 44); 8./ZG 1 (May-Jun 44); Stab, I./KG 77 (Jun-Jul 44).

School Units: I./Kampfschulgeschwader 1 (1942 – Jan 43); I./KG 101 (Feb – May 43).

Reserve Training & Replacement Units: Erg.JGr. Süd (later JGr. Süd) (Nov 42 – Aug 43).

Station Commands: Fl.H.Kdtr. E 67/XI (Feb 43); Fl.H.Kdtr. A 224/XII (Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 239/XII (Apr-Aug 44).

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Station Units (on various dates – not complete): Aussenstelle Süd d.Feldluftgaukdo. Westfrankreich (Jul 44); Koflug 6/XII (Nov 42 – Aug 44); 118. Flugh.Betr.Kp. (Qu) (1943 – Aug 44); two Züge of 129. Flugh.Betr.Kp. (Qu) (1943 – Aug 44); elements of Luftminen-Zug 10 (? – Jun 44); 11. (Flum.Mess)/Ln.-Rgt. 51 (1943-44); Flughafenbereichs-Ln.-Kp. z.b.V. 15 (Apr, Aug 44); Nachschubbezirk d.Lw. 4/XII (Dec 42 – Feb 44); Nachschubkolonnen-Abt. d.Lw. 1/VII (1943 – Mar 44); Kfz.Werkstatt (o) d.Lw. 122/XII (1943-44);

In Apr-May 44: 1. Flugh.Betr.Kp. KG 77 (Apr-May 44); Werftteilkdo. 3/WF (Apr-May 44); Lufttorpedo-Betr.Kp. 9 (Jun-Jul 44); gem.Flak-Abt. 592 (Apr-May 44); Lw.-Feldbauamt 12/W-F (Apr-May 44); Lw.-Befestigungsstab 12/XII (Apr-May 44); Lw.-Bau-Kp. (Hiwi) z.b.V. 1, 2 and 3 (Apr-May 44); Nachschub-Kp. d.Lw. 3/VII (? – Jun 44); Flug-Betr.St.Kol. 513/VII (Apr-May 44) and 509/XI (509/XII?) (Apr-May 44); Trsp.Kol. d.Lw. 110/XII (Apr-May 44); Trsp.Kol. d.Lw. 111/XII (Apr-May 44); Trsp.Kol.d.Lw. 119/XII (Apr-May 44); Trsp.Kol. d.Lw. 131/XII (Apr-May 44); elements of Trsp.Kol. d.Lw. 151/XII (Apr-May 44); Trsp.Kol. d.Lw. 153/XII (Apr-May 44); Trsp.Kol. d.Lw. 165/XII (Apr-May 44); Ldssch.Zug d.Lw. 47/III (Jun 44)?; Ldssch.Zug d.Lw. 42/IV (Apr-Aug 44); Ldssch.Zug d.Lw. 207/IV (Jun 44); Ldssch.Zug d.Lw. 48/XI (May-Jun 44); Ldssch.Zug d.Lw. 53/XI (Apr-May 44); 2. and 6./Flieger-Rgt. 90 (Apr-May 44); elements of RAD-Gruppe 274 (Jun 44).
[Sources: AFHRA A5260 pp.210-17 (18 Mar 43 updated to 18 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Samer (FR) (a.k.a. Wierre-au-Bois) (50 38 N – 01 44 E)

General: landing ground in NE France 14 km SE of Boulogne. History: details not found, but believed to be a small grass strip used occasionally to fly in medical patients in light aircraft. No other Luftwaffe activity detected there.

Remarks:

Sep 40: assigned airfield code number 386. Came under Koflug 8/III (Saint Omer).

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Sanitätsbereitschaft d.Lw. (mot) 4/XI (Sep 40); Lw.-Lazarett Samer (1940/41 – Aug 44).

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

Sarralbe (FR) (a.k.a. Sarralbe-Keskastel) (48 57 04 N – 07 04 33 E?)

General: landing ground or emergency landing ground in NE France approx. 17 km S of Sarreguemines. No record of Luftwaffe use found, but may have been used by a few aircraft during the Aug-Sep 1944 retreat from France. Listed as serviceable in Jun 44.

[Sources: Mattiello]

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Saumur (FR) (a.k.a. Saumur-Saint-Florent) (47 15 26 N – 00 07 00 W)

General: field airstrip (Feldflugplatz) then landing ground in NW France 42 km SE of Angers on the S bank of the Loire River. History: no details found, but apparently used as a satellite or dispersal field in summer 1944.

Remarks:

6 Aug 44: demolition of landing ground ordered as soon as the last flying unit departs.

Operational Units: none identified.

Station Commands: none identified.

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

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

Sauqueuse-Saint-Lucien (FR) (49 31 N – 02 03 E)

General: satellite or dispersal field in N France 10 km N of Beauvais and close to the village of Sauqueuse-Saint-Lucien. History: any Luftwaffe units using this airstrip would have been listed as being stationed at Beauvais-Tillé.

Remarks:

Jan 42: operational using airfield code number 578.

26 Jul 42: assigned new airfield code number 252 S (the "S" used to designate a dummy or decoy field).

Operational Units: none identified.

Station Commands: Flugplatzkdo. Sauqueuse of Fl.H.Kdtr. E 11/XVII Beauvais-Tillé (1941-42).

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

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

Saverne (FR): see Zabern-Steinburg.

Sedan (FR) (a.k.a. Sedan-Douzy) (49 39 35 N – 05 02 20 E)

General: landing ground in NE France 8 km SE of Sedan and 1.2 km S of the village of Douzy. History: a French landing ground under development in 1939-40 with surface leveling almost completed in Jun 40. It was abandoned and inactive until the end of 1942 when it was evidently reactivated. Surface and Dimensions: poorly drained grass surface measuring approx. 1280 x 730 meters (1400 x 800 yards). No paved runway. Infrastructure: none. The nearest rail connection was in Douzy. Dispersal: no organized dispersal facilities. Defenses: none.

Satellites and Decoys:

Sedan-Daigny - believed to be a satellite or dispersal field approx. 6 km NW of Sedan-Douzy airfield. Listed as operational in June 1944.

Remarks:

12 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 4 x Ju 87s damaged (also *claimed* 4 more in the air over Sedan).

Operational Units: none identified.

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Station Commands: none identified.

Station Units (on various dates – not complete): II./Ln.-Ausb.Rgt. 302 (mid-42 – mid-43); 10.(Ausb.)/Ln.-Ausb.Rgt. 301 (Oct 42 – Aug 44)?

[Sources: AFHRA A5260 pp.2379 (22 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seiches-sur-le-Loir (FR): see Soucelles.

Semallé (FR) (48 28 15 N – 00 08 00 E)

General: landing strip in Normandy 6.5 km NNE of Alençon and 1.6 km WNW of the village of Semallé. History: prepared in Jun 44 for use as a fighter strip and operational by the beginning of July. Surface and

Dimensions: leveled pasture land measuring approx. 1000 x 135 meters (1100 x 150 yards) with an irregular shape. Infrastructure: none noted.

Dispersal: gaps for use as aircraft parking bays were cut in the hedge line along the N and S boundary. Defenses: none seen.

Operational Units: I./JG 1 (Jul 44); II./JG 1 (Jul 44); 9./JG 77 (Jul 44).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1887 (6 Jul 44) and A.I.2.(b)/Air Ministry Amendment dated 17 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sempy (FR) (50 29 N – 01 51 E)

General: landing ground in NE France 20-21 km ESE of Le Touquet and just W of the village of Sempy. History: one of many forward fighter strips in the Pas de Calais area, only this one had less use than many of the others.

Returned to cultivation in 1941-42. Surface and Dimensions: grass pasture land of unknown dimensions. Infrastructure: none noted.

Remarks:

Sep 40: assigned airfield code number 415. Came under Koflug 8/III (Saint-Omer).

Operational Units: II./JG 53 (Sep 40).

Station Commands: none identified.

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

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

Semur-en-Auxois (FR) (c. 47 28 52 N – 04 20 26 E)

General: former landing ground in east-central France approx. 55 km WNW of Dijon. No record found of use by the Luftwaffe. Listed as serviceable in Jun 44.

[Sources: Mattiello; AFHRA]

Senlis (FR) (49 11 00 N – 02 35 00 E)

General: landing ground in NE France c. 40 km NNE of Paris and 9 km SE of Creil airfield. History: an old pre-war landing ground that was inactivated by the Germans in 1941 and returned to cultivation.

Rehabilitated in late spring 1944. Surface and Dimensions: measured

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approx. 1280 x 365 meters (1400 x 400 yards). Infrastructure: had 1 small hangar at the SW corner.

Remarks:

Sep 40: assigned airfield code number 560.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 4/I (Creil).

Station Units (on various dates – not complete): Feldluftpark Senlis (1940 – Jul 41); II./Flieger-Ausb.Rgt. 61 (Senlis, 1942).

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40]

Senon (FR) (a.k.a. Spincourt) (49 20 N – 05 39 E)

General: former landing ground in NE France 28 km NE of Verdun-sur-Meuse and just W of the village of Spincourt. History: not known to have been used by the Luftwaffe in 1940 and was apparently obstructed until it was rehabilitated in summer 1944 and briefly used during the retreat from France. Surface and Dimensions: grass or farm land surface of unknown dimensions. Infrastructure: none noted.

Operational Units: III./JG 3 (Aug 44).

Station Commands: none identified.

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

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

Sézanne-la-Perthe (FR) (a.k.a. Connantre, La Perthe): see Connantre.

Signy-le-Petit (FR) (c. 49 54 N – 04 16 E)

General: landing ground in NE France 35 km NW of Charleville-Mézières and just 7.5 km across the border from Belgium. History: meadow land quickly turned into a short-term fighter strip during the initial advance into France. No record found of any use after June 1940. Surface and Dimensions: grass surface of unknown dimensions. Infrastructure: none noted.

Operational Units: Stab, I., III./JG 2 (May-Jun 40); I./JG 21 (May 40); IV. (Stuka)/LG 1 (Jun 40).

Station Commands: none identified.

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

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

Sissonne – La Malmaison (FR) (49 31 10 N – 03 57 00 E)

General: landing ground in NE France 27 km ESE of Laon, 7.25 km SE of Sissonne and 2 km W of the village of La Malmaison. History: a former French military airfield that was briefly used by the Luftwaffe in Jun 40.

Surface and Dimensions: flat and sandy field scrub measuring approx. 960 x 870 meters (1050 x 950 yards) with a very irregular shape. No paved runway. Infrastructure: had 1 small double hangar on the S boundary, 4 small hangars at the SE corner and a group of probable workshop buildings

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also at the SE corner. Personnel were accommodated in local towns and villages. A branch rail line ran to the N end of the field. Dispersal: approx. 75 aircraft parking bays were cut into the edge of woods along the N and W boundaries, these providing excellent concealment. Defenses: light Flak positions were near the SE corner and off the SW side of the landing ground.

Remarks:

Sep 40: assigned airfield code number 339. Came under Koflug 11/VI (Laon).

Jun 41: landing area now obstructed.

21 Jun 44: obstructions removed and landing ground now in use.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 9/XII (Jun 40).

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

[Sources: AFHRA A5259 p.1888 (21 Jun 44) and A5260 p.2380 (17 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sisteron-Thèze (FR) (44 17 10 N – 05 55 40 E)

General: landing ground in SE France c. 90 km E of Orange, 11.5 km NNW of Sisteron and 3.5 km S of the village of Thèze. History: probably laid out during 1939-40. No record of operational use has been found. Surface and Dimensions: grass surface measuring approx. 915 x 915 meters (1000 x 1000 yards). No paved runway. A narrow perimeter road encircled the landing area. Fuel and Ammunition: there were triple refueling points on the S boundary and at the SW corner. A small ammunition storage area was near the NE corner. Infrastructure: had a small hangar fronted with a servicing hardstand on the S boundary. A small group of buildings for offices and stores was off the SW corner. A railway line ran 5 km to the W of the landing ground but the nearest station was in Laragne, 9 km to the NW. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

30 Jan 44: inactive and landing area plowed since approx. 1942, but now partially rehabilitated with a serviceable strip at the N end. The S end is trenched.

[Sources: AFHRA A5260 pp.218-19 (14 May 43 updated to 30 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Soissons-Cuffies (FR) (c. 49 25 N – 03 18 E)

General: former landing ground in NE France 94 km NE of Paris and 4 km NNW of Soissons in the immediate vicinity of the suburban village of Cuffies. History: not known to have been used by the Luftwaffe in 1940; instead, nearby Soissons-Saconin (see Saconin) was used. However, the town of Soissons was used to garrison Luftwaffe ground units in 1941-42. In 1944, Cuffies apparently was used as a dispersal field or a decoy. Surface and Dimensions: probable grass surface of unknown dimensions.

Infrastructure: none noted.

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Remarks:

28 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Ju 88 destroyed.

20 May 44: low-level attack by VIII Fighter Command P-38s – *claimed* 1 x Ju 88 destroyed and another damaged.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): gem.Flak-Abt. 364 (Soissons, Jun 40); Fl.Ausbildungs-Rgt. 52 (Soissons, 1941 – Dec 42); 18. Lw.-Feld-Div. (Soissons, Dec 42 – Jan/Feb 43).

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

Soissons-Saconin (FR): see Saconin.

Sommesous (FR) (48 44 05 N – 04 14 15 E)

General: an emergency landing ground in north-central France 27.5 km SW of Châlons-sur-Marne and 3.25 km E of Sommesous. History: no evidence of use by the Luftwaffe found, but listed as serviceable in Jun 44. Surface and Dimensions: grass surface approx. 775 x 550 meters (850 x 600 yards). Infrastructure: had 1 small triple hangar and some other small buildings on the NE side.

[Sources: AFHRA A5260 p.2470 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Soucelles (FR) (a.k.a. Seiches-sur-le-Loir) (47 33 50 N – 00 24 25 W)

General: field airstrip in NW France 15.5 km NE of Angers and 1 km SE of the village of Soucelles. History: prepared late spring 1944 as a satellite and dispersal field for Angers landing ground. Surface and Dimensions: pasture or farm land with undefined boundaries but a run of at least 1645 meters (1800 yards). Infrastructure: none noted. Dispersal: aircraft could be parked in open fields off the N boundary. Defenses: unknown.

Remarks:

22 Jun 44: 8 fighters seen parked in a field off the N boundary.

24 Jun 44: bombed during the early morning hours and low-level attack the following evening by VIII Fighter Command P-51s – *claimed* 28 x Bf 109s destroyed and 8 x Bf 109s damaged. German reports state 14 x Bf 109s destroyed and several other aircraft damaged.

25 Jun 44: bombed and strafed by VIII Fighter Command P-38s – 2 x Bf 109 G-6s from 6./JG 53 destroyed on the ground.

Operational Units: part of II./JG 53 (Jun 44).

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1890 (22 Jun 44) and A.I.2.(b)/Air Ministry Amendment dated 17 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Soudron (FR) (48 52 00 N – 04 13 00 E)

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General: satellite strip and dispersal field in E France c. 14.5 km SSW of Châlons-sur-Marne, 12.5 km SE of Villeneuve-Vertus landing ground, 2.5 km SSW of Cheniers landing ground and 3.5 km NNE of the village of Soudron. History: built late spring/early summer for Vertus and other airfields in the area. Serviceable in Aug 44. Surface and Dimensions: measured approx. 1550 x 275 meters (1700 x 300 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 14 Aug 44 in BNA(PRO)/AIR 40]

Sougé (FR) (a.k.a. Sougé, Loir-et-Cher) (c. 47 46 N – 00 43 E)

General: former landing ground in west-central France approx. 26 km W of Vendôme. No record found of use by the Luftwaffe. Listed as serviceable in Jun 44.

[Sources: Mattiello; AFHRA]

Sours (FR): see Chartres.

Stenay (FR) (a.k.a. Wiseppe-Stenay) (49 27 00 N – 05 10 05 E)

General: emergency landing ground in E France c. 88 km ENE of Reims and 5 km SSW of Stenay. History: a French landing ground during the 1939-40 campaign. No evidence of Luftwaffe use found, but listed as serviceable in June 1944. Surface and Dimensions: grass surface. Dimensions unknown. Infrastructure: none seen in Mar 42.

[Sources: AFHRA A5260 p.2470 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Strassburg (FR) (48 35 N – 07 45 E)

General: Luftwaffe units stationed in and around the principal city of Alsace but not identifiable with a specific airfield. 24 Nov 44: Strasbourg liberated by the French 2nd Armored Division.

Lw. Garrison and Station Units (on various dates – specific airfield not identified): Stab/Feld-Luftgaukdo. Westfrankreich (Sep 44); Koflug Strassburg (Jul 39 – Mar 41); part of gem.Flak-Abt. 261(v) (Sep 44)?; le.Flak-Abt. 736 (Oct 44); 3./le.Flak-Abt. 837 (Nov 44); le.Flak-Abt. 851 (Kehl Feb 40); Heimat-Flak-Battr. 232/VII (1944); Heimat-Flak-Battr. 233/VII (1944); 31.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944); Flugmeldemesszug z.b.V. 26 (Aug 44); Fluko Strassburg/Elsass; Kfz.Beständebezirk d.Lw. 4/VII (1943-44); Kfz.Beständelager d.Lw. 4/VII A (1943-44); Kfz.Instandsetzungszug d.Lw. 10/VII (Sep 44); Flieger-Untersuchungsstelle 9/VII (1944); Kriegs-Sanitätsoffizernachwuchs-Kp. d.Lw. 15 (? – 1944).

Strassburg-Entzheim (FR) (48 32 40 N – 07 38 10 E)

General: airfield in Alsace 8.4 km WSW of Strasbourg and abutting the village of Entzheim on its N side.

History: A former French civil airfield. Used by the Lw. for flight training and as a stopover and refueling field for transport aircraft.

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Dimensions: approx. 1050 x 960 meters (1,150 x 1,050 yards).

Surface and Runways: grass surface on clay soil that tends to soften after heavy rain. No paved runway. Outfitted with a permanent flare-path, boundary lighting, beacons and a beam approach system for instrument landings.

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

Infrastructure: essential services available along with 2 medium hangars and a number of workshops and barracks at the NW corner. Personnel also billeted in Entzheim. Rail connection at NW corner of the airfield.

Dispersal: Feb 44 - remote dispersal area with 3 large open shelters, 6 parking sites and connecting taxiways under construction 2 km E of the airfield.

Defenses: the first Flak arrived in 1943 with the construction of a 6-gun heavy Flak position, a 4-gun heavy Flak position and two Flak towers for light Flak.

Satellites and Decoys:

Strassburg-Geispolsheim (48 31 15 N – 07 37 25 E), dummy 3.25 km SSW of Strassburg-Entzheim airfield.

Remarks: although the Strasbourg marshalling yards were heavily bombed in 1944, it does not appear that Entzheim was ever intentionally attacked by Allied bombers.

Aug 43: operational using airfield code number 766.

Operational Units: I./LLG 1 (Oct 43 – Sep 44); elements of II./TG 3 (Aug-Sep 44).

School Units: BFS 3 (Jun – Oct 41); detachment of FFS C 8 (Mar-Apr 41); Arbeitsplatz for FFS A/B 2 (Luxeuil).

Station Commands: Fl.H.Kdtr. E 22/VII (Jul 40); Fl.H.Kdtr. E 2/VII (c. Aug 40 – Jun 41); Flugplatzkdo. of Fl.H.Kdtr. A(o) 10/VII Hagenau (1944); Fl.H.Kdtr. E(v) 209/XII (Sep-Nov 44).

Station Units (on various dates – not complete): Ldssch.Kp. d.Lw. 9/XII (Nov 44).

[Sources: AFHRA A5260 pp.2381-82 (20 Aug 43 updated to 25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Strassburg-Polygon (Neuhof) (FR) (48 33 20 N – 07 46 45 E)

General: airfield in Alsace 4 km SE of Strasbourg and 2 km NNE of the suburb of Neudorf. The Rhine River was 2 km E of the airfield.

History: a former French military airfield that received very little use under the Germans until fall 1943.

Dimensions: approx. 1100 x 990 meters (1200 x 1080 yards) and irregular in shape.

Surface and Runways: good quality all-weather grass surface. No paved runway. Equipped with obstruction lighting and a beacon.

Fuel and Ammunition: fuel was stored in drums in a special building on the E boundary during 1940. There were 2 ammunition dumps in the woods off

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the SW corner, one at a distance of 2 km from the airfield and the other at a distance of 5 km. Both dumps were served by a branch rail line.

Infrastructure: had 4 large hangars on the E boundary and 2 very long hangars on the SE corner. Barrack buildings were off the W boundary and behind the long hangars at the SE corner. A branch rail line served the hangars and barracks at the SE corner. Docks on the Rhine were also used to bring in supplies.

Dispersal: no organized dispersal facilities.

Defenses: protected by 2 heavy and 2 light Flak positions within 3 km of the airfield in Sep 43.

Remarks:

Aug 43: operational using airfield code number 767.

11 Oct 43: bombed (by whom?)? – 8 x Ar 66s, 6 x Bü 131s, 1 x Bü 181, 3 x Fw 44s and 6 x Kl 35s, all from FFS A 2, destroyed on the ground. No evidence of an attack this date by either the RAF or the USAAF. The RAF bombed Stuttgart the night of 7/8 Oct 43. Could some of the bombs been released early or late over Strasbourg?

Operational Units: II./LLG 1 (Oct 43 – Mar 44).

School Units: FFS A 2 (Oct 43 - Aug 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A(o) 10/VII Hagenau (1944).

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

[Sources: AFHRA A5260 pp.2384-85 (20 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

T

Tarascon (FR) (43 47 40 N – 04 41 30 E)

General: landing ground in S France c. 20.5 km SW of Avignon and 3 km ESE of Tarascon. History: once a private airfield, it was believed to have been more of an emergency landing ground than a landing ground during the war years. Surface and Dimensions: probable grass surface measuring 505 x 505 meters (550 x 550 yards). No paved runway. Infrastructure: none. The Tarascon-Avignon rail line passed by 400 meters off the N boundary. Dispersal: none. Defenses: none.

Remarks:

3 Mar 43: landing area obstructed by rough plowing.

[Sources: AFHRA A5260 pp.221-22 (29 Nov 42 updated to 3 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tarbes-Ossun (FR) (a.k.a. Tarbes-Juillan) (43 11 10 N – 00 00 30 W)

General: factory airfield in SW France 8 km SW of Tarbes and 1.6 km E of Ossun.

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History: construction of the factory and airfield began during the winter of 1939/40, was put on hold for a few months after the armistice in Jun 40, and then continued during 1941, 1942 and into 1943. The Luftwaffe used it for fighter training from spring 1943 to late spring 1944.

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

Surface and Runways: grass surface. No paved runways.

Fuel and Ammunition: refueling points were at the NE corner and underground storage for bulk fuel was off the NE corner and at the W end of the NW/SE airfield extension. A camouflaged bomb dump was near the large repair hangar and another dump was E of the Ossun railway station.

Infrastructure: had 2 hangars, including a very large repair hangar, and a number of workshops at the NE corner and 2 more off the W boundary for a total of 4. A new medium hangar was under construction in early 1944. The Morane factory buildings were off the E boundary and consisted of a large assembly building for the Dewoitine 520 fighter and also used by the Luftwaffe for repair work, and an even larger tool shop building. Both factory buildings were fronted with a paved apron and had separate workshop buildings nearby with 3 more off the SW corner. The large number of factory works lived mainly in Tarbes. The nearest rail connection was in Ossun.

Dispersal: there was just one dispersal in early 1944 – Northeast – with 2 large aircraft shelters under construction.

Defenses: 3 light Flak positions protected the airfield on the N and E sides. Ground defenses consisted of a few machine gun emplacements and a large number of defensive trenches.

Satellites and Decoys:

Tarbes-Laloubière (43 12 54 N – 00 04 35 E), suspected satellite or alternate landing ground for T-Ossun and located 8 km to the NE.

Remarks:

10/11 Mar 44: bombed by 23 RAF Lancasters – tool and assembly shops severely damaged; buildings at the foot of the hill severely damaged; the roof of very large repair hangar damaged.

Operational Units: none identified.

Reserve Training & Replacement Units: 1./(Erg.) JGr. West (Apr 43 – May 44); 4./(Erg.) JGr. Süd (May 44).

Station Commands: Flugplatzkdo. Tarbes-Ossun of Fl.H.Kdtr. E(v) 236/XII Pau (Apr-Aug 44).

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

[Sources: AFHRA A5260 pp.164-66 (18 Nov 42 updated to 16 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tavaux (FR): see Dôle-Tavaux.

Tergnier (FR) (49 40 00 N – 03 15 00 E)

General: satellite strip and dispersal field in NE France 22 km S of Saint-Quentin, 9.75 km SSE of Clastres airfield and 3.25 km NW of the village of

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Tergnier. History: under construction at the beginning of June 1944 and operational by July. Surface and Dimensions: there were 4 intersecting 825 meter (900 yard) strips in a surface area of 1370 x 825 meters (1500 x 900 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 20 Jul 44 in BNA(PRO)/AIR 40]

Terrusse (FR) (43 38 00 N – 04 51 30 E)

General: landing ground in S France 17 km NW of Istres, 3.75 km E of Saint-Martin-de-Crau and 2.5 km SW of the village of Farinon. History: little more than an open field that was probably intended for use as a satellite or dispersal strip for Istres-Le-Tube airfield, 14.5 km to the SSE. Surface and Dimensions: grass or farm land surface measuring approx. 1000 x 915 meters (1100 x 1000 yards). No paved runway.

Infrastructure: none. The Arles-Maramas rail line passed by 1.6 km off the S corner. Dispersal: none. Defenses: none.

[Sources: AFHRA A5260 p.223 (4 Dec 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Théville (FR): see Cherbourg-Théville.

Thionville (FR): see Diedenhofen.

Thiverval (FR) (a.k.a. Thiverval-Grignon) (48 50 45 N – 01 54 20 E)

General: glider training ground in N France c. 31 km W of Paris, 18 km WNW of Versailles and 1.2 km SW of the village of Thiverval. History: the field belonged to the Thiverval gliding club before the war and after Jun 40 it was used by the Luftwaffe for glider training to 1942, with the gliders towed aloft by powered aircraft. Surface and Dimensions: a single grass run of approx. 1100 meters (1200 yards). Infrastructure: had 1 medium hangar at the NW corner. Dispersal: no organized dispersals. Defenses: none. Remarks:

Oct 42: part of landing area seen to be under cultivation.

20 Dec 43: the E end of the field was under cultivation – no sign of any activity.

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

[Sources: AFHRA A5259 pp.2388-89 (19 Aug 43 updated to 20 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Thorigny (FR) (47 47 00 N – 01 11 00 E)

General: landing ground in north-central France c. 54 km WSW of Orleans, c. 24 NNW of Blois and 1.2 km NW of the village of Thorigny. History: laid out summer 1944 and believed to be serviceable in Aug 44. Surface and Dimensions: measured approx. 915 x 185 meters (1000 x 200 yards).

Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 8 Aug 44 in BNA(PRO)/AIR 40]

Tiercé (FR) (47 36 45 N – 00 29 45 W)

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General: airstrip in W France 16 km NNE of Angers, 14 km NNE of Angers landing ground and 2 km W of the village of Tiercé. History: prepared late spring 1944 as a fighter satellite and dispersal strip for Angers landing ground. Surface and Dimensions: pasture or farm land measuring approx. 1000 x 730 meters (1200 x 800 yards) and very irregular in shape. Infrastructure: none noted. Dispersal: had a South dispersal area along hedgerows in surrounding fields off the S boundary. Defenses: unknown.

Remarks:

22 Jun 44: 16 small aircraft (probably fighters) seen parked in the South dispersal.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1898 (22 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tillé (FR): see Beauvais-Tillé.

Toul – Croix-de-Metz (FR) (c. 48 41 55 N – 05 54 55 E)

General: landing ground in NE France 20 km W of Nancy and 3.2 km NNE of Toul. Note: to avoid confusion, the former U.S. Air Force base and present day reserve French Air Force base at **Toul-Rosières** was built Sep-Nov 44 after the German occupation and is located 9 km NE of the old Toul – Croix-de-Metz landing ground. Wartime Allied code: ALG A-98. History: a pre-war French military field. Used throughout the war by the Luftwaffe as a fighter training field for twin-engine Bf 110s and later for Fw 190s. Also used by aircraft in transit. Dimensions: approx. 1100 x 1210 meters (1,200 x 1,320 yards) and roughly irregular in shape. Runway: grass surface partially unserviceable after heavy rain. No paved runway. Fuel and Ammunition: refueling points were located on the NE boundary, on the SE boundary and on the SW boundary. Ammunition made available as needed. Infrastructure: No hangars. A small group of barracks off NE boundary and a few huts that were used as barracks and offices off the SW boundary. Another group of barracks 2.4 km SSE of the landing ground and another 3.2 km to the NW. Railway connection in Toul. Dispersal: two separate areas to the NE and E with a total of 3 large covered aircraft shelters and 14 parking sites (Jun 44). Defenses: unknown.

Remarks:

27 Apr 44: bombed by 60 B-17 Fortresses.

25 Jun 44: construction work was underway at the NE end of the field, possibly to extend the landing area.

3 Aug 44: bombed by 16 B-17s as a target of opportunity.

Sep 44: captured by U.S. forces in early September.

Operational Units: TGr. 30 (May 43); branch of Flugzeugleitstelle (Flugzeugschleuse) Luftflottenkdo. 3 (? - 1944).

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School Units: Arbeitsplatz for FFS C 13 (Nancy-Essay) (Jun 41 – Feb 42); III./Zerstörerschule 2 (Mar – Jul 42); 2./JG 107 (Jan 43 – May 44).

Station Commands: Fl.H.Kdtr. A 209/XI (1943 – Mar 44); Fl.H.Kdtr. E(v) 224/XI (Apr-Jul 44); Fl.H.Kdtr. E(v) 225/XII (Aug 44).

Station Units (on various dates – not complete): Koflug 8/VII (Jul-Sep 44); Feldluftpark 4/XII (1944); branch of Flugzeugleitstelle Luftflotte 3 (1944); Stab, II./Flieger-Rgt. 63 (1941-42); III./Flieger-Rgt. 63 (1942-43); Flieger-Rgt. 92 (Oct 43 - ?); elements of Fallschirmjäger-Ers.u.Ausb.Rgt. 3 (Apr 44).
[Sources: AFHRA A5260 pp.2390-93 (20 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Toul-Ochey (FR) (a.k.a. Nancy-Ochey) (48 35 00 N – 05 57 00 E)

General: landing ground in NE France 20 km SW of Nancy, 11.5 km SSE of Toul and immediately SE of the village of Ochey. History: a former French landing ground from 1939-40 that was inactivated and plowed up during the German occupation. Rehabilitated in May 1944. Surface and Dimensions: all-weather grass on sandy soil. Measured approx. 1510 x 825 meters (1650 x 900 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 27 May 44 in BNA(PRO)/AIR 40]

Toulon (FR): see Saint- Mandrier.

Toulouse-Balma (FR) (43 36 10 N – 01 29 25 E)

General: landing ground in SW France 4.5 km E of Toulouse city center and 1 km WSW of the suburb of Balma. Located on the E bank of the River L'Hers directly across from the Breguet factory. History: formerly a balloon center for the storing and testing of barrage balloons and an emergency landing ground that was then obstructed by trenching in 1943, it was rehabilitated in spring 1944 and made serviceable. Surface and Dimensions: grass surfact measuring approx. 775 x 365 meters (850 x 400 yards) and roughly rectangular in shape. No paved runway.

Infrastructure: had 1 medium hangar, 1 small hangar and several workshop buildings off the W boundary. There were also approx. 12 barrack huts off the W boundary just N of the hangars.

Remarks:

27 Apr 44: may have been considered a satellite and dispersal field for the other 3 airfields around Toulouse. Activity at Balma reportedly connected to He 177s operating from Toulouse-Blagnac.

[Sources: AFHRA A5260 p.279 (27 Apr 44) and A6261 p.188 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Toulouse-Blagnac (FR) (43 37 05 N – 01 22 05 E)

General: factory airfield and airfield in SW France 7 km WNW of Toulouse and 3 km W of the town of Blagnac.

History: built in the late 1930's and the factory buildings were not completed until after the fall of France in Jun 40, and what was completed

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was only part of what had been planned. The Luftwaffe took it over in late 1942 and began major improvements in 1943 to turn it into a bomber base.

Dimensions: approx. 1690 x 1414 meters (1850 x 1550 yards) in Nov 42.

Surface and Runways: grass surface. Had 2 concrete runways, each 825 meters (900 yards) in length, and aligned NW/SE and WNW/ESE. The NW/SE runway was also flanked by prepared (grass or dirt) strips. A perimeter road encircled the landing area and joined the ends of both runways. Equipped with a beam approach system and a visual Lorenz system was installed during the second half of 1943.

Fuel and Ammunition: both available.

Infrastructure: (a) off the NE corner – 1 very large workshop hangar, 1 large double hangar and 1 large hangar; the very large workshop hangar had a long building next to it and the two probably belonged to the S.N.C.A. du Midi factory that manufactured Dewoitine aircraft; (b) off the SW corner – 1 very large and 2 smaller factory buildings belonging to S.N.C.A. du Midi and used in the manufacture of fuselages and the assembly of aircraft. There were groups of barrack buildings off the NE corner, on the outskirts of Colomiers village and S of the airfield near the hamlet of Fleurance. A special branch rail line served the N side of the airfield.

Dispersal: a North and Southwest dispersal area were under construction in Oct 43 with a planned total of 20 aircraft shelters.

Defenses: there were 3 heavy and 10 light Flak positions plus 6 antiaircraft machine gun positions in Nov 43, this representing a very large reinforcing of the airfield's air defenses.

Satellites and Decoys: see under Toulouse-Francazal airfield.

Remarks:

1 Sep 43: clearing and leveling work noted off the W boundary and the taxiways were undergoing limited camouflaging by being darkened to match the surrounding soil.

9 Nov 43: refueling loops were under construction in the new North and Southwest dispersal areas, and an ammunition dump off the NW corner had just been completed.

5 Apr 44: landing area being extended along the E/W axis; and the NW/SE runway is being extended at both ends to provide a run of 1830 meters (2000 yards).

12 May 44: a new taxiway approx. 10 km in length now connects the Northwest dispersal of Toulouse-Francazal to the S boundary of Toulouse-Blagnac.

25 Jun 44: bombed by 72 B-17 Fortresses - station reported 3 hangars burned out, 2 more damaged, fuel and munitions dumps destroyed and runway unserviceable for 3 days following Allied attack.

Operational Units: Stab/KG 100 (Nov 43 – Mar 44); II./KG 100 (Nov 43 – Mar 44); 6./KG 100 (Nov 43 – May 44); I./KG 40 (Jun-Jul 44).

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Reserve Training & Replacement Units: elements of Erg.JGr. Ost (later JGr. Ost) (Apr – Dec 43).

Station Commands: Fl.H.Kdtr. E(v) 238/XII (Apr-Jul 44); Fl.H.Kdtr. E(v) 230/VII (Jul-Aug 44).

Station Units (on various dates – not complete): 3. Flugh.Betr.Kp./KG 100 (1944); Werft-Abt. (v) 140/XII (Jun-Aug 44); Flugh.Betr.Kp. (FK) 4 (Jun, Aug 44); all or a branch of Frontreparaturbetrieb GL 2582 (1943-44)?; elements of gem.Flak-Abt. 356 (Jul 44); elements of schw.Flak-Abt. 557 (Jul 44); 21.(Flum.Res.)/Luftgau-Nachr.Rgt. Westfrankreich (1943-44); Trsp.Kol. d.Lw. 112/XII (? – Aug 43); Ldssch.Zug d.Lw. 48/III (May 44); Ldssch.Zug d.Lw. 294/XI (May 44); 6./Ldssch.Rgt. Lisieux (May 44 - ?).

[Sources: AFHRA A5260 pp.228-35 (14 Nov 42 updated to 12 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Toulouse-Francazal (FR) (43 32 30 N – 01 22 05 E)

General: airfield in SW France 9 km SW of Toulouse city center, 8 km directly S of Toulouse-Blagnac airfield and immediately NE of the town of Cugnaux.

History: an old joint civil and military airfield and airport that existed long before the war. The French Air Force used it as an operational bomber base, a base for a reserve training group and as an aircraft park and maintenance depot. After the armistice in Jun 40, the Vichy Air Force used Francazal for flight training and the Luftwaffe had a small meteorological station there. A Luftwaffe reserve training bomber group used it from Nov 42 to Feb 44 and then operational bomber units arrived in Feb 44 and stayed until the airfield was evacuated in Aug 44.

Dimensions: approx. 1370 x 1000 meters (1500 x 1100 yards) and diamond shaped.

Surface and Runways: all-seasons grass surface in good condition. No paved runway. Equipped with boundary lighting and a visual beacon.

Fuel and Ammunition: refueling points with storage tanks were in front of the hangars on the NE boundary, at the SE corner and on the NW boundary near the hangars. Additionally, there were refueling loops in the Northeast, Southwest and Northwest dispersal areas. The main bulk fuel storage site was reportedly at the end of a row of buildings on the SW boundary. A large ammunition dump was off the SE boundary and a smaller dump was located 1.6 km SSW of the airfield.

Infrastructure: (a) on the SW boundary - 1 large double hangar and 6 large hangars of which 2 were used for repairs, 1 as a garage and the rest accommodated training aircraft; (b) on the NW boundary - 4 large hangars of which one was for transient aircraft and the other 3 stored French aircraft dismantled shortly after the armistice in Jun 40; (c) on the NE boundary - 1 large double hangar, 2 medium hangars and 5 small hangars with the double used by Air France and the others probably inactive. The large number of station buildings were in a group behind the hangars on the SW

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boundary. Another group of buildings were on the NE boundary and these may have included civil admin offices. A special rail line served the SW and NW boundaries of the airfield.

Dispersal: had 3 by the beginning of Apr 44 – Northeast, Southwest and Northwest – with a total of 50 aircraft shelters and parking hardstands.

Defenses: there were 3 unoccupied Flak positions in Oct 42. This changed dramatically in Feb 44 when Flak was brought in to protect the Luftwaffe bombers that were arriving.

Satellites and Decoys:

Toulouse/I (43 34 00 N – 01 21 00 E), satellite strip and dispersal field 3.25 km NNW of Toulouse-Franczal airfield and c. 6 km SSW of Toulouse-Blagnac airfield with a taxiway that connected it to both. Dimensions were approx. 1190 x 185 meters (1300 x 200 yards). It was under construction in mid-May 44 and not yet serviceable.

Toulouse/II (43 35 00 N – 01 19 00 E), 5.5 km NW of Toulouse-Franczal airfield and c. 6 km SW of Toulouse-Blagnac airfield. Measured approx. 1280 x 230 meters (1400 x 250 yards). Linked by taxiways with both Toulouse airfields and Toulouse I. It was still under construction in Aug 44 and may never have become operational.

Remarks:

1 Sep 43: a Southwest dispersal was noted as being under construction.

25 Jun 44: bombed by 104 B-17 Fortresses - station reported total destruction of its munitions dumps following Allied attack.

12 Aug 44: bombed by 69 B-17s.

Operational Units: III./KG 2 (Nov 42); III./KG 100 (Feb-Aug 44); Stab/KG 100 (Mar-Aug 44); detachment of 1./Versuchsverband des Ob.d.L. (c.Apr-May 44).

Reserve Training & Replacement Units: IV./KG 76 (Dec 42 – Feb 44).

Station Commands: Fl.H.Kdtr. E 8/III (1942 – Jan/Feb 43); Fl.H.Kdtr. A 218/XII (Jan/Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 237/XII (Apr-Aug 44).

Station Units (on various dates – not complete): 4. Flugh.Betr.Kp./KG 76 (Jan 43 – Feb 44); elements of 136. Flugh.Betr.Kp. (Qu) (Feb 44 - ?); 3. Flugh.Betr.Kp./KG 100 (Feb-Jul 44); Werft-Abt. (v) 140/XII (Apr-Jun 44); elements of gem.Flak-Abt. 356 (Jul 44); elements of schw.Flak-Abt. 557 (Jul 44).

[Sources: AFHRA A5260 pp.236-40 (11 Nov 42 updated to 5 Apr 44) and A.I.2.(b)/Air Ministry Amendment dated 14 Aug 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Toulouse-Montaudran (FR) (43 34 25 N – 01 28 40 E)

General: landing ground and factory field in SW France 4.5 km SE of Toulouse city center. History: the landing ground belonged to the Breguet factory that was engaged in the construction of small quantities of torpedo-carrying seaplanes and the overhaul of Air France aircraft. In Jan 43, the facilities were switched over to the repair of Luftwaffe aircraft. Surface and

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Dimensions: grass surface measuring approx. 885 x 275 meters (970 x 300 yards) with a rectangular shape. No paved runway. Equipped with boundary lighting and a visual beacon. Infrastructure: had 2 medium hangars on the NE boundary and behind them was a large concentration of buildings comprising the S.N.C.A. du Midi Breguet aircraft factory. These included a main assembly shop, a components manufacturing shop, metal treatment shop, maintenance workshop and stores. General offices were in buildings S of the main assembly shop. Workers were probably accommodated in nearby villages and in Toulouse. The Toulouse-Castelnaudray railway line formed the NE boundary of the landing ground.

Dispersal: no organized dispersal facilities. Defenses: none noted.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.241-43 (18 Jun 43 updated to 23 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tournus-Cuisery (FR) (46 33 42 N – 04 58 33 E)

General: landing ground in east-central France approx. 85 km S of Dijon city center and 5 km E of Tournus. No record found of use by the Luftwaffe. Listed as serviceable in Jun 44.

[Sources: Mattiello]

Tours (FR) (St-Symphorien, Parçay-Meslay) (47 25 50 N – 00 43 15 E)

General: airfield in W France c. 200 km SW of Paris and 5 km NNE of Tours.

History: an old and important French military airfield that became a joint civil-military field in 1929 with the civil operation at the N end. The Luftwaffe used it as a bomber base during the air offensive against England (Battle of Britain), but it became relatively idle from summer 1941 to summer 1942 and then became a base mainly for school units and reserve training and replacement units.

Dimensions: approx. 1370 x 1190 meters (1500 x 1300 yards) and irregular in shape.

Surface and Runways: sufficiently drained grass surface on clay subsoil. Had 2 intersecting concrete runways – (1) approx. 1465 meters (1600 yards) aligned NE/SW with assembly hardstands at both ends; (2) approx. 1325 meters (1450 yards) aligned NW/SE with assembly hardstands at both ends. A concrete perimeter road encircled the landing area. Equipped with a beam approach system, permanent runway illumination and visual Lorenz systems for both runways.

Fuel and Ammunition: refueling loops were in front of the hangars on the S boundary and immediately E of the hangars on the N boundary. Bulk fuel storage was at the NW corner. The main bomb dump was c. 1 km off the SW corner while ammunition dumps and storage areas were located in the

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North dispersal area, at the N end of the E boundary, and behind the hangars on the S boundary.

Infrastructure: had 10 hangars – (1) on the N boundary were 3 large double hangars with adjacent workshop huts; (2) on the S boundary were 3 large double hangars, including 1 for repairs, and adjacent workshop huts; (3) on the W boundary were 1 large double, 1 long rectangular and 2 medium hangars with 5 groups of hangar-type buildings probably serving as workshops to the rear. Station buildings were the old French buildings across the main road from the W boundary. Barrack huts and storage huts were also in the North dispersal area. Flying personnel were billeted at the Château des Belles Ruries, 7.25 km NNE of the airfield, while officers were accommodated in a hotel in Tours. The station HQ was on the Boulevard Beranger in Tours while another HQ (possibly Flak) was at the Château Rosnay, 2 km SSE of the airfield. The nearest rail connection was in Tours.

Dispersal: there were 5 dispersal areas in Jul 43 – North, East, South, West and Perimeter – with a total of 41 covered aircraft shelters.

Defenses: protected by 1 heavy and 8 light Flak positions within 1.6 km of the airfield in late Jul 43. Ground defenses included 4 machine gun positions and barbed wire strung around all of the dispersal areas.

Satellites and Decoys:

Tours-Bray (c. 47 28 50 N – 00 43 15 E), dummy 5.5 km N of Tours airfield.

Tours/East (a.k.a. Azay) (47 21 30 N – 00 50 35 E), satellite landing strip and dispersal field 12 km SE of Tours airfield. Prepared late spring 1944 on pasture or farm land and measured approx. 1465 x 230 meters (1600 x 250 yards) with an irregular shape. Equipped with boundary lighting. Had 1 small hangar near the SE corner. Aircraft were parked in bays cut into a small woods off the NE boundary. There were 3 small aircraft seen parked there on 13 Jul 44.

Tours – Saint-Genouph (47 22 10 N – 00 37 45 E), dispersal field and emergency landing ground for Tours airfield and located 9.5 km to the SW of it and 2.5 km ESE of Saint-Genouph village. Prepared spring 1944 on pasture or farm land. Aircraft could be parked along tree lines at the N and S boundaries. At least 1 aircraft shelter was under construction on 29 Apr 44 when 4 planes were seen parked there.

Remarks:

24 Jun 40: German report this date gave measurements of 1200 x 900 meters, a count of 8 large and 11 small hangars, and said it was ready for use as an operational airfield.

20 Apr 41: employed 1,820 non-German workers.

19 Oct 43: 1 additional aircraft shelter built in the North dispersal. A new taxiway has been built leading from the landing area to fields off the N boundary.

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31 Dec 43: bombed - 4 x Ju 88s and 1 x Ju 87 B-1 from
Verbandsführerschule des General der Kampfflieger destroyed or damaged
on the ground.

5 Jan 44: bombed by 78 B-17 Fortresses - N end of NW/SE runway and NW
side of the landing area cratered, 5 hangars damaged, 2 small workshops
destroyed and another damaged and several storage buildings damaged.

5 Feb 44: bombed - 3 x Ju 88s, 1 x He 111 H-6 and 1 x Me 410 A-1 from
Verbandsführerschule des General der Kampfflieger, 1 x Ju 290 from
2./Versuchsverband d.Ob.d.L. and 1 x Ju 88 A-4 from Luftdienstkdo. 65
destroyed or damaged on the ground; 1 large double hangar badly damaged
and another damaged to a lesser extent, landing area rendered almost
entirely unserviceable but both runways escaped damage and remain
serviceable.

27 Mar 44: bombed by 74 B-17s.

11 Apr 44: in addition to the existing dispersal areas, aircraft seen to be
parked in fields off the N boundary. This later became the North-Northeast
(remote) dispersal area (see immediately below).

8 Jun 44: 2 workshops have been erected approx. 3 km off NNE side of the
airfield to serve the North and East dispersals until a new North-Northeast
(remote) dispersal can be completed there.

17 Jun 44: bombed in the evening by 55 B-24 Liberators - 60 bursts on the
runway and two of the taxiways, 5 WIA, electrical and water lines cut and
airfield knocked out of commission.

1 Aug 44: bombed by 76 B-17s.

Operational Units: Stab/KG 27 (Jul 40 - Jun 41); I./KG 27 (Jul 40 - Jun
41); I./ZG 1 (Feb-Mar 42); I./KG 60 (Aug - Oct/Nov 42); I./SG 10 (Jun-Jul
44); 8./SG 4 (Jun 44); Wekusta 51 (Jun-Aug 44).

School Units: Verbandsführerschule (Kampffl.Ausb.) (Jul - Aug 42);
Verbandsführerschule/KG 101 (Jan 43 - May 44).

Reserve Training & Replacement Units: 3.(Erg.)/KG 60 (Aug 42 - Jan 43);
4.(Erg.)/SKG 10 Tours/West (Nov 43 - May/Jul 44).

Station Commands: Fl.H.Kdtr. E 10/XIII (Jul 40 - Dec 42); Fl.H.Kdtr. A
208/XII (Jan 43 - Mar 44); Fl.H.Kdtr. E(v) 217/XII (Apr-Aug 44).

Station Units (on various dates - not complete): Luftgaustab z.b.V. 12 (Jun
40); Luftgaustab z.b.V. 31 (Mar 42); 1. Flugh.Betr.Kp. ZG 1 (Mar 42 - ?); 3.
Flugh.Betr.Kp. ZG 1 (Mar 42 - ?); 1. Flugh.Betr.Kp. KG 27 (Oct 40);
Flugh.Betr.Kp./KG 60 (Aug-Nov 42); Frontreparaturbetrieb GL Tours (Ago)
(1940-41 - 1944); Stab/II. Flakkorps (Dec 40 - Feb 41); Stab/Flak-Rgt. 159
(ETr.) (May-Jul 43); Stab/Flak-Abt. 655 (1942-43); elements of gem.Flak-
Abt. 195 (1942-44); gem.Flak-Abt. 442 (Jun-Aug 44); 4./le.Flak-Abt. 673
(Feb 43); schw.Flak-Abt. 682 (1942-43); Stab/Luftgau-Nachr.Rgt. 112 (Mar
43 - Aug 44); Lw.-Bauleitung Tours (c.1940-44); 1. and 3.Kp. Lw.-Bau-Btl.
3/XII (Dec 41); Trsp.Kol. d.Lw. 130/VI (? - Aug 43); Trsp.Kol. d.Lw.
114/XII (c.Feb-Jul 43); Trsp.Kol. d.Lw. 154/XII (Sep 43 - ?); Ldssch.Zug

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d.Lw. 61/IV (Aug 41, Feb 42); Ldssch.Zug d.Lw. 393/VI (Dec 41 – Aug 43); Ldssch.Zug d.Lw. 399/VI (Nov 41 – Aug 43?).

[Sources: AFHRA A5259 p.1906-09 (13 Jul 44) and A5260 pp.2394-2401 (27 Aug 43 updated to 11 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tours-sur-Marne (FR): see Athis.

Toussus-le-Noble (FR) (a.k.a. Paris-Toussus) (48 45 10 N – 02 06 45 E)

General: airfield in N France 21 km SW of Paris city center, 2.5 km SSW of the village of Buc and immediately N of the village of Toussus-le-Noble.

Separate and different from Buc airfield but close to it.

History: received modest use during the air offensive against England (Battle of Britain) period in 1940 – Jun 41 but there was not much activity after that. Toussus-le-Noble was the fusion of an airfield by that name and another just a short distance from it by the name of Toussus-Paris (or Paris-Toussus?).

Dimensions: approx. 1000 x 660 meters (1100 x 720 yards).

Surface and Runways: grass surface. No paved runway. Perimeter roads ran along the N and S boundaries.

Fuel and Ammunition: fuel was available with bulk storage facilities probably located N of the double hangars.

Infrastructure: had 2 double hangars, large workshops and several small buildings that were closely grouped at the S end of the landing area and belonged to the S.N.C.A. du Centre aircraft assembly and repair plant, plus 2 medium hangars in the same general location. The nearest rail connection was in Versailles, 5 km N of the airfield.

Dispersal: the 2 dispersals – North Perimeter and South Perimeter – had a total of 22 covered aircraft shelters and 4 open aircraft shelters in Dec 43.

Defenses: there were 1 heavy and 6 light Flak positions within c. 1.6 km of the airfield in May 43. It was surrounded by barbed wire and well guarded.

Remarks:

16 Jun 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Ju 52s.

24 Jun 44: bombed by 45 B-24 Liberators.

11 Aug 44: bombed by 45 B-24s.

16 Aug 44: evacuation and demolition of airfield ordered by Luftflotte 3.

Operational Units: Stab/ZG 2 (Jul-Sep 40); Stab/St.G. 77 (Dec 40 – Mar 41); II./St.G. 77 (Dec 40 – Mar 41).

School Units: 3./JFS 5 (May 41 – Oct 42).

Station Commands: Fl.H.Kdtr. E 23/XII (Jul 40 – c.Jan 41?); Fl.H.Kdtr. E 30/XII (Jan, Jun 41 – c. fall 41).

Station Units (on various dates – not complete): Bauleitung Toussus-le-Noble (1940-44); Luftzeugstab 15 (Saint-Rémy-les-Chevreuse, Nov 40).

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[Sources: AFHRA A5259 p.1910 (31 May 43) and A5260 pp.2402-05 (31 May 43 updated to 20 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tramecourt (FR) (50 27 35 N – 02 09 55 E)

General: landing ground in NE France 40 km E of Le Touquet and c. 1 km SE of the tiny village of Tramecourt. History: used by Stuka dive-bombers during the 1940-41 air campaign against England. Became inactive in spring 1941. Surface and Dimensions: grass surface on meadowland measuring approx. 915 x 640 meters (1000 x 700 yards). No paved runway. Infrastructure: none. Dispersal: originally had 30 open aircraft bays on the SE outskirts of Tramecourt. Defenses: originally protected by 2 light Flak positions.

Remarks:

Jul 43: landing area permanently obstructed with trenches; aircraft bays deteriorating from disuse.

Operational Units: IV.(Stuka)/LG 1 (Jul-Sep, Nov-Dec 40).

Reserve Training & Replacement Units: Erg.St. IV.(Stuka)/LG 1 (Aug 40, Nov 40 – Jan 41).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2406 (Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tranqueville-Graux (FR) (a.k.a. Martigny-les-Gerbonvaux) (c. 48 26 N – 05 50 E)

General: former landing ground in E France approx. 38 km SW of Nanct city center. No record found of use by the Luftwaffe. Listed as serviceable in Jun 44.

[Sources: Mattiello; AFHRA]

Tricqueville (FR): see Triqueville.

Triqueville (FR) (a.k.a. Tricqueville, Pont-Audemer) 49 20 15 N – 00 27 45 E)

General: landing ground in N France 32.5 km ESE of Le Havre, 4.5 km SW of Pont-Audemer and 1.6 km E of the village of Triqueville. History: under construction by the French in 1940 and taken over by the Germans that June. The Luftwaffe improved it with extension of taxiways, drainage and building barrack hut encampments. Surface and Dimensions: artificially drained grass surface measuring approx. 1000 x 1370 meters (1200 x 1500 yards). No paved runway. Landing area equipped with boundary lighting. Fuel and Ammunition: fuel storage believed to have been in the woods off the West dispersal area and well camouflaged. Ammunition dump probably in the same woods as the fuel. Infrastructure: had 4 small hangars with paved aprons off the W boundary. Numerous buildings and huts were off the W boundary and additional huts in the woods to the NE. Barrack hut

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camps had been erected 1 km to the ENE and 1.25 km to the SE. The nearest rail connection was in Pont-Audemer. Dispersal: the only dispersal was the West dispersal and it had 31 covered aircraft shelters in Apr 43. Concrete taxiways connected the shelters to the landing area and additional taxiways were under construction. Defenses: there were 2 heavy and approx. 15 light Flak positions surrounding the landing ground out to a radius of 4 km with 2 of the light positions mounted in Flak towers. Barbed wire entanglements protected some of the Flak positions.

Satellites and Decoys:

Pourmetot (49 24 30 N – 00 30 20 E), decoy 7.5 km NE of Triqueville landing ground. A former private French airfield. The Luftwaffe parked replica aircraft around the landing area which had been returned to cultivation.

Remarks:

20 Apr 41: employed 320 non-German workers.

26 Jun 43: bombed by 39 8th AAF B-17 Fortresses – barracks hit.

29 Jun 43: bombed by 40 B-17s.

27 Jul 43: bombed by 17 B-26 Marauders.

31 Jul 43: bombed by 18 B-26s.

25 Aug 43: bombed by 31 B-26s – bursts observed across center of landing area and in the West dispersal area.

16 Sep 43: bombed by 33 B-26s – direct hits in the West dispersal; craters from the 25 August attack had been filled in and landing area again serviceable.

3 Nov 43: bombed by 71 9th AAF B-26s – landing area hit hard and mostly unserviceable and 2 double aircraft shelters in West dispersal destroyed.

16 Dec 43: craters on the landing area roughly repaired but only partially serviceable.

2 Feb 44: bombed by 36 9th AAF B-26s.

5 Feb 44: landing area obstructed by trenches.

Operational Units: I./JG 2 (May-Nov 42, Mar-Jun 43); 11.(Höh.)/JG 2 (Jul-Sep 42).

Station Commands: Fl.H.Kdtr. E 15/VII (Jun 40 – Feb 41); Fl.PI.Kdo. A 12/XII Jan 43 – c.Sep 43).

Station Units (on various dates – not complete): Bauleitung Tricqueville (1940 - 1943/44); Lw.-Bau-Kp. 5/IV (Jun 40 - ?).

[Sources: AFHRA A5259 p.1915 (5 Feb 44) and A5260 pp.2407-11 (27 May 43 updated to 16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trosly-Breuil (FR) (a.k.a. Berneuil-sur-Aisne) (49 24 00 N – 03 00 00 E)

General: landing ground in NE France 11.5 km E of Compiègne and 1.2 km NE of the village of Trosly-Breuil. History: under construction in Jul 44.

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Surface and Dimensions: measured approx. 1510 meters (1650 yards) in length. Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40]

Troyes-Barberey (FR) (48 19 40 N – 04 01 08 E)

General: landing ground in east-central France 5.5 km NW of Troyes city center.

Remarks:

Aug 44: Troyes was along the line of retreat for Luftwaffe and other German units beginning in mid-August, but none stayed for more than a few days.

Operational Units: none identified.

Station Commands: elements of Fl.H.Kdtr. E(v) 231/VII (Aug 44); elements of Fl.H.Kdtr. E(v) 238/XII (Aug-Sep 44).

Station Units (in the city and vicinity on various dates – not complete): 17.

(Flum.Leit)/Ln.-Rgt. 57 (1943-44); 14.(Flum.Res.)/Luftgau-Nachr.Rgt.

Westfrankreich (1943-44); II./Ln.-Ausb.Rgt. 302 (1943-44?).

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

Tupigny (FR): see Guise-Tupigny.

U

Ussel-Thalamy (FR) (45 32 00 N – 02 25 15 E)

General: landing ground in south-central France 58.5 km WSW of Clermont-Ferrand, 9 km ESE of Ussel and 3.25 km NW of the hamlet of Thalamy.

History: believed to have been built just before the war started. No record found of operational use by either the French Air Force or the Luftwaffe.

Surface and Dimensions: grass surface on clay sub-soil that was unserviceable in wet weather. Measured approx. 915 x 595 meters (1000 x 650 yards). No paved runway. Infrastructure: had 1 medium double hangar at the NW corner. The nearest rail connection was in Ussel.

Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

24 Sep 43: landing area permanently obstructed by rough plowing.

[Sources: AFHRA A5260 pp.244-46 (27 Nov 42 updated to 24 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

V

Vailly (FR) (a.k.a. Vailly-sur-Aisne) (c. 49 25 N – 03 30 E)

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General: landing ground in NE France 14 km ENE of Soissons. History: believed to have been quickly prepared as a satellite and/or dispersal strip for fighters in mid-summer 1944. No earlier history found.

Remarks:

28 Aug 44: 4 x Bf 109Gs from III./JG 1 demolished during the retreat from France to prevent them from falling into enemy hands.

Operational Units: III./JG 1 (Aug 44).

Station Units: none identified.

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

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

Valence (FR) (a.k.a. Valence-la-Trésorerie; Chabeuil, Valence-sur-Rhône) (44 55 00 N – 04 58 07 E)

General: landing ground in SE France 93 km S of Lyon, 6 km ESE of Valence and immediately NE of the hamlet of La Trésorerie. History: used by a glider club after the Jun 40 armistice and not believed to have been used operationally until after the Luftwaffe took it over at the end of 1942 and began building dispersals and extending the landing area in Sep-Oct 43.

Surface and Dimensions: poorly drained grass surface on clay sub-soil measuring approx. 1145 x 825 meters (1250 x 900 yards). No paved runway. Believed equipped with perimeter lighting. Fuel and Ammunition: triple refueling points were in the SE and SSW corners plus 4 refueling loops that were under construction in the dispersal areas. The ammunition dump was 2.5 km E of the landing ground. Infrastructure: had 1 small hangar. Personnel were accommodated in farm buildings off the W boundary and in nearby towns and villages. The nearest rail connection was in Valence. Dispersal: by Jan 44 there were 2 – Northeast and Northwest – with a total of 14+ aircraft shelters under construction; by late May 44 a Southwest dispersal had been added with a new total of 33 large open aircraft shelters completed and 9 more shelters still under construction. Defenses: none noted.

Satellites and Decoys:

Valence/I (44 56 40 N - 05 00 50 E), satellite airstrip and dispersal field 5 km NE of Valence landing ground. Under construction in May-Jun 44 with measurements of 1370 x 185 meters (1500 x 200 yards). Not yet serviceable on 9 Jun 44.

Valence/II (??), satellite 3.25 km E of Valence landing ground that was under construction on 2 Jul 44.

Remarks:

21 Jan 44: leveling work was seen to be underway off the S boundary where either the landing area was being extended or 2 more dispersals were being developed.

23 Apr 44: 4 refueling loops were under construction in the 3 dispersal areas and along a taxiway off the W boundary; the small hangar was being dismantled and nearby farm buildings requisitioned in its place.

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24 Jul 44: bombed by 89 15th AAF B-24 Liberators – *claimed* 1 x Ju 88 destroyed and hits on the landing area, taxiways, hangars and blast bays.

6 Aug 44: dive-bombed by part of 89 15th AAF P-38 Lightnings – *claimed* 5 aircraft destroyed on the ground.

15/16 Aug 44 inaccurately night bombed by the RAF.

Operational Units: III./LLG 1 (May-Oct 43); II./KG 26 (Jun-Aug 44); Stab/KG 26 (Aug 44).

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 221/XII Lyon-Bron (Apr-Aug 44); Fl.H.Kdtr. E(v) 232/VII (Aug 44); elements of Fl.H.Kdtr. A 304/XI (Aug 44).

Station Units (on various dates – not complete): operations echelon of Stab/XIII. Fliegerkorps (c.Aug-Nov 43); two Züge of 2. FBK/KG 26 (Aug 44); Lufttorpedo-Betr.Kp. 8 (Aug 44); Lufttorpedo-Zug 12 (Jun 44 - ?); elements of le.Flak-Abt. 741 (mot); gem.Flak-Abt. 901 (Aug 44); Feldluftpark 3/VI (1943 – Aug 44); Ln.-Frontreparaturbetrieb 3/VI (1943 – Aug 44); Flieger-Geräteausgabestelle 3/WF (Feb 44); Flak-Munitionsausgabestelle 2/WF (1944).

[Sources: AFHRA A5260 pp.247-52 (18 Mar 43 updated to 9 Jun 44) and A5261 pp.185-86 (9 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Valenciennes (FR): see Denain.

Valensole-Catalany (FR) (43 49 50 N – 06 01 00 E)

General: landing ground in SE France c. 75 km ENE of Salon-de-Provence, 36 km SSW of Digne, 3 km ESE of Valensole and just W of the tiny hamlet of Catalany. History: believed to have been laid out during the early months of the war. No record found of operational use by French or German units.

Surface and Dimensions: grass surface measuring approx. 1345 x 1050 meters (1470 x 1150 yards) with an "L" shape. No paved runway. A perimeter road ran along the E, S and W sides of the landing area.

Equipped for night landings. Fuel and Ammunition: there were refueling points near the E corner, at the center of the SE boundary, on the SW boundary and on the NW boundary. Infrastructure: had 3 small buildings at the E end. The nearest rail connection was 18 km W of the landing ground. Dispersal: none. Defenses: none noted.

Remarks:

21 Jan 44: landing area permanently obstructed by trenching.

[Sources: AFHRA A5260 pp.253-54 (17 Jun 43 updated to 21 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Valheureux (FR) (a.k.a. Val Heureux, Bonneville – Val Heureux) (c. 50 04 N – 02 17 E)

General: landing ground in NE France approx. 20.5 km N of Amiens and 3.35 km E of Bonneville on the outskirts of the hamlet of Val Heureux. Had a Valheureux/Nord and a Valheureux/Süd airstrip. History: aside from its use

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by Luftwaffe fighters in June 1940, no further information found.
Inactivated in mid-1942 and either returned to cultivation or obstructed.

Remarks:

Jan 42: V/Süd and V/Nord operational using airfield code number 388 and number 389, respectively.

Operational Units: Stab, II., III./JG 3 (Jun 40).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 8/I Amiens-Glisy (c. Jun 40 – mid-1942).

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

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

Vannes (FR) (Vannes-Meuçon) – (47 43 20 N – 02 43 30 W)

General: airfield in NW France 100 km NW of Nantes, 7.5 km NNE of Vannes and 3.25 km E of Meuçon.

History: a small and unimportant French military landing ground until the Germans took it over in Jun 40. The Luftwaffe developed it into a well-equipped bomber base between Aug 40 and Jul 41 and it actively served this purpose until Jul 42. The level of activity then fell off and it was subsequently used mainly by fighters until summer 1944. Vannes was not paved until after the Americans captured it in August 1944.

Dimensions: approx. 1000 x 1465 meters (1100 x 1600 yards).

Surface and Runways: grass and scrub. Had 2 prepared runways neither of which was paved – (1) approx. 1235 meters (1350 yards) near the SW boundary; (2) approx. 1325 meters (1450 yards) laid across the E side of the airfield. Equipped with permanent runway illumination, a blind landing system and a visual Lorenz system.

Fuel and Ammunition: there were 6 large fuel tanks on and off the N, NE, E, S, NW and distant N sides of the airfield with a refueling loop on the NE side. A large ammunition dump was located 2 km NE of the airfield and connected to it by road. The dump was also served by a special branch rail line off the main line running from Vannes to Locminé.

Infrastructure: had 1 medium hangar and 2 small hangars in the Northwest dispersal area and 1 hangar in the Northeast dispersal. The hangars were used mainly for repair work. Station HQ, admin offices and workshops were off the N boundary along with a small group of hospital buildings, motor pool and garages, airfield fire station, messes and billeting for officers. Non-officer personnel were accommodated in Barrack-type buildings (huts?) adjacent to the Northwest and Northeast dispersal areas and off the SE corner of the airfield. Air crew and some senior officers from the base were quartered in hotels in Vannes.

Dispersal: the 4 dispersal areas – Northeast, East, Southwest and Northwest – had a total of 41 large and 21 small aircraft shelters. Most of the shelters had revetments and were in wooded areas adjacent to the airfield.

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Defenses: there were 2 heavy and 10 light Flak positions around the airfield out to a radius of approx. 3 km. Only a few machine gun positions were available for ground defense.

Satellites and Decoys:

Vannes – Grand-Champ (c. 47 45 30 N – 02 51 45 W), dummy 11.5 km WNW of Vannes airfield. Imitated the layout of Vannes. However, by June 1944 the Luftwaffe was listing it as an Ausweichplatz (satellite or dispersal field).

Remarks:

15/16 Mar 41: bombed by 4 RAF Blenheims during the night.

20 Apr 41: employed 690 non-German workers.

23 Sep 43: bombed by 55 American B-17 Fortresses at 0825 hours – 1 x Fw 190 A-6 from III./JG 2 destroyed on the ground. Bursts observed on one of the runways, in the center of the landing area and in the Northwest dispersal area where the medium hangar and 1 aircraft shelter were destroyed.

3 Nov 43: runways and landing area repaired and again serviceable.

10 Jun 44: bombed mid-morning by 59 B-17s – 4 x Bf 109 G-6s from II./JG 53 destroyed (2) or damaged (2) on the ground; bursts on runway and taxiways, one dispersal area destroyed, airfield lighting, runway illumination and beacon cables cut in multiple places, base technical services buildings and parts storage destroyed. (German report).

4-6 August 1944: evacuated by the Luftwaffe after demolishing as much of the infrastructure as possible.

Operational Units: KGr. 100 (Aug 40 – Jun 41); detachment of Sonderkdo. *Mausi* (Feb 42); Stab, III./KG 77 (Jun 42); III./JG 2 (Nov 42 – Oct 43); 1./MSGr. 1 (1943-44); Erprobungsstaffel d.Lw. 188 (4./KG 66) (Jun-Nov 43); 2./ZG 1 (Jan-Jun 44); II./KG 2 (Mar 44)?; Wekusta 51 (May-Jun 44); I./JG 27 (Jun 44); II./JG 53 (Jun 44).

Reserve Training & Replacement Units: 1./Erg.Gr. JG 51 (Oct 41 – Jan 42); IV./JG 1 (Jan 42).

Station Commands: Fl.H.Kdtr. E 20/XIII (Aug 40 – Mar 44); Fl.H.Kdtr. E(v) 228/XII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Fliegerführer Atlantik (Chateau Branderion, Mar 41 – Jun 42); Luftminen-Zug 10 (? – Jun 44); schw.Flak-Abt. 676 (Aug 42); elements of gem.Flak-Abt. 153 (Mar 43 – c.Mar 44); gem.Flak-Abt. 497 (May-Aug 44); Stab V.(Flum.Mess)/Ln.-Rgt. 54 (1943 – Jul 44); 26.(Flum.Funk)/Luftgau-Nachr.Rgt. 12 (1941 – c.Apr 43); Flugmeldemesszug z.b.V. 15 (1943 – Jul 44); Flugmeldemesszug z.b.V. 64 (1943 – Jul 44); Lw.-Bauleitung Vannes (c.1940-44); Wetterberatungszentrale d.Lw. 2/XII (Oct 41); elements of I./Flieger-Rgt. 32 (Jul-Aug 44).

[Sources: AFHRA A5260 pp.2413-17 (30 Jun 43 updated to 3 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Varades (FR) (47 22 55 N – 01 03 45 W)

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General: landing ground in W France 44 km ENE of Nantes, 40.5 km WSW of Angers and 2.5 km SW of the village of Varades. History: prepared in spring 1944. Described as a satellite of Angers landing ground, but at a distance of some 40 km from there that seems somewhat suspect. Surface and Dimensions: grass surface with a maximum run of approx. 1830 meters (2000 yards). Infrastructure: none noted. Dispersal: aircraft were parked in open fields off the E, S and W boundaries. Defenses: unknown. Operational Units: all or elements of III./ZG 1 (Jun-Jul 44); I./JG 27 (Jul 44); 4.(F)/FAGr. 5 (Jul 44); Verb.St. X. Fliegerkorps (Jul 44). Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1923 (23 Jun 44) and A.I.2.(b)/Air Ministry Amendment dated 17 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vatry (FR) (48 48 00 N – 04 11 00 E)

General: landing ground in E France c. 22 km SW of Châlons-sur-Marne, 17.5 km SSE of Villeneuve-Vertus landing ground and 5.5 km SW of the village of Vatry. History: existed during 1939-40, then inactivated and returned to cultivation in 1941. Rehabilitated in 1944 and was operational in August. Surface and Dimensions: measured approx. 1280 x 320 meters (1400 x 350 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Aug 44 in BNA(PRO)/AIR 40]

Vaudancourt (FR) (c. 49 14 N – 01 45 E)

General: landing ground in N France approx. 32.5 km SW of Beauvais. No record found of any Luftwaffe units being based here. Possibly an alternate landing ground for the numerous airfields in that area.

Remarks:

Jan 42: operational using airfield code number 587.

26 Jul 42: assigned new airfield code number 262 S (meaning it had been converted into a dummy/decoy field).

[Sources: Mattiello]

Vaudreuille (FR) (43 24 45 N – 01 59 45 E)

General: emergency landing ground c. 48 km ESE of Toulouse, 5 km SSW of Revel and 1.6 km SSE of the village of Vaudreuille. History: used by the Vichy Air Force for glider training. No record found of use by the Luftwaffe. Surface and Dimensions: grass surface with a short rectangular paved hardstand use for gliders and a prepared (unpaved) strip measuring approx. 275 x 185 meters (300 x 200 yards). Infrastructure: had 1 small hangar, 1 small building used as a garage for vehicles and glider towing equipment, and a few barrack huts.

[Sources: AFHRA A5260 pp.256-58 (7 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Verdun (FR) (a.k.a. Charny-sur-Meuse?) (c. 49 09 40 N – 05 25 00 E)

General: emergency landing ground in NE France 2 km E of Verdun-sur-Meuse. History: a former French military airfield. Not used by the Luftwaffe until 1944. Surface and Dimensions: poorly drained grass surface on clay sub-soil measuring approx. 550 x 505 meters (600 x 550 yards). Infrastructure: none seen on 24 Jun 41.

Remarks:

1 Apr 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Do 217, 1 x Ju 87, 1 x He 111 and 3 x unidentified aircraft destroyed, plus 2 x Do 217s, 1 x He 111, 1 x Ju 88, 1 x Me 410, 1 x Ju 52 and 2 x unidentified aircraft damaged.

10 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Ju 88 destroyed and another damaged.

27 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 5 x Fw 190s destroyed and 3 more damaged.

Operational Units: II./KG 53 (Aug 44)?

Station Commands: none identified.

Station and Town Units (on various dates – not complete): Fallschirmjäger-Ers.u.Ausb.Rgt. 3 (Apr-Aug 44).

[Sources: AFHRA A5260 p.2470 (27 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vergiere-Collongue (FR) (c. 43 34 15 N – 04 49 10 E)

General: satellite and dispersal strip in S France 15 km NW of Istres city center, 12 km NW of Istres-le-Tube airfield and 7.5 km S of the town of Saint-Martin-de-Crau. History: also used as a bombing range by the French. By Jul 43 the aircraft parking stands on the NE boundary were overgrown with weeds and the former landing area was obstructed by rough plowing. Surface and Dimensions: farm land measuring approx. 2105 x 1370 meters (2300 x 1500 yards). Infrastructure: none.

[Sources: AFHRA A5260 pp.258-59 (16 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Verneuil (FR) (48 45 25 N – 01 00 20 E)

General: a former landing ground and emergency landing ground in NW France 32 km SSW of Evreux and 6 km ENE of the town of Verneuil-sur-Avre. History: a French military landing ground in 1939-40 that may have been momentarily used by the Germans in Jun-Jul 40. Observed to be under cultivation on 16 Aug 43. Partially rehabilitated in spring 1944, possibly as an alternate landing ground for transport aircraft. Surface and Dimensions: grass surface approx. 915 x 550 meters (1000 x 600 yards). Infrastructure: none noted.

Operational Units: none identified.

Station Commands: none identified.

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Station Units (on various dates – not complete): 16.(Flugm.Leit)/Ln.-Rgt. 53 (Apr 43 – Mar 44).

[Sources: AFHRA A5260 p.2416 (16 Aug 43) and A5260 amendments (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Veronnes (FR) (47 33 00 N – 05 13 00 E)

General: landing ground in E France c. 28 km NNE of Dijon, 1.6 km S of Orville and 1.6 km NW of the village of Véronnes-les-Grandes. History: wartime (1939-40) French landing ground that was inactivated and abandoned by the Germans as unneeded. Believed to have been selected for rehabilitation with the work underway in Jul 44. Surface and Dimensions: measured approx. 1100 x 455 meters (1200 x 500 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 20 Jul 44 in BNA(PRO)/AIR 40]

Versigny (FR) (49 09 00 N – 02 46 00 E)

General: landing ground in N France 23.5 km SE of Creil airfield and 1.6 km S of the village of Versigny. History: built late spring/early summer 1944 and fully serviceable in August. Surface and Dimensions: measured approx. 1000 x 915 meters (1100 x 1000 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Aug 44 in BNA(PRO)/AIR 40]

Vertus (FR) (a.k.a. Villeneuve-Vertus) (48 56 10 N – 04 03 55 E)

General: landing ground in NE France 39-40 km S of Reims, 6 km NE of Vertus and 2 km NNE of Villeneuve. History: in existence since 1930 and used by the RAF during the 1939-40 campaign. Inactive after that. Surface and Dimensions: firm, probably all-weather surface measuring approx. 1190 x 1100 meters (1300 x 1200 yards). Equipped with perimeter lighting in 1940-41. Infrastructure: had 1 small hangar on the N boundary. Personnel would have been billeted in local villages or in tents. A railway line passed by c. 1 km off the NW corner. Dispersal: good cover for aircraft under trees off the N boundary, otherwise no organized dispersal facilities. Defenses: none in Mar 42.

Remarks:

Aug 43: landing area obstructed.

19 Apr 44: landing area temporarily obstructed with posts and prior to this had been roughly plowed. No development or activity seen.

25 Jun 44: obstructions removed and Vertus again operational.

28 Jun 44: bombed and strafed in the evening by P-38 Lightnings – 2 aircraft hit and damaged, 1 man KIA, several hits on the landing area and the power plant knocked out.

Operational Units: I./JG 27 (Jun 44).

Station Commands: Fl.H.Kdtr. E(v) 208/XII (c.May-Aug 44).

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Station Units (on various dates – not complete): Flieger-Geräteausgabe- und Sammelstelle 10/WF (Jun 44)?

[Sources: AFHRA A5259 p.1931 (25 Jun 44) and A5260 pp.2426-27 (17 Aug 43 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vesoul (FR) (47 37 N – 06 09 E)

Lw. Garrison and Station Units (on various dates – specific airfield not identified): elements of gem.Flak-Abt. 596 (Aug-Sep 44); le.Flak-Abt. 741 (Aug-Sep 44); elements of le.Flak-Abt. 912 (Sep 44); Stab II./Ln.-Ausb.Rgt. 303 (fall 42 – Aug 44).

Vesoul-Colombier (FR) (c. 47 40 N – 06 12 E)

General: landing ground in E France 48 km NNE of Besançon and 4.5 km NE of Vesoul. History: no record found of Luftwaffe use, but there can be little doubt that Luftwaffe aircraft flew in and out in August and September 1944.

Remarks:

Jun 44: airfield listed as operational.

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

Vesoul-Frotey (FR) (a.k.a. Frotey-lès-Vesoul) (c. 47 37 N – 06 10 E)

General: landing ground in E France 45 km NNE of Besançon and 2 km SE of Vesoul. History: no record found of Luftwaffe use, but it was listed as serviceable in Jun 44 and there can be little doubt that Luftwaffe aircraft flew in and out in August and September 1944.

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

Vichy-Rhue (FR) (46 09 40 N – 03 24 45 E)

General: airfield in C France 4 km NNW of Vichy and immediately NE of the village of Charmeil.

History: in existence as a civil airport for at least 10 years before the beginning of the war in Sep 39. Not believed to have been used as a base for operational military aircraft, either French or German.

Dimensions: approx.870 x 685 meters (950 x 750 yards).

Surface and Runways: poorly drained grass surface. Had a single concrete runway approx. 885 meters (970 yards) in length and aligned NNE/SSW.

Fuel and Ammunition: both were available.

Infrastructure: had 2 medium hangars and 1 small hangar with paved aprons on the E boundary plus a large building near the hangars that may have been used as a workshop. The control tower was between the hangars. A few barrack huts were located S of the hangars. Railway lines passed within 200 – 300 meters of the E boundary.

Dispersal: no organized dispersal facilities.

Defenses: protected by 4 light Flak positions each with emplacements for 3 guns.

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Remarks: none.

[Sources: AFHRA A5260 pp.259-61 (27 Nov 42 updated to 12 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vignacourt (FR) (50 00 45 N – 02 13 35 E)

General: landing ground in NE France 15 km NNW of Amiens and 2 km E of the village of Vignacourt. History: laid out by the Luftwaffe in summer 1940 but no evidence found of use. Abandoned and returned to cultivation by Aug 43. Surface and Dimensions: grass surface approx. 1000 x 915 meters (1100 x 1000 yards). Infrastructure: none noted.

Remarks:

Jan 42: operational using airfield code number 346.

26 Jul 42: assigned new airfield code number 283.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 8/I Amiens-Glisy (c. Jun 40 – mid-1942).

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

[Sources: AFHRA A5260 p.2462 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villacoublay (Complex) (FR) (a.k.a. Vélizy-Villacoublay) (48 48 07 N – 02 10 53 E)

General: airfield complex in N France 13.2 km SW of Paris city center and 6.4 km ESE of Versailles. Two airfields: Villacoublay/Nord and Villacoublay/Süd. History: Villacoublay was an important French military aircraft factory and research station to June 1940. Shortly after the German occupation, the research station was moved to Lyon and the factory workshops at Villacoublay/Süd were taken over by the Junkers firm and used for assembly and repair work. The Morane factory at Villacoublay/Nord was put to work assembling Fieseler aircraft. Operationally, Villacoublay was an important bomber base from summer 1940 to June 1941, then used mainly by long-range reconnaissance units after that. Defenses: in Nov 43 there were 7 heavy Flak positions, each of 6 guns or 4 guns, and 9 light Flak positions in towers, emplacements and on rooftops, these protecting both airfields. Ground defenses were comprised of trench systems with machine gun strongpoints.

Satellites and Decoys:

Villacoublay-Villeras (48 44 50 N – 02 11 05 E), dummy 3.25 km SSW of the airfield complex and immediately E of the village of Villeras. Located on agricultural land and outfitted with perimeter lighting and a flare-path for use as a night decoy.

Remarks:

20 Apr 41: employed a combined total of 4,997 non-German workers.

26 Jun 43: Villacoublay airfields bombed by 12 B-17 Fortresses.

29 Jun 43: Villacoublay airfields bombed by 108 B-17s.

14 Jul 43: Villacoublay airfields heavily bombed by 101 B-17s.

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24 Aug 43: 86 B-17s dropped 257 tons of bombs on the two airfields.

20 May 44: Villacoublay airfields bombed by 73 B-17s.

25 Jun 44: Villacoublay airfields bombed in the evening by 63 B-24 Liberators - many hits in the dispersal areas with 3 x Bf 109s destroyed and 2 more damaged, 10 x Fw 190s destroyed and 1 more damaged, 1 x Fi 156 destroyed and 1 x He 111 damaged; hangars, admin buildings, parachute and spare parts storage areas, refueling points and billets were all destroyed (German report).

11 Aug 44: Villacoublay airfields bombed by 76 B-17s.

Station Units (on various dates – specific airfield not identified):

Luftzeugamt Villacoublay (1941); part of Res.Flak-Abt. 142 (Jun 40); part of Res.Flak-Abt. 364 (Jun 40); 2./schw.Flak-Abt. 677(v) (Jul-Oct 43); part of gem.Flak-Abt. 683(v) (1942-43); elements of le.Flak-Abt. 978 (1943); 11. (Flus.)/Ln.-Rgt. 3 (Jul/Aug 40 - ?); Stab and I.(Betr.)/Ln.-Rgt. 35 (Jul 40 – May 41); I.(Ln.Betr.)/Ln.-Rgt. 54 (c.spring-fall 1943); 3.(Y-Gerät)/Ln.-Versuchs-Rgt. (Jul 43); Ln.-Abt. 35 (Jul-Oct 40); Bauleitung Villacoublay (1940-44).

[Sources: AFHRA A5260 pp.2418-25 (20 Jul 43 updated to 20 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villacoublay/Nord (FR) (a.k.a. Villacoublay/Morane) (48 47 00 N – 02 12 45 E)

General: airfield adjacent to the village of Vélizy and on the north side of the Versailles – Choisy-le-Roi road (RN 186).

History: see under Villacoublay (Complex).

Dimensions: approx. 1550 x 1325 meters (1,700 x 1,450 yards) with an irregular shape.

Surface and Runways: grass surface with good drainage. No paved runway. Outfitted with a permanent flare-path, boundary lighting and beacons for night landings.

Fuel and Ammunition: there were refueling pumps in front of the small hangar with underground fuel storage probably nearby.

Infrastructure: had 3 medium hangars, 1 small hangar, and admin and storage buildings at the SW corner. A small Morane aircraft assembly plant located at the SE corner. No barracks noted so station personnel were probably housed in surrounding villages.

Dispersal: as of July 1943 there were 21 covered aircraft shelters plus 8 open bays along a wooded area bordering the airfield.

Defenses: see under Villacoublay (Complex).

Remarks:

14 Jul 43: bombed – 4 x Ar 96s, 1 x Bf 108, 3 x Bü 131s, 6 x Dewoitines, 2 x Fw 56s and 9 x Fw 190 A-2s/A-3s from JG 105, plus 4 x Fw 190 A-4s from SG 101, plus 1 x Bf 109T from Erprobungsstelle Travemünde, plus 7 x Fw 190As from I./JG 2, plus 4 x Fw 190 A-4s/A-5s from I. and II./JG 1, plus 1 x

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Fw 190 A-5 from from 10.(Jabo)/JG 54, plus 5 x Fw 190 A-4/A-5s from I./SKG 10 destroyed or damaged on the ground.

20 Mar 44: Allied photo reconnaissance revealed the airfield as mostly unserviceable due to bomb damage and little effort had been made to carry out repairs.

20 May 44: bombed by 73 B-17s – 1 x Ar 79B belonging to Luftverkehrsstaffel Tempelhof destroyed on the ground.

16 Aug 44: evacuation and demolition of airfield ordered by Luftflotte 3.

Operational Units: see under Villacoublay/Süd.

School Units: Jagdfliegerschule 5 (Villacoublay/Nord) (Jun 41 – Feb 43); Stab and I./JG 105 (Villacoublay/Nord) (Feb – Aug 43).

Station Commands: Fl.H.Kdtr. E 11/XIII Villacoublay/Nord (Jul 40 – Jun 42); Flugplatzkdo. of Fl.H.Kdtr. Villacoublay/Süd (Jul 42 – Aug 44).

[Sources: AFHRA A5260 pp.2418-25 (20 Jul 43 updated to 20 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villacoublay/Süd (FR) (a.k.a. Villacoublay- Vélizy) (48 46 40 N – 02 12 00 E)

General: airfield adjacent to the village of Vélizy and on the south side of the Versailles – Choisy-le-Roi road (RN 186). The South airfield was the more important of the two.

History: see under Villacoublay (Complex).

Dimensions: approx. 2195 x 1370 meters (2400 x 1500 yards) and roughly triangular in shape.

Surface and Runways: grass surface with good drainage. A single 1280 meter (1,400 yards) concrete runway with a paved assembly hardstand at the south end. Outfitted with a permanent flare-path, boundary lighting, beacons and a visual Lorenz system for night landings.

Fuel and Ammunition: refueling pumps were near the NW corner with underground fuel storage probably on the N boundary. A small bomb dump was located in the East dispersal area.

Infrastructure: had a large number of hangars and workshop buildings surrounding the airfield on 3 sides, these having previously housed the Breguet and Bloch aircraft factories along with a French Air force experimental station. A small number of barrack-type buildings were erected by the Lw. just off the SW boundary, but most station personnel were housed in nearby Jouy-en-Josas. Officers were housed in the Château Monteclin near the station. Dining facilities and canteens were in the buildings of the former French military school at the NW corner of the airfield. Nearest rail connection located 2 km from the SW corner of the airfield.

Dispersal: as of July 1943 there were 35 covered aircraft shelters plus 4 open bays along the airfield's east and south perimeter.

Defenses: see under Villacoublay.

Remarks:

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24 Aug 43: bombed by 86 B-17 Fortresses – 2 x Fw 190As from I./JG 1, 4 x Ju 52s from Flieger-Kp./Ln.-Rgt. 3, 1 x Ju 88 D-1 from 1.(F)/Aufkl.Gr. 121 and 1 x Ju 88 T-1 from 1.(F)/Aufkl.Gr. 123, 1 x W 34 and 1 x Ar 79 from Luftverkehrsgruppe Rangsdorf, 2 x Ju 88 A-14s from Stab and I./KG 6 destroyed or damaged on the ground.

9 Sep 43: considerable progress seen to have been made filling in craters on the Villacoublay/South runway and landing area.

27 Oct 43: runway and landing area repaired and again serviceable. The large double hangar and 4 small hangars on the E boundary that were hit in the attack of 14 July have been repaired, and the 2 large workshops to the rear of these are being repaired. Some of the hangar-type workshops on the N boundary remain in ruin.

29 Nov 43: photo reconnaissance showed 1 large hangar on the N boundary destroyed, 2 medium hangars severely damaged and some small buildings destroyed and damaged. Part of the barracks at the NW corner was severely damaged, 1 hangar-type workshop at the SW corner destroyed and the large double hangar on the SE corner destroyed. Work to clear debris and repair the buildings was seen to be underway. Runway and landing area were mostly serviceable.

20 Dec 43: work continues to fill in craters on the Villacoublay/South landing area. Runway and airfield serviceable.

5 Feb 44: bombed by 133 B-17 Fortresses – 1 x Junkers W 34 from Luftdienstkdo. 1/12 damaged on the ground.

20 Mar 44: although repeatedly bombed, great effort was being made to repair damage, fill craters and keep the landing area open, according to Allied photo reconnaissance.

20 May 44: bombed by 73 B-17 Fortresses - 1 x Junkers W 34 from Luftdienstkdo. 1/12 destroyed on the ground.

16 Aug 44: evacuation and demolition of airfield ordered by Luftflotte 3.

Operational Units: Stab, II./JG 26 (Jun 40); III./JG 26 (Jun 40, Jun-Aug 44); Stab, III./KG 55 (Jun 40 – Jun 41); I., II./KG 55 (Jun-Jul 40); I./KG 27 (Jun-Jul 40); 4.(F)/Aufkl.Gr. 121 (Jul, Aug 40 - ?); 4.(F)/Aufkl.Gr. 14 (Nov 40 – May 41); Transportstaffel V. Fliegerkorps (Jul 40 - ?); Transportstaffel IV. Fliegerkorps (Mar, Apr 41); 1.(F)/Aufkl.Gr. 33 (Sep-Nov 42); Stab, 2., 3./Gruppe West (Flugzeugüberführungsgeschwader 1) (May 43 – 1944); III./JG 54 (Jun-Aug 44).

Reserve Training & Replacement Units: Erg.JGr. Süd (Villacoublay/Süd) (Oct – Nov 42).

Station Commands: Fl.H.Kdtr. E 12/XII Villacoublay/Süd (Jul 40 – Dec 42); Fl.H.Kdtr. A 201/XII (Dec 42 – Mar 44); Fl.H.Kdtr. E(v) 203/XII (Apr-Aug 44); Fl.H.Kdtr. E(v) 205/XII (Aug 44).

Station Units (on various dates – not complete): Stab/V. Fliegerkorps (Jouy-en-Josas, Jul 40 – May 41); Stab/5. Jagddivision (c.Oct 43 - Aug 44); Stab/Jagdfliegerführer Paris (Jouy-en-Josas, Jun-Sep 43);

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Frontreparaturbetrieb GL 2561 (Junkers) Mar 42); Frontreparaturbetrieb GL Paris (Ago) (Jun 43); 6.(Feldfernkabel-Bau)/Ln.-Rgt. 31 (Jun-Aug 44); Stab I.(Ln.Betr.)/Ln.-Rgt. 57 (Jouy-en-Josas, spring 43 – Aug 44); Nachschub-Kp. d.Lw. 3/XIII (elements) (Mar 44); Ldssch.Zug d.Lw. 370/XI (1943-44).
[Sources: AFHRA A5260 pp.2418-25 (20 Jul 43 updated to 20 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villaroche (FR) (see Melun-Villaroche).

Villefranche-Anse (FR) (a.k.a. Villefranche-sur-Saône) (c. 45 57 16 N – 04 43 40 E)

General: landing ground in SE France 25 km NW of Lyon, 4 km S of Villefranche-sur-Saône and 2 km NNE of the village of Anse. History: no information, but wartime use by operational aircraft very doubtful. Surface and Dimensions: grass surface measuring approx. 1000 x 550 meters (1100 x 600 yards). No paved runway. Landing area was bisected by an open drainage canal and bordered by trees. Infrastructure: had 2 small workshop-type buildings at the S corner. The nearest rail connection was in Anse. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

12 May 43: landing area permanently obstructed by elaborate plowing.

Jun 44: listed as serviceable in Luftwaffe documents, so possibly rehabilitated in spring 1944.

[Sources: AFHRA A5260 p.261 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villemeux-sur-Eure (FR) (48 41 00 N – 01 29 00 E)

General: satellite strip and dispersal field in N France 8.5 km ESE of Dreux airfield and 2 km NE of the village of Villemeux-sur-Eure. History: serviceable in Jul 44. Surface and Dimensions: measured approx. 730 x 275 meters (800 x 300 yards) with an irregular shape. Infrastructure: had a few aircraft parking bays cut into a wood off the S side.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40]

Villeneuve-sur-Lot/Penne (FR) (44 24 10 N – 00 45 30 E)

General: landing ground in SW France on the S bank of the River Lot c. 117 km ESE of Bordeaux and 4.5 km E of the small city of Villeneuve-sur-Lot.

History: no information found, but very doubtful if any operational aircraft were based here during the war years. Surface and Dimensions: grass surface measuring approx. 915 x 365 meters (1000 x 400 yards). No paved runway. Infrastructure: no hangars, but there were 2 sheds on the S boundary and a small group of barrack huts at the NE corner. The nearest rail connection was in Villeneuve-sur-Lot. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

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15 May 43: landing area permanently obstructed by zig-zag trenches and a clump of trees near the center.

[Sources: AFHRA A5260 p.262 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Villeneuve-Vertus (FR): see Vertus.

Villers-en-Prayères (FR) (49 23 00 N – 03 40 00 E)

General: satellite strip and dispersal field in NE France 16.5 km WSW of Juvincourt airfield and 1.2 km NW of the village of Villers-en-Prayères.

History: built late spring/early summer 1944 and serviceable by August.

Surface and Dimensions: measured approx. 1645 x 185 meters (1800 x 200 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (12 Aug 44)]

Villiers-le-Bois (FR) (48 27 50 N – 01 36 00 E)

General: landing strip in NW France 6.5 km ENE of Chartres airfield and 1 km NNW of the village of Villiers-le-Bois. History: prepared spring 1944 and possibly used as a satellite strip and dispersal field for Chartres airfield.

Surface and Dimensions: pasture or farm land measuring approx. 1000 x 185 meters (1100 x 200 yards). Infrastructure: none noted. Dispersal: aircraft were parked on the edge of a small wood off the N boundary where at least 9 shelters had been built by early Jul 44. Defenses: unknown.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1932 (4 Jul 44) and A.I.2.(b)/Air Ministry Amendment dated 25 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vinon (FR) (43 44 20 N – 05 47 10 E)

General: landing ground in SE France 56 km E of Salon-de-Provence and 3 km WNW of Vinon-sur-Verdon. History: believed to have been prepared in 1939-40. No record found of any use by either the French Air Force or the Luftwaffe. Surface and Dimensions: farm land surface measuring approx. 1190 x 1000 meters (1300 x 1100 yards). No paved runway.

Infrastructure: no hangars, but there was a small group of huts off the SE corner. The nearest rail connection was 10.5 km N of the landing ground.

Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

23 Jun 44: apparently rehabilitated in spring 1944 with new dimensions of 1280 x 185 meters (1400 x 200 yards). Work completed and strip serviceable by this date.

[Sources: AFHRA A5260 pp.263-65 (4 Dec 42 updated to 23 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vitry-en-Artois (FR) (50 20 30 N – 02 58 30 E)

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General: airfield in NE France 7.5 km SW of Douai and c. 1 km N of the village of Vitry-en-Artois.

History: used by the RAF during the 1939-40 campaign and then greatly developed by the Germans after Jun 40 and used as a bomber base to Jun 41. Inactive to Jan 43 when it became a base for fighters.

Dimensions: approx. 1415 x 1100 meters (1550 x 1200 yards) and rectangular in shape.

Surface and Runways: poorly drained clay soil. Had 3 concrete runways – (1) approx. 1645 meters (1800 yards) aligned E/W; (2) approx. 1600 meters (1750 yards) aligned NE/SW with a taxiway connecting it to the landing area; (3) an incompleated NW/SE runway that had been under construction since Jun 42 but abandoned not long after that. A perimeter road encircled the landing area. Equipped with a flare-path, an instrument landing system and visual Lorenz systems for the E/W and NE/SW runways.

Fuel and Ammunition: underground fuel storage was located in the North dispersal, at 2 points on the S boundary, on the W boundary and probably near the repair hangar at the SW corner. There was a very large bomb dump 1.2 km off the NW corner, an ammunition storage area off the NW corner and immediate use supplies near the aircraft shelters in the dispersal areas.

Infrastructure: had 1 medium repair hangar and a motor pool with garages at the SW corner. Station HQ, officers' mess and limited accommodation for maintenance personnel were in a group of buildings at the SW corner, with flight operations and a briefing room in a rectangular building on the S boundary. The bulk of personnel were billeted in Vitry-en-Artois. Base supplies were stored in dumps along the Vitry-Brebièrers rail line. A special branch rail line served the N end of the airfield and the nearest station was in Vitry.

Dispersal: the 5 dispersals – North, Southeast, Southwest, Northwest (remote – under construction) and South (perimeter) – had a total of 36 large and 5 small aircraft shelters in late Mar 44. The large aircraft shelters were built of brick and each was surrounded by 3 meter high brick blast walls. A network of taxiways connected the individual shelters to the perimeter road around the airfield.

Defenses: there were 2 heavy and 7 light Flak positions in Mar 43 with more of the latter under construction. There were also at least 4 antiaircraft machine gun positions. Ground defenses included 3 strongpoints reinforced with barbed wire entanglements.

Satellites and Decoys:

Vitry/I (50 22 05 N – 03 01 20 E), "T"-shaped satellite strips 3.5 km NE of Vitry-en-Artois airfield. Built spring 1944 on leveled grass with measurements of approx. 1465 x 230 meters (1600 x 250 yards) aligned ENE/WSW and 1190 x 32 meters (1300 x 35 yards) aligned NW/SE. No

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infrastructure. Aircraft were parked in 9 bays along the edge of a wood off the S boundary.

Vitry/II (50 21 00 N – 03 02 00 E), satellite strip and dispersal field 3.5 km ENE of Vitry-en-Artois airfield. Under construction in early Jul 44 with measurements of 1100 x 230 meters (1200 x 250 yards).

Remarks:

15 Aug 43: bombed by 61 B-17 Fortresses – 3 x Bf 109Gs from II./JG 2 destroyed or damaged on the ground.

9 Sep 43: bombed by 51 B-17s – 2 x Me 410 A-1s from 15./KG 2 damaged on the ground; E/W runway and landing area cratered, heavy concentration of bursts in the North dispersal area and the Southwest dispersal, and hits among the buildings at the SW corner.

14 Nov 43: the E/W runway and landing area repaired and again serviceable.

Jul 44: Allied reconnaissance photos showed Vitry-en-Artois to have a main airfield with 4 dispersals (Southwest, Northwest, North and Southeast) and 2 satellite strips (Vitry I and Vitry II).

Operational Units: I./JG 54 (May-Jun 40); II./JG 51 (Jun 40); Stab, II./KG 1 (Jun 40); III./LG 1 (Jun 40); I./KG 53 (Jul 40 – Jun 41); II./JG 26 (Jan-Jul 43); 10./JG 26 (May-Jul 43); V./KG 2 (Jan-Feb 44); II./KG 51 (Feb 44 - ?); I./JG 26 (Aug 44).

Station Commands: Fl.H.Kdtr. E 3/I (May-Jun 40); Fl.H.Kdtr. E 11/XI (c.Aug 40 – Aug 41); Fl.Pl.Kdo. A 39/XI (Feb 43 – Mar 44); Flugplatzkdo. Vitry-en-Artois of Fl.H.Kdtr. E(v) 218/XI Cambrai-Épinoy (Apr-Aug 44); Fl.H.Kdtr. E(v) 233/XI (Sep 44).

Station Units (on various dates – not complete): le.Flak-Abt. 757 (Feb-Sep 43).

[Sources: AFHRA A5259 pp.1343-44 (13 May 43), p.1937 (25 Jun 44), A5260 pp.2428-32 (13 May 43 updated to 28 Mar 44) and AFHRA A5260 amendments (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vittel-Auzainvilliers (FR): see Auzainvilliers.

Vivaise (FR): see Laon-Couvron.

Vouillérs (FR) (a.k.a. St-Dizier-Vouillérs) (48 40 00 N – 04 52 00 E)

General: satellite strip and dispersal field in E France 6 km NW of St-Dizier airfield. History: developed in May 44 and serviceable in June. Measured 1510 x 200 meters (1650 x 220 yards).

[Sources: AFHRA A5260 amendments (18 Jul 44)]

Vouziers (FR): see Challerange.

Vouzy (FR) (48 56 00 N – 04 08 00 E)

General: satellite strip and dispersal field in NE France 5.25 km ESE of Villeneuve-Vertus landing ground and 2 km E of the village of Vouzy.

History: recently prepared and serviceable in Aug 44. Surface and

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Dimensions: measured approx. 1920 x 550 meters (2100 x 600 yards).
Aircraft were parked in woods off the NE and SE boundaries.

Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (14 Aug 44)]

Vraux (FR) (a.k.a. Condé-sur-Marne) (49 02 37 N – 04 14 49 E)

General: landing ground in NE France 29-30 km SE of Reims, 13 km NW of Châlons-sur-Marne, 5.2 km E of Condé-sur-Marne and 1.6 km NNE of the village of Vraux. The landing ground was situated in a conspicuous triangle whose sides were - NE: the Reims- Châlons road; SW: the Canal Lateral de la Marne and the Marne River; NW: Canal de la Marne a L'Aisne.

History: Vraux/Condé-sur-Marne was a pre-war French Air Force field airstrip that was used by the RAF during 1939-40. It was obstructed by the Luftwaffe and ignored until spring 1944. Surface and Dimensions: open field measuring approx. 1150 x 960 meters (1250 x 1050 yards) and irregular in shape. Fuel and Ammunition: unknown. Infrastructure: no hangars or workshops, but there were 2 small buildings in the S corner that were being used as accommodations in Apr 44. The nearest rail connection was on a narrow-gauge line at Vraux, and the nearest main line connection was at Châlons-sur-Marne. Dispersal: no organized dispersal facilities.

Remarks:

Jun 42: landing area reportedly obstructed.

19 Apr 44: landing area no longer obstructed. Original landing area now serviceable and leveling work has begun to extend the S boundary to provide a NE/SW landing take-off run of approx. 1510 x 320 meters (1650 x 350 yards).

Operational Units: I., II./JG 53 (15-22 Jun 40).

Station Commands: Fl.H.Kdtr. E 12/XIII (24 Jun 40).

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

[Sources: AFHRA A5259 p.1542-43 and A5260 pp.1909-10 (2 Jul 43 updated to 19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vrigny (FR) (c. 48 40 20 N – 00 00 50 W)

General: fighter airstrip in Normandy 8 km S of Argentan and immediately ENE of the village of Vrigny. History: prepared spring 1944 and became operational in June. May have served as a forward refueling field for fighters during Jun-Jul 44. Surface and Dimensions: leveled grass surface measuring approx. 1100 x 230 meters (1200 x 250 yards). Infrastructure: none noted.

[Sources: AFHRA A5259 p.1938 (12 Jun 44) and AFHRA A5260 amendments (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vron (FR) (c. 50 19 N – 01 44 E)

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General: landing ground in NE France 24 km NNW of Abbeville. History: no specific information found, but not much more than an open expanse of grass or farm land that was briefly used by the Luftwaffe in 1940.

Operational Units: 2.(H)/Aufkl.Gr. 41 (Sep-Oct 40)?; 5.(H)/Aufkl.Gr. 14 (Oct 40).

Station Commands: none identified.

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

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

W

Waben (FR) (c. 50 22 N – 01 39 E)

General: former landing ground in NE France approx. 15.5 km S of Étaples. No record found of Luftwaffe units being based here.

Remarks:

1940-42: listed as operational using airfield code number 435. Initially under Koflug 8/III (Saint-Omer).

[Sources: Mattiello; AFHRA]

Wardrecques (FR) (c. 50 42 N – 02 20 E)

General: landing ground in NE France approx. 8 km SE of Saint-Omer town center. No record found of Luftwaffe units being based here.

Remarks:

1941-42: operational using airfield code number 371. Initially under Koflug 8/III (Saint-Omer).

5 May 42: assigned new airfield code number 372 S, the suffix used for dummy/decoy fields.

[Sources: Mattiello]

Wierre-au-Bois (FR): see Samer.

Wierre-Effroy (FR) (c. 50 46 N – 01 44 E)

General: landing ground in NE France approx. 10.5 km NE of Boulogne. No record found of any Luftwaffe units being based here.

Remarks:

Sep 40: assigned airfield code number 436. Came under Koflug 8/III (Saint-Omer).

[Sources: Mattiello]

Wissant (FR) (a.k.a. Wissant-Sombrin (Sombre?)) (50 53 N – 01 39 E)

General: coastal town and landing ground in the Pas de Calais that was often used in conjunction with the two airfields shown below.

Remarks:

Sep 40: assigned airfield code number 370. Came under Koflug 8/III (Saint-Omer).

Operational Units: see Audembert and Saint-Inglevvert airfields.

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Lw. Garrison and Station Units (on various dates and not specifically identified with the nearby airfields – not complete): Stab/Jagdfliegerführer 1 (fall 40); 5.(Funkempf.)/Ln.-Funkhorch-Rgt. West (1942-43); 6. (Funkstör.)/Ln.-Funkhorch-Rgt. West (1942-43); 7.(Flugm.)/Luftgau-Nachr.Rgt. 1 (Jul 40 – Apr 41); 22.(Flum.)/Feldluftgau-Nachr.Rgt. Belgien/Nordfrankreich (Apr 41 – spring 43); Ldssch.Zug d.Lw. 214/XI (1941-44?).

[Sources: Mattiello]

Wizernes (FR): see Saint Omer – Wizernes.

X

Xafféwillers (FR) (48 25 00 N – 06 36 00 E)

General: landing ground in E France 45 km SE of Nancy and 1.6 km NW of the village of Xafféwillers. History: in existence during 1939-40 then rendered inactive and unserviceable by the Luftwaffe in 1942. Rehabilitated in May 1944. Surface and Dimensions: measured approx. 1000 x 915 meters (1100 x 1000 yards). Infrastructure: had a few huts at the NW corner that may have been used as offices and/or workshops.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: Mattiello; AFHRA A5260 amendments (25 Jun 44)]

Y

Yvrench (FR) (a.k.a. Conteville) (50 10 05 N – 02 03 30 E)

General: landing ground in NE France 14 km NE of Abbeville, 4.5 km ESE of Yvrench and 1.6 km SW of Conteville. History: used by the RAF during the 1939-40 campaign. The Luftwaffe developed it into a forward station for twin-engine fighters for the air offensive against England (Battle of Britain). Had very little use after the end of 1940. Surface and Dimensions: grass surface measuring approx. 1000 x 1370 meters (1100 x 1500 yards). Had a single concrete runway approx. 600 meters (660 yards) in length with taxiways connecting it to the dispersal areas. Fuel and Ammunition: believed to have used tank trucks (bowsers) for fueling. Ammunition was probably stored in a large woods at the SW corner. Infrastructure: had 1 medium hangar with adjacent workshops at the NE corner and 1 small wooden hangar at the SW corner, the latter protected by an earthen blast wall. A large farm off the N boundary served as station HQ and offices. Personnel were accommodated in local villages. The nearest

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rail connection was at the N end of the landing ground. Dispersal: the 3 areas – Northeast, Southwest and West – had a total of 33 aircraft shelters in 1943. The shelters were of wood construction and surrounded by blast walls approx. 3 meters high and 1 meter thick. Defenses: there were 3 light Flak positions and the approaches to the landing ground were patrolled by sentries.

Remarks:

Jan 42: operational using airfield code number 582.

26 Jul 42: assigned new airfield code number 277 or number 284.

1942: landing area temporarily obstructed with tripod devices.

Jul 43: now permanently obstructed with trenches across the runway and landing area.

Operational Units: I./ZG 26 (Jun-Nov 40).

Station Commands: Fl.H.Kdtr. E 13/VI (summer 1940 – Apr 41); Platzkdo. of Fl.H.Kdtr. E 42/XI Poix/Nord (1942).

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

[Sources: AFHRA A5260 pp.2433-34 (17 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Z

Zabern-Steinburg (FR) (a.k.a. Saverne) (48 45 15 N – 07 25 40 E)

General: landing ground in E France 34 km WNW of Strasbourg, 5 km ENE of Saverne and 2 km SSE of Steinbourg. History: a pre-war French Air Force landing ground. Not used by the Luftwaffe until summer 1944.

Surface and Dimensions: undulating grass surface measuring approx. 825 x 500 meters (900 x 550 yards). No paved runway. Marshy when wet.

Infrastructure: had 1 small hangar and an accommodations shed at the NW corner. Nearest rail connection at Steinbourg. Dispersal: no organized dispersal areas.

Remarks:

Jul 44: observed to be in use for glider training.

28 Aug 44: low-level attack by VIII Fighter Command P-51s – *claimed* 3 x Ju 88s destroyed.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5259 p.1339 (19 Aug 44) and A5260 p.2378 (17 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zutkerque (FR) (50 50 40 N – 02 04 05 E)

General: landing ground in NE France 19 km SE of Calais and 1.2 km S of the village of Zutkerque. History: possibly laid out by the Luftwaffe in summer 1940 as a base for transport aircraft. No evidence of any units

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being station there. Surface and Dimensions: grass surface that was soggy in wet weather and measured approx. 870 x 825 meters (950 x 900 yards). No paved runway. Infrastructure: none – local farms may have been used as workshops. Personnel were accommodated in surrounding villages and farms. The nearest rail connection was in Audruicq, c. 4 km NNE of the landing ground. Dispersal: the 3 dispersal areas – Northeast, Southeast and West – had a total of 25 large aircraft shelters. Defenses: originally had 2 light Flak positions.

Remarks:

Sep 40: assigned airfield code number 441. Came under Koflug 8/III (Saint-Omer).

Sep 42: landing area now obstructed.

Apr 43: landing area permanently obstructed with narrow trenches.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.2435 (13 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]