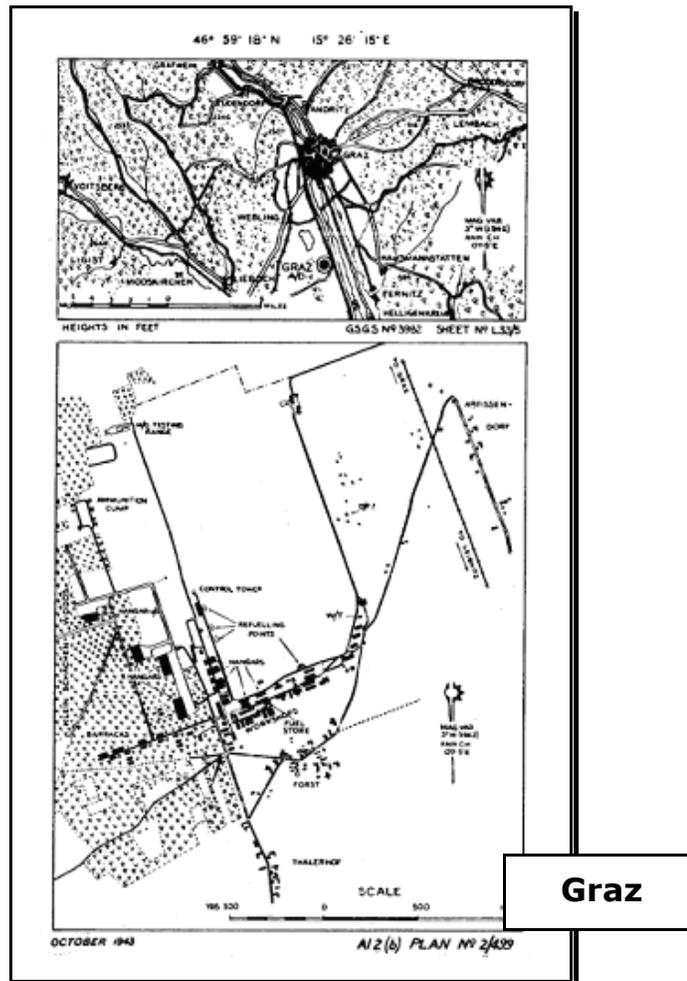


Luftwaffe Airfields 1935-45 Austria (1937 Borders)

By Henry L. deZeng IV



Edition: June 2014

Luftwaffe Airfields 1935-45

Copyright © by Henry L. deZeng IV (Work in Progress).
(1st Draft 2014)

Blanket permission is granted by the author to researchers to extract information from this publication for their personal use in accordance with the generally accepted definition of fair use laws. Otherwise, the following applies:

All rights reserved. No part of this publication, an original work by the authors, may be reproduced, stored in or introduced into a retrieval system, or transmitted, in any form, or by any means (electronic, mechanical, photocopying, recording or otherwise), without the prior written permission of the author. Any person who does any unauthorized act in relation to this publication may be liable to criminal prosecution and civil claims for damages.

This information is provided on an "as is" basis without condition apart from making an acknowledgement of authorship.

Airfields

Austria (1937 borders)

Introduction

Preface

The Germans marched into Austria on 12 March 1938 and took possession of the country and its military by the end of the day. A report dated 25 March stated that the entire strength of the Austrian Air Force consisted of 243 aircraft, of which approximately 50% were unserviceable, and these were based at Aigen, Graz-Thalerhof, Klagenfurt-Annabichl, St. Pölten, Wels, Wien, Wien-Aspern, Wiener Neustadt and Zeltweg.

Orders were issued by the Luftwaffe near the end of March to begin improving Austria's existing airfields, nearly all of which were located in the eastern part of the country, and build at least 12 Einsatzhafen (operational airfields) and 4 Feldflugplätze (field airstrips). The work was prioritized with Wiener Neustadt, Wels, Vöslau-Kottingbrunn, Tulln-Langenlebarn, Markersdorf, Hörsching, Zwölfaxing, Schwechat and Eisenstadt (Trausdorf) at the top of the list and considered urgent. Of the other airfields, 5 of the Einsatzhafen and 6 Feldflugplätze were completed and operational by the start of the war on 1 September 1939 and the remainder were completed by early 1940.

Airfields Listed

A total of 65 airfields, landing grounds, field airstrips and emergency landing grounds are listed below.

Absdorf (AUS) (48 19 N – 15 36 E)

General: field airstrip (Feldflugplatz) in N Austria 10.5 km S of Krems an der Donau. History: constructed following the Anschluss in March 1938 and ready by August 1939. No further information or mention of wartime use by the Luftwaffe found.

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

Luftwaffe Airfields 1935-45

Aigen (AUS) (a.k.a. Aigen a. d. Enns; Aigen in Ennstal; Aigen bei Wörschach) (47 32 15 N – 14 08 20 E)

General: operational airfield (Einsatzhafen) 110 km NW of Graz in Austria, 74 km WNW of Leoben and 2 km SSW of the village of Wörschach.

History: pre-war Austrian Air Force auxiliary landing field. Used mainly as a practice field for trainers and as an emergency landing ground during the war.

Dimensions: approx. 1100 x 1190 meters (1200 x 1300 yards) and rectangular in shape.

Surface and Runways: grass surface in worn condition. No paved runway. Equipped with perimeter lighting and possibly a beam approach system.

Fuel and Ammunition: fuel and ammunition storage were near the eastern pair of hangars.

Infrastructure: had two pair of large hangars with paved aprons that were up against a rock out-crop at the W end of the S boundary. Separate workshop buildings, motor pool and garages were near the E end of the hangar row. There was a small barrack camp to the S of the airfield and a control tower between the two pair of hangars. Additional accommodations may have been available down several tunnels excavated into the rocky out-crop. Nearest rail connection at Stainach, 2.8 km W of the airfield.

Dispersal: no organized dispersals.

Defenses: several light Flak or machine gun positions were located on top of the rock out-crop.

Remarks: none.

Operational Units: Aufkl.Gr. 18 (Mar-Oct 38); 2.(H)/Aufkl.Gr. 14 (Nov-Dec 38); 3.(H)/Aufkl.Gr. 14 (Nov-Dec 38); 4.(F)/Aufkl.Gr. 14 (Nov-Dec 38); Lufttransportstaffel 40 (May 45).

School Units: Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt); Arbeitsplatz for FFS C Zeltweg, FFS C 11 then FFS B 11 (Apr 39 – Jan 45).

Station Commands: Fl.Pl.Kdo. A 7/XVII (Jan 43 – Mar 44); Flugplatzkdo. Aigen of Fl.H.Kdtr. A(o) 10/XVII Zeltweg (1944-45).

Station Units (on various dates): Koflug 7/XVII (c.Oct-Dec 44 – disbanding)?

[Sources: AFHRA A5258 pp.55-56 (23 Feb 44); chronologies; BA-MA; NARA; PRO/NA]

Altenmarkt (AUS) (coordinates unknown)

General: field airstrip (Feldflugplatz) in Austria (not located as there are 4 listings of this name). History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found.

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

Aspern (AUS): see Wien-Aspern.

Luftwaffe Airfields 1935-45

Bad Vöslau (AUS) (29 km SSW of Wien (Vienna)) (47 57 45N – 16 15 35E)

General: airfield (Fliegerhorst) in eastern Austria 27.5 km SSW of Wien (Vienna), 16 km N of Wiener-Neustadt and 3.25 km E of Bad Vöslau.

History: developed by the Luftwaffe from a small landing ground with a single hangar following the Anschluss on 12 March 1938 into a large airfield with brick buildings and barracks. Served as a major flight training field through 1943 and then fighter training from mid-1943 to the end of the war. From January 1944, also used as a factory airfield (Industriehafen) for the final assembly and flight testing of Bf 109 fighters produced by the factory at nearby Wiener-Neustadt.

Dimensions: approx. 1000 x 1100 meters (1100 x 1200 yards) and roughly square in shape.

Surface and Runways: grass surface with a paved taxiway from the hangar area running parallel to the W and S boundaries. No paved runway, but had a fan-shaped starting platform and a servicing and refueling hardstand at the SE corner of the landing area.

Fuel and Ammunition: refueling points were on the servicing hardstand at the SE corner. A very large munitions dump in a woods near Holles, 9 km SW of the airfield, supplied 2 small ammunition storage areas located off the N and E boundaries.

Infrastructure: there were 1 very large, 5 large, 1 large repair and 1 medium hangar at the NW corner, all with paved hangar aprons. All but 1 or 2 of the hangars were used for Bf 109 assembly from the beginning of 1944. A small group of buildings at the SW corner were probably workshops. Barracks, admin offices, stores buildings, etc., were all to the read of the hangars. A small group of barrack huts were located approx. 1.6 km W of the airfield on the W bank of the Wiener-Neustadter canal. A branch rail line served the airfield.

Dispersal: 3 dispersal areas – North, South and West with a total of 27 small open aircraft shelters. Aircraft were also parked in fields 1 km off the S boundary.

Defenses: unknown.

Remarks:

12 Apr 44: airfield bombed by 140 15th AAF B-24 Liberators – 2 x Ar 96 B-1s, 4 x Bf 108 B-1s, 4 x Bf 109Es and Gs, 1 x Bü 131 D-2, 6 x Fiat CR 42s, 1 x Fiat G 50, 2 x Go 145As, 2 x He 72Ds, 1 Junkers W 34 Hau, 15 x Macchi 200s, 5 Macchi 202s, 1 x Macchi 205 and 3 x Potez 63s from JG 108 destroyed or damaged (German sources). Additionally, 15th AAF cratered the landing area and *claimed* damage to hangars and barracks.

23 Apr 44: 107 (171?) 15th AAF B-24s bombed the Bf 109 assembly buildings and the airfield – *claimed* hits on a number of aircraft, hangars, admin buildings, barracks, station boiler house and the landing area.

Luftwaffe Airfields 1935-45

24 May 44: airfield bombed by 29 15th AAF B-24s but hit a vehicle depot instead.

26 Jul 44: bombed by 25 B-24s – *claimed* 3 aircraft destroyed on the ground.

3-5 Apr 45: taken by advancing Soviet troops.

Operational Units: Stab/Aufkl.Gr. 14 (1939); 2.(H)/Aufkl.Gr. 14 (1939 – Aug 39); 4.(F)/Aufkl.Gr. 14 (1939 – Aug 39); 1.(H)/Aufkl.Gr. 14 (1939 – Oct 39); 3.(H)/Aufkl.Gr. 14 (1939, Apr 41); 1.(H)/Aufkl.Gr. 23 (Jan 41); Stab/KG z.b.V. 1 (Apr 41); Stab/KG z.b.V. 2 (May 41); part of KGr. z.b.V. 102 (May 41); Flieger-Kp./Ln.-Rgt. 4 (May 41); Fliegerzielgruppe IV (Jun-Jul 44); elements of SG 10 (Mar-Apr 45).

School Units: II./Kampffliegerschule 2 (Sep-Dec 39)?; Schule/FAR 62 then FFS A/B 62 (May 40 – Jul 43); Stab and I./JG 108 (Jul 43 – Apr 45).

Station Commands: Fl.Pl.Kdo. A 17/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 2/XVII (Apr 44 – Apr 45).

Kommandant (prior to the establishment of a numbered station command – not complete): Oberst Robert Pistorius (? – Oct 39); Obstlt. Otto Leo (Jun 40 – ?); Maj. Jakob Wanner (May 41 – ?).

Station Units (on various dates – not complete): Stab/V. Flakkorps (Baden bei Wien, Feb-Mar 45); Werft-Abt.(o) 2/XVII (1944-45); Werft-Abt. (v) 103/XVII (1944-45); 7.(Fernverb.Betr.Pers.)/Ln.-Rgt. 120 (Dec 44, Jan 45); 4.(Ionoph.)/Ln.-Versuchs-Rgt. (Apr 44); Stab I./Luftgau-Nachr.Rgt. 17 (Sep 42)?; 2.(Fernverb.)/Ln.-Betr.Abt. (mot) z.b.V. 14 (Sep 44); Lw.-Lazarett 14/XVII (Baden bei Wien, 1941/42 – 1945); Lw.-Kurlazarett Baden bei Wien (1943); Ausbildungs- und Ersatzabteilung für Sanitäts-Helferinnen (Baden bei Wien, c.1943-45); Sanitäts-Schule 2 d.Lw. (Baden bei Wien, c.1943-45). [Sources: AFHRA A5258 pp.400-01 (21 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bad Wildon (AUS): see Wildon.

Bierbaum (AUS) (a.k.a. Bierbaum am Kleebigl) (48 23 30 N – 15 57 15 E)

General: field airstrip (Feldflugplatz) 9.7 km NW of Tulln in NE Austria and immediately E of Bierbaum village. History: constructed following the Anschluss in March 1938 and ready by August 1939. Wartime use as a practice field for flight training schools. Surface and Dimensions: grass surface measuring approx. 1000 x 1000 meters (1100 x 1100 yards) with an irregular shape. Fuel and Ammunition: underground fuel storage on N boundary. Infrastructure: had a small hangar of the NE corner and the foundations had been laid for a medium hangar on the N boundary. Two huts, probably workshops, were at the center of the N boundary. Personnel were accommodated in local villages. Nearest rail connection at Absdorf, 2.4 km to the NE of the field. Dispersal: Northeast, South and West dispersal areas with a total of 23 small open aircraft shelters in Aug 44. Operational Units: none identified.

Luftwaffe Airfields 1935-45

School Units: Arbeitsplatz for LKS Tulln/LKS 7 (1939-45); Arbeitsplatz for FFS A/B 112 (Tulln-Langenlebarn) (1939-40); Arbeitsplatz for Schule/FAR 72, FFS A/B 72 then FFS A 72 (Markersdorf) (1940-44); Arbeitsplatz for FFS A/B 114 (Zwölfaxing) (1940-43); 4./JG 105 (Sep 44)?

Station Commands: Flugplatzkdo. Bierbaum a.K. of Fl.H.Kdtr. A(o) 6/XVII Tulln (1944-45).

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

[Sources: AFHRA A5258 pp.78-79 (8 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bregenz (AUS) (47 30 N – 09 45 E)

General: airfield (Flugplatz) in NW Austria 9.5 km N of Dornbirn and 2 km E of Lake Konstanz (Constance). History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: no information. Infrastructure: none noted.

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

Bruck (AUS) (a.k.a. Bruck an der Salzach; Bruck an der Grossglocknerstrasse) (47 17 10 N – 12 47 20 E)

General: landing ground in C Austria 60 km SSW of Salzburg, c.4 km S of Zell am See and 2.8 km WNW of Bruck on the Salzach River. Not to be confused with Bruck an der Mur. History: mainly used for gliders. Surface and Dimensions: grass surface measuring approx. 685 x 550 meters (750 x 600 yards). Infrastructure: there were 2 small hangars and a few small buildings at the NW corner. Nearest rail connection in the village of Bruck. Remarks: none.

[Sources: AFHRA A5258 p.85 (29 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Deutsch Wagram (AUS) (a.k.a. Wagram, Wien-Wagram) (48 18 10 N – 16 37 00 E)

General: operational airfield (Einsatzhafen I) in Austria 22.5 km NE of Wien (Vienna) and 4 km E of the town of Deutsch-Wagram.

History: constructed after the Anschluss in March 1938 as a small field with a few barracks and ready by August 1939. Upgraded to a Fliegerhorst by 1942 and a concrete runway eventually put down for the use of Me 262 jets that were to be used in the defense of Vienna. Not to be confused with Fels am Wagram, a completely different airfield.

Dimensions: approx. 1000 x 1050 meters (1100 x 1150 yards) and square in shape.

Surface and Runways: grass surface. Had 1 paved runway (see History and Remarks).

Fuel and Ammunition: refueling points available. A small ammunition dump was concealed in the woods off the SW corner.

Luftwaffe Airfields 1935-45

Infrastructure: had 1 small hangar and possibly a separate workshop building in the NE corner. Some barrack-type buildings were just off the N boundary and a few small buildings off the NE corner.

Remarks:

14 Jun 44: Allied photo interpretation reported the runway was in its early stages of construction, was aligned NW/SE and would have an estimated length when completed of approx. 1100 meters (1200 yards) giving a run of approx. 1830 meters (2000 yards). Additional building construction appeared to be underway off the N boundary and the NE corner.

14 Jul 44: more reconnaissance photos showed surfacing work on the runway still in the early stages and that a further extension had been marked out across the landing area giving a new estimated length of approx. 2970 meters (3250 yards).

3-5 Apr 45: infrastructure demolished and airfield evacuated as Soviet troops began surrounding Vienna.

Operational Units: I./JG 53 (Apr 45).

School Units: Arbeitsplatz for LKS Tulln/LKS 7 (1939-45).

Station Commands: Flugplatzkdo. Deutsch Wagram of Fl.H.Kdtr. A(o) 5/XVII Wien-Seyring (1944 – Jan 45); Fl.H.Kdtr. A(o) 109/XVII (Jan-Apr 45).

Station Units (on various dates – not complete): le.Flak-Abt. 91 (mot.) (Aug 38 – Aug 39).

[Sources: AFHRA A5258 p.98 (16 Aug 43 updated to 14 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dobbiaco (AUS): see Toblach.

Ebergassing (AUS) (48 02 05 N – 16 31 20 E)

General: field airstrip (Feldflugplatz) 22 km SE of Wien (Vienna) and 1.2 km SSE of the village of Ebergassing. History: built after the Anschluss in March 1938 for use as a sports flying school and ready by August 1939.

Later determined to be too poorly drained for use and the field was abandoned and turned over to the NSFK. Surface and Dimensions: grass surface measuring approx. 1185 x 1100 meters (1300 x 1200 yards) and irregular in shape. Infrastructure: had a 100 x 40 meter single hangar with a paved hangar apron on the NE boundary, smaller workshop and admin buildings next to the hangar and nearby hotel accommodations for personnel. Nearest rail connection 2 km S of the field at Gramatneusiedl.

Remarks:

3-5 Apr 45: taken by advancing Soviet troops.

Operational Units: none identified.

Station Commands: none identified.

[Sources: AFHRA A5258 p.108 (11 Jan 43 upgraded to 2 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eferding (AUS) (48 17 40 N – 14 03 50 E)

Luftwaffe Airfields 1935-45

General: field airstrip (Feldflugplatz) 18 km W of Linz and 3.25 km SE of the village of Eferding. History: built in 1939 and used mainly by gliders. Surface and Dimensions: grass surface measuring approx. 1190 x 915 meters (1300 x 1000 yards) and roughly rectangular in shape. Had a small paved strip at the SW corner that was probably used as a servicing hardstand because suspected refueling points were located there.

Infrastructure: there were 3 rectangular buildings and some smaller sheds in a group at the SW corner. Nearest rail connection at Eferding.

Operational Units: II./JG 52 (end of Apr 45 for 3 days). Other: 102. Hungarian Ground-Attack Group (Apr-May 45).

Station Commands: none identified.

[Sources: AFHRA A5258 pp.109-10 (9 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Eisenstadt (AUS): see Trausdorf.

Enghagen (AUS) (48 14 10 N – 14 29 20 E)

General: emergency landing ground (Notlandeplatz) in Upper Austria 17 km SE of Linz, 2 km WSW of Mauthausen and immediately NE of the tiny village of Enghagen. History: believed to have been established during the war.

Surface and Dimensions: rough grass measuring approx. 640 x 365 meters (700 x 400 yards). Infrastructure: no hangars or buildings, but 8 bays for parking aircraft were cut into a woods off the E corner.

Remarks: none.

Operational Units: none.

Station Commands: none identified.

[Sources: AFHRA A5258 p.430 (18 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Enns (AUS) (48 12 30 N – 14 32 15 E)

General: field airstrip and landing ground (Feldflugplatz/Landeplatz) in Austria 146 km W of Vienna (Wien) and 19.5 km SE of Linz. History: construction began following the Anschluss in March 1938 and was still underway in August 1939. Used mainly by gliders. Surface and Dimensions: grass surface measuring approx. 915 x 460 meters (1000 x 500 yards). Infrastructure: had 1 large hangar off the NE corner of the landing area. A hutted barracks camp was 1.6 km to the SW. Nearest rail connection was 1.2 km NW of the landing area. Dispersal: no organized dispersal.

Remarks: none.

Operational Units: 2./NAGr. 14 (May 45).

Station Commands: Flugplatzkdo. Enns of Fl.H.Kdtr. A(o) 9/XVII Wels (1944-45).

[Sources: AFHRA A5258 p.114 (30 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Erdberg (AUS) (a.k.a. Erdberg bei Poysdorf) (48 37 N – 16 37 E)

Luftwaffe Airfields 1935-45

General: field airstrip (Feldflugplatz) in E Austria 50 km NNE of Wien (Vienna) and 21 km W of the junction between the Austrian, Czech and Hungarian borders. History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

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

Fels am Wagram (AUS) (a.k.a. Wagram) (48 26 05 N – 15 48 10 E)

General: operational airfield (Einsatzhafen) in Austria 48.5 km WNW of Wien (Vienna), 15.4 km NE of Krems and 1 km WSW of the town of Fels am Wagram.

History: constructed after the Anschluss in March 1938 as an auxiliary landing ground and was used mainly as a practice field for trainers through 1943/44. Became a fighter base for the defense of Vienna during 1944-45. Not to be confused with Deutsch Wagram, a completely different airfield.

Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards) and roughly circular in shape.

Surface and Runways: grass surface on leveled agricultural land. No paved runway.

Fuel and Ammunition: refueling points in front of hangar with underground bulk fuel storage probably along the perimeter track off the NE corner.

Infrastructure: had 1 medium hangar with paved apron at the NE corner. In May 44, there were two buildings believed to be small hangars under construction along the North dispersal area and off the S boundary. A large barrack complex was off the NE corner, while a small building that may have housed admin offices was near the hangar. Nearest rail connection in Fels am Wagram.

Dispersal: aircraft were dispersed off the perimeter on all sides of the landing area in a total of 54 small open shelters.

Defenses: unknown.

Remarks:

30 May 44: bombed – 1 x Bf 109 G-6 from I./JG 27 damaged on the ground.

14 Apr 45: demolitions carried out and airfield evacuated.

Operational Units: I./JG 27 (Aug 43 – Jun 44); Stab/JG 27 (Feb-May 44); II./JG 27 (Jun-Aug 44); III./JG 1 (Sep-Oct 44); II./JG 51 (Mar-Apr 45); II./JG 52 (Apr 45); I./SG 2 (Apr 45); 10.(Pz.)/SG 9 (Apr 45).

School Units: Fl.Ausbildungs-Rgt. 72 (1940-42); Schule/FAR 72 (1939-40); Arbeitsplatz for FFS A/B 112 (Tulln-Langenlebarn) (1939-40); Arbeitsplatz for Schule/FAR 72, FFS A/B 72 then FFS A 72 (Markersdorf) (1940-44); Verbandsführerschule für Jagdfliegerausbildung (Nov 43 – Apr 44); 6. 7. and 8./JG 108 (Jan – Mar 45).

Station Commands: Fl.H.Kdtr. Fels am Wagram (to Jan 43); Fl.Pl.Kdo. A 42/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 114/XVII (Oct-Dec 44); Flugplatzkdo. Fels am Wagram of Fl.H.Kdtr. A(o) 6/XVII Tulln (1944-45).

Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): Werft-Abt. (o) 36/XVII (1944-45); Heimat-Flak-Battr. 8/XVII (1945); Ldssch.Zug d.Lw. 284/XI (1945)?

[Sources: AFHRA A5258 pp.123-24 (31 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fischamend (AUS) (a.k.a. Fischamend Dorf) (c. 48 07 08 N – 16 35 43 E)

General: landing ground (Landeplatz) in Austria 20 km SE of Wien (Vienna); possibly a satellite field of Wien-Schwechat. No further information or mention of wartime use by the Luftwaffe found.

Remarks:

12 Apr 44: the aircraft factory bombed by 172 15th AAF B-17 Fortresses – claimed damage to workshops, barracks and the boiler house.

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

Frohnleiten (AUS) (47 16 04 N – 15 18 53 E)

General: landing ground (Landeplatz) in Steiermark/Austria along the Mur Valley 23.5 km NNW of Graz. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

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

Götzendorf (AUS) (48 02 00 N – 16 34 10 E)

General: operational airfield (Einsatzhafen I) in Austria 24 km SE of Wien (Vienna) and 2.4 km NNW of Götzendorf. History: constructed after the Anschluss in March 1938 and was ready by August 1939. Used as a practice field for trainers and then from mid-1943 also as a fighter station. Surface and Dimensions: artificially drained grass surface measuring approx. 1145 x 1100 meters (1250 x 1200 yards) with an octagonal shape. Two intersecting concrete runways were under construction in summer 1944 as the field was taken over for the fighter defense of the Vienna area. Fuel and Ammunition: refueling points and underground fuel storage were on the S boundary. Ammunition dump was off the N corner with a road connecting it to the landing area. Infrastructure: had 1 small hangar and a few maintenance workshops along the S and SE perimeter. A small cluster of buildings at the SW corner probably served as station HQ and flight control. Very limited barrack accommodations were off the S boundary. A branch rail line served the S side of the field.

Satellites and Decoys:

Gotzendorf-Margarethen (AUS) (48 02 30 N – 16 38 10 E).

Dummy 31 km SE of Vienna and 5 km ENE of Gotzendorf airfield. Mock-up included decoy aircraft parked in fields surrounding an area roughly 1050 x 915 meters (1150 x 1000 yards). [Sources: AFHRA A5258 p.440 (19 Feb 44)]

Luftwaffe Airfields 1935-45

Remarks:

3-5 Apr 45: taken by advancing Soviet troops.

Operational Units: III./JG 27 (Jul-Sep 43, May-Jun 44); I./JG 302 (Jun-Aug 44); II./JG 52 (Mar 45).

School Units: Arbeitsplatz for FFS A/B 114 (Zwölfaxing) (1940-43); II./JG 101 (Jun – Jul 44).

Reserve Training & Replacement Units: Erg.St./JG 77 (Feb – Mar 41); Erg.Gr./JG 77 (Mar – May 41).

Station Commands: Flugplatzkdo. Götzendorf of Fl.H.Kdtr. A(o) 3/XVII Parndorf (1944); Fl.H.Kdtr. E(v) 204/XVII (Oct 44 – Apr 45).

[Sources: AFHRA A5258 pp.164-65 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Graz-Thalerhof (AUS) (46 59 18 N – 15 26 15 E)

General: airfield (Fliegerhorst) in Austria 146 km SSW of Wien (Vienna); airfield c. 8 km S of Graz and 1.6 km N of the village of Thalerhof.

History: early prewar use as a Verkehrsflughafen (civil airport) and an Austrian Air Force flight training school. Also there, an Austrian aircraft repair depot and engine workshop where a few trainers were built under license. In use by the Luftwaffe following the Anschluss on 12 March 1938. Additional hangars and barracks constructed after the Anschluss. Played a key role during the Balkan campaign from March to June 1941.

Dimensions: approx. 1,350 x 1,000 meters (1475 x 1100 yards) with a rectangular shape.

Runway: level grass surface with artificial drainage, lighting for night landings and a perimeter track on 3 sides. Possibly unserviceable after heavy rain.

Infrastructure: had 2 very large, 1 large and 5 smaller hangars, additional workshop buildings, control tower, admin buildings, barracks, motor pool and storage sheds grouped along the SW, S and SE boundaries of the field. A munitions dump was located off the NW corner and aircraft refueling points on the SW and SE boundaries. Nearest rail connection in Abtissendorf 1.6 km SE of the airfield.

Dispersal: a dispersal area with 9 hardstands completed was under construction in a woods off the W boundary in Mar 44.

Defenses: 2 light Flak positions were on building roofs at the NE and SE corners in Jan 44.

Remarks: airfield repeatedly bombed by RAF and USAAF aircraft based in Italy during 1944 but it remained operational to the end of the war.

25 Feb 44: airfield bombed by 43 15th AAF heavies – claimed slight damage to a hangar and other buildings.

19 Mar 44: airfield bombed by 76 15th AAF B-24 Liberators – no claims made as the bombs hit a factory, the gas works and a residential area.

24 May 44: airfield bombed by 28 15th AAF B-24s – no claims made.

Luftwaffe Airfields 1935-45

26 Jul 44: airfield bombed by 26 B-24s – 1 x Ar 96, 2 x Bü 131s, 1 x Bü 181, 1 x Fiat L 3, 1 x Fiat G 50, 1 x FN 305, 1 x Fw 44, 1 x Junkers W 34 and 1 x Macchi 200 from FFS A 123 destroyed or damaged on the ground. Additionally, the bombers claimed a building destroyed and an ammunition dump damaged.

6 Dec 44: airfield and marshalling yards bombed by 30 15th AAF B-24s – no claims made.

18 Dec 44: airfield marshalling yards bombed by 28 15th AAF B-24s – no claims made.

Mar-May 45: may have had a satellite field named Graz-Thalerhof (Ost) that was operated by Fl.H.Kdtr. E(v) 210/VIII which had retreated from Hungary.

Operational Units: I./St.G. 168 (Apr 38 – Apr 39); I./St.G. 76 (May-Aug 39); I./St.G. 2 (Jan 41, May-Jun 42); Stab, II./JG 54 (Mar-Apr 41); Stab/St.G. 3 (Apr 41); II./St.G. 77 (Apr 41); I./JG 27 (Apr 41); 4. (F)/Aufkl.Gr. 11 (Apr-May 41); I./Schl.G. 2 (Sep-Oct 43); III./SKG 10 (Oct 43); III./SG 4 (Oct-Nov 43); 1./NSGr. 7 (Oct 44 – May 45); 2./NAGr. 12 (Mar-Apr 45); 2./NAGr. 16 (Mar-May 45); Stab, I., II., III./KG(J) 6 (Apr-May 45); I./SG 2 (Apr-May 45); 10.(Pz.)/SG 2 (Mar-May 45); 2./NAGr. 16 (May 45). Also: 102. Hungarian Bomber Detachment (Feb 45).

School Units: Stab, I. and II./Stukaschule 2 (May 41 – Jan 42); FFS A/B 123 then FFS A 123 (May 43 – Jan 45).

Reserve Training & Replacement Units: Erg.St./St.G. 2 (Mar – Oct 41).

Station Commands: Fl.Pl.Kdo. A 15/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 11/XVII (Apr 44 – Apr 45).

Kommandant (incomplete and prior to the establishment of a numbered station command – not complete): Maj. Karl Christ (Jul 40 - ?).

Station Units (on the airfield, in the city or nearby on various dates – not complete): Stab/Fliegerführer Graz (Mar-Apr 41); Werft-Abt. (o) 11/XVII (1944-45); elements of schw.Flak-Abt. 803 (Jun 43 – 1945); elements of schw.Flak-Abt. 644 (fall 43 – Jul 44); Flakscheinw.Abt. 188(o) (1945); Stab/Ln.-Rgt. 13 (Mar-Apr 41); Horch-Betriebsstelle W 14/Ln.-Rgt. 4 (Aug 39 - ?); I.(Feldfernkabel-Bau)/Ln.-Rgt. 12 (Dec 44, Feb 45); Stab and components/Ln.-Rgt. 23 (Tobelbad, Apr 41); Stab/Ln.-Rgt. 352 (Premstätten, Nov 44 – Apr 45); 25.(Ausw.)/Ln.-Rgt. 352 (Premstätten, Nov 44 – Apr 45); III.(Funkh.)/Ln.-Rgt. Südost (Premstätten, Oct-Nov 44); Ldssch.Zug d.Lw. 75/VII (Apr 45); 10. Fallschirmjäger-Div. (Mar-May 45).

[Sources: AFHRA A5258 pp.167-73 (4 Jan 44 updated to 25 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grosspetersdorf (AUS) (47 14 N – 16 18 E)

General: field airstrip (Feldflugplatz) in E Austria 69 km E of Graz and 7.7 km W of the border with Hungary. History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found.

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

Luftwaffe Airfields 1935-45

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

Grusbach (AUS) (48 49 47 N – 16 24 09 E ?)

General: field airstrip (Feldflugplatz) in Austria (airstrip not located, but possibly just over the Austria-Czechoslovakia border near the Czech village of Hrušovany nad Jevišovkou). History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: probably grass. Infrastructure: unknown.

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

Hainburg (AUS) (a.k.a. Hainburg an der Donau) (48 06 05 N – 16 56 00 E)

General: field airstrip (Feldflugplatz) in Austria 45 km ESE of Wien (Vienna), 13.8 km WSW of Bratislava (Pressburg) and 5.25 km S of Hainburg an der Donau near the village of Hundsheim. History: believed to have been laid out in the 1943-44 period. Surface and Dimensions: grass surface measuring approx. 1000 x 730 meters (1100 x 800 yards) and irregular in shape. No paved runway. Infrastructure: 1 medium and 1 small hangar at the NW corner, and a workshop-type building near the medium hangar. The several station office and barrack buildings were in a small group at the NW corner. Nearest rail connection at Hainburg.

Dispersal: no organized dispersals.

Operational Units: none identified.

Station Units: none identified.

[Sources: AFHRA A5258 pp.180-81 (30 Jan 44 updated to 14 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hart (AUS): see Wildon.

Herzogenburg (AUS) (48 17 40 N – 15 41 30 E)

General: field airstrip (Feldflugplatz) in Austria 14.6 km SSE of Krems an der Donau 12 km NNE of Sankt Pölten. History: laid out after the beginning of the war. Used by gliders in 1943-44. Surface and Dimensions: grass surface measuring approx. 1100 x 550 meters (1200 x 600 yards) with an irregular shape. No paved runway. Infrastructure: none. Personnel were probably billeted in the village of Herzogenburg.

Dispersal: no organized dispersal.

Operational Units: none identified.

Station Commands: none identified.

[Sources: AFHRA A5258 p.186 (18 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hetzmannsdorf (AUS) (??)

General: field airstrip (Feldflugplatz) in Austria (not located as there are 2 places with this name). Construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found.

Luftwaffe Airfields 1935-45

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

Höchst (AUS) (47 28 55 N – 09 36 25 E)

General: field airstrip (Feldflugplatz) in Austria 11 km SSW of Lindau/Bavaria and 4 km NW of Lustenau at the SE end of the Bodensee (Lake Constance). History: no information. Surface and Dimensions:

grass surface measuring approx. 1280 x 90 meters (1400 x 100 yards).

Infrastructure: there was 1 small hangar at the S end of the landing area, plus a small building that might have been for a power winch used to haul aircraft up the strip. Dispersal: a woods at the S end could have been used for dispersing aircraft.

Operational Units: none identified.

Station Commands: none identified.

[Sources: AFHRA A5258 p.188 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hörsching (AUS) (48 14 10 N – 14 11 15 E)

General: operational airfield (Einsatzhafen I) then upgraded to an airfield (Fliegerhorst) in Austria 10.5 km SW of Linz and 1.2 km NE of the village of Hörsching.

History: constructed by the Luftwaffe following the Anschluss on 12 March 1938 as a large airfield with brick buildings and barracks. Used mainly as a bomber training field during the war and then also as a fighter field for the defense of Linz.

Dimensions: approx. 1345 x 825 meters (1470 x 900 yards) and roughly rectangular in shape.

Surface and Runways: had 2 parallel concrete runways aligned E/W and paved taxiways. The North runway was approx. 1280 meters (1400 yards) long and had a wedge-shaped starting platform at the W end. The South runway was approx. 1465 meters (1600 yards) long and had a wedge-shaped starting platform at the E end. The South runway was being extended to 1785 meters (1950 yards) in Nov 44. Equipped with permanent lighting for both runways, boundary lighting, a beam approach system and a visual Lorenz system for night operations.

Fuel and Ammunition: a refueling loop was on the S boundary and refueling points were along the servicing hardstands on the N boundary. A small ammunition dump was located off the SE corner.

Infrastructure: had 1 very large repair hangar and 7 very large aircraft hangars along the S boundary and all had paved aprons and these were part of the ladder-type servicing hardstands that extended along the entire length of the N boundary. Foundations for 3 additional very large hangars were right behind the existing ones, along with the base motor pool, garages and storage buildings. Base accommodations were in a barracks complex 1.6 km to the SSE and another off the SW corner on the NW outskirts of Hörsching village. A branch rail line served the N and S boundaries of the airfield.

Luftwaffe Airfields 1935-45

Dispersal: two areas - Northeast (remote) dispersal and Southwest (remote) dispersal with a total of 51 open aircraft shelters plus 3 more under construction. Aircraft were also parked along the S boundary of the landing area.

Defenses: unknown.

Remarks:

10 Sep 44: airfield said to have been bombed by part of a force of 344 15th AAF B-17 Fortresses and B-24 Liberators, but no confirmation found for this attack.

19 Nov 44: airfield bombed by 45 15th AAF B-17s and B-24s – *claimed* 9 aircraft destroyed on the ground and damage to hangars and runways.

Apr 45: became the destination for numerous air and Luftwaffe ground units that had been forced to flee airfields in the Vienna – Wiener-Neustadt – Graz area.

4 May 45: SS-units demolished the c. 350 aircraft parked on the airfield and a day or two later it was occupied by the U.S. 85th Infantry Div.

Operational Units: 1./JG 135 (Mar-Apr 38); KGr. z.b.V. 300 (Nov 41 – Feb 42); I./KG 51 (Oct-Dec 43); III./KG 76 (Nov 43 – Mar 44); Stab/KG 51 (Jan-Feb 44); I./KG 76 (Mar-Jun 44); II./KG(J) 27 (Oct 44 – Apr 45); Stab/KG(J) 27 (Nov 44); elements of SG 10 (Mar-Apr 45); 1./NAGr. 13 (Apr 45); II./KG 51 (Apr 45); II./JG 52 (Apr-May 45); Stab/FAGr. 4 (Apr-May 45); 3.(F)/Aufkl.Gr. 121 (Apr-May 45); 1.(F)/Aufkl.Gr. 100 (Apr-May 45); Aufkl.St. 1.(F)/Nacht (Apr-May 45); Lufttransportstaffel 200 (Apr-May 45).

School Units: Grosse Kampffliegerschule Hörsching (Sep 39 – Jan 40); Grosse Kampffliegerschule 2 (Jan 40 – Aug 42); Kampfbeobachterschule 2 (Aug 42 – Jan 45); II./SG 103 (Aug 44 – Jan 45).

Station Commands: Fl.H.Kdtr. Hörsching (c.1938 – Mar 44)?; Fl.H.Kdtr. A(o) 8/XVII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Ops.Kdo. of Luftflottenkdo. 4 (Apr 45); Stab/V. Flakkorps (Traun, Apr-May 45); Werft-Abt. (o) 8/XVII (1944-45); Werft-Kp. 17 (n.d.); Stab and I./Ln.-Rgt. 4 (Apr-May 45); elements of Lw.-Berge-Btl. IX (Mar 45); part of 11. Fallschirmjäger-Div. (Apr 45).

[Sources: AFHRA A5258 pp.190-93 (17 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hötting (AUS): see Innsbruck/West.

Innsbruck (AUS) (47 16 09 N – 11 24 14 E)

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

Antiaircraft (Flak):

Stab/Flak-Rgt.: Stab/Flak-Rgt. z.b.V. (as Flakgruppe Innsbruck) (? – Nov 43); Stab/Flak-Rgt. 130(o) (as Flakgruppe Innsbruck) (Nov/Dec 43 – Jul 44); Stab/Flak-Rgt. 148(o) (Aug 44 – Apr/May 45?).

Luftwaffe Airfields 1935-45

Flak-Abt.: part of I./Flak-Rgt. 12 (gem. mot.) (1945); s.290(o); s.351(o); s.384(o); s.444 (Eisb.); s.453(o); s.457(o); s.506(o); s.577(o); s.705(o); le.730 (Eisb.); le.738(o); le.768(o); le.837(o); le.844(o); le.884(o).

Flakscheinwerfer-Abt.: 398(o); 582(o).

Heimat-Flak-Battr.: 28/VII; 210/VII; 211/VII.

Air Force Signals (Luftnachrichten): Stab III.(le.Flum.)/Ln.-Rgt. 227 (Sep 44 – Apr 45); 10.(Flum.Res.)/Luftgau-Nachr.Rgt. 7 (1944).

Ground Defense and Security, etc. (Landeschützen, usw.): Transport-Begleit-Kp. d.Lw. 1/VII (1944).

Medical Services (Sanitätsdienste): Lw.-Lazarett 6/III (1945); Kriegs-Sanitätsoffizierwachwuchs-Kp. d.Lw. 16 (? – 1944/45).

Innsbruck (AUS) (a.k.a. Innsbruck-Reichenau, Innsbruck/Ost) (47 16 30 N – 11 25 20 E)

General: pre-war civil airport (Zivilflughafen) in Austria 2.5 km ENE of Innsbruck city center and just S of the Inn River. History: the Luftwaffe began using it in 1938 after the Anschluss but no record has been found of any Luftwaffe units having been permanently stationed there. Surface and Dimensions: well-kept grass surface measuring approx. 640 x 550 meters (700 x 600 yards) and rectangular in shape. Infrastructure: had 2 small hangars with paved aprons, plus 1 medium hangar. Admin buildings were on the N boundary near the small hangars and a barracks complex was off the N boundary. Nearest rail connection in Innsbruck. Dispersal: no organized dispersals. Defenses: protected by the Innsbruck Flak belt. Remarks: the Innsbruck marshaling yards were bombed numerous times by 15th AAF heavy bombers between Dec 43 and Dec 44, but the airfields there do not appear to have been intentionally targeted.

Feb 45: airfield still listed as operational.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. A 31/VII (1943 – Mar 44); Fl.Pl.Kdo.

Innsbruck of Fl.H.Kdtr. A(o) 1/VII Bad Aibling (Apr 44 – May 45).

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

[Sources: AFHRA A5258 pp.201-02 (12 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Innsbruck-West (AUS) (a.k.a. Innsbruck-Hötting) (47 15 35 N – 11 21 00 E)

General: operational airfield (Einsatzhafen) in Austria 5 km W of Innsbruck.

History: construction began in mid-1943 and leveling work was still underway in mid-April 1944. Surface and Dimensions: grass surface measuring approx. 915 x 275 meters (1000 x 300 yards). Infrastructure: none (Apr 44). Dispersal: no organized dispersal.

Remarks: none.

Operational Units: NSGr. 9 (May 45); 6.(F)/Aufkl.Gr. 122 (May 45).

Station Commands: none identified.

Luftwaffe Airfields 1935-45

Station Units (on various dates): Munitionsausgabestelle d.Lw. 23/VII (Hötting – c.Jul 43 – 1945).

[Sources: AFHRA A5258 pp.203-04 (12 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jentendorf (AUS) (??)

General: Einsatzhafen in Austria - location unknown (possibly misspelling for Jennersdorf/55 km ESE of Graz?). No information found.

Kading am Zollfeld (AUS): see Zollfeld.

Klagenfurt (AUS) (a.k.a. Klagenfurt-Annabichl) (46 38 35 N – 14 19 20 E)

General: operational airfield (Einsatzhafen) in S Austria 2.5 km NNE of the city.

History: pre-war Austrian civil airport and military airfield that was enlarged and considerable new infrastructure added after the German take-over in April 1938. Used as a major training field from 1938-45.

Dimensions: 1,100 x 732 meters.

Runway: grass surface and taxiway.

Infrastructure: had 2 very large hangars, 1 very large repair hangar and 1 medium hangar off the N boundary, 2 medium hangars along the N boundary and 1 medium hangar at the NW corner. Additional workshop buildings were near the large repair hangar. The hangars had a paved apron area where refueling points were located. Station buildings and a large number of barracks (perhaps 32) were off the N boundary. Additional accommodations were available in the nearby villages of Annabichl and Tessendorf. There was a small munitions dump at the NE corner. Railway sidings existed at the NW corner of the airfield.

Dispersal: none noted in Oct 43.

Defenses: none noted in Oct 43 but Heimat Flak batteries were later set up around the airfield.

Remarks:

16 Jan 44: Wiener Neustädter Flugzeugwerke branch components (Bf 109 wing tips, ailerons) factory on the S side of Klagenfurt bombed by 61 B-17 Fortresses from 15th AAF in Italy with collateral damage to the airfield hangars, station buildings and barracks.

31 Jan 44: airfield bombed by 74 B-17s – 59 buildings destroyed or damaged with 11 aircraft claimed destroyed and 7 more damaged out of the 67 seen on the ground.

25 Feb 44: bombed by a small force of 15th AAF B-17s.

19 Mar 44: 254 15th AAF B-17s and B-24s dropped 589 tons of bombs on the airfield – 2 x Fw 44s belonging to FFS A 14 destroyed (incomplete German sources).

Operational Units: Aufkl.Gr. 28 (Aug-Oct 38); 7./Fliegergeschwader 7 (Feb 45). Other: Hungarian AF 1st Courier/Liaison Squadron (Apr-May 45).

Luftwaffe Airfields 1935-45

School Units: elementary flight school Klagenfurt (Nov 38 – Mar 39); Fl.Ausbildungs-Rgt. 14 (1939-42); Schule/FAR 14 (Apr 39 – Sep 41); FFS A/B 14 (Oct 41 – Oct 43); FFS A 14 (Oct 43 – Mar 45).

Station Commands: Fl.Pl.Kdo. A 18/XVII (Jan 43 – Mar 44); Flugplatzkdo. Klagenfurt of Fl.H.Kdtr. A(o) 11/XVII Graz (1944)?; Fl.H.Kdtr. A(o) 106/XVII (Oct 44 – May 45)?

Kommandant (not complete): Obstlt. Emil Becker (15 Aug 42 - Jan 43).

Station Units (in the city, on the airfields or nearby on various dates – not complete): Werft-Abt.(o) 4/XVII (1944-45); part of Flakscheinw.Abt. 188(o) (1945); schw.Flak-Abt. 336(o) (as Flak-Untergruppe Klagenfurt) (Dec 43 – fall 44); Heimat-Flak-Battr. 39/XVII (1944-45); aircraft equipment issuing station; munitions manufacturing and storage; Flieger-Ers.Abt. 14 (Nov 38 – Mar 39).

[Sources: AFHRA A5258 pp.223-28 (12 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klagenfurt-Möderndorf (AUS) (a.k.a. Zollfeld, Kading am Zollfeld) (46 41 35 N – 14 20 30 E)

General: field airstrip and practice field (Feldflugplatz/Arbeitsplatz) in S Austria 8.5 km NNE of Klagenfurt and about 1 km SSE of the village of Möderndorf. History: constructed following the Anschluss in March 1938 and ready for use by August 1939. Dimensions: 825 x 275 meters.

Runway: rough grass surface crossed by a N to S road. Infrastructure: none. The nearest rail connection was at Zollfeld, 1.6 km NW of the landing ground. Defenses: a Flak train was supposedly there but no date is given.

Remarks: Oct 43: first noted by Allied intelligence.

Air Units: Sonderkommando "Bienenstock" (Zollfeld, 28 Apr – 8 May 45).

School Units: Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt).

Station Commands: operated by the Klagenfurt station command.

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

[Sources: AFHRA A5258 p.229 (7 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Krems (AUS) (a.k.a. Krems an der Donau; Krems-Feuerbrunn, Gneixendorf) (c. 48 26 05 N – 15 35 53 E)

General: operational airfield (Einsatzhafen) in Austria 23 km N of Sankt Pölten; airfield located at Gneixendorf 2.5 km N of Krems. History: used as a training station until 1941, but there was little activity after that date until Apr 45. Surface and Dimensions: grass surface. Infrastructure: almost no infrastructure.

Operational Units: none identified.

School Units: Fl.Ausbildungs-Rgt. 24 (1939-41); Schule/FAR 24 (Apr 39 - 1939).

Station Commands: none identified.

Station Units (on various dates – not complete): Koflug 2/XI (Apr 45); le.Flak-Abt. 94 (mot.) (1938-39); Flak-Ers.Abt. 8 (Krems-Mautern, 1938-

Luftwaffe Airfields 1935-45

45); Flakscheinw.Abt. 692(v) (May-Jun 42); le.Flak-Abt. 941(o) (Aug 39); le.Flak-Abt. 942(o) (Aug 39).

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

Laas (AUS) (46 41 04 N – 12 58 57 E)

General: satellite or dispersal airstrip in S Austria along the border with Italy and approx. 66-67 km W of Villach. History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 202/VII Schluderns (Oct 44 – Apr 45).

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

Langenlebarn (AUS) (a.k.a. Tulln, Tulln-Langenlebarn) (48 19 05 N – 16 06 50 E)

General: operational airfield (Einsatzhafen) in Austria 22 km NW of Vienna (Wien), 5 km ESE of Tulln and 1.6 km S of the village of Langenlebarn.

History: constructed beginning in fall 1938 by the Luftwaffe following the Anschluss on 12 March 1938 as a large airfield with brick buildings and barracks. Not completed until 1941 due to construction delays. A Luftkriegsschule (Air Force cadet college) was located there that included basic flight training.

Dimensions: approx. 1145 x 1190 meters (1250 x 1300 yards) and nearly rectangular in shape.

Surface and Runways: grass surface on flat agricultural land. Had a single concrete runway measuring approx. 1190 meters (1300 yards) and aligned ENE/WSW. A concrete perimeter road ran along the NW and NE sides and curved around to the ladder-type servicing hardstands at the SE corner.

Fuel and Ammunition: refueling points were at the servicing hardstands at the SE corner. Buried bulk fuel storage tanks were either near the repair hangar or at the SE corner near the servicing hardstands. Ammunition storage was also at the SE corner.

Infrastructure: had 2 large hangars plus another under construction off the NW corner, 2 medium hangars on the N boundary, and 1 large repair hangar and 1 small hangar off the NE corner. Additional workshops along with the base motor pool and garages were also off the NE corner. Station buildings that included some 15 large barrack-type buildings at the NW corner that housed offices, accommodations, messes, officers' quarters, station flight control, dispensary, met, communications, etc. A rail line passed directly behind the buildings and hangars and sidings had been built for off-loading and loading.

Dispersal: no organized dispersal facilities in Nov 43.

Defenses: no Flak positions identified in Nov 43.

Remarks:

6-7 Apr 45: evacuated by the Luftwaffe.

Luftwaffe Airfields 1935-45

Operational Units: II./St.G. 2 (May-Jun 42); III./KG 30 (Mar 44); 3. Minensuchstaffel (Nov 44 – Apr 45).

School Units: LKS Tulln (Oct 39 – Jan 40) then LKS 7 (Jan 40 – Apr 45); FFS A/B 112 (Nov 39 – Oct 40); Fl.Anwärter-Btl. IV (Mar 41 – Jun 42).

Station Commands: Fl.H.Kdtr. Tulln (to Jan 43); Fl.Pl.Kdo. A 9/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 6/XVII (Apr 44 – Apr 45); Fl.H.Kdtr. E(v) 206/VII (Apr 45).

Kommandant (not complete): Maj. Karl Kosak (30 Jan 42 - 13 Apr 42).

Station Units (on various dates – not complete): Stab/Ln.-Rgt. 12 (Feb 45); Lw.-Kriegsberichter-Kp. 2 (Mar-Jun 43).

[Sources: AFHRA A5258 pp.384-86 (20 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lienz (AUS) (46 50 15 N – 12 47 00 E)

General: landing ground (Landeplatz) in Austria 97 km SSW of Salzburg and 2 km ENE of Lienz. History: pre-war civil landing ground. No known use by the Luftwaffe and in 1944 the entire landing area was under cultivation.

Surface and Dimensions: farm land measuring approx. 730 x 230 meters (800 x 250 yards). Infrastructure: none.

Operational Units: none.

Station Commands: none.

[Sources: AFHRA A5258 p.448 (19 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lindach (AUS) (48 00 05 N – 13 50 56 E)

General: dispersal field (Ausweichflugplatz) in north-central Austria 22 km SW of Wels. History: not thought to have been used prior to 1945.

Surface and Dimensions: grass or farm land. Infrastructure: none noted.

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

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

Linz (AUS) (48 18 01 N – 14 17 44 E)

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

Antiaircraft (Flak):

Higher Flak Commands: Stab/7. Flak-Brig. (Jun 44 – 1945).

Stab/Flak-Rgt.: Stab/Flak-Rgt. Linz (Aug 38 – Aug 39);

Stab/Flakscheinwerfer-Rgt. 1 (as Flakgruppe Linz/Donau, Jul 42 – Jun 44); Stab/Flak-Rgt. 102 (1939); Stab/Flak-Rgt. 118 (as Flakgruppe Linz/Donau, Jul 44 – 1945); Stab/Flak-Rgt. 138 (1939).

Flak-Abt.: II./Flak-Rgt. 12 (1945); I./Flak-Rgt. 38 (1938-39); le.93 (1938-39); Res.132; s.142 (1943-44); part of s.145 (Eisb.) (1944); s.372 (1943-45); s.381 (c.1939-40); s.388 (1943-45); part of s.418 (Eisb.) (1944); s.429 (Eisb.) (1943-45); s.503 (1943-45); part of s.535 (Eisb.) (1944); part of s.543 (Eisb.) (1944-45); part of s.684

Luftwaffe Airfields 1935-45

(1944-45); s.689 (1942); s.695 (1944); s.805 (1943-45); part of le.837 (1943-45); le.931 (1939); le.932 (1939).

Flakscheinwerfer-Abt.: 188 (1943-44); 529 (1944); 909 (1943-45).

Luftsperr-Abt.: none identified.

Alarm-Flak: maximum of 3 batteries in early 1944.

Heimat-Flak: Stab/Heimat-Flak-Abt. 13/XVII (1944), plus 34 batteries in 1944.

z.b.V. Batterien: 18 batteries in 1944.

Other Flak: Flak-Waffenwerkstatt (o) 2/XVII (1944-45).

Flak-Trsp.Battr.: 134/VI (1944).

Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 38 (1939-45).

Air Raid Protection/Civil Defense (Luftschutz): Nebel-Kp. d.Lw. 37 (1944-45); Heimat-Nebel-Kp. d.Lw. 1/XVII (1943).

Air Force Signals (Luftnachrichten): Ln.-Abt. 167 (c.Jun 44 – Apr 45); Ln.-Betr.Abt. z.b.V. 12 (Mar 45).

Supply Services (Nachschubdienste): Munitionsausgabestelle d.Lw. 7/XVII (L-Freiling, 1941).

Other (sonstige, verschiedene): 11. Fallschirmjäger-Div (Mar-Apr 45).

Linz (AUS) (48 18 24 N – 14 19 54 E)

General: operational airfield (Einsatzhafen) in north-central Austria; airfield 2.5 km ENE of Linz on the S bank of the Danube. History: pre-war civil landing ground. Reportedly inactive and under partial cultivation in mid-1944. Surface and Dimensions: grass surface measuring approx. 500 x 410 meters (550 x 450 yards). Infrastructure: unknown.

Operational Units: none.

Station Commands: none.

[Sources: AFHRA A5258 p.449 (13 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Linz-Hörsching (AUS): see Hörsching.

Maria Saal (AUS) (46 41 N – 14 20 E)

General: practice field (Arbeitsplatz) in S Austria 7 km NNE of Klagenfurt.

History: not used by operational units. Surface and Dimensions: grass surface. Infrastructure: none noted.

School Units: Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt).

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

Markersdorf (AUS) (48 10 35 N – 15 29 55 E)

General: airfield (Fliegerhorst) 65 km W of Wien (Vienna), 10 km WSW of Sankt Pölten/E Austria and 1.6 km S of the village of Markersdorf.

History: constructed by the Luftwaffe following the Anschluss on 12 March 1938 as a major airfield with brick buildings and barracks. Served mainly as a training field during the war and as a rest, refit and re-equipping center for units returning from the front. Became an Industriehafen in May 1944

Luftwaffe Airfields 1935-45

for Wiener Neustädter Flugzeugwerke (WNF) and the final assembly and test flying of Bf 109 fighters.

Dimensions: approx. 1235 x 800 meters (1350 x 875 yards) and roughly rectangular in shape.

Surface and Runways: well-drained grass surface. No paved runway. Equipped with a beam approach system.

Fuel and Ammunition: refueling points at the NW and NE corners and bulk fuel storage was near the ammunition dump at the SE corner.

Infrastructure: had 6 hangars off the N boundary – 2 very large, 3 large and 1 large repair hangar. A broad servicing hardstand fronted the hangars and connected with the taxiway on the N boundary. Additional servicing and refueling hardstands were at the NW and NE corners. Workshops and the base motor pool with garages were immediately E of the repair hangar. The main airfield buildings were grouped together on the N boundary and included a large barracks complex. A smaller cluster of barracks was located off the NW corner of the landing area. Nearest rail connection was in Markersdorf.

Dispersal: no organized dispersal facilities.

Defenses: no information on Flak defenses.

Remarks:

8 Jul 44: : bombed by 81 15th AAF B-24 Liberators – *claimed* 30 aircraft destroyed on the ground, heavily damaged the 2 main hangars, damaged the smaller hangars and the admin building.

26 Jul 44: bombed by 41 B-24s – *claimed* 4 aircraft destroyed on the ground, craters in the landing area and damage to a barracks.

23 Aug 44: bombed by 133 15th AAF B-24 Liberators – *claimed* 15 aircraft damaged on the ground and damage to hangars and barracks.

20 Apr 45: demolitions carried out and airfield evacuated.

Operational Units: II./ZG 76 (Jun-Aug 39); III./St.G. 2 (May-Jun 42); I./JG 27 (Aug 43); I./SG 3 (Nov 43 – Jan 44); 10.(Pz)/SG 77 (Mar 44); III./SG 10 (May-Jun 44); elements of SG 10 (Mar-Apr 45). Other: 102. Hungarian Ground-Attack Group (Apr 45).

School Units: Schule/FAR 72, FFS A/B 72 then FFS A 72 (1940 – May 44); Stab, I./JG 107 (May 44)?; Stab and I./JG 105 (Jun 44 – Apr 45); elements of II./JG 108 (Jun, Nov-Dec 44).

Station Commands: Fl.Pl.Kdo. A 11/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 7/XVII (Apr 44 – Apr 45).

Kommandant (prior to the establishment of a numbered station command – not complete): Maj. Karl Schaedel (Feb 40 - ?); Obstlt. Mark-Albrecht von Küster (Sep 40 - ?); Oberst Werner Wagener (5 Sep 41 - 9 Jan 45?).

Station Units (on various dates – not complete): Werft-Abt.(o) 7/XVII (1944-45); Werft-Kp. 41 (n.d.).

Luftwaffe Airfields 1935-45

[Sources: AFHRA A5258 pp.271-73 (13 Jan 44 updated to 1 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mauer (AUS): see Wien-Mauer.

Mistelbach (AUS) (48 40 N – 14 55 E)

General: field airstrip (Feldflugplatz) in NE Austria 62 km NE of Linz near the Czech border. History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: unknown.

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

Mühlfraun (AUS) (??)

General: field airstrip (Feldflugplatz) in Austria (not located). History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: no information. Infrastructure: no information.

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

Münchendorf (AUS) (48 01 45 N – 16 24 15 E)

General: operational airfield (Einsatzhafen) in Austria 21 km S of Wien (Vienna) city center and 1.6 km E of Münchendorf.

History: constructed following the Anschluss in March 1938 with only a few facilities and ready by August 1939. Main use was during the Mar-Apr 41 campaign in the Balkans, then as a practice field for trainers and to handle air traffic to and from the Balkans that was in excess to that being serviced by the larger airfields around Vienna. Became somewhat more active during the last 6 months of the war.

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

Surface and Runways: grass surface on leveled agricultural land. No paved runway, but did have a perimeter road.

Fuel and Ammunition: fuel storage was at the SE corner and consisted of drums, although an underground storage tank may have existed.

Ammunition was stored at the SW corner.

Infrastructure: had 1 small hangar on the N boundary, with a few small workshop-type huts adjacent to it along with a motor vehicle garage large enough for 20 vehicles. Immediately behind the hangars was a small group of buildings plus a few huts used as billets. The station HQ and flight control center were part of another small group of buildings at the NE corner. Additional personnel were accommodated in local villages. The nearest rail connection was in Münchendorf.

Dispersal: aircraft were parked in small open shelters on and off the perimeter on all sides of the landing area. Additional aircraft bays had been cut into a small woods off the E boundary.

Luftwaffe Airfields 1935-45

Defenses: no Flak positions observed in Nov 43.

Remarks:

24 May 44: airfield bombed by 83 15th AAF B-24 Liberators – the bombs missed the airfield but did hit a dispersal field. No claims were made.

8 Jul 44: airfield bombed by 67 15th AAF B-24s – *claimed* more than 20 aircraft destroyed on the ground along with bursts on the landing area and in the dispersals.

16 Jul 44: airfield targeted by 56 B-24s but heavy cloud cover prevented bombing.

3-5 Apr 45: taken by advancing Soviet troops.

Operational Units: III./KG 3 (Mar-Apr 41); Stab, II., III./JG 77 (Mar-Apr 41); II./KG z.b.V. 1 (Mar-Apr 41); KGr. z.b.V. 60 (Apr 41); 3./NAGr. 14 (Mar-Apr 45).

School Units: Arbeitsplatz for Schule/FAR 62 then FFS A/B 62 (Bad Vöslau) (1940-43); Stab and elements of I. and II./JG 108 (1944-45).

Station Commands: Fl.H.Kdtr. (E) Münchendorf (Aug 39 – Mar 40); Fl.H.Kdtr. E 7/XVII (Mar 40); elements of Fl.H.Kdtr. A(o) 109/XVII Deutsch-Wagram (Jan-Apr 45).

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

[Sources: AFHRA A5258 pp.395-96 (8 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Münsteuer am Inn (AUS) (48 20 N – 13 23 E)

General: field airstrip (Feldflugplatz) in NE Austria 27.5 km S of Passau/Germany and 10 km SE of Pocking/Germany. History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

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

Parndorf (AUS) (47 59 35 N – 16 52 35 E)

General: operational airfield (Einsatzhafen I) 44.5 km SE of Wien (Vienna) and 1 km ESE of the village of Parndorf.

History: Constructed by the Luftwaffe following the Anschluss on 12 March 1938 as a landing ground with a hangar, repair shop, a few admin buildings and a small barracks and ready by August 1939. Used by tactical reconnaissance units in Mar-Apr 41 just prior to the attack on Yugoslavia and Greece. Later enlarged at the beginning of 1944 to accommodate night fighter training and operational fighter units responsible for the defense of Vienna.

Dimensions: approx. 1785 x 915 meters (1950 x 1000 yards) and roughly rectangular in shape.

Luftwaffe Airfields 1935-45

Surface and Runways: grass surface. Had a single short 500 meter (550 yard) paved runway aligned WNW/ESE that almost certainly was built in 1944.

Fuel and Ammunition: refueling points and bulk fuel storage tanks were on the N and S boundaries.

Infrastructure: had 3 large hangars with paved aprons at the SW corner with workshops and 12 or so other station buildings behind them. A substantial barracks complex was some 300 meters off the W boundary and on the outskirts of Parndorf village. The main rail line from Wien to Pressburg (Bratislava) paralleled the airfield's S boundary and sidings had been built behind the hangar area.

Dispersal: there were 2 aircraft dispersal areas – Northwest (remote) and Northeast (remote) plus numerous parking stands in adjacent open fields.

Defenses: unknown.

Remarks:

11 Dec 44: bombed by 7 15th AAF B-24 Liberators – *claimed* 1 hangar destroyed and damage to others.

Operational Units: 2.(H)/Aufkl.Gr. 10 (Jan 41); 5.(H)/Aufkl.Gr. 13 (Jan 41); 1.(H)/Aufkl.Gr. 14 (Jan 41); 4.(H)/Aufkl.Gr. 22 (Jan 41); III./ZG 2 (Apr-May, Aug-Nov 42); Stab/ZG 2 (Aug-Nov 42).

School Units: Schule/FAR 24 (1939); Arbeitsplatz for FFS C Wiener Neustadt then FFS C 8 (1939-44); Arbeitsplatz for FFS C Zeltweg, FFS C 11 then FFS B 11 (Apr 39 – Jan 45); NSFK transport glider reserve training school (1941-43); 6./NJG 101 (Dec 43 – May 44); II./NJG 101 (May – Nov 44).

Reserve Training & Replacement Units: Erg.St./JG 27 (Jan – Apr 41); IV./KG 54 (May – Dec 43).

Station Commands: Fl.H.Kdtr. (E) Parndorf (Aug 39 – Mar 40); Fl.H.Kdtr. E 6/XVII (Mar-Apr 40); Fl.Pl.Kdo. A 5/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 3/XVII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Nachschub-Kp. d.Lw. 11/XVII (1939 – Mar 41).

[Sources: AFHRA A5258 pp.319-21 (12 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Radstadt (AUS) (47 22 50 N – 13 28 00 E)

General: emergency landing ground (Notlandeplatz) in Austria 57 km SSE of Salzburg; landing ground immediately S of Radstadt village. History: in existence since at least 1939. Surface and Dimensions: meadowland measuring approx. 640 x 137 meters (700 x 150 yards). Infrastructure: none.

Operational Units: none.

Station Commands: none.

[Sources: AFHRA A5258 p.450 (3 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Luftwaffe Airfields 1935-45

Raffelding (AUS) (48 18 20 N – 14 02 30 E)

General: field airstrip (Feldflugplatz) and practice field (Arbeitsplatz) 15 km W of Linz. History: construction began following the Anschluss in March 1938 and was still underway in August 1939. Also used by gliders.

Possibly identical to Eferding. Used by fighters toward the end of the war for the defense of Linz. Surface and Dimensions: grass surface.

Infrastructure: none noted, but almost certainly had a few buildings, sheds and huts.

Remarks:

15-16 Apr 45: strafed by P-51 Mustangs – some 20 Fw 190s and several Bf 109s were destroyed on the ground according to Hungarian records.

c. 23 Apr 45: low level attack by American aircraft shot up and burned 6 new Bf 109s that had just been delivered to the Hungarian Fighter Rgt.

Operational Units: I./KG(J) 27 (Nov 44 – Apr 45). Also: HQ, I., II., III./101. Hungarian Fighter Rgt. (Mar-May 45); 101. Hungarian Night Fighter Group (Mar-May 45).

School Units: Arbeitsplatz for Schule/FAR 72, FFS A/B 72 then FFS A 72 (Markersdorf) (1940-44); Arbeitsplatz for FFS A/B 123 (Graz) (1943-44); 1./JG 105 (Aug 44 – Apr 45); 3./JG 105 (Mar-Apr 45).

Station Commands: Flugplatzkdo. Raffelding of Fl.H.Kdtr. A(o) 8/XVII Hörsching (1944-45).

Station Units: none identified.

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

Rattenberg (AUS): see Zeltweg.

Reichenau (AUS): see Innsbruck-Reichenau.

Reichersberg (AUS) (a.k.a. Münsteuer) (48 20 10 N – 13 23 00 E)

General: landing ground (Landeplatz) on the border between Germany and Austria 27.5 km SSW of Passau and 1.6 km E of the village of Reichersberg.

History: established after the Anschluss in March 1938. Primarily used as a practice field and auxiliary landing ground for training units and transit fighter units.

Surface and Dimensions: grass surface in poor condition measuring approx. 1000 x 915 meters (1100 x 1000 yards) and irregular in shape. No paved runway.

Infrastructure: no infrastructure. However, a small building on the SW boundary may have been a workshop and a few other small buildings at the S corner may have been billets. Nearest rail connection 2 km to the NE.

Dispersal: no organized dispersal areas.

Remarks:

16 Apr 45: low-level attack by VIII Fighter Command P-51s – *claimed* 115 destroyed or damaged, approx. 60% single- and twin-engine fighters and the remainder bombers and unidentified aircraft.

Luftwaffe Airfields 1935-45

Operational Units: none identified.

School Units: Arbeitsplatz for FFS A/B 115 then FFS 115 (Wels) (1939-45).

Reserve Training & Replacement Units: elements of Erg.JG 1 (1945).

Station Commands: none identified.

[Sources: AFHRA A5258 p.336 (10 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reisenberg (AUS) (48 00 N – 16 30 E)

General: field airstrip (Feldflugplatz) in E Austria 25 km SE of Wien (Vienna). History: constructed following the Anschluss in March 1938 and ready by August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface.

Infrastructure: none noted.

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

Salzburg (AUS) (a.k.a. Salzburg-Maxglan) (47 47 30 N – 13 00 15 E)

General: operational airfield (Einsatzhafen) later upgraded to an airfield (Fliegerhorst) in N Austria 3.25 km SSW of Salzburg.

History: 1927 listed as a civil landing ground (Landeplatz). 1937 now listed as a secondary civil airport (Flugplatz II) with a customs office.

Served as a practice field for trainers from 1940 to 1944. In mid-1944, Salzburg-Maxglan became a fighter field.

Dimensions: approx. 915 x 550 meters (1000 x 600 yards) with an irregular shape.

Surface and Runways: rough, partially grass surface. Had one concrete runway measuring approx. 1190 meters (1300 yards) and aligned E/W. Perimeter track connected the end of the runway with the dispersal area.

Fuel and Ammunition: available.

Infrastructure: there was a medium hangar off the E boundary and 3 small hangars on and off the N boundary. A small group of buildings consisting of admin offices, communications center and flying control was on the N boundary. A small barracks complex was 550 meters from the NW corner and several stores buildings were off the E boundary. The nearest rail connection was in Salzburg.

Dispersal: aircraft were parked in a woods 550 meters S of the landing area.

Defenses: unknown.

Remarks: the Salzburg marshaling yards were heavily bombed by 15th AAF during 1944-45 but the airfield does not appear to have been intentionally targeted by the heavy bombers.

Operational Units: Stab/JG 76 (Jul 44); Stab, I., IV./JG 300 (Apr-May 45); Jagdverband 44 (Apr-May 45); Erprobungskdo. 162 (Apr-May 45); I., III./JG 27 (May 45); IV./JG 7 (May 45); TGr. 30 (May 45).

School Units: Arbeitsplatz for Schule/FAR 72, FFS A/B 72 then FFS A 72 (Markersdorf) (1940-44).

Luftwaffe Airfields 1935-45

Station Commands: Fl.Pl.Kdo. A 35/VII (1943 – Mar 44); Flugplatzkdo. Salzburg of Fl.H.Kdtr. A(o) 1/VII Bad Aibling (Apr 44 – 1945).

Station Units (on the airfield, in the city or nearby on various dates – not complete): Flakscheinw.Abt. 338 (1943); 1., 3., 4./Res.Flak-Abt. 405 (1943); 3./s.Flak-Abt. 457 (1943); 1., 3./le.Flak-Abt. 768 (1943); 3./le.Flak-Abt. 941 (1943); Stab/Heimat-Flak-Abt. Salzburg (1943 - ?); Heimat-Flak-Battr. 34/VII (1943-45); Heimat-Flak-Battr. 226/VII (1943-45); Heimat-Flak-Battr. 227/VII (1943-45); Nebel-Kp. d.Lw. 53 (1944-45); Heimat-Nebel-Kp. d.Lw. 1/IV (1943).

[Sources: AFHRA A5258 p.345 (18 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sankt Johann in Tirol (AUS) (47 31 40 N – 12 26 25 E)

General: emergency landing ground (Notlandeplatz) in Austria 55 km SW of Salzburg and immediately NE of Sankt Johann in Tirol village. History: a pre-war Notlandeplatz with a take-off and landing run of some 640 meters (700 yards). Wartime use questionable. Had been returned to cultivation by 1944.

[Sources: AFHRA A5258 p.456 (3 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sankt Lorenzen (AUS) (a.k.a. Sankt Lorenzen bei Knittelfeld) (47 15 05 N – 14 53 05 E)

General: emergency landing ground (Notlandeplatz) in SE Austria 6.5 km NE of Knittelfeld in the Mur Valley and .4 km W of the village of Sankt Lorenzen. History: developed during the war and occasionally used by transport aircraft in 1944-45. Surface and Dimensions: grass surface measuring approx. 685 x 137 meters (750 x 150 yards). Infrastructure: had sheds at the NE end that were used for storage.

Operational Units: none identified.

Station Commands: none identified.

[Sources: AFHRA A5258 p.7 (21 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sankt Pölten (AUS) (48 12 31 N – 15 37 24 E)

General: landing ground (Landepplatz) in NE Austria 55 km W of Vienna (Wien). Exact location of the former landing ground is not known, but it may have been just SW of Sankt Pölten near the hamlet of Völtendorf.

History: little information found, but it seems to have been inactivated in mid-1940. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

Station Commands: Fl.H.Kdtr. Sankt Pölten (1939-40).

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

Schwechat (AUS): see Wien-Schwechat.

Luftwaffe Airfields 1935-45

Seebarn (AUS) (48 22 N – 16 22 E)

General: practice field (Arbeitsplatz) in E Austria 18 km N of Wien (Vienna).

History: no evidence found of any operational units having been stationed here. Surface and Dimensions: grass surface. Infrastructure: none noted.

School Units: Arbeitsplatz for Schule/FAR 72, FFS A/B 72 then FFS A 72 (Markersdorf) (1940-44).

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

Seyring (AUS) (a.k.a. Wien-Seyring) (48 19 25 N – 16 29 15 E)

General: operational airfield (Einsatzhafen) in E Austria 16 km NNE of Wien (Vienna) and immediately SE of the village of Seyring.

History: constructed by the Luftwaffe following the Anschluss on 12 March 1938 on a large estate with a hangar, some temporary barracks and the manor house for the admin offices and ready by August 1939. After the Mar-Apr 41 campaign in the Balkans, Seyring became a practice field for trainers. In 1944 work began on a paved runway and was still under construction in 1945. Seyring served as a wartime center for convalescent Luftwaffe personnel. Numerous fighter units began using Seyring in fall 1943 to help defend the Vienna area, this continuing to Apr 45.

Dimensions: approx. 1325 x 1050 meters (1450 x 1150 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. A concrete runway aligned WNW/ESE noted as being under construction in Jul 44 that might measure approx. 1550 meters (1700 yards) in length if and when completed.

Fuel and Ammunition: brought in as needed.

Infrastructure: had 1 large hangar off the N boundary with a paved hangar apron. Station buildings were grouped in the same area as the hangars and included HQ, admin offices, flight control, officers' mess, barracks, signals and met office. A rail line passed immediately E of the landing area.

Dispersal: had a West dispersal and a North dispersal with a total of 9 parking hardstands and 9 aircraft shelter sites.

Defenses: details of Flak defenses unknown.

Remarks:

3-5 Apr 45: infrastructure demolished and airfield evacuated as Soviet troops began surrounding Vienna.

Operational Units: Stab, I., II./ZG 76 (Jun-Jul 44); 4.(F)/Aufkl.Gr. 121 (Mar-Apr 41); II./JG 53 (Oct 43 – Mar 44); II./JG 301 (Nov 43 – Apr 44, Aug-Sep 44); III./JG 301 (Apr 44); Stab, Stabsstaffel/JG 27 (May-Jun 44); elements of I./JG 300 (May-Jun 44); I./JG 302 (May-Jun 44); 7./ZG 26 (Jun-Jul 44); III./JG 77 (Sep-Oct 44); 3.(F)/Aufkl.Gr. 121 (Dec 44 – Mar 45); II./NJG 100 (Feb-Mar 45);

School Units: Arbeitsplatz for LKS Tulln/LKS 7 (1939-45); Arbeitsplatz for FFS A/B 4 (Wien-Schwechat); Arbeitsplatz for FFS A/B 112 (Tulln-

Luftwaffe Airfields 1935-45

Langenlebarn) (1939-40); Arbeitsplatz for FFS A/B 114 (Zwölfaxing) (1940-43).

Station Commands: Fl.H.Kdtr. Wien-Seyring (to Mar 44); Fl.H.Kdtr. A(o) 5/XVII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Werft-Abt. 106/VIII (Mar 45); le.Hei.Flak-Bttr. 2/XVII (1944-45); Flieger-Ers.Btl. XVII (spring 42 – 1945).

[Sources: AFHRA A5258 pp.397-98 (17 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Spittal (AUS) (a.k.a. Spittal an der Drau) (46 47 45 N – 13 28 30 E)

General: field airstrip (Feldflugplatz) in SW Austria 68 km WNW of Klagenfurt, 33 km NW of Villach and 1.6 km WSW of the town of Spittal.

History: constructed after the Anschluss in March 1938 with the intention of using it as a glider training field for the NSFK. Rarely used, but in 1944 workers were brought in to level and extend the landing area.

Dimensions: approx. 1000 x 90 meters (1100 x 100 yards).

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: brought in as needed.

Infrastructure: a few buildings off the E side may have been workshops, and a small group of huts off the E side may have been used for accommodations. Nearest rail connection 1 km E of Spittal.

Dispersal: no organized dispersal facilities, but trees along the Drava River and woods off the E side could have provide parking cover for aircraft.

Remarks: there were 4 raids on the marshalling yards at Spittal but none on the airstrip.

Operational Units: none identified.

Station Commands: none identified.

[Sources: AFHRA A5258 p.366 (16 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stocking (AUS) (46 52 30 N – 15 32 50 E)

General: field airstrip (Feldflugplatz) in SE Austria 25 km SE of Graz and 1.6 km SSE of the village of Stocking.

History: existed during most of the war as an emergency landing ground and then extended and improved in 1944. Occasional wartime use by fighters, transports and gliders.

Dimensions: approx. 1000 x 550 meters (1100 x 600 yards) with an irregular shape.

Surface and Runways: rough grass surface. No paved runway.

Fuel and Ammunition: brought in as needed.

Infrastructure: there were a few small buildings on the NW side of the field that may have been used as workshops. Personnel were billeted in the surrounding villages. The nearest rail connection was in Wildon, 2.4 km NW of the field.

Luftwaffe Airfields 1935-45

Dispersal: no organized dispersal facilities. Woods off the SE boundary could be used to park and conceal aircraft if needed.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.365 (16 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Thalerhof (AUS): see Graz-Thalerhof.

Trausdorf (AUS) (a.k.a. Trausdorf an der Wulka, Eisenstadt, Eisenstadt-Trausdorf) (47 48 05 N – 16 33 25 E)

General: operational airfield (Einsatzhafen II) in SE Austria 45 km SSE of Wien (Vienna), 5.5 km SSE of Eisenstadt and 1.6 km S of the village of Trausdorf an der Wülka. History: developed in 1939 and served as a practice field for trainers. Surface and Dimensions: grass surface in good condition measuring approx. 1190 x 1100 meters (1300 x 1200 yards). No paved runway. Fuel and Ammunition: refueling points were in front of the hangar and an ammunition dump was 1.2 km WNW of the landing area.

Infrastructure: had 1 small hangar with an adjoining workshop shed at the W end of the N boundary. A small group of barrack huts were immediately off the N boundary and the admin buildings were to the NW of the hangar.

Nearest rail connection at Eisenstadt. Dispersal: a Southeast dispersal area had 8 aircraft bays cut into the woods on both sides of a taxiway.

Remarks:

1 Apr 45: taken by advancing Soviet forces.

Operational Units: none identified.

School Units: Arbeitsplatz for FFS C Wiener Neustadt then FFS C 8 (1939-44); Arbeitsplatz for Schule/FAR 62 then FFS A/B 62 (Bad Vöslau) (1940-43); parts of II./JG 108 (Sep 44 – Jan 45).

Station Commands: Flugplatzkdo. Eisenstadt of Fl.H.Kdtr. A(o) 1/XVII Wiener Neustadt (Apr –Dec 44); Fl.H.Kdtr. E(v) 221/VIII (c. Jan-Mar 45).

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

[Sources: AFHRA A5258 pp.111-13 (19 Dec 43 updated to 12 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tulln (AUS): see Langenlebarn.

Untergralla (AUS) (46 48 N – 15 34 E)

General: field airstrip (Feldflugplatz) in SE Austria 32.5 km SSE of Graz.

History: construction began following the Anschluss in March 1938 and was still underway in August 1939. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: unknown.

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

Luftwaffe Airfields 1935-45

Unter-Waltersdorf (AUS) (a.k.a Unterwaltersdorf) (47 57 N – 16 24 E)

General: field airstrip (Feldflugplatz) in E Austria 28 km S of Wien (Vienna).

History: no further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

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

Vöslau (AUS): see Bad Vöslau.

Wagram (AUS): see Deutsch Wagram and Fels am Wagram.

Wels (AUS) (48 11 00 N – 14 02 12 E)

General: airfield (Fliegerhorst) in north-central Austria 23 km SW of Linz; airfield located 2.5 km NNE of Wels.

History: pre-war Austrian Air Force airfield dating from 1934. In use by the Luftwaffe following the Anschluss on 12 March 1938. Airfield enlarged and additional hangars and barracks built in 1938-39. Served as a flight training field during the war. Also a factory airfield (Industriehafen) for Flugzeugbauwerk Wels, which assembled Junkers and Messerschmitt aircraft, and for Flumann (Flugzeugwerke Mannheim) Messerschmitt repair workshops.

Dimensions: approx. 1190 x 1000 meters (1300 x 1100 yards).

Surface and Runways: well-drained grass surface. No paved runway. Equipped with a beam approach system.

Fuel and Ammunition: refueling points were located off the S boundary at the rear of the eastern-most large hangar.

Infrastructure: had 8 hangars with paved hangar aprons along the S boundary of which 3 were very large, 1 large and 4 small. Barrack blocks were the SW corner, admin and stores buildings to the rear of small hangars on the S boundary, and the control tower at the center of the row of small hangars on the S boundary.

Dispersal: two aircraft dispersal areas were under construction in spring 1944 – Northeast (remote) and Northwest. By 25 Jun 44 the taxi tracks to both were completed and 3 parking hardstands fished in the Northeast (remote) dispersal. No shelters were being built in the Northwest dispersal and aircraft were probably intended to be parked in hedgerows to the W of the Wels-Epping road.

Defenses: there were no heavy Flak positions and just 2 light Flak positions to protect the airfield in Apr 43. These meager assets were considerably augmented in 1944.

Remarks:

3 May 44: leveling work to extend the E boundary underway.

30 May 44: hit by 236 15th AAF B-24s dropping 226 tons of bombs with good results – *claimed* 26 aircraft destroyed on the ground, severe damaged to

Luftwaffe Airfields 1935-45

several aircraft factory buildings and hits on hangars, barracks, workshops and the landing area.

25 Mar 45: airfield as a secondary target by 68 B-24s – *claimed* 5 fighters on the ground, slight damage to several hangars while showering the dispersal areas and landing ground with fragmentation bombs.

3-4 May 45: one of the Luftwaffe's last operational airfields in Austria.

Operational Units: III./KG 158 (Feb 38 – Apr 39); III./KG 76 (May-Aug 39); II./KG 76 (Jan-Feb 40); KGr.z.b.V. 101 (Apr/May 41); II./St.G. 2 (Mar 42); II./ZG 1 (Nov 43 – Jul 44); Stab, III./KG(J) 27 (Nov 44 – Apr 45); III./KG 4 (Feb-Mar 45); SG 10 (Mar-Apr 45); 2./NSGr. 10 (Mar-Apr 45); 10.(Pz.)/SG 2 (Mar-Apr 45); 10.(Pz.)/SG 9 (Apr 45); 13.(Pz.)/SG 9 (Apr 45); 14.(Pz.)/SG 9 (Apr 45).

School Units: FFS A/B 115 then FFS A 115 (c. Dec 39 – Feb 45).

Station Commands: Fl.Pl.Kdo. A 19/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 9/XVII (Apr 44 – May 45).

Kommandant (prior to the establishment of a numbered station command – not complete): Oberst Bruno Wentscher (Feb 40 - ?).

Station Units (on various dates – not complete): Stab/I. Fliegerkorps (Apr 45)?; Stab/18. Fliegerdivision (Apr-May 45); Koflug Wels (Jul 39 – Mar 41); Koflug 5/XVII (Apr-Jul 41); 4., 7., 8. Flugh.Betr.Kp./KG 76 (1939-40); Stab/Hei.Flak-Abt. 16/XVII (1943-45); Heimat-Flak-Batterien 230/XVII, 231/XVII, 232/XVII, 233/XVII (1944-45); Flieger-Geräteausgabe- und Sammelstelle 2/XVII (1941, 1943).

[Sources: AFHRA A5258 pp.403-06 (27 Jan 44 updated to 25 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wien (AUS) (e. Vienna) (48 12 09 N – 16 21 47 E)

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

Commands (Kommandobehörden, Stäbe): Stab/Luftgaukdo. XVII (W-Mauer, Jul 38 – Apr 45); Luftwaffenkdo. Österreich (Aug 38 – Mar 39); Luftflottenkdo. 4 (Mar 39 – Jun 41; Sep 44 – Apr 45); Stab/8. Jagddivision (W-Kobenzl, Jun 44 – Mar 45); Stab/Jagdfliegerführer Ostmark (W-Kobenzl, Sep 43 – Jun 44); Kdo. Flughafenbereich 1/XVII (Koflug 1/XVII) (W-Mauer, c.Mar 44 – Apr 45).

Antiaircraft (Flak):

Higher Flak Commands: Stab/24. Flak-Div. (Dec 43 – Apr 45); Stab/Flak-Brig. XVI later 16. Flak-Brig. (Sep 42 – Dec 43).

Stab/Flak-Rgt.: sw.6 (as Flakscheinwerfergruppe Wien, c.mid-1942 – 1945); 8 (W-Stammersdorf, 1938-39); 28 (as Flakgruppe Wien, c.Dec 40 - 42; as Flakgruppe Wien-Süd, 1942 – Nov 43; as Flakgruppe Wien-West, Nov/Dec 43 - 1945); 98 (as Flakgruppe Wien-Nord, Aug 43 – 1945); 102 (as Flakgruppe Wien-Süd, Nov 43 – 1945); 118 (as Flakgruppe Wien, Sep 39 – c.Dec 40); 656 (Wien, Jun 42).

Luftwaffe Airfields 1935-45

Flak-Abt.: I./Flak-Rgt. 8; s.145 (Eisb.); s.181; s.182; gem.184 (T); s.185; gem.186; gem.194; s.223; s.234; s.263 (Eisb.); s.273; s.274; gem.284; s.288; s.290; gem.385; s.403; s.423 (Eisb.); s.424 (Eisb.); gem.505; s.532; s.533; s.536 (Eisb.); gem.601; gem.655; s.657; le.690; s.696; s.801; gem.802; s.803; gem.807; le.837; le.911; le.912; le.913.

Flakscheinwerfer-Abt.: III.(sw.)/8; 140; 338; 398; III.(sw.)/411; 529; 560; 582; 809.

Luftsperr-Abt.: 962.

Alarm-Flak: maximum of 10 batteries in mid-1944.

Heimat-Flak: maximum of 43 batteries in mid-1944.

z.b.V. Batterien: maximum of 16 batteries in mid-1944.

Other Flak: Kdr. d.Flakinstandsetzung 101/XVII (Wien-Mauer, 1943-45); Flak-Waffenwerkstatt (o) 1/XVII (Wien, 1943-45); Flak-Waffenwerkstatt (o) 4/XVII (Wien-Mauer, 1943-45); Flak-Waffenwerkstatt (o) 14/XVII (Wien, 1943-45); Flak-Sondergerätwerkstatt (o) 101/XVII (Wien, 1943-45).

Flak-Trsp.Battr.: A (mot.) 1/171 (Aug/Sep 39); 74/XI (1944-45); 148/XI (1944-45).

Flak-Ers./Flak-Ausb.: Flakartillerieschule V (Wien-Baden, 1941-45); Feld-Flakartillerieschule 17 (Mitte) (Wien-Stammersdorf, 1942-45); Stab/Flak-Ers.Rgt. 6 (Wien, Aug 41 – 1945?); Flak-Ers.Abt. 92 (Wien-Kagram, 1939-45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Abt. d.Lw. 41 (1940-41); Luftschutz-Abt. d.Lw. 42 (1940 – Apr 41); Luftschutz-Abt. d.Lw. 49 (early 1944); Luftschutz-Abt. z.b.V. XVII (1944-45); Luftschutz-Nebel-Abt. 1 (c.1940-41 – 1945); Nebel-Kp. d.Lw. 57 (? – 1945).

Air Force Signals (Luftnachrichten): Stab, I., II., III. and IV./Ln.-Rgt. 4 (Jul 39 - ?); Horch-Leitstelle W 4/Ln.-Rgt. 4 (Aug 39 - ?); Stab and III./Ln.-Rgt. 12 (W-Hütteldorf, Nov-Dec 44); II.(Tel.Bau)/Ln.-Rgt. 12 (Nov-Dec 41 - ?); 5.(Tel.Bau)/Ln.-Rgt. 24 (Oct 44); II.(Feldfern-kabel-Bau)/Ln.-Rgt. 38 (Mar-Jun 42 - refitting); Stab/Ln.-Rgt. 218 (W-Cobenzl, c.Oct 43 – c.Aug 44); Stab I.(Ln.Betr.)/Ln.-Rgt. 218 (W-Döbling,, c.Oct 43 – c.Aug 44); Stab/Ln.-Rgt. 228 (W-Grinzing, Sep 44 – Apr 45); Stab I.(Flum.Mess)/Ln.-Rgt. 228 (Sep 44 – Apr 45); 26.(Funkh.Ausw.)/Ln.-Rgt. 352 (Nov 44 – Apr 45); Stab. II. and III./Ln.-Ausb.Rgt. 5 (Sep 44 – 1945); Stab, I. and II./Luftgau-Nachr.Rgt. 17 (W-Auhof, Jul 38 - ?); III.(Ers.)/Luftgau-Nachr.Rgt. 17 (c.1940-42); IV.(Ausb.Abt.f.Ln.Helferinnen)/Luftgau-Nachr.Rgt. 17 (W-Grossenzersdorf, 1943-44); Ln.-Abt. 4 (Jul 38 – Jun 39); Ln.-Abt. 18 (Apr-Jun 38); Ln.-Abt. 144 (Dec 43 – Apr 45); 13.Zug/Ln.-RV-Abt. 11 (W-Mauer, c.Oct 44 – Apr 45); Luftgau-Nachr.Abt. 17 (W-Mauer, c.Oct 44 – Apr 45); 4./Ln.-Funkaufklärungs-Abt. Reich (May-Nov 44); Flugsicherungs-Kp. z.b.V. 3 (mot) (Apr-May 41); Ln.-Ausbau-Stab 1 (W-Mauer, 1944-45); Ln.-Ausbau-Kp. 1 (W-Mauer, 1944-45); Ln.-

Luftwaffe Airfields 1935-45

Heimatreparaturbetrieb 3/VII (Schwadorf, c.Sep-Dec 44);
Luftgaubereichswerkstatt (N) 1/XVII (W-Auhof, c.1943-45).

Supply Services (Nachschubdienste): Luftzeuggruppe 17 (W-Mauer)?;
Lufttanklager 1/XVII (W-Praterspitz, 1941); Munitionsausgabestelle d.Lw.
13/XVII (W-Hütteldorf, 1943); Nachschub-Kp. d.Lw. 13/XVII (Dec 42 – Jan
43).

Ground Transport (Transportkolonnen): Kdr.d.Kraftfahrtruppen
d.Lw.Kfz.Beständebezirk d.Lw. 11/XVII (May 44); Kfz.Instandsetzungszug
d.Lw. 7/XVII (Jan 44); Ers.Abt. für Kfz.Instandsetzungsdienste d.Lw. 2 (W-
Stammersdorf – 1943-45); Transport-Begleit-Kp. d.Lw. 1/XVII (1943);
Transport-Begleit-Kp. d.Lw. 2/XVII (1943).

Ground Defense and Security, etc. (Landeschützen, usw.):
Transportbegleit-Kp. d.Lw. 1/XVII (1941); Transportbegleit-Kp. d.Lw. 2/XVII
(1941).

Medical Services (Sanitätsdienste): Lw.-Lazarett 4/XVII (c.1938-45);
Lw.-Kurlazarett Baden bei Wien (n.d.); Lw.-Sanitäts-Abt. 1/XVII;
Sanitätsschule 2 d.Lw. (Wien-Baden); Luftgau-Sanitätspark XVII (c.1939-
45).

Other (sonstige, verschiedene): Lw.-Leitstelle Wien (Oct 44 – Jan 45);
Strafvollstreckungszug d.Lw. 1/XVII (Feb 45); Annahmestelle 4 für
Offizieranwärter d.Lw. (1939 – ?); Druckvorschriftenstelle XVII (? – 1945).

Wien-Aspern (AUS) (48 13 30 N – 16 30 25 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in E
Austria 12 km ENE of Vienna city center and 1.6 km ENE of the suburban
village of Aspern.

History: Vienna's pre-war civil airport. After April 1938, 3 concrete
runways, a paved hangar apron, paved taxiways, new hangars and new
barracks were constructed and it became the main hub for air traffic to and
from the Balkans. DLH workshops located there as well as permanent
offices of the Reichswetterdienst (National Weather Service).

Dimensions: approx. 1555 x 1465 meters (1700 x 1600 yards) and pear-
shaped.

Surface and Runways: grass surface subject to softness during rain due to
high sub-soil water table. Had 3 reinforced concrete runways with surfaces
of tar and beechwood shavings as follows: (1) 685 meters (750 yards)
aligned N/S; (2) 775 meters (850 yards) aligned E/W; and, (3) 1235 meters
(1350 yards) aligned NW/SE. A system of concrete taxiways connected the
runways to the hangar areas and servicing hardstands. Equipped with full
illumination, a searchlight and a beam approach system.

Fuel and Ammunition: refueling points were on the servicing hardstands
while the underground bulk fuel storage tanks were at the SE corner. A
small ammunition dump was 3.25 km NNE of the airfield.

Luftwaffe Airfields 1935-45

Infrastructure: had 11 hangars, the majority of wooden construction - 4 large and 3 medium at the SW corner, and 1 large double-bay, 1 large, and 2 medium at the SE corner. Separate workshop buildings were in the hangar areas, fire station, motor pool and garages in the SW corner area. Station admin offices, flight control, dispensary and canteens were off the S boundary behind the hangars. A group of living quarters and stores buildings were off the SE corner. The main group of station buildings were 200 to 300 meters W of the SW corner and included technical and admin offices, huts for air crew, officers' quarters, barracks, messes, canteens, station HQ and stores buildings. A radio training school was housed in some wooden huts behind the SW hangars. Many of the airfield buildings were of brick construction. The nearest rail station was at Hirschstetten, 3.25 km WNW of the airfield.

Dispersal: 3 dispersal sites - North, Northeast (remote) and Southwest with a total of 30 aircraft parking stands and 7 open aircraft shelters.

Defenses: 6 heavy Flak positions (all with 6 guns each) and 6 light Flak positions.

Remarks: Vienna and the surrounding area were heavily bombed by the 15th AAF in Italy from at least March 1944. Some of these missions targeted Vienna area airfields so undoubtedly Aspern was hit more than several times by 4-engine bombers and strafed by fighters.

26 Jul 44: airfield bombed by 15th AAF B-24 Liberators - unconfirmed and no claims made.

15 Feb 44: bombed by 15th AAF - landing area heavily cratered and airfield rendered unserviceable. (German report)

3-5 Apr 45: infrastructure demolished and airfield evacuated as Soviet troops began surrounding Vienna.

Operational Units: I./JG 138 (Apr-Oct 38); I./JG 134 (Nov 38 - Apr 39); I./JG 76 (May-Aug 39); Flugbereitschaft Luftflotte 4 (1939 - Jun 41); Wekusta 76 (Jun-Aug 39, c.Apr 40 - May 41); San.Flugbereitschaft 17 (Mar 41 - May 42, Apr 45); II./KG 4 (Apr 41); 4.(H)/Aufkl.Gr. 12 (May 41); Wetterflugstelle Wien-Aspern (c. Jun 41 - 1945); III./KG 55 (Aug-Sep 41); I./KG 55 (Oct-Nov 41); Überführungskdo. Luftzeuggruppe 17 (1942); Stab/JG 27 (Dec 42 - Feb 43); II./JG 27 (Jan-Feb 43); II./KG 54 (May-Oct 43); Stab, 5./Gruppe Südost (Flugzeugüberführungsgeschwader 1) (Aug 43 - 1944); Stab/JG 77 (Sep 44).

School Units: BFS Wien-Aspern (Nov 39 - Jan 40) then BFS 4 (Jan 40 - Apr 41).

Station Commands: as Fliegerhorst/Flugplatz Wien-Aspern (to Mar 44); Fl.H.Kdtr. A(o) 4/XVII (Apr 44 - Apr 45).

Kommandant (not complete): Hptm. Arthur van Aken-Quesar (Feb 40 - ?); Oberst Karl Glotz? (? - ?) 1/43.

Station Units (on various dates - not complete): Koflug Wien-Aspern (Jul 39 - Mar 41); Koflug 2/XVII (Apr 41 - c.Oct 41); Werft-Abt. (o) 21/XVII

Luftwaffe Airfields 1935-45

(1944-45); Werft-Kp. 33 (n.d.); 4./schw.Flak-Abt. 807 (to Jul 44); Heimat-Flak-Battr. 36/XVII (1944-45); 8./Flugsicherungs-Rgt. Reich (1944-45); Ln.-Flugsicherungshauptstelle 38 (1944-45).

[Sources: AFHRA A5258 pp.389-94 (8 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wien-Schwechat (AUS) (48 07 00 N – 16 33 10 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in E Austria 8 km SE of Vienna.

History: newly established in May 1938 right after the Anschluss, but major construction did not begin until 1942-43 with the building of a 1,200-meter concrete runway, and most of the 5 hangars, a repair hangar, hangar aprons, taxiways, brick station buildings and brick barracks. The construction was completed by Sep 43. The research and development department of the Heinkel firm was located there after moving from Rostock in 1942-43 as well as the assembly of the He 219 night fighter and He 162 jet fighter in a huge assembly building 300 meters in length. Most of the work at Schwechat was performed by 2,500 inmates from Mauthausen concentration camp who resided in branch camps "Schwechat I" and "Schwechat II" just NW of the airfield.

Dimensions: not found.

Surface and Runways: unknown.

Infrastructure: not found.

Dispersal: unknown.

Defenses: 5 heavy Flak positions, each with 6 guns, and 11 light Flak positions were identified in early Nov 43 within 5.5 km around the airfield. There was also a battery of railway Flak at the SE corner.

Remarks:

17 Mar 44: airfield bombed by 192 15th AAF B-24 Liberators.

23 Apr 44: 143 15th AAF B-24s bombed the Hs 219 assembly buildings and the jet aircraft works at Wien-Schwechat with good to excellent results, *claiming* 2 aircraft destroyed on the ground, runway cratered, and damage to the main assembly building, several workshops and a sub-camp of KZ-Lager Mauthausen that was located at the factory.

26 Jun 44: airfield bombed by 134 B-24s – *claimed* 5 aircraft destroyed on the ground, severe damage to an assembly plant and a workshop, damage to hangars, power plant and the landing field. The Mauthausen sub-camp was so severely damaged that it was closed a short time later.

3-5 Apr 45: taken by advancing Soviet troops.

Operational Units: 4.(H)/Aufkl.Gr. 13 (Nov 40); II./JG 27 (Jan 41); KGr.z.b.V. 50 (Apr 41); part of III./KG 51 (Apr-May 41); II./JG 52 (Apr-May 42).

School Units: Jagdfliegerschule Wien-Schwechat (Dec 39 – Jan 40); Jagdfliegerschule 5 (Jan 40 – Jun 41); FFS A/B 4 (c. Feb – Sep 41); Jagdfliegererschule 1(3?) (Sep 41 – Aug 42).

Luftwaffe Airfields 1935-45

Station Commands: Fl.H.Kdtr. (E) Schwechat (Aug 39 – Mar 40); Fl.H.Kdtr. E 4/XVII (Mar 40); Fl.Pl.Kdo. A 3/XVII (Jan 43 – Mar 44)?; Flugplatzkdo. Wien-Schwechat of Fl.H.Kdtr. A(o) 4/XVII Wien-Aspern (1944-45).

Station Units (on various dates – not complete): 1./schw.Flak-Abt. 807 Schwechat/Ost (to Jul 44); s.Hei.Flak-Bttr. 303/XVII (1944-45).

[Sources: AFHRA A5258 pp.357-59 (9 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wien-Seyring (AUS): see Seyring.

Wien-Zwölfaxing (AUS): see Zwölfaxing.

Wiener Neustadt (AUS) (47 48 47 N – 16 14 01 E)

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

Antiaircraft (Flak):

Higher Flak Commands: none.

Stab/Flak-Rgt.: 18 (Aug 39); 88 (as Flakgruppe Wiener-Neustadt, Oct 43 – Jun 44).

Flak-Abt.: I./Flak-Rgt. 9; I./Flak-Rgt 18; le.92 (mot); Res.147; s.181; s.182; gem.183; gem.184 (T)?; s.185; gem.284; s.290; s.336; s.532; s.533; s.543 (Eisb.); le.837; le.921; le.922; le.923; le.924; le.925.

Flakscheinwerfer-Abt.: 189; 509; 810.

Luftsperr-Abt.: none

Alarm-Flak: maximum of 2 batteries in mid-1944.

Heimat-Flak: maximum of 8 batteries in mid-1944.

z.b.V. Batterien: maximum of 4 batteries in mid-1944.

Other Flak: none identified.

Flak-Trsp.Battr.: none identified.

Flak-Ers./Flak-Ausb.: Flak-Ers.Abt. 92 (1939-40).

Air Force Signals (Luftnachrichten): 3.(Feldfern kabel-Bau)/Ln.-Rgt. 12 (Neudörfl, Feb 45); Ln.-Heimatreparaturbetrieb 1/XVII (? - 1945).

Supply Services (Nachschubdienste): Luftmunitionsanstalt 1/XVII (Felixdorf, 1941).

Ground Defense and Security, etc. (Landeschützen, usw.): Transport-Begleit-Kp. d.Lw. 3/XVII (Felixdorf, 1943-44); Transport-Begleit-Kp. d.Lw. 4/XVII (1943-44).

Medical Services (Sanitätsdienste): Lw.-Lazarett 5/XVII (? – 1945).

Other (sonstige, verschiedene): Auffanglager d.Lw. Wiener-Neustadt (Jan 43).

Wiener Neustadt (AUS) (a.k.a. Wiener Neustadt/West, Wöllersdorf) (47 50 30 N – 16 13 15 E)

General: airfield (Fliegerhorst) and factory airfield (Industriehafen) in E Austria 43 km S of Wien (Vienna) and 3.25 km NW of Wiener Neustadt.

Luftwaffe Airfields 1935-45

History: a pre-war secondary airport (Flughafen II) that was taken over by the Luftwaffe in 1938 and considerably enlarged over the following years through new construction. The air park (Luftpark) located here made it an important supply hub for Luftwaffe units operating in the Balkans, the Mediterranean and to a lesser extent in Russia. It was also home to a twin-engine flight training school and a reserve and replacement bomber Gruppe. DLH workshops were also located here. New units were formed at Wiener Neustadt from 1938 to the end of the war and it was also used as a rest and refit base for bomber units. It was the busiest airfield in Austria.

Dimensions: approx. 2515 x 1920 meters (2750 x 2100 yards) with an irregular shape.

Surface and Runways: grass surface in good condition. No paved runway. Equipped with airfield lighting, 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 SE and W boundaries and at the N corner. Underground bulk fuel storage was off the E corner near the motor pool. There was a very large munitions dump at Holles, 6.5 km NNW of the airfield and smaller dumps WSW and SW of the field. A bomb target in the shape of a ship was located approx. 11 km to the SE.

Infrastructure: the airdrome had a total of 18 hangars. On the SE boundary – 3 very large, 1 very large repair-type and 7 medium, all with paved hangar aprons or fronted by a taxiway and with numerous separate workshop buildings to the rear of the hangars. On the W boundary – 3 very large fronted by a wide servicing hardstand with 1 large workshop and several smaller workshop-type buildings nearby. On the N corner – 3 large and 1 very large repair-type, all with paved hangar aprons, and with several separate workshop buildings close by. The motor pool, garages and additional workshops were off the E corner. The main airdrome buildings were situated in a compact group behind the hangars along the SE boundary and these included extensive barrack accommodations, admin offices, stores buildings, etc. Additional barracks were at the huge Wöllersdorf Werke off the W boundary where munitions were once manufactured. A branch rail line served the main hangar area on the SE boundary, while the Wöllersdorf Werke and the hangars near it were served by another branch line that ran about 1 km to the NW.

Dispersal: aircraft were parked in fields off the N corner of the landing area, and work was underway in Nov 43 to construct a proper dispersal area off the SW boundary that would provide aircraft shelters. Two concrete taxiways, each 3.25 km long, had already been laid to connect the S boundary to the site.

Defenses: in Dec 43, the airdrome was protected by 13 heavy Flak positions out to a distance of 7 km from the field, some of these with 6 guns, some 4

Luftwaffe Airfields 1935-45

and some 2. There were also 14 light Flak positions surrounding the area, some with up to 5 guns, with nearly half of them mounted on rooftops.

Remarks:

2 Nov 43: airfield bombed by 112 15th AAF B-17s and B-24s – *claimed* 2 large aircraft assembly buildings and 3 hangars destroyed or damaged, and considerable damage to machine and assembly shops near the airfield.

12 Apr 44: airfield bombed by 134 15th AAF B-24s – 1 x Me 323 from II./TG 5 destroyed on the ground (incomplete German sources) and severe damage inflicted on the assembly buildings and the components factory.

23 Apr 44: airfield bombed by 171 15th AAF B-17s with many direct hits observed on the assembly buildings.

10 May 44: airfield assembly and component works bombed by 174 B-17s and 126 B-24s from 15th AAF with mixed results.

24 May 44: airfield bombed by 226 15th AAF B-24s - 1 x C 445 A-1, 1 x Junkers W 34 and 1 x Si 204 A-1 from FFS B 8 destroyed on the ground according to German sources. The bombers also *claimed* hits on the landing area and damage to hangars and buildings.

29 May 44: airfield hit by 135 15th AAF B-17s and 142 B-24s dropping 740 tons of bombs – *claimed* 12 aircraft destroyed or damaged, and direct hits observed on 11 hangars while numerous workshops, storage buildings, admin offices and barracks were all covered with bursts.

2 Apr 45: Wiener Neustadt captured and occupied by Soviet troops following a sharp tank battle with the defenders. The surviving Luftwaffe personnel eventually made their way to Hörsching and Raffelding.

Operational Units: Stab, I., II./KG 158 (Feb 38 – Apr 39); I./JG 334 (Sep-Oct 38); 1.(F)/Aufkl.Gr. 124 (Nov 38 – Aug 39); Luftdienst-Teilkdo. 1/17 (1939); Stab, /KG 76 (May-Aug 39); I./KG 76 (May-Aug 39, Jan-May 42); III./KG 54 (Feb-Mar 40); Transportstaffel VIII. Fliegerkorps (Feb 41); I./LG 1 (Feb 41, Sep-Nov 43, Mar 44); Stab, I./KG 51 (Mar-Apr, May-Jun 41); III./KG 51 (Mar-Jun, Jul-Aug 41); KGr. z.b.V. 60 (Apr 41); KGr. z.b.V. 101 (Apr 41); II./KG 51 (Apr-Jun, Sep-Dec 41); Überführungs-sonderkdo. Wiener-Neustadt (Apr-Jun 41); Stab/KG z.b.V. 2 (May 41); 4.(F)/Aufkl.Gr. 11 (Jun 41); KGr. z.b.V. 102 (Oct-Nov 41); II./ZG 2 (Jul-Sep 42); III./KG 76 (Feb-Mar 43); Stab, 1.(DFS)/Verbindungskdo. (S) 1 (May-Jun 43); Kurierstaffel 13 (Jun-Aug 43); 6./Gruppe Südost (Flugzeugüberführungsgeschwader 1) (Aug 43 – 1944); Kurierstaffel 14 (Sep 43); Stab/LG 1 (Sep-Nov 43, Mar 44) II./LG 1 (Sep 43 – Mar 44); III./LG 1 (Mar-Jun 44); detachment of 1./KG 200 (Nov 44 – Mar 45); II./KG 4 (Dec 44 – Mar 45); Aufkl.St. 1.(F) Nacht (Dec 44 – Mar 45); III./KG 4 (Jan-Feb 45); *Sonderkdo. Condor/TG 4* (Jan-Apr 45). Other: 102. Hungarian Ground-Attack Group (Mar 45); 102. Hungarian Bomber Detachment (Mar-Apr 45).

Luftwaffe Airfields 1935-45

School Units: FFS C Wiener Neustadt (Sep 39 – Jan 40), FFS C 8 (Jan 40 – Oct 43) then FFS B 8 (Oct 43 – Sep 44); 1. Behelfsnachtjagdlehrgang (Oct – Nov 42); 3./JG 108 (1944 – Mar 45).

Reserve Training & Replacement Units: Erg.St./LG 1 (Nov 40 – Apr 41); Erg.Gr./LG 1 (Apr – Nov 41); IV./KG 51 (Sep – Dec 41); IV./LG 1 (Jun 43 – Dec 44).

Station Commands: Fl.H.Kdtr. (E) Wiener Neustadt (Aug 39 – Mar 40); Fl.H.Kdtr. E 5/XVII (Mar 40 - ?); Fl.H. Wiener Neustadt (to Jan 43?); Fl.Pl.Kdo. A 1/XVII (Jan 43 – Mar 44)?; Fl.H.Kdtr. A(o) 1/XVII (Apr 44 – Apr 45).

Kommandant (prior to the establishment of a numbered station command – not complete): Oberst Stefan Fröhlich (? - Nov 39); Obstlt. Dr. Hans-Georg Gade (Apr 40 - ?); Oberst Wolfgang Grube (? - c.Jan 43).

Station Units (on various dates – not complete): Koflug Wiener-Neustadt (Jul 39 – Mar 41); Koflug 1/XVII (Apr 41 – c.Feb 44); 1., 2.

Flugh.Betr.Kp./KG 76 (1939-40); 7. Flugh.Betr.Kp./KG 54 (Feb-Jul 40);

Werft-Abt. 103/VIII (Sep 44 – 1945?); Werft-Abt.(o) 1/XVII (1944-45);

Werft-Abt.(o) 5/XVII (1944-45); Werft-Kp. 18 (n.d.); Wartungskdo.

Luftminen (Mar 45); Lw.-Bau-Btl. 1/XVII (Nov 41); Luftpark Wiener-

Neustadt (later Luftpark 1/XVII) (c. 1938-45); Flieger-Geräteausgabestelle (mot.) F (Feb 41); Munitionsausgabestelle d.Lw. 15/XVII (1941, 1943).

[Sources: AFHRA A5258 pp.413-16 (20 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wiener Neustadt/Nord (AUS) (a.k.a. Wiener Neustadt/Ost) (47 50 30 N – 16 15 10 E)

General: factory airfield (Industriehafen) in E Austria 5 km NNE of Wiener Neustadt and just E of Wiener Neustadt airfield.

History: location of WNF/Lizenzbau (Wiener Neustadter Flugzeugwerke/Licensed Manufacturer for the Messerschmitt firm). WNF was founded in 1938 as a subsidiary of the Henschel aircraft firm. Werke I (Factory I) was located at this airfield and was exclusively engaged in the assembly of the Messerschmitt Bf 109 fighter using components brought in from Werke II in Wiener Neustadt as well as Messerschmitt licensees and sub-contractors in other parts of the Reich.

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

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: fuel was available as well as aircraft and small arms ammunition.

Infrastructure: nearly all of the buildings were along the S boundary and consisted of a very large final assembly hangar, a very large assembly shop, a very large final assembly shop, a medium hangar, a sub-assembly shop, numerous machine shops and workshops, storage buildings and sheds, admin office buildings, factory canteens and a sports ground. A very large flight hangar was detached from the others and located at the NW corner of

Luftwaffe Airfields 1935-45

the field. At least one block of barracks was off the SE corner. Many other buildings were grouped some 1000 to 1600 meters behind the hangar area. The airfield was served by a branch rail line.

Dispersal: no organized dispersal facilities – aircraft were usually parked in open space to the W, N and E of the landing area.

Defenses: protected by the same Flak defenses listed under Wiener Neustadt (Wöllersdorf).

Remarks: factory and airfield bombed repeatedly beginning 13 Aug 43. Only the major raids leading up to the destruction of the factory are listed below.

13 Aug 43: bombed by 61 IX Bomber Command B-24 Liberators – 2 very large hangers moderately to severely damaged, 1 medium hangar destroyed and serious damage to the workshops adjacent to the hangars.

14 Aug 43: bombed by 61 IX Bomber Command B-24 Liberators. (The number of bombers is just a coincidence).

1, 24 and 27 Oct 43: bombed by IX Bomber Command – heavy damaged to buildings, installations and facilities.

2 Nov 43: bombed by 112 15th AAF B-17s and B-24s – *claimed* 13 aircraft damaged and landing area heavily cratered, although this was completely repaired during November. The factory was so heavily damaged by now that production was temporarily at a standstill.

12 Apr 44: bombed by 134 15th AAF B-24s.

23 Apr 44: bombed by 33 15th AAF B-24s – *claimed* 10 fighters destroyed on the ground.

10 May 44: bombed by 102 15th AAF B-24s.

29 May 44: bombed by 104 15th AAF B-24s – everything at the factory that had survived the previous raid was totally demolished in this attack.

30 May 44: bombed by 299 15th AAF B-24s as a final effort to make sure no more fighters could be assembled there.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.417-18 (21 Jan 43 updated to Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Wiener Neustadt/West (AUS) (a.k.a. Wöllersdorf): see Wiener Neustadt.

Wildon (AUS) (a.k.a. Bad Wildon, Bad Wildon-Hart?, Hart?) (46 53 N – 15 30 E)

General: field airstrip/practice field (Feldflugplatz/Arbeitsplatz) in SE Austria 22 km SSE of Graz. History: constructed following the Anschluss in March 1938 and ready by August 1939. Surface and Dimensions: grass surface. Infrastructure: none noted.

School Units: Arbeitsplatz for FFS A/B 123 (Graz) (1943-44).

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

Luftwaffe Airfields 1935-45

Wörthersee (AUS) (46 37 15 N – 14 14 30 E)

General: provisional seaplane anchorage (Seeflugstützpunkt) in Austria 5 (10?) km W of Klagenfurt at the E end of Lake Wörther. History: existed before the war and some training took place here in 1940. No further information or mention of wartime use by the Luftwaffe found.

Operational Units: none.

Station Commands: none.

[Sources: AFHRA A5258 p.436 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zeltweg (AUS) (a.k.a. Zeltweg-Rattenberg) (47 12 15 N – 14 44 40 E)

General: airfield (Fliegerhorst) in SE Austria 162 km SW of Vienna, 55 km WNW of Graz and 1.6 km N of Zeltweg.

History: pre-war Austrian Air Force military airfield built 1936-37. In use by the Luftwaffe following the Anschluss on 12 March 1938 and some additional infrastructure built. Served as a wartime training base. Became a temporary home field in 1945 for fighter and ground-attack units retreating from Hungary.

Dimensions: approx. 1,920 x 1,280 meters (2100 x 1400 yards) and roughly hexagonal in shape.

Surface and Runways: grass surface with a 1,100 meter (1200 yard) E/W paved (concrete?) runway, taxiway and perimeter track. Outfitted for night landings with flarepath, perimeter and obstruction lighting.

Fuel and Ammunition: both were available.

Infrastructure: had 8 hangars with paved aprons (2 very large and 6 large) grouped around the SE corner of the airfield with additional workshop and stores buildings close by. Barracks and admin buildings were off the NE end of the landing area. A rail branch with siding ran to the SE corner.

Dispersal: none observed in Jul 44.

Defenses: unknown.

Remarks: Zeltweg marshaling yards heavily bombed on 12 and 22 Mar and again, but to a lesser degree, on 1 and 2 Apr 45.

13 Sep 44: had a satellite field named **Zeltweg-Rattenberg** 2.8 km NW of the airfield that was used for glider training.

7 Apr 45: evacuated and personnel sent to fight as infantry in the Semmering area in E Austria.

Operational Units: Wekusta 76 (Oct 39 – c.Apr 40); 4.(F)/Aufkl.Gr. 11 (Apr 41); SG 10 (Mar-Apr 45); II./JG 52 (May 45).

School Units: FFS C Zeltweg, FFS C 11 then FFS B 11 (Apr 39 – Jan 45); Arbeitsplatz for FFS C Wiener Neustadt then FFS C 8 (1939-44); Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt); Arbeitsplatz (gliders) for FFS A/B 123 (Graz) (1943-44). Also: 1. Hungarian Flight School (Mar-May 45); 2. Hungarian Flight School (Mar-May 45); 3. Hungarian Flight School (Mar-May 45); Hungarian Ground-Attack School (Mar-May 45).

Luftwaffe Airfields 1935-45

Station Commands: Fl.Pl.Kdo. A 20/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 10/XVII (Apr 44 – Apr 45).

Kommandant (prior to the establishment of a numbered station command – not complete): Obstlt. Heinrich Benz (? - ?) 9/39.

Station Units (on various dates – not complete): Werft-Abt. (o) 10/XVII (1944-45).

[Sources: AFHRA A5258 pp.426-27, 435 (18 Jul 44 updated to 13 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zollfeld (AUS): see Klagenfurt-Zollfeld.

Zwölfaxing (AUS) (a.k.a. Wien-Zwölfaxing) (48 06 00 N – 16 28 10 E)

General: airfield (Fliegerhorst) in SE Austria 15 km SE of Wien (Vienna) and 1.2 km SE of the village of Zwölfaxing.

History: constructed after the Anschluss with brick buildings and barracks and inaugurated on 1 Nov 39. Taken over by Heinkel and the firm Wiener Neustadt Flugzeugwerk as a factory airfield (Industriehafen) for aircraft testing after the school departed in Aug 43.

Dimensions: approx. 1100 x 1190 meters (1200 x 1300 yards) and rectangular in shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: refueling points were at the NE corner and underground fuel storage tanks were at the SE corner along with the ammunition dump.

Infrastructure: there were 4 large hangars along the N boundary with paved hangar aprons, one of which was the main repair hangar. A fifth hangar had been dismantled. Additional workshop buildings were in the area with the hangars. Barracks, messes, officers' quarters and mess, station HQ, billeting for the training school, etc., all formed a compact group of buildings at the N end of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: details unknown.

Satellites and Decoys:

Zwölfaxing-Rauchenwarth (AUS) (48 04 40 N – 16 30 10 E).

Dummy 18 km SE of Vienna, 3.6 km SE of Zwölfaxing airfield and 1.6 km WSW of Rauchenwarth village. Mock-up included farm land measuring approx. 1190 x 1000 meters (1300 x 1100 yards) with 5 open aircraft shelters on the SE and SW boundaries of the field, each containing an aircraft replica. [Sources: AFHRA A5258 p.446 (19 Feb 44)]

Remarks:

15 Jan 43: a Ju 88 A-5 belonging to FFS C 6 flew into a hangar here and destroyed 11 x Ar 66Cs, 3 x Ar 96s and 2 x Fw 56s from FFS A/B 114 in the resulting explosion and fire (German sources).

8 Jul 44: airfield bombed by 104 15th AAF B-17 Fortresses – *claimed* 5 aircraft on the ground, several hangars, barracks and hits on the landing ground.

Luftwaffe Airfields 1935-45

26 Jul 44: airfield bombed by 68 15th AAF B-24s – *claimed* 1 aircraft on the ground and heavy damage to the target area.

7 Feb 45: airfield bombed by 19 15th AAF B-17s – *claimed* hits on 2 hangars, an admin building and the landing area.

3-5 Apr 45: taken by advancing Soviet troops.

Operational Units: Stab, I., III./KG 2 (Mar-Apr 41); 6./KG 2 (Mar-Apr 41); KGr. z.b.V. 102 (May 41).

School Units: FFS A/B 114 (Jan 40 – Aug 43);

Station Commands: Fl.Pl.Kdo. A 10/XVII (Jan 43 – Mar 44); Flugplatzkdo. Zwölfaxing of Fl.H.Kdtr. A(o) 3/XVII Parndorf (1944-45).

Station Units (on various dates – not complete): le.Hei.Flak-Bttr. 43/XVII (1944-45).

[Sources: AFHRA A5258 pp.428-29 (Jan 44?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]