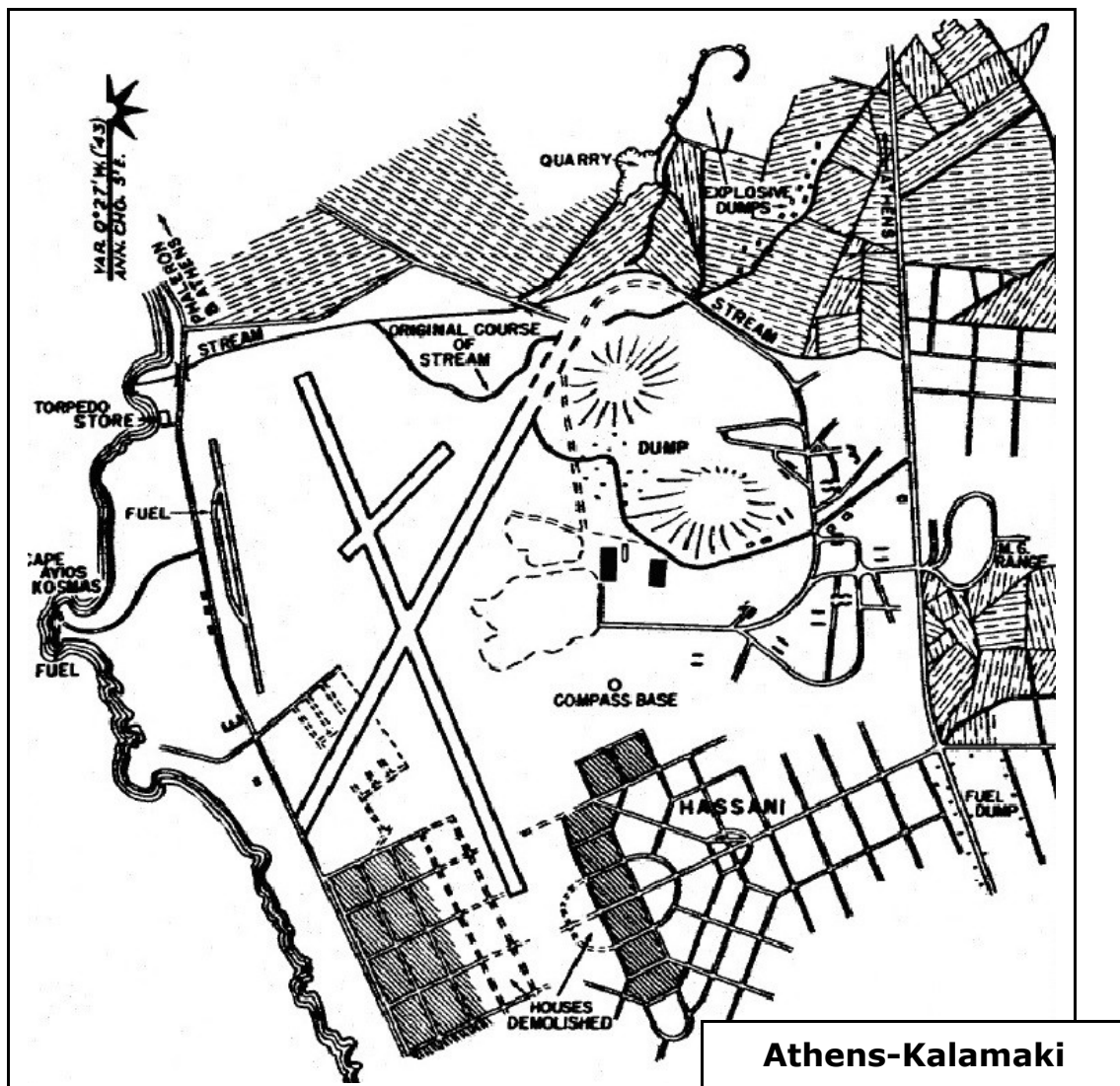


Luftwaffe Airfields 1935-45 Greece, Crete and the Dodecanese

By Henry L. deZeng IV



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Luftwaffe Airfields 1935-45

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Airfields

Greece, Crete and the Dodecanese

Introduction

Conventions

1. For the purpose of this reference work, "Greece" generally means the territory belonging to the country in October 1940 prior to the date of the invasion by Italian forces from Albania and the later German invasion and occupation of Greece. The Dodecanese and other traditionally Greek islands in Aegean are covered here even though they were ceded to Italy in July 1924 by the Treaty of Lausanne.
2. All spellings are as they appear in wartime German documents with the addition of alternate spellings where known. Place names in the Greek alphabet have been transliterated into the English equivalent as they appear on Google Earth, gazetteers and wartime documents.
3. It is strongly recommended that researchers use the search function if they do not find a particular airfield right away because each airfield and place name has alternate spellings, sometimes 3 or 4.
4. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

Before the invasion of Greece by the armies of Mussolini on 28 October 1940, the country had very few airfields capable of handling modern operational aircraft, the exceptions being Athens-Tatoi, Larissa and Salonika-Sedes. Immediately following Italy's attack, the Greek Royal Air Force began completing a rudimentary network of 25 auxiliary airfields to use as wartime landing grounds, forward airstrips and satellite fields. The British RAF arrived toward the end of 1940 and a few weeks later began developing airfields for its units, this mainly taking the form of extensions and improvements to existing landing grounds that included leveling, artificial drainage, building taxiways and approach roads. Prepared runways (not

Luftwaffe Airfields 1935-45

hard-surfaced) were laid down at most of these landing grounds while Athens-Eleusis, Agrinion and Araxos received permanent, hard-surfaced runways. Time constraints prevented doing more.

The Greek mainland was mostly in German hands by the end of April 1941 and they built 3 new airfields in preparation for the airborne invasion of Crete on 20 May: Topolia, Molaoi on the Peloponnese (Peloponnesus) and on the island of Milos in the Aegean. Once Crete had been secured at the end of May, the majority of German air power in Greece departed to prepare for the attack on the Soviet Union. The remaining Luftwaffe air units pulled back to the Athens area where extensive improvements were made to Athens-Eleusis and Athens-Kalamaki on the mainland and to Malemes, Heraklion and Kastelli on Crete where a new airfield was also built at Tympakion.

Otherwise, airfield construction and improvements in occupied Greece for the next two years was uninspiring, mostly minor and carried out at a leisurely pace. The Allied invasion of Sicily and then the Italian mainland produced a sharp increase in airfield building and improving across the entire Balkans with Greece being no exception. While a number of new landing grounds, satellites and dispersal fields were hurriedly established, only a few new airfields were built, most notably Salonika-Mega, Gida and Messini. The remainder of the work was in the form of improvements to existing air bases. Some of this work was still underway when the Germans decided to withdraw from Greece in late summer 1944.

Airfields Listed

A total of 96 airfields, landing grounds, satellites, emergency landing grounds, seaplane stations and seaplane anchorages are listed below.

A

Adamos (GR): see Milos.

Afiartis (GR/Dodecanese) (a.k.a. Afiarti) (35 25 05 N – 27 09 15 E)

General: landing ground in the Dodecanese at the SW tip of Scarpanto (Karpathos) Island which lies directly between Crete and Rhodes. History: built during 1938-40. Used by Luftwaffe fighters and dive-bombers in May 1941 during the invasion of Crete. Rarely used after that except as a stopover or an emergency landing ground. Surface and Dimensions:

Luftwaffe Airfields 1935-45

natural sand and crushed stone surface measuring approx. 915 x 775 meters (1000 x 850 yards) with a very irregular shape. Fuel and Ammunition: Infrastructure: no hangars or identifiable workshops but there were 5 small buildings off the NE perimeter. Additionally, 3 more small buildings about 1 km N of the landing ground were believed to have been used for accommodation purposes. Dispersal: 3 aircraft blast shelters on the N boundary and about 4 more in the scrub off the landing area were available for dispersing aircraft. Defenses: had 8 heavy and light Flak positions with a total of 31 to 33 gun emplacements.

Remarks:

24 Apr 43: new construction work on the landing area seen to be underway and 8 more aircraft shelters had recently been completed bringing the total to around 15.

Operational Units: all or part of III./St.G. 2 (May 41).

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.555-58 (19 Jan 43 updated to 24 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Agrinion (GR) (c. 38 36 50 N – 21 23 00 E)

General: airfield (Fliegerhorst) in SW Greece 217 km WNW of Athens and 2 km SW of Agrinion city center.

History: a former Greek civil airport that was taken over by the RAF in spring 1941. The British built the NW/SE runway and made other improvements before they had to evacuate Greece in late April 1941. Italian single-engine tactical reconnaissance aircraft reportedly used it occasionally from 1941-43.

Dimensions: approx. 1005 x 410 meters (1100 x 450 yards).

Surface and Runways: soft, grass-covered sandy clay surface along both sides of the completed British and Greek built permanent (concrete?) runway which was 1100 meters (1200 yards) in length and aligned NW/SE. A second runway, still under construction in late June 1943, had a planned length of 870 meters (950 yards) with an E/W alignment. The two runways connected at the apex to form a "V". The composition of these runways was not given.

Fuel and Ammunition: there was a fuel dump and an ammunition dump off the W and E boundaries, one with 14 blast protected units and the other with 12.

Infrastructure: had 2 small buildings just S of the runway intersection and a tent encampment c. 1000 meters E of the landing area. A narrow gauge railway connected the N boundary of the airfield to Agrinion.

Dispersal: a Southeast dispersal had parking sites for 8 aircraft and the Southwest dispersal was built in summer 1943 and initially had 15 aircraft parking sites but no shelters. Both dispersals were connected to the runways by taxiway.

Luftwaffe Airfields 1935-45

Defenses: no information found.

Remarks:

28 Aug 43: reconnaissance photos showed no progress being made on the runway still under construction and had it had not yet been surfaced.

17 Nov 43: reconnaissance observed undetonated charges placed along the runway in preparation for demolition.

Operational Units: 3./NAGr. 2 (Jun-Sep 43?); detachment of IV./JG 27 (Jul-Sep 43); II./St.G. 3 (Sep 43).

Station Commands: an unnumbered Fl.Pl.Kdo. C of Fl.H.Kdtr. E 18/XVII Araxos (Aug-Oct 43); Fl.H.Kdtr. E 20/XII (Nov 43 - Feb 44); Fl.Pl.Kdo. C 3/XVII (Feb-Mar 44); Flugplatzkdo. Agrinion of Fl.H.Kdtr. E(v) 208/XVII Megara (Apr-Sep 44).

Station Units (on various dates – not complete): Koflug 7/VI (Sep-Nov 43); le.Feldwerft-Zug 12/70 (Sep 43); 14.(Flum.)/Ln.-Rgt. 40 (1943-44); Ln.-Betr.Zug z.b.V. 6 (Sep-Nov 43); Ldssch.Zug d.Lw. 1/IV (elements) (Jun 43 - ?); Ldssch.Zug d.Lw. 289/VI (Sep 43, Mar 44); Ldssch.Zug d.Lw. 433/VI (? – Nov 43).

[Sources: AFHRA A5262 pp.301-03 and pp.415-16 (23 Jul 43 updated to 17 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alexandroupolis (GR) (c. 40 51 10 N – 25 56 30 E)

General: emergency landing ground in NE Greece 256 km E of Salonika and 6.5 km ENE of the port of Alexandroupolis. History: reportedly laid out in spring 1943. Surface and Dimensions: no information found.

Infrastructure: no information found.

[Sources: AFHRA A5262 p.383 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Almirós (GR) (a.k.a. Almyros) (39 12 40 N – 22 42 25 E)

General: field airstrip (Feldflugplatz) then emergency landing ground in eastern Greece 58 km SSE of Larissa and 5.5 km NW of Almiros town center.

History: a small pre-war landing ground that was being developed for military use in early 1941. RAF bombers were based here in early April.

The Luftwaffe captured it in mid-April during the advance through Greece and used it as a fighter field. No record found of Luftwaffe units being based here after May 41. Surface and Dimensions: a good (but dusty) level landing area measuring approx. 1300 x 350 meters. Infrastructure: no hangars and no accommodations or buildings of note.

Remarks:

Apr-May 41: in an inspection of 10 May, the Luftwaffe thought it would make a good emergency landing ground for bombers provided lighting was installed.

4 Aug 43: reconnaissance photos showed the landing area to be under cultivation.

Operational Units: Stab, III./JG 77 (Apr 41); II./JG 77 (Apr-May 41).

Station Commands: none identified.

Luftwaffe Airfields 1935-45

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

[Sources: AFHRA A5262 p.304 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Amfiklia (GR) (a.k.a. Amphiklia, Amfikleia, Dadion) (38 39 35 N – 22 35 40 E)

General: landing ground in SE Greece 124 km NW of Athens and 2.5 - 3 km N of Amfikleia town center. History: set up by the Greeks in 1940, used by the RAF in 1941 and seized by the Luftwaffe in the second half of April 1941. German fighters used it during the advance on Athens and a transport unit was based here for the invasion of Crete in May 41. Subsequently fell into disuse and inactivated. Surface and Dimensions: turf on clay and gravel soil with 2 airstrips, one 1000 x 275 meters (1100 x 300 yards) and the other 870 x 275 meters (950 x 300 yards). Infrastructure: no hangars, workshops or permanent buildings, but did have 3 small huts and some air raid shelters in Apr 41. The Germans set up 24 large tents and an unknown number of smaller ones during the May-Jun 41 occupation of the landing ground. A single-track rail line paralleled the SW side of the field.

Defenses: there were concealed Flak positions and concrete bunkers along the tree line on the boundary.

Remarks:

Jul 43: believed to have been plowed up or otherwise obstructed.

Operational Units: Stab/KG z.b.V. 1 (May 41); KGr. z.b.V. 106 (May-Jun 41).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.326 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Antimachia (GR/Dodecanese) (a.k.a. Andimákhia) (36 47 49 N – 27 05 21 E)

General: landing ground on Cos (Kos, Coos, Nisos-Kos) Island in the Dodecanese in the eastern Aegean, 2 km SSW of the village of Antimachia. History: established in 1940. The Italians kept a few Fiat C.R. 42 biplane fighters here until Italy surrendered in September 1943. The Luftwaffe maintained a station custodial detachment here from Sep 43 to Sep 44, but no record has been found of any air units being based here. Surface and Dimensions: sandy surface measuring approx. 1100 x 410 meters (1200 x 450 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: brought in as needed. Infrastructure: no hangars. Had 5 small huts between 2 dispersal bays on the E boundary. Another 6 huts were at the bottom of a ravine just off the E boundary. Dispersal: there were a total of 9 aircraft blast shelters on all 4 sides of the landing ground.

Remarks:

19 Nov 43: 1 Ju 52 transport and 1 Ju 87 dive-bomber were visible on the landing ground.

Luftwaffe Airfields 1935-45

16 Mar 44: landing area shown to be in the process of being extended to the S with work continuing on the N end.

4/5 Jun 44: landing ground shot up by a Beaufighter intruder – claimed 1 x Ju 52 destroyed and 2 more damaged, all on the ground.

Operational Units: none identified.

Station Commands: Platzkdo. of Fl.Pl.Kdo. C 26/IV Gadurra (1943 – Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 106/XVII (Apr-Sep 44).

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

[Sources: AFHRA A5260 pp.528-31 (14 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Araxos (GR) (e. Áraxos) (38 10 10 N – 21 24 30 E)

General: airfield (Fliegerhorst) on the NW Peloponnesus Peninsula 202 km W of Athens, 29 km WSW of Patras and 1.5 km SE of Araxos village.

History: built by the RAF but left unfinished when Greece was evacuated in spring 1941. It was mainly used by Italian fighters to protect the Corinth Canal and fly cover for convoys in the Ionian Sea and along the coast during 1941 and 1942. The Luftwaffe based small number of fighters and single-engine reconnaissance aircraft here from mid-1943 to the end of the year.

Dimensions: large but ill-defined.

Surface and Runways: sandy, lime-rich clay and marshy pastureland that became boggy after rain. There were 2 intersecting concrete runways each approx. 1190 meters (1300 yards) in length, one aligned N/S and the other E/W. The E/W runway was still being built and was only partially serviceable on 7 May 1943. At least one of the runways was built by the Brits and Greeks and completed just prior to the German invasion in April 1941.

Fuel and Ammunition: bulk storage facilities for fuel and ammunition had been dug into a hillside 2.5 km NW of the airfield and connected to it by a rail track of the type used in mining. A probable refueling loop with a paved hardstand, underground fuel tanks and fuel stored in barrels was 300 meters E of the E/W runway. A large ammunition dump consisting of huts and storage pits was located on both sides of the road 2 km NNE of the airfield.

Infrastructure: no hangars reported. A large "L" shaped building and several huts were a short distance off the SE side of the landing area, 4 small buildings were off the N side and a single building was in the Northwest dispersal area. Personnel were accommodated in settlements and farms along the main road running NE from the airfield.

Dispersal: aircraft parked in the Northwest dispersal area and along the perimeter track on the E side of the airfield. Collectively, there were a total of 36 single standings and 24 double standings.

Defenses: the airfield was protected by at least one heavy Flak position for 4 guns and 6 light Flak positions designed for a total of 16 guns.

Remarks:

22 Jan 41: runway under construction and partly completed.

Luftwaffe Airfields 1935-45

3 Nov 43: bombed by 45 B-25 Mitchells escorted by 47 P-38 Lightnings – claimed 8 aircraft destroyed or damaged on the ground along with numerous hits on the dispersal areas.

Operational Units:

Italian (Regia Aeronautica): 7^o Gruppo Comb (Jul-Sep 42); 18^o Gruppo CT (Dec 41- Apr 42); 150^o Gruppo CT (1941); 151^o Gruppo CT (Aug-Nov 42).

Luftwaffe: 2./NAGr. 2 (Jul-Sep 43); Stab/NAGr. 2 (Sep 43); detachment of IV./JG 27 (Jul-Sep 43); detachment of III./JG 27 (Dec 43).

Station Commands: Flughafen-Stützpunktkommando Araxos (Dec 41 – Dec 42); Fl.Pl.Kdo. C 2/XVII (c.Jan – Aug 43); Fl.H.Kdtr. E 18/XVII (Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 206/XVII (Apr-Sep 44).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 1/IV (elements) (Jun 43 - ?); Ldssch.Zug d.Lw. 433/VI (Nov 43 – Feb 44); Ldssch.Zug d.Lw. 58/XII (Nov 43 – c.Feb 44).

[Sources: AFHRA A5262 pp.305-07 (8 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Argos/Süd (GR) (a.k.a. Árgos) (a.k.a. Argos/South) (37 39 20 N – 22 42 20 E)

General: landing ground (Landeplatz) on the NE Peloponnesus Peninsula in S Greece 96 km SW of Athens and 4 km NW of Argos town center. There were two landing grounds: Argos/South was the principal landing ground and Argos/North as a satellite.

History: a former landing ground and training field of the Greek Air Force which was briefly used by RAF fighters during late April 1941, captured by the Germans a few days later, and immediately extended in preparation for the invasion of Crete on 20 May 1941 with several hundred aircraft there during May and June. After that, it was used occasionally by Italian and German planes until May 43 when it was re-activated to full operational status.

Dimensions: the boundaries were ill-defined but were at least 1045 x 870 meters (1140 x 950 yards).

Surface and Runways: grass surface with natural drainage. No paved runway.

Fuel and Ammunition: there were 2 dumps for fuel, ammunition and other supplies – (1) 1325 meters SE of the landing ground that consisted of widely dispersed stacks; (2) 2300 meters SE of the landing ground near 4 huts in an olive grove.

Infrastructure: no hangars, but there were 2 huts off the NE side of the landing ground that may have been used as workshops. Aside from 8 huts, 6 of which are noted above, there were no other structures.

Dispersal: no organized dispersal facilities. Aircraft parked all over the landing area with no discernable pattern.

Luftwaffe Airfields 1935-45

Defenses: in Jun 43 there were 2 heavy Flak positions for 4 guns each, and 3 light Flak positions for 6 guns. Ground strongpoints and firing positions around the perimeter were under construction.

Satellites and Decoys:

Argos/Nord (37 42 30 N – 22 42 55 E), satellite field for Argos/Süd 8.25 km N of Argos town center and 5.5 km N of Argos/Süd landing ground. Laid out and used in May-Jun 41 by the many aircraft employed in the invasion of Crete. Had a grass surface measuring approx. 1005 x 245 meters (1100 x 270 yards). No permanent buildings. Services and support provided by Argos/Süd. No organized dispersal. Aircraft parked randomly off the landing area.

Remarks:

23 Apr 41: described as a small field surrounded by olive groves that grew too close to the edges of the landing area, but at the same time offered good concealment (but not good enough) for the aircraft that parked among the trees. Attacked by some 40 Bf 110s which claimed 53 RAF and Greek aircraft destroyed on the ground. The RAF admitted to 13 Hurricane fighters totally destroyed. The landing ground was evacuated by the Greeks and British that same evening.

5 May 41: extension and development of provisional runways being carried out by a Lw.-Bau-Btl.

17 May 41: low-level attack by the RAF Beaufighters – 7 x Bf 110s from I./ZG 26, 4 x Bf 110s from II./ZG 26, 1 x Bf 110 from II./ZG 76 destroyed or shot up and damaged, some severely.

21 Jun 43: visible on the landing ground were 32 Ju 87s, 1 Fi 156 and 3 DFS 230 gliders.

4 Oct 43: air attack – 1 x Bf 109 G-4 from 2./NAGr. 2 destroyed on the ground.

5 Oct 43: partisan attack - 2 x Ju 87 D-3s blown up by explosives and badly damaged during a night raid on the airfield by Greek partisans.

17 Oct 43: visible on the airfield - 22 fighters, 1 Ju 87, 2 transports, 2 gliders and 2 unidentified a/c.

Operational Units: Stab, I., II./ZG 26 (May-Jun 41); II./ZG 76 (May-Jun 41); Stab, I., II., III./St.G. 1 (May-Jun 41); Stab, I./St. G. 2 (May 41); Stab, I./St.G. 3 (May-Jun 41); Stab, II., III./St.G. 77 (May-Jun 41); Stab/NAGr. 2 (Jun-Aug 43); 2./NAGr. 2 (Jul-Nov 43); 13./St.G. 151 (Sep 43); III./JG 27 (Sep-Nov 43); Stab, II./St.G. 3 (Oct 43); Stab/SG 3 (Oct-Dec 43); II./SG 3 (Oct-Nov 43).

Station Commands: Fl.H.Kdtr. E (mot) 61/XI (May 41); Flughafen-Stützpunktkommando Argos/Süd (Dec 41 – Dec 42); Fl.PI.Kdo. C 1/XVII Argos/South (Dec 42 – Aug 43); Fl.H.Kdtr. E 22/IV (Sep 43 – Apr 44); Fl.H.Kdtr. E(v) 205/XVII (Apr-Sep 44).

Station Units (on various dates – not complete): 2./Ln.-Flugmelde-Abt. Südgriechenland (fall 41); 21.(schw.Flum.)/Luftgau-Nachr.Rgt. Südost

Luftwaffe Airfields 1935-45

(c.Dec 41 – Dec 42); elements of Lw.-Bau-Btl. 21/III (Nov 43); Nachschub-Kol. d.Lw. 2/I (1941-42); Ldssch.Zug d.Lw. 227/VI (1942 – Apr 43); Ldssch.Zug d.Lw. 284/XI (Jun 43 – Sep/Oct 44); half of Sanitätsbereitschaft d.Lw. 2/I (May 41).

[Sources: AFHRA A5262 pp.308-10 (6 Jul 43, 7 Jul 43 and updated to 16 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Atalanti (GR) (a.k.a. Atalante, Atalandi) (38 39 56 N – 23 03 50 E)

General: emergency landing ground in SE Greece 95-96 km NNW of Athens and 6 km ENE of the town of Atalanti. History: built pre-war. Surface and Dimensions: good grass landing area measuring approx. 500 x 400 meters (c. 550 x 450 yards). Infrastructure: had 1 large shed and 3 small huts at the NW corner.

Remarks:

Apr-May 41: used for a few weeks by the Luftwaffe during the advance through Greece, but not after that. Characterized as being unsuitable for bomber units but a useful emergency landing ground for Ju 52s.

2 Aug 43: no indication of recent activity reported.

[Sources: AFHRA A5262 p.383 and p.391 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; BNA HW 5/14; web site ww2.dk]

Athens (GR) (37 58 N – 23 43 E)

Lw. Garrison and Station Units (Lw. units stationed in and around the capital of Greece on various dates – specific airfield not identified):

Commands, Servicing, Repair (Stäbe, Wartungs, Instandsetzungs):
Stab/VIII. Fliegerkorps (Apr-May 41); Stab/X. Fliegerkorps (A-Kaphissia, Jun 41 – Mar 42; Jul 43 – Feb 44); Stab/XI. Fliegerkorps (May-Jul 41);
Luftwaffenkdo. Südost (A-Kaphissia, Jan-Jun 43); Stab/Luftgaukdo. Südost (Apr 41 – May 43); Luftgaustab Griechenland (Feldluftgaukdo. XXIX (Jun 43 – Feb 44); Befehlshaber der deutschen Luftwaffe in Südgriechenland (c.fall 41 – Feb 44?); Kommandierender General der deutschen Luftwaffe in Griechenland (A-Kaphissia, Feb-Oct 44); Gen.Kdo./X. Fliegerkorps (elements) (Apr 44); Stab/Fliegerführer Irak (May-Jun 41);
Stab/Jagdfliegerführer Griechenland (c.Jun 43 – Jan 44); Koflug 5/IV (Aug 41 – Oct 44); 132. Flugh.Betr.Kp. (Qu) (Apr 44); Feldwerft-Abt. (mot) Tropen II (elements) (Apr 44); Frontreparaturbetrieb GL 3156 (BMW) (Mar 42); Frontreparaturbetrieb GL 3258 (Jumo) (Jan 42 – 1943/44); Frontreparaturbetrieb GL 3655 (1942-44); Frontreparaturbetrieb GL 3757 (Mar 42).

Antiaircraft (Flak): Stab/19. Flak-Div. (Nov 43 - Oct 44); Flak-Rgts.Stab 201 (mot) (Jun 41, Apr 44); II./Flak-Rgt. 12 (Jun-Aug 41); 3./Flak-Rgt. 28 (Apr 44); schw.Flak-Abt. 432 (Sep 41 – 1943); Stab, 1., 2./Flakscheinw.Abt. 449(v) (Apr 44); Ie.Flak-Abt. 754 (Sep 43, Feb 44); schw.Flak-Abt. 804 (Sep 41 – Sep 44); Res.Flak-Abt. 805 (Nov 41 – Sep 42); 1./Luftsperr-Abt. 110 (Sep 43); Aussenstelle Athen/Feld-FAS (Süd) 21 (Apr 44); Flak-Trsp.Btr. 41/III (Jan 43); Flak-Trsp.Btr. 42/III (mot) (Apr 44); Flak-Trsp.Btr. 107/IV

Luftwaffe Airfields 1935-45

(mot) (Apr 44); Flak-Trsp.Bttr. 21/XII (mot) (Apr 44); Flak-Auswertezug 201 (Apr 44); Stab/Kdr.d.Flak-Instandsetzungs-Abt. 102/XVII (Apr 44); Flak-Sondergerätwerkstatt A (mot) 1/IV (Apr 44); Flakwaffen-Instandsetzungswerkstatt 101/VIII (Apr 44); Flak-Geräteausgagestelle (mot) 2/III (Apr 44).

Air Force Signals (Luftnachrichten): Stab and I.(Betr.)/Ln.-Rgt. 38 (May 41); Stab, I. and II./Luftgau-Nachr.Rgt. Südost (fall 41 – Dec 42); Stab and I./Ln.-Rgt. Südost (Jan-Jul 43); Stab II., 5./Ln.-Rgt. 12 (Jan 42); Stab, I. (Betr.), II.(Feldfernkabel-Bau) and III./Ln.-Rgt. 40 (Jun 41 – Sep 44); Ln.-Abt. Südgriechenland (c.Oct-Dec 41)?; Stab and Geräte-Kol./Ln.-RV-Abt. (mot) z.b.V. 3 (Sep 43 – Oct 44); Ln.-Funkhorch-Abt. Südost (Loutsas, Jun 42 – Oct 43); Ln.-RV-Betr.Personal-Kp. z.b.V. 1 (Mar 42 – Sep 44); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 6 (summer 42 – Oct 44); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 8 (summer 42 – Oct 44); Ln.-Betr.Kp. (mot) 139 (Nov 43 – Oct 44); Flughafenbereich-Ln.-Kp. z.b.V. 10 (Sep 41, Mar 42, Apr 44); elements of Ln.-Verbindungs-Kp. z.b.V. 4 (1943-44); Ln.-Betriebszug (mot) z.b.V. 9 (Feb, Apr 44); Ln.-Ausbau-Stab 9 (1942-43); Ln.-Ausbau-Kp. 9 (1942-43); Sammel-u.Instandsetzungsstelle für Funkmessgeräte 1/XVII (Apr 44); Ln.-Instandsetzungswerkstatt (Apr 44); Ln.-Reparatur-u.Sammelstelle für Bordfunkgeräte 1/IV (Apr 44); Ln.-Frontreparaturbetrieb 5/VI (c.1943-44).

Construction (Bau): Lw.-Feldbauamt I (Feb, Apr 44); Feldbauleitung d.Lw. 100 (Apr 44).

Supply Services (Nachschubdienste): Nachschubleitstelle d.Lw. Athen (1944); Feld-Luftmunitionslager 2/VI (1943); Flieger-Geräteausgabe- und Sammelstelle 7/VI (Piraeus – Mar 43); Flieger-Geräteausgabestelle (mot) 102/VI (Sep 43 – Sep 44); Flieger-Geräteausgabe- und Sammelstelle 4/XVII (1942 – Oct 44); Munitionsausgabestelle d.Lw. 15/VII (mid-1944); Munitionsausgabestelle d.Lw. 16/VII (1943-44); Nachschub-Kp. d.Lw. 15/VI (mid-42 – Sep 44); Nachschub-Kp. d.Lw. 6/VII (Oct 43 – Mar 44); Nachschub-Kp. d.Lw. 2/XI (Mar 42); Nachschub-Kp. d.Lw. 1/XIII (- Dec 42).

Ground Transport (Transportkolonnen): Nachschubkolonnen-Abt. d.Lw. Südost (Jul 41); Nachschubkolonnen-Abt. d.Lw. 4/XVII (Apr, Oct 43); m.Flieger-Betriebsstoff-Kolonnen 19/VI (1942); Flug-Betr.St.Kol. 513/VI (Apr 44); Trsp.Kol. d.Lw. 30/IV (Jan 43); Trsp.Kol. d.Lw. 106/IV (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 107/IV (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 109/IV (Apr 43 - ?); Trsp.Kol. d.Lw. 110/IV (Apr 43 – Apr 44); Trsp.Kol. d.Lw. 111/IV (Apr 43 – Apr 44); Trsp.Kol. d.Lw. 112/IV (Apr 43 – Apr 44); Trsp.Kol. d.Lw. 113/IV (Apr 43 – Apr 44?); Trsp.Kol. d.Lw. 114/IV (Apr 43 – Jun 44); Trsp.Kol. d.Lw. 115/IV (Apr 43 – c.Jun 44); Trsp.Kol. d.Lw. 35/VII (Jan 43); Trsp.Kol. d.Lw. 116/VII (1943-44); Trsp.Kol. d.Lw. 26/XI (1941 – Mar 43); Trsp.Kol. d.Lw. 102/XI (Apr 43 – Sep 44); Trsp.Kol. d.Lw. 114/XII (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 115/XII (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 120/XII

Luftwaffe Airfields 1935-45

(Apr 44); Trsp.Kol. d.Lw. 101/XVII (A-Allissida - Apr 43 - c.Sep 44););
2.Kp./NSKK-Rgt. d.Lw. 4 (Apr 44); Traktoren-Zug d.Lw. 16/III (Apr 44);
Kdr.d.Kfz.Instandsetzungs d.Lw. 6/III (Aug 43, Apr 44);
Kdr.d.Kfz.Bestandbezirk d.Lw. 1/IV (Apr 44); Kfz.Bestandelager d.Lw.
1/IVa (Apr 44); Kfz.Geräteausgabestelle d.Lw. 2/VI (Oct 43);
Kfz.Sammelstelle d.Lw. 1/IV (Apr 43); Kfz.Werkstattzug d.Lw. 102/IV (1943
- Sep 44); Kfz.Werkstattzug d.Lw. 103/IV (1943-44); Kfz.Werkstattzug
d.Lw. 101/VII (Mar 42 - c.Oct 43); Kfz.Werkstattzug d.Lw. 102/VII (Mar 42
- c.Apr 44); Kfz.Instandsetzungszug d.Lw. 9/VII (? - Oct 44);
Kfz.Werkstattzug d.Lw. 103/XI (? - Oct 44); Kfz.Instandsetzungszug d.Lw.
(mot) 11/XVII (Apr 44); Kfz.Reifeninstandsetzungszug (mot) d.Lw. 1/III
(Apr 44).

Ground Defense, etc. (Landeschützen, usw.): Wach-Btl. d.Lw. O.B.S.
IV (c.Nov 42 - May 43); Transport-Begleit-Kp. d.Lw. 6/XVII (? - Oct 44);
Ldssch.Zug d.Lw. 304/VI (Aug 41 - ?); Ldssch.Zug d.Lw. 355/VI (1941-43);
Ldssch.Zug d.Lw. 365/VI (A-Bojati, 1942 - Apr 43); Ldssch.Zug d.Lw.
366/VI (Loutsas, Mar 42 - Oct 44); Ldssch.Zug d.Lw. 25/XI (Mar 44);
Ldssch.Zug d.Lw. 196/XIII (Rouf Kaserne, 1943-44); Ldssch.Zug d.Lw.
3/XVII (Glyfada/Glifádha, 1941); Ldssch.Zug d.Lw. 133/XVII (Rouf Kaserne,
1943-44).

Medical Services (Sanitätsdienste): Lw.-Lazarett Athen (1941/42 - Oct
43); Sanitätsbereitschaft (mot) d.Lw. 4/I (May 41); Sanitätsbereitschaft
(mot) d.Lw. 2/II (May 41); Sanitätsbereitschaft (mot) d.Lw. 3/VIII (Jun 41);
Sanitätsbereitschaft (mot) d.Lw. 9/III (Apr 43 - Feb 44); Lw.-
Sanitätsbereitschaft (mot) 11/III (Oct 43 - Sep 44); Sanitätsbereitschaft
(mot) d.Lw. 2/IV (Aug 41); Sanitätsbereitschaft (mot) d.Lw. 6/IV (Sep 43
- ?)?; Kleine Zahnstation d.Lw. 4/XVII (May 41, Sep 44).

Other (sonstige, verschiedene): Luftzeugstab 13 (Jul 41 - 1942);
3.Kp./Lw.-Berge-Btl. IX (c.Sep 43 - 1944); Verbindungsstelle GL
Griechenland (Mar 42, Mar 43); Lw.-Kriegsberichter-Kp. 7 (1941-43)?; Lw.-
Kriegsberichterzug 17 (Apr 44); Lw.-Kriegsberichterzug 18 (Apr 44);
Wetterberatungszentrale d.Lw. 2/III (Feb 43).

Athens-Eleusis (GR) (a.k.a. Elefsis, Elevisis) (38 04 00 N - 23 33 10 E)
General: airfield (Fliegerhorst) in S Greece 18 km WNW of Athens and 3
km NNE of Eleusis (Elefsina).

History: built 1938-40, further developed by the RAF between fall 1940 and
spring 1941 then taken over by the Luftwaffe 27-30 Apr 41. The Germans
subsequently extended the RAF-built 1370 meter (1500 yard) concrete
runway. Eleusis played a major role in the invasion of Crete, the air war
over the eastern Mediterranean and North Africa to Oct 44.

Dimensions: approx. 1830 x 1050 meters (2000 x 1150 yards).

Surface and Runways: grass surface that became waterlogged during heavy
rain. Had a single British and Greek built concrete and tar runway 2010
meters (2200 yards) in length and aligned N/S. A broad taxiway some

Luftwaffe Airfields 1935-45

1000 meters (1100 yards) long crossed the northern part of the runway on a NW/SE alignment and could be used as a second runway if needed. A perimeter road ran along the W, S and E sides of the airfield. Equipped with runway illumination and a beam approach system.

Fuel and Ammunition: refueling points were along the taxiway to the E of the runway and the underground fuel storage tanks were just NW of the N end of the runway. The airfield had some 7 bomb, aerial mine and ammunition dumps and storage sites scattered around all 4 sides of the perimeter. The largest one had at least 43 bunkers and was off the NW corner.

Infrastructure: had 3 large triple bay hangars in a row sitting on a wide concrete apron along the N end of the W boundary and 1 small hangar just N of these. The triple bay hangar in the middle was occupied by Junkers where the firm did complete overhauls and manufactured spare parts. Additionally, a small double hangar that was used for repairs was located outside the N boundary. Station HQ, admin offices and the officers' mess were in a building 275 meters W of the N end of the triple bay hangars. The barracks, photographic lab and other facilities were in a group of buildings 450 meters W of the S end of the triple bay hangars. Other airfield service and support facilities were located in the numerous small buildings and huts scattered around and off the perimeter. A meter-gauge single-track rail line served Eleusis.

Dispersal: the 3 dispersal areas – Northeast, Southeast and Southwest – had a total of 21 double bay aircraft shelters with 11 more under construction in Apr 43. Aircraft also parked along the W perimeter.

Defenses: protected by 6 heavy Flak positions with platforms for 26 guns and 6 light Flak positions with sites for 17 guns. The airfield was also surrounded by barbed wire.

Satellites and Decoys:

Eleusis/Ost (??), a satellite strip or dispersal field immediately NE of the nearby village of Kalyvia (Kalivia) that was connected to Eleusis by a taxiway. It was under construction in March 1944 with a planned runway of approx. 1830 meters (2000 yards).

Remarks:

8 Jul 41: bombed – 1 x Ju 88 A-5 from 5./LG 1 damaged on the ground.

17 Aug 41: bombed – 5 x Ju 88 A-5s from I. and II./LG 1 destroyed (3) or damaged (2) on the ground.

27 Jun 43: bombed by 24 B-24 Liberators – 2 x Ju 88 A-4s and 1 x He 111 from I. and II./LG 1, 2 x Ju 88 C-6s from 11./ZG 26, 1 x He 111 H-6 from Erg.St./KG 100 and 1 x Kl 35 from Stab/St.G. 3 destroyed (5) or badly damaged (2), and some 23 other aircraft lightly damaged; 2 hangars set on fire and 2 barracks damaged.

Luftwaffe Airfields 1935-45

22 Sep 43: bombed by B-24 Liberators – 1 aircraft destroyed and 7 damaged, including 1 x He 111 H-11 from Erg.St./KG 100 slightly damaged on the ground; slight damage to buildings; 1 German KIA, 4 WIA and 2 MIA.

8 Oct 43: attacked by 48 B-25 Mitchells dropping fragmentation bombs – 3 x He 111s from Erg.St./KG 100 damaged (incomplete German sources). The Mitchell crews claimed the destruction of many dispersed aircraft and base infrastructure set on fire.

17 Oct 43: visible on the airfield - 1 fighter, 1 Ju 87, 2 He 111s, 37 Ju 88s, 1 transport and 1 glider.

15 Nov 43: bombed by 46 B-24s escorted by 36 P-38 Lightnings – 11 x Ju 88As from Einsatz-Kampfgruppe Ju 88/Chef Ausbildungswesens destroyed (1) or damaged (10) on the ground. The landing area and aircraft dispersals were cratered.

16 Nov 43: bombed by 84 B-25 Mitchells from NATAF, mainly dropping fragmentation bombs – claimed direct hits on hangars and runways, with at least 5 aircraft including 2 x Ju 88s and a large transport destroyed on the ground; 2 KIA and 9 WIA.

17 Nov 43: bombed by 41 B-17s - 1 x Ju 88 A-14 from II./KG 51 and 4 x He 111s from Erg.St./KG 100 destroyed (3) or damaged (2) on the ground. A hangar, a workshop and an admin building were damaged and the landing area cratered.

18 Nov 43: bombed by 50 B-17s - 2 x He 111 H-6s from Erg.St./KG 100 damaged on the ground plus most of the remaining aircraft belonging to Einsatz-Kampfgruppe Ju 88/Chef Ausbildungswesens were destroyed which resulted in the Gruppe being disbanded two days later.

6 Dec 43: bombed by 45 B-24s escorted by 38 P-38 Lightnings – 4 x Ju 88 A-4s from I./LG 1 destroyed or damaged on the ground.

8 Dec 43: bombed by 61 B-17s – claimed 12 aircraft destroyed on the ground, damage to a hangar and a portion of the landing area cratered.

14 Dec 43: bombed by 31 B-17s escorted by 36 P-38s – damage minimal as only 4 of the bombers dropped their bombs.

20 Dec 43: bombed - 109 B-17s escorted by 66 P-38 Lightnings attacked the airfield but met with heavy fighter opposition – claimed 4 twin-engine aircraft destroyed, damage to hangars and dispersal areas and the landing area cratered.

21 Jan 44: a satellite named Eleusis/Ost was under construction.

14/15 Sep 44 (night): attacked by 36 bombers – claimed 3 aircraft destroyed on the ground and several others damaged; target well covered.

15 Sep 44: bombed by 54 B-24s – claimed 15 aircraft destroyed on the ground including several Ju 52s and the runway cratered.

24 Sep 44: bombed by 52 B-24s – claimed 8 aircraft destroyed on the ground and damage to dispersal areas, a taxiway and an admin building.

9/10 Oct 44 (night): bombed by RAF Wellingtons – claimed hits in the landing area and on hangars and buildings.

Luftwaffe Airfields 1935-45

12-13 Oct 44: evacuated by the Luftwaffe.

Operational Units: Stab, II., III./JG 27 (Apr-May 41); I.(Jagd)/LG 2 (Apr-May 41); Aufkl.St. XI. Fliegerkorps (Apr-Jul 41); 4.(F)/Aufkl.Gr. 121 (May-Jun 41); Wekusta 76 (May-Jun 41); II./KG 26 (May-Sep 41); Stab/LG 1 (May 41 – May 43, Nov 43 – Jan 44); I./LG 1 (May 41 – Mar 42, Feb 43 – Jan 44); II./LG 1 (May 41 – Jun 43), detachments of I., IV./KG 40 Sep 41); 12.(Einsatz-)/LG 1 (c. Oct-Dec 41); Schleppschwarm Afrika (Oct-Dec 41); Go-Kdo./X. Fliegerkorps (Oct 41 – c. Mar 42); III./LG 1 (Dec 41, Nov 43 – Jan 44); KGr. z.b.V. 800 (Oct-Nov 42); elements of IV./KG z.b.V. 1 (Nov-Dec 42); Stab/St.G. 3 (Jun-Sep 43); Stab and Stabsstaffel/SG 3 (Oct – Dec 43); Einsatzstaffel II./KG 100 (c. Apr-Nov 43); 11./ZG 26 (Jun 43 – Sep 44); Einsatz-Kampfgruppe Ju 88/Chef Ausbildungswesens (Sep-Nov 43); 4. Minensuchstaffel (Sep-Oct 44); IV./TG 1 (Jan-Mar 44, May-Oct 44); detachment of 3. Minensuchstaffel (Sep-Oct 44).

Station Commands: Fl.H.Kdtr. E 15/VII (Jun 41 – Dec 42); Fl.H.Kdtr. A 202/IV (Jan – c. Mar 43); Fl.H.Kdtr. A 210/III (Apr 43 – Mar 44); Fl.H.Kdtr. A(o) 105/XVII (Apr – Oct 44).

Station Units (on various dates – not complete): Fl.Werkstatt-Zug (Skoda) 4/VI (1941); Frontreparaturbetrieb GL 2563 (Junkers) (1941 - ?); 4. Flgh.Betr.Kp. KG 26 (May 41 – Mar 42); 3. Flugh.Betr.Kp./KG 100 (Jan 43); part of 2. Flugh.Betr.Kp./LG 1 (Jan 43); Feldwerft-Abt. LE 4 (Aug 41 – 1942); schw.Feldwerft-Abt. IV/20 (Oct-Dec 42); 132. Flugh.Betr.Kp. (Qu) (Jan 44 – 1944); Werft-Kp. 58 (1944); Flieger-Werkstattzug 4/VI (May, Oct 41); Werftzüge 105, 719 and 720 (1943-44); Lufttorpedo-Betr.Kp. 1 (one Zug) (1944); 10. Lufttorpedo-Betr.Kp. (1944); Luftminen-Zug 10 (c.Jul 41 – Mar 42); I./Flak-Rgt. 6 (1941); elements of gem.Flak-Abt. 131 (1941-42); Flakscheinw.Abt. 449 (1941-42); elements of gem.Flak-Abt. 805 (Oct 41 – Oct 42); elements of le.Flak-Abt. 891 (1942-44); 4.(Fspr.Bau)/Luftgau-Nachr.Rgt. Südost (Apr 42); 22.(schw.Flugm.)/Luftgau-Nachr.Rgt. Südost (fall 41 – Dec 42); 2.Kp. Lw.-Bau-Btl. 21/XI (1941); 2.Kp. Lw.-Bau-Btl. 4/XVII (1942-44); Lw.-Bau-Gerätezug 14/IV (1942-43); Lw.-Bau-Gerätezug 12/VII (1941); Ger.Kol. Lw.-Bau-Btl. 130/XVII (1944); Nachschub-Kp. d.Lw. 2/I (1941); mittl.Fl.Betr.St.Kol. 1/VI (Jul 41 - ?)); Flug-Betr.St.Kol. 513/VI (1943); Flug-Betr.St.Kol. 519/VI (1944); Trsp.Kol. d.Lw. 113/IV (1943); Trsp.Kol. d.Lw. 53/XI (Jul 41 – Apr 43); Trsp.Kol. d.Lw. 6/XVII (Jul 41); Kw.Werkstattzug d.Lw. 3/IV (Sep 41); Ldssch.Zug d.Lw. 304/VI (Sep 42 – Oct 44); Ldssch.Zug d.Lw. 146/XI (1944).

[Sources: AFHRA A5262 pp.327-30 (24 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Athens-Kalamaki (GR) (a.k.a. Kalamáki, Kalamákion, Kalamata, Hassani, Hasani) (37 53 45 N – 23 44 00 E)

General: airfield (Fliegerhorst) in SE Greece 10 km S of Athens city center.

History: Kalamaki was under construction as a civil airport in 1939-40. It was then improved and extended by the RAF for use during the Greek

Luftwaffe Airfields 1935-45

campaign. The Germans arrived in late April and soon began extensive construction work, including laying the runways, building the dispersals and storage sites. It was considered the Luftwaffe's main operational airfield in the Athens area.

Dimensions: approx. 1370 x 1100 meters (1500 x 1200 yards) with an irregular shape.

Surface and Runways: well-leveled grass, scrub and sandy soil surface. There were 2 intersecting main runways, each approx. 1830 meters (2000 yards) in length with one aligned NNE/SSW and the other NNW/SSE. A third runway of approx. 485 meters (530 yards) and aligned NE/SW intersected the N end of the NNW/SSE runway. The composition of these runways is not known but they were almost certainly concrete.

Fuel and Ammunition: refueling points were located N of the hangars. There were 3 underground fuel storage sites and 3 more that were above ground. These were all of the W, N and E boundaries. A large ammunition dump was 1200 meters N of the hangars, 2 separate bomb dumps were NE and E of the airfield, torpedoes were stored in a small rectangular camouflaged building off the NW corner and an underground ammunition storage site was situated some 450 meters SE of the hangars.

Infrastructure: had 2 large triple bay hangars that were reportedly used as assembly shops some 725 meters E of the main runway intersection. Near these were 1 long rectangular building and 2 small buildings that were thought to be workshops. Station HQ was said to be in a 3-storey villa just S of the airfield in the suburb of Elliniko and personnel were billeted in Hassani and Elliniko. The nearest rail connection was in Athens.

Dispersal: the 2 dispersals – East and West – with the former having a total of 12 large and 23 medium aircraft shelters and 11 parking sites. Additionally, 12 more medium shelters had been marked out for construction. The West dispersal had just 2 open shelters. Aircraft also parked along the W and S boundaries.

Defenses: there were 3 heavy Flak positions with sites for 16 guns, and 9 light Flak positions with sites for 23 guns. Ground defenses included 6 strongpoints for machine guns.

Remarks:

22 Apr 41: evacuated by the RAF as German forces closed on the Athens area.

17 May 41: low-level attack by 3 RAF Beaufighters – 1 x Ju 52 from Transportstaffel VIII. Fliegerkorps destroyed and 4 x Ju 52s from San.Flugbereitschaft 7 damaged on the ground.

1 May 43: new reconnaissance photos showed work continuing on the construction of aircraft shelters in the dispersals.

27 Jun 43: bombed by 22 B-24 Liberators – 2 x Ar 66s, 1 x C 445, 1 x Do 17E, 1 x Do 17F, 1 x Do 17Z, 2 x Junkers W 34s and 2 x Kl 35s from Luftdienstkd. Griechenland, plus 1 x Ju 87 D-3 (Trop) from I./St.G. 3, plus

Luftwaffe Airfields 1935-45

1 x Fi 156, 1 x He 111 and 2 x Ju 52s from Flieger-Kp./Ln.-Rgt. 40 destroyed or damaged on the ground; runway and repair hangar apron cratered, 16 Germans killed and 50 wounded. (German report)

17 Oct 43: visible on the airfield - 18 fighters, 17 Ju 88s, 2 Do 217s, 1 He 111, 5 transports, 7 unidentified a/c and 3 Italian bombers (or transports).

15 Nov 43: bombed by 44 B-25 Mitchells from NATAF, mainly dropping fragmentation bombs - 6 x Do 217 E-1s, E-5s and K-3s from 5./KG 100, 1 x Ju 88 A-4 from 1./LG 1 and 1 x Ju 52 from I./TG 4 destroyed (3) or damaged (5) on the ground. A hangar and a fuel storage site were also hit and left burning.

17 Nov 43: bombed by 81 B-25 Mitchells from NATAF dropping fragmentation bombs - 1 x Ju 88 A-14 from II./KG 51, 1 x Ju 52 from II./TG 2, 1 x Fi 156 from I./TG 4 and 2 x Ju 52s from II./TG 4 destroyed (4) or damaged (1) on the ground.

6 Dec 43: bombed by 56 B-17s - 2 x Ju 88 D-ls from 1.(F)/Aufkl.Gr. 122 damaged on the ground.

14 Dec 43: bombed by 76 B-17s - 1 x Ju 52 from I./TG 4 slightly damaged on the ground. The 15th AAF mission report claimed 8 aircraft destroyed on the ground and damage to runways, hangars and aircraft dispersal areas.

29/30 May 44: attacked by a single Beaufighter which claimed damaged to 1 Ju 52 on the ground.

14/15 Sep 44 (night): attacked by 23 bombers - claimed a direct hit with 2 x 4000-lb. bombs on the intersection of the runways.

15 Sep 44: bombed by 109 B-17s - claimed 8 aircraft destroyed on the ground and the landing area cratered.

24 Sep 44: bombed by 84 B-24 Liberators - claimed 9 aircraft destroyed on the ground and damaged to the main hangars, aircraft dispersals and a supply dump.

9/10 Oct 44 (night): bombed by RAF Wellingtons - claimed hits in the landing area and on hangars and buildings.

12-13 Oct 44: evacuated by the Luftwaffe.

Operational Units:

Italian (Regia Aeronautica): 87^o Gruppo BT (Jun-Aug 43); 157^o Gruppo CT (Jan 42 - Jul 43).

Luftwaffe: 7.(F)/LG 2 (May-Jun 41); San.Flugbereitschaft 7 (May 41 - Sep 44); II./KG 26 (Sep 41 - Apr 42); KGr. z.b.V. 102 (Nov-Dec 41); detachment of II./LLG 1 (Nov-Dec 41); 1./KG 28 (Dec 41); I./NJG 2 (Jan 42); II./KG 100 (Apr 42 - Apr 43); Sonderkommando *Koch* (Jul-Oct/Nov 42); part of III./KG 100 (Sep 42 - ?); 1.(Go)/Verbindungskdo. (S) 2 (Sep-Dec 42); 9./KG 4 (Oct-Dec 42); Flieger-Kp./Ln.-Rgt. Ob.d.L. (Nov 42); II./KG z.b.V. 1 (Nov-Dec 42); Flugkdo./Luftdienstkdo. Italien (Mar 43); 10. (Flieger)/Ln.-Rgt. 40 (Apr, Aug 43, Apr 44); Luftdienstkdo. Griechenland (c. Jun 43 - Jul 44); I./St.G. 3 (Jun-Jul 43); Einsatzkdo. Tosca 2./Versuchsverband Ob.d.L. (Jul 43 - Mar 44); 1.(F)/Aufkl.Gr. 122 (Oct 43 -

Luftwaffe Airfields 1935-45

Mar 44); Stab, 2./NAGr. 2 (Nov 43); Kdo. *Toska* I./KG 200 (Mar-Sep 44); 3. (F)/Aufkl.Gr. 33 (Apr-Sep 44); 5./JG 51 (Jun 44); Fliegerzielstaffel 71 (Jul-Sep 44); 4. Minensuchstaffel (Aug-Sep 44); I./TG 4 (Sep 44); II., III./KG 27 (Oct 44).

Reserve Training & Replacement Units: IV.(Erg.)/St.G. 3 (Mar – May 43); III./St.G. 151 (May – Aug 43); 13.(Eins.)/St.G. 151 (home base May – Oct 43); 13./SG 151 (Oct – Nov 43).

Station Commands: Fl.H.Kdtr. E 17/VI (trop) (Jul 41 – Mar 44); Fl.H.Kdtr. E(v) 204/XVII (Apr-Sep 44).

Station Units (on various dates – not complete): Front-Reparaturbetrieb Siebel (Aug 42); Werft-Kp. Südost (one Zug) (Jan 43 – 1944); 1. Flugh.Betr.Kp./KG 100 (May 42 - ?); 2. Flugh.Betr.Kp./KG 100 (Jan 43); 110. Flugh.Betr.Kp. (Qu) (Jul, Sep 44); 4. Flugh.Betr.Kp. (K) LG 1 (Feb, May 44); Werft-Zug 107 and 721 (1943-44); Instandsetzungswerkstatt für Flieger-Bodengerät 2/XVII (1944); Lufttorpedo-Zug 2 (Apr-May 43); Lufttorpedo-Betr.Kp. 1 (Jun 43 – Sep 44); elements of Lufttorpedo-Betr.Kp. 10 (May-Sep 44); Luftminen-Zug 5 (Jan 43); Luftminen-Zug 6 (1942 – Oct 44); Luftminen-Zug 10 (? – Apr 42); I./Flak-Rgt. 19 (May 41); elements of gem.Flak-Abt. 131 (1941-42); Stab and elements of Flak-Abt. 891 (May 43 – Sep 44); 2./Res.Flak-Abt 805 (Aug 42); Ln.-Funküberwachungszug z.b.V. 2 (1942-43); Ln.-Betr.Zug z.b.V. 6 (Jul 44); Bauleitung d.Lw. 101; 3. Kp. Lw.-Bau-Btl. 21/XI (Sep 41 – Aug 42); 2. Kp. Lw.-Bau-Btl. 130/XVII (K) (Feb/Mar 44); 3.Kp. Lw.-Bau-Btl. 4/XVII (1942-44); Lw.-Bau-Gerätezug 6/III (Oct 42 - ?); Lw.-Bau-Gerätezug 11/VII (Sep 41 – Jan 42); Lw.-Bau-Gerätezug 3/See (1941-44); Ldssch.Zug d.Lw. 1/IV (Feb 44); Ldssch.Zug d.Lw. 227/VI (Sep 42 - ?); Ldssch.Zug d.Lw. 356/VI (Sep 42 - ?); Ldssch.Zug d.Lw. 357/VI (1941 – Oct 44); Ldssch.Zug d.Lw. 367/VI (Jun 42 - ?); Ldssch.Zug d.Lw. 423/VI (c.1942/43-44).

[Sources: AFHRA A5262 pp.311-14 (18 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Athens-Phaleron (GR) (a.k.a. Palaión, Fáliron) (37 56 05 N – 23 41 20 E)

General: seaplane station in Athens harbor in S Greece, 6.5 km SW of Athens city center and 4 km E of Piraeus (Pireas).

History: developed pre-war by the Blackburn Aircraft Co. and then taken over by the Greek Navy. The Luftwaffe captured in in late April 1941 and made it their principal air-sea rescue and seaplane transport station on the Greek mainland.

Dimensions: Phaleron Bay offered almost unlimited take-off and landing runs.

Anchorage: some shallow depths in the Bay and heavy swells and currents during S and SW winds imposed some limits for seaplane operations. Mooring buoys were located off the seaplane station.

Luftwaffe Airfields 1935-45

Fuel and Ammunition: 4 large underground fuel storage tanks existed pre-war and probably continued in use with the Luftwaffe. An ammunition dump was located at a nearby racecourse just N of the seaplane station.

Infrastructure: had 1 large 3 bay hangar, 1 medium hangar, 2 medium 2 bay workshop buildings and 1 large shed. A large 60 x 16 meter slipway (launch and recovery ramp) connected the hangars with the water.

Additionally, the former civil seaplane station located 800 meters to the N and just SW of the racecourse, had 1 medium hangar, 2 workshop-type buildings and 1 large shed. The former Blackburn Aircraft Factory located on the NE side of the station was reportedly taken over by the Luftwaffe and used for engine repairs and for fitting floats to Ju 52 to convert them into seaplanes. Station buildings also included 4 of admin offices. The nearest railhead was in Athens.

Defenses: the station was protected by the heavy Flak belt around Piraeus and Athens.

Remarks:

12 Oct 44: evacuated by the Luftwaffe - at this time had approx. 90 German personnel and 160 Italians.

Operational Units: 1. Seetransportstaffel (Apr/May 43 – Oct 44); 3. Seetransportstaffel (Dec 43 – Oct 44); 7. Seenotstaffel (May 41 – Aug 44); Seenotstaffel 70 (Aug-Oct 44).

Station Commands: Fl.H.Kdtr. E 117/XI (See) (Jul 41 – Oct 44).

Station Units (on various dates – not complete): Koflug 5/IV (1944); Werft-Kp. 16 (Jun 41 - ?); Werft-Kp. Südost (one Zug) (Jan 43 – 1944); Werft-Zug 106 and 722 (1943-44); Frontreparaturbetrieb GL 2591 (Siebel) (Nov 41 – Sep 44); 13.(Flum.Mess)/Ln.-Rgt. 40 (Jan 43 – 1944); 23. (schw.Flum.)/Luftgau-Nachr.Rgt. Südost (fall 41 – Dec 42); Feldluftzeuggruppe Südost (1942 – Oct 43); Feldluftpark Südost (Aug 41 – 1942); Feldluftpark 2/VI (1942 – Jan 44); Ln.-Frontreparaturbetrieb 2/VI (c.1942 – Jan 44); Nachschub-Kp. d.Lw. 2/I (Aug 41, Mar 43); Minen-Ausgabestelle d.Lw. 1/XI (Nov 43 – 1944); m.Fl.Betr.St.Kol. 6/VI (Aug 41 - ?); m.Fl.Betr.St.Kol. 13/VI (Sep 41 - ?); Trsp.Kol. d.Lw. 38/IV (Mar 43); Trsp.Kol. d.Lw. 39/XI (Mar 43); Trsp.Kol. d.Lw. 14/XVII (1942 – Apr 43); Kw.Werkstattzug d.Lw. 36 (May 41); Ldssch.Zug d.Lw. 356/VI (1941 – Sep 42); Ldssch.Zug d.Lw. 129/XI (Aug 41 – Apr 43); Sanitätsbereitschaft d.Lw. 7 (May 41); Seenotzentrale (L) Ägäis (May-Jun 41); Seenotzentrale (L) Athen (Jun 41 – May 42); Seenotbereichskdo. XI (Jun 42, Jul 43 – Aug 44); 11. Seenotflotille (Jun 42 – Aug 44); Seenotgruppe 70 (Aug-Oct 44); Seenotflotille 70 (Aug-Oct 44).

[Sources: AFHRA A5262 pp.316-17 (1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Athens-Skaramanga (GR): see Skaramanga.

Athens-Tatoi (GR) (a.k.a. Menidi) (38 06 30 N – 23 47 00 E)

Luftwaffe Airfields 1935-45

General: airfield (Fliegerhorst) in SE Greece 15 km NNE of Athens near the town of Akharnai (Acharnae).

History: a prewar civil and military airfield that was used by RAF Wellingtons and Blenheims during 1940-41. The Luftwaffe overran it in late April 1941 and made extensive use of it for the remainder of their presence in Greece.

Dimensions: approx. 1830 x 640 meters (2000 x 700 yards) with an irregular shape.

Surface and Runways: hard, sandy gravel surface. Had a single 915 meter (1000 yard) runway aligned NE/SW. The runway was hardened (paved?). Probably equipped with illumination and a beam approach system for night landings.

Fuel and Ammunition: underground fuel storage tanks were reportedly 730 meters N of the NW boundary near a bridge and in 6 other locations along and off the perimeter of the airfield. There were at least 9 bomb dumps, ammunition dumps and storage sites within a 9 km radius of Athens-Tatoi.

Infrastructure: had 3 large, 2 medium and 3 small hangars with paved aprons along the W boundary. Approx 775 meters to the WSW of the others was a German-built large workshop-type hangar building with a paved apron. An engine repair shop, a sheet metal repair shop, a carpenter's shop and a spare parts warehouse were all in separate buildings adjacent to the hangars on the W boundary. On the same side of the field were the station motor pool and automotive repair garage, the fire station along with other support and services buildings, including the station HQ, admin offices, barracks for Luftwaffe personnel, officers' mess, separate barracks for Italian Air Force personnel and the station dispensary. Scattered about outside the perimeter were several separate groups of huts and tent encampments used by laborers assigned to work on the airfield. A separate building between two of the large hangars reportedly housed offices used by the "Gestapo" or other security and police agencies. The Tatoi railway station was just off the S boundary.

Dispersal: there were 3 areas – West, North and East – with a total of 36 open aircraft shelters and 3 more under construction in June 1943.

Defenses: protected by 3 heavy and 6 light Flak positions. Ground defenses included numerous machine gun strongpoints, trenches and barbed wire obstacles.

Remarks:

16/17 May 41: bombed by 5 RAF Wellingtons – 1 x Ju G38 assigned to KGr. z.b.V. 172 and a Hs 126 were destroyed on the ground.

8 Aug 41: bombed - 2 x Ju 52s from III./KG z.b.V. 1 destroyed on the ground.

4 Oct 43: air attack – 2 x Ju 52s and 1 x Bf 108 from I./TG 4, 1 x Ju 88 D-1 from Wekusta 27, plus 1 x Do 17Z, 2 x Fi 156s, 1 x Fw 44, 1 x Fw 58, 1 x He

Luftwaffe Airfields 1935-45

111H-6 and 1 x Ju 88A-4 from Flugbereitschaft X. Fliegerkorps destroyed or damaged on the ground along with at least 5 KIA and 7 WIA.

8 Oct 43: bombed by B-24 Liberators - 8 x Ju 88 A-1s, D-1s and T-1s from 2.(F)/Aufkl.Gr. 123 destroyed or damaged on the ground.

10 Oct 43: bombed by 36 B-17 Fortresses escorted by 35 P-38 Lightnings - 1 x Fi 156 from Flugbereitschaft X. Fliegerkorps and 8 x Ju 88 D-1s and T-1s from 2.(F)/Aufkl.Gr. 123 destroyed or damaged on the ground; further, hits scored on hangars and fuel dumps.

8 Dec 43: bombed by 36 15th AAF B-24s - 4 x Ju 52s from I./TG 4 and 1 x Ju 88 D-1 from 2.(F)/Aufkl.Gr. 123 destroyed (1) or damaged (4) on the ground. In contrast, the mission report claimed 14 aircraft destroyed on the ground and damaged hangars, workshops and Flak positions.

14 Dec 43: bombed by 43 B-24s escorted by 36 P-38 Lightnings - 1 x Ju 88 A-4 from Wekusta 27 and 1 x Fi 156 from 16./Fl.Verb.Geschw. 2 damaged on the ground. The raid mission report also claimed damage to hangars, buildings and the runway.

6 Jan 44: airfield temporarily closed to traffic due to bomb craters.

14/15 Sep 44 (night): bombed by 21 bombers - claimed hits across the airfield and among buildings with fires started.

15 Sep 44: bombed by 113 B-24s - claimed 5 aircraft destroyed on the ground.

24 Sep 44: bombed by 117 B-24s - claimed damaged to a few aircraft, hangars, dispersal areas and the landing area cratered.

9/10 Oct 44 (night): bombed by RAF Wellingtons - claimed hits in the landing area and on hangars and buildings.

12-13 Oct 44: evacuated by the Luftwaffe.

Operational Units:

Italian (Regia Aeronautica): 86° Gruppo BM (May 41); 144° Gruppo T (Oct-Nov 42); 145° Gruppo T (Jun-Jul 42); 146° Gruppo T (Jul-Oct 42); 149° Gruppo T (Jul-Sep 42); 150° Gruppo CT (Dec 41).

Luftwaffe: 4.(H)/Aufkl.Gr. 22 (May 41); Stab, I. u.II./ZG 26 (May 41); I., III./KG 2 (May 41); III./KG 3 (May 41), KGr. z.b.V. 172 (May 41); 1.(F)/Aufkl.Gr. 121 (Jun 41 - Feb 42); 1.(F)/Aufkl.Gr. 123 (Jun 41); III./JG 52 (Jun 41), 2.(F)/Aufkl.Gr. 123 (Jun 41 - May 42, Apr 43 - Oct 44); 11./KG z.b.V. 1 (Jul, Aug, Dec 41 - ?); Aufklärungsgruppenstab X. Fliegerkorps (Jul 41 - Feb 42); San.Flugbereitschaft 7 (1941 - c. Feb 44); 9./KG z.b.V. 1 (Nov-Dec 41 - ?); KGr. z.b.V. 300 (Dec 41); Staffel of KGr. z.b.V. 172 (Dec 41); IV./KG z.b.V. 1 (Jun 42); I./LLG 1 (Jun-Sep 42); Kurierstaffel Südost (Jul 42 - Sep 43); Transportstaffel II. Fliegerkorps (Aug-Sep 42); KGr. z.b.V. 400 (Sep 42); 8./JG 27 (Nov 42 - Jan 43); I./KG z.b.V. 1 (Nov-Dec 42); Wetter-Teilstaffel Süd-Griechenland (Nov 42 - Jun 43); II.,III./KG 76 (Jan-Feb 43), Flugbereitschaft X. Fliegerkorps (Mar 43 - Feb/Mar 44); I./TG 4 (Jun 43 - Jan 44); Wekusta 27 (Jun 43 - Sep 44); Stab/FAGr. 4 (Jan-Oct 44); II./TG 4 (Jan 44 - ?); II./TG 2 (May-Jul 44).

Luftwaffe Airfields 1935-45

Reserve Training & Replacement Units: III./St.G. 151 (May – Aug 43).

Station Commands: Fl.H.Kdtr. E 6/VI (May 41), Fl.H.Kdtr. E 27/XII (Jun 41 – Dec 42), Fl.H.Kdtr. A 203/IV (Jan 43 – c. Mar 43); Fl.H.Kdtr. A 211/III (c. Mar 43 – Apr 44), Fl.H.Kdtr. A(o) 106/XVII (Apr – Oct 44).

Station Units (on various dates – not complete): Ablaufstelle Afrika (1942); Lufttransportführer I (Südost) (a.k.a. Stab/KG z.b.V. 2) (Nov-Dec 42); 5. Flugh.Betr.Kp./KG 26; Werft-Kp. 2 (Sep 42 - ?); 3. Flugh.Betr.Kp./KG 76 (Jan 43); Werft-Kp. Südost (one Zug) (Jan 43 – 1944); Werft-Zug 108 (1943-44); Flieger-Werkstattzug 3/IV (Oct 41); Frontreparaturbetrieb GL 2571 (D.L.H.) (Jan 42 – c.Aug/Sep 44); 1.Kp. Lw.-Bau-Btl. 21/XI (May-Aug 42); Trsp.Kol. d.Lw. 26/XI (Jul 41); Ldssch.Zug d.Lw. 227/VI (1943-44); Ldssch.Zug d.Lw. 365/VI (Apr 43 – c.Jan 44); Verbindungsstelle GL; Alpen-Bergungstrupp 2/XVII (Jul 41 – 1942); Flugzeug-Bergungstrupp (mot) 1/XI (Jul 41, Mar 43); Strafvollstreckungs-Zug Südost z.b.V. 1 (Feb 44).

[Sources: AFHRA A5262 pp.318-22 (1 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

C

Castelorizo (GR/Dodecanese) (a.k.a. Kastelhorizo, Megisti) (36 09 10 N – 29 35 42 E)

General: seaplane anchorage on the NE side of Castelorizo Island off the SW coast of Turkey, 7 km SSW of Kas/Turkey and 131 km E of Rhodes.

History: a pre-war stopover for civil and commercial seaplanes and flying boats. No record found of Italian or German seaplane units being based here.

Anchorage: excellent anchorage with year-round placid waters and plenty of room for take-offs and landings. Fuel and Ammunition: fuel was obtainable. Infrastructure: a large building in the port may have been used as a hangar and there were 3 mooring buoys in the bay.

[Sources: AFHRA A5260 p.525-27 (14 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Chania (GR/Crete) (a.k.a. Canea, Kanea, Khaniá) (35 30 49 N – 24 01 04 E)

General: not an airfield but rather a town in NW Crete conveniently located between the Lw. airfield at Malemes and the seaplane station at Suda on Suda Bay. Most of the Lw. service and support units for these two airfields were billeted in Chania.

Garrison Units (on various dates): 4.(schw.Flum.)/Flugmelde-Abt. Südgriechenland (1941-44); Flugmeldemesszug z.b.V. 71 (Ln.-Funkmess-Kp. 71?) (Aug 44); Lw.-Feldbauamt 2/XI (1944-45); Lw.-Bau-Btl. 4/XVII (1944-45); 2.Kp. Lw.-Bau-Btl. 130/XVII (1944); Lw.-Bau-Gerätezug 3/VII (1941-45); Lw.-Bau-Gerätezug 9/VII (1941-45); Trsp.Kol. d.Lw. 118/VII

Luftwaffe Airfields 1935-45

(1941-44); Ldssch.Zug d.Lw. 77/IV (Suda, Nov 41? – 45); Ldssch.Zug d.Lw. 78/IV (Suda, Nov 41? – fall 44); Lw.-Lazarett 11/III Chania (1942-43); elements of Feldlaboratorium (mot) d.Lw. 6 (1944-45).

Cherson (GR) (a.k.a. Cherso) (c. 41 05 N – 22 46 E)

General: landing ground in NE Greece developed from fall 1943 to late spring 1944 close to the village of Cherso and occupied by an unnumbered Flugplatzkdo. Not specifically located, but c. 20 km NE of Polykastron and possibly a satellite field of Polykastron. No record found of any Luftwaffe air units being based here.

Station Commands: Flugplatzkdo. Cherson of Fl.Pl.Kdo. C 27/IV

Polykastron (Nov 43 – May 44); Flugplatzkdo. Cherson of Fl.H.Kdtr. A(o) 110/XVII Polykastron (Apr-Oct 44).

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

Coos (GR/Dodecanese): see Antimachia.

D

Dadion (GR) (a.k.a. Dhadhion): see Amfiklia.

Drama (GR) (a.k.a. Dráma/Greece) (41 08 30 N – 24 07 35 E)

General: landing ground in NE Greece (S wartime Bulgaria) 121 km SW of Plovdiv; today 116 km NW of Salonika (Thessaloniki)/Greece, and 1.6 km SW of the town of Drama. History: a pre-war landing ground that was inactive following the April 1941 following the invasion of Greece and then reactivated in late summer 1943. Used, but no record found of any Luftwaffe air units being based here. Surface and Dimensions: grass and scrub on top of clay soil and probably unserviceable in wet weather. Measured approx. 730 x 505 meters (800 x 550 yards). No paved runway.

Infrastructure: none belonging to the landing ground.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. A 12/XI (c.Oct 43 - Mar 44).

Station Units (on various dates – not complete): elements of Ln.-Verbindungs-Kp. z.b.V. 4 (Jul-Aug 44).

[Sources: AFHRA A5262 p.383 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

E

Eleusis (GR): see Athens-Eleusis.

Elevtherion (GR): see Larissa-Elefterion.

Luftwaffe Airfields 1935-45

F

Florina (GR) (a.k.a. Flórina) (40 48 25 N – 21 26 00 E)

General: landing ground in N Greece 28 km S of Bitola/Macedonia and 3 km NE of Florina. History: reportedly used by the Greek Air Force as a fighter landing ground prior to mid-April 1941. No record found of Luftwaffe air units being based here, but it was definitely in use from summer 1943 to fall 1944. Surface and Dimensions: poor condition grass surface measuring approx. 1190 x 1145 meters (1300 x 1250 Yards). No paved runway. Infrastructure: none mentioned.

Operational Units: none identified.

Station Commands: Flugplatzkdo. C 13/VIII (Sep 43 – Mar 44);
Flugplatzkdo. Florina of Fl.H.Kdtr. A(o) 109/XVII Salonika-Gida (Apr-Oct 44).

Station Units (on various dates – not complete): 8., 9. Staffel of III./Feldwerftverband d.Lw. 60 (Mar 44 -); Trsp.Kol. d.Lw. 110/XI (Oct 43 - ?).

[Sources: AFHRA A5262 pp.331-32 (29 Sep 43 updated to 3 Dec 43);
chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

G

Gadurra (GR/Dodecanese) (a.k.a. Gaddura, Calato, Kalathos) (36 08 34 N – 28 04 04 E)

General: airfield along the coast of east-central Rhodes (Ródhos, Rhodos, Rhodus, Rodos), an island in the eastern Aegean just off the coast of Turkey, with location 5.5 km N of Lindos village. The countryside surrounding the base was quite mountainous, especially to the SW.

History: airfield construction began in 1937 and was essentially completed in 1939. Gadurra was a main base for the Italian Air Force since Jun 1940. Bombers, torpedo bombers and long-range reconnaissance aircraft used it for missions throughout the Eastern Mediterranean including Cyprus, Palestine and the Suez area. The Luftwaffe also used it as a raid-staging and stopover airfield, especially during 1941-42. Luftwaffe fighters and dive-bombers were temporarily based at Gadurra during the island fighting in the Dodecanese in October and November 1943.

Dimensions: approx. 1145 x 915 meters (1250 x 1000 yards).

Surface and Runways: well drained leveled earth surface. Had a single concrete runway approx. 1510 meters (1650 yards) in length and aligned NNW/SSE. The runway was extended 275 meters (300 yards) during the winter 1942-43, but as of Apr 43 the extension had not yet been surfaced.

Fuel and Ammunition: there were reportedly 2 fuel dumps, one in an olive grove 1.5 km NW of the airfield, and the other using dugouts in the side of

Luftwaffe Airfields 1935-45

hills just W of the landing area. A bomb dump was near the mouth of a river off the NE boundary. Other ammunition storage may have been in the side of a hill 2 km S of the airfield between the coast road and the shore.

Infrastructure: no hangars, but a few workshops, a photographic lab and some other buildings were in a small group 1.5 km S of the airfield.

Numerous small buildings were dispersed among the olive groves and ravines W of the landing area.

Dispersal: the 2 dispersal areas – South and Northwest – had a total of 37 large aircraft blast bays and 2 small blast bays, with the South dispersal having 32 of these.

Defenses: protected by 4 heavy Flak positions with 16 gun emplacements, and 4 light Flak positions with 10 gun sites. The base perimeter was surrounded by barbed wire fencing, anti-tank ditches, strongpoints and other defensive positions.

Remarks:

1940-43: fairly frequent harassing raids by RAF forces in the Eastern Mediterranean, North Africa and Egypt, especially night raids by a few Wellington bombers.

4 May 41: being used as a forward field by elements of II./KG 4 for aerial mining operations against Alexandria harbor and the Suez Canal.

18 Oct 43: visible on the airfield - 12 fighters, 2 Ju 88s, 2 transports and 1 Italian bomber (or transport).

11 Feb 44: bombed by 6 B-26 Marauders – claimed hits in the dispersal area and runway cratered.

11/12 Feb 44 (night): attacked by 2 Baltimores – 2 Beaufighter escorts claimed 2 Ju 52s that were attempting to land here.

7/8 Jun 44 (night): bombed by 5 RAF Venturas.

13/14 Jul 44 (night): bombed by 14 RAF Wellingtons and 1 Ventura – claimed bursts visible in the target area.

14/15 Jul 44 (night): bombed by 8 RAF Venturas – claimed hits on the runway and in the dispersal area where several fires were started.

Sep-Oct 44: Rhodes evacuated by the Luftwaffe leaving just 120 officers and men behind as caretakers for Maritza and Gadurra.

18 Oct 44: Gadurra airfield handed over to the German Army for demolition and station personnel ordered flown to the mainland.

Operational Units:

Italian (Regia Aeronautica): 34^o Gruppo BT (Jul 40 – May 41); 41^o Gruppo BT (Sep-Nov 40, May 41 – Feb 42); 56^o Gruppo BT (Jun 40 – Nov 41); 87^o Gruppo BT (Jul-Sep 42, May-Jun 43); 90^o Gruppo BT (Aug 42 – Jan 43, May-Jun 43); 92^o Gruppo BT (Nov 40 - ?); 104^o Gruppo BT (Jul 42); 107^o Gruppo BT (Aug 41 – Aug 42); 154^o Gruppo CT (May 42 – Sep 43); 163^a Squadriglia CT (Apr 41); 279^a Squadriglia Sil (Apr-May 41); 281^a Squadriglia Sil (Mar-May 41); 282^a Squadriglia Sil (Jul 41).

Luftwaffe Airfields 1935-45

Luftwaffe: 8./JG 27 (Jan-Feb 43); detachment of IV./JG 27 (Oct 43); elements of II./SG 3 (Nov 43).

Station Commands: Fl.Pl.Kdo. Gadurra (c. Apr 42 – Sep 43); Fl.Pl.Kdo. C 26/IV (Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 201/XVII (Apr 44 – May 45).

Station Units (on various dates – not complete): Koflug 7/XVII (c.Jul-Dec 43); part of Feldwerft-Abt. V/Feldwerftverband 70 (Dec 43, Mar 44); elements of schw.Flak-Abt. 806 (Sep 43 – Aug 44); Ln.-Kp. z.b.V. Dodekanes (1944-45); Ldssch.Zug d.Lw. 69/XI (1943-45).

[Sources: AFHRA A5260 pp.539-42 (17 Jan 43 updated to 16 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Garitza (GR) (a.k.a. Kérkira/Kérkyra?) (39 36 30 N – 19 54 30 E)

General: landing ground on the east-central side of the island of Corfu off the northwest coast of Greece and 2.25 km SW of Corfu (Kérkira) town.

History: in existence since at least 1936 and used occasionally by aircraft in transit during the war. Surface and Dimensions: rough surface of an undefined nature measuring 1070 x 775 meters (1170 x 850 yards). Had a prepared, unpaved airstrip 900 meters (985 yards) in length and aligned ENE/WSW, with a second airstrip possibly under construction in July 1943.

Fuel and Ammunition: no information found. Infrastructure: no information found.

Remarks:

24 Oct 43: 6 aircraft were visible on the landing ground.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. C 1/XVII (Aug 43 – Mar 44).

Station Units (on various dates – not complete): elements of 14. (Flugm.)/Ln.-Rgt. 40 (Corfu, 1944).

[Sources: AFHRA A5262 p.325 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gida (GR) (40 39 10 N – 22 29 10 E)

General: airfield in NE Greece 38 km W of Salonika, 4 km NE of the town of Alexándria and 4.75 km ENE of the village of Schinas (formerly Gida?).

History: a former Greek Air Force landing ground. The Luftwaffe moved in and began major construction in Aug-Sep 43 to develop it into a major air base and by the following March the concrete runway was complete and in use. As events unfolded, no Luftwaffe air units are known to have been based here but it was used by aircraft in transit and especially by transports during Sep-Oct 44.

Dimensions: approx. 1645 x 825 meters (1800 x 900 yards).

Surface and Runways: leveled and artificially drained agricultural land. Had a single concrete runway 1830 meters (2000 yards) in length and aligned NW/SE. Taxiways connected each end of the runway to the dispersal areas. Equipped with a visual Lorenz system.

Fuel and Ammunition: a refueling loop was along the taxiway on the S side of the airfield and a refueling point with storage tanks was 1.2 km WNW of

Luftwaffe Airfields 1935-45

the runway. Two storage tanks were 2.5 km SW of the runway. A large ammunition dump was located 2.5 km SW of the landing area while a second and smaller dump was 1.5 km WSW of the landing area.

Infrastructure: no hangars, but numerous small buildings and huts, including barrack-type huts, were under construction in mid-March 1944. Other personnel could be accommodated in the surrounding villages. The nearest rail connection was on the S outskirts of Lianovergi, 2.5 km S of the airfield.

Dispersal: there were 2 – Northwest and East – but no aircraft shelters had yet been constructed in mid-March 1944.

Defenses: none mentioned.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 29/IV (Sep 43 – May 44); Fl.H.Kdtr. A(o) 109/XVII (May – Oct 44).

Station Units (on various dates – not complete): 103. Flugh.Betr.Kp. (Qu) (Sep 44); Luftminen-Zug 4 (Jul-Sep 44); Ln.-Betr.Zug z.b.V. 4 (Jun-Sep 44); 3./Lw.-Bau-Btl. 130/XVII (K) (Mar 44); Ldssch.Zug d.Lw. 320/VI (Mar 44).

[Sources: AFHRA A5262 pp.333-35 (10 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gorgopi (GR) (40 57 40 N – 22 31 20 E)

General: landing ground in NE Greece 50-51 km NW of Salonika, 5.5 km SW of Polykastron and 3 km SW of Axioupoli near the village of Gorgopi. Exact location of the landing ground not determined. History: a pre-war military and civil landing ground. No evidence found of use by the Luftwaffe. Surface and Dimensions: firm but rough farmland surface measuring approx. 1235 x 550 meters (1350 x 600 yards) with a rectangular shape. No paved runway. Infrastructure: none. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5262 p.336 (3 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Govino (GR) (a.k.a. Gouvia) (39 39 00 N – 19 50 45 E)

General: seaplane station on the W shore of Govino (Gouvia) harbor, which is located on the east-central side of the island of Corfu off the NW coast of Greece and the SW coast of Albania.

History: built in 1929 and used occasionally by the Italian civil airline, Ala Littoria. A few Italian Cant 501 and 506 seaplanes used it during the war but no units are known to have been based here. Luftwaffe seaplanes also visited at times.

Dimensions: due to the size and depth limitations of the harbor and the presence of dangerous sandbanks lying just beneath the surface, seaplanes were directed to take-off and land in the open waters just outside the harbor entrance.

Luftwaffe Airfields 1935-45

Anchorage: the harbor was shallow and sheltered with buoys available for mooring seaplanes.

Fuel and Ammunition: a limited supply of fuel was maintained here prior to the war and possibly during the war, too.

Infrastructure: had 1 medium hangar and a small workshop-type building. A 48 x 18 meter slipway fronted the harbor in the vicinity of the hangar along with 2 small jetties. Several small admin buildings were also near the hangar.

Defenses: none reported.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.323-24 (30 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

H

Hassani (GR) (a.k.a. Hasani): see Athens-Kalamaki.

Heraklion (GR/Crete): see Iraklion.

I

Iraklion (GR/Crete) (a.k.a. Iráklion, Heraklion) (35 20 15 N – 25 11 00 E)

General: airfield in eastern Crete 4.5 km E of the Heraklion city center.

History: initially built between 1937 and 1939 on flat agricultural land with the first commercial passenger plane, ironically a Ju 52, landing in summer 1939. The RAF used Heraklion extensively from January to May 1941 without doing much to improve it, but the Germans did a lot of construction work on the airfield after they took it over on 30 May 1941. There was no terminal building until 1947.

Dimensions: ill-defined, but large.

Surface and Runways: stony dirt surface. Had 2 unpaved runways which the Germans later paved with concrete - (1) approx. 1485 x 45 meters (1625 x 50 yards) aligned NW/SE, and (2) approx. 730 x 35 meters (800 x 40 yards) aligned N/S. The runways formed an asymmetrical "X" with the intersection at the S end. Equipped with night landing facilities.

Fuel and Ammunition: refueling points were along the SW boundary while bulk fuel was stored in a dump at the SE corner and in open pit storage E of the N end of the N/S runway. Munitions were stored at 4 locations - (1) bomb dump 1.5 km SE of the runway intersection; (2) in 37 bunkers

Luftwaffe Airfields 1935-45

immediately S of the barracks compound; (3) in SE corner; and (4) 800 meters SE of the runway intersection.

Infrastructure: had 1 medium hangar located just N of the coast road and 2 repair depots. Ground personnel were billeted in a large barrack compound 1 km WSW of the airfield and just S of the coast road. Officers and flying personnel were accommodated in Heraklion and surrounding villages.

Dispersal: there were 2 dispersal sites close to the NW/SE runway with a total of 61 or 62 aircraft parking bays and sites. Some of these bays were built by the RAF in early 1941.

Defenses: protected by 7 heavy Flak positions with more than 31 gun sites, and at least 6 light Flak positions.

Remarks:

24 Apr 41: the landing area was described by RAFaircrew as being very rutted.

18 May 41: airfield temporarily unserviceable due to repeated Axis air attacks that left sizeable craters in the runways.

28-29 May 41: airfield captured by the Germans and Luftwaffe Stuka dive-bombers from III./St.G. 1 began using it on 30 May.

30/31 May 41: bombed by 6 RAF Wellingtons – claimed a number of Ju 52s damaged and large fires and explosions; in effect, only a single Ju 52 from I./KGr. z.b.V. 1 is known to have been hit.

13 Aug 41: bombed – 1 x Bf 110 E-2 belonging to the Geschwaderstab/St.G. 3 destroyed on the ground.

8 Apr 42: bombed – 1 x Ju 88 A-4 from I./LG 1 destroyed on the ground.

13/14 Jun 42: sabotage raid by a 6-man SAS commando team – 8 x Ju 88 A-4s from I. and II./LG 1 destroyed (1) or moderately damaged (7) on the ground.

24-25 Jul 42: bombed – 2 x Ju 52s belonging to IV./KG z.b.V. 1, 2 x Ju 52s from Transportstaffel II. Fliegerkorps and 1 x Ju 88 A-4 from II./LG 1 destroyed on the ground.

5 Sep 42: bombed by the RAF – 1 x Ju 88 A-4 from III./KG 54 and 1 x Ju 88 A-4 from II./LG 1 destroyed on the ground.

30/31 Dec 42: bombed by 12-15 aircraft – 2 x Ju 88s destroyed and 6 more damaged; buildings hit, 2 wounded. No interruption to flight operations.

3 Oct 43: bombed – 1 x Ju 52 from I./TG 4 destroyed on the ground along with 2 KIA and 1 WIA. (German report)

7-9 Oct 43: bombed – 1 x Ju 88 A-4 and 2 x Ju 88 A-14s from II./KG 6 destroyed or damaged and 1 x Cant 1007 destroyed on the ground.

18 Oct 43: visible on the airfield - 2 fighters, 4 Ju 88s, 2 He 111s, 2 transports, 5 unidentified a/c and 1 Italian bomber.

Operational Units: Stab/St.G. 3 (Jun-Aug 41); III./St.G. 1 (May-Jun 41); detachment of III./KG 40 (Sep 41); Stab/LG 1 (Feb-Sep 42); I./LG 1 (Feb 42 – Jan 43); II./LG 1 (Jun 42 – Apr 43); II./KG 77 (Jul 42); III./KG 77 (Jul-Aug 42); elements of I. and III./KG 54 (Aug-Sep 42); part of 2.

Luftwaffe Airfields 1935-45

(F)/Aufkl.Gr. 122 (Sep 42); 6./KG 26 (Sep-Nov 42); part of 4./MSGr. 1 (Nov 42); Stab, I./KG 76 (Nov-Dec 42); detachment of IV./JG 77 (Jul-Sep 43); part of II./KG 6 (Oct 43); III./LG 1 (Oct 43 – Jan 44).

Station Commands: Koflug 7/VI (1943); Fl.H.Kdtr. E 12/XIII (Jul 41 – Mar 44); Fl.H.Kdtr. E(v) 202/XVI (Apr-Sep 44).

Station Units (on various dates – not complete): Koflug 7/VI (Jul 41 – Sep 43)?; elements of Feldwerft-Abt. LE 9 (Jul 41); 1. Flugh.Betr.Kp./LG 1 (Jun 42, Jan 43); 5. Flugh.Betr.Kp./St.G. 2 (1942-43); 7. Flugh.Betr.Kp.(K)/LG 1 (1942); two Züge of 2. Flugh.Betr.Kp./LG 1 (Jan, Mar 43); 4.

Flugh.Betr.Kp./KG 26 (Oct 42 - ?); 7. Flugh.Betr.Kp./ZG 26 (23 Jul 41); Feldwerft-Abt. d.Lw. (mot) Tropen II (Sep 42, Mar 43); 133. Flugh.Betr.Kp. (Qu) (1944); 3.Zug of Lufttorpedo-Betr.Kp. 2 (1942-43); Stab/Flak-Rgt. 58 (as Flakgruppe Kreta, 1941 – May 45); II./Flak-Rgt. 12 (Sep 41 – Sep 44); elements of I./Flak-Rgt. 23 (1942-44); gem.Flak-Abt. 131 (1942 – Sep 44); elements of schw.Flak-Abt. 806 (Nov 42); 2.(Flum.)/Ln.-Abt. Kreta (May 42); 1./Ln.-Flugmelde-Abt. Südgriechenland (Dec 42); Ln.-Betr.Kp. z.b.V. 23 (1941-44); Ln.-Zug 5/See (Jul 42 – Nov 43); Ln.-Geräteausgabestelle 1/IV (Dec 42); 2.Kp. Lw.-Bau-Btl. 9/VII (Dec 42); 1.Kp. Lw.-Bau-Btl. 21/XI (1942); Stab, 1. and 4.Kp. Lw.-Bau-Btl. 4/XVII (1942-44);

Nachschubleitstelle d.Lw. Kreta (1941-44); Flieger-Geräteausgabe- und Sammelstelle 1/III (spring 42 – 1944); Flieger-Geräteausgabestelle 8/III; Feldluftmunitionslager 14/VI (elements) (1943); Nachschub-Kol. d.Lw. 1/IV (c.Jun-Dec 43)?; Nachschubkolonnen-Abt. d.Lw. 1/VI (Nov 41 – 1943)?; m.Fl.Betr.St.Kol. 2/IV (1941-42); kl.Fl.Betr.St.Kol. 3/VII (1941-42); Flug-Betr.St.Kol. 517/III (1943-44); Flug-Betr.St.Kol. 501/IV (1944); Trsp.Kol. d.Lw. 83/VI (1942-43); Trsp.Kol. d.Lw. 3/VII (Aug 41 - ?); Trsp.Kol. d.Lw. 14/VII (Aug 41 - 1943); Trsp.Kol. d.Lw. 32/VII (1941-43); Trsp.Kol. d.Lw. 37/VII (1941-43); Trsp.Kol. d.Lw. 38/VII (1941-43); Trsp.Kol. d.Lw. 114/VII (Flug-Betr.St.) (Jul 44); Trsp.Kol. d.Lw. 117/VII (1943-44); Trsp.Kol. d.Lw. 118/VII (elements) (1941-44); Trsp.Kol. d.Lw. 119/VII (1943-44); Ldssch.Zug d.Lw. 40/III (c.Nov 41 – 1944); Ldssch.Zug d.Lw. 41/III (Mar 44); Ldssch.Zug d.Lw. 78/IV; Ldssch.Zug d.Lw. 79/IV (c.Nov 41 – 1944); Ldssch.Zug d.Lw. 268/VI (or 268/XI?) (Mar 44); Ldssch.Zug d.Lw. 376/VI (Mar 44, 1945?); Alpen-Bergungstrupp d.Lw. 3/XVII (Jul 41 - ?).

[Sources: AFHRA A5258 pp.1216-18 (1943); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

J

Jannina/North (GR) (a.k.a. Joannina, Ioannina, Nísos Ioannínon, Ioäa, Yannina) (39 41 50 N – 20 49 00 E)

Luftwaffe Airfields 1935-45

General: landing ground in NW or north-central Greece 37 km SE of the border with Albania and 4.5 km NW of present day Ioannina (Ioää).

History: a pre-war Greek civil customs landing ground. Surface and Dimensions: firm, all-weather grass surface, except for a few patches.

Measured approx. 915 x 410 meters (1000 x 450 yards). No paved runway. Fuel and Ammunition: both made available in limited quantities if needed. Infrastructure: none at the landing ground, save for a small wooden house and a hut in the S corner, but minor repair facilities existed in the town.

Remarks:

6 Aug 43: reportedly plowed up and abandoned, according to Allied intelligence.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.380 (6 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jannina/South (GR) (a.k.a. Joannina, Ioannina, Nísos Ioannínon, Ioää, Yannina, Katsika) (39 36 15 N – 20 54 00 E)

General: landing ground in NW or north-central Greece 8 km SSE of Jannina and 2.5 km SSE of the village of Katsikas. History: a pre-war landing ground used by the Greek Air Force that was also used by RAF Gladiator fighter squadrons in early 1941. Reportedly used by Italian fighters after the British left. Relatively inactive until mid-summer 1943 when it was reactivated by the Luftwaffe and restored to serviceability so Bf 110 reconnaissance aircraft could begin using it in September.

Surface and Dimensions: grass surface that was soft in wet weather and measured approx. 970 x 825 meters (1060 x 900 yards) with an irregular shape. No paved runway. Fuel and Ammunition: some stored but most brought in as needed. Infrastructure: had 2 small hangars on the NE boundary.

Personnel were billeted in Jannina and the surrounding villages. Dispersal: no organized dispersal facilities.

Remarks:

14 Apr 41: ordered evacuated by Greek AF and RAF units and this was carried out over the next several days. The town and landing grounds were captured by the Germans on 20 April.

9 Oct 43: airfield serviceable - a large delivery of prefabricated hutments arrived this date aboard 25 trucks.

May 44: reportedly now abandon and the landing area mined in preparation for demolition.

Operational Units: detachment of 3./NAGr. 2 (Feb 44).

Station Commands: Fl.H.Kdtr. E 25/XI (Aug 43 – Mar 44); Fl.Pl.Kdo. B 5/VII (Mar 44); Flugplatzkdo. Jannina of Fl.H.Kdtr. A 107/XVII Larisa (Apr-Sep 44).

Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete):

11.Staffel/Feldwerftverband 70 (Sep 43); 20 Trsp.Kol. 106/XI (Sep, 43, Feb 44); Ldssch.Zug d.Lw. 1/IV (Apr/May 44).

[Sources: AFHRA A5262 p.381 (11 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

K

Kalamaki (GR): see Athens-Kalamaki.

Kalamata (See) (GR) (a.k.a. Kalamáta, Nea-Kalamáta) (37 01 30 N – 22 07 00 E)

General: seaplane anchorage in SW Peloponnesus in Kalamata harbor.

History: used pre-war but wartime Luftwaffe use minimal. No seaplane units are recorded as having been based here.

Station Commands: Fl.H.Kdtr. E 13/I (See) (Apr-Dec 42); Fl.Pl.Kdo. B 10/I (Dec 42 – Jan 43).

[Sources: AFHRA A5262 p.388 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kalambaka (GR) (a.k.a. Vassiliki) (c. 39 42 N – 21 37 E)

General: Greek Air Force fighter strip in C Greece 1940-41. Evacuated 16 Apr 41. No record found of use by the RAF or the basing of units here by the Luftwaffe.

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

Kastelli (GR/Crete) (a.k.a. Kastellion, Kastelli-Pediada) (35 11 45 N – 25 19 45 E)

General: airfield on Crete 25 km SE of Iráklion and 1.5 km SW of the village of Kastelli.

History: initial construction by the RAF began in spring 1941 but not completed before it was rendered unserviceable and then subsequently captured by the Germans who continued its development. After extending one of the 3 airstrips built by the RAF, Kastelli became operational in August as work continued. Dispersals and Flak positions were constructed and were still being worked on into 1943. It is not clear who built the concrete runway: The RAF or the Germans.

Dimensions: approx. 1465 x 275 meters (1600 x 300 yards).

Surface and Runways: bitumen covered with dirt surface. Had a single concrete runway measuring approx. 1145 x 45 meters (1250 x 50 yards) and aligned NNE/SSW that was still being worked on in Nov 42. A taxiway paralleled the E side of the runway. Equipped with a visual Lorenz system for night landings.

Fuel and Ammunition: underground fuel storage was on the N and E sides of the airfield. There were 2 ammunition dumps 900 meters apart off the

Luftwaffe Airfields 1935-45

NNW boundary and another larger dump with 16 buildings, 5 of these protected by blast walls, some 1370 meters NE of the northern end of the runway. A possible fourth dump may have been in a wooded area E of the hangar.

Infrastructure: had 1 small hangar-type building at the NE corner of the landing area and a large repair shop 275 meters E of the hangar.

Additionally, there were 3 large buildings off the W and NNW sides of the landing area.

Dispersal: the 2 dispersal areas – East and Southwest – had a total of 35 large open aircraft shelters, 17 medium open shelters and 17 parking sites or hardstands. At least 5 of the shelters were still being built in early April 1943.

Defenses: in Dec 42, airfield protected by 4 heavy Flak positions with emplacements for 16 guns, and 5 light Flak positions with emplacements for 13 or 14 guns.

Remarks:

11 Jun 42: bombed – 1 x Ju 88 A-4 (trop) from I./NJG 2 destroyed on the ground.

23 Nov 42: air attack – 2 x Ju 88 Ds (trop) from 2.(F)/Aufkl.Gr. 123 destroyed on the ground.

18 Oct 43: work was underway to fill in bomb craters on the landing area.

20 Apr 44: airfield bombed by 12 B-26 Marauders – claimed hits on the runway and in the dispersal areas.

6/7 May 44(night): bombed by 4 RAF Marauders – claimed hits in the dispersal area and a large fire started.

31 May 44: bombed by 10 Marauders escorted by 7 Spitfires – claimed hits on the runway, across the dispersals and SE of the landing area.

10 Jul 44: bombed by 12 RAF Baltimores escorted by 6 Spitfires – claimed hits on and near the runway.

22/23 Jul 44 (night): bombed by 12 RAF Wellingtons – claimed hits on the runway and dispersal areas and set off a very large explosion.

Operational Units: detachment of I./NJG 2 (1942); Korpskette/X.

Fliiegerkorps (Mar 42 – Mar 43); 2.(F)/Aufkl.Gr. 123 (May 42 – Apr 43);

Wetterkette Kreta (Wekusta 26/1) (May 42 – Jun 43); III./ZG 26 (Aug-Nov 42); 10./ZG 26 (Sep-Nov 42); III./JG 27 (Nov 42 – Mar 43); Wekusta 27 (Jun-Sep 43); 13.(Eins.)/St.G. 151 (Jun – c. Aug 43); element of III./LG 1 (Oct-Nov 43); 5./JG 51 (Jul-Aug 44).

Station Commands: Fl.H.Kdtr. E 8/VII (Dec 41 – Mar 44); Fl.H.Kdtr. E(v) 203/XVII (Apr-Sep 44).

Station Units (on various dates – not complete): 5. Flugh.Betr.Kp./St.G. 2 (1941 – Jan 42); 6.Zug/Feldwerft-Abt. Tropen II (Dec 42); 110.

Flugh.Betr.Kp. (Qu) (one Zug) (1944); 2.(Funk)/Ln.-Rgt. 40 (Dec 42); 4.Kp. Lw.-Bau-Btl. 4/XVII (1942-44); m.Fl.Betr.St.Kol. 2/IV (1941 – Jun 42);

Luftwaffe Airfields 1935-45

Trsp.Kol. d.Lw. 118/VII (elements) (1941-44); Trsp.Kol. d.Lw. 120/VII (1944).

[Sources: AFHRA A5258 pp.1219-22 (12 Feb 43 updated to 5 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kastoria (GR) (c. 40 32 30 N – 21 16 00 E)

General: emergency landing ground in north-central Greece 143 km W of Salonika. Exact location not certain but reportedly along the W shore of Lake Kastorias 2.5 km N of Kastoria town center. History: under construction in mid-1943. Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5262 p.384 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Katerini (GR) (a.k.a. Kateríni, Katherini) (40 16 00 N – 22 28 50 E)

General: landing ground in NE Greece 54 km SW of Salonika and 2 km W of Katerini city center on the W bank of the Levkos River. History: in existence prior to 1936 and possibly used by Luftwaffe aircraft in April 1941 during the invasion of Greece. Inactive for several years, construction work began in Aug/Sep 43 to extend the landing area. No record has been found of any Luftwaffe air units being based here, but it was used by occasional transit aircraft. Surface and Dimensions: grass surface with poor drainage measuring approx. 1035 x 995 meters (1130 x 1090 yards) with an irregular shape. No paved runway. Fuel and Ammunition: fuel was believed to have been stored in containers in a number of small trenches protected by blast walls off the SE, S and W boundaries. A small ammunition dump was off the SE corner. Infrastructure: no hangars but had 1 medium workshop-type building on the E boundary with a second small building in the same area. Admin offices and perhaps limited billeting were in a small building and a number of huts grouped 275 meters E of the landing area. The nearest rail connection was in Katerini. Dispersal: a possible dispersal area off the NW corner of the landing ground was in the early stages of construction in January 1944.

Operational Units: none identified.

Station Commands: Flugplatzkdo. C 52/XI (Aug/Sep 43 – Mar 44);

Flugplatzkdo. Katerini of Fl.H.Kdtr. A(o) 109/XVII Gida (Apr-Oct 44).

Station Units (on various dates – not complete): I./Flak-Rgt. 19 (gem. mot.) (Apr 41); Ldssch.Zug d.Lw. 121/XIII (c.Aug/Sep 43 – Sep 44).

[Sources: AFHRA A5262 pp.337-38 (5 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kattavia (GR/Dodecanese) (a.k.a. Katavia) (35 56 10 N – 27 46 50 E)

General: airfield on the southern tip of the island of Rhodes 2 km SE of the village of Kattavia.

History: under construction in 1938. Used by Luftwaffe fighters, dive-bombers and transports between February and June 1941 for operations

Luftwaffe Airfields 1935-45

against British shipping around Crete. Used little if at all after that, mainly due to soft ground. No record found of Luftwaffe units being based here.

Dimensions: approx. 1370 x 960 meters (1500 x 1050 yards).

Surface and Runways: artificially drained soft ground sitting on a marshy plateau. Had a concrete runway measuring 915 meters (1000 yards) in length and aligned NW/SE. A concrete servicing road connected both ends of the runway.

Fuel and Ammunition: fuel and ammunition were stored in underground tunnels or caves in the surrounding hills.

Infrastructure: no hangars or workshops. There were 2 small buildings at the NE corner and 2 or 3 more 1 km to the E. These may have been used for accommodations.

Dispersal: no organized dispersal areas. There were 6 small blast shelters along the S boundary and 6 parking hardstands along the servicing road.

Defenses: protected by 2 heavy Flak positions in May 41, each with 4 gun emplacements.

Remarks:

May 41: the runway was being extended at the SE end.

4 Sep 43: airfield appears abandoned - landing area and runway totally unserviceable.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.543-46 (18 Jan 43 updated to 4 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kavalla (Land) (GR) (a.k.a. Kavalla-Amygdaleon) (40 58 00 N - 24 20 00 E)

General: landing area in NE Greece (Thrace), then under Bulgarian occupation, 124 km ENE of Salonika and 7 km NW of the port of Kavalla.

History: existed pre-war and used occasionally by the Greek Air Force. Inactive until approx. March 1943 when leveling work began. Occasional use by Luftwaffe aircraft thereafter. Surface and Dimensions: grass surface measuring approx. 1005 x 1005 meters (1100 x 1100 yards).

Infrastructure: had 1 small hangar. The nearest rail connections were in Drama.

[Sources: AFHRA A5262 p.339 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kavalla (See) (GR) (a.k.a. Kawalla, Kavála) (c. 40 55 N - 24 24 E)

General: seaplane station in S wartime Thrace, then under Bulgarian occupation, 137 km SSW of Plovdiv; today 127 km ENE of Salonika/Greece. The seaplane station buildings and facilities were almost certainly on the E side of the port.

Luftwaffe Airfields 1935-45

History: used by seaplanes pre-war. The Luftwaffe maintained a Staffel of Ar 196 single-engine seaplanes here during the war and used them for maritime patrols, convoy escort and anti-submarine searches.

Dimensions: seaplanes took off and landed in Kavalla Bay which afforded ample space.

Anchorage: unsheltered and exposed to winds from the E, SE, S and SW. There were numerous tie-up moorings in the inner harbor.

Fuel and Ammunition: both were available.

Infrastructure: facilities in the form of workshops and admin buildings existed but no details found. There were also jetties, a slipway and a heavy-lift crane.

Operational Units: 2.(F)/Aufkl.Gr. 126 (Nov 41 – May 43); 2./SAGr. 126 (May-Dec 43); 3./SAGr. 126 (Dec 43 – Feb 44).

Station Commands: Fl.H.Kdtr. E 118/XI (See) (Jul 41 – c.Jan 43); Fl.H.Kdtr. A 43/XI (See) (c.Jan 43 – Sep 44); Fl.Pl.Kdo. D 52/IV (May 44).

Station Units (on various dates – not complete): Trsp.Kol. d.Lw. 110/XI (Aug 44).

[Sources: AFHRA A5262 p.340 (1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kissamu (GR/Crete) (a.k.a. Kissámos?) (35 29 50 N – 23 40 50 E)

General: landing ground/emergency landing ground on Crete 2.6 km E of Kissámos at the northwestern end of the island. History: early history unknown. No record found of Luftwaffe use even though a small station command caretaker detachment was maintained here in 1943. Surface and Dimensions: grass surface measuring approx. 550 x 90 meters (600 x 100 yards). No paved runway. Infrastructure: none that belonged to the landing ground.

Station Commands: Fl.Pl.Kdo. C 29/IV (1943).

[Sources: AFHRA A5258 p.1236 (Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Komotini (GR) (41 05 47 N – 25 19 06 E)

General: emergency landing ground in NE Greece 19.5 km NE of Porto Lagos and 8 km WSW of the village of Komotini. History: under development in mid-1943. Surface and Dimensions: no information.

Infrastructure: none.

[Sources: AFHRA A5262 p.383 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Korinos (GR) (c. 40 19 00 N – 22 35 00 E)

General: emergency landing ground in east-central Greece 47 km SW of Salonika, 8 km NE of Katerini and on the N side of the town of Korinos.

History: briefly used in mid-April 1941 by Luftwaffe fighters then inactivated and abandoned. Surface and Dimensions: no information found.

Infrastructure: none reported.

Operational Units: Stab, II./JG 77 (Apr 41).

Luftwaffe Airfields 1935-45

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.384 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kozani (GR) (40 17 00 N – 21 50 00 E)

General: emergency landing ground in north-central Greece 100 km WSW of Salonika and 4 km SE of the large town of Kozani. History: a pre-war landing ground. Used by Luftwaffe fighter, dive-bomber and tactical reconnaissance units in April 1941 but inactive after that. Surface and Dimensions: stony surface with sparse grass on top of clay and chalk soil. Measured approx. 775 x 550 meters (850 x 600 yards). No paved runway. Infrastructure: none.

Operational Units: III./JG 27 (Apr 41); II.(Schlacht)/LG 2 (Apr 41); 4. (H)/Aufkl.Gr. 22 (Apr 41)?

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.385 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

L

Lamia (GR) (38 52 30 N – 22 26 10 E)

General: emergency landing ground in south-central Greece 151 km NW of Athens and 3.25 km S of Lamia. History: a pre-war civil landing ground used by the Luftwaffe in April-May 1941. Subsequently returned to cultivation according to reports. Surface and Dimensions: rough clay soil surface that was unserviceable in wet weather. Measured approx. 550 x 505 meters (600 x 550 yards). No paved runway. Infrastructure: none. Operational Units: 1.(H)/Aufkl.Gr. 23 (Apr 41)?; Stab/St.G. 2 (Apr 41). Station Commands: none identified.

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

[Sources: AFHRA A5262 p.385 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lappa (GR) (a.k.a. Lapas) (c. 38 05 N – 21 25 E)

General: satellite or alternate landing ground in NW Peloponnesus in S Greece developed in late spring 1944 and occupied by an unnumbered Flugplatzkdo. Not located, but approx. 5-6 km S of Áraxos. History: no record found of any Luftwaffe air units being based here.

Station Commands: Flugplatzkdo. Lappa of Fl.H.Kdtr. E(v) 206/XVII Araxos (Apr-Sep 44).

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

Larissa (GR) (e. Larissa, Lárissa) (39 38 55 N – 22 26 50 E)

Luftwaffe Airfields 1935-45

General: airfield in E Greece 3.25 km ENE of the city in an angle formed by the Salonika-Athens railway and the Larrisa-Elefterion road. In late spring 1944, three satellite fields were developed at Larissa-Ambelon, Larissa-Elefterion and Larissa-Thomai, each with a Flugplatzkdo.

History: a former Greek Air Force base that was used by RAF Blenheims and Hurricanes in April 1941 and then by large numbers of Luftwaffe aircraft during the April 1941 advance down the Greek Peninsula. After the fall of Greece, it was used by Italian units and then increasingly by Luftwaffe units.

Dimensions: approx. 1830 x 1255 meters (2000 x 1370 yards) after the completion of an extension in 1942-43.

Surface and Runways: grass surface with a single runway (paved?) measuring approx. 1580 meters (1730 yards) and aligned E/W. The runway was in the final stages of completion in mid-June 1943. A paved taxiway connected the E end of the runway to the hangar area. The runway was equipped with a permanent illumination system.

Fuel and Ammunition: refueling points were located on the N boundary and bulk fuel was stored in both underground tanks and in barrels buried in earth-filled trenches approx. 640 meters (700 yards) off the SW corner. The barrel dump is served by a rail spur. The station ammunition dump was located 915 meters (1000 yards) S of the SW corner and was burrowed into the side of a hill. A much larger munitions dump was 4 km SW of the airfield and consisted of some 20 small storage buildings protected by blast walls and another 30 buildings that may have been an explosives filling plant.

Infrastructure: had 4 medium hangars with paved aprons on the W boundary. Some small buildings near the hangars were probably workshops. To the SW of the airfield on the outskirts of Larrisa were 12 large huts that most likely accommodated the station HQ, offices and motor pool. Just W of the hangars were 35 camouflaged sheds that may have been for storage. Numerous other military and barrack-type buildings were scattered around the airfield and town, and some of these may have been billets for personnel. The nearest rail connection was in Larrisa and the rail line that ran close to the airfield's W boundary.

Dispersal: there were no organized dispersal facilities in mid-1943 - aircraft were parked in the open at the NW and SW corners.

Defenses: had 2 heavy and 5 light Flak positions in the vicinity of the airfield in June 1943. Ground defenses consisted of barbed wire entanglements and 4 machine gun positions.

Remarks:

28 Feb/1 Mar 41: Larissa struck by a massive earthquake that destroyed the town and the airfield. Large deep crevasses opened up across the landing area and the hangars and other buildings were reduced to rubble. Temporary repairs were made by the British to restore the landing area to limited serviceability.

Luftwaffe Airfields 1935-45

10 May 41: a Luftwaffe inspection report stated that the town had been totally destroyed in an earthquake. The airfield was unsuitable for permanent occupation but would make a good supply airfield and rations depot.

1941-43: airfield enlarged and improved, and a runway built.

9 Oct 43: bombed by B-17 Fortresses – 1 x W 34 from Stab/NAGr. 2 and 1 x Bf 109 G-4 from 2./NAGr. 2 destroyed on the ground along with 3 or 4 Italian aircraft. After the raid, crews were ordered to get their aircraft as far from the landing area as possible as soon as the alarm went off.

18 Nov 43: bombed by NATAF B-25 Mitchells as a secondary target – direct hits on 2 aircraft, hangars, runway area and dispersals.

Operational Units (Regia Aeronautica): 72° Gruppo OA (Aug 42 – Sep 43?).

Operational Units (Luftwaffe): 2.(F)/Aufkl.Gr. 11 (Apr 41); 2.(H)/Aufkl.Gr. 10 (Apr 41); 1.(H)/Aufkl.Gr. 14 (Pz.) (Apr 41); Stab, II., III./JG 27 (Apr 41); Stab, II., III./JG 77 (Apr 41); I.(Jagd)/LG 2 (Apr 41); Stab, I., II./ZG 26 (Apr-May 41); Stab, I., III./St.G. 2 (Apr-May 41); Stab, I./St.G. 3 (Apr-May 41); II./KG 6 (Sep-Nov 43); Stab/NAGr. 2 (Oct-Dec 43); 3./NAGr. 2 (Oct 43 – Aug 44); Verbindungsstaffel 58 (Dec 43).

Station Commands: Fl.Pl.Kdo. B 5/VII (See) (Mar 43)?; Fl.Pl.Kdo. B 6/VII (See) (Mar 43 – Feb 44?); Fl.H.Kdtr. E 29/III (1943-44); Fl.H.Kdtr. A(o) 107/XVII (Apr-Oct 44).

Station Units (on various dates and incomplete – specific airfield not identified): le.Feldwerft-Zug 10/70 (Sep 43); V/Feldwerftverband 70 (Oct, Dec 43); part of Feldwerft-Abt. d.Lw. Tropen II (Jun 43 - ?); 103. Flugh.Betr.Kp. (Qu) (1944); Flieger-Nachr.u.Waffentechnische Gruppe Larissa (1943-44); Ger.Kol. Lw.-Bau-Btl. 21/III (May 43); Flieger-Geräteausgabe- und Sammelstelle 4/XVII (elements) (1943-44); Feldluftmunitionslager 1/IV (Sep 43); Munitions-Ausgabestelle 13/VII (May 44); Ldssch.Zug d.Lw. 174/VI (Mar 44).

[Sources: AFHRA A5262 pp.342-44 (29 Jul 43); chronologies; BA-MA; NARA; PRO/NA; BNA HW 5/14; web site ww2.dk]

Larissa-Ambelon (GR) (e.Lárisa-Ambelon, Lárisa-Ampelonas, Kazaklar) (39 45 40 N – 22 24 10 E)

General: landing ground 13.75 km N of Larissa and 3.75 km NE of Kazaklar (today: Ampelonas). History: a pre-war Greek landing ground that was used by both the RAF and the Luftwaffe in April-May 1941. Early 1941 RAF plans called for it to be developed into a summer landing ground for medium bombers but the field was overrun by the Germans before these plans could be carried out. Abandoned and inactive after summer 1941. Surface and Dimensions: grass surface on light clay soil measuring approx. 1255 x 565 meters (1370 x 620 yards). No paved runway. Infrastructure: had 4 small, dilapidated huts along the W boundary.

Remarks:

Luftwaffe Airfields 1935-45

16 Jun 43: aerial reconnaissance photos showed no aircraft present and no sign of recent activity.

Station Commands: Flugplatzkdo. Larrisa-Ambelon of Fl.H.Kdtr. E(v) 207/XVII Athens-Tanagra (Apr-Oct 44).

[Sources: AFHRA A5262 p.341 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Larissa-Elefterion (GR) (e. Lárisa-Elefterion, Lárisa-Eleftherio) (39 40 30 N – 22 34 45 E)

General: emergency landing ground in E Greece 14.5 km NE of Larrisa. Exact location not determined, but reportedly just west of the village. Used by the Luftwaffe during the April 1941 invasion of Greece. No further information found.

Station Commands: Flugplatzkdo. Larrisa-Elefterion of Fl.H.Kdtr. A(o) 106/XVII Athens-Tatoi (Apr-Oct 44).

[Sources: AFHRA A5262 p.384 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Larissa-Thomai (GR) (c. 39 33 N – 22 20 E)

General: satellite or dispersal field in E Greece approx. 11 km SW of Larissa (Lárisa). Exact location not determined. History: believed to have been a small, relatively level, grassy field that was set up in mid-March 1941 for use by RAF Hurricane fighters based at Larissa airfield in the event they needed to disperse. Not known to have been used after Apr 41, but it was reactivated by the Germans in spring 1944. No record has been found of any Luftwaffe units being based here.

Station Commands: Flugplatzkdo. Larrisa-Thomai of Fl.H.Kdtr. A(o) 107/XVII Larissa (Apr-Oct 44).

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

Lemnos (Land) (GR) (a.k.a. Lemnos-Chortarolimni, Lemnos-Hortarolimni, Lemnos-Lichna) (39 54 55 N – 25 13 58 E)

General: landing ground on the east-central coast of the island of Lemnos in the N Aegean 6 km ESE of the village of Lychna and 6 km ENE of Moudros.

History: a former emergency landing ground enlarged and improved by the Germans in late 1942/early 1943. No record found of Luftwaffe air units being based here.

Surface and Dimensions: farmland surface with 2 airstrips measuring approx. 1550 x 185 meters (1700 x 200 yards) aligned NNE/SSW and 785 x 295 meters (860 x 320 yards) aligned N/S.

Fuel and Ammunition: details lacking but presumably both available in limited quantities.

Infrastructure: had 2 huts on the SW boundary and 1 hut on the E boundary.

Remarks:

06 Jun 43: aerial reconnaissance photos showed no aircraft visible.

30 Aug 43: aerial reconnaissance photos showed no aircraft visible.

Operational Units: none identified.

Station Commands: managed by the detachment at Lemnos (See).

Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): detachment of Ln.-Flugmeldemess-Kp. (mot) 71 (Lemnos, 1943-44).

[Sources: AFHRA A5262 p.345 (Sep/Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lemnos (See) (GR) (a.k.a. Límnos, Lemnos-Mudros, Moudros) (39 52 15 N – 25 15 55 E)

General: seaplane station at the port of Moudros on the island of Lemnos in N Aegean 132 km ESE of Salonika. History: in use pre-war and used during the war by the Luftwaffe, although no seaplane units are known to have been based here. Anchorage: well sheltered with ample space for take-offs and landings. Fuel and Ammunition: both were stored here and available. Infrastructure: believed to have repair facilities and a slipway. Station Commands: Fl.Pl.Kdo. C 27/IV (to Mar 43); Flugplatzkdo. B 103/XI (Sep 43 – Mar 44); Flugplatzkdo. Lemnos/Land of Fl.H.Kdtr. A(o) 108/XVII Salonika-Sedes (Apr-Sep 44).

[Sources: AFHRA A5262 p.388 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leros-Lepida (GR/Dodecanese) (a.k.a. Leros, Lepida, Portolago, Nísos Léros, Lero) (c. 37 07 07 N – 26 51 37 E)

General: seaplane station in the Dodecanese Islands in the Aegean at the end of the island of Leros. In use throughout the war years, first by the Italians and then the Germans.

History: in existence since at least 1931, it was the most important and best equipped seaplane station in the Dodecanese. During the war, the Italians operated the station until Italy capitulated in early September 1943, then it was in British hands from 14 Sep to 16 Nov 43, and then the Germans used it to Oct 44.

Dimensions: the station frontage measured approx. 2745 x 915 meters (3000 x 1000 yards).

Anchorage: on the S shore of a protected cove that opened on a bay at the head of which was the port of Portolago (Lakki, Lakkion). The waters in the cove were placid and ideal for mooring seaplanes while the bay afforded ample room for take-offs and landings. Searchlights at the head of the cove and on top of the hangars facilitated night operations.

Fuel and Ammunition: underground fuel and ammunition storage was in excavations dug into the hillside behind the hangars and also at sites in a valley on the N side of the cove. Torpedoes were stored beneath the hangars.

Infrastructure: had 3 camouflaged hangars on the S shore of the cove, each equipped with a slipway and an electric winch. There was also a well-equipped workshop and power station. Station barracks and other buildings were at the foot of the cove on its E end. Further, there was a jetty just E of the slipways and another just W of the slipways. Moorings were available in the cove.

Luftwaffe Airfields 1935-45

Defenses: protected by 8 heavy and light Flak positions with at least 28 guns.

Remarks:

01 Jul 44: 1 x Do 24T from 7. Seenotstaffel strafed and probably destroyed while moored at Portolago Bay/Leros Is.

Operational Units:

Italian (Regia Marina): 84^o Gruppo RM (Jun 40); 161^a Squadriglia CM (Jun 40).

Luftwaffe: part of 3.(F)/Aufkl.Gr. 126 (May-Jul 41); 3./SAGr. 126 (Feb-Sep 44).

Station Commands: Fl.H.Kdtr. C 137/XI (See) (Feb-Oct 44).

Station Units (on various dates – not complete): part of Föhren-Werkstatt-Kp. d.Lw. (1943).

[Sources: AFHRA A5260 pp.534-37 (15 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leros-Partheni (GR/Dodecanese) (a.k.a. Port Rina) (37 11 20 N – 26 48 30 E)

General: seaplane anchorage at the N end of Leros Island in the Dodecanese. History: early history unknown but it was used occasionally by Italian seaplanes and float planes. No reports found of any Luftwaffe seaplane units being based here. Anchorage: sheltered waters in a protected cove off a bay with minimal dimensions of 1100 x 640 meters (1200 x 700 yards). Fuel and Ammunition: fuel storage tanks existed. Infrastructure: there were 4 large buildings along the S shore of the cove, 2 of which were connected to a small jetty.

[Sources: AFHRA A5260 p.538 (16 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Livadachori (GR) (a.k.a. Livadochori) (41 01 30 N – 23 20 50 E)

General: landing ground in Thrace, which was under Bulgarian occupation during the war, 18 km WSW of Serre and 1.2 km W of the village of Livadochori. History: a pre-war landing ground taken over by the RAF in winter 1940/41 and upgraded with the 2 airstrips for use by fighters and light bombers. No record found of Luftwaffe use. Surface and Dimensions: sandy soil surface with poor drainage. There were 2 rolled airstrips each 1005 x 90 meters (1100 x 100 yards) aligned N/S and E/W. Infrastructure: none.

[Sources: AFHRA A5262 p.346 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lutza (GR) (a.k.a. Loutsas, Artemida) (37 59 10 N – 24 01 00 E)

General: landing ground on the SE mainland of Greece 26 km E of Athens and on the coast just S of Loutsas. History: built by the Germans during the second half of 1941 and work was said to be still under way in March 1942. However, no evidence has been found of use by Luftwaffe air units and it appears to have never been completed and put to use. Surface and

Luftwaffe Airfields 1935-45

Dimensions: no information found. Infrastructure: none belonging to the landing ground.

[Sources: AFHRA A5262 p.347 (4 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Malemes (GR/Crete) (a.k.a. Maleme, Spelia, Spiliá) (35 31 45 N – 23 50 00 E)

General: airfield on the Gulf of Canea in NW Crete 18 km W of Canea near the village of Spiliá (Spilia), which was just 1 km from the airfield.

History: construction by a British Royal Navy party began in November 1940 for the purpose of defending the new naval base at Suda Bay, and within a few days one airstrip was operational followed by another several months later. It was used by the RAF until the airborne and air-landing invasion of Crete on 20 May 1941. The Germans began making extensive improvements in Aug 41 and by the end of that year to the end of 1942 it became the main transit hub for Luftwaffe transports flying between the Greek mainland and North Africa.

Dimensions: approx. 1005 x 685 meters b(1100 x 750 yards) with a roughly triangular shape.

Surface and Runways: grass, gravel and sand surface. Had a single paved runway measuring approx. 775 x 45 meters (850 x 50 yards) with WNW/ESE alignment. At right angles to it was a prepared airstrip approx. 550 x 45 meters (600 x 50 yards) in length. Taxi tracks ran from the ESE end of the runway to both ends of the prepared airstrip. Equipped with night landing amenities.

Fuel and Ammunition: fuel dumps were adjacent to and NE of the Southwest dispersal area, and also at the N end of the W boundary of the landing area. Fuel in barrels and drums was stored in a dump concealed in olive groves NW of the village of Vlacheronitissa located 2 km S of the airfield. There were 3 ammunition storage sites – (1) just off the NW corner of the airfield; (2) a numbr of pits protected by blast walls 1.6 km W of the airfield on the N side of the coast road; and (3) a partly underground bomb dump near the Southwest dispersal area.

Infrastructure: no hangars as such, but aircraft repair facilities were located in the Southeast dispersal area. Airfield buildings and a camp were at the SW end of the landing area. There was also an encampment of 11 well-camouflaged huts 2.5 km W of the field near the village of Kamisiana. The village of Tavronitis, 1 km off the W boundary and parallel to it, was ordered evacuated to make room for the station HQ, admin offices and accommodations for Luftwaffe personnel.

Luftwaffe Airfields 1935-45

Dispersal: the 3 aircraft dispersals – Southwest, South and Southeast – had a total of 16-23 aircraft shelters and an estimated 12 aircraft parking hardstands and sites.

Defenses: protected by 6 heavy Flak positions with 24 gun emplacements, and 10 light Flak positions with 30 gun emplacements. On the ground, the airfield was surrounded by combat trenches and machine gun strongpoints.

Remarks:

20-21 May 41: airfield captured by Luftwaffe paratroops in tough fighting.

23 May 41: bombed by 4 RAF Blenheims with fragmentation bombs and strafed by 2 Beaufighters – 6 x Ju 52s from KGr. z.b.V. 106 and I./LLG 1 were destroyed on the ground.

25 May 41: bombed by 2 RAF Wellingtons, 4 SAAF Martin Marylands then followed by a low-level attack by 6 RAF Blenheims – claimed at least 12 x Ju 52s destroyed and another 12 damaged.

29 May 41: bombed – 1 x Bf 109 E-7 from III./JG 77 severely damaged.

30/31 May 41: bombed by 4 RAF Wellingtons – 1 Ju 52 belonging to KGr. z.b.V. 172 was destroyed and 2 more badly damaged.

1 Aug 41: bombed – 1 x Ju 87R (Trop) from I./St.G. 1 destroyed.

13 Sep 41: bombed - 2 x Ju 87 R-4s (Trop) from 2./St.G. 3 damaged.

10 Apr 42: bombed – 1 x Ju 52 from KGr.z.b.V. 400 destroyed.

7 Oct 42: bombed - 2 x Ju 52s from KGr.z.b.V. 400 destroyed.

22 Oct 42: bombed - 2 x Ju 52s from IV./KG z.b.V. 1 and 1 x Ju 52 from KGr.z.b.V. 800 destroyed.

27 Oct 42: bombed at night by 15-20 aircraft, thought to be B-24 Liberators – 1 x Ju 52 from Transportstaffel II. Fliegerkorps plus 3 more Ju 52s from other units destroyed and 4 x Ju 52s and 2 x Fi 156s damaged; 1 KIA and 4 WIA. Maleme Flak claimed 1 shot down and another probable.

28 Oct 42: bombed– 1 x Ju 52 from KGr.z.b.V. 600 destroyed.

18 Oct 43: visible on the airfield - 4 He 111s and 3 unidentified a/c.

2/3 Apr 44 (night): bombed by 5 Wellingtons – claimed bursts among buildings and near Flak and searchlight positions.

19 Apr 44: bombed by 12 B-26 Marauders – claimed hits on 1 large aircraft and bursts among 6 others, hits near a fuel dump and the runway cratered.

4 May 44: bombed by 12 RAF Marauders and 6 Baltimores escorted by 8 Spitfires – claimed hits on the runway.

7/8 May 44: bombed by 8 RAF Marauders and 4 Baltimores – claimed explosions and fires.

12 May 44: bombed by 9 RAF Marauders and 6 Baltimores – claimed hits on the South dispersal and on airfield buildings.

8 Jul 44: bombed by 12 RAF Baltimores escorted by 7 Spitfires – claimed hits near the dispersal area.

6/7 Sep 44 (night): bombed by 3 RAF Wellingtons – a large explosion and a fire observed.

Luftwaffe Airfields 1935-45

Operational Units: I./St.G. 3 (Jun-Nov 41); 9./ZG 26 (Nov 41 – Mar 42); KGr. z.b.V. 400 (Apr-Nov 42); KGr. z.b.V. 600 (c. Jul-Nov 42); IV./KG z.b.V. 1 (Jun-Nov 42); Luftdienstkdo. 1/XVII (Aug 42); 12./JG 27 (May-Jul 43); detachment of III./JG 27 (Oct-Dec 43).

Station Commands: Fl.H.Kdtr. E 25/XI (Aug 41 – Aug 43); unnumbered Flugplatzkdo. (1943); Fl.Pl.Kdo. C 29/IV (Oct 43 – Apr 44); Flugplatzkdo. Malemes of Fl.H.Kdtr. E(v) 202/XVII Iraklion (Apr 44 - 1945).

Station Units (on various dates – not complete): Stab/X. Fliegerkorps (Spiliá, Mar 42 – Jul 43); Stab/Fliegerführer Kreta (Mar-Dec 43)?; Koflug 7/XVII (Jan 44 – c.Oct 44); 5. Flugh.Betr.Kp./St.G. 2 (Jan 42); Stab and elements of Feldwerft-Abt. LE 9 (Jul 41); le.Zug 4 of II/ Feldwerft-Abt.d.Lw. Tropen II (mot) (Nov 42); schw.Feldwerft-Abt. V/30 (one Zug) (1942); elements of I./Flak-Rgt. 23 (Sep 41 – 1945); I./Flak-Rgt. 53 (Apr-Jun 42); gem.Flak-Abt. 286 (Dec 44); Flugmeldemesszug z.b.V. 71 (Ln.-Funkmess-Kp. 71?) (Aug 44); 1.Kp. Lw.-Bau-Btl. 4/XVII (Apr 43 - 1944); Feldluftmunitionslager 14/VI (elements) (1943); Trsp.Kol. d.Lw. 14/VII (Aug 41 - 1943); Kfz.Werkstattzug d.Lw. 4/II (Jan 43); Kfz.Werkstattzug d.Lw. 7/II (Jan 43); 3.Kp./Wach-Btl. d.Lw. OBS III (Apr 43); Ldssch.Zug d.Lw. 41/III (1941-44). Also see **Chania**.

[Sources: AFHRA A5258 pp.1223-28 (12 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mandraki (GR/Dodecanese) (a.k.a. Rhodes harbor, Rhodos) (36 26 57 N – 28 13 33 E)

General: seaplane station at the city and port of Rhodes at the northern tip (NE end) of the island of Rhodes. The city of Rhodes had 3 harbors at the time with Mandraki being the western-most one.

History: existed pre-war and used by both civil and military seaplanes. The Italians used Mandraki on a fairly regular basis for temporary stays by maritime patrol aircraft and seaplane fighters until September 1943. No record found of any Luftwaffe seaplane units being based here but Luftwaffe seaplanes and flying boats certainly used it. The main German presence here was the Hafenkommendant and his staff.

Dimensions: more than ample room for take-offs and landings in the open waters outside the harbor entrance.

Anchorage: mooring buoys for seaplanes were plentiful in the harbor. The harbor entrance was equipped with 3 searchlights to facilitate night operations.

Fuel and Ammunition: fuel tanks existed.

Infrastructure: had 1 small hangar plus another hangar-type building with a concrete apron. An extensive quay ran along the W side of Mandraki harbor and it was equipped with 3 jetties. Personnel were accommodated in the city.

Defenses: the harbor was protected by 4 to 8 heavy Flak guns, a number light Flak guns and numerous Flak machine guns.

Luftwaffe Airfields 1935-45

Remarks:

28 Jul 44: a Do 24T-3 flying boat belonging to 7. Seenotstaffel struck some rocks while landing outside Mandraki harbor and was destroyed.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.548-50 (17 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Maritza (GR/Dodecanese) (a.k.a. Rhodes-Maritza, Rodos-Maritsa, Marizza, Diagoras, Paradhíision) (36 23 01 N – 28 07 03 E)

General: airfield along the NW coast of Rhodes (Ródhos, Rhodos, Rhodus, Rodos), an island in the eastern Aegean just off the coast of Turkey, 13 km WSW of the city of Rhodes (Ródhos) and 2.5 km N of the village of Maritsa.

History: built about 1935 as a civil airport. The Italian Air Force arrived in June 1940 and based large numbers of bombers here for operations in the Eastern Mediterranean including the Cyprus, Palestine and Suez area. A total of 90 bombers, fighters and night fighters were usually here on a permanent basis while it was in Italian hands. Luftwaffe dive-bombers used it in summer 1941 and then again in fall 1943.

Dimensions: approx. 1150 x 850 meters (1260 x 930 yards).

Surface and Runways: artificially drained hard-packed dirt and crushed stone surface. Had a single concrete runway approx. 1370 meters (1500 yards) in length and aligned NW/SE.

Fuel and Ammunition: fuel and ammunition was stored in huts and excavations at at least 4 sites scattered around the airfield. Additionally, the main bomb dump was located 2 km off the W boundary along the road to the village of Damatria.

Infrastructure: had 4 large camouflaged hangars on the S boundary, one of which was used for repairs, and 1 camouflaged hangar with a paved apron and nearby workshops in the NE corner. Personnel accommodations were behind the hangars on the S boundary and also in the NE corner.

Dispersal: the 3 aircraft dispersals – North, Northeast and West – had a total of 30 large blast bays and 19 small blast bays.

Defenses: protected by some 20 heavy Flak guns and an unknown number of light Flak guns. Ground defenses included at least 5 strongpoints.

Remarks:

4/5 Feb 41: bombed by 3 RAF Wellingtons – 1 x CR 42 was destroyed on the ground while 3 x CR 32s, 2 x SM 79s and 1 x SM 81 were damaged.

16/17 May 41: bombed by 2 RAF Wellingtons – 2 x Cant Z.1007s, 1 x S.81 and 1 x CR 42 were damaged on the ground, and buildings, a hangar, the power station, vehicles and a small fuel dump were hit.

15 Apr 43: the runway was being extended to approx. 1645 meters (1800 yards) but had not yet been surfaced.

Luftwaffe Airfields 1935-45

13 Oct 43: bombed – 1 x Ju 87 D-3 (Trop) from II./St.G. 3 damaged on the ground.

17 Oct 43: visible on the airfield - 10 fighters, 20 Ju 87s, 5 transports, 1 unidentified a/c and 10 Italian bombers (or transports).

22 Oct 43: bombed – 1 x Ju 87 D-3 (Trop) from II./SG 3 destroyed on the ground.

28 Oct 43: bombed – 1 x Ju 87 D-3 (Trop) from II./SG 3 destroyed on the ground.

5 Nov 43: bombed – 1 x Ju 87 D-3 from II./SG 3 destroyed on the ground.

11/12 Feb 44 (night): bombed by 3 Venturas – claimed hits in the dispersal area and near hangars with fires observed.

Sep-Oct 44: Rhodes evacuated by the Luftwaffe leaving just 120 officers and men behind as caretakers for Maritza and Gadurra.

Operational Units:

Italian (Regia Aeronautica): 41^o Gruppo BT (Jul-Aug 40); 50^o Gruppo BT (Apr-Sep 41); 87^o Gruppo BT (Sep 42 – May 43); 90^o Gruppo BT (Jan-Sep 43); 92^o Gruppo BT (Jun-Nov 40); 106^o Gruppo BT (Aug 41 – Aug 42); 161^o Gruppo CT (Jun 41 – May 42); 161^a Squadriglia CM (Jun 41); 163^a Squadriglia CT (Jun 40); 172^a Squadriglia BT (Mar 41).

Luftwaffe: I./St.G. 3 (Jun-Jul 41); detachment of IV./JG 27 (Jul-Sep 43); II./St.G. 3 (Oct 43); II./SG 3 (Oct-Nov 43); detachment of 4./Minensuchgruppe 1 (Jan, Feb 44); 35./Fliegerverbindingsgeschwader 2 (Mar 44 – 1945?).

Station Commands: Fl.H.Kdtr. (E) Rhodos; unnumbered Flugplatzkdo. D (1943); Platzkdo. of Fl.Pl.Kdo. C 26/IV Gadurra (1943-44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 201/XVII Gadurra (Apr 44 – May 45).

Station Units (on various dates – not complete): 1., 3. and other elements of schw.Flak-Abt. 806 (Sep 43 – Aug 44); elements of Ln.-Verbindungs-Kp. z.b.V. 4 (Sep 43).

[Sources: AFHRA A5260 pp.551-54 (18 Jan 43 updated to 18 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mega (GR): see Salonika-Megálo Mikrá.

Megara (GR) (e. Mégara) (37 58 40 N – 23 22 00 E)

General: airfield in S Greece 33 km W of Athens and 2.5 km SE of Mégara.

History: set up 1940-41. Used by RAF fighters in late April 1941 and then by large numbers of Luftwaffe dive-bombers (Stukas) and transport aircraft during the invasion of Crete in May 1941. Non-operational from mid-1941 to mid-1943 for construction work and runway problems. On reopening, it was used mainly by dive-bombers. Megara was a "problem" airfield that was unserviceable far more often during the war than it was serviceable.

Dimensions: approx. 1190 x 410 meters (1300 x 450 yards).

Surface and Runways: rough, poorly drained grass surface that was unserviceable except during prolonged dry weather. Had a single runway built by the Germans at the end of 1941 but this had to be replaced due to

Luftwaffe Airfields 1935-45

settling that produced large depressions along its length. The new runway, aligned E/W with a planned length of 880 meters (960 yards), was still under construction in early June 1943 and only a short distance at the E end had been paved.

Fuel and Ammunition: fuel was stored in drums at 2 small dumps at the foot of a hill off the S boundary and in a vineyard to the E of the airfield. A large munitions dump with some 41 storage huts, bunkers and sites was believed to be off the W side of the landing area.

Infrastructure: no hangars, but a few buildings off the W end of the runway almost certainly included repair shops and limited accommodations.

Additional accommodations were readily available in Megara. The nearest rail connection was in Megara.

Dispersal: a dispersal area was under construction off the NW side of the airfield.

Defenses: Flak positions of an undetermined nature were on the hill S of the landing area.

Remarks:

22 Apr 41: described as a new landing strip of flattened grass surrounded by olive groves.

17 Oct 43: visible on the airfield - 10 Ju 87s, 1 transport and 1 glider.

20 Jan 44: runway temporarily closed due to construction work in progress.

1 Apr 44: runway closed due to construction work in progress; landing and take-off only possible on the taxiways.

4 Jun 44: bombed by 3 aircraft at dusk - no damage but airfield temporarily closed due to unexploded bombs.

15 Sep 44: strafed by several P-51 Mustangs and hits scored on parked aircraft.

Operational Units: Stab/St.G. 77 (May 41); III./St.G. 2 (May 41); I./KG z.b.V. 1 (May-Jun 41)?; II./KG z.b.V. 1 (May-Jul 41); I./St.G. 3 (Jul-Oct 43); elements of 13./SG 151 (Sep 43); I./SG 3 (Oct-Nov 43); II./SG 3 (Dec 43 - Jan 44); 15./TG 1 (c. May-Jul 44).

Station Commands: Fl.H.Kdtr. E 16/IV (c. Aug 43 - Mar 44); Fl.H.Kdtr. E(v) 208/XVII (Apr-Sep 44).

Station Units (on various dates - not complete): 132. Flugh.Betr.Kp. (Qu) (one Zug) (Dec 43 - 1944); Lufttorpedo-Betr.Kp. 1 (one Zug) (May-Sep 44); Lufttorpedo-Betr.Kp. 10 (one Zug) (Jun-Sep 44); le.Flak-Abt. 754 (May 44); Ldssch.Zug d.Lw. 59/XI (1943-44).

[Sources: AFHRA A5262 pp.348-49 (28 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Melekli (GR) (today Meléti/Greece) (c. 41 06 N - 25 19 E)

General: landing ground in NE Greece (S wartime Bulgaria) 125 km SSE of Plovdiv; today 206 km ENE of Salonika and 36 km E of Xánthi/Greece.

History: believed to have been laid out by the Germans in fall 1943 but no record found of any Luftwaffe air units being based here.

Luftwaffe Airfields 1935-45

Station Commands: Fl.Pl.Kdo. A 3/XIII (c.Nov 43 – Mar 44); Fl.H.Kdtr. E(v) 221/XVII (Apr-Aug 44).

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

Messíni (GR) (37 05 41 N – 21 59 26 E)

General: airfield in SW Peloponnisos/Greece 12 km NW of Kalamáta, 5 km NNW of Messini and 2 km E of the village of Amfithea.

History: airfield construction by the Germans began about January 1942 and by that summer it was being used by aircraft in transit. It was inactive from fall 1942 to spring 1943 when construction work restarted.

Abandoned for reasons unknown in early Dec 43. No record has been found of any Luftwaffe air units being based here.

Dimensions: approx. 1465 x 395 meters (1600 x 430 yards) with a rectangular shape.

Surface and Runways: leveled, soft grass surface. Had a single runway measuring approx. 1190 meters (1300 yards) in length and aligned NNW/SSE. The paving of the runway began in early spring 1943 and had been completed by 1 July 1943. Runway illumination was thought to be in the process of being installed in mid-1943.

Fuel and Ammunition: fuel was stored in drums/barrels in a dump located between the runway and the river to the E of it. An ammunition dump with 21 bunkers was concealed among trees off the W side of the airfield.

Infrastructure: no hangars, identifiable workshops or other buildings.

Personnel were billeted in an encampment of some 20 huts on the W boundary. The nearest rail connections were in Messini and Kalamata.

Dispersal: Northwest, Southwest and Southeast dispersal areas were under construction in mid-1943.

Defenses: no Flak positions seen on 1Jul 43.

Remarks:

9 Dec 43 Messíni abandoned and demolished.

18 Mar 44: according to Allied aerial reconnaissance and ground reports, the airfield had been rendered unserviceable by the detonation of mines.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. B 10/I (Jul-Dec 43).

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

[Sources: AFHRA A5262 pp.350-52 and pp.449-50 (13 Jul 43 updated to 18 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mikra (GR): see Saloniki (See).

Milos (GR) (a.k.a. Adamos, Milos Bay, Melos) (c. 36 43 N – 24 26 E) or (36 41 38 N – 24 28 31 E)

General: forward airstrip and seaplane anchorage in Milos Bay on the N side of Milos Island in the Cyclades island group in the western Aegean c. 150 km SSE of Athens. The anchorage was probably at Adamantas, the principal village on the bay. History: the seaplane anchorage existed pre-war. The Luftwaffe maintained a caretaker detachment here during the war.

Luftwaffe Airfields 1935-45

to attend to visiting seaplanes, but no record found of any seaplane units being based here. The forward airstrip was rapidly set up by the Germans in early May 1941 and was used during operations against Crete later that month. Anchorage: reasonably sheltered with ample space on the bay for take-offs and landings. Infrastructure: no information found.

Station Commands: Fl.Pl.Kdo. D 49/III (1942 – Apr 43); Fl.Pl.Kdo. D 53/IV (See) (Apr 43 – Sep 44).

Station Units (on various dates – not complete): Flugmeldemesszug z.b.V. 71 (1943-44).

[Sources: AFHRA A5262 p.389 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Missolonghi (GR) (a.k.a. Mesolongion) (38 22 30 N – 21 29 30 E)

General: emergency landing ground in SW Greece 200 km WNW of Athens, 28 km SSE of Agrinio and 5.5 km ENE of Mesolongion town center. History: pre-war civil landing ground. No evidence found of wartime use. Surface and Dimensions: surface rough and not maintained. Measured approx. 455 x 420 meters (500 x 460 yards). No paved runway. Infrastructure: none.

[Sources: AFHRA A5262 p.386 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Molaoi (GR) (a.k.a. Moláoi, Molai, Malaoi, Maloi, Male) (c. 36 47 00 N – 22 53 00 E)

General: landing ground 71 km ESE of Kalamáta, 26 km E of Yithion (Jithion) on the southeastern peninsula of Peloponnese (Peloponnesus) and probably 5 km ESE of Molaoi and just S of the village of Metamorfoosi.

History: laid out by the Germans and heavily used by the Luftwaffe as a Feldflugplatz (fieldstrip) in May 1941 for operations against Crete and then fell into disuse until reactivated in 1943. Surface and Dimensions: rough surface with no drainage. Measured approx. 730 x 730 meters (800 x 800 yards). No paved runway. Infrastructure: none reported.

Remarks:

17 May 41: low-level attack by 3 RAF Beaufighters – shot up the airfield and claimed damage to Bf 109s and He 111s.

2 Oct 42: airfield being used as a refueling stopover for flights between Italy, Greece and North Africa.

Operational Units: I.(Jagd)/LG 2 (May 41); Stab, II. and III./JG 77 (May-Jun 41); III./JG 52 (May-Jun 41); 7./JG 26 (May-Jun 41); Stab, I. and III./St.G. 2 (May-Jun 41); II.(Schlacht)/LG 2 (May-Jun 41); San.Flugber. 7?

Station Commands: Flugplatzkdo. Molaoi of Fl.H.Kdtr. E 27/XII Athens-Tatoi (Dec 41 – Aug 43); Fl.Pl.Kdo. C 2/XVII (Aug 43 – Mar 44).

Station Units (some): 5.(Tel.Bau)/Ln.-Rgt. 14 (May 41); elements of Ln.-Betr.Abt. (mot) z.b.V. 11 (May 41); Nachschub-Kol. d.Lw. 2/I (Feb 42).

[Sources: AFHRA A5262 p.386 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mytilene (GR) (a.k.a. Mitilini) (39 06 04 N – 26 33 40 E)

Luftwaffe Airfields 1935-45

General: seaplane anchorage at the port of Mitilini on the SE side of Lesbos Island in the North Aegean. History: used by Italian civil seaplanes before the war and used occasionally by Luftwaffe seaplanes 1941-44. Anchorage: seaplanes took off and landed on the open sea and then departed or entered the port through a breakwater. Infrastructure: none reported that were specific to seaplanes.

[Sources: AFHRA A5262 p.389 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

N

Nauplia (GR) (a.k.a. Nauplion) (37 33 00 N – 22 46 00 E)

General: seaplane anchorage at the port of Nauplia (Navplion) on the east coast of Peloponnisos. History: a former civil seaplane anchorage that was used by the Luftwaffe (3.(F)/Aufkl.Gr. 126) during the invasion of Greece and Crete but subsequently abandoned. Reopened in Oct 43 and maintained by a handful of men attached to the local Hafenkommantant to Sep 44. Anchorage: located at the narrow head of a large gulf that afforded both room and shelter. Infrastructure: no information found.

[Sources: AFHRA A5262 p.389 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Navarino (GR) (36 56 50 N – 21 42 00 E)

General: seaplane station in the Bay of Navarino on the SW coast of Peloponnisos at of near Gialova or Pilos on the E shore of the bay.

History: a civil seaplane stopover without facilities before the war. Known to have been used by Italian seaplanes after the occupation of Greece in April 1941. No record found of a permanent Luftwaffe presence at or around Navarino, but the German Navy had a Hafenkommantant Navarino and one battery from Marineartillerie-Abt. 609 here.

Dimensions: with dimensions of 5 km by 4 km, the bay afforded ample room for seaplane take-offs and landings.

Anchorage: although subject to heavy swells when strong winds were from the SW, the bay provided excellent shelter. Mooring buoys were available.

Fuel and Ammunition: fuel was stored and available.

Infrastructure: building and accommodations existed but no details have been found. At least 1 jetty was present.

Defenses: the bay was protected by 5 heavy Flak positions with sites for 18 guns, 3 dual-purpose positions with sites for 12 guns and 5 light Flak positions for 8 guns in Nov 42.

Operational Units: none identified.

Station Commands: none identified.

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

Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.353 (1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nea Ankhialos (GR) (a.k.a. Nea Anchialos) (39 15 30 N – 22 46 45 E)
General: landing ground in east-central Greece 165 NNW of Athens, 18.5 km SW of Volos, 4 km SW of Nea Anchialos and 3 km inland from the shore of Almiros Bay. History: under construction by the RAF in spring 1941 for use by fighters but overrun by the Germans before it could be completed. No record found of Luftwaffe use. Surface and Dimensions: grass and sand surface that was unserviceable in wet weather. Consisted of 2 airstrips at right angles, one 1005 x 100 meters (1100 x 110 yards) in length and the other 805 x 100 meters (880 x 110 yards). Infrastructure: none.

[Sources: AFHRA A5262 p.354 (4 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nea Kouklaina (GR) (a.k.a. Trilofa) (c. 40 34 20 N – 22 09 00 E)
General: landing ground in north-central Greece 67 km W of Salonika, 7.25 km NW of Verria (Veroia) and c. 1.5 km outside of the village of Nea Kouklaina, direction unknown. History: in existence since 1940 or earlier. No record found of Greek, RAF or Luftwaffe use. Surface and Dimensions: grass surface that was unserviceable in wet weather measuring approx. 1370 x 90 meters (1500 x 100 yards). No paved runway. Infrastructure: none.

[Sources: AFHRA A5262 p.355 (4 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nea Pella (GR) (40 45 30 N – 22 28 20 E)
General: landing ground in north-central Greece 42-43 km WNW of Salonika, 6.25 km SE of Yannitsa (Giannitsa) and 1.75 km WSW of the village of Nea Pella. History: laid out by the RAF in early 1941. No record found of Luftwaffe use. Surface and Dimensions: heavy rolled soil that was unserviceable in wet weather. Consisted of 2 airstrips each 1005 meters (1100 yards) in length and aligned NW/SE and N/S. No paved runways. Infrastructure: none.

Remarks:

Jan 43: reportedly abandoned and returned to cultivation.

[Sources: AFHRA A5262 p.356 (4 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nea Peramos (GR) (38 00 00 N – 23 25 30 E)
General: seaplane anchorage in the Gulf of Eleusis in SE Greece 27 km W of Athens, 6.5 km E of Megara and adjacent to the town of Nea Peramos. History: a former civil seaplane station used by Air France as an alternate alighting anchorage when Athens-Phaleron was closed due to weather. The Luftwaffe was using it by 1942 or earlier but no seaplane units are known to have been based here. Anchorage: shallow well-protected waters with ample space for take-offs and landings. Infrastructure: had a single small

Luftwaffe Airfields 1935-45

hangar, 3 small buildings for accommodations, 1 small jetty and buoys for tying up seaplanes.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. C 137/XI (Nov 43 – Feb 44).

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

[Sources: AFHRA A5262 p.357 (1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neos Kavkasos (GR) (a.k.a. Neos Kafkasos) (40 53 20 N – 21 28 10 E)

General: field airstrip/emergency landing ground in north-central Greece 19.5 km SE of Bitolj (Bitola)/Macedonia, 13 km NNE of Florina and just S of the village of Neos Kafkasos. History: briefly used by Luftwaffe fighters during the invasion of Greece in April 1941. No reported use after that.

Surface and Dimensions: no information found. Infrastructure: none associated directly with the landing ground.

[Sources: AFHRA A5262 p.386 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Niamata (GR) (a.k.a. Namata) (39 38 00 N – 22 37 35 E)

General: landing ground in east-central Greece 18 km E of Larissa city center and 1.2 km NNE of Namata. History: surveyed for use as a bomber field by the RAF prior to the German invasion of Greece in April 1941 but rejected for bomber use due to severe drainage problems. However, at the beginning of April 1941 it is described in contemporary documents as a “newly constructed landing ground” and in use by the RAF. Subsequently inactivated and not known to have been used by the Luftwaffe. Surface and Dimensions: grass on clay soil surface measuring approx. 1965 x 1005 meters (2150 x 1100 yards) with an irregular shape. Unserviceable in wet weather. No paved runway. Infrastructure: had 4 roofless huts and a few disused storage pits off the S boundary.

Remarks:

15 Apr 41: 5 attacks by Bf 109s and Bf 110s wiped out an entire RAF Blenheim squadron based here.

9 Oct 43: reconnaissance overflight showed no aircraft or any sign of activity.

[Sources: AFHRA A5262 p.358 (4 Aug 43 updated to 9 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

P

Paramythia (GR) (a.k.a. Paramithiá) (39 25 40 N – 20 31 00 E)

General: landing ground (Landeplatz) in NW Greece 36 km SW of Jannina (Ioäa), 4 km S of Paramythia and 2 km W of Prodromi. History: a pre-war landing ground established by the Greek Air Force and used by both it and

Luftwaffe Airfields 1935-45

the RAF up to mid-April 1941. Surface and Dimensions: naturally drained grass covering a stony foundation soil with 2 airstrips – (1) 1190 x 275 meters (1300 x 300 yards) aligned NNW/SSE, and (2) 1005 x 275 meters (1100 x 300 yards) aligned ENE/WSW. Fuel and Ammunition: both brought in as needed. Infrastructure: no hangars, workshops or other infrastructure identified or reported in mid-1943. Dispersal: no organized dispersals. Defenses: no information found.

Remarks:

14 Apr 41: landing ground ordered evacuated.

1943: no record of use by Axis forces until early 1943 when some work was started on it.

27 Sep 43: landing ground now in use – present there this date were 2 Ju 52s, 1 medium and 3 small aircraft.

Operational Units: detachment of III./JG 27 (Sep 43).

Station Commands: Fl.Pl.Kdo. B 5/VII (Aug-Dec 43).

Station Units (on various dates – not complete): 11.

Staffel/Feldwerftverband 70 (Oct 43); Ldssch.Zug d.Lw. 58/XII (1942/43 – 1944).

[Sources: AFHRA A5262 p.359 (4 Aug 43 updated to 27 Sep 43); chronologies; BA-MA; NARA; PRO/BNA; web site ww2.dk; (<http://forum.12oclockhigh.net/showthread.php?t=30830>)]

Paros (GR) (a.k.a. Páros) (c. 37 05 N – 25 08 E)

General: landing ground on an island of the same name in the western Aegean developed in spring 1944. Planned construction work was never completed. No record found of any Luftwaffe air units being based here.

Remarks:

8 Mar 44: orders issued Feldbauamt I Athens to lay out a 800 x 100 meter grass landing strip with completion by 15 April.

13 Mar 44: number of workmen increased to 400.

9 May 44: Feldbauamt I Athens inquired whether or not the 1000 x 60 meter strip had been completed.

4/5 Jun 44: airstrip bombed by 8 RAF B-24 Liberators – results not observed.

Station Commands: Fl.Pl.Kdo. C 2/XVII (Feb-Mar 44); Flugplatzkdo. Paros of Fl.H.Kdtr. E(v) 204/XVII Athens-Kalamaki (Apr-Sep 44).

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

Patras (GR) (38 15 00 N – 21 44 00 E)

General: seaplane anchorage at the port of Patras on the Gulf of Patras on the N coast of Peloponnisos. History: used frequently by Italian seaplanes to Sep43 and then infrequently by Luftwaffe seaplanes to Oct 44.

Anchorage: an extensive breakwater paralleled the port and offered sheltered waters for seaplanes. Infrastructure: some facilities existed but no details have been found.

Operational Units: none identified.

Luftwaffe Airfields 1935-45

Station Commands: none identified.

Station Units (on various dates – not complete): Ln.-Flugmeldemess-Kp. (mot) 72 (1943-44).

[Sources: AFHRA A5262 p.390 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Peraia (GR) (40 29 00 N – 22 56 00 E)

General: landing ground in NE Greece 15.25 km S of Salonika city center and 2 km SSE of Peraia. History: reportedly established in 1942 as an alternate landing ground and satellite for the several airfields in the greater Salonika area. Surface and Dimensions: no details found. Infrastructure: none related directly to the landing ground.

[Sources: AFHRA A5262 p.360 (mid-1943); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Phaleron (GR): see Athens-Phaleron.

Pharsala (GR) (a.k.a. Fársala) (39 20 15 N – 22 24 45 E)

General: landing ground in east-central Greece 33 km S of Larissa, 5.25 km NNE of Farsala and 670 meters W of the village of Vamvakou. History: a pre-war Greek Air Force landing ground that was used briefly by RAF Hurricanes in April 1941. No record found of Luftwaffe use and by 1942 it had been returned to cultivation. Surface and Dimensions: grass on loamy clay surface measuring approx. 1100 x 640 meters (1200 x 700 yards). Fuel and Ammunition: 4 earth and concrete bomb bunkers were built by the prior to the April 1941 German invasion. Infrastructure: no hangars but there was 1 wooden hut. A single track rail line was 1 km S of the S boundary.

[Sources: AFHRA A5262 p.361 (5 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Polykastron (GR) (Polykastron, Polîkastron, Polikastro) (40 58 50 N – 22 37 30 E)

General: airfield in NE Greece 46.5 km NNW of Salonika, 5 km ESE of Polykastron and 1 km ESE of the village of Nea Kavala.

History: early history not found. The Luftwaffe inactivated it until late fall 1943 at which time it was reactivated, improved and placed on caretaker status. Used by transport aircraft and bombers being used at transports during Oct 44.

Surface and Dimensions: grass and weeds surface measuring approx. 1280 x 595 meters (1400 x 650 yards) but later extended and enlarged to approx. 1875 x 1190 meters (2050 x 1300 yards). Had a single hardened runway (paved?) 1875 meters (2050 yards) in length and aligned N/S that was completed by late Aug 44. Equipped with a visual Lorenz system for instrument landings.

Fuel and Ammunition: a fueling/refueling loop was under construction in the Northwest dispersal area at the end of Aug 44.

Infrastructure: none.

Luftwaffe Airfields 1935-45

Dispersal: a Northwest dispersal area with 6 aircraft parking stands was still under development in late Aug 44.

Remarks:

8 Oct 43: reconnaissance photos showed no facilities, no aircraft visible, no sign of any activity and the surface of the landing area appeared rough and overgrown.

31 Jan 44: runway and perimeter road seen to be in the early stages of construction.

28 Aug 44: reconnaissance photos showed leveling and drainage work continuing and the landing area around the runway still unserviceable. No aircraft were visible on the airfield.

Operational Units: II./TG 4 (Oct 44); elements of II./KG 4 (Oct 44).

Station Commands: Fl.Pl.Kdo. C 27/IV (Nov 43 – Mar 44); Fl.H.Kdtr. E 25/XI (Mar 44); Fl.H.Kdtr. A(o) 110/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): 1. Kp. Lw.-Bau-Btl. 130/XVII (Jun 44).

[Sources: AFHRA A5262 p.331 (8 Oct 43) and p.362 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Preveza (GR) (a.k.a. Préveza, Prevesa) (c. 38 58 20 N – 20 45 24 E)

General: seaplane station on the west coast of Greece 281 km WNW of Athens and 1.6 km NNE of Preveza town center on a headland just W of the entrance to an inlet.

History: developed into a military seaplane station by the Italians during the second half of 1941. Used by Cant Z.501 single-engine maritime patrol flying boats and Z.506 3-engine reconnaissance seaplanes. There was also an Italian sea rescue detachment based at Preveza. No record has been found of Luftwaffe seaplane units being stationed here although it was certainly used from time-to-time. A German Navy Hafenkommantant was located here from Sep 43 through Sep 44.

Dimensions: the surrounding waters provided ample space for take-offs and landings.

Anchorage: fully shelters and equipped with buoys for securing the seaplanes.

Fuel and Ammunition: fuel was available.

Infrastructure: no hangars but there were several buildings for workshops and other facilities. There were also huts for billeting in olive groves just S of the station, 2 small slipways, a quay and a U-shaped jetty 26 meters in length for servicing flying boats.

Remarks:

25 May 43: attacked by 2 RAF Blenheims – 2 x Italian seaplanes damaged.

Operational Units:

Italian (Regia Aeronautica): 82° Gruppo RM (Aug 42 – Sep 43).

Luftwaffe: none identified.

Station Commands: unnumbered Fl.Pl.Kdo. (See) (fall 1943).

Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): 9./Flak-Rgt. 25 (Sep 43).
[Sources: AFHRA A5262 p.363 (1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ptolemais (GR) (a.k.a. Ptolemaida) (40 29 45 N – 21 41 25 E)

General: landing ground in north-central Greece c. 107 km W of Salonika and 2.5 km SSE of Ptolemais (Ptolemaida). History: prepared in 1939-40 and briefly used by Luftwaffe fighters and dive-bombers for 4 or 5 days in April 1941 during the fighting along the Olympus Line. Inactivated in summer 1941 and partially returned to cultivation. Surface and Dimensions: farmland grass and soil surface that was only serviceable in dry weather. Measured approx. 915 x 730 meters (1000 x 800 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: brought in if and when needed - no known on site storage. Infrastructure: none belonging to the landing ground.

Operational Units: Stab, II./JG 27 (Apr 41); I.(Jagd)/LG 2 (Apr 41); I./St.G. 1 (Apr 41).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.364 (3 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

R

Rethymnon (GR/Crete) (a.k.a. Réthimnon, Retimo) (35 22 35 N – 24 34 10 E)

General: landing ground in the coast of northern Crete 53 km W of Iráklion, 8 km E of Rethymnon (Retimo) town center, 1.25 km W of the village of Sfakaki and 250 meters inland from the beach. History: in existence prior to the German invasion of Crete and in German hands on 21 May 41. No evidence found of any Luftwaffe air units being based here, although it was certainly in use. Surface and Dimensions: composition of surface unknown. Measured approx. 960 x 120 meters (1050 x 130 yards). No paved runway. Infrastructure: none reported that were tied directly to the landing ground.

Station Commands: Fl.Pl.Kdo. C 28/IV (c. Oct 43 – Mar 44); Flugplatzkdo. Rethymnon of Fl.H.Kdtr. E(v) 203/XVII Kastelli (Apr-Sep 44).

Station Units (on various dates – not complete): elements of Feldwerft-Abt. LE 9 (Jul 41); Nachschub-Kol.Abt.Stab d.Lw. 6/VII (Jun 43); Stab, 1.-2./Wach-Btl. d.Lw. O.B.S. III (fall 42 – Jul 44).

[Sources: AFHRA A5258 p.1236 (Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rhodos-Gadurra (GR): see Gadurra.

Luftwaffe Airfields 1935-45

Rhodos-Kattovia (GR): see Kattovia.

Rhodos-Mandraki (GR): see Mandraki.

Rhodos-Maritza (GR): see Maritza.

S

Salonika (GR) (a.k.a. Saloniki, Thessaloníki) (40 38 27 N – 22 56 36 E)
Lw. Garrison and Station Units (on the Salonika airfields, in the city or nearby on various dates – not complete):

Commands, Servicing, Repair (Stäbe, Wartungs, Instandsetzungs):
Luftwaffenkdo. Südost (c.Aug-Dec 43); Koflug 11/IV (Feb 43 – Oct 44); 2. Flugh.Betr.Kp./LG 1 (Dec 43); 4. Flugh.Betr.Kp./LG 1 (Jan 43); Werft-Abt. (o) 23/XVII (Apr-Sep 44); Flieger-Werkstattzug 1/VI (1942); Werft-Kp. 58 (1943); 121. Flugh.Betr.Kp. (Qu) (1943-44); Stab/Feldwerftverband 70 (Dec 43)?; Feldwerft-Abt. V/Feldwerftverband 70 (Sep 43, Jan 44); le.Feldwerft-Zug 11/70 (Sep 43); Flieger-Werkstattzug 1/VI (1942); 1. Flugh.Betr.Kp. (FK) (Feb-Sep 44); elements of Flugzeug-Funkwartkp. z.b.V. 1 (Sep 43).

Antiaircraft (Flak): Stab/Flak-Rgt. 91 (Oct 43 – Sep 44); schw.Flak-Abt. 397 (Jun 43 – Sep 44); le.Flak-Abt. 829 (Feb 43 – Sep 44); Stab and elements of le.Flak-Abt. 865 (E.Tr.) (Oct 43 – summer 44); 5.(ital.)/le.Flak-Abt. 891.

Air Force Signals (Luftnachrichten): 8./Ln.-Rgt. 110 (Aug 43 - ?); 1. (Fernverb.Betr.Pers.)/Ln.-Rgt. 120 (Dec 41 – c.May 42); Stab/Ln.-Rgt. Südost (c.Aug-Dec 43); I.(Ln.-Betr.)/Ln.-Rgt. Südost (c.Aug-Dec 43); III. (Funkh.)/Ln.-Rgt. Südost (Jan 44); Ln.-Betriebs-Abt. z.b.V. (mot) 11 (May-Jun 41); Ln.-Fernsprecher-u.Fernschreiber-Betr.Pers.Kp. 303 (Jun, Jul 41); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 8 (summer 42 – Oct 44); Ln.-Flugmeldemess-Kp. (mot) 71 (Dec 43 - ?).

Construction (Bau): Stab and 3.Kp. Lw.-Bau-Btl. 21/III (1943); Startbahnbauzug 7 (Feb 44).

Supply Services (Nachschubdienste): Nachschubleitstelle d.Lw. Saloniki (1941-44); Feldluftpark 2/VI (c. Feb-Oct 44); Ln.-Frontreparaturbetrieb 2/VI (Feb-Oct 44); Feldlufttanklager 1/IV (1944); Feldlufttanklager 8/IV (1943-44); Nachschub-Kp. d.Lw. 19/VI (Sep 43 – Sep 44); Munitionsausgabestelle d.Lw. 3/III (Feb 44); Munitionsausgabestelle d.Lw. 17/XI (Oct 43).

Ground Transport (Transportkolonnen): Kdr.d.Kfz.Beständelager d.Lw. 1/IVb (1943-44); Kfz.Geräteausgabestelle d.Lw. 2/IV (1944); Flug-Betr.St.Kol. 519/IV (Sep 44); Trsp.Kol. d.Lw. 109/IV (Oct 43); Trsp.Kol. d.Lw. 114/IV (Jul-Sep 44); Trsp.Kol. d.Lw. 136/VI (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 137/VI (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 126/VII (Aug 43 – Sep 44), Trsp.Kol. d.Lw. 54/XI (Jul 41); Trsp.Kol. d.Lw. 122/XI (Aug 43 – Aug 44); Trsp.Kol. d.Lw. 112/XII (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 117/XII

Luftwaffe Airfields 1935-45

(Aug 43 – Sep 44); Trsp.Kol. d.Lw. 120/XII (Aug 43 – Sep 44); Trsp.Kol. d.Lw. 121/XII (Aug 43), Trsp.Kol. d.Lw. 123/XII (Aug 43 – Sep 44), Trsp.Kol. d.Lw. 125/XII (Aug 43 – Sep 44)), Trsp.Kol. d.Lw. 126/XII (Aug 43 – Sep 44)), Trsp.Kol. d.Lw. 128/XII (Aug 43 – Sep 44)), Trsp.Kol. d.Lw. 130/XII (Aug 43 – Sep 44)); Kfz.Instandsetzungszug d.Lw. 6/XVII (1943-44); schw.Kfz.Instandsetzungszug d.Lw. 2/VI (1944); Kfz.Instandsetzungszug (mot) (ital.) Saloniki (? – Oct 44).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 156/VI (Jun 42); Ldssch.Zug d.Lw. 187/VI (Feb-Mar 44); Ldssch.Zug d.Lw. 227/VI (Apr 43 – Sep 44); Ldssch.Zug d.Lw. 356/VI (c.Feb-Oct 44); Ldssch.Zug d.Lw. 365/VI (c.Feb-Oct 44); Ldssch.Zug d.Lw. 18/VII (c.fall 43 – Sep 44); Ldssch.Zug d.Lw. 129/XI (Apr 43 – Sep 44).

Medical Services (Sanitätsdienste): Sanitätsbereitschaft d.Lw. (mot) 3/VIII (May 41).

Other (sonstige, verschiedene): Sonderkdo. Fähre d.Lw. (1943-44); Stab/Lw.-Berge-Btl. IX (Oct 43); Alpen-Bergungstrupp 1/XVII (1941-42).

Saloniki-Karantina GR) (40 30 40 N – 22 56 25 E)

General: landing ground in NE Greece 14-15 km S of Salonika city center, 2.25 km WSW of Megalo-Mikra airfield and 7 km WSW of Salonika-Sedes airfield. History: an alternate landing ground or satellite for Salonika-Sedes and was still being worked on in Oct 43. Surface and Dimensions: rough surface with a single airstrip measuring approx. 1060 x 45 meters (1160 x 50 yards). No paved runway. Infrastructure: none specifically belonging to the landing ground.

Remarks:

3 Oct 43: in use by small numbers of Ju 52 transports.

[Sources: AFHRA A5262 p.365 (3 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saloniki-Lembet (GR) (40 41 10 N – 22 57 00 E)

General: landing ground in NE Greece approx. 5-6 km N of Salonika city center near the suburb of Efkarpia. Exact location not determined.

History: construction work to extend the landing area underway in August 1943. May have been an alternate landing ground or satellite for the Salonika area airfields. No record found of Luftwaffe air units being based here. Surface and Dimensions: hard-packed dirt surface measuring approx. 775 x 775 meters (850 x 850 yards). No paved runway.

Infrastructure: none noted.

[Sources: AFHRA A5262 p.385 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saloniki-Megalo Mikra (GR) (40 31 10 N – 22 58 10 E)

General: airfield in NE Greece 13.5 km S of Salonika city center and 5 km WSW of Salonika-Sedes airfield.

History: existed as a landing ground since late 1941 or earlier. The Germans drained it in 1942 and put it to use as a satellite of Salonika-Sedes

Luftwaffe Airfields 1935-45

airfield. It was then improved and a runway and 2 dispersal areas built. It's importance increased dramatically following the 24 June 1943 attack on Salonika-Sedes which destroyed most of the facilities there. Along with Salonika-Karantina, it served as a satellite of Salonika-Sedes airfield to Oct 44 when the Germans withdrew from Greece. This satellite airfield was directly connected to Salonika-Sedes by a narrow gauge railway (Decauville railway) and a broad road that could also be used as a taxiway.

Dimensions: approx. 1370 x 915 meters (1500 x 1000 yards).

Surface and Runways: rough grass surface with some drainage issues along the N side. Had a runway (paved?) 1740 meters (1900 yards) in length and aligned WNW/ESE. The runway was in the final stages of completion in June 1943 or had just become operational.

Fuel and Ammunition: presumably available.

Infrastructure: no hangars or identifiable workshops. There were 3 large sheds along the N boundary, 5 huts in the NE corner and a large hut off the SE corner.

Dispersal: had 3 areas – North, Southeast and South Perimeter – with the aircraft parking in the open, i.e., no aircraft shelters.

Defenses: protected by the Flak defenses at Salonika-Sedes.

Remarks:

30 Jun 43: Allied reconnaissance aircraft identified 25 medium-size and 1 small aircraft along with 5 Go 242 gliders visible on the airfield.

26 Oct 43: bombed and strafed by XII Bomber Command B-25s and P-38s - 2 x Ju 88 A-4s from II./KG 51 damaged on the ground.

Operational Units: 1. (Go) Staffel/Luftwaffenkdo. Südost (Jul 43); 2. (Go) Staffel/Luftwaffenkdo. Südost (Jul 43); 3.(Go)/Schleppgruppe 1 (1944); detachment of 2.(F)/Aufkl.Gr. 123 (Oct 44); Stab/TG 4 (Oct 44). Also see under Salonika-Sedes since the two airfields were connected to one another.

Station Commands: Flugplatzkdo. C 27/IV (c. Apr – Oct 43); Flugplatzkdo. C 32/IV (Oct 43 – Mar 44); Flugplatzkdo. Salonika-Mega of Fl.H.Kdtr. A(o) 108/XVII Salonika-Sedes (Apr – Oct 44).

Station Units (on various dates – not complete): 1./schw.Flak-Abt. 271 (1944); elements of schw.Flak-Abt. 397 (Jun 43 – Sep 44); Ldssch.Zug d.Lw. 191/VI (Mar 44); Ldssch.Zug d.Lw. 313/VI (Mar 44).

[Sources: AFHRA A5262 pp.367-68 and pp.457-58 (6 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Salonika-Mikra (Land) (GR) (40 34 00 N – 22 57 30 E)

General: landing ground in NE Greece on the coast 8 km S of Salonika city center. History: no information found on its early history. During the German occupation it may have been used as an emergency or alternate landing ground and no air units are known to have been based here.

Surface and Dimensions: rough grass surface with drainage problems during wet weather. Measured approx. 1005 x 550 meters (1100 x 600

Luftwaffe Airfields 1935-45

yards) with an irregular shape. Infrastructure: had 1 medium hangar with a paved apron and a small hut on the NE boundary.

Remarks:

30 May 43: no aircraft were visible here during an Allied reconnaissance flyover.

Operational Units: IV./KG z.b.V. 1 (May 41); IV./KG z.b.V. 1 (Apr-May 41).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.369 (6 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saloniki-Mikra (See) (GR) (a.k.a. Salonika (Sea), Thessaloníki) (c. 40 34 N – 22 57 E)

General: seaplane station on the E shore of Salonika harbor in NE Greece and just S of Mikra point. History: a pre-war civil seaplane station.

Anchorage: ample room for take-offs and landings but very exposed to winds from the W, NW and SW. Infrastructure: had a small hangar, a small wooden pier and a few mooring buoys.

Operational Units: 7. Seenotstaffel (Apr-Jul 41); Stab, 1., 3./SAGr. 125 (Aug-Sep 44);

Seenotstaffel 70 (Oct 44).

Station Commands: Flugplatzkdo. (See) D 104/XI (Sep 43 – Sep 44).

Station Units (some): Seenotzentrale (L) z.b.V. VIII. Fliegerkorps (Apr-May 41). Most station units were at Saloniki-Sedes or billeted in Salonika city.

[Sources: AFHRA A5262 p.390 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saloniki-Sedes (GR) (a.k.a. Salonika-Sedes, Salonika-Thermi, Salonika-Perea, Thessaloníki) (c. 40 31 55 N – 23 02 10 E)

General: airfield in NE Greece 14 km SE of Salonika city center and 2 km SSE of the village of Sedes (Thermi).

History: a former Greek civil airport and Greek Air Force base. After it was taken over by the Germans during the April 1941 invasion of Greece, it was put to immediate use by the Luftwaffe and became its primary airfield in northern Greece. It was home base for both operational and training units and the main transit stopover for flights going back and forth between Athens and Belgrade.

Dimensions: approx. 1370 x 730 meters (1500 x 800 yards) with a rectangular shape.

Surface and Runways: grass surface with a stony content with drainage problems in places. No paved runway in Jun 43. Equipped with a beam approach system.

Fuel and Ammunition: bulk fuel was stored in underground tanks, above ground tanks and in barrels/drums in 4 separate locations on the NE, S and W sides of the airfield. Bombs and ammunition was stockpiled in 3 separate

Luftwaffe Airfields 1935-45

dumps off the NE, E and SE boundaries; the dump off the E boundary had 8 huts and 31 blast protected bunkers.

Infrastructure: had 1 large three-bay hangar and 2 large hangars with paved aprons on the NE boundary. Workshops and spare parts stores were located in the main group of buildings to the E and NE of the hangars. The airfield motor pool and garages were on the E side of it. The main group of buildings to the NE and E of the hangars included a 3-story station HQ building with admin offices, photo lab and meteorological bureau, a stores building, officers' quarters and mess, kitchen and mess hall, school buildings, guard room, etc. The nearest railhead was in Salonika.

Dispersal: the 3 dispersal areas – Southeast, Southwest and Northeast – had a total of 15 large aircraft shelters and 21 small aircraft shelters.

Defenses: protected by 3 light Flak positions with sites for 9 guns. The entire airfield was surrounded by wire fencing.

Satellites and Decoys: see Saloniki-Megalo Mikra and Salonika-Karantina.

Remarks:

9 Apr 41: Salonika and its immediate surroundings taken by the German 2. Panzer-Div.

24 Jun 43: first attack on the airfield - bombed by 49 B-24 Liberators from IX Bomber Command with 8 x Ju 88 A-4s, 1 x Ju 88 C-6, 1 x C 445, 1 x Junkers W 34 and 1 x Kl 35 from I., II. and IV./LG 1, 1 x Ju 52 from I./TG 4, plus 1 x Junkers W 34 from Luftdienstkdo. Griechenland destroyed (5) or damaged (9) on the ground with at least 8 KIA and 71 WIA. Further, all hangars and workshops completely destroyed, the majority of the barracks 70% destroyed and 2 tank cars with 4,000 liters of aviation fuel burned. A revised report from Ob.d.L. changed the aircraft totals to 8 destroyed and 19 damaged.

5 Oct 43: bombed – 1 x Ju 88 D-1 (trop) from Wetterflugstelle Balkan severely damaged on the ground.

9 Oct 43: air attack – 1 x He 111 H-16 from Wetterflugstelle Balkan destroyed on the ground.

15 Oct 43: bombed by XII Bomber Command B-25 Mitchells - 4 x Ju 88A-4s, 1 x Ju 88 A-14 and 1 x Kl 35 from II./KG 51 destroyed (2) or damaged (4) on the ground.

28 Sep 44: airfield attacked by 29 fighters from Balkan Air Force – claimed 3 aircraft destroyed on the ground.

Operational Units: Stab, I., III./KG 2 (Apr 41); III./KG 3 (Apr-May 41); 1. (F)/Aufkl.Gr. 22 (May 41)?; 4.(F)/Aufkl.Gr. 121 (May 41); 5.(H)/Aufkl.Gr. 13 (May 41); 5.(Flieger-)/Ln.-Abt. 41 (May 41); KGr.z.b.V. 50 (May-Jun 41); Luftdienstkdo. Griechenland (May 43 – Feb 44); Stab/KG 1 (Jun-Jul 43); Stab, II./LG 1 (Jun-Jul 43); detachment of IV./JG 27 (mid-1943); Flieger-Kp./Ln.-Rgt. Südost (Aug-Dec 43); I./TG 4 (Oct 43); 16./Fl.Verb.G. 2 (Oct 43 – Sep/Oct 44); San.Flugbereitschaft 7 (c. Jan-Sep 44); detachment of Luftbildstaffel 1 (May 44 - ?); 3.(F)/Aufkl.Gr. 33 (Sep-Oct 44).

Luftwaffe Airfields 1935-45

Reserve Training & Replacement Units: Erg.St./St.G. 3 (Nov 41 – Feb 42); IV./LG 1 (Jul 41 – Jun 43); Erg.Fernaufkl.Gr. (Apr – Jun 43).

Station Commands: Fl.H.Kdtr. E 31/IV (Apr 41 – Aug 42); Fl.H.Kdtr. A 201/IV (Aug 42 – May 43); Fl.H.Kdtr. A 209/III (Mar 43 – Apr 44); Fl.H.Kdtr. A(o) 108/XVII (May – Sep 44).

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

[Sources: AFHRA A5262 pp.370-72 (30 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Samos (GR) (a.k.a. Samos-Tigani, Sisam) (c. 37 45 N – 26 58 E)

General: seaplane anchorage in the E Aegean on the large island of Samos just off the coast of Turkey. Exact location of the seaplane anchorage not determined but presumably in the harbor of the port of Samos. History: Samos was occupied by Italy from May 41 to Sep 43, by the Brits & Greeks 31 Oct 43 – 19 Nov 43, and by the Germans 19 Nov 43 – 4 Oct 44.

Although used by Luftwaffe seaplanes and flying boats. No units were based there. Anchorage: the port of Samos is on the NE coast of the island in a well protected bay. Infrastructure: no information found.

[Sources: AFHRA A5262 p.390 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sedes (GR): see Saloniki-Sedes.

Serre (GR) (a.k.a. Seres, Sérrai/Greece) (c. 41 05 N – 23 33 E)

General: landing ground in NE Greece (S wartime Bulgaria) 154 km SW of Plovdiv; today 71 km NE of Salonika (Thessaloniki) in NE Greece. Exact location not determined. History: laid out by the Germans in fall 1943. No record found of any Luftwaffe air units being based here.

Station Commands: Fl.Pl.Kdo. A 137/XI (Nov 43 – Feb 44); Fl.Pl.Kdo. A 12/XI (c.Oct 43 - Mar 44); Flugplatzkdo. Seres of Fl.H.Kdtr. E(v) 221/XVII Melekli/Bulgaria (Apr-Aug 44).

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

Skaramanga (GR) (a.k.a. Skaramangás, Skaramagas) (38 00 10 N – 23 35 20 E)

General: seaplane station and anchorage on the E shore of the Gulf of Eleusis in S Greece 12.25 km W of Athens city center.

History: existed pre-war. In Luftwaffe hands, it was consistently active from Apr 41 to Oct 44 with reconnaissance, convoy escort and patrol seaplanes based here. In addition, small boats were built at or adjacent to the station.

Dimensions: the Bay of Eleusis afforded ample space for take-offs and landings.

Anchorage: provided sheltered waters with mooring buoys for seaplanes.

Fuel and Ammunition: both readily available. The torpedo and mine storage depot was 2.5 km SW of the seaplane station.

Luftwaffe Airfields 1935-45

Infrastructure: had 1 triple bay hangar, 1 double bay hangar and 2 single bay hangars plus 4 large workshop-type buildings. On the waterfront were a long quay some 107 meters in length, 1 large jetty measuring 114 x 20 meters, a smaller jetty still under construction in Aug 43, a medium-size slipway (launching platform) and a moveable gantry crane (mounted on the large jetty). There were also 8 barrack-type buildings and a number of huts and sheds. Standard and narrow gauge railheads were available in Athens, Piraeus and Eleusis.

Defenses: protected by the general Flak belt covering the Piraeus, Salamis and Eleusis area.

Remarks:

24 Sep 44: bombed by 52 B-24 Liberators – claimed hits on seaplane hangars, workshops, an assembly building plus a submarine, submarine pens and docks.

12-13 Oct 44: evacuated by the Luftwaffe.

Operational Units: Stab/Aufkl.Gr. 126 (May 41 - May 43); 1.(F)/Aufkl.Gr. 126 (May 41 - May 43); 2.(F)/Aufkl.Gr. 126 (May-Nov 41); 3.(F)/Aufkl.Gr. 126 (Jul 41 - May 43); part of 2.(F)/Aufkl.Gr. 125 (c. Jan-Dec 42); elements of 1./Bordfl.Gr. 196 (c. Feb-Apr 43); Stab, 1./SAGr. 126 (May 43 - Oct 44); 2./SAGr. 126 (Dec 43 - Oct 44); 3./SAGr. 126 (May-Nov 43); 4./SAGr. 126 (Sep-Dec 43).

Station Commands: Fl.H.Kdtr. E 122/XI (See) (Nov 41 - Oct 44); Fl.Pl.Kdo. B 10/I (Jan-Jun 43); Fl.Pl.Kdo. B 6/VII (c. Jan-Feb 43).

Station Units (on various dates – not complete): Ln.-Zug 4/See (1942 - Sep 44).

[Sources: AFHRA A5262 pp.373-74 (2 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Suda (GR/Crete) (a.k.a. Suda Bay, Souda) (35 29 15 N - 24 04 15 E)

General: seaplane station on Suda Bay in NW Crete at Canea (Khaniá).

History: Suda Bay was a pre-war civil seaplane station that was used by British Short Sunderland flying boats and other aircraft from February to May 1941. The Luftwaffe began basing seaplane units here in July 1942, once the harbor had been cleared of wreckage, and it remained in German use to the end of the war.

Dimensions: the W end of the bay had ample room for take-offs and landings.

Anchorage: relatively calm waters except during strong winds from the east which caused heavy swells. Excellent anchorage for seaplanes just W of the main jetty.

Fuel and Ammunition: there were 12 large underground fuel tanks 230 meters SSE of the main jetty and another 7 320 meters SW of the main jetty. Ammunition was stored in the silos of the former flour factory.

Infrastructure: no hangars, but the former flour factory buildings on the E boundary of the station were used. The aircraft repair workshop was set up

Luftwaffe Airfields 1935-45

near the flour factory, too. Accommodations were in buildings along the coast road. There was a long quay, a main jetty and 2 slipways (launching ramps).

Defenses: protected by 2 heavy Flak positions with 8 gun emplacements and 8 light Flak positions with sites/emplacements for 24 guns.

Remarks:

7 Oct 42: low-level attack – 1 x Do 24 T-1 from 7. Seenotstaffel strafed and destroyed at its moorings.

Operational Units:

Italian (Regia Aeronautica): 84° Gruppo RM (Aug 42).

Luftwaffe: 2.(F)/Aufkl.Gr. 125 (Jul 42 – May 43); 2./SAGr. 125 (May-Dec 43); part of Ju 52 floatplane Staffel of I./TG 4 (Jul 43); 4./SAGr. 126 (Dec 43 – Sep 44).

Station Commands: Fl.H.Kdtr. E 119/XI (Jul 41 - Jan 44); Fl.Pl.Kdo. A 110/XI (See) (Feb-Sep 44).

Station Units (on various dates – not complete): Seenotbezirksstelle Sudabucht/Seenotkommando 17 (Oct 41 – Aug 44); II./Flak-Rgt. 12 (1944-45); elements of Ie.Flak-Abt. 73 (Jun 41 – Sep 44); elements of schw.Flak-Abt. 806 (Nov 42); Feld-Luftmunitionslager 2/XI (1942-44). Nearly all station units that serviced and supported Suda were billeted in nearby Chania (see there).

[Sources: AFHRA A5258 pp.1229-31 (14 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

T

Tanagra (GR) (a.k.a. Tanágra) (38 20 30 N – 23 33 45 E)

General: landing ground in S Greece 42 km NNW of Athens and 3.5 km NE of the village of Tanagra. History: a pre-war landing ground that was used by a large number of Luftwaffe transports and gliders during the airborne and air-landing invasion of Crete in second half of May 1941. Little activity after that. Surface and Dimensions: grass surface unserviceable after heavy rain. Measured approx. 1465 x 825 meters (1600 x 900 yards) with roughly a triangular shape. Fuel and Ammunition: both available. Infrastructure: no hangars but had a group of 9 large huts in the NE corner, one of which was believed to be a workshop. There was also a small tent encampment just off the SE corner of the landing ground. The Tanagra railway station was at the NE corner on the Athens-Salonika line. Dispersal: there were no organized dispersal facilities.

Remarks: none.

Operational Units: Stab, III./JG 77 (Apr-May 41); I./LLG 1 (Apr-Jun 41); Stab/KG z.b.V. 3 (May 41); KGr. z.b.V. 40 (May 41); KGr. z.b.V. 105 (May-

Luftwaffe Airfields 1935-45

Jun 41); III./JG 27 (Jun-Jul 43, Nov-Dec 43); 7./TG 4 (Nov 43 – Jan 44); detachment of 4./Minensuchgruppe 1 (c. Jan-Aug 44).

Station Commands: Flughafen-Stützpunktkommando Tanagra of Fl.H.Kdtr. E 27/XII Athens-Tatoi (1941 – Dec 42); Fl.Pl.Kdo. C 3/XVII (c. Jan 43 – Mar 44); Fl.H.Kdtr. E 20/XII (Sep-Oct 43 and Feb-Mar 44); Fl.H.Kdtr. E(v) 207/XVII (Apr-Sep 44).

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

[Sources: AFHRA A5262 pp.376-77 (14 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tatoi (GR): see Athens-Tatoi.

Topolia (GR) (c. 38 29 20 N – 23 10 15 E)

General: emergency landing ground in SE Greece approx. 75 km NW of Athens and 1.2 km ESE of Topolia (today: Kastro) at the NE corner of the drained area of Lake Copais. History: the landing ground was rapidly prepared by the Luftwaffe in April 1941, and used by large numbers of transport aircraft operating under Stab/KG z.b.V. 2 to haul paratroops and elements of the 5. Gebirgs-Div. during the invasion of Crete. Little is known of its subsequent history but it may possibly have been used by occasional transport aircraft during the summer months. Surface and Dimensions: had a peat-rich surface soil that was baked hard in summer but was quite soft in winter. Dimensions unknown. Infrastructure: none noted.

Operational Units: Stab/KG z.b.V. 2 (May 41); KGr. z.b.V. 60 (May-Jun 41); KGr. z.b.V. 101 (May-Jun 41); KGr. z.b.V. 102 (May-Jun 41).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.387 (7 Sep 43 updated to 23 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tsioti (GR) (a.k.a. Farkadona) (39 35 35N – 22 04 00 E)

General: probable emergency landing ground in C Greece 31 km W of Larissa and 27.5 km E of Trikala. History: under development from late 1942 and still being worked on in mid-1943. No further information.

Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5262 p.387 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tympakion (GR/Crete) (a.k.a. Tymbaki, Timbákion) (35 03 45 N – 24 45 40 E)

General: airfield in south-central Crete 45 km SW of Iraklion (Heraklion) and adjacent to the S side of the village of Timbákion (Timpaki).

History: intended mainly as a bomber base, construction began in fall 1941 using British and Greek POWs as a labor force working around the clock.

Luftwaffe transport aircraft began using Tympakion in Jan 42 while work continued and the first operational bomber unit arrive in Jun 42. The last operational flying unit departed in Jan 43 after the North African front moved west into Tunisia.

Luftwaffe Airfields 1935-45

Dimensions: approx. 2100 x 1280 meters (2300 x 1400 yards) with an "L" shape.

Surface and Runways: rough sandy surface. Had a single runway made out of rolled crushed rubble and earth measuring 2010 x 70 meters (2200 x 75 yards) and aligned E/W. Both ends of the runway were still under construction on 20 Sep 42.

Fuel and Ammunition: 3 substantial fuel dumps were reported on the N, NE and SE sides of the airfield, including one that had underground storage tanks. There were at least 5 ammunition storage sites and dumps scattered around the perimeter of the landing area with one of these consisting of 25 narrow blast shelters.

Infrastructure: no hangars or workshop buildings in Sep 42, but 3 camouflaged huts and other structures were still under construction. In the meantime, tents were being used.

Dispersal: the 2 dispersal areas had 13 small aircraft shelters in Sep 42 with 4 more completed in 1943.

Defenses: protected by 5 heavy Flak positions with 25 gun emplacements, and 10 light Flak positions with sites/emplacements for 29 guns. There were also 3 searchlight positions around the airfield. Ground defenses included barbed wire entanglements, antitank obstacles, infantry combat positions and at least 44 machine gun strongpoints, almost all of these along the beach.

Remarks:

23 Dec 42: bombed by approx. 10-15 aircraft - 3 x Ju 88A-4s from II./KG 76 destroyed (1) and damaged (2) on the ground; a fuel truck and a stock of aviation fuel destroyed, 1 killed and 6+ wounded.

24 Dec 42: bombed - 2 x Ju 88A-4s from II./KG 76 destroyed (1) and damaged (1) on the ground.

15 Sep 43: landing area rendered unserviceable.

27 May 44: remaining airfield installations demolished using 49 Italian 1000-kg bombs.

Operational Units: part of I./KG 54 (Jun-Jul 42); II., III./KG 77 (Aug-Sep 42); Stab, II./KG 76 (Nov-Dec 42); III./KG 76 (Nov 42 - Jan 43).

Station Commands: Fl.H.Kdtr. E 20/XII (Apr 42 - Sep 43); unnumbered Flugplatzkdo. (1943).

Station Units (on various dates - not complete): schw.Feldwerft-Abt. V/30 (one Zug) (1942-43); 3. Flugh.Betr.Kp./KG 76 (1943); 8. Flugh.Betr.Kp./KG 77 (1942); elements of I./Flak-Rgt. 23 (Feb 43 - 1944?); elements of schw.Flak-Abt. 806 (Nov 42); Ln.-Stelle E 20/XII (1941-42); Lw.-Bau-Gerätezug 11/VII (Feb 42 - ?); Lw.-Bau-Gerätezug 12/VII (Sep 41, Dec 42).

[Sources: AFHRA A5258 pp.1232-35 (14 Feb 43 updated to 19 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Luftwaffe Airfields 1935-45

V

Voevoda (GR) (a.k.a. Vasiliki) (c. 39 37 N – 21 42 E)

General: landing ground in C Greece approx. 62 km W of Larissa, 9 km NW of Trikala and 3 km SSW of the village of Voevoda (Vasiliki). History: a pre-war Greek Air Force landing ground that was briefly used by Luftwaffe single-engine aircraft during the invasion of April 1941. Inactivated almost immediately after that date and returned to cultivation. Surface and Dimensions: grass on sandy clay soil that was unserviceable except in dry weather. Measured approx. 1100 x 1005 meters (1200 x 1100 yards). No paved runway. Infrastructure: none.

[Sources: AFHRA A5262 p.378 (6 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Volos (GR) (a.k.a. Vólos) (39 21 20 N – 22 56 10 E)

General: mainly a seaplane anchorage in E Greece 168 km NNW of Athens. However, German reports indicate a usable runway existed in May 1941.

History: seaplane anchorage existed pre-war. Following its destruction in mid-April 1941, the seaplane anchorage and facilities may not have been restored to serviceability until the end of 1942 or the beginning of 1943.

Anchorage: outstanding – the port and anchorage was at the head of a cove off a bay measuring 7 km x 7 km that in turn was off the much larger Pagasetic Bay – all with excellent protection from winds and currents.

Infrastructure: no information found.

Remarks:

13 Apr 41: port of Volos demolished by a relatively large force of Luftwaffe bombers.

10 May 41: a Luftwaffe inspection report states Volos had 2 runways under construction S of the town, one of which was almost finished. But the terrain around the runways was poor.

Operational Units: detachment of 3.(F)/Aufkl.Gr. 126 (May-Jul 41); detachment of 1./SAGr. 126 (Oct 43 – Jun 44); detachment of 3./SAGr. 126 (Jun-Sep 44).

Station Commands: Fl.Pl.Kdo. D 48/III (See) (Dec 42 – Apr 43); Fl.Pl.Kdo. D 52/IV (Apr 43 – Aug 44); Fl.H.Kdtr. C 138/XI (See) (Aug – Sep 44).

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

[Sources: AFHRA A5262 p.379 (30 Sep 43); chronologies; BA-MA; NARA; PRO/NA; BNA HW 5/14; web site ww2.dk]

X

Xanthe (GR) (c. 41 07 00 N – 24 55 12 E)

Luftwaffe Airfields 1935-45

General: emergency landing ground in NE Greece (Thrace) 172 km ENE of Salonika and approx. 3.25 km ESE of the large town of Xanthe. History: under development from late 1942 and work still underway in mid-1943. No record found of any Luftwaffe air units being based here. Surface and Dimensions: no information. Infrastructure: none reported. [Sources: AFHRA A5262 p.387 (2 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Z

Zante (GR) (c. 37 45 N – 20 51 E) or (27 45 14 N – 20 53 01 E)

General: landing ground on Zante Island off the NW coast of the Peloponnisos in S Greece. Exact location not determined but probably in the SE corner of the island on the SE side of the village of Ampelokipoi and the NW side of the village of Kalamaki. History: no information found. No evidence found of use by the Luftwaffe. Surface and Dimensions: farmland surface that was probably damp much of the time. Measured approx. 1190 x 675 meters (1300 x 740 yards). No paved runway. Infrastructure: had 1 small hangar-type building and 3 huts in the NE corner.

Remarks:

13 May 43: reconnaissance photos showed the landing ground had recently been plowed up and rendered unserviceable.

[Sources: AFHRA A5262 p.382 (6 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]