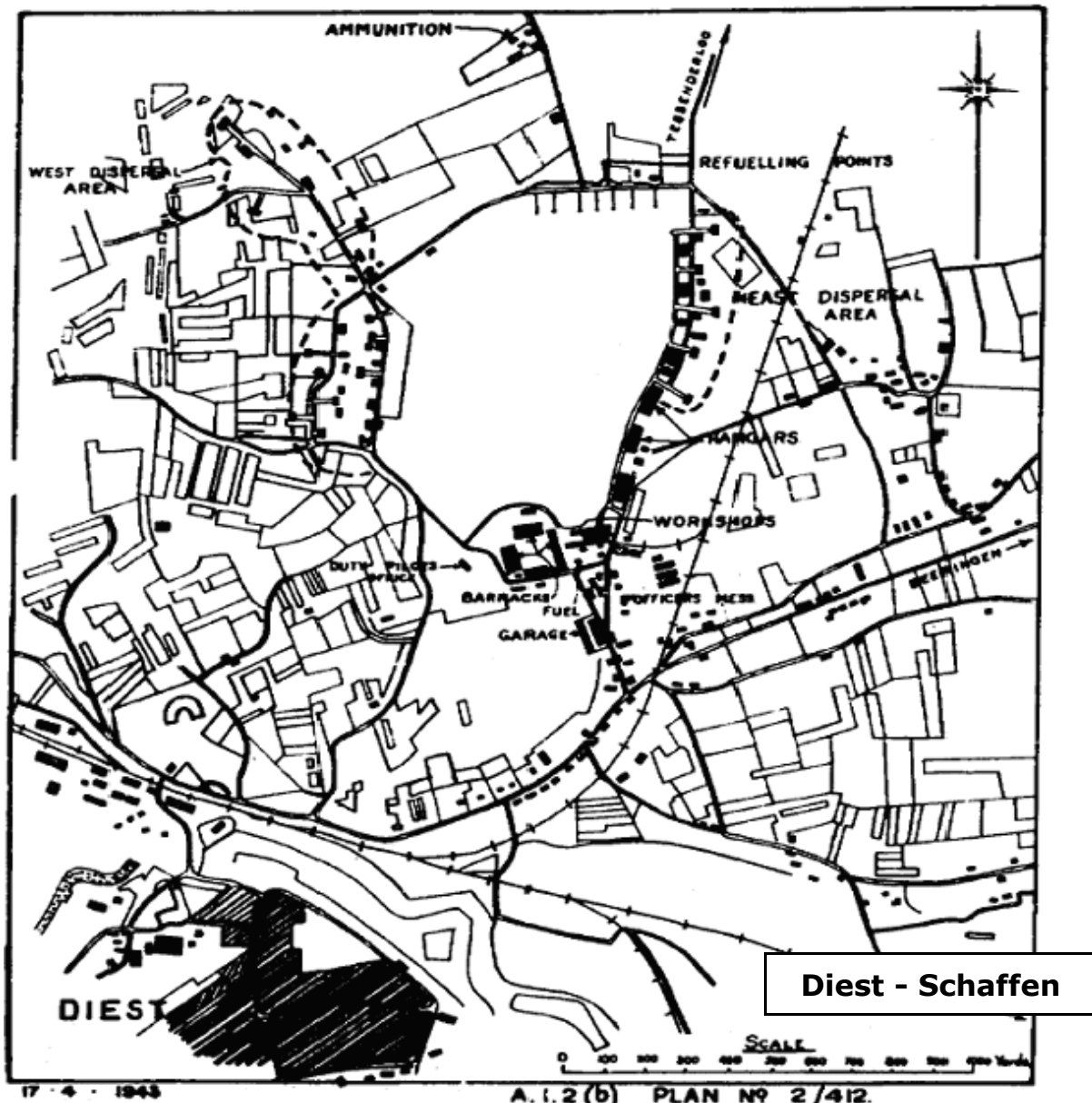


Luftwaffe Airfields 1935-45

Belgium and Luxembourg

By Henry L. deZeng IV



Edition: August 2014

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(1st Draft 2014)*

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Airfields

Belgium and Luxembourg

Introduction

Conventions

1. For the purpose of this reference work, "Belgium and Luxembourg" generally means the territory belonging to these two countries on 1 September 1939.
2. All spellings are as they appear in wartime German documents with the addition of diacritical pronunciation markings where necessary and 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

Belgium and its tiny neighbor, Luxembourg, had a relatively small number of military airfields and had done little prior to the German attack on 10 May 1940 to develop new ones. A list had been compiled of farm and pasture land that could be used as improvised landing grounds but none or few of these had any infrastructure or had been prepared in any way. The Germans rolled across the two countries in a matter of several weeks and began establishing the Luftwaffe on airfields mainly in northeast France and in Holland in preparation for the forthcoming air offensive against England (Battle of Britain). This decision was mainly dictated by geographical position and the general lack of suitable bomber airfields in Belgium at the time.

It was not until the latter part of 1941 that the Luftwaffe began significant airfield construction and improvement work in Belgium. Fighter bases were built in Flanders within 50 miles (80 km) of the coast and bomber and night fighter airfields further inland, some of these new and some by taking over a few pre-war civil airports and enlarging and improving them. The infrastructure on these airfields, e.g., buildings, hangars, aircraft dispersals, etc., were heavily camouflaged in a style similar to that used by the Luftwaffe in Holland. At the end of 1943 and beginning of 1944, satellite strips were

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developed for some of the larger airfields but these numbered only a small fraction of those built for the airfields in France.

Airfields Listed

A total of 85 airfields, landing grounds, field airstrips, satellites, decoys and seaplane stations are listed below.

A

Aeltre (BELG) (a.k.a. Aalter) (51 06 20 N – 03 27 00 E)

General: landing ground for fighters adjacent to Ursel airfield 20 km SE of Brugge in NW Belgium and 1.6 km N of the village of Aeltre. History: a former Belgian military airfield, it was used only occasionally by the Luftwaffe. Surface and Dimensions: grass surface measuring 915 x 685 meters (1000 x 750 yards). No paved runway and a perimeter road encircled the landing area. Fuel and Ammunition: fuel storage was located off the N and SW boundaries. Ammunition was stored at the old rampart on the NE side of the field. Infrastructure: no hangars or workshops noted. Ground personnel were billeted in an old gendarmerie barracks off the SW boundary with the station HQ nearby. Personnel were also accommodated in adjacent farms and villages. The nearest rail connection was in Aeltre. Dispersal: by spring 1944 a total of 22 aircraft shelters had been constructed in 3 dispersal areas – East, South and Northwest. Defenses: 3 light Flak guns and 7 Flak machine guns were located along the old rampart on the NE side of the field. Ground defenses consisted of a fence around the landing ground.

Remarks:

12 Mar 43: landing area obstructed and under partial cultivation.

26 Mar 44: landing area seen to be permanently obstructed by lines of poles and cultivation.

Operational Units: none identified.

School Units: none identified.

Reserve Training & Replacement Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1615-17 (26 Jul 43 updated to 26 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Antwerpen (BELG) (51 12 49 N – 04 24 39 E)

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

Antiaircraft (Flak): Stab/Flak-Rgt. 95(v) (Apr 42 – Aug 44); gem.Flak-Abt. 295(v) (c.Feb 43 – Sep 44); gem.Flak-Abt. 402(v) (1944); schw.Flak-Abt. 416 (Eisb.) (c.Jul-Sep 44); schw.Flak-Abt. 430 (Eisb.) (Jul-Sep 44); Flakscheinw.Abt. 559(v) (1943-44); gem.Flak-Abt. 594(v) (1943 – Aug/Sep 44); gem.Flak-Abt. 614(o) (1943 – Sep 44); schw.Flak-Abt. 671(v) (1944); le.Flak-Abt. 691(v) (1943-44); le.Flak-Abt. 757(v) (1942); Scheinwerfer-Ausbildungsstelle Antwerpen (1944); Feld-Flakartillerieschule 30 (West) (1944).

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Air Raid Protection/Civil Defense (Luftschutz): 2.Kp./Luftschutz-Abt. d.Lw. 15 (Nov 43).

Supply Services (Nachschubdienste): Nachschub-Kp. d.Lw. 12/XI (Apr 43)?

Ground Transport (Transportkolonnen): Standort-Kw.Werkstatt (o) d.Lw. Antwerpen (later Kfz.Werkstattzug d.Lw. 104/XII) (1941-44).

Other (sonstige, verschiedene): various elements of Sonderkdo. d.Lw. Siebel (1941-44).

Antwerpen-Deurne (BELG) (a.k.a. Antwerp-Deurne) (51 11 25 N – 04 27 50 E)

General: airfield (Fliegerhorst) 4.5 km SE of Antwerpen and 3.7 km S of Deurne.

History: built in 1923 as a civil airport on the SW side and a civil flying school at the N end. The Luftwaffe began construction work in June 1940 to double the size of the landing area, build the concrete runway and removed nearby church steeple obstructions. It was used by bombers and as a Feldluftpark from Aug 40 to Jun 41 and then turned into a major repair facility for fighters that was set up in the old Stampe et Vertongen Works on the NW side.

Dimensions: approx. 1650 x 1005 meters (1800 x 1100 yards).

Surface and Runways: artificially drained grass surface with one concrete runway measuring approx. 1465 meters (1600 yards) aligned WNW/ESE. Additionally, a short concrete strip of 240 meters (260 yards) projected off the W end of the runway. The runway was equipped with permanent illumination and a visual Lorenz system. A perimeter road ran around the boundary except of the SW side.

Fuel and Ammunition: refueling point were at the SW corner and on the SW boundary. Fuel drums with hand pumps were in some of the aircraft shelters. Bulk fuel storage was in a large dump in Boeckenberg Park just N of the airfield. Ammunition was stored in 3 of the old forts in the area.

Infrastructure: had 7 hangars with adjacent workshops – 1 large and 1 small near the center of the NE boundary; 2 large and 1 small at the NW corner; and 1 large repair hangar and 1 small flight hangar plus a large cluster of factory workshops at the SW corner. The station HQ, admin offices and officer's mess were in the old civil airport buildings on the SW corner while personnel were mainly billeted in requisitioned homes close to the airfield. Civilian workers employed by Frontreparaturbetrieb GL Antwerpen (later GL 2551) Erla VII were quartered in buildings between the factory workshops and the old airport terminal at the SW corner. The nearest rail connection was along the SW boundary.

Dispersal: the 3 dispersal areas – North, East and South – had a total of 60 aircraft shelters.

Defenses: ??

Remarks:

4 Apr 43: bombed – 1 x Bf 109 G-4 from 12./JG 2 destroyed on the ground.

1943: landing area reportedly obstructed with portable barriers at night.

22 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Fw 190 destroyed.

29 Aug 44: low-level attach by P-47 Thunderbolts – 6 x Bf 109 G-14s from I./JG 4 destroyed on the ground.

Operational Units: Stab/JG 51 (May 40); I./JG 26 (May 40); II.(Jagd)/Trägergruppe 186 (May 40); II./KG 3 (Jun 40 – Mar 41); III./KG 4 (Jun 40); Luftdienst-Kdo.

Belgien/Nordfrankreich (Oct 40 – Dec 43); 1.(H)/Aufkl.Gr. 31 (Nov 40); 5.

(H)/Aufkl.Gr. 12 (Feb-May 42); 1./Gruppe West (Flugzeugüberführungsgeschwader 1) (1943-44); I./JG 4 (Sep 44).

School Units: II./Flieger-Ausb.Rgt. 51 (c.Apr-Sep 41).

Station Commands: Fl.H.Kdtr. E 10/VI (1940-41)?; Fl.H.Kdtr. E Antwerpen-Deurne (Jul 42); Fl.H.Kdtr. A 208/XI (c.Nov 42 – Oct 43); Fl.Pl.Kdo. A 92/XI (c.Sep 43 – Mar

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44); Flugplatzkdo. Antwerpen-Deurne of Fl.H.Kdtr. E(v) 210/XI Brussels-Evere (Apr-Aug 44); Fl.H.Kdtr. E(v) 232/XI (Sep 44).

Station Units (on various dates at the airfield and in the city and its immediate vicinity – not complete): Feldluftpark Belgien (later Feldluftpark Antwerpen) (c. Jun 40 – May 41); Frontreparaturbetrieb GL Antwerpen (later GL 2551) Erla VII (1940/41 – Aug 44); Frontreparaturbetrieb GL 3652 (Daimler Benz) (Mar 42); elements of Res.Flak-Abt. 402 (Jul 40 - ?); 3./le.Flak-Abt. 757 (Jun 42)?; Ldssch.Zug d.Lw. 53/VI (Apr 42, Feb 43); Ldssch.Zug d.Lw. 309/VI (Sep 42, Feb 43); Ldssch.Zug d.Lw. 86/XI (Apr 42); Flugzeug-Bergungstrupp (mot) 2/Belgien-Nordfrankreich (Nov 42).

[Sources: AFHRA A5258 pp.1618-19 (26 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Asch (BELG) (a.k.a. Zwartberg) (c. 51 01 06 N – 05 30 55 E)

General: landing ground (Landeplatz) 21.5 km NNW of Maastricht in E Belgium, 4 km W of Asch (As) and 1 km NE of Zwartberg. History: existed during World War I and used by the Luftwaffe during 1940 before being deactivated and reclassified as a former landing ground.

Operational Units: II./ZG 26 (May 40); II./KG 77 (Jun-Oct 40).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1722 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

B

Beaumont (BELG) (50 14 N – 04 13 E)

General: landing ground in SW Belgium 26 km SW of Charleroi. History: briefly used by the Luftwaffe in May 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

Belcele (BELG) (51 07 40 N – 04 03 50 E)

General: landing ground in N Belgium 27.5 km WSW of Antwerp, 7.25 km SW of St. Nicholas (Sint-Niklaas) and 3 km SW of Belcele (Belsele). History: development was started by the Allies in 1939-40, then completed and improved by the Luftwaffe beginning in mid-1941. Not known to have been used operationally and probably served as a dummy. Surface and Dimensions: grass on gravel sub-soil measuring 775 x 730 meters (850 x 800 yards) with 320 x 320 meters (350 x 350 yard) extension off the NW corner. No paved runway. A perimeter road encircled the landing area except for the extension. Fuel and Ammunition: presumably brought up when needed. Infrastructure: had 1 medium hangar with a concrete apron in the NW corner. The nearest rail connection was in the village of Belcele.

Dispersal: the 4 dispersals, Northeast, East, South and West, had a total of 34 aircraft shelters and 7 additional parking bays cut into adjoining woods. Defenses: none identified on 27 Feb 43.

Remarks:

10 Jun 44: landing area under cultivation and obstructed by poles.

6 Jul 44: landing area remains under cultivation and obstructed by widely spread poles. Aircraft shelters in dispersal areas are in a state of disintegration.

Operational Units: none identified.

Station Commands: none identified.

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

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[Sources: AFHRA A5258 pp.1621-22 (26 Jul 43); A5259 p.139 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berg (LUX) (49 48 51 N – 06 05 11 E)

General: field airstrip (Feldflugplatz) 22 km N of Luxembourg city, the capital of Luxembourg. History: used in May 1940 during the attack into Belgium. No further information or mention of wartime use by the Luftwaffe found. Surface and Dimensions: grass surface. Infrastructure: none noted.

Bierset (BELG) (a.k.a. Liège-Bierset, Liège-Awans) (50 39 25 N – 05 28 00 E)

General: airfield (Fliegerhorst) in E Belgium 9.3 km WNW of Liège and immediately ESE of the village of Bierset and SE of the village of Awans.

History: a principal Belgian Air Force base that was established long before World War II, it was taken over by the Luftwaffe in mid-May 1940. Used by dive-bomber units in mid-May after which the Luftwaffe made some improvements to the airfield, but rarely used for the remainder of the war.

Dimensions: 960 x 640 meters (1050 x 700 yards).

Surface and Runways: artificially drained turf on clay soil. No paved runway. A perimeter road encircled the landing area.

Fuel and Ammunition: a refueling loop and underground fuel storage were near the hangars at the SE corner, and a row of buried fuel tanks ran along the E boundary. Ammunition was stored in small dumps off the NE corner and at the center of the SW boundary.

Infrastructure: had 4 large hangars with a concrete apron area in the SE corner plus 1 small hangar at the NW corner. Officers and air crew were accommodated in Bierset and the nearby village of Awans while other personnel were billeted in a block of barracks just E of the hangars. A special branch rail spur off the Liège-Brussels line served the SW boundary and had a siding at the NE corner.

Dispersal: the 4 dispersal areas – North, Southeast, Southwest and West – had a total of 30 aircraft shelters in May 1943.

Defenses: only 2 light Flak positions were seen around the airfield in May 43, one of which consisted of several Flak towers. Ground defenses comprised 3 strongpoints reinforced with barbed wire obstructions.

Remarks:

19 May 43: landing area obstructed and said to be mined.

17 Aug 43: landing area noted as being permanently obstructed by trenches.

5 Jan 44: work was underway to dismantle the aircraft shelters and just 10 remained.

1944: while the Liège marshalling yards were bombed a number of times, the airfield was apparently not targeted.

18 Jul 44: landing area now under cultivation and the aircraft shelters were still being dismantled.

Operational Units: I./St.G. 2 (May 40); IV.(Stuka)/LG 1 (May 40).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 112 (Eisb.) (Liège city, Mar 44); gem.Flak-Abt. 157(v) (Liège city, Apr 43).

[Sources: AFHRA A5258 pp.1674-76 (31 Jul 43); A5259 p.183 (18 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Blankenberghe (BELG) (51 19 10 N – 03 09 30 E)

General: former landing ground on the Belgian coast 3.25 km WSW of Zeebrugge and 2 km E of Blankenberghe. History: occasional use by the Luftwaffe during 1940-41, probably as a forward mission staging field for single-engine aircraft, but by Aug 42 it had been deactivated and returned to cultivation. Surface and

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Dimensions: artificially drained grass surface measuring approx. 575 x 420 meters (630 x 460 yards). Infrastructure: none reported aside from 7 aircraft shelters.

Operational Units: 4.(H)/Aufkl.Gr. 12 (Oct 40)?

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1723 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bontestraat (BELG) (a.k.a. Steenhuffel) (50 59 00 N – 04 15 00 E)

General: satellite strip and dispersal field in Belgium 11 km NW of Grimbergen landing ground and just W of the village of Steenhuffel Bontestraat. History:

prepared summer 1944 as a satellite for Grimbergen and operational by Aug 44.

Surface and Dimensions: measured approx. 1280 x 185 meters (1400 x 200 yards).

Infrastructure: none noted.

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

Boschbeek (BELG) (50 57 00 N – 04 14 00 E)

General: satellite strip and dispersal field in Belgium 10.5 km W of Grimberghen airfield and 1 km W of the village of Boschbeek. History: construction work had just started in mid-June 1944. Surface and Dimensions: measured approx. 825 x 135 meters (900 x 150 yards). Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Jun 44 in BNA(PRO)/AIR 40]

Brasschaet (BELG) (a.k.a. Brasschaat, Maria ter Heide?) (51 20 20 N – 04 30 25 E)

General: landing ground in Belgium 17.5 km NNE of Antwerpen-Deurne airfield, 14.5 km NNE of Antwerpen city center and 5.5 km NNE of Brasschaat. History: an old Belgian military landing ground that was inactivated and obstructed during the German occupation. Rehabilitated in early 1944 and in use in mid-August. Surface and Dimensions: measured approx. 640 x 825 meters (700 x 900 yards).

Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 16 Aug 44 in BNA(PRO)/AIR 40]

Brugge (BELG): see Male.

Brûly-de-Pesche (BELG) (50 00 N – 04 27 E)

General: landing ground in SW Belgium 47 km S of Charleroi. History: thought to have been briefly used in May 1940 during the attack into Belgium. No further information or mention of wartime use by the Luftwaffe found.

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

Brüssel (Brussels) (BELG) ((a.k.a. Bruxelles) (50 50 30 N – 04 21 26 E)

Lw. Garrison Units (on various dates). Luftwaffe units stationed in and around the capital of Belgium but not identifiable with a specific airfield:

Commands (Kommandobehörden, Stäbe): Luftflottenkdo. 2 (Jul 40 – May 41); Stab/Feldluftgaukdo. Belgien-Nordfrankreich (Jun 40 – Aug 44); Koflug Brüssel (Jul 40 – Mar 41); Koflug 22/XI (Apr 41 – Aug 44).

Servicing, Repair (Wartungs, Instandsetzungs): Frontreparaturbetrieb GL 2561 (Junkers) (1940/41 – Aug 44); Frontreparaturbetrieb GL Brüssel (later GL 3252) (Jumo) (1940/41 – Aug 44); Frontreparaturbetrieb GL 3754 (Triebwerk) (Vilvoorde – Mar 42).

Anti-aircraft (Flak): LV-Kdo. 6 (Jul 40 – Aug 41); Stab/6. Flak-Div. (Sep 41 – Apr 42); Stab/Flak-Rgt. 95 (1942-43, Jul 44); Flakscheinw.Abt. 168 (1944); Res.Flak-Abt. 226 (Jul 40 - ?); schw.Flak-Abt. 243 (Jul 40 - ?); elements of schw.Flak-Abt. 430 (Eisb.) (Jul-Aug 44); gem.Flak-Abt. 614 (Jul-Aug 44); le.Flak-Abt. 691 (Jun-Aug 44); le.Flak-Abt. 757 (Sep 42); 3./le.Flak-Abt. 884 (Jul-Aug 44).

Air Raid Protection/Civil Defense (Luftschutz): Stab/Luftschutz-Abt. d.Lw. 15 (B-Meisse, 1940/41 – Aug 44); Sprengkommando d.Lw. 4/XI?

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Air Force Signals (Luftnachrichten): Stab and I./Ln.-Rgt. 2 (Jun 40 – c.May 41); III.(Funkh.)/Ln.-Rgt. 2 with Horch-Leitstelle W 2 and Horch-Betriebsstelle W 12 (Jun 40 – May 41); IV.(Flus.)/Ln.-Rgt. 2 (Jun 40 – May 41); 10.(Funkh.)/Ln.-Rgt. 4 (Aug 40); 2.(Funkh.)/Ln.-Funkhorch-Rgt. West (1942 – Aug 44); Stab/Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jun 40 – Aug 44); I./Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jun 40 – Aug 44); Stab II./Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jun 40 – Aug 44); 14.(Flum.Res.)/Feldluftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jun 40 – Aug 44); Ln.-Abt. 126 (c.Sep 41 - Apr 42); Ln.-Kp. z.b.V. 34 (Jul-Aug 44); Ln.-Ausbau-Stab 4 (1942 – Aug 44); Ln.-Ausbau-Kp. 4 (1942 – Aug 44); Feld-Ln.-Zeugamt 1 (B-Vilvoorde, 1942); Feld-Ln.-Zeugamt 2 (B-Vilvoorde, 1943 – Aug 44); Ln.-Frontreparaturbetrieb 2/XI (Machelen, c.1941-44); Ln.-Frontreparaturbetrieb 7/XI (c.1942-44); Luftgaubereichswerkstatt 2/XI (c.1942-44).

Construction (Bau): Feldbauamt Brüssel (1940-44).

Supply Services (Nachschubdienste): Nachschubbezirk d.Lw. 3/XI (Jan 42 – Jun 43); Flieger-Geräteausgabestelle (mot) 104/XI (Jun 44); Flak-Geräteausgabestelle 104/XI (Jun 44).

Ground Transport (Transportkolonnen): Kfz.Beständebezirk d.Lw. 3/XI (Jul 44)?; Standort-Kw.Werkstatt (o) d.Lw. Brüssel (later Kfz.Werkstattzug d.Lw. 107/XII) (1941-44).

Ground Defense and Security, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 25/VI (Schepdaal, Feb 43); Ldssch.Zug d.Lw. 26/XI (Feb 44 - ?).

Medical Services (Sanitätsdienste): Lw.-Lazarett 10/XI (? – Aug 44); Luftgau-Sanitätspark Belgien/Nordfrankreich (1941-44).

Other (sonstige, verschiedene): Stab and 4.Kp./Lw.-Berge-Btl. IV (Aug-Sep 44); Lw.-Kriegsberichter-Kp. 5 (Nov 41 – Apr 42); Feindgerät-Untersuchungsstelle d.Lw. 5 (c.Aug 43 – Aug 44); Verbindungsstelle GL Belgien (Mar, Oct 42); Strafvollstreckungszug d.Lw. Feldluftgaukdo. Belgien/Nordfrankreich (1944); Strafvollstreckungszug für Unteroffiziere d.Lw. Feldluftgaukdo. Belgien/Nordfrankreich (1944).

Brüssel-Evere (BELG) (a.k.a. Brussels-Evère) (50 52 35 N – 04 25 40 E)

General: airfield (Fliegerhorst) 6 km NE of Brussels city center and .8 km SE of Evère village. Rated for bombers.

History: Evère was probably the most important civil and military airfield in Belgium before the war. In addition to air regiments, it hosted technical and research services and workshops and a state-of-the-art aerial photography laboratory. The German ERLA firm took over the extensive repair workshops of S.A.B.C.A. (Sociétés Anonyme Belge de Constructions Aéronautiques) and RENARD.

Dimensions: 1,500 x 1,300 yards (1,372 x 1,190 meters).

Surface and Runways: had a single 900 yard (823 meter) concrete strip built on an artificially drained landing area.

Fuel and Ammunition: Evère had extensive buried fuel storage and camouflaged ammunition storage.

Infrastructure: Had 15 hangars including 7 large and 8 medium. The ERLA Works (formerly S.A.B.C.A.) was off the N corner of the field and the RENARD Aircraft Works off the W corner, with each having 4 of the medium hangars. The 3 former SABENA Airlines airport buildings were along the E boundary and used by base admin while barracks and other base services were in buildings behind the hangars along the W boundary. Personnel were also billeted in the surrounding communities. Branch rail lines serviced the airfield at the N and SW ends.

Dispersal: there were 31 aircraft shelters in Jul 43.

Defenses: 3 heavy Flak positions with up to 6 guns each, and at least 10 light Flak positions that included some tower-mounted Flak around the SE dispersal area (Jul

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43). The base was surrounded by barbed wire fencing and high walls. Concrete bunkers, blockhouses and road barriers were prevalent.

Remarks:

4 Jul 40: bombed - 2 x Ju 52s from KGr.z.b.V. 106 and 1 x Ju 52 from Kurierstaffel Ob.d.L. destroyed (2) or damaged (1) on the ground and 4 KIA.

7 Oct 43: airfield bombed with considerable damage to the landing area and infrastructure.

16 Oct 43: some of the craters at E and NE corners filled in but the landing area is still unserviceable. The runway is serviceable, however.

30 Dec 43: landing area repaired and serviceable and a fair amount of reconstruction completed on buildings damaged in 7 Oct 43 attack.

14 Jan 44: night landing facilities improved with a new flarepath and several rows of lights.

16 Jul 44: runway prepared for demolition.

Operational Units (Luftwaffe): II./JG 27 (May-Jun 40); I./JG 76 (Jun-Jul 40); Stab/Aufkl.Gr. 122 (Jul 40 – May 41); 2.(F)/Aufkl.Gr. 122 (Jul 40 – May 41); 5.(H)/Aufkl.Gr. 13 (Aug 40 – Jan 41); Flugbereitschaft Luftflotte 2 (1940-41); Flugbereitschaft Feldluftgaukdo. Belgien-Nordfrankreich (1940-44); III./JG 26 (Aug-Sep 44).

Station Commands: Fl.H.Kdtr. E 4/VI (1940 – Jan 43); Fl.H.Kdtr. A 203/XI (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 210/XI (Apr-Sep 44).

Station Units (on various dates – not complete): Flieger-Geräteausgabe- und Sammelstelle Brüssel-Evere (Jul 40 – fall 42); Ldssch.Zug d.Lw. 87/IV (? – fall 42); Ldssch.Zug d.Lw. 179/VI (Apr 42); Ldssch.Zug d.Lw. 180/VI (Apr, Dec 42).

[Sources: AFHRA A5258 pp.1625-28 (23 Jul 43); A5259 p.144 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brüssel-Melsbroek (BELG) (a.k.a. Brussels-Melsbroek) (50 54 15 N – 04 29 30 E)

General: major airfield (Fliegerhorst) 11.5 km NE of Brussels city center. Rated for bombers.

History: built by the Belgians as a fighter airfield in the late 1930s and then extensively expanded and improved after being taken over by the Luftwaffe in May-Jun 40.

Dimensions: a triangle measuring 3,000 x 2,650 x 2,400 yards (2,744 x 2,423 x 2,195 meters) following major expansion by the Luftwaffe.

Surface and Runways: there were 3 concrete runways built by the Luftwaffe measuring 1,820 yds (1,664 meters), 1,800 yds (1,646 meters) and 1,740 yds (1,591 meters) constructed on sandy clay. Fully equipped for night landings.

Fuel and Ammunition: Melsbroek had large buried and above ground fuel storage and a large ammunition dump was located in a woods 3.25 km NE of the airfield.

Infrastructure: there was a single large hangar along the N boundary and 3 small repair hangars. Admin buildings were at the NW corner and a large block of barracks was located not far from the base. Additional personnel were billeted in the surrounding communities. Served by a branch rail line at the SW corner.

Dispersal: 5 dispersal areas with a total of 54 covered aircraft shelters, 11 open shelters plus 5 parking sites (Feb 44).

Defenses: 3 heavy Flak positions with up to 6 guns each, and at least 9 light Flak positions (May 43). Barbed wire fencing completely or partially surrounded the airfield and there were 3 ground strongpoints for defense purposes.

Remarks:

30 Dec 43: a second ammunition dump near the Southeast dispersal confirmed and 4 pairs of blast walls seen to have been erected on both sides of the branch railway.

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24 Feb 44: additional aircraft shelters were under construction in the Southeast and Southwest dispersal areas.

23 Mar 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Me 410 destroyed and 3 others damaged.

Operational Units (Luftwaffe): 4.(F)/Aufkl.Gr. 122 (Jul 40 – May 41); I./NJG 2 (Sep 42 – Feb 43); III./KG 6 (Aug 43 – Jun 44); Stab/KG 6 (Dec 43 – Jun 44); II./LG 1 (Jun-Jul 44); II./KG 76 (Jun-Jul 44); I./LG 1 (Jul-Aug 44); II./JG 26 (Aug-Sep 44).

Operational Units (Regia Aeronautica): 11^o Gruppo BT (Sep 40 – Jan 41); 43^o Gruppo BT (Sep 40 – Jan 41).

Station Commands: Fl.H.Kdtr. E 13/IV (1940 – c.Mar 41); Fl.H.Kdtr. E 8/XI (c.Apr 41 – Mar 44); Fl.H.Kdtr. E(v) 211/XI (Apr-Aug 44).

Station Units (on various dates – not complete): Luftminen-Zug 15 (Jun 44); Feldluftzeuggruppe Belgien-Nordfrankreich (Jun 40 – Feb 44); gem.Flak-Abt. 553 (Apr-Aug 44); Ldssch.Zug d.Lw. 2/VI (May 42, Feb 43); Ldssch.Zug d.Lw. 204/VI (Sep, Nov 42).

[Sources: AFHRA A5258 pp.1629-32 (30 Jul 43 updated to 24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

C

Cerfontaine (BELG) (50 09 00 N – 04 22 00 E)

General: satellite strip and dispersal field in Belgium 22 km WSW of Florennes airfield and 3.25 km WSW of the village of Cerfontaine. History: built late spring/early summer 1944 for Florennes and serviceable in August. Surface and Dimensions: measured approx. 915 x135 meters (1000 x 150 yards).

Infrastructure: none noted.

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

Charleroi-Gosselies (BELG): see Gosselies.

Chièvres (BELG) (a.k.a. Ath-Chièvres) (50 34 45 N – 03 50 05 E)

General: airfield (Fliegerhorst) in W Belgium 48 km SW of Brussels, 7 km SE of Ath and 2.5 km E of the Ath-Lens railway.

History: built by the Germans in 1917 during the First World War, rebuilt by the Belgian Army during the 1930s and captured by the Wehrmacht in May 1940. Luftwaffe units began using it on 2 June and it became home to Italian Air Force units from Oct 40 to Jan 41 during the air offensive against England (Battle of Britain). Major Luftwaffe construction work commenced at the end of 1940 and included three concrete runways, taxiways, hangars, workshops, barracks, dispersal areas and other infrastructure. Base utilization was relatively steady to the end of 1942 and then resumed in June 1944.

Dimensions: 1920 x 1325 meters (2100 x 1450 yards).

Surface and Runways: grass and soil surface with 3 concrete runways – (1) 1645 meters (1800 yards) aligned NNE/SSW with assembly hardstand at the N end; (2) 1740 meters (1900 yards) aligned ENE/WSW with assembly hardstands at both ends; (3) 1645 meters (1800 yards) aligned NW/SE that was still unfinished at the end of 1942 and had been obstructed. A perimeter road encircled the landing area. Equipped with runway illumination and boundary lighting, a permanent flarepath, a beam approach system and visual Lorenz systems.

Fuel and Ammunition: the 4 refueling loops were in the Northeast dispersal, in the hangar area at the SE corner, off the SE corner and in the West dispersal area.

Ammunition dumps and stores were located in woods and along railway lines within 3,25 km of the airfield.

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Infrastructure: had 1 large hangar off the E boundary near the SE corner with repair workshops in each of the dispersal areas. Station HQ and admin offices were in and near a large block of barrack buildings approx. 1 km off the NW corner. Officers and air crew were billeted in the Château Bauffe near the SE corner. A large supply dump that served the airfield was at the Mévergnies railroad station. A light rail branch connected the station at Mévergnies with the E and W boundaries of the airfield.

Dispersal: the 3 dispersal areas – Northeast, Southeast and West – had a total of 41 covered and 5 open aircraft shelters.

Defenses: there were 3 heavy and 15 light Flak positions surrounding the airfield out to a distance of 3.5 km and included several towers for some of the light Flak. Ground defenses were anchored by 3 fortified strongpoints.

Satellites and Decoys:

Chièvres-Blicquy: dummy set up W of Chièvres airfield near the village of Blicquy.

Remarks:

10 Nov 43: bombed by approx. 60 B-26 Marauders from 9th AAF.

29 Nov 43: bombed by 53 B-26 Marauders from 9th AAF.

1 Dec 43: bombed by approx. 50 B-26 Marauders from 9th AAF.

23 Feb 44: the NNE/SSW and ENE/WSW runways were seen to be serviceable and most of the craters on the landing area had been repaired.

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

15 Mar 44: bombed by B-26 Marauders from 9th AAF.

11 Apr 44: bombed by B-26 Marauders from 9th AAF.

13 Apr 44: bombed by B-26 Marauders from 9th AAF.

21 Jun 44: bombed – 2 x Ju 88 A-4s from II./LG 1 destroyed on the ground.

3 Sep 44: captured in heavily damaged condition by advancing Allied troops, repairs effected and declared operational as Advanced Landing Ground A-84 on 16 September. Used by 9th AAF and II Tactical AF fighter and fighter-bomber units to the end of the war.

Operational Units (Regia Aeronautica): 98^o Gruppo BT (Oct 40 – Jan 41); 99^o Gruppo BT (Oct 40 – Jan 41); 172^a Squadriglia BT (Oct 40 – Jan 41).

Operational Units (Luftwaffe): I./JG 26 (Jun 40); II./JG 26 (May-Jun 40); III./JG 26 (May-Jun 40, Aug 44); II./KG 30 (Sep 40, Jul-Aug 44); Erprobungsstaffel 188 (Jul-Aug 43); Erprobungsstaffel KG 6 (Aug-Oct 43); I./KG 6 (Jun 43 – Mar 44); II./LG 1 (Jun, Aug 44); II./KG 76 (Jul 44); Einsatzkdo. Schenck (Einsatzkdo./KG 51) (Aug 44).

Reserve Training & Replacement Units: IV./KG 3 (Apr 41 – Dec 42).

Station Commands: Fl.H.Kdtr. E 16/XI Jun 40? – Mar 44); Fl.H.Kdtr. E(v) 214/XI (Apr-Aug 44).

Station Units (on various dates – not complete): 10. Flugh.Betr.Kp./KG 3 (Mar 41 – Dec 42); Luftminen-Zug 12 (Jun-Sep 44); le.Flak-Abt. 757 (Sep-Nov 43); elements of gem.Flak-Abt. 345 (1943-44); elements of le.Flak-Abt. 764 (1943-44); Ldssch.Zug d.Lw. 89/IV (1942-43); Ldssch.Zug d.Lw. 124/XI (Dec 42, Apr 44).

[Sources: AFHRA A5258 pp.1635-37 (30 Jul 43 updated to 12 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Courtrai-Wevelghem (BELG): see Wevelghem.

Coxyde (BELG) (a.k.a. Koksijde) (51 05 35 N – 02 38 45 E)

General: airfield (Fliegerhorst) in NW Belgium 23 SW of Ostend, 3.25 km S of Coxyde Bains (Koksijde-Bad) and 2.5 km NNW of Furnes (Veurne).

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History: airfield construction began in Aug-Sep 40, but its intended use as a major bomber base was never realized due to the progress and shifting priorities of the war. In fact, no operational units were ever stationed there except for one Gruppe of fighters for a few days in February 1942, and it seems to have been mainly used for emergency landings by aircraft returning from operations that could not make it back to their base.

Dimensions: approx. 1000 x 1370 meters (1100 x 1500 yards).

Surface and Runways: artificially drained grass and soil with 2 concrete runways – (1) approx. 1510 meters (1650 yards) aligned WNW/ESE, and (2) approx. 1550 meters (1700 yards) aligned NNE/SSW. Both runways had prepared strips on each side. Taxiways surrounded the landing area and connected to the end of the runways. Equipped with permanent runway illumination and a flarepath, a beam approach system, and a visual Lorenz system for the NNE/SSW runway.

Fuel and Ammunition: a refueling loop was located in the South dispersal area and a small ammunition dump was just N of the North dispersal.

Infrastructure: had 1 small hangar each in the 3 dispersal areas. Each of the dispersals had several farm buildings that may have been used for offices and garages, but personnel were believed to have been billeted in nearby villages and towns. The nearest rail connection was in Furnes (Veurne).

Dispersal: the 3 areas – North, South and West – had a total of 30 aircraft shelters.

Defenses: there was 1 heavy and 8 light Flak positions in Jan 44, two of which were mounted in Flak towers. Ground defenses consisted of 7 fortified strongpoints in the vicinity of the runways and the dispersals. Belts of barbed wire ran from the North dispersal along the E boundary.

Remarks:

Jul 43: landing area obstructed with trenches, portable obstacles and reportedly mined.

25 Jan 44: WNW/ESE runway cratered during the attack of 21 Jan 44 and unserviceable.

21 Feb 44: bombed by 18 B-26 Marauders from 9th AAF.

15 Mar 44: bombed by 10 9th AAF medium bombers using radar – bursts observed on the already unserviceable WNW/ESE runway.

8 Apr 44: bombed by 9th AAF Marauders.

10 Apr 44: bombed by 9th AAF Marauders.

12 Apr 44: bombed by 9th AAF Marauders.

8 May 44: bombed by 9th AAF mediums – raid photos showed nearly all of the aircraft shelters in the South dispersal had been destroyed or damaged in previous attacks and the S end of the NNE/SSW runway was obstructed.

15 Jun 44: demolition mines detonated on both runways.

30 Jun 44: bombed by 11 8th AAF B-17 Fortresses.

Operational Units: III./JG 2 (Feb 42).

Station Commands: Fl.Pl.Kdo. B 64/XI (Aug 42 – Mar 44); Flugplatzkdo. Coxyde of Fl.H.Kdtr. E(v) 214/XI Chièvres/Belgium (Apr-Aug 44).

Station Units (on various dates – not complete): elements of gem.Flak-Abt. 253 (Jul 42); Ldssch.Zug d.Lw. 321/VI (Aug, Nov 42); Ldssch.Zug d.Lw. 109/XI (Feb 43).

[Sources: AFHRA A5258 pp.1644-46 (30 Jul 43 updated to 8 May 44); A5259 p.162 (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cul-des-Sarts (BELG) (49 58 N – 04 26 E)

General: landing ground in SW Belgium 50 km S of Charleroi. History: believed to have been briefly used by the Luftwaffe in May 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

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Curfox (BELG) (49 49 N – 05 03 E)

General: landing ground in S Belgium 80 km SE of Charleroi. History: believed to have been briefly used by the Luftwaffe in May 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

D

Diest-Schaffen (BELG) (a.k.a. Schaffen-Diest) (51 00 15 N – 05 04 00 E)

General: airfield (Fliegerhorst) in E Belgium 51-53 km ENE of Brussels and 2 km NNE of Diest.

History: a pre-war Belgian Air Force base that was taken over by the Luftwaffe in May 1940. Little used after Jan 42.

Dimensions: approx. 915 x 730 meters (1000 x 800 yards).

Surface and Runways: grass and soil surface in good condition. No paved runway. A perimeter road encircled the landing area.

Fuel and Ammunition: underground fuel tanks were off the S boundary and in the vicinity of the station motor pool and garages. A refueling point was possibly on the N boundary. Ammunition was stored in a dump in a woods about 1 km N of the airfield.

Infrastructure: had 3 medium hangars at the S end of the E boundary plus a workshop building at the SE corner of the landing area. Officers and air crew were accommodated in Diest and the officers' mess was just off the SE corner of the field. Ground personnel were billeted in barracks on the S boundary and the station motor pool and garages were directly S of the barracks along with some huts that were believed to have been used for storage. A branch rail line from Diest served the S and E sides of the airfield.

Dispersal: the 2 dispersals – East and West – had a total of 31 aircraft shelters.

Defenses: protected by at least 4 light Flak positions, of which 3 were mounted in Flak towers.

Remarks:

9 Jan 44: landing area remains temporarily obstructed and some of the aircraft shelters in the West dispersal were being dismantled.

10 Apr 44: bombed by 60 8th AAF B-17 Fortresses as a secondary objective.

24 Apr 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Do 217 destroyed, plus 1 x Do 217 and 1 x unidentified aircraft damaged.

28 Jun 44: temporary obstructions removed and airfield operational.

29 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 10x Bf 109s, 4 x Bf 110s and 3 x Me 410s destroyed, plus 9 x Bf 109s and 2 x Bf 110s damaged.

Operational Units: Luftdienst-Teilkdo. 2/3 (Jan 42 - ?).

Reserve Training & Replacement Units: Erg.St./St.G. 1 (Dec 40 – Jan 42).

Station Commands: Fl.H.Kdtr. E 33/IV (c.Jul 40 – Jun 42).

Station Units (on various dates – not complete): 1./le.Res.Flak-Abt. 875 (Jan 42); 2./le.Res.Flak-Abt. 992 (Dec 41); Ldssch.Zug d.Lw. 20/VI (Mar 42); Ldssch.Zug d.Lw. 75/VI (? – Jan 42).

[Sources: AFHRA A5258 pp.1647-52 (30 Jul 43); A5259 p.166 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dinant (BELG) (50 11 55 N – 05 02 00 E)

General: landing ground and emergency landing ground in south-central Belgium 23 km S of Namur, 11.5 km SE of Dinant, 1.6 km W of the village of Ver and 1.6 km ESE of Château d'Ardenne. History: a pre-war private landing ground that was

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occasionally used by the Luftwaffe during the war. Surface and Dimensions: grass surface with a maximum run of 550 meters (600 yards). Infrastructure: had a few small buildings on the NE corner.

Operational Units: 6./JG 51 (May 40); III./JG 26 (Jan-Mar 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 15(v) (1942);

Stab/Flak-Rgt. 40 (mot.) (Feb 43); le.Flak-Abt. 752(v) (Oct 42)?

[Sources: AFHRA A5258 p.1718 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Duras (BELG) (a.k.a. St. Trond – Duras) (50 50 N – 05 07 E)

General: landing ground in E Belgium 38 km NW of Liège. Probably a satellite field of nearby St. Trond and used mainly for emergency landings. Not listed in wartime Allied documents.

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

E

Elsenborn (BELG) (a.k.a. Rauhe Knipp) (50 29 15 N – 06 11 00 E)

General: emergency landing ground (Notlandeplatz) in the Elsenborner Wald (woods) along the Belgian border with Germany 66.5 km WSW of Bonn, 14 km ENE of Malmédy, 9 km SSW of Monschau and 4 km NW of Elsenborn village. History: used as a forward fighter field during the May 1940 attack on France and Belgium but no evidence found of any use after that date. Surface and Dimensions: grass surface measuring approx. 460 x 710 meters (500 x 775 yards) with an oblong shape. Infrastructure: there was 1 large hangar-type building and 2 small buildings off the SW boundary.

Operational Units: Stab/JG 77 (May 40); I./JG 3 (May 40).

Station Commands: Fl.H.Kdtr. E 19/VI (May 40).

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

[Sources: AFHRA A5257A p.597 (3 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Emptinne (BELG) (50 19 N – 05 06 E)

General: landing ground in SE Belgium 25 km SE of Namur. History: believed to have been briefly used by the Luftwaffe in May 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

Esch (LUX) (a.k.a. Esch-sur-Alzette) (49 30 40 N – 05 58 50 E)

General: landing ground and emergency landing ground in SW Luxembourg 17 km SW of Luxembourg city and 2.5 km N of Esch-sur-Alzette. History: no information found. Surface and Dimensions: grass surface measuring 825 x 48 meters (900 x 53 yards) with a triangular shape. Infrastructure: had 1 small hangar with a small club building adjacent.

Operational Units: None identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1718 (3 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

F

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Florennes (BELG) (a.k.a. Florennes-Juzaine) 50 14 25 N – 04 39 00 E)

General: airfield (Fliegerhorst) 24 km SSE of Charleroi in south-central Belgium and 3 km ESE of the town of Florennes.

History: designed from the onset as a major night fighter base, construction began in 1942 and was still underway in mid-1944.

Dimensions: the landing area measured approx. 1375 x 1375 meters (1500 x 1500 yards).

Surface and Runways: grass surface. There were three concrete runways laid out in the form of a capital letter "A" and completed by Jul 43 – (1) approx. 1500 meters (1650 yards) in length and aligned ENE/WSW; (2) approx. 1235 meters (1350 yards) in length and aligned NE/SW; and (3) approx. 1325 meters (1450 yards) in length and aligned NNW/SSE. The ENE/WSW and NE/SW runways both had 125 meter wide prepared strips on either side of them and a perimeter track encircled the entire landing area. Work on the runways was completed by mid-Jan 44. Equipped with lighting for all three runways, a beam approach system and a visual Lorenz system for night operations. A flare path aligned ENE/WSW was also set up alongside the ENE/WSW runway.

Fuel and Ammunition: had a short stretch of ladder-type refueling hardstands at the center of the S boundary near the South dispersal area and another on the N boundary near the North dispersal area. Bulk fuel was stored near the Florennes-East railway station 2.5 km WNW of the airfield. The main ammunition dump was in a woods 1.6 km NNW of the airfield. Several smaller dumps were reportedly located 2.8 km W of the airfield and 2 km SSE of the airfield.

Infrastructure: a single large hangar with a paved apron was off the NW corner of the airfield, and the station's compass swinging base was near the hangar. An extensive barracks complex, station admin offices and base motor pool with garages were situated 1.75 km WNW of the center of the landing area on the SE outskirts of Florennes. Further accommodations were provided in small clusters of huts off the NW corner and in the dispersal areas. Personnel were also billeted in Florennes and in the village of Villers-le-Gambon, 5.5 km SW of the airfield. The airfield was served by a special branch rail line from Florennes.

Dispersal: there were three dispersal areas – North (Bois Doyen), South (Bois de Bourguignon) and East (off the SE corner) with a total of 3 double covered, 20 single covered, 2 double uncovered and 13 single uncovered aircraft shelters that could accommodate 43 aircraft in Jul 43. Work was continuous in the dispersal areas during 1943 and 1944. In mid-Apr 44, the South dispersal area was extended into the Bois la Croix woods, some 2 km S of the airfield boundary, and 3 additional shelters and 7 aircraft parking sites were under construction.

Defenses: there were 7 light Flak positions surrounding the airfield in mid-1943, including one position in the South dispersal area that consisted of 4 Flak towers. The Flak defenses were undoubtedly reinforced after this date as Allied air attacks intensified. Ground defenses consisted of barbed wire, strongpoints with machine guns and a weapon trench off the NE corner with 4 gun positions at each end.

Remarks:

31 Dec 42: night fighter control center at Florennes airfield bombed from high altitude by 2 or 3 RAF Mosquitoes.

15 Jul 43: extensive leveling work reported to be underway on the landing area surrounding the concrete runways.

16 Aug 43: work continuing on the extension of the ENE/WSW runway and on surfacing the S end of the NNW/SSE runway.

10 Apr 44: bombed by 42 B-17 Fortresses.

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27 Apr 44: bombed by a squadron of P-47 Thunderbolt fighter-bombers.

9 May 44: bombed by 96 B-24 Liberators.

31 May 44: bombed by 30 B-17s.

14 Jun 44: bombed by 95 B-17s.

28 Jun 44: bombed by 11 B-24s.

14 Aug 44: bombed by 24 B-17s.

15 Aug 44: bombed by 59 B-24s.

Operational Units: I./NJG 4 (Sep 42 – Aug 44); I./JG 26 (Nov 43 – Apr 44); 1. (F)/Aufkl.Gr. 121 (Aug 44).

Station Commands: Fl.H.Kdtr. E 42/XIII (1941 – c.Mar 43); Fl.H.Kdtr. A 212/XI (c.Mar 43 – Mar 44); Fl.H.Kdtr. E(v) 215/XI (Apr-Sep 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 7 (Jul 42 – Feb 44); 6./gem.Flak-Abt. 599 (May 44); gem.Flak-Abt. 594 (Jul-Aug 44); Stab II. (Flum.Mess)/Ln.-Rgt. 203 (c.Oct 42 – Aug 44).

[Sources: AFHRA A5258 pp.1653-56; A5259/169 (30 Jul 43 updated to 11 Apr 44); A5259 pp.169-71 (14 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Freux (BELG) (49 58 40 N – 05 25 12 E)

General: landing ground/emergency landing ground in SE Belgium 19 km WSW of Bastogne, 6.5 km SSE of Saint-Hubert and 2.5 km WNW of the village of Freux.

History: used by the Luftwaffe during the May-Jun 40 campaign in the West but subsequently rendered unserviceable. Surface and Dimensions: no information found. Infrastructure: none reported.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 61/XIII (May 40).

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

[Sources: AFHRA A5258 p.1727 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

G

Gent (BELG) (a.k.a. Ghent) (51 03 25 N – 03 43 31 E)

Lw. Garrison and Station Units (on various dates and not specifically identified with the airfield – not complete): Stab/II. Fliegerkorps (c.Jul 40 – May 41); Koflug Gent (Aug 40 – Mar 41); Koflug 10/VI (Apr 41 – c.Aug 43); Stab/Ln.-Rgt. 32 (Jun 40 – May 41); Stab III./Ln.-Rgt. 52 (1943 – Aug 44); 10.(Flum.Res.)/Luftgau-Nachr.Rgt. Belgien/Nordfrankreich (Jul 40 – Aug 44); Flugmeldemesszug z.b.V. 30 (1943-44); Flugmeldemesszug z.b.V. 38 (1943-44); Flugmeldemesszug z.b.V. 56 (1943-44); Stab/Lw.-Bau-Rgt. 7/VI (Nov 40); Feldbauamt Gent (1940-44); Kw.Werkstattzug d.Lw. 36 (1940-41); Standort-Kw.Werkstatt (o) d.Lw. Gent (later Kfz.Werkstattzug d.Lw. 106/XII) (1941-44); Sanitätsbereitschaft (mot) d.Lw. 9/IV (Dec 40); II./Flieger-Ausb.Rgt. 22 (Apr 41 - ?).

Gent - Saint-Denis/Westrem (BELG) (a.k.a. St. Denijs – Westrem) (51 01 35 N – 03 41 25 E)

General: airfield (Fliegerhorst) in N Belgium 4 km SSW of Gent (Ghent) city center. Rated for fighters.

History: a pre-war Belgian Air Force landing ground, the Luftwaffe built a small extension to the landing area and all 3 of the dispersal areas. It was quite active from May 40 to the end of 1941 but then was little used after that.

Dimensions: 1190 x 775 meters (1300 x 850 yards).

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Surface and Runways: grass and dirt surface. No paved runway. A perimeter road encircled the landing area. Reportedly equipped with perimeter lighting.

Fuel and Ammunition: a small refueling point was at the SW corner and small stockpiles of fuel were believed to be in the dispersals. The main ammunition dump for the station was 2 km SSE in a woods near the village of Hutsepot.

Infrastructure: the North, East and South dispersal areas each had 1 small repair hangar. Station HQ, admin offices, services and other support activities were in buildings along the main road to Courtrai that paralleled the S side of the airfield. Barracks and the station dispensary were in the village of Bugten near the SE corner of the field. The motor pool, garages and stores buildings were off the SW side at the intersection of the Courtrai road and the Gent-Courtrai rail line. The nearest rail connection was a main line siding off the NW boundary.

Dispersal: the 3 dispersals – North, East and South – had a total of 52 aircraft shelters.

Defenses: 2 heavy and 5 light Flak positions surrounded the airfield out to a radius of approx. 1.6 km.

Satellites and Decoys: an undesignated dummy was reported 7.25 km WSW of the airfield.

Remarks:

Operational Units: I./JG 20 (May-Jun 40); Stab/JG 51 (Jun 40); I./JG 21 (Jun 40).

Station Commands: Fl.H.Kdtr. E 63/XI (Jun 40); Teilkdtr. of Fl.H.Kdtr. E 10/IV Maldegem (1940 – Apr 42); Fl.Pl.Kdo. C 81/XI (Feb 43); Fl.Pl.Kdo. B 60/XI (Feb-Apr 44); Flugplatzkdo. Ghent – St-Denis of Fl.H.Kdtr. E(v) 211/XI Brussels-Melsbroek (Apr-Sep 44).

Station Units (on various dates – not complete): Feldwerft-Abt. d.Lw. LE 10 (Apr 41); 2.Kp. of Lw.-Bau-Btl. 3/IV (Aug 40); 1.Kp. of Lw.-Bau-Btl. 1/VI (Oct 40); Ldssch.Zug d.Lw. 43/VI (Apr, Dec 42); Ldssch.Zug d.Lw. 46/VI (Sep 40); Ldssch.Zug d.Lw. 137/VI (Aug 42); Ldssch.Zug d.Lw. 313/VI (Dec 42); Ldssch.Zug d.Lw. 109/XI (Jul 42); Ldssch.Zug d.Lw. 199/XI (Jun 42); Ldssch.Zug d.Lw. 228/XI (Aug 42, Mar 43).

[Sources: AFHRA A5258 pp.1695-98 (1 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gosselies (BELG) (a.k.a. Charleroi-Gosselies) (50 27 30 N – 04 26 35 E)

General: landing ground in west-central Belgium 4-5 km N of Charleroi and 1.2 km SSE of the village of Gosselies. Rated for fighters. History: a pre-war private civil airfield with a flying school and workshops, the latter working on Fairey aircraft under license. Served as a supply hub from May 40 to Apr 41. For the rest of the war it served as the workshop/factory airfield for aircraft repaired and overhauled at the factory facilities in Courcelles, 5.5 km to the WNW. Surface and Dimensions: good turf surface measuring 1190 x 825 meters (1300 x 900 yards). No paved runway. Fuel and Ammunition: possibly had a refueling point on the E boundary. Bulk fuel was stored in buried tanks at the NW corner of the W boundary.

Infrastructure: there was a group of factory workshops on the W boundary.

Personnel were billeted in nearby civilian accommodations. The nearest rail connection was in Gosselies. Dispersal: the 3 dispersals, North, Southeast and West, had a total of 11 covered aircraft shelters. Defenses: no information found.

Remarks:

25 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Ju 88 and 1 x Do 217 damaged.

Operational Units: Stab, 1., 3./NAGr. 13 (Sep 44).

Station Commands: Teilkommandantur of Fl.H.Kdtr. E 42/XIII Florennes (1941 – fall 42); Fl.H.Kdtr. E 39/XI (fall 42 – Aug 43); Fl.Pl.Kdo. B 61/XI (c.Feb 43 – Mar 44); Flugplatzkdo. Gosselies of Fl.H.Kdtr. E(v) 215/XI Florennes (Apr-Sep 44).

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Station Units (on various dates – not complete): Feldluftzeugamt Westfront (May 40 – Apr 41); Frontreparaturbetrieb GL 2567 (Junkers) (Courcelles – 1940/41 – Aug 44); Frontreparaturbetrieb GL 3759 (Triebwerk) (Courcelles – 1940/41 – Aug 44); II. (Tel.Bau)/Ln.-Rgt. 13 (Courcelles, Jun-Jul 44); Nachschubleitstelle d.Lw. West (1941 – Aug 44); Ldssch.Zug d.Lw. 181/VI (Jun, Sep 42).

[Sources: AFHRA A5258 pp.1633-34 (30 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grimberghen (BELG) (a.k.a. Brussels-Grimberghen) (50 56 50 N – 04 23 15 E)

General: landing ground (Landeplatz) in C Belgium 11.25 km NNE of Brussels, 3.25 km NW of Vilvorde and 1.6 km NE of Grimberghen. Rated for fighters. History: almost certainly a pre-war auxiliary field of the Belgian Air Force that was taken over by the Luftwaffe in late May 1940 and further developed. Infrequent activity after mid-1941. Surface and Dimensions: artificially drained grass surface measuring 1100 x 915 meters (1200 x 1000 yards) and roughly "L"-shaped. No paved runway. A perimeter road ran around the landing area. Fuel and Ammunition: fuel was stored in the East dispersal and off the N boundary. Infrastructure: no hangars but huts erected in the East dispersal probably served as workshops. Station HQ, admin offices, officer and air crew quarters were all in the village of Grimberghen. Ground personnel were housed in barrack huts off the SE corner of the landing area. The nearest rail connection was in Vilvorde. Dispersal: the 3 dispersals – North, East and South – had a total of 51 aircraft shelters. Defenses: 1 heavy and 4 light Flak positions were in proximity of the landing ground.

Satellites and Decoys:

Peuthy - a decoy located 6 km ESE of Grimberghen landing ground.

Remarks:

Jul 43: landing area observed to be obstructed.

31 Jan 44: landing area being extended to provide an E/W run of 1370 meters (1500 yards).

Operational Units: Wekusta 26 (Jun 40 – Jun 41); I./JG 26 (Jul-Nov 43); IV./JG 3 (Dec 43 – Jan 44).

Station Commands: Fl.H.Kdtr. E 12/IV (Apr 41); Fl.Pl.Kdo. A 1/VI (Feb-Apr 44); Flugplatzkdo. Grimsberghen of Fl.H.Kdtr. E(v) 211/XI Brussels-Melsbroeck (Apr-Sep 44).

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

[Sources: AFHRA A5258 pp.1657-59 (31 Jul 43 updated to 31 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

H

Hargimont (BELG) (50 11 00 N – 05 18 25 E)

General: landing ground/emergency landing ground in SE Belgium 35 km NW of Bastogne and 6 km SSW of Marche-en-Famenne. History: in use during 1940-41 but little or no activity identified after that. Surface and Dimensions: no information found. Infrastructure: none reported.

Operational Units: Stab, I./JG 77 (May 40); I./JG 3 (May 40); IV.(Stuka)/LG 1 (May 40).

Station Commands: Fl.H.Kdtr. E 3/I (May 40); Fl.H.Kdtr. E 8/I (May 40).

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

[Sources: AFHRA A5258 p.1728 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Het-Zeute (BELG): see Le Zoute.

Hingene (BELG) (51 06 10 N – 04 17 15 E)

General: landing ground (Einsatzhafen) in Belgium 15.5 km SW of Antwerpen, 3 km NNE of Puers (Puurs) and on the S side of the road connecting the villages of Hingene and Wintam. Rated for fighters. History: a pre-war emergency landing ground, it was taken over by the Luftwaffe and extensively used by transport aircraft during May and June 1940. After that, it became inactive.

Surface and Dimensions: grass surface on sandy soil measuring 1280 x 915 meters (1400 x 1000 yards) with an "L"-shape. No paved runway. Possibly unserviceable in wet weather. Fuel and Ammunition: underground fuel tanks were located on the N, W and S boundaries. There were 2 ammunitions storage points off the S side of the field. Infrastructure: no hangars or workshops. Station HQ, offices, flight control, motor pool, etc., were in requisitioned buildings and huts on the outskirts of Hingene and Wintam. Personnel were billeted in huts adjacent to the dispersal areas and on the outskirts of the two villages. The nearest rail connections were in Hingene and Wintam. Dispersal: the 4 dispersal areas – North, East, South and West – had a total of 45 aircraft shelters. The shelters were particularly well-built, semi-buried and could take aircraft with up to a 30 meter (100 feet) wing span. Defenses: 1 heavy and 4 light Flak positions were within 1.6 km of the landing ground in Mar 43.

Satellites and Decoys:

Hemiksem - a former Belgian airfield 7.5 km NE of Hingene landing ground that the Germans used as a decoy.

Remarks:

18 Jul 44: landing area obstructions removed and all aircraft shelters demolished.

Operational Units: II./KG z.b.V. 1 (Jun-Aug 40).

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1660-62 (31 Jul 43); A5259 p.172 (18 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

J

Jeneffe (BELG) (50 38 30 N – 05 21 40 E)

General: landing ground in E Belgium 16 km WNW of Liège and 1.2 km S of the village of Jeneffe. Probably a satellite field of St. Trond. History: an existing landing ground taken over and used by the Luftwaffe in May 40. No record of any use after that found. Surface and Dimensions: no information found.

Infrastructure: none noted.

Operational Units: I./JG 27 (May 40); 2.(F)/Aufkl.Gr. 123 (May 40).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1728 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jurbise (BELG) (50 33 00 N – 03 56 00 E)

General: satellite strip and dispersal field in Belgium c. 11 km N of Mons, 7.75 km ESE of Chièvres airfield and 2 km NE of the village of Jurbise. History: built summer 1944 for Chièvres and probably serviceable in August. Surface and Dimensions: measured approx. 1465 x 410 meters (1600 x 450 yards).

Infrastructure: none noted.

[Sources: A.I.2.(b)/Air Ministry Amendment dated 12 Aug 44 in BNA(PRO)/AIR 40]

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K

Keerbergen (BELG) (51 00 15 N – 04 40 00 E)

General: landing ground in N Belgium 25 km NE of Brussels, 13 km ESE of Halines and 2 km E of Keerbergen. History: existed prior to the war. The Germans extended in during 1940-41 but then obstructed it with trenches. Surface and Dimensions: cleared area measuring 825 x 550 meters (900 x 600 yards).

Infrastructure: had a few small buildings of unknown use.

Remarks:

17 Oct 40: a Hs 126B belonging to 3.(H)/Aufkl.Gr. 14 crash landed at Flugplatz Keerbergen. This the only mention of Keerbergen found.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1729 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Knokke (BELG): see Le Zoute.

L

Le Culot (BELG) (a.k.a. Beauvechain) (50 45 20 N – 04 46 00 E)

General: major airfield (Fliegerhorst) in C Belgium 30 km ESE of Brussels, 14.5 km SSE of Louvain (Leuven), 8 km WNW of Jodoigne and 1.6 km SW of La Bruyère.

Rated for bombers.

History: first used by the Luftwaffe in May 1940.

Dimensions: 1690 x 1510 meters (1850 x 1650 yards).

Surface and Runways: good turf surface with 2 concrete runways – (1) 1650 meters (1800 yards) aligned NE/SW, and (2) 1580 meters (1730 yards) aligned WNW/ESE. A perimeter road encircled the landing area. Equipped with perimeter lighting, permanent runway illumination, a flarepath, beam approach system and a visual Lorenz system.

Fuel and Ammunition: refueling points were in the North and South dispersal areas and 3 bulk fuel storage dumps were believed to be near the villages of Le Culot, Melbert and along a road just off the West dispersal area. Bomb dumps were near two châteaux in the vicinity of the airfield and in the Meerdael Woods 7.25 km NW of the landing area.

Infrastructure: had 2 camouflaged large hangars to the N of the East dispersal. Station HQ, flight control and some air crew accommodations were at the NE corner. Ground personnel were billeted in barracks S of La Bruyère village and in farms and houses surrounding the airfield. Compared with the typical Luftwaffe airfield, Le Culot's infrastructure was widely dispersed. A light rail spur off the main railway line at Tirlemont served the landing area.

Dispersal: the 4 dispersal areas – North, South, East and West – had a total of 41 aircraft shelters in May 43. More were added in spring 1944 bringing the total to 51.

Defenses: protected by 4 heavy Flak, 11 light Flak and 4 Flak machine gun positions that surrounded the airfield out to a radius of approx. 4 km in mid-May 43.

Satellites and Decoys:

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Le Culot/East (50 46 50 N – 04 48 20 E) landing ground (Landeplatz) 4 km NE of Le Culot airfield and immediately E of the village of Les Burettes. The landing area, which was usually obstructed, measured 915 x 740 meters (1000 x 900 yards). No paved runway. Had 2 medium hangars and 1 small hangar at the NW corner and a few camouflaged barrack huts approx. 450 meters off the W boundary. The 3 widely separated dispersal areas had a total of 33 large open aircraft shelters. The landing ground was protected by 4 light Flak positions. It was reported in late Feb 44 that the landing ground had been obstructed since Apr 42 and the 2 medium hangars appeared disused and were disintegrating. By May 44, it was being used mainly as a dispersal for Le Culot airfield.

Le Culot I (50 48 00 N – 04 48 00 E), satellite strip and dispersal field 1.6 km NE of Le Culot/East landing ground. History: became serviceable in Jul 44. Connected by taxiway to Le Culot/East and through it to the Le Culot main airfield. Measured approx. 1465 x 210 meters (1600 x 230 yards). There was no infrastructure.

Remarks:

Jul 43: work was underway to extend the WNW/ESE runway to 1785 meters (1950 yards).

11 Sep 43: extension of WNW/ESE runway to 1785 meters (1950 yards) completed. A new ammunition dump was under construction off the NW boundary and an additional Flak position identified.

21 Jan 44: the new ammunition dump has now been completed.

27 Apr 44: bombed by 8th AAF heavies.

9 May 44: major expansion of the dispersal areas observed.

30 Jun 44: bombed by 8th AAF heavies.

19 Jul 44: low-level attack by VIII Fighter Command P-47s – *claimed* 2 x Me 410s damaged.

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

Operational Units: III./JG 26 (May 40); II./KG 30 (Jun 40); Stab, I./KG 3 (Jun 40 – May 41); II./KG 3 (May-Jun 41); 1.(F)/Aufkl.Gr. 22 (Dec 41); 3.(F)/Aufkl.Gr. 33 (Mar-May 42); II./KG 6 (Jul-Sep 43, Nov 43 - Aug 44); Stab, I./LG 1 (Jun 44); Stab, I./KG 30 (Jul 44); I./JG 4 (Aug-Sep 44)?

Reserve Training & Replacement Units: Erg.St./KG 3 (Aug 40 – Feb 41).

Station Commands: Teilkdtr. of Fl.H.Kdtr. E 8/XI (c. 1941-42); Fl.Pl.Kdo. B 60/XI (Oct 42 – Feb 44); Fl.Pl.Kdo. A 29/VI (20 Feb 44); Fl.H.Kdtr. A 204/XI (Feb-Mar 44); Fl.H.Kdtr. E(v) 213/XI (Apr-Aug 44).

Station Units (on various dates – not complete): 2. FBK/KG 6 (Jun 44); Res.Flak-Abt. 144 (May 40); gem.Flak-Abt. 553 (Jul 44); Ldssch.Zug d.Lw. 141/VI (Feb 43).

[Sources: AFHRA A5258 pp.1667-73 (31 Jul 43 updated to 9 May 44); A5259 pp.177-82 (6 Jul 44); A.I.2.(b)/Air Ministry Amendment dated 18 Jul 44 in BNA(PRO)/AIR 40; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Le Zoute (BELG) (a.k.a. Knokke, Knokke – Le Zoute, Het-Zoute, Het-Zeute) (51 21 20 N – 03 20 40 E)

General: landing ground (Landeplatz) in N Belgium 34 km ENE of Ostende, 18 km NE of Brugge, 3.5 km E of Knokke-sur-Mer (Knokke-Heist), immediately ESE of Zoute and immediately NE of the village of Dennenbos. Rated for fighters. History: a small pre-war civil airfield that was used very little during the German occupation. There was a Flak gunnery school in Knokke. Surface and Dimensions: turf surface that was soft when wet measuring 1325 x 1000 meters (1450 x 1100 yards) with an irregular shape. No paved runway. A perimeter road ran along 3 sides of the landing area. Fuel and Ammunition: an underground fuel tank was adjacent to the hangar and another supply of fuel was kept along the S boundary. Infrastructure:

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had 1 medium double hangar on the S boundary. Ammunitions was reportedly stored in woods N of the Northeast dispersal and in the sand dunes N of the landing ground. The station HQ, admin offices, fire station and garages were in a small group of buildings W of the hangar. Air crew and officers were accommodated in Knokke. The nearest rail connection was in Knokke. Dispersal: the single dispersal area, Northeast, had 8 aircraft shelters. Defenses: 1 heavy and 6 light Flak positions were in the general vicinity of the landing ground. Some of the Flak positions and the D/F station were protected by barbed wire.

Remarks:

17 Apr 43: landing area observed to be obstructed with short ditches and dirt mounds.

26 Nov 43: landing area obstructions unchanged.

Operational Units: none identified.

Station Commands: Teilkdtr. of Fl.H.Kdtr. E (See) 6/III (1941-43)?

Station Units (on various dates – not complete): Flakschiessplatz Knocke (Knokke) (Dec 40 – 1943); Ldssch.Zug d.Lw. 80/VI (Jul, Dec 42).

[Sources: AFHRA A5258 pp.1663-66 (31 Jul 43); A5259 p.174 (26 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Libin (BELG) (c. 49 58 N – 05 15 E)

General: improvised landing ground in the Ardennes area of S Belgium 33 km W of Bastogne and 20 km NW of Neufchâteau. History: The Luftwaffe established a large supply dump and hub at Libin in May 40 to provide logistical support to the forward airfields in France during the May-Jun 40 campaign. Junkers Ju 52 transports flew in and out daily. No evidence found of Luftwaffe use after Jun 40 and not listed in Allied documents on airfields in Belgium. Surface and Dimensions: grass surface of unknown dimensions. Infrastructure: none identified.

Operational Units: IV./KG z.b.V. 1 (May-Jun 40); Transportstaffel II. Fliegerkorps (Jun 40).

Station Commands: Fl.H.Kdtr. E 10/XII (May-Jun 40).

Station Units (on various dates – not complete): 8. Flugh.Betr.Kp./KG 77 (attached to IV./KG z.b.V. 1, May-Jun 40).

[Sources: chronologies; BA-MA; NARA; PRO/NA; BNA HW 5/2; web site ww2.dk]

Liège (BELG): see Bierset.

Loge-Wactiaux (BELG) (49 58 35 N – 04 13 35 E)

General: landing ground/former landing ground in S Belgium 9 km SSW of Chimay and 1.2 km WSW of the village of Loge-Wactiaux. History: an improvised grass fighter strip used by the Luftwaffe in May-Jun 40. Surface and Dimensions: grass surface measuring 825 x 275 meters (900 x 300 yards). Infrastructure: none reported.

Operational Units: 2./JG 76 (May-Jun 40).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1730 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

M

Maele (BELG): see Male.

Maldegem (BELG) (a.k.a. Maldegem) (c. 51 11 45 N – 03 28 20 E)

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General: airfield (Fliegerhorst) in N Belgium 23 km NW of Gent (Ghent), 15.5 km ESE of Brugge (Bruges) and 2 km SE of Maldegem. Rated for fighters.

History: a pre-war Belgian Air Force landing ground or auxiliary field, the Luftwaffe made considerable improvements and built the concrete runway and dispersals during 1940-41. Little used after the air offensive against England ended in early Jun 41.

Dimensions: 1740 x 870 meters (1900 x 950 yards) with an irregular shape.

Surface and Runways: artificially drained grass with a single concrete runway measuring 685 x 90 meters (750 x 100 yards) and aligned ENE/WSW.

Fuel and Ammunition: fuel was probably stored at the N end of the airfield off the E boundary. A small ammunition store was located in the West dispersal area.

Infrastructure: had 1 small repair hangar in each of the North and South dispersal areas. Personnel were almost certainly billeted in neighboring villages. The nearest rail connection was in Maldegem.

Dispersal: the 3 dispersals – North, South and West – had a total of 21 double aircraft shelters plus 2 single shelters.

Defenses: protected by 14 light Flak positions mounted in Flak towers and 2 AA machine guns positions in Jan 44. Ground defenses comprised 4 fortified strongpoints in Jul 43.

Remarks:

Jul 43: landing area obstructed.

3 Oct 43: obstructions removed but no sign of activity seen.

10 Apr 44: bombed by 8th AAF.

16 Jul 44: landing area permanently obstructed with trenches and portable obstacles, and demolition mines detonated on the runway.

Operational Units (Regia Aeronautica): 20^o Gruppo CT (Jan-Mar 41).

Operational Units (Luftwaffe): Stab/JG 52 (Mar-Jun 41); II./JG 52 (Mar-Apr 41); III./JG 53 (Apr-Jun 41); II./JG 26 (Jun 41).

Reserve Training & Replacement Units: 1.(Eins.)/JG 26 (Oct-Dec 41).

Station Commands: Fl.H.Kdtr. E 10/IV (1940 – Apr 42); Fl.H.Kdtr. E 18/XVII (c.Jan-Mar 43); Fl.Pl.Kdo. C 81/XI (? – Mar 44); Flugplatzkdo. Maldegem of Fl.H.Kdtr. E(v) 210/XI Brussels-Evere (Apr-Aug 44).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 316/VI (Jul 42, Feb 43); Ldssch.Zug d.Lw. 229/XI (? – Jul 42); Ldssch.Zug d.Lw. 230/XI (Jul 42); Sanitätsbereitschaft (mot) d.Lw. 5/XI (Sep 40).

[Sources: AFHRA A5258 pp.1677-79 (1 Aug 43); A5259 p.186 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Male (BELG) (a.k.a. Bruges-Male, Bruges – Saint Croix, Maele, St. Kruis, Brugge-Maele) (c. 51 13 00 N – 03 18 20 E)

General: landing ground in N Belgium 5.5 km E of Brugge. History: limited Luftwaffe use as a staging field for raids during the Battle of Britain period and then fell into neglect. Surface and Dimensions: artificially drained grass surface. No paved runway. A perimeter road encircled the landing area. Infrastructure: no hangars or workshops. There were a few disused barrack huts in the dispersal areas but personnel were normally accommodated in neighboring farm houses. The nearest rail connection was in the village of Sysseele (Sijsele), about 1 km to the SE. Dispersal: the 3 dispersal areas, North, East and South, had a total of 37 aircraft shelters. Defenses: had 1 heavy and 2 light Flak positions. Ground defenses consisted of 3 strongpoints and several machine gun positions around the perimeter.

Remarks:

Aug 42: landing area obstructed by short trenches and dirt mounds.

Jun 43: reportedly in the process of reverting to cultivation.

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8 Oct 43: 9 shelters seen to have been removed from the North dispersal.

16 Jul 44: landing area under cultivation.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 2/III or E 2/IV (1940-41).

Station Units (on various dates – not complete): 4.(Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44); Ldssch.Zug d.Lw. 318/VI (Dec 40).

[Sources: AFHRA A5258 pp.1623-24 (26 Jul 43); A5259 p.141 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Marche (BELG) (50 15 20 N – 05 22 30 E)

General: emergency landing ground/former landing ground in E Belgium 21 km SE of Liège and 4 km NE of the town of Marche. History: a pre-war emergency landing ground built by the Belgians. Destroyed and made unserviceable by the Germans in 1940-41. Surface and Dimensions: grass surface measuring 1280 x 1000 meters (1400 x 1100 yards). Infrastructure: none reported.

Operational Units: no Luftwaffe flying units identified as having been station here.

Station Commands: Fl.H.Kdtr. E 8/I (May 40).

Station Units (on various dates – not complete): Koflug Marche (later numbered 9/VI) (Jun-Jul 40).

[Sources: AFHRA A5258 p.1730 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Maria ter Heide (BELG) (a.k.a. Brasschaat, Brasschaet?) (c. 51 20 N – 04 30 E)

General: parking area for the assembly and delivery of aircraft (Abstellplatz and Abholplatz) in Belgium 20 km NE of Antwerpen. History: Used by the Erla repair firm in Antwerpen. Mentioned in connection with V-weapon units, i.e., Flak-Rgt. 155 (W), Flak-Rgt. 255 (W) and elements of gem.Flak-Abt. 601 during August and September 1944. See Brasschaet for additional information.

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

Melckweser (BELG) (50 49 00 N – 05 04 00 E)

General: satellite strip and dispersal field in Belgium c. 50.5 km E of Brussels, 10 km WNW of Saint-Trond airfield and 1.2 km S of the village of Melckweser. History: under construction in May 44 as a satellite for Saint-Trond and probably serviceable by July. Surface and Dimensions: measured approx. 1100 x 275 meters (1200 x 300 yards). Infrastructure: none noted.

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

Moerbeke-Waas (BELG) (51 10 N – 03 55 E)

General: landing ground in N Belgium 19 km NE of Gent (Ghent). Rated for fighters. History: may have been briefly used by the Luftwaffe in May-June 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

Moorseele (BELG) (a.k.a. Moorseele) (50 51 10 N – 03 09 00 E)

General: landing ground (Landeplatz) in NW Belgium 8.5 km W of Kortrijk (Courtrai) and 1.6 km NW of the village of Moorseele. History: built by the Belgians in 1937 as an auxiliary field for Courtrai-Wevelghem. The Luftwaffe enlarged and improved the landing area and used it occasionally as a fighter station and for emergency night landings by bombers. Surface and Dimensions: artificially drained grass surface measuring 1050 x 915 meters (1150 x 1000 yards). No paved runway. A perimeter track encircled the landing area. Fuel and Ammunition: both were stored in small stockpiles in or adjacent to the dispersal areas. Infrastructure: had a single, small old Belgian hangar on the S boundary that was used for repairs. Small groups of station buildings and barracks were scattered around the perimeter.

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The nearest rail connection was 2 km WNW in the village of Ledegem. Dispersal: the 3 dispersals – North, East and West – had a total of 13 large and 24 small aircraft shelters in Jun 43. Defenses: there were 2 heavy and 4 light Flak positions in the vicinity of the landing ground in Jun 43. Ground defenses consisted of 1 strongpoint and 2 machine gun positions.

Remarks:

Jun 43: landing area obstructed.

3 Oct 43: obstructions removed and landing ground in use.

Operational Units: II./JG 26 (Jul-Oct 41).

Station Commands: Fl.H.Kdtr. E 20/VI (Aug 40 – Feb 41); Fl.Pl.Kdo. A 29/VI (c.Sep 43 - Apr 44); Flugplatzkdo. Moorseele of Fl.H.Kdtr. E(v) 213/XI Le Culot (Apr-Sep 44).

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

[Sources: AFHRA A5258 pp.1679-81 (1 Aug 43); A5259 p.189 (3 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

N

Neerhespen (BELG) (50 47 00 N – 05 03 00 E)

General: landing ground/former landing ground in C Belgium 41 km NW of Liège, 10 km WSW of St. Trond and 1.6 km S of the village of Neerhespen. History: used briefly in May 40 and then possibly became a satellite field of St. Trond. Surface and Dimensions: grass surface measuring 730 x 365 meters (800 x 400 yards).

Infrastructure: none reported.

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

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1731 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neufchâteau (BELG) (a.k.a. Neufchâteau-Tournay) (49 51 20 N – 05 25 15 E)

General: field landing ground/former landing ground in S Belgium 27 km SW of Bastogne and 2.5 km N of the village of Neufchâteau. History: reportedly used by fighters during the May-Jun 1940 campaign in the West. Rendered unserviceable by Jun 41. Surface and Dimensions: grass surface measuring 915 x 730 meters (1000 x 800 yards). Infrastructure: none reported.

Operational Units: unknown. (easily confused with Neufchâteau/France).

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1731 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Neufmaison (BELG) (50 31 00 N – 03 49 00 E)

General: satellite strip and dispersal field in Belgium 7.5 km SSW of Chièvres airfield and 1.6 km SE of the village of Neufmaison. History: under development in May 1944. Surface and Dimensions: two strips measuring approx. 1100 x 275 meters (1200 x 300 yards) N/S and 915 x 275 meters (1000 x 300 yards) NE/SW.

Infrastructure: none noted.

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

Nivelles (BELG) (50 35 40 N – 04 21 30 E)

General: airfield (Fliegerhorst) in C Belgium 27 km S of Brussels and 2.5 km E of Nivelles. Rated for fighters.

History: an old pre-war Belgian Air Force base that was briefly used by the Luftwaffe in May 40 but rarely after that.

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Dimensions: 825 x 685 meters (900 x 750 yards).

Surface and Runways: grass and soil surface. No paved runway. Rudimentary taxi tracks existed along the W boundary and part of the E boundary.

Fuel and Ammunition: fuel was brought from the Nivelles train station if and when needed. Ammunition was stored in an underground bunker off the W boundary.

Infrastructure: had 4 large hangars and 1 medium hangar in a row along the NW corner. Two of the large hangars had dummy houses on their roof for camouflage purposes. Behind the hangars were 5 long barrack buildings, a dispensary, admin offices, kitchens and the station motor pool and garages. Station HQ and the officers' mess were reportedly in a building just W of the 2 eastern most hangars on the N boundary. The nearest rail connection was in Nivelles.

Dispersal: a West dispersal had just 2 aircraft shelters.

Defenses: consisted of 1 heavy Flak positions and 2 AA machine gun positions in Apr 43. The main entrance to the airfield was protected by 3 roadblock barriers.

Remarks:

Apr 43: landing area obstructed with portable tripods.

5 Jan 44: the roof is missing from one of the large hangars and all of the aircraft shelters in the West dispersal were reported to be in a state of disintegration.

9 May 44: bombed by 8th AAF heavies.

Operational Units: Stab, II./LG 1 (May 40).

Station Commands: none identified.

Station Units (on various dates – not complete): III./Flak-Rgt. 9 (Sw. mot.) (Jun40).

[Sources: AFHRA A5260 pp.1682-83 (31 Jul 43); A5259 (5 Jan 44); chronologies; BA-MA; NARA; PRO/NA; BNA HW 5/2; web site ww2.dk]

Nives (BELG) (49 55 N – 05 35 E)

General: improvised landing ground in S Belgium 12 km SW of Bastogne. History: briefly used by Bf 109 fighters in mid-May 1940 during the campaign in the West, but no record found of Luftwaffe use after that date.

Operational Units: I./JG 76 (May 40).

Station Commands: none identified.

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

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

O

Ochamps (BELG) (49 56 N – 05 16 E)

General: landing ground in S Belgium 32 km WSW of Bastogne. History: briefly used by Ju 87 dive-bombers in mid-May 1940 during the campaign in the West, but no record found of Luftwaffe use after that date.

Operational Units: III./St.G. 2 (May 40).

Station Commands: none identified.

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

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

Oostende (BELG) (51 13 00 N – 02 54 11 E)

General: Luftwaffe units stationed in and around this port town but not identifiable with a specific airfield.

Lw. Garrison Units (on various dates): Stab/Flak-Rgt. 6 (Jun/Jul 40 – Mar 41); Stab/Flak-Rgt. 20 (Jul 44); III./Flak-Rgt. 4 (Sw. mot.) (Jul 41 – Sep 42); I./Flak-Rgt. 24 (gem. mot.) (Sep 40); II./Flak-Rgt. 24 (gem. mot.) (Aug 40); I./Flak-Rgt. 37 (gem. mot.) (Oct-Nov 40); Ie.Flak-Abt. 84 (mot.) (Oct 40); elements of gem.Flak-

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Abt. 252 (1941 – Aug 44); Flakscheinw.Abt. 339 (1940); II./Flak-Rgt. 441 (gem. mot.) (Jul-Aug 40); le.Flak-Abt. 712 (Mar-Apr 42); le.Res.Flak-Abt. 741 (Aug 40); le.Flak-Abt. 841 (mot) (Oct 40); elements of le.Flak-Abt. 875 (Oct 41)?; 3./le.Res.Flak-Abt. 993 (Dec 41, Apr 42); elements of Lw.-Bau-Btl. 6/VI (Oct 41, Feb 42); 2.Kp. Lw.-Bau-Btl. 12/XI (Dec 40); Ldssch.Zug d.Lw. 319/VI (May 42 - ?); Ldssch.Zug d.Lw. 229/XI (Jul, Nov 42).

Oostende-Middelkerke (BELG) (a.k.a. Ostende-Raversijde) (51 12 00 N – 02 51 45 E)

General: airfield (Fliegerhorst) in N Belgium 27 km W of Brugge on the North Sea coast, 6.5 km SW of Oostende and 3.25 km ENE of the village of Middelkerke.

Rated for fighters.

History: no information found, but little used by the Luftwaffe after Feb 41.

Dimensions: 1190 x 685 meters (1300 x 750 yards).

Surface and Runways: artificially drained grass and soil with 1 concrete runway measuring 595 x 90 meters (650 x 100 yards).

Fuel and Ammunition: a refueling loop and a nearby underground fuel tank were on the N boundary.

Infrastructure: had 2 small hangars used for repairs at the W end of the South dispersal area. Station HQ and the operations office were in buildings on either side of the main entrance on the N boundary. A small group of barrack huts were off the NW corner, but personnel were reported to have been billeted in nearby houses and towns.

Dispersal: there were 2 or more but only the South dispersal seems to have been noted in the documents.

Defenses: there were 2 heavy and 7 light Flak positions within 1.5 km of the airfield. The South dispersal area was protected by strongpoints and barbed wire obstacles.

Remarks:

14 May 41: low-level attack – 1 x Bf 109 E-7 from 5./JG 52 damaged.

Apr 43: landing area obstructed with trenches and portable tripods.

27 Feb 44: landing area still trenched and the runway is unserviceable with 3 unfilled bomb craters and otherwise obstructed with portable obstacles.

27 Apr 44: airfield bombed by 8th AAF heavies.

Operational Units: Stab, II., III./St.G. 1 (Nov 40 – Feb 41).

Station Commands: Fl.H.Kdtr. E 2/III (1941); Teilkdtr. of Fl.H.Kdtr. E (See) 6/III (1941-43).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 46/VI (Nov 40); Ldssch.Zug d.Lw. 321/VI (Raversyde, Nov 40).

[Sources: AFHRA A5258 pp.1686-89 (1 Aug 43 updated to 27 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oostende See (BELG) (a.k.a. Ostende-Breedene) (51 13 55 N – 02 57 40 E)

General: seaplane station (Seefliegerhorst) in N Belgium 21 km W of Brugge (Bruges) on a body of water called Bassin de Chasse near the North Sea coast just E of Ostende and 1 km SW of the village of Breedene (Bredene).

History: established in 1933, the seaplane station was improved by the Germans and during the war served mainly aircraft of the Seenotdienst (sea rescue service).

Dimensions: 1150 x 730 meters (1250 x 800 yards).

Anchorage: ample take-off and landing room in the Bassin de Chasse. A broad slipway ran along the shore in front of the hangars. A crane was located between the 2 hangars.

Fuel and Ammunition: a fuel tank was located at the center of the north shore of the Bassin and a special road connected it to the hangar area.

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Infrastructure: had 2 medium hangars fronted by a large concrete apron. Station buildings, including HQ and billeting, were in 2 groups, one E of the hangars and another just to the N. Rail lines served the station and the dock area just W of the Bassin.

Defenses: protected by the Flak defenses of Ostende, with 3 heavy and 3 light Flak positions being fairly near the seaplane station. Ground defenses comprised 9 strongpoints around the hangars and an anti-tank ditch.

Remarks: none.

Operational Units: detachment of 3. Seenotstaffel (Sep 40 – Sep 42).

Station Commands: Fl.H.Kdtr. E (See) 6/III (1941-43).

Station Units (on various dates – not complete): Seenotkdo. 8 (May/Jun 42 – Aug 44); detachment of Seenotflotille 3 (Jun 40 – Aug 44).

[Sources: AFHRA A5258 pp.1684-85 (1 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oostende-Steene (BELG) (a.k.a. Ostende-Stene) (51 12 30 N – 02 54 40E)

General: landing ground (Landeplatz) in N Belgium 21.5 km W of Brugge, 2.5 km S of Oostende and immediately NW of the village of Steene. Rated for fighters.

History: the pre-war civil airport for Ostende, it was little used by the Luftwaffe.

Dummy aircraft were usually seen parked along the S end of the landing area.

Surface and Dimensions: poorly drained grass surface measuring 850 x 505 meters (930 x 550 yards). No paved runway. Fuel and Ammunition: an underground fuel storage tank was located near the hangars.

Infrastructure: had 2 medium hangars at the far W corner. Personnel were accommodated in the old civil airport buildings near the hangars. The nearest rail connection was 1.2 km off the E boundary.

Dispersal: there were 17 aircraft shelters around the perimeter of the landing area.

Defenses: protected by the Flak defenses of Ostende with 2 heavy and 2 light Flak positions in close proximity to the landing ground. Ground defenses comprised 4 strongpoints, trenches and anti-tank ditches in Apr 43.

Remarks:

5 Apr 43: landing area obstructed with trenches and chevaux de frise.

26 Nov 43: obstruction of landing area unchanged. The aircraft shelters on the perimeter were disintegrating and only 1 large and 7 small shelters remained.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 109/XI (Oct 40).

[Sources: AFHRA A5258 pp.1690-92 (1 Aug 43); A5259 p.201 (26 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ophoven (BELG) (51 02 N – 05 33 E)

General: landing ground in E Belgium 21.5 km NNW of Maastricht/Netherlands.

History: may have been briefly used by the Luftwaffe in May-June 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

P

Peer (BELG) (51 04 40 N – 05 27 30 E)

General: landing ground in NE Belgium 75 km E of Antwerpen, 56 km N of Liège, 18.5 km N of Genk and 5.5 km S of the town of Peer. History: listed as a private landing ground in 1933. Used by Luftwaffe fighters for several days in mid-May 40

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and then fell into disuse. Surface and Dimensions: no information. Infrastructure: none reported.

Operational Units: II./JG 2 (May 40); III./JG 26 (May 40).

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1732 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pontaury (BELG) (50 21 00 N – 04 40 00 E)

General: satellite strip and dispersal field in Belgium 12 km NNE of Florennes airfield and 1 km N of the village of Pontaury. History: built summer 1944 but not yet fully serviceable in late August. Surface and Dimensions: measured approx. 915 x 185 meters (1000 x 200 yards). Infrastructure: none noted.

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

Poperinge (BELG) (a.k.a. Poperinge, Poperinge-Pezelhoek) (50 52 15 N – 02 44 35 E)

General: auxiliary fighter strip in NW Belgium 34 km NW of Lille/France, 10 km WNW of Ypres, 2 km NE of the village of Poperinge and immediately E of the hamlet of Pezelhoek. History: built by the Germans but little used. Surface and Dimensions: grass surface measuring 730 x 640 meters (800 x 700 yards). No paved runway. Infrastructure: had 1 small hangar at the NE corner than was used for repairs. Personnel were probably billeted in nearby farm houses or in the village of Poperinge. The nearest rail connection was in Poperinge. Dispersal: there were 4 – North, East, South and West – in Dec 42 with a total of 41 aircraft shelters.

Remarks:

20.12.42: landing area reportedly plowed.

6 Mar 44: permanently obstructed by ditches and under cultivation. All of the aircraft shelters removed.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 5.(Flum.Mess)/Ln.-Rgt. 52 (c.1943 – Aug 44).

[Sources: AFHRA A5258 pp.1693-94 (1 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Q

Quevaucamps (BELG) (50 31 N – 03 39 E)

General: landing ground in W Belgium 20 km NW of Mons. History: briefly used by Luftwaffe fighters in May-June 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

Operational Units: Stab/JG 26 (May-Jun 40).

Station Commands: none identified.

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

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

R

Racour (BELG) (50 45 00 N – 05 02 00 E)

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General: satellite strip and dispersal field in Belgium 12.5 km WSW of Saint-Trond airfield and 1.2 km NE of the village of Racour. **History:** laid out in early summer 1944 and almost certainly serviceable by mid-July. **Surface and Dimensions:** measured approx. 1145 x 230 meters (1250 x 250 yards). **Infrastructure:** none noted.

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

Rauhe Knipp (BELG): see Elsenborn.

Raversijde (BELG): see Oostende-Middlekerke.

S

Saint-Denis – Westrem (BELG): see Gent – St-Denis/Westrem.

Saint-Hubert (BELG) (50 02 15 N – 05 24 30 E)

General: landing ground (Landeplatz) in SE Belgium 57 km ESE of Florennes airfield, 23 km WNW of Bastogne and 2.5 km ENE of the village of Saint-Hubert. **History:** in existence long before the war, the surface was blown up with mines and then plowed in 1941 rendering it permanently obstructed. The craters and plowed furrows were filled in during late spring 1944 and a 1190 meter (1300 yard) dirt strip laid across the rehabilitated landing area. **Surface and Dimensions:** grass surface measuring 640 x 550 meters (700 x 600 yards) and circular in shape. No paved runway. **Fuel and Ammunition:** **Infrastructure:** had 3 small hangars on the N boundary. Accommodations consisted of a few small huts on the N boundary along with what could be found in the local towns and villages. The nearest rail connection was in Libramont, 13 km to the SSW. **Dispersal:** no organized dispersal facilities but aircraft could be parked at the edge of woods on the N, E and S sides of the landing area. **Defenses:** none reported.

Remarks:

6 Jul 44: rehabilitation work almost completed but landing ground not yet operational.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): II./Ln.-Ausb.Rgt. 301 (St. Hubert, Dec 42 - ?)?

[Sources: AFHRA A5258 pp.1746-47 (16 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint-Trond (BELG) (a.k.a. St.-Trond-Brustem, Brustem, Sint-Truiden) (50 47 40 N – 05 12 00 E)

General: airfield (Fliegerhorst) in E Belgium 40.5 km NW of Liège, 2.4 km SSE of Saint-Trond and 1.6 km WSW of Brustem.

History: until it was taken over by the Luftwaffe in May 1940, Saint-Trond was a small auxiliary landing ground of little significance. It was rapidly enlarged to 4 times its original size and the concrete runways built. In fall 1941 it became an important night fighter base and retained that roll through August 1944.

Dimensions: approx. 1740 x 1465 meters (1900 x 1600 yards).

Surface and Runways: turf/sod that was kept in good condition. Had 3 concrete runways measuring approx. 1540 meters (1680 yards) aligned NE/SW, 1600 meters (1750 yards) aligned NW/SE and 1445 meters (1580 yards) aligned E/W. A perimeter track encircled the entire landing area. Each of the runways had permanent lighting and was equipped with a visual Lorenz system for night

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operations. There was also a permanent flarepath and a beam approach system installed across the landing area.

Fuel and Ammunition: refueling loops were available in each dispersal area along the N, E and W boundaries with bulk fuel storage in the same locations. The main ammunition and bomb storage was in the woods off the E boundary near the NE corner with a smaller dump approx. 1.6 km to the S.

Infrastructure: there was 1 medium hangar plus 1 small repair hangar in the N dispersal, and 1 small repair hangar in the SW dispersal area. A large block of barracks for airfield personnel was a short distance off the NW corner while officers and air crew personnel were accommodated in the village of Brustem. Station HQ, admin offices and station services were in buildings in the same general area as the barrack block. An old Belgian military cadet school 2.5 km SE of Brustem near Saffraanberg was also used to accommodate personnel (including women) assigned to the airfield and units in the surrounding area. The nearest rail connection was in the town of Saint-Trond.

Dispersal: there were 3 dispersal areas – North, Southeast and Southwest with a total of 37 aircraft shelters in Jul 43, although more may have been constructed later.

Defenses: surrounded by 2 heavy Flak positions (1 of these with 6 guns) and 7 light Flak positions, of which 3 were mounted in Flak towers and 1 on a roof top. The airfield was encircled with barbed wire and there were 5 heavy weapon bunkers or strongpoints.

Satellites and Decoys:

See **Saint Trond – Bernissenbroek** (BELG), a former landing ground.

See **Saint-Trond – Duras** (BELG), a decoy airfield.

Saint Trond – Ormaal (BELG) (50 48 05 N – 05 03 16 E). A satellite field 9.5 km WNW of Saint Trond airfield that was unknown to the Allies until about mid-1944. Night fighters from Saint Trond were flown there at dawn and hidden camouflaged along the edge of a woods. Crews would return in the evening to fly the night's mission. First attacked by 2 P-47 Thunderbolts on 29 Aug 44.

Remarks:

25 Feb 44: bombed by IX Bomber Command B-26 Marauders – airfield badly damaged but serviceability fully restored within 10 hours of emergency repairs.

9 May 44: bombed by 101 B-24 Liberators – raid photos showed a new South dispersal area under construction and 4 new open aircraft shelters in the North dispersal.

14 Jun 44: bombed by 35 B-17 Fortresses.

29/30 Jul 44: bombed by 9 RAF Mosquitoes.

15 Aug 44: low-level attack by VIII Fighter Command P-47s – *claimed* 1 x Bf 109 destroyed and another damaged. This same date, 1,004 aircraft from RAF Bomber Command pounded 9 enemy airfields in Holland and Belgium but it is not known if St.-Trond was one of these.

25 Aug 44: bombed by 4 B-24s as a target of opportunity.

12-14 Sep 44: infrastructure and facilities demolished and airfield evacuated by the Luftwaffe.

15 Sep 44: captured by advancing U.S. troops in heavily damaged condition with all 3 runways completely cratered from one end to the other. The airfield was immediately repaired and on 18 September began operating as Allied Advanced Landing Ground A-92.

Operational Units: Stab, I., II./St.G. 77 (May 40); II./JG 27 (May 40); III./JG 3 (May 40); II./ZG 26 (May-Jun 40); III./KG 3 (Jun 40 – Mar 41); II./NJG 1 (May 41 – Mar 44, May-Sep 44); IV./NJG 1 (Mar-Sep 44); Stab, I., II./JG 2 (Aug-Sep 44).

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Station Commands: Fl.H.Kdtr. E 16/VI (May 40); Fl.H.Kdtr. E 31/XI (Jul 40 – Mar 44); Fl.H.Kdtr. E(v) 212/XI (Apr-Sep 44).

Station Units (on various dates – not complete): Nachtjagdraumführer 6 (Jul 42 – May 44); 4. Flugh.Betr.Kp. NJG 1 (Jan 42 - ?); 5. Flugh.Betr.Kp. NJG 1 (Jan 42 - ?); gem.Flak-Abt. 600 (Jul 44); 9.(Tel.Bau)/Ln.-Rgt. 10 (Apr-May 43); Stab III. (Flum.Mess)/Ln.-Rgt. 211 (c.Apr 43 – Aug 44); 3./Ln.-Abt. 61 (1942); Ldssch.Zug d.Lw. 87/IV (fall 42 - ?); Ldssch.Zug d.Lw. 20/VI (Sep 42); Ldssch.Zug d.Lw. 52/VI (Jul, Nov 42); Flugzeug-Bergungstrupp 6/VI (Jun 42).

[Sources: AFHRA A5257A pp.1843-46 (1 Aug 43); A5258 pp.1699-1701 (1 Aug 43 updated to 9 May 44); A5259 p.209-12 (25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Saint Trond – Bernissenbroek (BELG) (50 49 25 N – 05 12 55 E).

General: Former landing ground 2 km ENE of Saint Trond and S of the Saint Trond/Tongres railway line. History: it was a private landing ground before the war measuring approx. 320 x 320 meters (350 x 350 yards). Possible used by the Luftwaffe as a dispersal area for Saint Trond airfield.

[Source: AFHRA A5258 p.1858 (1944)]

Saint Trond – Duras (BELG) (50 49 25 N – 05 09 25 E).

General: Dummy/Decoy 4 km NW of Saint Trond airfield and 2.4 km WNW of the town of Saint Trond. History: Duras was an old Belgian landing ground. The Germans painted 4 runways on the landing area and built dummy aircraft shelters and dummy aircraft that were parked in various locations around the field. It was also probably equipped with decoy airfield lighting.

[Source: AFHRA A5258 p.1858 (1944)]

Sandweiler (LUX) (49 37 30 N – 06 12 10 E)

General: operational airfield (Einsatzhafen) in Luxembourg 5 km E of the city of Luxembourg and 1.6 km NW of the village of Sandweiler.

History: reportedly laid out in 1939 as a civil sports field. After brief use during the May-Jun 40 campaign in the West, used mainly by training aircraft.

Dimensions: 1190 x 660 meters (1300 x 720 yards) with an irregular shape.

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

Fuel and Ammunition: fuel available and ammunition brought in when needed.

Infrastructure: had 1 small double hangar on the NE boundary and 1 small hangar and a shed at the N corner. A few small buildings at the N corner may have been used as workshops. A few barrack-type huts were on the edge of a wood off the NE boundary.

Dispersal: there were no organized dispersal facilities in Mar 44.

Defenses: none reported.

Remarks:

25 Feb 44: low-level attack by VIII Fighter Command P-47 Thunderbolts – *claimed* 1 x Bf 110 destroyed.

30 Apr 44: bombed – 4 x Fw 44s and 1 x He 72 from FFS A 43 destroyed or damaged on the ground.

Operational Units: elements of II./JG 53 (May 40); Stab, II./JG 52 (May-Jun 40); Stab/Aufkl.Gr. 123 (Aug-Sep 44).

School Units: Arbeitsplatz for FFS A/B 124 (Metz-Frescaty) (1941-43); Arbeitsplatz for Schule/FAR 43, FFS A/B 43 then FFS A 43 (Crailsheim).

Station Commands: Fl.H.Kdtr. E 31/XII (c.Apr-Aug 40); Fl.H.Kdtr. E 5/VIII (May-Jun 40); Flugplatzkdo. of Fl.H.Kdtr. A(o) 2/XII Diedenhofen (Apr-Jun 44);

Flugplatzkdo. of Fl.H.Kdtr. A(o) 18/VII Diedenhofen (1944).

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

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[Sources: AFHRA A5258 p.1745 (2 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Schaffen-Diest (BELG): see Diest-Schaffen.

Sovet (BELG) (50 17 50 N – 05 02 15 E)

General: landing ground/former landing ground in S Belgium 9.75 km NE of Dinant and 5 km W of the town of Ciney. History: brief use by the Luftwaffe reported in May-Jun 40, but not confirmed. Subsequently rendered unserviceable. Surface and Dimensions: no information found. Infrastructure: none reported.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 4/VII (Jun 40).

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

[Sources: AFHRA A5258 p.1733 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Spa (BELG) (50 29 00 N – 05 54 35 E)

General: landing ground/former landing ground in SE Belgium 26 km SE of Liège and 3 km ESE of Spa. History: located on the town's old race-course. No information found on Luftwaffe use. Landing area obstructed. Surface and Dimensions: grass surface measuring 675 x 550 meters (740 x 600 yards).

Infrastructure: had 1 small hangar-type building.

[Sources: AFHRA A5258 p.1734 (19 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sterreken (BELG) (51 10 30 N – 04 11 40 E)

General: landing ground (Landeplatz) in N Belgium 15 km W of Antwerpen (Antwerp), 3.5 km ENE of St. Nikolas (Sint-Niklaas) and immediately S of the village of Sterreken. History: set up just before the war by the Belgians as an advanced landing ground. The Germans made some minor improvements. It was deactivated and obstructed from 1942 on. Surface and Dimensions: rough, grassy pasture land surface measuring 915 x 640 meters (1000 x 700 yards) with an irregular shape. No paved runway. A perimeter track surrounded the landing area. Infrastructure: had 1 small hangar on the W boundary. There were 3 barrack huts off the N boundary that were said to house the guard and maintenance staff. Other personnel were billeted in the village of Sterreken. The nearest rail connection was in Sterreken. Dispersal: at least 45 aircraft shelters were hidden in the woods surrounding the perimeter of the landing area. Defenses: 7 towers for light Flak were located off the N and SW sides of the field. Ground defenses consisted of strongpoints and trenches around the perimeter.

Remarks:

6 Jul 44: landing area remains temporarily obstructed and most of the aircraft shelters have disintegrated.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1701-02 (1 Aug 43); A5259 p.213 (6 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

T

Tirlemont (BELG) (a.k.a. Tirlemont-Gossencourt, Tienen) (50 46 50 N – 04 57 25 E)

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General: airfield (Einsatzhafen) in east-central Belgium 42 km E of Brussels, 3.25 km ESE of Tirlemont and 1.6 km NNE of the village of Gossencourt. Rated for fighters.

History: an important pre-war Belgian air base, the Germans made few improvements after capturing it in May 1940.

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

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

Fuel and Ammunition: underground fuel tanks were located in front of the hangars on the NW boundary and near the small hangar at the SW corner. A stockpile of fuel in barrels was reportedly stored in an old Belgian bomb bunker off the road to the barracks. A small ammunition store was off the N boundary.

Infrastructure: had 6 large, well-camouflaged hangars partitioned with interior blast walls, of which 5 were on the NW boundary, and 1 small repair hangar on the SW corner. A large group of barrack buildings were behind the hangars on the NW boundary and the station HQ was just to the E of these. Officers and air crew were usually accommodated in Tirlemont and nearby villages. The Liège-Tirlemont railway line passed by 640 meters off the E boundary.

Dispersal: the 3 dispersals – North, Southeast and Southwest – had a total of 20 aircraft shelters in Dec 42.

Defenses: 2 light Flak positions were at the SE and NW sides of the airfield. Ground defenses were negligible in Dec 42.

Remarks:

Dec 42: obstructed with trenches.

5 Nov 43: permanently obstructed by trenches and dirt mounds but a narrow strip 640 meters (700 yards) long may be serviceable.

26 Apr 44: major construction observed to be underway to reactivate the airfield – trenches were being filled in, the landing area extended, 6 additional aircraft shelters were being built in the North dispersal and the Southeast dispersal was being extended to the E and new shelters were being constructed.

14 Jun 44: all obstructions removed, trenches filled in and landing area appears to be full serviceable. Work continuing on dispersal taxiways and shelters with the total number of shelters now at 43.

Operational Units: I.(Jagd)/LG 2 (May 40); II./JG 2 (May 40); part of KG 51 (Oct 41).

Station Commands: Flugplatzkommando Tirlemont (1940-42); Fl.Pl.Kdo. A 30/VI (1942 – 1 Apr 44); Flugplatzkdo. Tirlemont of Fl.H.Kdtr. E(v) 212/XI St-Trond (1 Apr 44 – Sep 44).

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

[Sources: AFHRA A5258 pp.1703-06 (1 Aug 43); A5259 p.216 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

U

Ursel (BELG) (51 07 35 N – 03 27 20 E)

General: airfield (Einsatzhafen) in NW Belgium 20 km ESE of Brugge (Bruges), 19 km NW of Gent (Ghent) and 2.5 km W of the village of Ursel. Rated for fighters.

History: built by the Belgians 1939-40 but still incomplete when it was taken over by the Germans in May 1940. The Luftwaffe made major improvements, including the concrete runway, and it became fully operational in fall 1940 when it became an operational airfield for Italian fighters. It fell into disuse after the air offensive against England ended in June 1941.

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Dimensions: 1145 x 825 meters (1250 x 900 yards) with an irregular shape.

Surface and Runways: artificially drained grass surface with 1 concrete runway measuring 850 x 165 meters (930 x 180 yards) and aligned WNW/ESE. A perimeter track encircled the landing area.

Fuel and Ammunition: fuel was stored in woods off the North dispersal area and also off the SW corner. An ammunition dump was located in a woods off the N side of the Ursel-Knesselare road.

Infrastructure: had 2 small repair hangars in the North dispersal area and another at the W end of the South dispersal area. A number of small buildings used for offices, station services, stores and accommodations were scattered around the perimeter of the landing area, especially on the S and W sides. The nearest rail connection was in Aalter, 3.5 km S of the airfield.

Dispersal: the 3 dispersals – North, South and West – had a total of 50 aircraft parking sites, mainly for fighters.

Defenses: protected by 1 heavy and 6 light Flak positions as well as at least 6 AA machine gun positions in the immediate vicinity of the airfield. Ground defenses consisted of several blockhouses along the Ursel-Knesselare road and a barbed wire fence surrounded the airfield.

Remarks:

17 May 43: landing area obstructed with portable obstacles and the runway reportedly prepared for demolition.

25 May 44: runway and landing area remain temporarily obstructed and the runway has been prepared for demolition.

20 Jul 44: the runway demolition mines have been detonated. The remainder of the landing area is obstructed with portable obstacles and possibly by posts driven into the ground.

Operational Units (Regia Aeronautica): 18° Gruppo CT (Oct 40 – Jan 41); 20° Gruppo CT (Oct 40 – Jan 41).

Operational Units (Luftwaffe): Erprobungsgruppe 210 (Feb-Mar 41).

Station Commands: Fl.H.Kdtr. E 17/I (c. Oct 40 – Jun 41).

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

[Sources: AFHRA A5258 pp.1707-11 (1 Aug 43); A5259 p.221 (20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

V

Vitrival (BELG) (50 22 00 N – 04 40 00 E)

General: satellite strip and dispersal field in Belgium 14 km N of Florennes airfield and 3.25 km S of the village of Vitrival. History: built summer 1944 and was nearing completion in late August. Surface and Dimensions: measured approx. 1370 x 230 meters (1500 x 250 yards). Infrastructure: none noted.

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

Vlamertinghe (BELG) (a.k.a. Vlamertinge) (50 51 10 N – 02 49 15 E)

General: airfield (Fliegerhorst) in NW Belgium 40 km SE of Dunkirk (Dunkerque), 32 km W of Kortrijk (Courtrai), 5 km WSW of Ypres (Ieper) and 2 km E of Vlamertinge.

History: construction was started by the Belgians approx. Mar 40 but only 10% - 20% completed. The Germans took in over in May 40 and finished it off between Dec 40 and Jul 41. Over the course of the following year it was extended and the concrete runway laid down. Not known to have been used operationally, mainly

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because it was not completed until after the air offensive against England concluded in Jun 41.

Surface and Dimensions: artificially drained grass surface measuring 1100 x 685 meters (1200 x 750 yards) with 1 concrete runway 640 meters (700 yards) in length and aligned ENE/WSW. A perimeter track encircled the landing area.

Fuel and Ammunition: an underground fuel storage tank in the Northeast dispersal was probable.

Infrastructure: had 1 small repair hangar in the Northwest dispersal area. The station HQ and admin offices were believed to be in buildings at the S end of the Northeast dispersal, small clusters of barracks were off the NW, NE and SE boundaries and stores buildings were behind the Northeast dispersal. The nearest rail connection was in Vlamertinge.

Dispersal: the Northwest, Northeast and Southeast dispersals had a total of 38 aircraft shelters in May 43.

Defenses: no Flak positions identified. Ground defenses consisted of 1 pillbox bunker and 4 machine gun positions.

Remarks:

4 May 43: landing area obstructed.

23 Apr 44: landing area still obstructed but portable obstacles temporarily removed from the runway to allow it to be camouflaged.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1712-15 (1 Aug 43 updated to 23 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

W

Waarebeek (BELG) (50 55 00 N – 04 13 00 E)

General: satellite strip and dispersal field near Brussels in Belgium 12 km SW of Grimbergen landing ground and 1 km SW of the Brussels suburb of Waarebeek.

History: under development in May 1944. Surface and Dimensions: measured approx. 1125 x 100 meters (1230 x 110 yards). Infrastructure: none noted.

[Sources: AFHRA A5260 amendments (30 May 44)]

Wevelghem (BELG) (a.k.a. Courtrai-Wevelghem) (50 49 10 N – 03 12 30 E)

General: airfield (Fliegerhorst) in NW Belgium 4 km WSW of Kortrijk (Courtrai) and immediately ENE of Wevelghem (Wevelgem). Rated for fighters.

History: airfield construction began in April 1922 and a Belgian military flight school moved in during Jul-Aug 1924. Following its occupation by the Luftwaffe around 1 Jun 40, it became one of several collection and distribution points for newly allotted aircraft, particularly fighters (others at Le Bourget and Romilly).

Dimensions: 1280 x 365 meters (1400 x 400 yards) with 80 meter wide extensions at both ends giving a total run of 2200 meters (2400 yards).

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

Fuel and Ammunition: fuel trucks filled up from 2 underground fuel storage tanks in the hangar area and transported it to the dispersal areas to service the aircraft. A large Ammunition dump was located in a woods approx. 5 km N of the airfield and small ammunition storage points were along the N boundary.

Infrastructure: had 5 medium and 2 small hangars at the NW corner and along the S boundary. Some of the hangars were used as workshops. Officers and air crew were accommodated in houses in Courtrai and nearby villages, while other personnel

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were billeted in an old Belgian barracks compound located S of the Courtrai-Menin road. Airfield service and support offices and facilities were in the hangar area along the S boundary or in the barrack compound. The station motor pool was on the grounds of a château on the W side of Wevelghem. Rail sidings existed on NW and NE corners of the landing area.

Dispersal: there were 3 – East, West and South – with a total of 59 shelters capable of accommodating 63 aircraft.

Defenses: protected by 4 heavy and 6 light Flak positions plus several AA machine gun positions in Jun 43. Ground defenses consisted of a wall along the S boundary and some use of barbed wire to protect the Flak positions.

Satellites and Decoys:

Wevelghem-Wezelhoek (50 48 N – 03 08 E) - a dummy field 4 km WSW of the airfield.

Remarks:

29 Aug 42: bombed by 12 B-17 Fortresses because of the Fw 190s based there.

14 May 43: bombed by 34 B-17 Fortresses – 4 x Bf 109Gs from 12./JG 54 damaged, 2 repair hangars, 3 workshops, a carpentry shop and an equipment depot destroyed. Runway and landing area were cratered.

12 Apr 44: bombed by a small formation of 9th AAF medium bombers.

20 Jun 44: landing area temporarily obstruction, but a single strip on the N side was open and clear.

Operational Units: I./KG 53 (Jul 40); I.(Jagd)/LG 2 (Aug 40); elements of I./KG 26 (Sep 40); Flugzeugschleuse Luftflottenkdo. 3 (1940-44); Erprobungsgruppe 210 (Mar-Apr 41); II./JG 26 (Oct-Dec 41); III./JG 26 (Apr 42 – May 43).

Station Commands: Fl.H.Kdtr. E 31/XI (Jun 40); Fl.H.Kdtr. E 15/VI (Jun 40 – Jan 43); Fl.H.Kdtr. A 204/XI (Jan 43 – Feb 44); Fl.Pl.Kdo. B 60/XI (? - Feb 44); Fl.Pl.Kdo. A 95/XI (Feb-Mar 44); Flugplatzkdo. Wevelghem of Fl.H.Kdtr. E(v) 214/XI Chievres (Apr-Aug 44).

Station Units (on various dates – not complete): elements of gem.Flak-Abt. 295 (Dec 42); elements of gem.Flak-Abt. 417 (Apr 43); Ldssch.Zug d.Lw. 122/VI (May 43)?; Ldssch.Zug d.Lw. 203/VI (Dec 40); Ldssch.Zug d.Lw. 319/VI (? – May 42); Ldssch.Zug d.Lw. 320/VI (Jun, Dec 42); Ldssch.Zug d.Lw. 108/XI (Jun 42, Feb 43); Ldssch.Zug d.Lw. 227/XI (Jun, Aug 42); Ldssch.Zug d.Lw. 228/XI (? – May 42); Flugzeug-Bergungstrupp (mot) 3/Belgien-Nordfrankreich (Mar, Nov 42, Feb 43).

[Sources: AFHRA A5258 pp.1639-41 (30 Jul 43); A5259 p.158 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Witry (BELG) (49 51 N – 05 36 E)

General: landing ground in SE Belgium 18 km WSW of Bastogne. History: may have been briefly used by the Luftwaffe in May-June 1940 but no record found of Luftwaffe use after that. Not identified in wartime Allied intelligence sources.

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

Z

Zwevezelle (BELG) (today: Zwevezele) (51 01 30 N – 03 14 25 E)

General: landing ground (Landeplatz) in N Belgium 20.5 km S of Brugge and 2.5 km SE of Zwevezele. Rated for fighters. History: laid out by the Belgians in fall 1939 then taken over by the Germans who may used it for transport aircraft during 1940. In 1941, the Luftwaffe enlarged the landing ground and built the dispersal area, even though it received little if any use after that. Surface and Dimensions: well-drained grass surface measuring 1000 x 915 meters (1100 x 1000 yards). No

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paved runway. Fuel and Ammunition: no permanent fuel storage reported in Jun 43, but a pit for a storage tank had been dug in the woods in the South dispersal. An ammunition dump was hidden in a grove of trees approx. 1.5 km NW of the landing ground. Infrastructure: no hangars or workshops. Station HQ was in a building off the W boundary and some German-built buildings around the perimeter together with local farms, châteaux, and the town of Zwevezele provided accommodations. The nearest rail connection was in Pittem, 4 km S of the landing ground. Dispersal: the South dispersal was the only one in Jun 43 and it had 21 aircraft shelters. Defenses: protected by 1 heavy and 3 light Flak positions. A single strongpoint and barbed wire fencing comprised the ground defenses.

Remarks:

7 Jun 43: landing area obstructed with short trenches and portable tripods.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 pp.1716-17 (1 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]