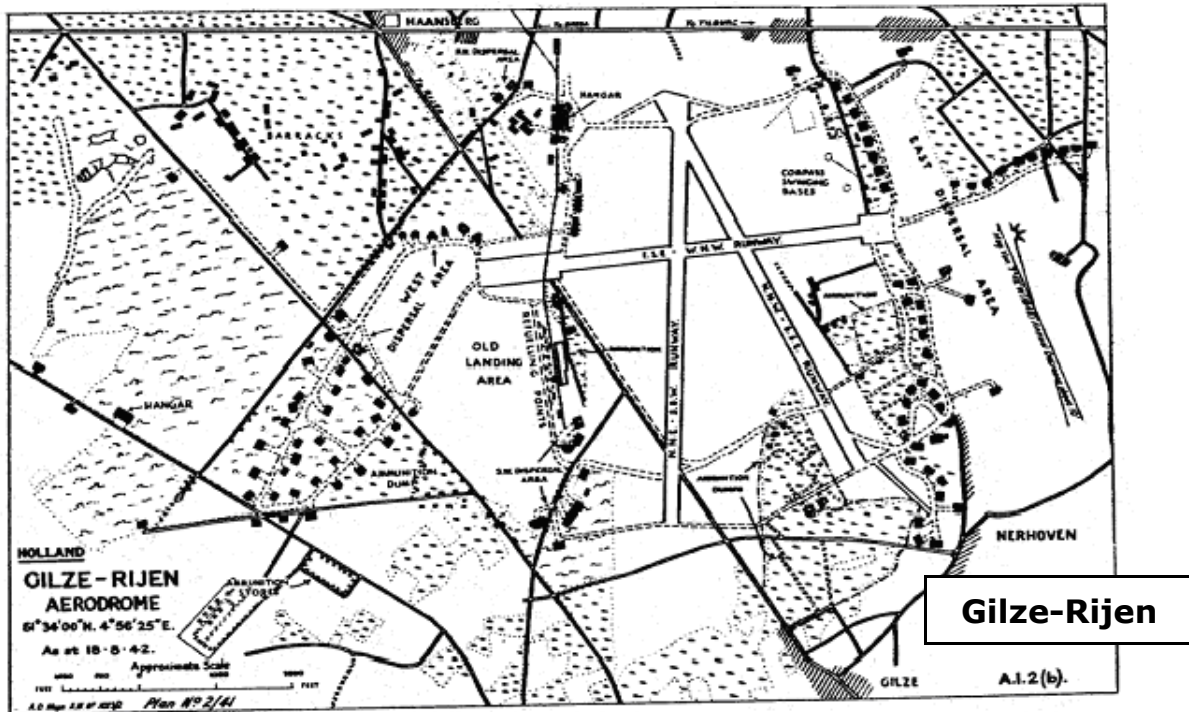


Luftwaffe Airfields 1935-45

Luftwaffe Airfields 1935-45 the Netherlands

By Henry L. deZeng IV



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Luftwaffe Airfields 1935-45

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Airfields

Netherlands

Introduction

Conventions

1. For the purpose of this reference work, "Netherlands" (Holland) generally means the territory belonging to the country on 1 September 1939.
2. All spellings are as they appear in wartime German documents with the addition of alternate spellings where known.
3. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

Wartime documents and postwar literature state that the Netherlands, at the time of the 10 May 1940 German invasion, had an adequate number of small airfields and landing grounds for single-engine aircraft but very few airfields suitable for long-range bombers. A few days after Holland was occupied, the Luftwaffe brought forward a number of construction units, including RAD-Abteilungen (company-size units of young men belonging to the State Labor Service) to begin enlarging, extending and improving the existing airfields, civil airports and landing grounds. Concrete runways were laid down, dispersals built with aircraft shelters, extensive camouflaging done, navigation aids and lighting installed, etc. Only a few new, large air bases were built, e.g., Deelen, Volkel, but a number of new fighter strips were established along the coastal belt. Also, decoy or dummy airfields were built in proximity to many of the real ones. At the end of 1943 and beginning of 1944, a few satellite strips were developed for some of the larger airfields in Holland but these numbered only a small fraction of those built for the airfields in France.

Airfields Listed

A total of 33 airfields and seaplane stations are listed below as well as a small number of satellites and nearly a dozen decoy fields.

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A

Alkmaar (NETH) (see Bergen).

Amsterdam (NETH) (52 22 N – 04 52 E)

Lw. Garrison and Station Units (on various dates – specific airfield not identified): Stab/IX. Fliegerkorps (Bloemendaal, Oct 40 – May 41); Stab/9. Flieger-Div. (Bloemendaal, Jul-Oct 40); Stab/Luftgaukdo. Holland (Carlton Hotel, Jun 40 – Dec 43); Aussenstelle Holland d.Feldluftgaukdo. Belgien-Nordfrankreich (Jan 44 - ?); Stab/Flak-Brig. XIX (Mar-Jun 43); Stab/19. Flak-Brig. (c.Jul 43 – Apr 44); Flak-Trsp.Bttr. 76/XI (Feb 43); Frontreparaturbetrieb GL 3161 (BMW) (Mar 42); Stab/Luftgau-Nachr.Rgt. Holland (Jun 40 – Dec 43); I./Luftgau-Nachr.Rgt. Holland (spring 41 – 1943)?; Stab II./Luftgau-Nachr.Rgt. Holland (spring 41 – fall 44)?; III./Luftgau-Nachr.Rgt. Holland (spring 41 – fall 42)?; Stab V./Luftgau-Nachr.Rgt. Holland (Jul 40 – fall 41)?; 13.(Flum.Res.)/Luftgau-Nachr.Rgt. Holland (c.Jul 40 - ?); Ln.-Abt. beim Wehrmacht-Befehlshaber Niederlande (c.Oct 42 – Jan 45)?; Feldluftzeuggruppe Holland (c.Jun 40 - ?); elements of Feldluftpark 5/III (Sep 43); Trsp.Kol. d.Lw. 48/VI (Amstelveen, Sep 43); Ldssch.Zug d.Lw. 12/IV (Jun 40 - ?); Ldssch.Zug d.Lw. 350/VI (Apr 41 - ?); Sanitätsbereitschaft (mot) 2/XI d.Lw. (Apr 41); Lw.-Lazarett 1/VI Amsterdam (1940-41 – 1944/45); Lw.-Lazarett 6/XI Amsterdam (Sep 40 – Sep 44); Sanitätsbereitschaft (mot) d.Lw. 2/XI (1940-42); Verbindungsstelle GL Niederlande (Mar, Oct 42); Kraftfahr-Ausbildungsstelle d. Fliegertruppe 12 (Dec 41); Luftgau-Kraftwagenpark Holland.

Amsterdam/Nord (NETH) (a.k.a. Buiksloot) (52 24 N – 04 54 E)

General: an emergency landing ground on a polder 4 km NE of Amsterdam city center.

History: A pre-war sports airfield and glider field for the Amsterdam Flying Club that measured just 600 x 150 meters. It had very limited wartime use due to poor drainage of the grass surface. Wartime bomb damage was considerable, although accidental, because it was near the Fokker aircraft factory. It was decided in summer 1943 that it was of no further use to the Luftwaffe so the landing area was plowed up to deny its potential service to the enemy and by the end of the war it was being used to grow potatoes and beans.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: Mattiello; chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Amsterdam-Schellingwoude (NETH) (52 22 25 N – 04 58 10 E)

General: seaplane station or anchorage (Seefliegerhorst) 5 km E of the city in the Netherlands.

History: pre-war Dutch Naval Air Service seaplane station dating back to the end of 1916. Used by Fokker during the inter war years for aircraft testing and then from September 1939 for the final assembly of the new T-VIIIW. Although the station was intact when the Luftwaffe took over in May 1940, they began expanding the facilities with the construction of 6 hangars, workshops, admin buildings, warehouses, fire house, Flak positions, officers' casino, a road network, 3 seaplane ramps (slipways), 2 piers and floating docks to accommodate 22 aircraft. Much of the infrastructure was well camouflaged. Air operations from Schellingwoude ground to a halt in Sep 44 but the station remained serviceable right to the end of the war and was never demolished.

Anchorage: the anchorage, with minimum dimensions of 1690 x 365 meters (1850 x 400 yards), is in the Buiten IJ, a long strip of water immediately S and SE of the village of

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Schellingwoude. The Buiten Ij opens into the Zuider Zee to the E, and is connected at its western end with the North Sea Canal via the Orange Locks. The waters were very sheltered and full of mooring buoys at the northern half of the Buiten Ij. There were 3 slipways, one in front of each pair of hangars.

Fuel and Ammunition: fuel storage was believed to be behind the northern hangars with a pipeline running down to quayside. Ammunition was stored in 12 bunkers covered with camouflage netting on the S shore of the Station.

Infrastructure: station buildings covered the entire triangle of land to the S of the Orange Locks. Officers and air crew were billeted in Amsterdam hotels, station admin personnel in village houses and aircraft maintenance personnel in station barracks.

Remarks:

20 Jul 44: 16 of the 22 floating docks had been removed leaving just 6.

Operational Units: Aussenstelle Amsterdam-Schellingwoude/Seenotflugkdo. 1 (May 40); Stab, 3./Kü.Fl.Gr. 106 (Jul-Oct 40); 3./Kü.Fl.Gr. 906 (Jul-Nov 40); 3./Kü.Fl.Gr. 406 (Sep 40 – Feb 41); 5./Bordfliegergruppe 196 (Sep 40); detachment of 1./Bordfliegergruppe 196 (Sep 40 – Aug 41); 7. Seenotstaffel (Mar 41); 3. Seenotstaffel (Jun-Dec 42); 2.

Seenotstaffel (Dec 42 – Jul 44); detachment of 4. Seenotstaffel (Jul 44).

Station Commands: Fl.H.Kdtr. E 103/XI (See) (c.Jun 40 – Oct 42); Fl.Pl.Kdo. A 24/VI (Oct 42 – Mar 44); Flugplatzkdo. Schellingwoude of Fl.H.Kdtr. E(v) 202/XI Amsterdam-Schiphol (Apr 44 - ?).

Station Units (on various dates – not complete): Seenotzentrale (L) Holland (Dec 40 - ?); Seenotbereichskdo. IV (Feb-Aug 44); Seenotbezirkstelle (L) Schellingwoude (Nov 40 – May 42); Seenotkdo. 9 (Jun 42 – Aug 44); detachment of Seenotflotille Boulogne (Jun-Oct 40); Seenotflotille Schellingwoude (Nov 40 – May 42); Seenotflotille 4 (Jun 42 – Aug 44); part of Ausbildungskdo. 330 (Bootausbildung) (c.1942-44); 6./gem.Flak-Abt. 598 (Mar 45).

[Sources: AFHRA A5262 p.500 (1943); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Amsterdam-Schiphol (NETH) (52 18 45 N – 04 48 00 E or 52 18 30 N – 04 48 30 E)

General: air station (airdrome) and air base (Fliegerhorst) 9 (11?) km SW of the largest city in the Netherlands and 3.25 km S of the suburb of Sloten. Rated for bombers.

History: The Netherlands' principal civil and military airdrome 1916-40. 10-13 May 40, extensively damaged by Luftwaffe bombers but rebuilt by the Germans after the Dutch surrendered on 15 May. From Oct 40, a ring road, taxiways, Flak positions, fuel and munitions dumps and aircraft dispersal or parking areas were built, and two of the 4 runways were lengthened. Additionally, dummy airfields were set up at Vogelenzang (Scheinflugplatz 14), Aalsmeer (Scheinflugplatz 16), Vijfhuizen (Scheinindustrieanlage 62) and Bennebroek (Scheinindustrieanlage 63). The use of infrastructure camouflage was extensive. As a Leithorst, Schiphol was the command and control airfield for the entire northern half of the Netherlands.

Dimensions: 1550 x 1465 meters (1700 x 1600 yards).

Surface and Runways: camouflaged grass surface with 5 camouflaged, intersecting concrete runways in Aug 43 - (1) 1550 meters (1700 yards) aligned NE/SW; (2) 1370 meters (1500 yards) aligned E/W; (3) 1190 meters (1300 yards) aligned NW/SE; (4) 825 meters (900 yards) aligned N/S; (5) 455 meters (500 yards) that linked the E/W runway to the paved apron in front of the main hangars. Equipped with perimeter, obstruction and runway lighting, beam approach system and visual Lorenz system.

Fuel and Ammunition: bulk fuel storage was in tanks near the central hangars and in the E and W corners of the landing area. By Aug 43, there were 6 bomb, aerial mine and ammunition dumps and storage areas in various locations on or near the airfield.

Infrastructure: had a total of 19 hangars in Aug 43, of which 6 large hangars with paved aprons, workshops and engine repair shops along the SE boundary; 5 small hangars in the E corner; and 8 small hangars that were disguised as villas divided among the West and Northeast dispersal areas. The aircraft repair facilities at Schipol were extensive. The

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airfield motor pool and garages were behind the large hangars on the SE boundary. Station admin buildings and stores were on the SE boundary. Personnel were billeted in houses NE of the airfield and in local farms and villages. A barracks compound was on the outskirts of Badhoevedorp, 3 km N of the center of the landing area. The central hangar area was served by a light rail line.

Dispersal: the 3 dispersal areas – West, Northeast and Perimeter – had a total of 117 aircraft shelters in Aug 43. By Apr 44 there were 70 large covered, 35 large open, 15 more under construction plus 21 hardstand parking sites for a revised total of 141.

Defenses: there were 6 heavy and 19 light Flak positions that protected the airfield out to a radius of 5 to 6 km in Aug 43. Ground defenses comprised a lengthy anti-tank ditch and heavy patrols by German troops.

Satellites and Decoys: see above under History.

Remarks:

Schiphol attacked by Allied aircraft many times right from May 1940.

20 Jun 40: bombed – 1 x Ju 52 from I./KG z.b.V. 172 badly damaged on the ground.

23 Jun 40: bombed – 1 x Ju 52 from I./KG z.b.V. 172 destroyed on the ground.

10 Aug 40: bombed – 1 x He 111H from KGr. 126 damaged on the ground.

3 Oct 43: air attack by 9th AAF medium bombers – 2 x Me 410 A-1s from 14./KG 2 and 2 x He 111Hs from Wetterflugstelle Holland and a Klemm Kl 35 from Luftgaukdo. Holland bombed on the ground at Amsterdam-Schipol airfield during an Allied air attack and destroyed (1) or damaged (2). Additionally, hangars, buildings on the SE boundary and the West dispersal were all hit.

3 Nov 43: bombed – the very large hardstand apron in front of the central hangars on the SE boundary heavily cratered.

13 Dec 43: in a decisive blow against Schiphol that all but eliminated it from the war, 208 B-26 Marauders from IX Bomber Command dropped 787 1,000-lb. bombs on the airfield - 2 x Bf 109Gs from II./JG 3, 4 x Me 410 A-1s from II./KG 2 and 14./KG 2 plus 1 x He 111 H-3 from Wetterflugstelle Holland destroyed (4) or damaged (3) on the ground. Hangars, repair shops, aircraft shelters, runways and taxiways received heavy damage.

21 Jan 44: work observed to be underway to repair the many craters on the runways and the landing area.

10 Apr 44: repairs to landing area and runways still underway. In the E corner, 2 of the small hangars removed as well as a large workshop building on the SE boundary, these evidently having been damaged in attacks.

29 Aug 44: all runways and the paved apron prepared for demolition with mines. A third large hangar on the SE side was being demolished. Runways were seen to be extensively camouflaged with dummy craters.

Sep-Oct 44: infield demolished and made unusable by the Luftwaffe. After that to the end of war on 8 May 1945, Schiphol served only as an alternative landing ground for limited fighter operations and emergency purposes (refueling, crash landings, etc.).

Operational Units: I., III./KG 30 (May-Jul 40); III./KG 4 (Jun-Oct 40); Stab, I./JG 54 (Jul-Aug 40); 3.(F)/Aufkl.Gr. 122 (Jul 40 – Jun 42, Oct 42 – Jul 43, Dec 43 – Feb 44); Flugbereitschaft Luftgaukdo. Holland (1940-43); elements of IV.(Stuka)/LG 1 (Sep-Nov 40); III./KG 30 (Sep 40 – Feb 41); 4.(H)/Aufkl.Gr. 23 (Oct 40); Erprobungsstaffel/KG 30 (Oct 40 – Jan 42); III./JG 54 (Oct-Dec 40, Jul-Aug 43); Wetterflugstelle Amsterdam-Schiphol (Dec 40 – 1943); II./JG 54 (Jan-Feb 41); I./KG 3 (Feb-Mar 41); KGr. 106 (Apr 41 – Feb 42); KGr. 606 (Oct-Nov 41); 9./KG 40 (Mar 42); III./KG 2 (Jan-Jul 42), II./JG 1 (Mar 43); 2./JG 27 (Mar 43); elements of Stab, I., II./SKG 10 (Mar-Apr 43); part of 13./KG 40 (May 43); I./JG 1 (Jun-Jul 43); Stab, III./JG 26 (Aug-Sep 43); II./JG 3 (Sep-Dec 43); V./KG 2 (Sep-Dec 43); I./KG 2 (Aug-Sep 44).

Reserve Training & Replacement Units: Erg.Gr./JG 3 (Jul – Sep 41).

Station Commands: Fl.H.Kdtr. E(L) 9/I (Jun 40 – c. Dec 42); Fl.H.Kdtr. A 202/VI (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 202/XI (Apr-Oct 44).

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Station Units (on various dates – not complete): elements of Stab/Jagdfliegerführer 1 (fall 40); Stab/Jagdfliegerführer Holland-Ruhrgebiet (May 41 – Jul 42); Koflug 2/III (Jun 40 – May 44); 7. Flugh.Betr.Kp./KG 30 (Oct 40 – Feb 41); 8. Flugh.Betr.Kp./KG 30 (Oct 40 – Feb 41); Luftminen-Zug 7 (1941 - ?); Luftminen-Zug 9 (Jul 41 - ?); gem.Flak-Abt. 242(v) (1941-44); Lw.-Bau-Btl. 7/IV (May 40); 3.Kp. Lw.-Bau-Btl. 18/IV (Jul 40); Luftminen-Zug 7 (? - May 41); Nachschub-Kp. d.Lw. 2/III (? - Jul 41); Flugmeldezentrale Schiphol (c.fall 41 – 1944); Flieger-Geräteausgabestelle (Eisb.) 4 (Mar 41); Ldssch.Zug d.Lw. 49/XI (Hoofddorp, Jun 43 - ?); 5.Kp./Flieger-Rgt. 51 (Dec 43); RAD Abt. K7/192L (1940).
[Sources: AFHRA A5262 pp.501-06 (1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

B

Bergen (NETH) (a.k.a. Bergen aan Zee, Alkmaar) (52 38 50 N – 04 41 30 E)

General: airdrome/airfield (Fliegerhorst) in W Holland 4 km WNW of Alkmaar and 2.5 km S of Bergen. Rated for fighters.

History: pre-war Dutch military airfield prior to 1939-40. 10-14 May 40, German attacks destroyed Dutch aircraft and several hangars. On 15 May 40, the Luftwaffe took possession of the airfield and began constructing a perimeter track, shelters, aircraft dispersal/parking areas and improved the landing facilities by installing luminous artificial horizon equipment. The infrastructure was extensively camouflaged, including the 6 hangars. The runway remained grass and this caused unresolved drainage problems throughout the war. Used almost exclusively by fighters and night fighters from 1940 to 1944.

Dimensions: 1120 x 1075 meters (1225 x 1175 yards).

Surface and Runways: grass surface camouflaged as fields intersected by dykes. No paved runway.

Fuel and Ammunition: fuel was probably stored off the E and N boundaries. The main ammunition dumps were off the E boundary and approx. 320 meters N of the hangars.

Infrastructure: had 6 hangars and other buildings on the N boundary and these were all camouflaged with imitation gabled roofs, netting and shrubs. There were no barrack buildings near the airfield, so personnel were believed to be accommodated in Bergen and Alkmaar. Approx. 640 meters N of the hangars were 3 rectangular buildings that were thought to be used as vehicle garages and stores. The nearest rail connection was in Alkmaar.

Dispersal: the 3 dispersals – North, Southeast and South – had a total of 44 medium and small aircraft shelters in Oct 42. All of these were either disguised as villas or camouflaged with netting and shrubs.

Defenses: there were 10 light Flak positions within 1.5 km of the airfield in Feb 44. Five of these positions were emplaced in 11 Flak towers on Nov 42, this being increased to some 20 Flak towers by Aug 43. Ground defenses consisted of 7 strongpoints along the road running from Bergen to the airfield, minefields running along the outer perimeter as well as barbed wire fencing and obstacles.

Satellites and Decoys:

Bergen-Bollendorp dummy airfield located 6.5 km SSW of Bergen airfield.

Bergen-Ganzen dummy flarepath located 5 km NW of Bergen airfield.

Remarks:

Attacked a number of times during the war, especially in May 44, but damage was negligible.

4 Jul 42: bombed – 1 x Bf 109 F-4 from IV./JG 1 destroyed on the ground plus 1 KIA and 2 WIA.

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4 May 44: bombed by 48 B-17 Fortresses as an alternate target.

10 Jun 44: thoroughly demolished by the Luftwaffe in accordance with orders to destroy airfields along the coast following the Allied landings in Normandy and not used again.

Operational Units: 3./JG 3 (Dec 40); 1./JG 1 (Dec 40 – Jan 41); all or part of II./JG 53 (Sep-Dec 41).

Reserve Training & Replacement Units: Erg.St./JG 54 (Sep – Nov 40); 1./Erg.Gr./JG 3 (Jul – Sep 41).

Station Commands: Fl.H.Kdtr. E 16/I (1940 - Jul 41); Fl.H.Kdtr. (E) Bergen (Jul 41 – 1942); Fl.H.Kdtr. E 28/VI (1942 – Mar 44); Flugplatzkdo. Bergen of Fl.H.Kdtr. E(v) 202/XI Amsterdam-Schiphol (Apr 44 – ?).

Station Units (on various dates – not complete): gem.Flak-Abt. 261(v) (Aug 41); elements of Ie.Flak-Abt. 764 (mid-42 – 1943/44); 22. (schw.Flum.)/Luftgau-Nachr.Rgt. Holland (c.Apr-Sep 41)?; 4./Ln.-Abt. 51 (c.Oct 41)?; Flugmeldezentrale Bergen aan Zee (c.fall 41 – 1944); Flugzeug-Bergungstrupp 5/VI (? - May 41); 1.Kp. Lw.-Bau-Btl. 7/IV (Jun 41); Ldssch.Zug d.Lw. 345/VI (? – Apr 41); Ldssch.Zug d.Lw. 43/XI (Aug 44).

[Sources: AFHRA A5262 pp.507-11 (19 Nov 42 updated to 16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

D

Deelen (NETH) (52 03 15 N – 05 52 30 E)

General: major airdrome/airfield (Fliegerhorst) 8 km NNW of Arnhem town center and it the largest Luftwaffe air base in Holland with a 25 km circumference. Rated for bombers.

History: Deelen was a little-used military auxiliary landing ground prior to May 1940 with a single grass runway. Luftwaffe construction began at the end of May and eventually included 3 camouflaged concrete runways, two measuring 1700 x 50 meters and the third 1300 x 50 meters, 60+ hangars and workshop buildings, aircraft dispersal areas with splinter boxes, compass swing, weapons calibration range, a special railway siding, separate accommodation camps for officers and men, a base dispensary, a night fighter command and control center (*Diogenes* – a huge concrete bunker measuring 60 x 40 x 16 meters with walls 3.5 to 4 meters thick that became fully operational in Sep 43) etc. Deelen employed some 3,000 Dutch civilians during the early period of the airfield's existence. The airfield complex required an unusually large number of Lw. security guard units (Landeschützenszüge) because of its sheer size.

Dimensions: approx. 2515 x 1830 meters (2750 x 2000 yards).

Surface and Runways: camouflaged sandy heath surface with 3 concrete runways (see above for further details). Equipped with runway illumination, visual beacons and a visual Lorenz system.

Fuel and Ammunition: a refueling loop was on the N boundary while buried fuel storage tanks were at the W and SE corners of the airfield. Fuel trucks drew from the tanks to service the aircraft. There were 4 ammunition dumps off the SE, ENE, NE and NW sides of the field, none of which was more than 4 km distant.

Infrastructure: see above under History for details. A branch rail spur off the Utrecht-Arnhem line served the W, S and SE sides of the airfield.

Dispersal: had 2 dispersals in Sep 42 – North and South – with a total of 60 covered aircraft shelters, 13 of which were disguised as houses. By spring 1944, this had been increased to 3 dispersals – North, South and Perimeter – with 60 large covered shelters, 36 small shelters plus 20+ hardstand parking sites.

Defenses: protected by 4 heavy and 11 light Flak positions as well as 3 AA machine gun positions in Jul 43, including 17 Flak towers for the light Flak. Ground defenses consisted of roadblocks and sentry patrols.

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Remarks:

24 Feb 44: bombed by 9th AAF B-26 Marauders with hits on the runways and the destruction of several hangars and aircraft shelters.

6 Mar 44: runway repairs underway but they are still unserviceable.

30 Mar 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Me 323 damaged.

24 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109, 1 x He 111 and 1 x Ju 52 destroyed.

15 Aug 44: bombed by 95 RAF Lancasters and again on 3 September by 91 Lancasters and as a result Deelen was severely damaged and rendered unserviceable. Repairs were attempted, but then on 17 September it was hit by formations of USAAF B-17s that showered the airfield with fragmentation bombs. It continued in limited service, including as a distribution point for V1 flying bombs, until April 1945.

15 Apr 45: taken by Canadian troops.

Operational Units: Stab/NJG 1 (Jun 40 – Dec 43); II./NJG 1 (Sep 40 – May 41); III./KG 2 (Jul 42 – Mar 43); I./KG 6 (Mar 43); Stab/JG 300 (Jun 43 – May 44); III./JG 54 (Jun-Jul 43); II./JG 26 (Jul-Aug 43); Luftbeobachtungsstaffel 1 (Dec 43 – Jan 44); Stab/NJG 2 (Dec 43 – Jun 44); Stab/NJG 5 (Mar-May 44); Luftbeobachtungsstaffel 3 (May 44); I./NJG 6 (Jun 44); 6.(F)/Aufkl.Gr. 123 (Aug-Sep 44); Stab, II./KG 6 (Sep 44).

Station Commands: Fl.H.Kdtr. (E) Deelen (from 1 Oct 40); Fl.H.Kdtr. E 1/Holland (Apr 41); Fl.H.Kdtr. E 25/VI (1942 – c. Jan 43); Fl.H.Kdtr. A 206/VI (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 201/XI (Apr 44 – Apr 45).

Station Units (on various dates on or near the airfield – not complete): forward command post of Stab/I. Jagdkorps (Mar 44 - ?); Stab/1. Jagddivision (May 42 – Oct 43); Stab/3. Jagddivision (Oct 43 – Sep 44); Stab/Jagdfliegerführer Holland-Ruhrgebiet (Aug 42 Oct 43); Stab/Jagdfliegerführer 3 (Dec 43 – Mar 44); 3. Flugh.Betr.Kp./KG 2 (Jan 43 - ?); Werft-Abt. 122/XI (1944-45); 4./gem.Flak-Abt. 155 (May-Jun 42); schw.Flak-Abt. 428 (Feb 44); 2. and 3./le.Flak-Abt. 667 (Jan 44); Stab/Ln.-Rgt. 201 (c.Oct 42 – Aug 44); Stab I.(Betr.)/Ln.-Rgt. 201 (c.Oct 42 – Aug 44); 12.(Jägerleit)/Ln.-Rgt. 213 (Sep 44 - ?); Stab and 1./Ln.-Abt. 61 (1941 – Oct 42); 2.Kp. Ln.-Ausbau-Stab 7 (Arnhem, May 44); Lw.-Bau-Btl. 4/III (to May 41); 2.Kp. Lw.-Bau-Btl. 18/IV (Jul 41); Flugbetriebsstoff-Ausgabestelle 11/VI (Arnhem, c.1943-45); Munitionsausgabestelle d.Lw. 40/VI (De Steeg, c.1943-45); Ldssch.Zug d.Lw. 121/VI (May-Jun 41); Ldssch.Zug d.Lw. 276/VI (Jan 41); Ldssch.Zug d.Lw. 278/VI (Sep 41); Ldssch.Zug d.Lw. 342/VI (Apr-May 41); Ldssch.Zug d.Lw. 343/VI (May 41); Ldssch.Zug d.Lw. 352/VI (May 41 - ?).

[Sources: AFHRA A5262 pp.512-19 (6 Nov 42 updated to 15 Sep 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

De Kooy (NETH) (a.k.a. De Kooi, Den Helder) (52 55 25 N – 04 47 00 E)

General: airfield (Fliegerhorst) in NW Holland 61 km N of Amsterdam, 4 km S of Den Helder and 3.5 km NE of Julianadorp. Rated for fighters.

History: established in 1918 by the Dutch Naval Air Service and served as a Dutch fighter base from mobilization on 28 Aug 39 to May 40. In Luftwaffe hands from May 40. The Germans largely made use of existing infrastructure but extensively camouflaged the buildings. Used by fighters for air defense, convoy escort and coastal patrols. Allied air attacks on De Kooy were infrequent and did only minor damage. In Jun 44, on orders to pull all airfields back from the coast, the hangars were demolished and then the runway destroyed in July. By 26 October, the De Kooy airfield complement has been reduced to 16 custodial personnel, 20 men from the Heer (Army) and a few vehicles.

Dimensions: 1150 x 1000 meters (1250 x 1100 yards).

Surface and Runways: artificially drained grass surface. No paved runway.

Fuel and Ammunition: refueling was probably carried out on a hardstand at the N end of the E boundary. Underground bulk fuel storage was at the NE corner and a dump for fuel

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in barrels was reportedly off the NW corner. The ammunition dump was outside the S boundary and another one may have been buried in sand dunes off the SW corner.

Infrastructure: had 2 hangars with paved aprons in the NE corner with a third building immediately E of the hangars that may have been a small hangar, workshop or admin building. All three of these were completely covered with camouflage netting. Numerous other buildings used for workshops, offices and stores ran along the W boundary and in a group at the SE corner. Just N of the NE corner was a row of 10 huts used as barracks and for stores, and a second group of some 21 buildings was just off of the NW corner. All of these buildings were heavily camouflaged with netting. Air crew were reportedly billeted in Den Helder.

Dispersal: no organized dispersals - aircraft were parked in approx. 20 aircraft shelters along the perimeter at the SW and SE corners.

Defenses: on 1 Sep 43, there were 5 light Flak positions around the airfield while another 4 heavy and 4 light Flak positions belonging to the Flakgruppe in Den Helder were also within range to help protect the airfield. Ground defenses consisted of an anti-tank ditch SSW of the airfield, barbed wire belts and obstacles, guard posts and patrols.

Remarks:

8 Dec 42: observed to be obstructed with portable tripods.

20 Jun 44: now permanently obstructed - the entire landing area trenched and plowed. Most of the barracks N of the airfield had been demolished and all aircraft shelters dismantled.

May 45: occupied by Canadian troops after the surrender on 8 May 1945.

Operational Units: 7./JG 54 (Oct-Dec 40); 3./JG 1 (Mar-Aug 41); 5./ZG 76 (Jul-Oct 41).

Station Commands: Fl.H.Kdtr. (E) de Kooi (c. Oct 40 - 1942); Fl.H.Kdtr. E 3/IV (1940-41?); Fl.H.Kdtr. E 33/VI (1942 - Aug 43); Fl.Pl.Kdo. A 20/VI (Aug 43 - Mar 44?).

Station Units (on various dates - not complete): elements of 4. Flugh.Betr.Kp. ZG 76 (Jul 41); II./Flak-Rgt. 22 (1940); 1. and 4./le.Flak-Abt. 845 (1941 -); 4./le.Flak-Abt. 764 (1942 -); 5./le.Flak-Abt. 345 (May 44 -); 2.(Flum.Mess)/Ln.-Rgt. 223 (Den Helder, Sep 44 - 1945); Fernflugmeldemesszug z.b.V. 5 (1944-45); 3.Kp. Lw.-Bau-Btl. 7/VIII (23 May 40 -); 2.Kp. Lw.-Bau-Btl. 7/IV (6 Jun 40 -); 3.Kp. Lw.-Bau-Btl. 22/IV (22 Jun 40 -); Ldssch.Zug 9/III (Jul 40 -); Ldssch.Zug d.Lw. 111/VI (Aug 40); Ldssch.Zug d.Lw. 348/VI (Aug 43 - ?).

[Sources: AFHRA A5262 pp.520-22 (7 Sep 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

De Mok (NETH) (c. 53 00 15 N - 04 45 45 E)

General: seaplane anchorage on Mok Bay (Mokbaai) at the SE corner of Texel Island, Den Helder in NW Holland. History: pre-war Dutch Naval Air Service seaplane station dating back to 1917. Used mainly as an anchorage for Dornier Do 24 flying boats assigned to Seenotkommando Texel. De Mok was not liberated until 20 May 1945, 12 days after the war ended. Dimensions: due to low tide issues in Mok Bay, aircraft usually taxied down a dredged channel to deeper water in the Marsdiep on the E side of the island to take off.

Anchorage: very poor due to 18 meter (50-foot) tidal surges. Fuel and Ammunition: very limited fueling facilities and no known ammunition storage. Infrastructure: all 3 hangars and other buildings were either destroyed or severely damaged in May 1940 and these were never rebuilt or repaired by the Germans. A long mooring jetty and a T-shaped quay remained in existence. Defenses: there were 2 light Flak positions manned by 6./Marine-Flak-Abt. 808.

Remarks:

10-14 May 40: hangars and buildings largely destroyed in German air attacks.

Operational Units: none identified.

Station Commands: none identified.

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

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[Sources: AFHRA A5262 p.523 (c.1 Sep 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

De Rips (NETH) (51 33 N – 05 48 E)

General: dispersal field (Ausweichflugplatz) in SE Holland 26 km ENE of Eindhoven and just W of the tiny villages of Vossenbergh and Rips. History: construction was ordered in May 1944 and began toward the end June. Locals were dragooned under threat of arrest and by 13 July some 600 workers were busy clearing and leveling the terrain to build a 1,400 x 75 meter grass airstrip. The work was more or less completed in mid-August and the intended user, III./NJG 2 based at Volkel, may have flown a few planes in and out during the third week of August before it was abandoned around 11 September. Rips and its nearby dispersal field were taken by Allied troops on 25 September 1944.

[References: Grimm, Peter et al, *Vliegvelden in Oorlogstijd*, pp.282-84].

E

Eelde (NETH) (a.k.a. Eelde-Paterswolde, Groningen) (53 07 12 N – 06 34 30 E)

General: airfield (Einsatzhafen) in N Holland 10-11 S of Groningen. Rated for fighters. History: established in May 1931 as a civil airport for Groningen and then used by Dutch Air Force fighter units from Sep 39 to May 40. Taken by the Germans on 12 May 1940 who thereafter mainly used existing infrastructure on and near the airfield. But the Luftwaffe did build several bunkers, a few other buildings, improved the drainage system, extended the length of the runway and built some 25 aircraft dispersal positions, some of which had limited splinter protection. Much of the infrastructure was heavily camouflaged with netting. The Luftwaffe airfield garrison varied between 700 and 900 personnel. To mid-1944, Eelde served mainly as a satellite field for the much larger airfield at Leeuwarden and as an advanced landing ground, mainly for fighters. From fall 1944 until the airfield was taken by Canadian troops on 13 Apr 45, Eelde took on a greater importance and night fighter units were based there.

Dimensions: 1190 x 640 meters (1300 x 700 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: fuel and ammunition were thought to be stored in a grove of trees off the NE boundary, and additional ammunition storage facilities were along the N corner.

Infrastructure: the former terminal building was on the NE boundary and a small repair hangar was in the West dispersal area. Several other buildings on the NE boundary housed admin offices and stores, and several barrack buildings were a short distance off the NE boundary. Officers and air crew were billeted in Groningen and in villas approx. 5 km N of the airfield. The nearest rail connection was 3.25 km E of the airfield in the village of De Punt.

Dispersal: aerial photos taken 11 Sep 42 showed 3 dispersal areas – North, West and East – with a total of 22 covered aircraft shelters, 22 open aircraft shelters and 7 aircraft parking sites. The covered shelters and all taxi tracks were well camouflaged.

Defenses: there were 4 light Flak positions around the airfield in Oct 43, 3 of these on the NW side.

Satellites and Decoys:

Donderen dummy airfield 6.5 km SW of Eelde airfield.

Remarks:

20 Aug 43: landing area temporarily obstructed. A large reservoir constructed off the SE corner of the airfield.

22 Oct 43: obstructions removed and airfield in use.

Operational Units: part of I./JG 52 (Apr-Jul 41); I./NJG 2 (Mar-Apr 45).

Reserve Training & Replacement Units: Erg.Gr./JG 51 (Sep 41 – Jan 42).

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Station Commands: Fl.H.Kdtr. E Eelde (N) (25 Sep 40 – 1942); Fl.Pl.Kdo. A 3/VI (1942 – Mar 44); Flugplatzkdo. Eelde of Fl.H.Kdtr. E(v) 203/XI Leeuwarden/Holland (Apr 44 – Apr 45?).

Station Units (on various dates – not complete): 8.(Flum.Res.)/Luftgau-Nachr.Rgt. Holland (Groningen, spring 41 - ?).

[Sources: AFHRA A5262 pp.525-29 (8 Nov 42 updated to 16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Eindhoven (NETH) (51 26 45 N – 05 24 15 E)

General: operational airfield (Einsatzhafen) located 5 km W of Eindhoven in SE Holland.

History: dates from September 1932 as a civil airfield with a terminal that was completed in May 1935. Manufacturers test-flew military aircraft there from 1936 to 1939. The Dutch Air Force took it over in Sep 39 following the outbreak of WWII and stationed fighters there. The Luftwaffe brought in several thousand Dutch workers in June 1940 to construct a major base complex and the main runway was finished by the end of July. It spent the war years mainly as a bomber and long-range reconnaissance base for units engaged against England.

Dimensions: initially 136 acres (55 hectare) but this was more than doubled after the Luftwaffe took over.

Surface and Runways: 3 paved runways laid out as a capital "A", two of crushed stone and concrete measuring 1,500 x 50 meters each, and the third of concrete measuring 1,200 x 50 meters. All three were then covered with a layer of asphalt and color-toned to blend in with the surroundings. Fully equipped for night operations with perimeter lighting, Lorenz and blind landing systems.

Fuel and Ammunition: refueling loops with adjacent underground storage tanks were just off of the middle of the N boundary and at the S end of the West dispersal area. There were 3 large ammunition dumps and storage areas located in the woods on the W boundary, off the SW corner of the West dispersal area, and off the Northwest dispersal area.

Infrastructure: had a large hangar with a paved apron at the N end of the field, a medium and a small hangar at the SE corner with workshop buildings nearby, and a small repair hangar in the N dispersal area. Station buildings and a large barracks complex off the SE corner with additional barrack huts in the NW dispersal area and another group 2.5 km N of the airfield. Air crew and female personnel were billeted in Eindhoven. A branch rail spur entered the airfield on the W side where the main munitions dumps and storage area was located.

Dispersal: 5 or 6 areas were built early on with 124 covered or partially covered large aircraft shelters, nearly all of which were camouflaged as natural terrain and/or covered with netting. Many additional hardstands and parking sites were built later and work on the dispersal areas was still underway in early Jul 44 when the count was at 132.

Defenses: 2 heavy Flak positions with 6 guns each, 14 light Flak towers and 5 to 11 machine gun positions (Oct 42). There was additional Flak in Eindhoven and around the nearby Philips factory.

Remarks: bombed repeatedly by RAF and USAAF medium and heavy bombers, especially during 1943-44.

22 Feb 44: low-level attack by 5 VIII Fighter Command P-47 Thunderbolts – 2 x Do 217 M-1s from I./KG 2 destroyed or damaged on the ground.

30 Mar 44: dive-bombed by 8th AAF P-47 fighter-bombers.

29 May 44: runways mined in preparation for demolition.

14 Jun 44: bombed by 63 B-24 Liberators – 7 x Ju 88 G-1s from II./NJG 3 destroyed on the ground.

5 Sep 44: demolitions carried out in preparation for evacuation and Eindhoven liberated 18 Sep 44 by the U.S. 506th Parachute Infantry Rgt.

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Operational Units: 3.(F)/Aufkl.Gr. 122 (May 40 - ?); Stab/JG 51 (May 40); I./JG 20 (May 40); I./JG 26 (May 40); IV.(Nacht)/JG 2 (Jun 40); I./JG 54 (Jun-Jul 40); II./KG 4 (Jun 40 - Mar 41); Stab/KG 30 (Sep 40 - Jun 41, Dec 43 - Jan 44); I./KG 30 (Mar-Jun 41, Dec 41, Mar-Apr 42, Dec 43 - Jan 44); II./KG 2 (May 42 - Apr 43); elements of Stab, III./KG 6 (Mar 43); I./KG 2 (Apr 43 - Jan 44); I./NJG 2 (May-Jun 44); 9./KG 3 (Jun 44); Stab/KG 54 (Jun-Aug 44); I./KG 54 (Jul-Aug 44); Stab, II./JG 53 (Aug-Sep 44); I./KG 66 (Aug-Sep 44); Einsatzkdo./KG 51 (Einsatzkdo. Schenck) (Sep 44)?

Reserve Training & Replacement Units: 12./KG 3 (May 41 - Mar 42).

Station Commands: Fl.H.Kdtr. E 10/XI (c.May 40 - Jan 43); Fl.H.Kdtr. A 204/VI (c. Jan 43 - Mar 44); Fl.H.Kdtr. E(v) 206/XI (Apr-Sep 44).

Station Units (on various dates - not complete): Stab/IX. Fliegerkorps (Aug 44); Werft-Abt. (v) 128/XI (Mar 44 - c.Sep 44); 1. Flughafen-Betr.Kp. KG 30 (Feb 41); 5. Flughafen-Betr.Kp. KG 30 (Feb 41); 2. Flugh.Betr.Kp./KG 2 (Jan 43); 4. Flugh.Betr.Kp./KG 2 (May 42 - Jan 43); Werft-Kp. 23/VI (Feb 41); Werftzug 664 (1943 - Feb 44); Werftzug 665 (1943 - Feb 44); Werftzug 666 (1943 - Feb 44); Lufttorpedo-Betr.Kp. 7 (Aug 43); Luftminen-Zug 4 (Jul 41, -Jul 42); Luftminen-Zug 10 (Aug-Sep 44); Luftminen-Zug 13 (Jul 42, Sep 43); I./Flak-Rgt. 701 (gem. mot.) (May-Jun 40); gem.Flak-Abt. 591 (fall 43); elements of le.Flak-Abt. 668 (1942 - Mar 44); elements of le.Flak-Abt. 848 (Dec 42); Bauleitung Eindhoven (May 40 - ?); Lw.-Bau-Btl. 18/IV (Jun 40 - ?); Nachschub-Kp. d.Lw. 2/III (Feb 41); Trsp.Kol. d.Lw. 53/XI (Feb 41); III./Flieger-Rgt. 51 (Sep 43 -); Ldssch.Zug d.Lw. 4/VI (Feb 41); Lw.-Jäger-Btl. z.b.V. 6 (Sep-Oct 44).

[References: AFHRA A5262 pp.530-34 (7 Sep 43); Freeman, R., *The Mighty Eighth War Diary*; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*, pp.264-75; Hammel, E., *Air War Europa*; Mattiello, G., *Fliegerhorstkommandanturen*, etc.; various documents in NARA, BNA and BA-MA].

G

Gilze-Rijen (NETH) (a.k.a. Looneind, Nerhoven) (51 34 00 N - 04 56 25 E)

General: operational airfield (Einsatzhafen) 10 km W of Tilburg, 10 km ESE of Breda and 2.8 km N of Gilze village in S Holland. Rated for bombers.

History: limited civil and Dutch military use as a landing ground dates from 1909, but it was first developed as an airport named Nerhoven in 1937 with a satellite landing area at Molenheide just 2 km to the NW. Attacked and captured by the Germans 10-12 May 1940. In June the Luftwaffe merged Nerhoven and Molenheide and began constructing a huge air base complex that was largely completed by the end of 1940. During the war, it was one of the most important bomber and night fighter bases in the West.

Dimensions:

Surface and Runways: 3 camouflaged concrete runways set out in the form of a capital letter "A", each measuring 1,700 x 50 meters. Equipped for night landings with visual Lorenz systems for all 3 runways, blind landing installations, boundary lights, visual beacons and artificial horizons.

Fuel and Ammunition: numerous refueling points stretched along the W boundary. A very large munitions dump complex was sited in a woods off the SW corner that was run by a MAST (Munitionsausgabestelle).

Infrastructure: had some 12 scattered hangars with paved aprons, including 2 that were very large and used for repairs, plus numerous separate workshop buildings and stores sheds, all of these being heavily camouflaged to look like farm buildings or agricultural terrain. Station buildings and barracks totaled over 70 and were located in a woods off the NW corner of the airfield. In 1941 a base residential area for officers with 40 well-appointed homes was built in a wooded area SW of the base on the way to the village of

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Chaam. A 4-barrack camp was constructed in 1943 for female signals personnel. A branch rail spur off the Breda-Tilburg line served the N and W side of the base.

Dispersal: 4 areas – the East Dispersal had 56 aircraft shelters, the Southwest Dispersal 9, the West Dispersal 44 and the Northwest Dispersal 3 for a total of 112 in late 1943. Nearly all of these were fully enclosed with stone walls, large enough for bombers and camouflaged. An additional c.47 hardstands and parking sites were added in early 1944.

Defenses: 3 heavy Flak positions with 4 guns each and 10 light Flak positions, most of which were in Flak towers. There were also 8 searchlights as part of the Flak defenses.

Satellites and Decoys:

Gilze/I (51 33 00 N – 04 54 00 E), possible satellite strip and dispersal field 3 km WSW of Gilze-Rijen airfield and immediately N of the village of Driehoek. History: under construction in August 1944. Surface and Dimensions: measured approx. 915 meters (1000 yards) E/W. It was possibly connected to the Southwest dispersal of Gilze-Rijen airfield. Infrastructure: none noted.

Gilze-Rijen – Looneind (51 30 00 N – 04 59 45 E), dummy “clone” 8 km SSE of Gilze-Rijen airfield complete with fake runways, buildings, lighting, flarepath, etc. Set up in 1941-42.

Remarks:

1940-44: bombed and strafed several dozen times, but the damage was quickly repaired and the airfield returned to full operations.

11 Jan 42: total station strength 2,840 officers and men.

28/29 Jul 42: bombed – 1 x Do 217 E-4 from I./KG 2 destroyed on the ground.

19 Aug 43: bombed by B-17 Fortresses.

23 Dec 43: 3 squadrons of 8th AAF P-47 fighter-bombers attacked Gilze-Rijen airfield.

23 Jan 44: bombed and strafed by 23 P-47 Thunderbolts from 8th AAF.

25 Jan 44: bombed and strafed by approx. 30 P-47 Thunderbolts from 8th AAF.

31 Jan 44: bombed and strafed by 157 P-47s and 47 P-38 Lightnings.

10 Feb 44: bombed by 28 planes from 8th AAF.

14 Feb 44: bombed and strafed by 46 P-47s as a secondary target.

22 Feb 44: bombed by 35 B-26 Marauders from 9th AAF – 3 x Do 217s and 1 x LeO 451 from III./KG 2 destroyed or damaged on the ground. runways and landing area rendered mostly unserviceable.

19 Mar 44: dive-bombed by 24 P-47s from 8th AAF.

26 Mar 44: runways and landing area repaired and again serviceable.

31 May 44: bombed by 8th AAF heavies.

12 Jun 44: runways prepared for demolition by mining.

23 Jun 44: bombed – 1 x Ju 188 A-2 from I./KG 2 destroyed or damaged on the ground.

15 Aug 44: bombed – 3 x Do 217s and 1 x Fi 156 from Stab and I./KG 2 destroyed or damaged on the ground.

3 Sep 44: air attack - 4 x Do 217Ks and Ms from I./KG 2 destroyed on the ground.

4 Sep 44: low-level attack – 1 x Do 217 from I./KG 2 destroyed or damaged on the ground.

4-5 Sep 44: vital infrastructure demolished and the base evacuated by the Luftwaffe.

Operational Units: Stab, II./KG 26 (Sep 40); I./NJG 2 (Sep 40 – Nov 41); I./KG 30 (Sep 40 – Mar 41); II./KG 30 (Sep 40 – May 41, Sep-Dec 41, Mar-Apr 42); Sonderkdo. Mausi (Sep 40 – Oct 42); III./KG 30 (Aug 41 – Jan 42); Stab/NJG 2 (Nov 41 – Nov 42); III./NJG 2 (Mar-Sep 42, elements Dec 43 – Mar 44); I./KG 2 (Apr 42 – Apr 43, Jun-Aug 44); 2./NJG 2 (Sep-Nov 42); 1./Minensuchgruppe 1 (Oct 42 – Aug 44); II./NJG 2 (Oct-Nov 42); II./KG 40 (Mar-Jun 43); III./KG 2 (Aug 43 – Jan 44, Jun 44); II./KG 51 (Apr-Aug 44); II./KG 76 (Jun 44); 9./KG 3 (Jul-Aug 44).

Reserve Training & Replacement Units: Erg.St./NJG 2 (Aug 41 – Aug 43).

Station Commands: Fl.H.Kdtr. E 29/IV (Jun 40 - ?); Fl.H.Kdtr. E(L) 7/I (1941 – Dec 42); Fl.H.Kdtr. A 201/VI (c. Jan 43 - Mar 44); Fl.H.Kdtr. E(v) 207/XI (Apr-Sep 44).

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Station Units (on various dates – not complete): Nachtjagdraumführer 102 (Jul 42 – spring 44); Koflug 6/III (Jun 40 – Aug 44); 1. Flugh.Betr.Kp./KG 2 (Jan-Apr 43); 115. Flugh.Betr.Kp. (Qu) (Dec 43 – Feb 44); 148. Flugh.Betr.Kp. (Qu) (Jun-Aug 44); Werft-Abt. (v) 129/XI (Mar-Sep 44); Werftzug 656 (1943 – Feb 44); Werftzug 657 (1943 – Feb 44); Luftminen-Zug 8 (Sep 43); Luftminen-Zug 13 (? - Feb 44); 4.(RAD)/Flak-Abt. 156 (c.Jan-Sep 44); 6.(RAD)/Flak-Abt. 214 (c.Oct 43 – 1944); 3./gem.Flak-Abt. 591 (c.1942-44); le.Flak-Abt. 846 (Feb, Nov 42); 2. and 3./gem.Flak-Abt. 665 (Aug 43); Stab/Ln.-Rgt. 211 (Breda, c.Apr 43 – Aug 44); I.(Ln.Betr.)/Ln.-Rgt. 211 (Tilburg, c.Apr 43 – Aug 44?); Stab II.(Flum.Mess)/Ln.-Rgt. 211 (Breda, c.Apr 43 – Aug 44); 12.(Flugm.Res.)/Luftgau-Nachr.Rgt. Holland (Breda, c.Jul 40 – 1944); Stab/Ln.-Abt. 51 (Breda, c.Oct 41 – Oct 42); Stab/Ln.-Abt. 62 (Tilburg, c.Oct 41 – Oct 42); Stab/Munitionsversorgungsbezirk Süd (Loon op Zand, c.1943-44); Feldluftmunitionslager d.Lw. 8/VI (Loon op Zand, c.1943-44); E-Hafen-Ausrüstungskolonie 8/IV (Aug 43); Trsp.Kol. d.Lw. 41/VI (Tilburg, Sep 43); Trsp.Kol. d.Lw. 145/VI (Tilburg, Sep 43); 3. Ldssch.Kp. d.Lw./3. Jagd-Div. (Dec 43); Ldssch.Zug 117/VI (to Jun 43); Ldssch.Zug d.Lw. 124/VI (Jun, Dec 43); Ldssch.Zug d.Lw. 127/VI (Jun-Nov 43); Ldssch.Zug d.Lw. 152/VI (Jun-Dec 43); Ldssch.Zug d.Lw. 162/VI (Jun-Dec 43); Ldssch.Zug d.Lw. 348/VI (? - Aug 43); Ldssch.Zug d.Lw. 12/XI (? – Aug 43); Ldssch.Zug d.Lw. 23/XI (? – Aug 43); Ldssch.Zug d.Lw. 271/XI (? – Aug 43); 6.Kp./Flieger-Rgt. 51 (Aug 43); Prüfstelle auf Höhenwirkung (mot) d.Lw. 12 (Jul 43 - ?); RAD-Abt. 4/156 (c.1943-44); RAD-Abt. 6/214 (c.1943-44).

[References: AFHRA A5262 pp.535-41 (14 Nov 42 updated to 16 Dec 43) and A.I.2.(b)/Air Ministry Amendment dated 2 Aug 44 in BNA(PRO)/AIR 40; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*, pp.252-63; Hammel, E., *Air War Europa*; Mattiello, G., *Fliegerhorstkommandanturen*, etc.; various documents in NARA, BNA and BA-MA; web site ww2f.com/living-history/21323-fliegerhorst-gilze-rijen-archaeology-research.html].

H

Haamstede (NETH) (a.k.a. West Schouwen, Westenschouwen) (51 42 35 N – 03 43 25 E)

General: landing ground (Landeplatz) near the western tip of Schouwen Is. in the Eastern Scheldt estuary in the Netherlands, c. 54 km WSW of Rotterdam, 24 km NNE of Middelburg and 2.5 km NW of the village of Haamstede. History: opened on 4 May 1931 as a small civil airport for KLM. The Dutch Air Force gradually took it over after the war began in Sep 39 and by Mar 40 it was completely at the disposal of the military as a flight training field. Taken by the Germans on 17 May 40 and work began almost immediately to clear wrecked Dutch aircraft, repair and extend the landing area and build infrastructure. Fighters began using it in Jul 40 and it remained an active fighter field through mid-1942. On 14 Aug 43, following nearly a year of relative disuse, it was turned over to the German Army and the last Luftwaffe personnel departed on 6 Sep 43. Dimensions: 1,100 x 700 meters. Surface and Runways: grass surface on sand and camouflaged to appear as cultivated fields with dummy roads. Fuel and Ammunition: buried fuel tanks reportedly installed by the Germans. Ammunition was stored in bunkers in the sand dunes N of the airfield. Infrastructure: had a medium hangar at the center of the S boundary, another probably on the N boundary, several workshop buildings near the hangars, the former airport terminal and other small buildings on the N boundary, and a group of barracks at the SE corner of the field. Buildings were heavily camouflaged with netting. Supplies were brought in by ship. Dispersal: 3 areas (North, South and Southeast) with a total of 36 aircraft shelters in Nov 42. Defenses: 23 x 2-cm light Flak guns and 7 x 60-cm searchlights positioned around the airfield (Jul 42). Most of the guns were emplaced in 10 Flak towers.

Remarks:

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1940-41: a look-alike dummy airfield was built 2.8 km ENE of Haamstede and was called Haamstede-Renese (Scheinflugplatz 33). 7 Aug 40: bombed by RAF – 7 x Bf 109Es from II./JG 54 destroyed or damaged on the ground and 3 pilots KIA.

3 Oct 43: additional trenches dug to further obstruct the landing area.

21 Jan 44: landing ground remains obstructed by grid pattern trenches, unfilled bomb craters visible on the S side and 1 hangar on the S boundary removed.

Operational Units: (go to Google and enter: Haamstede site:ww2.dk).

Station Commands: Fl.H.Kdtr. Haamstede (1940-42); Fl.Pl.Kdo. A 4/VI (1942 - 6 Sep 43).

Station Units (on various dates – not complete): 5./Flak-Abt. 442 (Jul 42); 3./le.Res.Flak-Abt. 847 (Jul 42); 3.Kp. Lw.-Bau-Btl. 23/IV (Jun – c.Dec 40); Ldssch.Zug d.Lw. 49/XI (? - Jun 43); 2.Kp./Fluganwärter-Btl. VI (Jul 42)?; Stab I. and 6.Kp./Flieger-Rgt. 51 (- Aug 43).

[Sources: AFHRA A5262 pp.543-45 (15 Nov 42 updated to 12 Jul 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Havelte (NETH) (52 46 N – 06 14 E)

General: airfield in north-central Holland 8.3 km NNE of Meppel and 9 km E of the Luftwaffe airfield at Steenwijk. Construction began in October 1942 under direction of Einsatzgruppe West of the Organisation Todt and by Apr 44 there were 5,600 laborers working on the airfield, mostly Dutch. It consisted of a single concrete runway with a second planned and there were a number of buildings, aircraft dispersal areas with blast bays and other infrastructure. The first aircraft became operational at Havelte on 26 Aug 44, but within a month Allied troops were in possession of parts of Holland and Luftwaffe operations there became sporadic. Canadian troops took Havelte on 13 Apr 45.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of Flak-Abt. 552; 3./le.Flak-Abt. 845.

[Sources: chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Hilversum (NETH) (a.k.a. Hilversum-Loosdrecht) (52 11 35 N – 05 09 00 E)

General: landing ground (Einsatzhafen) in the Netherlands 26 km SE of Amsterdam and 14 km NW of Soesterberg. Rated for fighters. History: dates from 1938 as a civil airfield measuring 770 x 620 meters with a single hangar and a clubhouse. Taken over by the Dutch Air Force on 28 August 1939 and then by the Luftwaffe on 31 May 1940. The grass surface was repaired and retained, but a number of buildings, a large hangar, several medium hangars and a cluster of so-called "summer" hangars with concrete walls on three sides and covered with camouflage netting instead of a roof, workshops, concrete Flak positions and barracks were immediately constructed and carefully camouflaged. Became operational in late summer 1940. Gradually expanded to 900 x 900 meters and then further expanded following the 6 June 1944 Allied landings in Normandy. Hilversum was also used by Fokker N.V. for the final assembly of Bücker Bü 181 Bestmann trainers, some 709 being completed there. The work was done in a large, specially-built hangar measuring 70 x 35 meters. Hilversum was shut down by the Luftwaffe at the beginning of April 1945 and demolition of the infrastructure was carried on on 12 April. Surface and Dimensions: grass surface. See under History for dimensions. No paved runway. Fuel and Ammunition: fuel and ammunition were reportedly stored in a woods approx. 1.25 km off the NE corner of the landing area. Infrastructure: see under History. Dispersal: the 3 dispersals – North, East and South – had a total of 25 large and 31 small aircraft shelters in Nov 42. Defenses: information not found.

Satellites and Decoys:

Hilversum/I (52 11 00 N – 05 08 00 E), satellite strip and dispersal field immediately S of Hilversum landing ground. Measured 1000 x 135 meters (1100 x 150 yards). Believed to have become serviceable in Aug 44.

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Remarks:

12 Jun 44: leveling work off the S boundary seen to be continuing.

Operational Units: elements of IV.(Stuka)/LG 1 (Sep-Nov 40); Luftdienstkdo. Holland (Sep 40 – Dec 43); 4.(H)/Aufkl.Gr. 23 (Dec 40)?; Luftdienstkdo. Holland; Flugbereitschaft Wehrmachtbefehlshaber in den Niederlanden (c.1940-41 – 1944); Fliegerzielstaffel 13 (Sep-Oct 44).

School Units: Fl.Ausbildungs-Rgt. 26 (1941-42).

Station Commands: Fl.H.Kdtr. E 21/VI (- Apr 41); Fl.Pl.Kdo. A 2/VI (1942 – Mar 44); Flugplatzkdo. Hilversum of Fl.H.Kdtr. E(v) 205/XI Soesterberg (Apr-Oct 44); Flugplatzkdo. Hilversum of Fl.H.Kdtr. E(v) 201/XI Deelen (Oct 44 - 45).

Station Units (on various dates – not complete): 20./Luftgau-Nachr.Rgt. Holland (c.fall 41 – Mar 44); 2.Kp. Lw.-Bau-Btl. 4/III (4 Jun 40 - ?); lei.Flak-Batterie 15/VI (c.1942-44); Munitionszwischenlager Hilversum (c.1943-45); Munitionsausgabestelle d.Lw. 1/XI (Naarden, c.1943-45).

[Sources: AFHRA A5262 pp.547-50 (Nov 42); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

K

Kessel (NETH) (51 48 40 N – 05 24 30 E)

General: landing ground (Landeplatz) 27.5 km NW of Volkel airfield, 15.5 km NNE of S’Hertogenbosch, 9 km SSW of Tiel and immediately N of the village of Kessel. History: construction work probably began in spring 1944 and was in use by mid-summer. Surface and Dimensions: grass surface measuring approx. 1370 x 730 meters (1500 x 800 yards) with an irregular shape. No paved runway. Infrastructure: no hangars but there were 4 small buildings scattered around the perimeter that may be for workshops. Personnel accommodations were probably in Kessel. The nearest rail connection was in the village of Oss, 9 km S of the landing ground. Dispersal: the 3 areas – North, South and West – had a total of 11 aircraft shelters and 2 aircraft parking hardstands. Defenses: no information found.

Remarks:

3 Aug 44: 3 x Ju 88s observed at Kessel.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.551-52 (15 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

L

Leeuwarden (NETH) (53 13 30 N – 05 45 20 E)

General: airfield (Einsatzhafen) in the Netherlands 52 km W of Groningen; airfield 4 km NW of Leeuwarden. Rated for bombers.

History: opened 24 June 1938 as a civil airport after prolonged planning dating back to 1931. After occupying Holland in May 1940, the Luftwaffe chose Leeuwarden for expansion and major construction. By late summer 1940 there were 7,500 laborers there building three runways of 1500, 1300 and 1200 meters in the form of a triangle, numerous hangars, workshops, warehouses, admin buildings and Flak positions, with everything heavily camouflaged, including the runways. On completion, it was the Luftwaffe’s most important air base in northern Holland.

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Dimensions: ?

Surface and Runways: artificially drained grass surface with 3 concrete runways as described under History, above. The landing area was camouflaged to represent fields intersected by dykes and dummy roads. The runways were camouflaged to look the same as the grass landing area. Equipped with perimeter lighting, runway illumination, beam approach system and a visual Lorenz system for each runway.

Fuel and Ammunition: refueling hardstands with adjacent storage tanks were on the N boundary and on the SW corner. The main ammunition dump had some 21 bunkers and was off the NW corner, while ready ammunition storage for quick issue was off the N boundary on the E and W sides of the North dispersal area there and along the W side of the Southwest dispersal.

Infrastructure: had 2 curved roof repair hangars with paved aprons and adjacent workshops approx. 450 meters (500 yards) apart off the SE corner. Admin offices, barracks and stores buildings were at the SE corner with a second group off the SE corner along the road to Leeuwarden.

Dispersal: the 3 dispersals – North, Southeast and Southwest – had a total of 74 aircraft shelters plus 16 aircraft hardstands in Nov 42. Many of the shelters had earthen blast walls and were covered with camouflage netting.

Defenses: there were 3 heavy and 13 light Flak positions in relatively close proximity to the airfield in Nov 42, but no Flak towers.

Satellites and Decoys:

Leeuwarden-Menalzum (53 12 55 N – 05 41 20 E), a very elaborate dummy located 4.5 km WSW of Leeuwarden airfield.

Remarks: the airfield was attacked numerous times during the 1940-43 period.

1 Aug 40: bombed – 3 x Bf 109 E-4s from II./JG 27 damaged.

30 Apr 42: bombed – 2 x Bf 110Ds from II./NJG 2 destroyed.

25 Jan 44: attacked by 8th AAF P-47 Thunderbolts.

24 Feb 44: the first major attack - some 90 B-26 Marauders from 9th AAF bombed Leeuwarden cratering the runways, burning down 5 hangars, destroying a number of buildings and 4 aircraft on the ground. Several hundred craters on the runways, taxiways and landing area put Leeuwarden out of service for nearly 3 weeks.

19 Jun 44: work to extend the Southwest dispersal nearly 2 km to the S across the Leeuwarden-Harlingen road underway.

Sep 44: Allied raids were especially severe in September 1944 forcing the Luftwaffe to all but abandon Leeuwarden by downgrading it to an advanced landing ground (Absprunghafen). Runway II was repaired and returned to service during the winter and at the beginning of Mar 45 it played a major role in *Unternehmen Gisela*, a night intruder operation against RAF aircraft and bases in England.

9-15 Apr 45: airfield evacuated and demolished.

16 Apr 45: Leeuwarden captured by Canadian forces.

Operational Units: I./JG 51 (Jun-Jul 40); elements of II./JG 27 (Jul-Aug 40); detachment of II./JG 54 (Aug 40); II./JG 52 (Dec 40 – Jan 41); III./KG 4 (Jan-Apr 41); II./KG 53 (Feb-Mar 41); 3./JG 52 (May-Jul 41); II./ZG 76 (Jul-Nov 41); II./JG 53 (Oct-Nov 41); II./NJG 2 (Nov 41 – Sep 42); KGr. 506 (Dec 41 – Jun 42); 4./JG 1 (Jan-May 42); II./KG 77 (Jun 42); III./KG 26 (Jun-Jul 42); IV./NJG 1 (Oct 42 – Mar 44); 2./JG 27 (May-Jun 43); III./JG 1 (May-Nov 43); elements of III./NJG 1 (May-Sep 44).

Station Commands: Fl.H.Kdtr. L 18/XI (Jul 40 – c. Jan 43); Fl.H.Kdtr. A 203/VI (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 203/XI (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Nachtjagdraumführer 101 (Jul 42 – Jan 44); Werft-Kp. 16 (- Jul 41); Luftminen-Zug 2 (Jun 42); Luftminen-Zug 3 (Jun 41); le.Flak-Abt. 845 (Sep 43 – c.Aug 44); part of le.Flak-Abt. 956 (ETr.) (Feb 43); Stab II.

(Flum.Mess)/Ln.-Rgt. 201 (c.Oct 42 – Aug 44); elements of 6.(Y-Ausw.)/Ln.-Rgt. 201 (c.Oct 42 – Aug 44); 12.(Flum.Mess)/Ln.-Rgt. 201 (c.Oct 42 – Aug 44); 13.(Jägerleit)/Ln.-Rgt.

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213 (Sep-Dec 44); part of I.(Flum.Mess)/Ln.-Rgt. 223 (Sep 44 - ?); Flugmeldezentrale Leeuwarden (c.fall 41 - 1944); Bauleitung d.Lw. Leeuwarden (Jun 40 - ?); 2.Kp. Lw.-Bau-Btl. 7/IV (May 41); 1.Kp. Lw.-Bau-Btl. 18/IV (Aug 41); Zwischenlager/Feldluftpark 5/III (Sep 43); Fl.Betr.St.Kol. 12/VI (Jun 41); Ldssch.Zug d.Lw. 117/VI (Sep 41, Sep 43); Ldssch.Zug 345/VI (Jun 41 - ?); Ldssch.Zug d.Lw. 350/VI (? - Apr 41); Ldssch.Zug d.Lw. 352/VI (? - Apr 41); Lw.-Lazarett 7/XI (? - 1944).

[Sources: AFHRA A5262 pp.553-58 (Nov 42); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk; <http://www.626-squadron.co.uk/willem3.htm>]

M

Moordhuizen (NETH) (51 49 00 N – 05 26 00 E)

General: landing ground in the Netherlands c. 27 km W of Nijmegen and immediately SW of the village of Moordhuizen. History: date of construction not found but probably summer 1944. Serviceable in Aug 44. Surface and Dimensions: measured approx. 1280 x 365 meters (1400 x 400 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 3 Aug 44 in BNA(PRO)/AIR 40]

N

Nimwegen (NETH) (a.k.a. Nimwegen-Kluis, Nijmegen-Kluis) (51 48 N – 05 50 E)

General: landing ground in E Holland 5 km SE of Nijmegen. History: no record found of any Luftwaffe flying units being stationed here.

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

P

Peest (NETH) (a.k.a. Norg) (53 02 50 N – 06 30 00 E)

General: airfield (Fliegerhorst) in N Holland 18 km SSW of Groningen, 8.4 km NW of Assen, 3.25 km SE of the village of Norg and 1.2 km S of the village of Peest. Rated for fighters. History: constructed 1940-41 as a night landing ground with three grass runways by a Dutch firm using some 2,500 workers. The landing area measured 1645 x 1465 meters (1800 x 1600 yards) and the main runway measured 1,200 x 80 meters. Streets were laid out and barracks buildings, a generator building, a switchboard building, firehouse, radio beacon station and others were built totaling 15 buildings in all. Two dispersal areas were built – Northwest and Southeast – with a total of 15 to 17 aircraft shelters. But severe drainage problems prevented the airfield from becoming operational and it was returned to agricultural use in summer 1942. Several emergency landings were made there after that date but there was no regular use and no units were ever stationed at Peest.

[Sources: AFHRA A5262 pp.562-63 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

R

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Rotterdam (NETH) (51 54 N – 04 27 E)

Lw. Garrison and Station Units (on various dates – not complete): Stab/20. Flak-Brig. (Sep 44); Stab/Flak-Rgt. 8(v) (as Flakgruppe Rotterdam 1940-45); gem.Flak-Abt. 591(v) (1943); gem.Flak-Abt. 598(v) (May-Sep 44); gem.Flak-Abt. 665(v) (1942-43, Aug 44); schw.Flak-Abt. 666(v) (1942-43); le.Flak-Abt. 831(o) (1940/41 – 1944); le.Flak-Abt. 847(o) (c.1942-44); various elements of Sonderkdo. d.Lw. Siebel (1942-44); Föhren-Lehr- u.Erg.Abt. d.Lw. (1942-43); Föhren-Ausb.Kdo. d.Lw. (1942-43).

Rotterdam-Waalhaven (NETH) (51 52 35 N – 04 26 45 E)

General: airfield (Flugplatz) in SW Holland on the Rotterdam waterfront (harbor area) 5.7 km SSW of Rotterdam city center. History: opened 18 March 1922 as Rotterdam's airport with a terminal, hangars and a restaurant. A small military detachment there was expanded in the late 1930s to service elements of a Fokker G.1 fighter regiment. Captured by German paratroops and air-landing troops on 10 May 1940. The Luftwaffe began work on the airfield to transform it into an advanced fighter field in June by extending the landing area from 700 meters to 1,050 meters, improving the condition of the grass and drainage, constructing a number of stone and wooden buildings for workshops, admin offices and stores, a barracks camp with 20 huts, Flak positions and 19 aircraft shelters along the boundaries. The existing civil hangars were all reduced to rubble in the May 1940 fighting and only one new hangar was built by the Luftwaffe – a 30 x 50 meter blister-type repair hangar erected in fall 1940 that was then dismantled and sent to Aalborg/Denmark in summer 1941. The first operational fighter unit arrived at Waalhaven on 26 June 1940 and the airfield played a meaningful role during the air offensive against England, but its importance declined rapidly after June 1941. Landing area dug up and rendered unserviceable in January - February 1944, turned over to the German Army and abandoned by the Luftwaffe.

Dimensions: 1,050 x 730 meters.

Surface and Runways: grass and heavily camouflaged. No paved runway.

Infrastructure: as already stated. Two munitions dumps were later built 1.5 to 2 km off the E boundary.

Dispersal: as already stated.

Defenses: 2 heavy Flak emplacements and 13 light Flak positions, four of the latter consisting of a total of 12 Flak towers. A large number of additional Flak guns were deployed around the city and the dock area.

Remarks: nearly all Allied air attacks were directed against the port facilities.

8 Jan 44: demolition crews began digging trenches across the landing area to render it unserviceable.

19 Apr 44: demolition of airfield buildings began.

Jun 44: airfield mined to prevent use by the Allies.

7 May 45: captured by Allied troops.

Operational Units: II./JG 54 (Jul-Aug 40).

Station Commands: Fl.H.Kdtr. E 7/I (May 40); Lw.-Platzkommandantur Waalhaven (1940-42); Fl.Pl.Kdo. A 1/VI (1942 - 20 Feb 44).

Station Units (on various dates – not complete): Flak-Waffenwerkstatt (o) 13/VI (1943-44); Bauleitung Waalhaven (Jun 40 - ?); 1.Kp./Flieger-Rgt. 51 (Dec 43); Ldssch.Zug d.Lw. 346/VI (? - Feb 44); Ldssch.Zug d.Lw. 26/XI (? - Feb 44).

[Sources: AFHRA A5262 pp.569-71 (14 May 43) and pp.707-09 (22 Apr 44); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*, pp.314-17; web site ww2.dk]

S

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Soesterberg (NETH) (52 07 N – 05 16 E)

General: major airfield (Fliegerhorst) in the Netherlands 39 km SE of Amsterdam, 11 km ENE of Utrecht, 8 km WSW of Amersfoort and 5 km NNE of Zeist. Rated for bombers.

History: Soesterberg airfield came into existence in 1913 and is considered the cradle of Dutch military aviation. Taken intact by the Germans in May 1940 and on or about 1 June they began extensive expansion and renovation of the field, including laying down three paved and camouflaged runways of 1700 x 50, 1350 x 50 and 1250 x 50 meters, these being completed in early 1941. Also constructed were hangars and shelters for 100 aircraft, repair and overhaul workshops, dispersal areas, command bunkers, Flak and airfield defense bunkers and positions, underground fuel storage, a huge munitions storage dump; numerous warehouse buildings for the Feldluftpark (field aviation depot), barrack camps, etc.

Dimensions: see under History for a rough estimate of the dimensions based on the length of the runways.

Surface and Runways: camouflaged turf on top of moorland and scrubland with a sandy sub-soil. The 3 camouflaged concrete runways are described under History, above. Equipped with boundary and obstruction lighting, runway illumination and visual Lorenz systems for all 3 runways.

Fuel and Ammunition: refueling points with half-sunk fuel tanks were at the NW and SW corners and at the W end of the Southeast dispersal area. The base had extensive ammunition storage including a large depot 3.25 km to the SE and was shared with the Army, ready storage sites adjacent to the Northeast, Southeast and Southwest dispersals and possibly in woods to the NW of the landing area.

Infrastructure: had 3 hangars in a row near the N end of the W boundary and 4 or 5 hangars, 2 large repair shops and related buildings on the E boundary. Admin offices and stores buildings were on the E boundary. Barrack buildings were: (1) in woods E of the main buildings; (2) S of the Southeast dispersal area; and, (3) along the railway line SW of the airfield. Officers and flying personnel were reportedly accommodated in private houses in Zeist. A branch rail line served the hangars and buildings on the E boundary, the hangars and fuel tanks at the NW corner and the Northeast dispersal area.

Dispersal: the 4 dispersal areas – Northeast, Southeast (the largest), Southwest and Northwest – had a total of 110 aircraft shelters in Jul 43. Most the shelters were camouflaged with netting.

Defenses: protected by 3 heavy and 10 light Flak positions in Jul 43, with 3 of the light positions mounted in Flak towers.

Satellites and Decoys:

Soesterberg-Woudenberg (52 05 45 N – 05 21 30 E), dummy located 7.25 km SE of Soesterberg airfield and complete with fake runways, aircraft, buildings and lighting. A bombing practice range was just to the NW of the dummy.

Remarks:

1940-43: occasional attacks by Allied aircraft.

10 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 2 x Ju 88s damaged.

8 Mar 44: bombed twice by a large force of 9th AAF B-26 Marauders – 6 men from Stab/KG 2 killed on the ground – no aircraft involved. The E hangar area was hard hit and the 2 badly damaged hangars and 2 large repair shops were still unrepaired in May. A new repair hangar has been built in the Southeast dispersal.

17 Mar 44: bombed and strafed by 16 8th AAF P-47 Thunderbolt fighter-bombers.

25 Mar 44: runway and landing area damage resulting from the attacks of 8 and 17 March now fully repaired.

30 Mar 44: attacked by 8th AAF P-47 fighter-bombers.

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9 May 44: the new Southeast (remote) dispersal is 4 km from the SE corner of the airfield. The revised number of covered, open and uncompleted aircraft shelters is now 183, of which 76 are under construction.

15 Aug 44: this was the first large-scale attack on the airfield, a day raid by RAF Lancasters that caused little damage aside from the destruction of 1 x Do 217.

3 Sep 44: a second raid by Lancasters did extensive damage forcing the Luftwaffe to largely evacuate Soesterberg by mid-September after mining the runways and setting up obstacles to prevent aircraft and gliders from landing; during this attack 2 x Do 217s were destroyed or damaged on the ground.

Dec 44: activity resumed in December and a grass runway was built. Small numbers of aircraft flew in and out of Soesterberg through Feb 45, but on 28 February the order was given to close it down.

11 Apr 45: the last personnel left the airfield.

Operational Units: Stab/JG 54 (Jun-Jul 40); I./JG 21 (Jun 40); Stab/KG 4 (Jun 40 – Jul 41); I./KG 4 (Jul 40 – Jun 41); II./KG 4 (Oct 40 - Mar 41); Transportstaffel IX. Fliegerkorps (Feb-Jun 41)?; III./KG 76 (Apr-Jun 41); III./KG 4 (May 41); Flugbereitschaft XII.

Fliegerkorps (Aug 41 – Sep 43); II./KG 40 (Sep 41 – Mar 43); Stab/KG 2 (Dec 41 – Mar 44); II./KG 2 (Dec 41 – May 42, Apr-Sep 43); Erprobungsstaffel Me 210 (Jul-Aug 42); 16./KG 6 (Sep-Oct 42?); III./KG 2 (Mar-Apr 43); Flugbereitschaft Gen.Kdo. I. Jagdkorps (Sep 43 – Mar 44); Wetterflugstelle Soesterberg (1943/44 – Sep 44); 3.(F)/Aufkl.Gr. 122 (Mar-Aug 44); II./KG 51 (Jun-Aug 44)?

Station Commands: Fl.H.Kdtr. E 12/XI (1940/41 – Jan 43); Fl.H.Kdtr. A 205/VI (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 205/XI (Apr-Oct 44).

Station and Nearby Units (on various dates – not complete): Stab/9. Fliegerdivision (Jul-Nov 40); Stab/IX. Fliegerkorps (Nov 40 – Jun 41); Stab/XII. Fliegerkorps (Zeist, Aug 41 – Sep 43); Stab/I. Jagdkorps (Zeist, Sep 43 – Mar 44); Stab/1. Nachtjagddivision (Zeist, Jul 40 – Jul 41); Stab/Führer der Seeluftstreitkräfte (Amersfoort, May-Sep 42); Luftgaustab z.b.V. 12 (May 40); 2. Flugh.Betr.Kp./KG 40 (Jan-Mar 43); Werft-Abt.(v) 124/XI (1944-45)?; Luftminen-Zug 7 (May 41 - ?); Luftminen-Zug 9 (Sep 43); Stab/1. Flak-Brig. (Amersfoort, Nov-Dec 44); Stab/9. Flak-Brig. (Huis ter Heide, Jan-Apr 45); part of Flakscheinw.Abt. 649(v) (Aug 40 – 1943?); Flak-Sondergerätewerkstatt 102/VII (Utrecht, c.1943-45); Flak-Instandsetzungswerkstatt (Utrecht, c.1943-45); Stab/Ln.-Rgt. beim I. Jagdkorps (Zeist, Sep 43 – Mar 44); Stab I.(Ln.Betr.)/Ln.-Rgt. beim I. Jagdkorps (Zeist, Sep 43 – Mar 44); Stab II.(Tel.Bau)/Ln.-Rgt. beim I. Jagdkorps (Zeist, Sep 43 – Mar 44); Stab and I.(Betr.)/Ln.-Rgt. 42 (Zeist/Driebergen, c.Aug 42 – Sep 43); I./Ln.-Flugsicherungs-Rgt. West (Bilthoven, c.Mar 42 - 1944); elements of 8.(Funknav.)/Ln.-Flugsicherungs-Rgt. West (1943-44); Stab I./Ln.-Funkhorsch-Rgt. West (1942-44); Ln.-Betr.Kp. 161 (Amersfoort, Nov-Dec 44); Ln.-Ingenieur-Stab I (c.Apr-Aug 44); Ln.-Geräteausgabestelle Soesterberg (1940); Ln.-Frontreparaturbetrieb 5/III (Den Dolder, c.1942-45); Ln.-Frontreparaturbetrieb 6/VI (Utrecht, c.1943-45); I Lw.-Oberbaustab Holland (Zeist, Jun 40 - ?); Stab/Lw.-Bau-Rgt. Holland (Zeist, mid-40 – mid-43); Lw.-Bau-Btl. 4/III (c. 1 Jun 40 – spring 41); (c. 1940-43); Stab/Feldluftpark Soesterberg (1940-41); Stab/Feldluftpark Holland (1941-42); Stab/Feldluftpark 5/III (Den Dolder, 1942-44); Stab/Munitionsversorgungsbezirk Nord (c.1940-44); Feldluftmunitionslager Soesterberg (1940-41); Feldluftmunitionslager 7/VI (1942-44); Munitionsausgabestelle d.Lw. 7/VI (Jul 43); Stab/Flugbetriebsstoffversorgungsbezirk Nord (Utrecht, c.1943-45); Flugbetriebsstoff-Ausgabestelle 9/VI (Utrecht, c.1943-45); Nachschub-Kp. d.Lw. 9/VI (Sep 43); Leithorstwaffenmeisterei 5/III (Utrecht, c.1943-45); Flugbetriebstoff-Kol. 505/XI (Bosch en Duin, Sep 43); Trsp.Kol. d.Lw. Ho 1 (Den Dolder, c.1943-45); Trsp.Kol. d.Lw. Ho 2 (Den Dolder, c.1943-45); Standort-Kw.Werkstatt (o) d.Lw. Amersfoort (1941-42); Kw.Werkstattzug d.Lw. 3/VI (Utrecht, c.1941 - ?); Kw.Werkstattzug d.Lw. 4/VI (Amersfoort, c.1941 - ?); Kfz.Werkstattzug d.Lw. 104/VI (Amersfoort - May 44).

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[Sources: AFHRA A5262 pp.573-81 (27 Nov 42 updated to 9 Sep 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Steenwijk (NETH) (a.k.a. Steenwijk-Havelte) (52 47 00 N – 06 14 10 E)

General: airfield (Fliegerhorst) 30 km N of Zwolle/N Holland, 10 km NNE of Meppel, 8 km E of Steenwijk and 2 km NNW of the village of Havelte. Rated for fighters.

History: built by the Germans in 1941 on the site of a former Dutch military Artillery range, but not much was done until early 1943.

Dimensions: 1415 x 640 meters (1550 x 700 yards). A sizeable 915 meter (1000 yard) N/S extension was still unfinished in Jan 45 and the work had probably been abandoned.

Surface and Runways: grass surface with 1 concrete runway measuring 1415 x 80 meters (1550 x 90 yards) and aligned E/W. Work began in spring 1944 on a second concrete runway aligned NNW/SSE but the project was abandoned. A perimeter track encircled the landing area and was connect to the ends of the runway. Concrete taxiways joined the dispersal areas to the runway and to the Steenwijk/I satellite. Equipped with permanent runway illumination and a beam approach system.

Fuel and Ammunition: refueling loops with buried storage tanks were off the SE and SW corners. A large ammunition dump was located 9.75 km NW of the airfield.

Infrastructure: had 1 medium hangar with a paved apron in the Northwest remote dispersal 2 km NW of the center of the airfield. The mostly destroyed or demolished shell of a second medium hangar was just off the SE corner. The nearest rail connection was in Steenwijk with a branch line running to the E side of the barrack area. A second branch line was under construction in summer 1944 that was planned to service the S perimeter.

Dispersal: the 4 dispersal areas – Northeast, South, Northwest and Northwest (remote) – had a total of 16 medium and 4 small double aircraft shelters plus 2 remote parking sites in late Aug 44.

Defenses: no information found.

Satellites and Decoys:

Steenwijk/I (52 48 00 N – 06 14 00 E), satellite strip and dispersal area 2.5 km N of Steenwijk landing ground. Under construction in mid-July 1944 and work still underway in mid-September. Plans probably called for it to be connected by taxiway to the Northwest (remote) dispersal of Steenwijk landing ground. The strip measured approx. 1100 x 55 meters (1200 x 60 yards) on a surface cleared of scrub. No infrastructure noted.

Remarks:

15 Aug 44: low-level attack by VIII Fighter Command P-38s – *claimed* 4 x Bf 109s and 1 x B-24 destroyed, plus 4 x Bf 109s and 1 x unidentified aircraft damaged.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 29/VI (1942 – Mar 44); Flugplatzkdo. Steenwijk of Fl.H.Kdtr. E(v) 204/XI Twente (Apr-Aug 44); Fl.H.Kdtr. E(v) 235/XI (Sep 44 – Apr 45).

Station Units (on various dates – not complete): 3./le.Flak-Abt. 845 (Apr-May 44); Ldssch.Zug 42/VI (Aug 43 - ?); Ldssch.Zug d.Lw.12/XI (Aug 43 - ?); Ldssch.Zug d.Lw. 23/XI (Aug 43 - ?); Ldssch.Zug d.Lw. 271/XI (Aug 43 - ?).

[Sources: AFHRA A5262 p.480 (23 Jan 45), p.582 (15 Sep 44) and p.583 (18 Oct 44); A.I.2.(b)/Air Ministry Amendment dated 27 Jul 44 in BNA(PRO)/AIR 40; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*;].

Stokkum (NETH) (a.k.a. Stokkam) (51 53 35 N – 06 12 05 E). Dummy on the W side of the Stokkamaer Woods 7 km NNW of Emmerich/Germany and 1.75 km SE of Beek/Holland. First identified by Allies in Oct 44 when 15 decoy aircraft were spotted in dispersal bays that had been cut into the woods at the point of the coordinates. [Sources: AFHRA A5257A p.600 (Oct 44)]

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T

Teuge (NETH) (52 14 45 N – 06 03 00 E)

General: landing ground (Landeplatz) in the eastern Netherlands 7 km NE of Apeldoorn, 7.75 km WSW of Deventer and 1.6 km N of the village of Teuge. Rated for fighters.

History: dates from September 1936 as a flying club's grass airstrip with several hangars. Used by the Luftwaffe as an auxiliary field that gained greater importance toward the end of the war. Wartime construction was minimal and the airfield complement was about 250 personnel in mid-1944. Luftwaffe aircraft certainly used Teuge but no units are believed to have been stationed there. Captured by Canadian forces in April 1945. Surface and Dimensions: artificially drained grass surface measuring 1235 x 1235 meters (1350 x 1350 yards). No paved runway. Fuel and Ammunition: fuel believed to have been stored on the S boundary just E of the small hangars. Infrastructure: 2 small hangars built by the Dutch were at the center of the S boundary. There was also a large hangar off the SE corner that had been put up by the Germans, but this was removed in 1943. Station HQ, admin offices, barracks and stores were approx. 1 km SE of the field along the Apeldoorn-Deventer road. Additionally, there were a few barrack huts off the center of the S boundary. The nearest rail connection was in Tauge. Dispersal: the 3 areas – Northeast, South and Northwest – had a total of 17 hardstands for parking aircraft. Defenses: no information found.

Remarks:

Jan-Mar 43: observed to be obstructed with trenches.

1944: rehabilitated in early 1944 with enlargement of the landing area and the construction of dispersal areas.

10 Apr 44: rehabilitation work still underway.

Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. C 8/VI (1942 – Mar 44); Flugplatzkdo. Teuge of Fl.H.Kdtr. E(v) 201/XI Deelen (Apr 44 - ?).

Station Units (on various dates – not complete): 10.(Flum.Res.)/Luftgau-Nachr.Rgt. 6 (Apeldoorn - Apr 44); Kfz.Instandsetzungszug d.Lw. 6/VIII (Epse, c.1943-45); Ldssch.Zug d.Lw. 276/VI (c.Apr 41 - ?).

[Sources: AFHRA A5262 pp.481-82 (21 Jan 45) and pp.585-87 (24 Nov 42); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Texel (NETH) (a.k.a. De Vlijt) (53 06 50 N – 04 49 55 E)

General: landing ground (Landeplatz) in N Holland on the NE end of Texel Island. Rated for fighters.

History: built as a civil airport on reclaimed land between 1935 and 1937 but taken over by the Dutch Air Force in 1939 and used as a pilot training base. From June 1940, the Luftwaffe initially made do with the single large hangar and a few scattered buildings around the perimeter that were already there, and did not construct any new infrastructure until Apr 41 when aircraft parking and dispersal areas with camouflaged shelters were added along with two short paved runways and paved taxiways. For all this construction work, Texel was only used infrequently. It was repeatedly attacked by Allied aircraft but the damage done was negligible. On 29 March 1943, the decision was made to render the airfield unusable as it was no longer needed and the work was completed by 30 Jul 43.

Surface and Dimensions: artificially drained grass on sandy soil measuring approx. 1000 x 960 meters (1100 x 1050 yards). Fuel and Ammunition: a refueling loop with adjacent storage tank was located in the Northeast dispersal area and another in the Southeast dispersal area. Infrastructure: in addition to the infrastructure described above, there were numerous small barrack-type huts in groups off the W corner and off the SE and NW boundaries. Dispersal: the 2 dispersals – Northeast and Southeast – had a total of 15

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covered aircraft shelters in Nov 42. Defenses: there were 4 light Flak positions and 4 AA machine gun positions in Nov 42. The entire landing ground was enclosed in barbed wire.

Remarks:

Sep 42: landing area and runways observed to be obstructed.

Operational Units: 2./JG 52 (May-Jul 41).

Station Commands: none identified.

Station Units (on various dates – not complete.): elements of le.Flak-Abt. 764; elements of le.Flak-Abt. 845.

[Sources: AFHRA A5262 pp.587-89 (27 Nov 42); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Twente (NETH) (a.k.a. Twenthe; Enschede; Hengelo) (52 16 25 N – 06 53 15 E)

General: major night fighter airfield (Fliegerhorst) in the Netherlands 6.5 km E of Hengelo, 6 km NNW of Enschede and 5.25 km SSW of Oldenzaal. Rated for bombers but used mainly by night fighters.

History: aviation in Twente began in 1910 and it was used by KLM before the war.

Luftwaffe construction began fall 1940 and within a little more than a year there were some 300 Germans and 6,000 Dutch working on the airfield. The infrastructure included three runways, paved aprons, taxiways, a ring road, a total of 55 hangars, repair shops and admin buildings, air traffic control, motor pool and vehicle repair garages, a barracks complex with 65 buildings, an air-weapons calibration range, munition dumps and several camps and barracks built adjacent to the airfield. In all, there were some 540 buildings in the Twente complex with a base complement of 1,400 to 1,600 permanent Lw. personnel.

Dimensions: approx. 1465 x 1550 meters (1600 x 1700 yards) and roughly square in shape.

Surface and Runways: artificially drained grass on sandy soil that was camouflaged to appear as cultivated land. The 3 concrete runways measured approx.: (1) 1650 x 55 meters (1800 x 60 yards) and aligned NE/SW; (2) 1650 x 55 meters (1800 x 60 yards) and aligned NNW/SSE; 1650 x 55 meters (1800 x 60 yards) and aligned WNW/ESE. All 3 runways were camouflaged to look like the rest of the landing area. A perimeter road or track encircled the airfield. Equipped with perimeter lighting, runway illumination, flarepath, a blind landing installation and visual Lorenz systems for each of the runways.

Fuel and Ammunition: refueling loops with adjacent storage tanks were on both the E and W boundaries. The main ammunition dump was hidden in a woods off the NE corner.

Infrastructure: as described above under History with the majority of the buildings on the S and E boundaries. Additional accommodations were available in Enschede. A main rail line passed 2 km NW of the airfield.

Dispersal: the 2 dispersals – Northwest and East – had a total of 40 aircraft shelters in mid-Aug 42.

Defenses: Flak defenses consisted of 13 positions of 8.8 cm, 3.7 cm and 2.0 cm guns in early Feb 44. The airfield perimeter was said to be well guarded.

Remarks: between January and May 1944, Twente was bombed and strafed at least 65 times.

6 Feb 44: aircraft shelters being added and repaired in the East dispersal and 12 new buildings added to the barrack area off the E side of the airfield.

29 Mar 44: bombed – 2 x Fw 190As and 1 x Fw 58 from I./JG 1 destroyed (2) or damaged (1) on the ground.

30 Mar 44: attacked by 8th AAF P-47 Thunderbolts.

8 Apr 44: bombed by 8th AAF heavies.

19 Jun 44: a new North (remote) and South (remote) dispersal added, a medium hangar is under construction at the S end of the South (remote) dispersal and both runways have been prepared for demolition with mines.

20 Jun 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x He 111 and 1 x Bf 110 destroyed, plus 2 x Hs 129s damaged.

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15 Aug 44: bombed by 75 B-17s.

24 Mar 45: bombed by 152 B-17s.

15 Feb 45: bombed – 1 x Ju 88 G-6 from I./NJG 2 damaged on the ground.

29-31 Mar 45: what was left of the airfield was demolished and the last Lw. personnel fled, but official sources give a date of 4 Apr 45.

Operational Units: III./NJG 1 (May 41 – Mar 44, elements May-Sep 44); elements of III./NJG 2 (Mar-Sep 44); detachment of II./NJG 5 (May-Aug 44); III./NJG 4 (Aug-Sep 44); detachment of 3./NJG 11 (Oct 44 – Jan 45); I./NJG 2 (Nov 44 – Mar 45); 3./NAGr. 1 (Nov 44 – Mar 45); Stab, I./JG 1 (Dec 44 – Jan 45); Stab/NJG 2 (Dec 44 – Mar 45); 11./KG 200 (Jan-Mar 45); NSGr. 20 (Feb-Mar 45).

Reserve Training & Replacement Units: Schulstaffel/NJG 1 (Jun – Jul 44).

Station Commands: Fl.H.Kdtr. E 26/VI (1942 – c. Jan 43); Fl.H.Kdtr. A 207/VI (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 204/XI (Apr 44 – Mar 45).

Station Units (on various dates – not complete): Aussenstelle Enschede d.Luftgaukdo. VI (fall 44 – Mar 45); Nachtjagdraumführer 4 (Jul 42 – Feb 44); Stab/16. Flak-Div. (Hengelo, Oct 44)?; Stab/Flak-Rgt. 155 (W) (Sep 44); Ie.Flak-Abt. 831 (Jul 44); Stab III. (Flum.Mess)/Ln.-Rgt. 201 (c.Oct 42 – Aug 44); Stab/Ln.-Rgt. 223 (Sep 44 – c.Mar 45); Stab III.(Flum.Mess)/Ln.-Rgt. 223 (Sep 44 – c.Mar 45); elements of Ln.-Abt. 136 (Hengelo, Oct 44); Ln.-Funk-Kp. z.b.V. 1 (Oldenzaal, Dec 44, Jan 45); Ln.-Frontreparaturbetrieb 6/VI (c.1942-45); Ldssch.Zug 3/Holland (Apr 41); Ldssch.Zug 4/Holland (Apr 41); Ldssch.Zug d.Lw. 344/VI (Apr 41 - ?); Ldssch.Zug d.Lw. 345/VI (Apr-Jun 41); Ldssch.Zug d.Lw. 351/VI (May 41, May 44).

In May 44 (at Twente or assigned to Twente; not complete): Werft-Abt.(v) d.Lw. (v) 125/XI (spring 44 – 1945); elements of Ie.Flak-Abt. 667; 7.Kp./Ln.-Rgt. 201; Munitions-Ausgabestelle d.Lw. 40/VI (elements); Ldssch.Zug d.Lw. 351/VI. Additionally, there were a number of Ln. and other Lw. units in the immediate vicinity of Enschede at radar site *Fuchs* and the large Südlager (South Camp).

[Sources: AFHRA A5262 pp.590-93 (19 Nov 42 updated to 16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

V

Valkenburg (NETH) (a.k.a. Katwijk) (52 10 10 N – 04 25 05 E)

General: airfield (Fliegerhorst) on the coast in W Holland 14 km NE of Den Haag (The Hague), 3.5 km S of Katwijk aan den Rijn and 1.6 km SW of the tiny village of Valkenburg. Rated for fighters.

History: construction began summer 1939 but the airfield was not completed in time for use by the Dutch Air Force during the fighting in May 1940. In Jun 40, the Luftwaffe set up a Bauleitung (construction office) and brought in two companies of Lw.-Bau-Btl. 4/III accompanied by RAD-Abt. K7/197L. A proper runway drainage system was built, a narrow 900 meter concrete runway laid, two narrow wooden runways constructed, one of 1,300 meters and the other of 1,050 meters, perimeter roads, paved taxiways, dispersal areas with aircraft shelters and blast bays, Flak emplacements and other infrastructure. Furthermore, additional buildings were built to supplement the 5 hangars that were already there. Heavy use was made of camouflage. The 1 to 3 Staffeln (squadrons) of fighters usually stationed there intercepted enemy aircraft and escorted convoys along the Dutch coast. Valkenburg played an important role until mid-1942 but fell into disuse after that. It was bombed a number of times but never significantly damaged. Demolition of the runways were carried out in early 1945 and the airfield was finally abandoned by the Luftwaffe on c.5 Apr 45.

Dimensions: 860 x 1050 meters (940 x 1150 yards) and square in shape.

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Surface and Runways: firm grass surface with 3 narrow camouflaged runways as described above under History.

Fuel and Ammunition: refueling loops with adjacent storage tanks were near the SE and NW corners. Additional fuel storage was reportedly between the two groups of hangars. A small ammunition dump was in the Southeast dispersal area.

Infrastructure: had 5 hangars in groups of 3 and 2, both just off the N boundary. Both groups were surrounded by blast walls 2 meters (6 feet) high and thoroughly camouflaged with netting. The station motor pool and garage was believed to be in a large building a short distance behind the hangars. The station HQ was reportedly in a small group of buildings along a road NW of the hangars and personnel were mainly billeted in a double row of barrack huts just S of Katwijk and about 3.5 km NNW of the center of the airfield. The nearest rail connection was in Leiden.

Dispersal: the 2 dispersals – North and Southeast – had a total of 14 large roofed and camouflaged aircraft shelters and 39 small aircraft shelters that were open, protected by blast walls and covered with camouflage netting.

Defenses: 9 light Flak positions, the majority emplaced in Flak towers, and several AA machine gun positions were located around the hangars and the perimeter. Ground defenses comprised 8 fortified strongpoints and relatively extensive anti-tank ditches, obstacles and barbed wire that surrounded the airfield. Access roads were all guarded by sentries.

Remarks:

Dec 42: portable obstruction tripods seen piled along the boundaries for use when needed.

28 May 44: being permanently obstructed with runways in the early stages of removal.

6 Jul 44: permanently obstructed – the wooden runways removed and the landing area trenched.

Operational Units: detachment of Jagdstaffel Holland (Oct-Dec 40); 8./JG 54 (Oct-Dec 40); 9./JG 54 (Nov-Dec 40); I./JG 52 (Dec 40 – Feb 41, Sep 41); 1./JG 1 (Jan-Apr 41, Jun-Jul 41); II./JG 52 (Apr-May 41); 2./Erg.Gruppe JG 53 (May-Jun 41); 2./JG 1 (Jul-Sep 41); 6./JG 53 (Aug-Sep 41); Stab/JG 53 (Oct-Dec 41); I./JG 3 (Dec 41 – Jan 42); II./JG 1 (Jan-May 42); 5./JG 1 (Jan-Jul 42); I./JG 2 (Feb-Mar 42).

Station Commands: Fl.H.Kdtr. E 22/VI (1940 – May 41); Flugplatzkommando Katwijk (May 41 – 1942); Fl.Pl.Kdo. A 28/VI (1942 – Mar 44); Flugplatzkommando Katwijk of Fl.H.Kdtr. E(v) 201/XI Deelen (Apr 44 – ?).

Station Units (on various dates – not complete): Frontreparaturbetrieb GL 3253 (Jumo) (Wassenaar – Mar 42); Frontreparaturbetrieb GL 3758 (Wassenaar – Mar 42); elements of Res.Flak-Abt. 603 (Nov 40); 4./le.Flak-Abt. 845 (c.Dec 42 – Mar 44); Flugmeldezentrale Katwijk (c.fall 41 – 1944); Lw.-Bau-Btl. 4/III (Jun 40); 3.Kp. Lw.-Bau-Btl. 8/III (Sep 40); 1.Kp. Lw.-Bau-Btl. 7/IV (May 41); Ldssch.Zug d.Lw. 344/VI (? – Apr 41); Ldssch.Zug d.Lw. 65/XI (Apr 41).

[Sources: AFHRA A5262 pp.597-99 (5 Dec 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Venlo (NETH) (51 22 10 N – 06 12 50 E)

General: airfield (Einsatzhafen I) on the Dutch-German border in SE Netherlands; airfield 3 km E of Venlo (practically on the Dutch-German border).

History: dates from 1911 and served as an auxiliary field for military reconnaissance aircraft during World War I. Had very little use of any sort between the wars.

Construction began in Oct 40 to transform it into a major air base and at peak more than 15,000 Dutch workers were employed on the project which encompassed 4,397 acres (1,780 hectare). The first operational unit (I./NJG 1) arrived on 18 Mar 41 and missions began a few days later. Venlo was used mainly as a night fighter base during the war. Enlarged beginning in August 1943 using several hundred inmates from the Vught concentration camp (Aussenstelle Venlo).

Dimensions: 1,465 x 1,235 meters and irregular in shape.

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Surface and Runways: well camouflaged turf surface and initially had two concrete runways measuring 1,450 meters and 1,250 meters, but these were considerably extended in 1943 using Jewish prisoners brought in from the concentration camp at Vught and a third concrete runway of 1,280 meters added. All three were camouflaged to blend in with the rest of the landing area. Equipped with visual Lorenz and blind landing systems with full runway illumination.

Fuel and Ammunition: there were 2 refueling loops with adjacent storage tanks in the East dispersal area and 2 more in the South dispersal area. Tanker trucks also were used to fuel aircraft parked in their shelters. A very large ammunition dump was hidden in woods off the S edge of the South dispersal.

Infrastructure: had 1 large hangar and a small repair hangar off the N boundary along with 4 separate barrack clusters that included admin and storage buildings. A branch rail spur ran from Venlo to the SE corner of the airfield.

Dispersal: two areas, East and South, both in thick woods, with an initial total of 96 aircraft shelters. A few more were under construction in March 1944.

Defenses: had 2 heavy and at least 8 light Flak positions including 5 Flak towers (Oct 42).

Remarks:

c. Oct 41: a dummy airfield was built at nearby Schandelo to deceive Allied bombers.

17 Feb 44: bombed – 1 x Bf 109 G-6 from Stab IV./JG 3 damaged.

25 Feb 44: bombed by 80+ B-26 Marauders – 1 x Bf 109 G-6 and 1 x Go 145 belonging to IV./JG 3 destroyed; 2 of the 3 runways were cratered and unserviceable; N end of the landing area cratered; damage to the main repair hangar and 10 dead.

8 Mar 44: runways and landing area repaired and again serviceable. Considerable clearing and extension work underway on the E and W sides of the landing area and in the South dispersal.

30 Mar 44: shot up by VIII Fighter Command P-47 Thunderbolts – 1 x Bf 109 destroyed and 1 x Me 410 damaged.

15 Aug 44: bombed by 99 B-17 Fortresses with severe damage to the runways and hangar areas along with 15 dead.

3 Sep 44: bombed by 114 RAF bombers which rendered the landing area unusable.

5 Sep 44: the last flying units departed for Germany.

17 Sep 44: demolition detachments blew up the infrastructure and the bases was abandoned.

1-2 Mar 45: Venlo taken by U.S. 9th Army forces.

Operational Units: I./NJG 1 (Mar 41 – Sep 44); Luftdienstkd. 2/III (4. Fliegerzielstaffel) (Aug 41 - Feb 44); 1.(H)/Aufkl.Gr. 21 (c.Aug-Dec 41); I./SG 10 (Nov 43)?; II./SG 10 (Nov 43); Luftbeobachtungsstaffel 1 (Dec 43); Luftbeobachtungsstaffel 3 (Jan-Sep 44); elements of III./NJG 2 (Dec 43 – Mar 44); 4./Fl.Zielgeschwader 2 (Feb 44 - ?); II./NJG 6 (Jun 44); I./JG 400 (Jun-Aug 44); III./KG 3 (Jul-Sep 44).

Station Commands: Mar 41 as Behelfs-E-Kommandantur Venlo then renamed Fl.H.Kdtr. E 27/VI (1942 – c. Jan 43); Fl.H.Kdtr. A 208/VI (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 208/XI (Apr-Oct 44).

Kommandant (incomplete): Maj. Richard Preller (? - ?) 1941; Obstlt. Kurt Hartmann (28 Jul 42 - ?).

Station Units (on various dates – not complete): Nachtjagdraumführer 5 (Jul 43 – May 44); 1. Fluh.Betr.Kp. NJG 1 (Mar 41 - ?); 2. Fluh.Betr.Kp. NJG 1 (Mar 41 - ?); Werft-Abt. (v) 130/XI (Mar-Sep 44); Werftzug 672 (1943 – Feb 44); Werftzug 673 (1943 – Feb 44); elements of Ie.Flak-Abt. 667 (Jul 42); part of Schw.Flak-Abt. 674 (Sep-Oct 44); elements of Ie.Flak-Abt. 847 (Aug-Sep 44); Stab IV.(Flum.Mess)/Ln.-Rgt. 211 (c.Apr 43 – Aug 44); Stab IV.(Flum.Mess)/Ln.-Rgt. 223 (Sep 44); 2./Ln.-Abt. 61 (1941-42); elements of Lw.-Bau-Btl. 18/IV (Jul 42); 5. Ldssch.Kp. d.Lw./3. Jagd-Div. (Dec 43); Ldssch.Zug d.Lw. 99/VI (Jun, Dec 43); Ldssch.Zug d.Lw. 120/VI (Jun, Dec 43); Ldssch.Zug 127/VI (Nov-Dec 43); Prüfstelle auf Hohenwirkung Nr. 12 (mot) (Jun 43).

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[Sources: AFHRA A5262 pp.600-04 (16 Dec 43); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Vlissingen (NETH) (a.k.a. Flushing, Souburg) (51 27 35 N – 03 34 55 E)

General: airfield (fliegerhorst) in SW Holland at the S end of Walcheren Is., 80 km SW of Rotterdam and 2 km NNE of Vlissingen (Flushing).

History: dates from 1914 and was used by patrol/reconnaissance aircraft during World War I. Designated an auxiliary airfield for both civil and military use in June 1926 and a hangar built. Used mainly by KLM and sports aviation during the 1930s. Taken over by the military at the end of August 1939 and used for basic flight training. Evacuated by the Dutch 14-17 May 1940 and taken over by the Luftwaffe to be used as a forward single-engine fighter field. Construction began in mid-June and by early August there were 1,700 Dutch laborers busy filling in bomb craters, building two 800 meter paved runways, aircraft dispersal shelters and an airfield command bunker.

Dimensions: 915 x 640 meters (1000 x 700 yards) and irregular in shape.

Surface and Runways: camouflaged grass surface with two camouflaged runways as stated above that were in the form of a capital "T". Equipped with boundary lighting and limited obstruction lighting.

Fuel and Ammunition: a single refueling loop with adjacent underground storage tanks was on the E boundary. Ammunition was stored in 3 dumps located off the W and N boundaries and SE of the South dispersal area.

Infrastructure: 1 camouflaged hangar, a few repair shop buildings, barracks and station buildings off the NE corner of the field and another small group of barracks off the SE corner. A main rail line ran along the E boundary parallel to the Walcheren Canal.

Dispersal: aircraft shelters camouflaged with netting at the N and S ends of the airfield. In all, there were 45 shelters in Nov 42.

Defenses: 3 heavy and at least 11 light Flak positions plus 4 AA machine gun positions were deployed around the perimeter in Nov 42, about half of which was mounted in some 28 Flak towers. Very strong Flak defenses. Ground defenses comprised belts of barbed wire obstacles and an anti-tank ditch that ran E to W about 2 km N of the airfield.

Remarks:

1940-41: a rudimentary dummy airfield (Scheinflugplatz) was built between Middelburg and Veere.

8 Jan 43: large portable obstruction tripods mounted on wheels seen to be parked along the boundaries for use when needed.

29 May 43: an anti-tank ditch observed to be under construction just N of the airfield.

31 May 43: bombed – South dispersal area cratered.

4 Aug 43: station complement ordered reduced to about one-half.

15 Aug 43: bombed by 91 B-17 Fortresses with some 20 bombs hitting the landing area but doing little damage.

19 Aug 43: bombed by 75 Fortresses but damage to the airfield was negligible. The two attacks killed 54 Dutch civilians in surrounding residential areas.

28 Dec 43: airfield unobstructed but no aircraft visible.

Feb 44: runways demolished and landing area trenched - remaining Luftwaffe airfield personnel departed.

Operational Units: 3./Kü.Fl.Gr. 406 (Flushing Port basin, Aug 40); 6./JG 54 (Aug-Nov 40); Jagdstaffel Holland (Oct-Dec 40); 1./JG 1 (Dec 40, Apr-Jun 41); part of I./JG 52 (Feb-Apr 41); 2./JG 53 (Oct-Dec 41); 2./JG 3 (Dec 41 – Jan 42); 5./JG 1 (Jan-Feb 42).

Station Commands: Fl.H.Kdtr. Vlissingen (c. Oct 40 – 1942); Fl.H.Kdtr. E 34/VI (1942 – 20 Feb 44); Fl.Pl.Kdo. A 29/VI (Aug 43 – 20 Feb 44).

Station Units (on various dates – not complete): elements of Flakscheinw.Abt. 148(v) (1942); elements of gem.Flak-Abt. 261(v) (Sep 40); elements of gem.Flak-Abt. 515(v) (1942-43); 3./le.Flak-Abt. 831 (Feb 41); elements of le.Res.Flak-Abt. 847 (Oct 41, Aug 42); 1.Kp. Lw.-Bau-Btl. 23/IV (Jun 40 – ?); Ldssch.Zug d.Lw. 42/VI (? – Aug 43); Ldssch.Zug

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d.Lw. 67/VI (? - Aug 43); Ldssch.Zug d.Lw. 117/VI (Jun-Aug 43); Ldssch.Zug d.Lw. 67/XI (? - Aug 43); 4.Kp./Flieger-Rgt. 51 (Aug 43 - Feb 44?); RAD Abt. K3/196L (1940).

[Sources: AFHRA A5262 pp. 605-13 (24 Nov 42); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Volkel (NETH) (51 39 25 N - 05 42 10 E)

General: field landing ground (Feldflugplatz) later upgraded to an airfield (Fliegerhorst) in SE Holland 26 km NNE of Eindhoven and 3.25 km ENE of the village of Volkel.

History: dates from August 1940 with construction carried out by RAD-Abt. 3./196, some 4,300 Dutch workers and 150 trucks. Initially had 3 grass runways equipped for night operations, a heated hangar, control tower and 10 buildings with a station complement of just 75 (excluding Flak and signals personnel) Used throughout 1941 as an Absprunghafen (advanced landing ground) for Bf 110 night fighters from NJG 1 during 1941. Upgraded and greatly expanded during 1941-42 with the addition of 43 covered aircraft shelters in 3 separate dispersal areas, all disguised as farm buildings and agricultural terrain. Two runways were paved and extended to 1,820 x 50 meters and 1,640 x 50 meters respectively, and camouflaged to blend in with the surrounding area. The work was essentially completed in Oct 42 but the field was not returned to use until Apr 43.

Dimensions: approx. 1675 x 1465 meters (1830 x 1600 yards) with an irregular shape.

Surface and Runways: artificially drained grass surface. Runways as stated above. The unpaved runway was 1,280 x 50 meters. Had a perimeter track with taxiways leading to the dispersal areas. Equipped with visual Lorenz and blind landing systems with ample airfield and runway lighting.

Fuel and Ammunition: there were 2 refueling loops on the N boundary and another on the W boundary. A large ammunition dump was hidden in the Oosterheide Woods off the S end of the airfield.

Infrastructure: had 4 small repair hangars - 2 in the Northeast dispersal area and 1 each in the Southeast and West dispersals - 10 station buildings at the center of the W boundary, a group of barracks off the W dispersal area, and clusters of barrack and stores huts in all three dispersal areas. Some personnel were billeted in Uden, 6.5 km W of the airfield. The N boundary was served by 2 spurs off the single track Tilburg-Gennep railway line.

Dispersal: as stated above under History.

Defenses: 25 light Flak guns of 2-cm and 3.7-cm along with 9 searchlights (15 Jul 44).

Much of the light Flak was mounted in at least 14 Flak towers.

Remarks:

2 Oct 42: landing area and runways obstructed by portable tripod apparatuses.

17 Aug 43: obstructions removed. Foundations for 6 additional aircraft shelters in the Northeast dispersal noted.

7 or 8 Mar 44: bombed by a large number of B-26 Marauders - 12 of the 43 aircraft shelters were hit, 1 of the base's 3 50-ton fuel tanks went up and the other two damaged, 8 KIA. Additionally, 3 of the 4 repair hangars in the dispersal areas were damaged.

20 Jun 44: both runways prepared for demolition with mines leaving just a dirt strip for use that paralleled one of them. The repair hangar in the West dispersal is back in use but the hangars in the Northeast and South dispersals are still being repaired.

5 Jul 44: bombed by 19 B-17 Fortresses - hits in the hangar area and landing area cratered.

15 Aug 44: bombed by 99 RAF Lancasters - superficial damage, but it caused the Germans to start evacuating their aircraft (mainly III./NJG 2).

3 Sep 44: heavy day raid the RAF.

5-15 Sep 44: airfield infrastructure blown up demolition teams and remaining personnel withdrew.

Operational Units: I./NJG 1 (Jan-Feb 41); II./JG 26 (Aug 43); III./JG 1 (Nov 43 - Feb 44); II./JG 3 (Dec 43); detachment of I./JG 3 (Feb 44); III./NJG 1 (Aug-Sep 44); 6.(F)/Aufkl.Gr.

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123 (Aug-Sep 44); Luftbeobachterstaffel 3 (Aug-Sep 44)?; Einsatzkdo. Schenck (3./KG 51) (Sep 44); I., II./KG 6 (Sep 44); 1./Versuchsverband OKL (Sep 44).

Station Commands: Fl.H.Kdtr. (E) Volkel (Oct 40 – 1942); Fl.H.Kdtr. E 30/VI (1942 - 30 Jun 43); Fl.H.Kdtr. E 38/VI (6 Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 209/XI (Apr-Sep 44).

Station Units (on various dates – not complete): Werft-Abt. (v) 131/XI (Mar-Sep 44); 115. Flugh.Betr.Kp. (Qu) (one Zug) (Dec 43 -); elements of le.Feldwerft-Abt. III/70 (Sep 44); Res.Flak-Battr. 10/XII (Dec 40 - ?); elements of gem.Flak-Abt. 355 (c.Oct 42 - ?); Flak-Abt. 598 (Jul 44); le.Flak-Abt. 668 (Jul 44); 8. Ldssch.Kp. d.Lw./3. Jagd-Div. (Dec 43); Ldssch.Zug d.Lw. 67/VI (Sep 43 -); Ldssch.Zug d.Lw. 110/VI (Dec 43); Ldssch.Zug d.Lw. 149/VI (Dec 43); Ldssch.Zug 161/VI (Dec 43); 10.Kp./Flieger-Rgt. 51 (Dec 43).

[Sources: AFHRA A5262 pp. 614-18 (18 Oct 42); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

W

Woensdrecht (NETH) (a.k.a. Bergen op Zoom, Hoogerheide, Huijbergen) (51 26 00 N – 04 21 00 E)

General: landing ground then operational airfield (Landeplatz then Einsatzhafen) in the Netherlands 50 km NNE of Antwerpen, 52.5 km S of Rotterdam, 8 km SSE of Bergen op Zoom and 3.65 km E of Woensdrecht. History: dates from July 1933 as a civil landing ground used by KLM and sports aviation enthusiasts. Taken over by the Dutch military in September 1939 as a reserve landing ground under the control of Eindhoven airfield. Captured by German troops on 14 May 1940 and immediately put to use as a forward fighter field for I./JG 20. Major improvements began in Jul 40 with construction of buildings, a perimeter road, taxiways, aircraft shelters, reinforcement of the grass runway with additional turf, building Flak emplacements and other projects. At peak, 2,800 Dutch workers were employed on the airfield which eventually encompassed 455 hectares (1,124 acres). German station personnel were mostly housed in nearby Hoogerheide and Huijbergen. Dimensions: 1,000 x 1,000 meters (1100 x 1100 yards) with an irregular shape. Surface and Runway: firm grass. No paved runway. Equipped with boundary lighting and a flarepath. Fuel and Ammunition: and refueling points at the W and E boundaries. Ammunition was believed to have been stored in a woods off the NE boundary. Infrastructure: had 1 small repair hangar in the East dispersal area and a small cluster of barrack-type huts of the NW corner that housed the station HQ, fire station and billets. Dispersal: three areas – East, North and West – with a total of at least 56 small aircraft shelters (Mar 43). By 20 Jun 44, these had been increased to 40 covered shelters, 24 open but mostly covered with camouflage netting and 8 parking sites for a total of 78. Defenses: 2 heavy Flak positions, one with 6 guns, and 14 light Flak positions, all but a few of which were emplaced in Flak towers.

Remarks:

25 Jul 43: the first air attack on the airfield and this was followed by an increasing number of attacks through October by RAF Typhoon fighter-bombers and U.S. medium bombers. The Luftwaffe ceased using Woensdrecht after Oct 43 except for emergencies.

5 Sep 43: bombed – 5 x Bf 109 G-6s from III./JG 1 badly damaged (1) or slightly damaged (4).

8 Nov 43: landing area repaired and again serviceable but the East dispersal remains heavily cratered. The North dispersal is being extended and 10 new aircraft shelters built.

21 Jan 44: at least 3 new open aircraft shelters have been built in the dispersal areas.

26 Mar 44: considerable work is still underway to extend the North dispersal to the NE.

21 Oct 44: taken by Allied forces on or about this date.

Luftwaffe Airfields 1935-45

Operational Units: I./JG 20 (May 40); I./JG 21 (Jul 40); III./JG 54 (Jul-Aug 40); 1. (H)/Aufkl.Gr. 21 (Oct 40)?; 2.(H)/Aufkl.Gr. 21 (Oct 40); I./St.G. 1 (Nov-Dec 40); 4. (H)/Aufkl.Gr. 31 (Dec 40)?; 1., 2./JG 52 (Feb-Apr 41); II./JG 1 (May 42 - Jul 43); detachment of I./JG 3 (Jun-Jul 43); I./JG 26 (Jul-Aug 43).

Reserve Training & Replacement Units: IV./JG 1 (May-Jul 42).

Station Commands: Behelfs-Einsatzhafen Woensdrecht (Jun 40 - 1941); Fl.H.Kdtr. (E) Woensdrecht (1941 - 1942); Fl.H.Kdtr. E 35/VI (1942 - Mar 44); Flugplatzkdo. Woensdrecht of Fl.H.Kdtr. E(v) 207/XI Gilze-Rijen (Apr 44 -).

Station Units (on various dates - not complete): elements of Ie.Flak-Abt. 668 (1943); 2./Ie.Flak-Abt. 875 (Jun 42); 7.(Flum.)/Luftgau-Nachr.Rgt. 6 (Jul 40); Flugmeldezentrale Woensdrecht (c.fall 41 - 1944); Lw.-Bau-Kp. 31/XI (later 2.Kp. Lw.-Bau-Btl. 18/IV) (Jul-Sep 40); Ldssch.Zug d.Lw. 206/VI (Jul-Aug 43); Ldssch.Zug d.Lw. 219/VI (Jul-Aug 43); Ldssch.Zug d.Lw. 231/VI (Jul-Aug 43); Ldssch.Zug d.Lw. 323/VI (Jul 43 - ?); Ldssch.Zug d.Lw. 362/VI (Jul-Aug 43); Stab I./Flieger-Rgt. 51 (Sep 43 -).

[Sources: AFHRA A5262 pp.620-22 (9 Sep 43 updated to 20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Y

Ypenburg (NETH) (a.k.a. Den Haag, The Hague) (52 02 30 N - 04 21 45 E)

General: airfield (Fliegerhorst) in SW Holland 6.5 km SE of Den Haag/The Hague and 3.25 km N of Delft. Rated for fighters.

History: dates from the end of August 1936 and a civil airport with a terminal and restaurant and as the location for the national flight school. During 1939, the Dutch AF began stationing reconnaissance and fighter units at Ypenburg. On 10 May 1940, the Germans stormed the airfield with paratroops and air-landing troops and the fighting there seesawed back and forth for several days. The Luftwaffe restored it to serviceability using a RAD company and local workers after the main Dutch forces surrendered on 14 May. The landing area was enlarged during 1940-41, a short concrete runway laid (Allied sources state that this was a wooden plank runway), a few buildings and barrack huts erected, blockhouse bunkers constructed for ground defense, and some parking areas for aircraft built. Rarely used except by courier and light transport aircraft, obstructions were placed on the runway during the second half of 1942 and in early 1943 the wooden surface of the runway was removed, the concrete foundation trenched, the landing area dug up, buildings dismantled and the airfield abandoned by the Luftwaffe.

Dimensions: 915 x 870 meters.

Surface and Runways: one 780 meter concrete (wooden plank?) runway on soft soil.

Infrastructure: had 3 medium hangars on the NW side, the former airport buildings were used for admin offices and several barracks off the N corner of the landing area. The nearest rail connection was in Voorburg, 3 km N of the airfield.

Dispersal: 3 areas - Northeast, Northwest and Southwest - with a total of 32 aircraft shelters in Dec 42.

Defenses: 5 light Flak positions with at least 11 Flak towers surrounded the airfield.

Ground defenses comprised a blockhouse, road barriers and barbed wire fencing.

Remarks:

14 Jan 44: Allied photo recce this dated noted that 2 of the hangars, all of the a/c shelters in the NE dispersal and the munitions stores in the NE corner had all been removed.

Feb 45: converted into a launch site ("Stellung 538") for V-weapons aimed at England which brought on several severe attacks by RAF fighter-bombers.

c.8 May 45: taken by Allied forces.

Luftwaffe Airfields 1935-45

Operational Units: Kurierstaffel 110 (Oct 40); II./JG 52 (Jan-Feb 41); Flugbereitschaft Wehrmachtbefehlshaber Niederlande (Apr 41 - ?).

Station Commands: Fl.H.Kdtr. E Ypenburg (15 Sep 40 – fall 41); Flugplatzkdo. Ypenburg (fall 41 - 1942); Fl.Pl.Kdo. C 5/VI (1942-43).

Station Units (on various dates – not complete): 4.(Funkempf.)/Ln.-Funkhorch-Rgt. West (Den Haag, 1942 – Oct 44); Bauleitung Ypenburg (May 40 - ?); 7.Kp./RAD-Abt. K197 (Jun 40 - ?).

[Sources: AFHRA A5262 pp.623-25 (12 Dec 42 updated to 14 Jan 44); chronologies; BA-MA; NARA; PRO/NA; Grimm, Peter et al, *Vliegvelden in Oorlogstijd*; web site ww2.dk]

Z

Zwolle (NETH) (52 31 N – 06 06 E)

General: emergency landing ground in C Holland in the vicinity of this city. History: no record found of Luftwaffe flying units being stationed here.

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