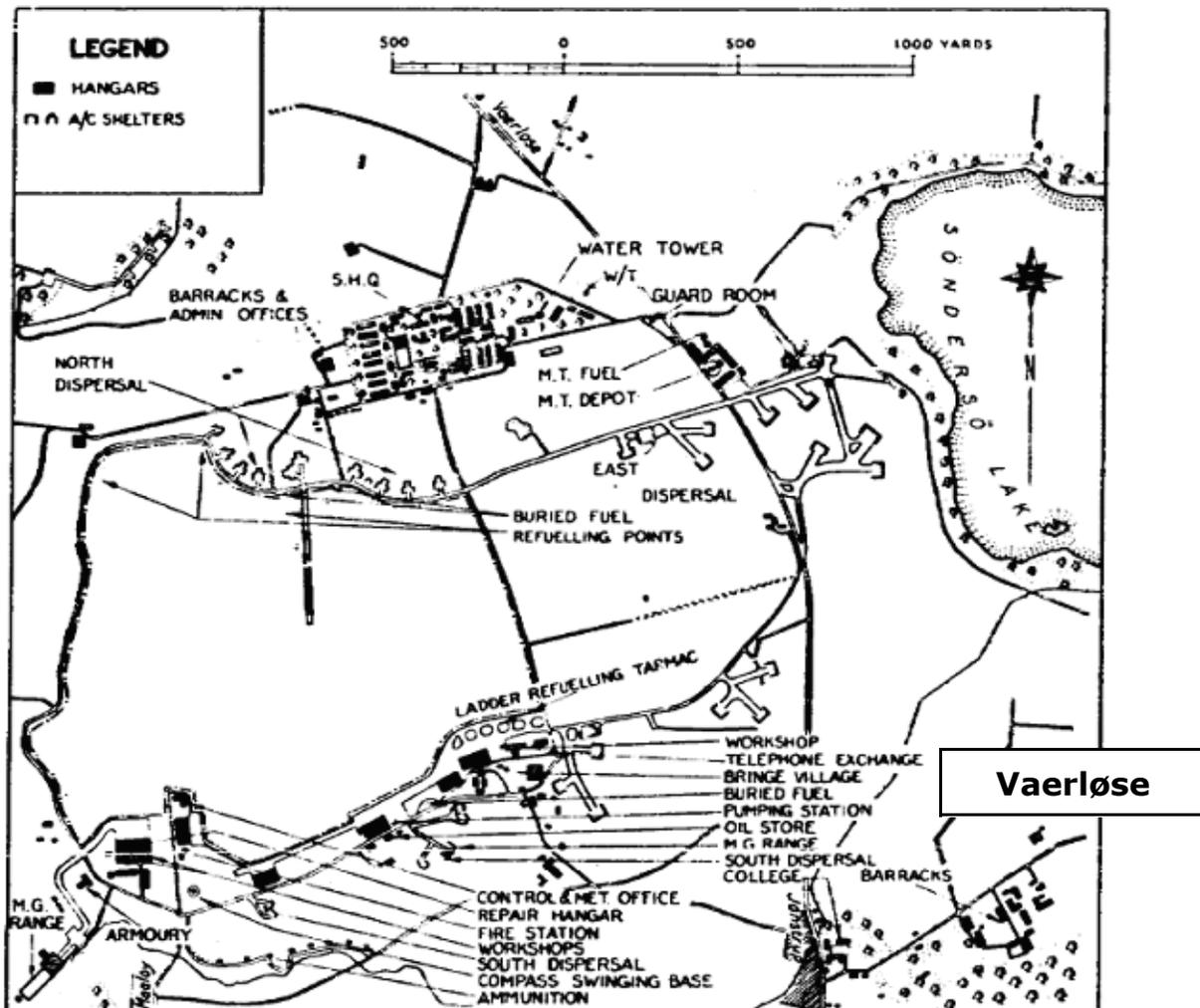


Luftwaffe Airfields 1935-45 Denmark

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Airfields

Denmark

Introduction

Conventions

1. For the purpose of this reference work, "Denmark" generally means the territory belonging to the country on 9 April 1940, the date of the German invasion and occupation.
2. All spellings are as they appear in wartime German documents with the addition of alternate spellings where known.
3. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

At the beginning of April 1940, the Danish Air Force (just 4 squadrons strong with a total of 89 aircraft) was concentrated on a few airfields: Aalborg, Vaerlose, Copenhagen-Kastrup (joint civil and military), Avnø (Aunö) and one or two others. In addition, there were 5 civil airports and a few unimproved dispersal fields where the military aircraft were to go in the event of an attack. To be sure, a very small aviation ground organization but then Denmark was a very small country. The Germans began immediate construction of new airfields and the extension and improvement of others when they arrived in the Kingdom on 9 April because Denmark was to be used as a staging platform for the invasion of Norway. Over the course of the following 6 years (61 months), the Luftwaffe built approximately 22 to 24 new airfields, landing grounds and seaplane stations in Denmark while greatly improving most of the existing ones.

Airfields Listed

A total of 35 airfields, landing grounds, emergency landing grounds and seaplane stations are listed below as well as a 6 satellite fields and 7 decoy (dummy) fields.

Aalborg (DK) (57 02 N – 09 55 E)

General: Luftwaffe units stationed in and around the principal city in northern Denmark but not identifiable with a specific airfield.

Lw. Garrison Units (on various dates – not complete): Führer der Luft Ost (Apr-Aug 40); Stab/Fliegerführer Ost (Aug 40 – Mar 41); Stab/Flak-Rgt. 77 (as Flakgruppe Nordjütland) (1942); I./Flak-Rgt. 48 (gem. mot.) (Feb/Mar 44); schw.Flak-Abt. 223(o) (1940); elements of schw.Flak-Abt. 603(v) (Apr 40); schw.Flak-Abt. 907 (Jan 44); Flak-Ers.Abt. 24 (Apr-May 40); Flak-Auswertezug 123 (mot) (8 May 45); Flak-Munitionsausgabestelle 16/XI (Vodskov) (8 May 45); Stab II.(Flum.Mess)/Ln.-Rgt. 222 (May 43 – Aug 44); 4.

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(Tel.Bau)Ln.-Abt. 85 (c.Sep 44 – 1945); Ln.-Flugsicherungshauptstelle 1 (1944-45); Nachschubleitstelle d.Lw. Aalborg (1940-43); Lw.-Lazarett 12/XI (1944-45); Lw.-Feld-Div. 20 (Apr-Oct 43).

Aalborg (See) (DK) (c. 57 03 20 N – 09 53 05 E)

General: seaplane station (Seefliegerhorst) at Ålborg/N Denmark, 1.6 km W of the Aalborg railway bridge and directly opposite the SE tip of Egholm Island (Egholm By).

History: built by the Germans beginning in late summer 1940 for use by maritime reconnaissance, patrol, and convoy escort aircraft. At peak, about 20 seaplanes and 1,500 personnel were stationed at Aalborg (See).

Dimensions: ample landing and take-off room along a NE/SW axis in front of the seaplane station.

Anchorage: numerous mooring buoys were available in the channel between the station and Egholm Is. and the station also had a 300 meter pier that was used for mooring seaplanes, a large crane and a concrete slipway that was connected to the hangar by a taxi track.

Fuel and Ammunition: both were available.

Infrastructure: had a large camouflaged repair hangar that sat on some reclaimed land that projected into the channel and was surrounded by a sea wall. Some of a group of small buildings W of the hangar were probably workshops. Station buildings, including offices, stores, barracks and a large Gefechtsstand (operations center that was mainly for use during air raids) and hospital bunker were located at various distances around the hangar. The nearest rail connection was in Aalborg.

Defenses: 1 heavy and 6 light Flak positions in Jul 43 along with numerous bunkers, strongpoints and barbed wire entanglements for ground defenses.

Satellites and Decoys:

Aalborg-Norholm, a dummy seaplane station, was 3.5 km WSW of the real seaplane station.

Remarks:

28 May 44: 2 small dispersal areas under construction off the W boundary and off the SW corner with a total of 6 open aircraft shelters and 3 more in the process of being built. A second hangar had been built approx. 225 meters WSW of the large repair hangar.

Operational Units: 5./Bordfliegergruppe 196 (Apr-Jun 40); Stab/Kü.Fl.Gr. 906 (Apr 40 – Apr 42); 1./Kü.Fl.Gr. 906 (Apr-Sep 40); elements of 1./Kü.Fl.Gr. 706 (Apr 40, Jun 40 – Dec 42); detachment of 1./Bordfliegergruppe 196 (May 40, Oct 43 – Jun 44, Sep 44 - ?); Stab/Bordfliegergruppe 196 (Sep 43 – Jun 44); part of 2./Bordfliegergruppe 196 (Jun 44 – Jan 45).

Erg./Ers. Units: 3./Flieger-Erg.Gr. (See) (Sep – Dec 40).

Station Commands: Fl.H.Kdtr. E (See) 2/III (1940); Fl.H.Kdtr. E 110/XI (See) (May 40 – May 45).

Station Units (on various dates – not complete): Seenotkdo. Aalborg (Jun 42 – Aug 44); Werft-Abt.d.Lw.(o) 209/XI (8 May 45); Stab/Flak-Rgt. 123 (Feb 44); Kfz.Werkstattzug d.Lw. 107/I (8 May 45).

[Sources: AFHRA A5258 p.1003 (28 May 44) and A5260 pp.784-88 (26 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aalborg/Ost (DK) (e. Ålborg-East) (c. 57 04 00 N – 09 59 30 E)

General: airfield (Fliegerhorst) on the eastern outskirts of Ålborg/N Denmark and 4 km ENE of the center of the city; 9.25 km ESE of Aalborg/West airfield.

History: established in 1936 as a private airfield for the Portland Cement Co. The Luftwaffe's first priority was to extend the 400 meter unpaved runway to 1,000 x 200 meters, and this was completed on 20 June 1940. Additional infrastructure was built and the airfield's dimensions were later enlarged to 1,250 x 880 meters. Aalborg/East was

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used mainly by fighters and as a transit airfield for passenger and supply flights between Germany and Norway.

Dimensions: see above under History. The field was roughly rectangular in shape.

Surface and Runways: artificially drained grass surface. No paved runway. Had a narrow perimeter track, paved taxiways that connected the dispersals to the landing area and 2 assembly hardstands, one at the center of the S boundary and the other at the SW corner. Equipped with perimeter lighting and a beam approach system.

Fuel and Ammunition: refueling points were on the assembly hardstand at the center of the S boundary with bulk fuel storage tanks on the river bank 2 km SW of the center of the landing ground. There was also a buried fuel tank off the SE corner. Ammunition dumps were located 2.5 km E of the airfield and another off the W boundary.

Infrastructure: there were 2 large hangars with wide concrete aprons and adjacent small workshop buildings, one off the SE corner and the other off the SW corner. The flight operations building was at the SW corner. The station HQ, admin offices, stores buildings and barracks were grouped together off the SE corner along the road from the airfield to the village of Uttrup (Øster Uttrup?). Additionally, a block of barracks that reportedly also included the officers' mess was just off the SW corner along with German-occupied worker buildings that had formerly belonged to the Portland Cement Co. A light railway line connected the S and W boundaries with Aalborg.

Dispersal: the 3 dispersal areas – South, East (remote – built spring 1944) and Perimeter – had a total of 49 aircraft dispersals, 34 of which were covered.

Defenses: no information found.

Satellites and Decoys:

Aalborg-Uttrup, dummy located 3.5 km SE of Aalborg/Ost airfield.

Remarks: none.

Operational Units: Verbindungsstaffel 4 (May 42)?

School Units: I./JG 102 (Jul 44 – Apr 45); II./SG 104 (Feb – Apr 45).

Reserve Training & Replacement Units: Erg.Gr./ZG 76 (Mar 41); Erg.Zerst.Gr. (May – Sep 41); IV./ZG 26 (Jul – Oct 41); Erg.Gr./NJG 1 (Oct 41); Erg.Gr./JG 27 (Nov 41 – Jan 42).

Station Commands: Fl.H.Kdtr. E 19/IV (Apr 40 – Nov 42); Fl.H.Kdtr. A 202/XI (Nov 42 – Mar 44); Flugplatzkdo. Aalborg/Ost of Fl.H.Kdtr. A(o) 101/XI Aalborg/West (Apr 44 – Feb 45); Fl.H.Kdtr. E(v) 205/XI (Feb-May 45).

Station Units (on various dates – not complete): Wetternebenstelle Aalborg/Ost (8 May 45); Flugsicherungsberatungsstelle 1 (8 May 45); Werft-Kdo. Aalborg (8 May 45); Kdr.d.Flakinstandsetzung 104/XI (1943-44); Flakwaffenwerkstatt 11/XI (1944 - May 45); 3./Ln.-Abt. 357 (8 May 45); Lufttanklager Aalborg/Ost (8 May 45); Verwaltungsteillager d.Lw. 2 (8 May 45); Ldssch.Zug d.Lw. 432/VI (8 May 45); Ldssch.Zug d.Lw. 435/VI ; Ldssch.Zug d.Lw. 12/XI (8 May 45); Ldssch.Zug d.Lw. 293/XI (8 May 45).

[Sources: AFHRA A5260 pp.780-83 (15 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aalborg/West (DK) (e. Ålborg-West) (c. 57 05 30 N – 09 51 00 E)

General: airfield (Fliegerhorst) 6 km NW of Ålborg/N Denmark and just N of Egholm Island.

History: established in 1938 as a civil airport on property measuring 1,100 x 1,100 meters. Greatly expanded by the Luftwaffe after April 1940 for use by long-range bombers and reconnaissance aircraft operating over the North Sea, it became the largest and most important of the two airfields at Aalborg. The first concrete runway (1,200 x 80 meters) was put down between 30 May and 3 July 1940. A second concrete runway (1,400 x 80 meters) was completed on 26 July 1940 and a third (1,000 x 80 meters) the same day. Paved taxiways, hangar aprons, buildings, workshops, barracks, bunker complexes, fuel and ammunition storage facilities were also built by the 16,000 civilian workers employed. At the end of the war in May 1945, Aalborg/West was occupied by 201 Luftwaffe aircraft and 3,000 base personnel. After the war, it became Aalborg Airport.

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Dimensions: approx. 2470 x 1645 meters (2700 x 1800 yards) in 1944.

Surface and Runways: artificially drained grass surface camouflaged with fake roads and farm buildings. The 3 concrete runways are described above under History. Equipped with perimeter lighting, runway illumination, beam approach system, artificial horizon navigation and visual Lorenz systems.

Fuel and Ammunition: refueling points were on the ladder-type servicing hardstand just N of the E/W runway while the 4 half-buried bulk storage tanks were on the N boundary. A small ammunition dump was approx. 1.5 km WNW of the airfield and ready ammunition storage was off the SW boundary of the landing area.

Infrastructure: had 1 medium and 2 large hangars in the Southeast dispersal area with another large hangar in the Northwest dispersal, all 4 with paved aprons and heavily camouflaged with netting. Additional workshop buildings were adjacent to the medium hangar. The station HQ and control tower were in 2 "L"-shaped buildings on the perimeter just NE of the ladder servicing hardstand. Barracks were widely dispersed to the N and SE of the airfield. A branch rail line from Aalborg serviced the Southeast dispersal area.

Dispersal: the 2 areas in Jul 43 – Northwest and Southeast – has 25 very large, 31 large and 2 small aircraft shelters with 15 more under construction. Taxiways connected the dispersals to the landing area.

Defenses: 3 heavy and 13 light Flak positions in late Jun 43 with at least 5 of the light Flak positions mounted in Flak towers. Light railway Flak was also deployed around the airfield at times. Ground defenses relied mainly on a wire fence that surrounded the airfield.

Satellites and Decoys:

Aalborg/West I (57 08 05 N – 09 54 20 E), a satellite or auxiliary field 5.5 km NNE of the center of Aalborg/West airfield. History: built during summer 1944 and still under construction in Nov 44. Surface and Dimensions: leveled agricultural land measuring approx. 1370 x 395 meters (1500 x 430 yards) with an oblong shape. Infrastructure: none. Dispersal: 3 dispersals – Southeast (still under construction), South and West – with a total of 10 small open aircraft shelters.

Aalborg-Halager, dummy approx. 5 km WNW of Aalborg/West airfield.

Remarks:

9 Apr 40: occupied by German paratroops and other forces and by the next day had become the principal air supply hub for the invasion of Norway.

Operational Units: I./ZG 1 (Apr 40); KGr. 100 (Apr-May 40); Stab, I./KG 26 (Apr 40, Feb-Mar 41); II./KG 26 (Apr-Aug 40); III./KG 26 (Apr 40); part of I./KG 40 (Apr 40); 11.(N)/JG 2 (Apr-May 40); 2./ZG 76 (May 40); 17./KGr. z.b.V. 5 (May 40); 5./Trägergruppe 186 (Jun-Jul 40); 9./JG 77 (Jul 40); Stab, I., III./KG 30 (Jul-Aug 40, Mar-May 43); I./JG 77 (Aug 40); 5./JG 77 (Aug-Sep 40); II./JG 51 (Sep 40); 1.(F)/Aufkl.Gr. 124 (Jan-Jun 41); Jagdgruppe Losigkeit (Feb 42); III./JG 1 (Feb, May 42); 12./JG 5 (Jun-Aug 42); 10./NJG 3 (Nov 42 – Jan 44); Stab, III./KG 6 (Jan-Mar 43); detachment of 1./Versuchsverband Ob.d.L. (c.Mar 43 – Jan/Feb 44); 1./JG 11 (Apr-Jul 43); II./KG 30 (May-Jun 43); 10./JG 11 (Aug 43 – Jun 44); II./KG 100 (Mar 44 – Feb 45); Alarmstaffel Aalborg (May-Jun 44); elements of 5. Minensuchstaffel (Jun 44 – 1945).

School Units: 3./JG 102 (Jul 44 – Apr 45); 3./SG 101 (Feb – Apr 45); Stab and I./SG 104 (Feb – Apr 45).

Reserve Training & Replacement Units: IV./KG 30 (Jul 42 – Nov 44).

Station Commands: Fl.H.Kdtr. E 1/XI (Apr 40 – Nov 42); Fl.H.Kdtr. A 201/XI (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 101/XI (Apr 44 – May 45).

Station Units (on various dates – not complete): Stab/X. Fliegerkorps (Apr/May 40 - ?); Nachtjagdraumführer 111 (Dec 42 – Dec 43); Koflug Jütland (Jul 40 – Mar 41); Koflug 1/XI (Apr 41 – 1943/44); 1. Flgh.Betr.Kp./KG 30 (Jul 40); 10. Flgh.Betr.Kp./KG 30 (Nov 42); 4. Flgh.Betr.Kp./KG 30 (Jan 43 – Apr 45); 3. Flgh.Betr.Kp. KG 6 (Mar 43); Werft-Abt.d.Lw. (o) 32/XI (8 May 45); Flgh.Betr.Kp. (FK) 2 (Jun 44); Stab, 4. and 5./le.Flak-Abt. 742(o) (8 May 45); Stab and I.(Betr.)/Ln.-Rgt. 40 (May 40); 6.(Flum.)/Luftgau-Nachr.Rgt. 8 (Apr 40);

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1.Kp. Lw.-Bau-Btl. 24/IV (Jun 40); Verwaltungsteillager d.Lw. 3 (8 May 45); Wachzug d.Lw. 79 (Jul 42 - ?); Wachzug d.Lw. 80 (Jul 42 - ?); Wachzug d.Lw. 81 (Jul 42 - ?); Wachzug d.Lw. 82 (Jul 42 - ?); Ldssch.Zug d.Lw. 426/VI (8 May 45); Ldssch.Zug d.Lw. 427/VI (8 May 45); Ldssch.Zug d.Lw. 62/XI (8 May 45); Ldssch.Zug d.Lw. 98/XI (8 May 45); Ldssch.Zug d.Lw. 357/XI (8 May 45); Ldssch.Zug d.Lw. 363/XI (8 May 45); Ldssch.Zug d.Lw. 398/XI (8 May 45); Ldssch.Zug d.Lw. 399/XI (8 May 45); Lw.-Lazarett (o) 13/XI (8 May 45); Kleine Zahnstation d.Lw. 3/XI (8 May 45); Sanitätsstaffel d.Lw. Aalborg (8 May 45); Wetterberatungsstelle B(o) Aalborg/West (8 May 45).

[Sources: AFHRA A5260 pp.789-93 (10 Aug 44 updated to 29 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Agerbaek (DK) (55 35 15 N – 08 50 05 E)

General: landing ground (Landeplatz) in Denmark 27.5 km NNE of Esbjerg, 19.5 km SSW of Grindsted and 2.5 km SE of Agerbaek village. History: built in early 1944 and still under construction in Nov 44. Surface and Dimensions: rolled moorland measuring approx. 915 x 1190 meters (1000 x 1300 yards) and "L" shaped. No paved runway. Fuel and Ammunition: fuel storage was probably off the SE corner. Infrastructure: no hangars or workshops. On the S boundary were 2 huts that were used as offices and accommodations. The nearest rail connection was a main line that passed less than 1 km to the W of the landing ground. Dispersal: 2 dispersals – East and South – with a total of 1 large open and 25 small open aircraft shelters.

[Sources: AFHRA A5260 pp.794-95 (5 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Aunö (DK) (misspelling of Avnø – see there).

Avnø (DK) (a.k.a. Avno, Aunö, Aunoe) (c. 55 05 00 N – 11 44 20 E)

General: Landing ground (Landeplatz) in SE Denmark on a peninsula 82 km SW of Copenhagen and 13 km NW of Vordingborg. History: a former Danish naval air station used for training, it was slightly enlarged and the surface improved by the Germans following the occupation. Used by the Luftwaffe for elementary flight training. Surface and Dimensions: artificially drained grass surface measuring 915 x 915 meters (1000 x 1000 yards). No paved runway. Subject to flooding during the winter months. Equipped with perimeter lighting. Fuel and Ammunition: underground fuel storage tanks were on the E boundary in front of the hangars. Pits for stocking and storing fuel and ammunition were also at the S corner. An ammunition dump was reportedly in a woods off the NE corner. Infrastructure: had 3 small hangars and a few workshop buildings on the E boundary. Blocks of barracks were located at the NE corner and immediately E of the hangars. About half of the barrack buildings at the NE corner were former Danish barracks. The nearest rail connection was in Lundby, 7.5 km ENE of the landing ground. Dispersal: no organized dispersals, but there were 4 small open aircraft shelters along the perimeter. Defenses: no information found.

Remarks: none.

Operational Units: 6./MSGr. 1 (Apr-May 45).

School Units: Arbeitsplatz for FFS (See) 2 (Pütznitz) (1940); Arbeitsplatz for FFS A/B 42 (Neustadt-Glewe) (1941-42); Arbeitsplatz for FFS A/B 10 and FFS A 10 (Warnemünde).

Reserve Training & Replacement Units: 13./SG 151 (May 45).

Station Commands: Fl.H.Kdtr. (E) Aunoe (May 40); Flughafen-Stützpunktkdo. 7/XI (Jan 41 – Oct 42); Fl.Pl.Kdo. B 6/XI (Oct 42 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 106/XI Kopenhagen-Kastrup (Apr 44 – May 45).

Station Units (on various dates – not complete): Wetternebenstelle Aunoe (8 May 45); Ldssch.Zug d.Lw. 21/XI (8 May 45).

[Sources: AFHRA A5260 pp.796-98 (18 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Bogense (DK) (55 33 55 N – 10 09 40 E)

General: landing ground (Landeplatz) in south-central Denmark 23.5 km NW of Odense and 4.5 km E of Bogense. History: construction began in Apr 44 and it was serviceable a few months later. May have been intended as a satellite or auxiliary field for nearby Odense (Beldringe) airfield. Surface and Dimensions: leveled grass surface measuring 615 x 730 meters (670 x 800 yards) with an irregular shape. No paved runway. Infrastructure: no hangars or workshops but a farm along the W boundary was probably used for accommodations and a building off the NE corner may have been used for stores. The nearest rail connection was in Bogense. Dispersal: 4 small open aircraft shelters had been cut into the edge of a woods off the W boundary.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.803 (13 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bornholm-Rønne (DK) (c. 55 04 00 N – 14 45 05 E)

General: emergency landing ground (Notlandplatz) on Bornholm Island in the Baltic near the principal city of Rønne. History: a civil landing ground for the Copenhagen-Bornholm route. Used occasionally by Luftwaffe transport aircraft during the war. Surface and Dimensions: grass surface in poor condition measuring approx. 685 x 550 meters (750 x 600 yards) with an oval shape. Infrastructure: had 1 small hangar with a servicing hardstand in front and an admin building on the NW boundary.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5258 p.1079 (Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bure (DK) (a.k.a. Bur) (56 23 00 N – 08 25 00 E)

General: landing ground (Landeplatz) under construction in west-central Denmark 13 km WNW of Holstebro and 2 km NNW of the village of Bur. History: construction began in early summer 1944 and was still in progress on 31 Dec 44 and not yet serviceable.

Surface and Dimensions: cleared and leveled moorland with 2 V-shaped strips measuring 915 x 275 meters (1000 x 300 yards) aligned N/S, and 1235 x 275 meters (1350 x 300 yards) aligned ENE/WSW. No paved runways. Fuel and Ammunition: pits excavated in the East and West dispersals were probably for fuel and ammunition storage.

Infrastructure: none noted. The nearest rail connection was in Bur. Dispersal: the 2 dispersals – East and West – had a total of 20 small open aircraft shelters.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.802 (16 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ebeltoft-See (DK) (a.k.a. Aebeltoft) (56 12 12 N – 10 40 40 E)

General: Seeflugstützpunkt 29 km ENE of Århus in NE Denmark. Established in 1944 for use when weather conditions prevent seaplane operations from Aalborg-See and Thisted-See. Existed to the end of the war.

Operational Units: none known to have been stationed here.

Station Units: Fl.PI.Kdo. B 106/XI (See) (c.Aug 44 – May 45).

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

Esbjerg (DK) (55 30 30 N – 08 28 40 E)

General: airfield (Fliegerhorst) on the coast of W Denmark 5 km NE of Esbjerg.

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History: formerly a small Danish civil airfield, the Luftwaffe began developing it in 1940 right after the occupation began in April. It was used by single-engine and twin-engine fighters until mid-1942 but the level of activity after that was not significant.

Dimensions: 1190 x 960 meters (1300 x 1050 yards) and roughly rectangular.

Surface and Runways: artificially drained grass surface heavily camouflaged with dummy roads and fake patches of cultivation. No paved runway. The landing area was enclosed by a narrow perimeter track. Equipped with a beam approach system.

Fuel and Ammunition: underground fuel tanks were on the N and S boundaries and ammunition dumps were in 2 small woods off the NW corner.

Infrastructure: had 1 large rectangular hangar off the N boundary, 1 small hangar in the SE corner, 1 small repair hangar off the N boundary and another small repair hangar in the SE corner. Station buildings and barracks were off the SE and SW corners, on the E boundary and along both sides of a road NE of the landing area. Special branch rail lines served the S, W and N boundaries.

Dispersal: by Mar 44 there were 4 dispersals – North, Northeast, Southeast and Southwest – with a total of 19 large, 5 medium and 4 small aircraft shelters. A East (remote) dispersal was added in summer 1944 but by Nov 44 only had 2 medium open shelters.

Defenses: 2 heavy and 14 light Flak positions surrounded the airfield on all sides out to a radius of 3.5 km. The entire airfield was encircled by wire and in mid-1943 a few defensive personnel bunkers were being built at various points off the boundaries and anti-tank ditches off the N and S sides.

Remarks:

23 Jan 45: reportedly plowed up and rendered unserviceable beginning mid-December 1944 with all Luftwaffe units to be gone by February.

Operational Units: 3./LG 2 (May 40); 3./JG 52 (Apr-May 41); III./JG 1 (Mar-May 42).

School Units: 4./JFS 4 (Jan-Mar 42); Kampfbeobachter-u.Bordschützenschule Esbjerg (Jan 45 - ?).

Reserve Training & Replacement Units: Erg.Zerst.Gr. (May – Aug 41); Erg.Gr./JG 3 (Sep 41 – Jan 42).

Station Commands: Fl.H.Kdtr. E 34/XI (Apr 40 – Mar 41); Flgh.Stüpu.Kdo. 5/XI (May 41 – Oct 42); Fl.Pl.Kdo. A 4/XI (Nov 42 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 105/XI Hadersleben (Apr 44 – c.Feb 45).

Station Units (on various dates – not complete): elements of Ie.Flak-Abt. 742 (c.1942-45); Wachzug d.Lw. 71 (Jul 42 - ?); Wachzug d.Lw. 72 (Jul 42 - ?); Wachzug d.Lw. 73 (Jul 42 - ?); Wachzug d.Lw. 74 (Jul 42 - ?); Ausb.Btl. (Offizierbewerber) d.Lw. 4 (Jan-Apr 45).

[Sources: AFHRA A5258 p.1025 (23 Jan 45) and A5260 pp.811-18 (29 Jul 43 updated to 5 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Faarehus (DK) (a.k.a. Faerehus?) (54 51 00 N – 09 17 10 E)

General: landing ground (Feldflugplatz) in S Denmark 12 km NW of Flensburg/Schleswig-Holstein, 3 km N of the Danish-German border and 3 km WSW of Faarehus. History:

construction began in spring 1944 and the work completed by Mar 45 and was ready for use. Surface and Dimensions: leveled and rolled grass surface measuring 775 x 1235 meters (850 x 1350 yards) with an irregular shape. No paved runway. Fuel and

Ammunition: pits were excavated in the Northeast and Southeast dispersal areas for the storage of fuel and ammunition. Infrastructure: no hangars or workshops. A barracks was 3km ESE of the field and farms at or off the N and W boundaries and the NE corner were also used for accommodations. The nearest rail connection was in Faarehus.

Dispersal: the 5 dispersal areas – Northeast, Southeast, Southwest, West and Northwest – had a total of 29 medium and small open aircraft shelters plus 3 or more parking hardstands.

Remarks: none.

Operational Units: none identified.

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Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.820-21 (10 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Førslev (DK) (55 17 N – 11 34 E)

General: landing ground in S Denmark 73 km SW of Copenhagen and 12.5 km NW of Næstved. No further information found.

Frayde (DK) (c. 55 21 N – 10 38 E)

General: landing ground in S Denmark 17 km ESE of Odense. No further information found.

Frederikshavn (DK) (a.k.a. Frederikshavn-Knivholt) (57 26 35 N – 10 29 10 E)

General: landing ground (Landeplatz then Flugplatz) in N Denmark 57 km NNE of Ålborg (Aalborg) and 3 km W of the small city of Frederikshavn. History: built by the Germans during 1940-41 but its subsequent use was considerably limited by a soggy and often flooded landing area. Surface and Dimensions: artificially drained grass surface measuring 1370 x 850 meters (1500 x 930 yards). Subject to flooding during the winter. Landing area camouflaged with dummy roads and fake patches of cultivation. No paved runway. Equipped with a beam approach system. There was a concrete perimeter road along the E, S and W boundaries and a main road along the N boundary. Fuel and Ammunition: fuel was stored off the S boundary and there were refueling points in front of the South dispersal. Ammunition was stored in small, ready-to-issue units around the perimeter. Infrastructure: had 2 small repair hangars in the North dispersal area. Accommodations were in converted farm buildings and in some new buildings S of the landing ground. The nearest rail connection was in Frederikshavn. Dispersal: the 2 dispersal areas – North and South – had a total of 28 (later revised to 18) open blast bay aircraft shelters and 2 (later revised to 5) parking hardstands in Jul 43. Defenses: there were 4 heavy and 5 light Flak positions in Jul 43 with the majority of the light Flak mounted in at least 8 Flak towers. Ground defenses comprised 4+ strongpoints and wire fencing and obstacles, mostly on the N and W sides of the landing ground.

Satellites and Decoys:

Frederikshavn/I (57 27 40 N – 10 26 40 E), satellite 2 km NNW of Frederikshavn landing ground with an artificially drained leveled grass surface measuring approx. 1000 x 230 meters (1100 x 250 yards). No paved runway. Built in spring 1944 as a satellite for fighters and serviceable by the end of the year.

Remarks: none.

Operational Units: I./JG 5 (Aug-Nov 43).

School Units: Segelflugschule d.Lw. Frederikshavn (Nov 43 – 1945); 4./JG 102 (Dec 44 – Apr 45); Stab II./SG 104 (Feb – Apr 45).

Station Commands: Fl.H.Kdtr. E 27/XI (Apr 40 – Mar 41); Flgh.Stützpunkt-Kdo. 8/XI (Mar 41 - Oct 42); Fl.Pl.Kdo. A 7/XI (Nov 42 – Mar 44); Flugplatzkdo. Frederikshavn of Fl.H.Kdtr. A(o) 101/XI (Apr 44 – May 45).

Station Units (on various dates – not complete): Wetternebenstelle Frederikshavn (8 May 45); Werft-Kdo. Frederikshavn (8 May 45); 12.(Flugm.Leit)/Ln.-Rgt. 222 (May 43 – Aug 44); Traktorenzug d.Lw. 3/XI (8 May 45); Ldssch.Zug d.Lw. 265/XI (8 May 45); Ldssch.Zug d.Lw. 356/XI (8 May 45).

[Sources: AFHRA A5260 pp.823-30 (updated to 23 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grove (DK) (a.k.a. Karup) (56 18 00 N – 09 06 45 E)

General: airfield (Einsatzhafen later Fliegerhorst) in Central Denmark 25 km SW of Viborg, 20 km NNE of Herning, 4 km WSW of the town of Karup and 4.5 km ESE of the hamlet of Grove .

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History: built entirely by the Germans during the period Apr-Aug 1940 as a base for bombers and was virtually complete by 9 Aug 40 when it was declared operational.

Dimensions: 1645 x 1645 meters (1800 x 1800 yards) in Jun 43. Roughly rectangular in shape.

Surface and Runways: grass surface camouflaged to blend in with the surrounding countryside. Had 3 concrete runways in Jun 43 - (1) 1465 meters (1600 yards) aligned E/W; (2) 1370 meters (1500 yards) aligned NW/SE; and (3) 1255 meters (1370 yards) aligned NE/SW. All were camouflaged to blend in with the landing area. A concrete perimeter road encircled the landing area. Equipped with perimeter lighting, permanent runway illumination, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: fueling facilities and storage were believed to be at of adjacent to the servicing hardstands along the NE and SW boundaries. Ammunition was stored in 2 dumps, one 3.5 km W of the landing area and the other just off the SW boundary near a small pond.

Infrastructure: in Jun 43, had 1 medium and 2 large rectangular hangars off the S side of the airfield on the edge of a woods called the Gedhus Plantation. Additionally, small workshop huts were set up in the dispersal areas. Admin buildings and barrack huts were in the same area as the hangars and additional barrack huts were dispersed in small groups E and NE of the landing area as well as 3 km to the S near the railway. A branch rail line encircled the airfield and served the hangar area, the fueling facilities and the ammunition dumps.

Dispersal: there were 3 dispersal areas in Jun 43 - Northeast, Northwest and South - with a total of 75 aircraft shelters, 64 of which were in the Northwest dispersal.

Defenses: aerial photos taken on 26 Jun 43 revealed 3-4 heavy and 14-16 light Flak positions with a 5 km radius of the airfield. About half of the light Flak was mounted in approx. 10 Flak towers. Postwar investigations identified 9 heavy Flak positions manned by 4 x 8.8 cm batteries (6 guns to a battery) and 14 light Flak platoons (Flak-Züge) with a total of 42 x 2.0 cm and 3.7 cm guns. Ground defenses were very extensive comprising numerous reinforced bunker strongpoints that were well camouflaged and, in some cases, mounted large caliber guns, anti-tank ditches, trenches, a few small tracked armored vehicles with machine gun mounts, etc. Along with Aalborg/West, Grove was the most heavily defended airfield in Denmark.

Satellites and Decoys:

Grove-Gedhus (56 16 20 N - 09 05 10 E), dummy 3.25 km SSW of the airfield. It was a scaled down imitation of Grove with lighting, fake runways and possibly dummy aircraft.

Grove-Resenfelde (56 21 30 N - 09 10 20 E), a very elaborate dummy with lighting, fake runways and buildings, dummy aircraft, etc. that was located 7.5 km NNE of the airfield.

Herning (56 11 00 N - 09 03 00 E), originally a dummy 13.5 km SSW of the airfield. Converted into a satellite of Grove airfield in early 1944 and was serviceable as an auxiliary fighter strip by summer. Surface was firm, leveled heath land measuring 1000 x 455 meters (1100 x 500 yards) with no paved runway. Pits were available along the perimeter for the storage of fuel and ammunition. No hangars or workshops, but 2 huts had been erected off the S boundary. There was a dispersal with 24 small open aircraft shelters. Possibly used by Fw 190s from I./SG 151 in Mar 45.

Remarks:

8 Dec 43: the E/W runway is being extended at both ends.

21 Feb 44: a 915 x 915 meter (1000 x 1000 yard) area was being cleared and leveled off the S side of the W boundary so a long extension could be added to the E/W runway. The earlier extension on the E side of this runway was serviceable by this date and the earlier extension at the W end was in the process of being paved.

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Operational Units: II./KG 30 (Jul-Aug 40); 3./KGr. 506 (Aug-Nov 41); KGr. 506 (Feb 42); 7./NJG 2 (Jul-Sep 42); IV./NJG 3 (Nov 42 – Jan 44); Stab, I., III./KG 6 (Feb-Mar 43); I./KG 26 (Apr-Jul 44); II./NJG 3 (Sep-Nov 44); 5./KG 200 (Nov 44 - ?); I./NJG 3 (Dec 44 – May 45); 1.(F)/Aufkl.Gr. 33 (Mar-May 45); Wekusta 1 OKL (Apr-May 45)?; 1.(F)/Aufkl.Gr. 123 (May 45).

School Units: 4./Jagdfliegerschule 3 (Apr-Jun 41); Jagdgruppe Drontheim (Jun 41 – Aug 42); Jagdfliegerschule 3 (Aug-Oct 42).

Reserve Training & Replacement Units: Erg.St./Küstenfliegergruppe 506 (Oct 41 – Feb 42); 13./KG 30 (Jun – Nov 44); Schulstaffel/NJG 1 (Jul – Aug 44); Schulstaffel/NJG 3 (Oct – Dec 44); Stabsstaffel/NJG 3 (Jan – Apr 45); I./SG 151 (Feb – Apr 45).

Station Commands: Fl.H.Kdtr. E 21/XI (Apr 40 – Sep 43); Fl.H.Kdtr. A 214/XI (Sep 43 – Mar 44); Fl.H.Kdtr. A(o) 102/XI (Apr 44 – May 45).

Station Units (on various dates – not complete): General der Luftwaffe in Dänemark (Jun 41 – c.spring 44); Stab/Jagdfliegerführer Dänemark (Jan-May 45); Nachtjagdraumführer 100 (Jul 42 – Feb 44); Jagdabschnittsführer Dänemark (Sep 43 – Jan 45); Jagdabschnittsführer Jütland (Sep-Nov 43)?; Wetterberatungsstelle B(o) Grove (8 May 45); Werft-Abt.d.Lw.(v) 112/XVII (8 May 45); 26. Flugzeug-Wartungs-Kp. (part) (8 May 45); Stab/schw.Flak-Abt. 272(o) (Feb 45, 8 May 45); gem.Flak-Abt. 294(v) (Aug 40); elements of Res.Flak-Abt. 607 (Aug 40); Stab, 1./gem.Flak-Abt. 742(o) (Sep 42 - 8 May 45); part of le.Flak-Abt. 836 (1944-45); schw.Flak-Battr. 10892 z.b.V. (8 May 45); elements of Flak-Ers.Abt 24 (Aug 40); Flakwaffenwerkstatt 28/XI (8 May 45); Stab III.(Flum.Mess) and Stab IV.(Flum.Mess)/Ln.-Rgt. 212 (Gedhus, Sep 44 – May 45); Stab/Ln.-Rgt. 222 (Gedhus, May 43 – May 45?); I.(Ln.Betr.)/Ln.-Rgt. 222 (Gedhus, May 43 – Aug 44); 14.(Flum.-Leit)/Ln.-Rgt. 222 (Herning, May 43 – Aug 44); Ln.-Abt. 63 (1942); Stab and 1./Ln.-Abt. 85 (c.Sep-Nov 44); 2.(Fernverb.Betr.)/Ln.-Abt. 85 (Sep 44 – 1945); Feldluftmunitionslager 5/XI (Jan 44); Kfz.Werkstattzug d.Lw. 109/I (8 May 45); Ldssch.Zug d.Lw. 46/XI (8 May 45); Ldssch.Zug d.Lw. 64/XI (8 May 45); Ldssch.Zug d.Lw. 285/XI (8 May 45); Ldssch.Zug d.Lw. 303/XI (8 May 45); Ldssch.Zug d.Lw. 353/XI (8 May 45); Sanitätsstaffel d.Lw. Grove (8 May 45); Wachzug d.Lw. 75 (Jul 42 - ?); Wachzug d.Lw. 76 (Jul 42 - ?); Wachzug d.Lw. 77 (Jul 42 - ?); Wachzug d.Lw. 78 (Jul 42 - ?); Offz.Bewerber-Ausb.Rgt. d.Lw. 1 (Flak) (Mar-Apr 45).

[Sources: AFHRA A5260 pp.831-40 and 843 (27 Jul 43 updated to 21 Feb 44 and 7 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web sites ww2.dk and gyges.dk/fliegerhorst_grove%20intro.htm]

Guldbergsminde (DK) (55 39 10 N – 09 10 10 E)

General: landing ground (Landeplatz) in Central Denmark 24 km WSW of Velje, 5.25 km SSW of Vandel airfield, 2.5 km SW of the hamlet of Frederikshab and just NNW of Guldbergsminde Farm. History: still under construction on 2 Aug 44. May have been intended as a satellite for Vandel airfield. Surface and Dimensions: grass surface on heath land measuring approx. 1000 x 275 meters (1100 x 300 yards). No paved runway – consisted of a leveled landing strip. Fuel and Ammunition: pits were dug in the dispersal area for the storage of fuel and ammunition. Infrastructure: no hangars or workshops. Guldbergsminde Farm served as station HQ, limited accommodations and motor pool. The nearest rail connection was in the village of Bindeballe, 5.5 km ENE of the landing ground. Dispersal: had 24 small open aircraft shelters along the N, E and S perimeter and in a woods near the Farm.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.841 (25 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Hadersleben (DK): see Skrydstrup.

Kalvslund (DK) (55 23 50 N – 08 51 40 E)

General: landing ground (Landeplatz) in South-Central Denmark 29 km ESE of Ebsjerg, 10 km NE of Ribe and 2.5 km N of the hamlet of Kalvslund. History: prepared by the Germans in spring 1944. Surface and Dimensions: grass surface measuring approx. 915 x 1145 meters (1000 x 1250 yards) and roughly triangular in shape. No paved runway.

Fuel and Ammunition: pits were dug off the SE boundary for the storage of fuel and ammunition. Infrastructure: no hangars or workshops but there were 2 small huts on the SE boundary that were used for offices and accommodations. Dispersal: had 8 small open aircraft shelters off the NE, SE and W sides of the landing area.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.842 (25 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klarup (DK) (57 01 30 N – 10 03 50 E)

General: landing ground in North Denmark 9 km ESE of Aalborg city center, 6.5 km SE of Aalborg/Ost airfield and 1.6 km NE of the village of Klarup. History: construction began in fall 1944 and was still underway in Feb 45. Believed to be a satellite or alternative landing ground for fighters based at Aalborg. Surface and Dimensions: grass surface measuring approx. 825 x 685 meters (900 x 750 yards) and roughly rectangular in shape. No paved runway.

Fuel and Ammunition: pits were dug on the E and W boundaries for the storage of fuel and ammunition. Infrastructure: no hangars, workshops or other buildings. At least 2 nearby farms were probably intended for accommodations. The nearest railway station was in Klarup. Dispersal: the 2 dispersals – Southeast and West – had a total of 12 small open aircraft shelters.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.847-48 (8 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kopenhagen-Kastrup (DK) (a.k.a. Copenhagen-Kastrup) (55 37 10 N – 12 39 30 E)

General: airfield (Fliegerhorst) in E Denmark 8 km SE of Copenhagen (København) city center and 2.5 km SSE of Kastrup.

History: formerly Copenhagen's civil airport that was also used by the Danish Air Force before the German occupation in Apr 40. The Germans built the NW/SE runway in 1941, the NE/SW runway in 1942 and the other two runways in 1943. The hangars and other buildings on the S boundary were also built in 1943 and the Southwest (remote) dispersal during the winter of 1943/44. It served during the war years as home to night fighter units, an instrument flight school and as a transit field for flights between Germany and Norway. It was also a major aircraft repair hub operated by the Heinkel firm.

Dimensions: approx. 1370 x 1280 meters (1500 x 1400 yards) with an irregular shape.

Surface and Runways: artificially drained grass surface with 4 concrete runways - (1) 1280 x 60 meters (1400 x 66 yards) aligned N/S; (2) 1830 x 80 meters (2000 x 88 yards) aligned NE/SW; (3) 1205 x 60 meters (1320 x 66 yards) aligned E/W; and, (4) 1590 x 70 meters (1740 x 75 yards) aligned NW/SE. Concrete taxiways connected the runways with the dispersal areas and the servicing hangars. Equipped with obstruction and perimeter lighting, runway illumination, artificial horizon approach, a beacon, beam approach system and a visual Lorenz system.

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Fuel and Ammunition: refueling points were located on servicing hardstands on the N and S boundaries with large capacity underground fuel storage tanks nearby. Small ammunition dumps were in the South dispersal and 1.6 km SE of the landing area between the large hangar and the coast. Ammunition issue points were also scattered along the E boundary.

Infrastructure: had a total of 12 hangars as follows - (1) on the N boundary, 1 large and 2 small hangars with adjacent workshops with the westernmost hangar occupied by a Danish civil air transport firm and the other two by the Heinkel repair shops (Frontreparaturbetrieb); (2) off the S boundary, 1 large and 5 medium hangars flanked by small workshops; (3) in the Southwest (remote) dispersal, 1 medium hangar with 2 small workshops. All 12 hangars were fronted with paved aprons. The station HQ, control tower and admin offices were on the N boundary in long buildings heavily camouflaged with netting. Behind the hangars further to the W were the civil admin building, offices and stores buildings. On and off the S boundary were 2 fire stations and a number of stores buildings, the latter being behind the hangars. Barrack blocks were off the N boundary and off the NE corner. Additionally, there were numerous barrack huts along the E side of the Southwest (remote) dispersal. Officers and other higher status personnel were accommodated in Kastrup. A special branch rail line with sidings served the hangars and stores buildings on the S boundary.

Dispersal: the 3 dispersal areas - North, South and Southwest (remote) - had a total of 6 large covered aircraft shelters, 22 large open aircraft shelters and 12+ aircraft parking hardstands. The Southwest (remote) dispersal, with 30+ blast shelters and hardstands, was used for the night fighters stationed at Kastrup.

Defenses: no information found.

Satellites and Decoys:

Kopenhagen-Taarnby, a dummy located 5 km W of the airfield.

Remarks:

26 Mar 45: all 4 runways had been prepared for demolition.

Operational Units: I./KG 4 (Apr 40); 1./KG 40 (Apr-Jun 40); elements of Sonderkdo. "Mausi" (May 42); 7./NJG 3 (Apr-Nov 43); 3./NJG 3 (Aug 43 - Mar 44); detachment of IV./NJG 3 (c.Oct-Nov 43)?; part of 5./Minensuchgruppe 1 (1944-45); I./NJG 7 (Sep-Oct 44); Aufkl.St. 1.(F)/Nacht (Apr-May 45).

School Units: BFS 4 (Apr 41 - Oct 43) then FFS B 34 (Oct 43 - Feb 45); 4./NJG 101 (Feb - Mar 45); Stab, 2., 3. and II./NJG 102 (Jan - Mar 45).

Reserve Training & Replacement Units: Erg.Zerst.Gr. (Dec 40 - Apr 41).

Station Commands: Fl.H.Kdtr. E 11/IV (Apr 40 - c.Nov 42?); Fl.H.Kdtr. A 210/XI (c.Nov 42 - Mar 44); Fl.H.Kdtr. A(o) 106/XI (Apr 44 - May 45).

Station Units (on various dates - not complete): Koflug Seeland (Jul 40 - Mar 41); Koflug 24/XI (Aug 41 - Jan 43); Koflug 23/XI (1944 - May 45); Wetterberatungsstelle A(o) 126 Kastrup (8 May 45); Radiosondenstation (o) 1429 Kastrup (8 May 45); Flugsicherungsberatungsstelle 126 (8 May 45); 1. Flugh.Betr.Kp./KG 40 (May-Jun 40?); Werft-Abt.d.Lw.(v) 133/XI (spring 44 - May 45); Frontreparaturbetrieb GL 2581 (Heinkel) (1944); Frontreparaturbetrieb GL 2631 (Heinkel) (1940/41 - 1945); schw.Flak-Abt. 272 (1943-45); 7. and 8./le.Flak-Abt. 836 (8 May 45); 3.(Tel.Bau)Ln.-Abt. 85 (c.Sep 44 - 1945); Ln.-Frontreparaturbetrieb (GL) 4/XI (c.1942-45); Kw.Geräteausgabestelle Kastrup (8 May 45); Ldssch.Zug d.Lw. 218/VI (8 May 45); Ldssch.Zug d.Lw. 462/VI (8 May 45); Ldssch.Zug d.Lw. 116/VII (8 May 45); Ldssch.Zug d.Lw. 117/VII (8 May 45); Ldssch.Zug d.Lw. 13/XI (8 May 45); Ldssch.Zug d.Lw. 74/XI (8 May 45); Ldssch.Zug d.Lw. 328/XI (8 May 45); Ldssch.Zug d.Lw. 364/XI (8 May 45); Ldssch.Zug d.Lw. 403/XI (8 May 45); Ldssch.Zug d.Lw. 1/XIII (8 May 45); Ldssch.Zug d.Lw. 113/XIII (8 May 45); Sanitätsstaffel d.Lw. Kopenhagen (8 May 45); Verbindungsstelle GL Dänemark (Oct 42, Apr 43) (8 May 45).

[Sources: AFHRA A5260 pp.804-06 (26 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Kopenhagen-See (DK) (Copenhagen, København) (55 37 50 N – 12 40 40 E)

General: seaplane station (Seefliegerhorst) in E Denmark 7.5 km SE of Copenhagen and immediately NE of Kopenhagen-Kastrup airfield.

History: pre-war Danish civil seaplane station attached to Kastrup airport. The Luftwaffe did not develop it further and in fact removed the existing buildings in late 1943.

Anchorage: seaplanes used a 1.5 to 2 meter deep dredged channel leading from the shore area to the deeper take-off and alighting water because of the extremely shallow conditions. The negligible tide, current and shallowness resulted in wintertime ice. About 15 to 20 mooring buoys were positioned 1 km SE of the station. There were several slipways, a small jetty between them and a mooring quay to the N of these.

Infrastructure: had 1 large and 1 medium hangar with several workshop buildings during the earlier years of the war with a large stores building just to the S of these. Station offices were at the S end, the main barracks just N of the large hangar and 3 barrack huts further to the E. All service and support requirements were provided by Kopenhagen-Kastrup airfield after the end of 1943.

Defenses: protected by 1 heavy and 4 light Flak positions.

Remarks: none.

Operational Units: 1./Kü.Fl.Gr. 706 (Apr-May 40); Stab/Kü.Fl.Gr. 906 (May-Aug 40); 3./SAGr. 126 (Feb-May 45).

Reserve Training & Replacement Units: 1./Flieger-Erg.Gr. (See) (Jun 41 – Sep 44); Erg.Küstenfliegerstaffel (F) (Oct – Dec 44).

Station Commands: Fl.H.Kdtr. E 111/XI (See) (Apr-May 40); Fl.H.Kdtr. E 102/XI (See) (May 40 – Oct 42); Flgh.Stüpu.Kdo. 9/XI (c. May 41 – fall 41); Fl.H.Kdtr. E 121/XI (See) (fall 41); Fl.Pl.Kdo. D 107/XI (See) (Oct 42 – May 45).

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

[Sources: AFHRA A5260 pp.807-10 (10 May 44 updated to 27 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lundtofte (DK) (55 47 20 N – 12 31 35 E)

General: glider training field in E Denmark 12 km NNW of Copenhagen and 1.2 km S of the village of Lundtofte. History: a pre-war Danish military flight training school and factory field for the manufacture of Piper Cub aircraft. Taken over by the Germans and used for glider training. Dimensions: grass surface measuring 425 x 450 meters (465 x 490 yards). Infrastructure: had 2 small hangars and an admin building. A row of huts were under construction in May 44.

[Sources: AFHRA A5258 p.1074 (Jul 43); chronologies; BA-MA; NARA; PRO/NA]

Marrebaek (DK) (54 38 55 N – 11 57 00 E)

General: landing ground (Landeplatz) on Falster Is. in SE Denmark 89 km S of Ringsted, 14 km SSE of Nykobing Falster and 4.5 km SE of Marrebaek village. History: development began in spring 1944 and it was serviceable by August. By 5 Mar 45, there had still been no use of this landing ground. Surface and Dimensions: low-lying leveled agricultural land measuring 960 x 640 meters (1050 x 700 yards). No paved runway. Fuel and Ammunition: pits had been dug on the E and W boundaries for the storage of fuel and ammunition. Infrastructure: no hangars or workshops. Personnel were accommodated in a nearby farm. The nearest railway connection was in Fiskebaek, 3 km W of the landing area. Dispersal: there were 2 dispersals – Southeast and West – with a total of 16+ small open aircraft shelters.

Operational Units: none identified.

Station Commands: none identified.

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

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[Sources: AFHRA A5260 pp.851-52 (18 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mou (DK) (a.k.a. Mov) (56 58 00 N – 10 12 10 E)

General: landing ground (Landeplatz) in North Denmark 19.5 km SE of Aalborg and 1.2 km W of the town of Mou. History: developed by the Luftwaffe beginning in early 1944 and serviceable by Nov 44 as an alternative landing ground for Aalborg. Surface and Dimensions: grass surface measuring 1100 x 275 meters (1200 x 300 yards) with an irregular shape. No paved runway. Fuel and Ammunition: pits dug off the N and SE sides of the landing area were available for the storage of fuel and ammunition. Infrastructure: no infrastructure noted. The nearest rail connection was in Sejflod, 6 km WNW of the landing ground. Dispersal: 12 well-camouflaged small open aircraft shelters were on the N and SE perimeter.

Operational Units: none identified.

Station Units: none identified.

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

[Sources: AFHRA A5260 p.845 (28 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Odense-Beldringe (DK) (a.k.a. Beldringe, Lunde) (55 28 35 N – 10 19 50 E)

General: airfield (Fliegerhorst) under construction in S Denmark in early 1944 and located 9 km NNW of Odense, 1.2 km SW of the village of Lunde and adjacent to the hamlet of Beldringe. History: construction began in Dec 43 and proceeded slowly through 1944. Surface and Dimensions: a 1920 meter (2100 yard) runway was being built in early Feb 44. Infrastructure: no hangars or workshops noted but two clusters of small buildings were used for accommodations and stores. The Odense-Bogense single track rail line ran directly through the airfield perimeter.

Satellites and Decoys:

Holev (55 24 35 N – 10 31 35 E), satellite or auxiliary field measuring 1280 x 185 meters (1400 x 200 yards) for Odense-Beldringe that was established in winter 1944/45 with a prepared strip on leveled grass with extensive artificial drainage and a dispersal area. Construction was still underway on 12 Mar 45 and the field was not yet serviceable.

Odense (55 22 20 N – 10 32 30 E), satellite or auxiliary field measuring 1100 x 185 meters (1200 x 200 yards) for Odense-Beldringe that was established in fall 1944 with a prepared strip on leveled grass and a dispersal area.

Operational Units: Stab/FAGr. 2 (Apr-May 45); 5.(F)/Aufkl.Gr. 122 (Apr-May 45); Aufkl.St. 2.(F)/Nacht (Apr-May 45); 4.(F)/Aufkl.Gr. 11 (May 45); 4.(F)/Aufkl.Gr. 14 (May 45).

Reserve Training & Replacement Units: II./EKG 1 (Mar – May 45).

Station Commands: Fl.H.Kdtr. A(o) 104/XI (Apr 44 – May 45).

Station Units (on various dates – not complete): Lufttorpedo-Betr.Kp. 3 (Feb-May 45); Wetternebenstelle Odense (8 May 45); Stab V/Feldwerftverband 60 (mot) (8 May 45); Werft-Kdo. (8 May 45); 3./le.Flak-Abt. 836 (8 May 45); Ldssch.Zug d.Lw. 54/XI (8 May 45); Ldssch.Zug d.Lw. 395/XI (8 May 45); Ldssch.Zug d.Lw. 402/XI (8 May 45); Ldssch.Zug d.Lw. 35/XII (8 May 45); Ldssch.Zug d.Lw. 125/XIII (8 May 45); Sanitätsstaffel d.Lw. Odense (8 May 45).

[Sources: AFHRA A5260 pp.799-801, 846, 849-50 (10 May 44 updated to Nov 44, 10 Jan 45, 15 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rom (DK) (a.k.a. Lemvig) (56 30 00 N – 08 19 00 E)

General: landing ground (Landeplatz) in North-Central Denmark 114 km SW of Aalborg, 5.5 km S of Lemvig and 2 km SSE of the hamlet of Rom. History: built by the Luftwaffe in 1940 and the first flying unit to be based there arrived in May 1941. Relatively inactive after Dec 41. Surface and Dimensions: grassy moorland surface measuring approx. 1100

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x 1100 meters (1200 x 1200 yards) with a very irregular shape. No paved runway. Equipped with a beam approach system. Fuel and Ammunition: refueling points and 3 buried fuel storage tanks were on the N boundary. A small ammunition dump was in a woods off the E boundary. Infrastructure: had 1 small hangar with a paved apron at the NW corner. Station HQ, admin offices, quarters for officers and a few stores buildings were in woods just off the N boundary. The main group of barracks was 1 km NW of the landing area on both sides of the road leading N to Lemvig, and 2 more barrack buildings were in woods 1.6 km SW of the center of the landing ground. The nearest rail connection was in Lemvig. Dispersal: the 2 dispersals – Southeast and Northwest – had a total of 25 large aircraft shelters plus 9 aircraft parking hardstands. Defenses: there were 2 heavy and 5 light Flak positions around the landing ground in May 43. Ground defenses comprised 4 strongpoints, barbed wire obstacles and a few small concrete bunkers that were mainly intended for air raid protection.

Satellites and Decoys:

Rom/I (56 28 50 N – 08 19 05 E), leveled grass satellite strip 2 km S of Rom landing ground that measured 1235 x 275 meters (1350 x 300 yards). Connected to the Southeast dispersal of Rom. Built during summer and fall 1944.

Remarks:

Jan 45: work crews began digging ditches across the landing area, dismantling installations and removing equipment. The work continued into February and by March it was unserviceable and all but abandoned.

Operational Units: none identified.

Reserve Training & Replacement Units: 3./Erg.Zerst.Gr. (May – Jun 41); part of 1./Erg.Gr. JG 3 (Sep-Dec 41).

Station Commands: Flughafen-Stützpunktkommando 3/XI (1941 – Nov 42); Fl.Pl.Kdo. A 3/XI (Nov 42 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 102/XI Grove (Apr 44 – May 45).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 356/XI (Jan 44 - ?); Wetternebenstelle Rom.

[Sources: AFHRA A5260 pp.853-56, 858 (20 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rye (DK) (56 03 15 N – 09 40 40 E)

General: landing ground (Landeplatz) in East-Central Denmark 35 km WSW of Aarhus, 16 km W of Skanderborg and 7 km SW of the town of Rye. History: a prewar private airfield, Rye was taken over by the Luftwaffe in Apr 40 and used by bombers for the next 10 days. Relatively inactive after that. Surface and Dimensions: grass surface measuring 1100 x 730 meters (1200 x 800 yards) with an irregular shape. No paved runway. Fuel and Ammunition: fuel storage was reportedly on the S boundary. Infrastructure: had 1 small camouflaged hangar on the N boundary and single workshop buildings just off the S and E boundaries. Small groups of barrack huts were off the SE boundary, 1.2 km E of the landing area and 1.2 km NE of the landing area. The nearest rail connection was in Rye. Dispersal: 18 blast bays for sheltering aircraft were cut into the edge of woods on the SE and SW sides of the landing area. Defenses: 3 light Flak positions with two of them mounted in Flak towers.

Remarks: none.

Operational Units: III./KG 26 (Apr 40); I./LG 1 (Apr-May 40).

Station Commands: Fl.H.Kdtr. E 63/XI (Apr-May 40); Flgh.Stüpu.Kdo. 18/XI (c.Feb 42 – Jan 43); Fl.Pl.Kdo. A 15/XI (Jan 43 – Mar 44); Flugplatzkdo. Rye of Fl.H.Kdtr. A(o) 102/XI Grove (Apr 44 – May 45).

Station Units (on various dates – not complete): Wetternebenstelle Rye (8 May 45); Ldssch.Zug d.Lw. 350/XI (8 May 45).

[Sources: AFHRA A5260 pp.859-61 (10 Jul 43 updated to May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Saeby (DK) (57 19 50 N – 10 29 50 E)

General: landing ground (Landeplatz) in N Denmark 48.5 km NE of Aalborg; 12.5 km S of Frederikshavn and 2 km W of Saeby. History: in was in the very early stages of construction in Mar 44 with clearing and leveling work underway. By Oct 44 it had been completed and was probably intended as an alternative or emergency landing ground for fighters. Surface and Dimensions: leveled grass measuring approx. 915 x 685 meters (1000 x 750 yards). Fuel and Ammunition: unknown. Infrastructure: no hangars, workshops or other buildings in Mar 44, but a cluster of 4 or 5 farm buildings were just off the NW corner. The nearest rail connection was in Saeby. Dispersal: no organized dispersals.

Remarks:

2 Oct 44: now has 1 small workshop structure on the N boundary.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 pp.861, 863-64 (24 Mar 44 updated to 25 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Skrydstrup (DK) (a.k.a. Hadersleben) (55 13 15 N – 09 16 10 E)

General: operational airfield (Einsatzhafen) in S Denmark 33 km SSW of Kolding, 15 km W of Haderslev, 3.5 km SW of Vojens and 2 km SSE of the village of Skrydstrup. History: construction began in fall 1943 and was still underway in Mar 44 with completion scheduled for late summer 1944. Surface and Dimensions: uncertain, but had a single concrete ESE/WNW runway with a planned run of approx. 2195 meters (2400 yards), more than sufficient for jet aircraft operations. Fuel and Ammunition: fuel was available on the N and S boundaries, while small ammunition stores were in both dispersals and at the NE and NW corners. Infrastructure: no hangars, workshops or other buildings in Mar 44. But a few huts believed to accommodate workers were on the N side along the road between Vojens and Skrydstrup. The nearest rail connection was in Skrydstrup and there was a rail siding just off the N dispersal where a stores building was erected in summer 1944. Dispersal: by Oct 44, had a North and South dispersal with at least 21 aircraft shelters. Defenses: there were 21 x 2.0 cm light Flak guns deployed at and around the airfield on 21 Mar 45 and possibly some heavy Flak guns in the vicinity also.

Operational Units: detachment of III./NJG 3 (Sep-Dec 44); elements of IV./NJG 3 (Apr-May 45).

School Units: JG 114 (Sep-Oct 44); II./JG 102 (Oct 44 – Feb 45); Navigationsschule Strausberg (Feb-Apr 45).

Erg./Ers. Units: 3. and 4./Erg.JG 1 (Jan – Apr 45); 4./Erg.JG 2 (Mar – Apr 45);

Stab/Erg.KG 1 (Apr-May 45).

Station Commands: Fl.H.Kdtr. A(o) 105/XI (Apr 44 – May 45).

Station Units (on various dates – not complete): On 8 May 45: Wetterberatungsstelle(o) Hadersleben; Werft-Abt.d.Lw.(v) 113/XVII; Stab, 1. and 5./le.Flak-Abt. 836; Flakwaffenwerkstatt 12/XI; Flak-Munitionsausgabestelle 15/XI; Ldssch.Züge 344/VI, 430/VI, 18/XI; Sanitätsstaffel d.Lw. Hadersleben.

[Sources: AFHRA A5260 pp.865-66 (10 May 44 with 1 update); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sondergren (DK) (55 51 50 N – 08 42 50 E)

General: landing ground (Landeplatz) in West-Central Denmark 48.5 km NNE of Esbjerg, 13 km ESE of Tarm and 3.25 km NW of Hoven. History: construction began in summer 1944 and was still underway in Jan 45. Believed to be for fighters but not yet serviceable. Surface and Dimensions: leveled moorland on marshy terrain with a landing strip measuring 915 x 110 meters (1000 x 120 yards). Fuel and Ammunition: pits excavated in the Southwest dispersal for the storage of fuel and/or ammunition. Infrastructure: no

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infrastructure seen on 1 Jan 45. The nearest rail connection was in Olgod, 8 km SW of the landing area. Dispersal: had a Southeast dispersal area with 18 small open aircraft shelters.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.867 (3 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Thisted (See) (DK) (56 56 50 N – 08 39 50 E)

General: seaplane station (Seefliegerhorst) in N Denmark 75 km W of Ålborg.

History: built entirely by the Germans and operational from August 1940 when small numbers of seaplanes used it to fly maritime reconnaissance and anti-submarine patrols. Used very little after Dec 42.

Dimensions: ample room for take-offs and landings.

Anchorage: unprotected and subject to strong winds and extensive ice in the winter. A long concrete pier was located on the S side of the station with a narrow quay and 2 jetties at the N end of it. There were 2 slipways on the quay that was at right angles to the pier in Mar 44.

Fuel and Ammunition: fuel was available. A small ammunition storage pit was immediately S of the pier.

Infrastructure: had 1 small hangar and a small workshop on the waterfront at the N end of the station. A number of barrack huts were approx. 1 km WNW of the hangar and additional huts just to the S of these. The nearest rail connection was in Thisted.

Defenses: a single Flak position may have been located immediately W of the hangar.

Satellites and Decoys:

Thisted-Faartoft, dummy seaplane station 4 km to the E.

Operational Units: elements of 1./Kü.Fl.Gr. 706 (Aug 40 – Dec 42); 2./Aufkl.Gr. 125 (See) (Apr-May 41); elements of 3./Kü.Fl.Gr. 506 (Apr-Jun 41).

Reserve Training & Replacement Units: 3. and 4./Flieger-Erg.Gr. (See) (Aug 40 – May 41).

Station Commands: Fl.H.Kdtr. E 108/XI (See) (May 40 – fall 42); Fl.Pl.Kdo. B 106/XI (See) (fall 42 – c.Aug 44).

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

[Sources: AFHRA A5260 pp.868-72 (30 Jul 43 updated to 24 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tirstrup (DK) (56 18 15 N – 10 37 40 E)

General: operational airfield (Einsatzhafen) in E Denmark 30 km NE of Aarhus, 12 km NNW of Ebeltoft and 3.5 km W of Tirstrup village. Rated for bombers.

History: construction began at the beginning of 1944 and the landing strip and the concrete runway were serviceable by Aug 44. Development of the dispersals was still underway at the end of Dec 44.

Dimensions: see below under Surface and Runways.

Surface and Runways: North landing area – leveled grass surface measuring approx. 1235 x 230 meters (1350 x 250 yards); South landing area – leveled grass surface measuring approx. 2010 x 275 meters (2200 x 300 yards) with a single 2010 x 60 meter (2200 x 65 yard) concrete runway aligned E/W. Paved and unpaved taxiways connected the dispersal areas to the concrete runway and to the landing strip in the North landing area. Equipped with a beam approach system.

Fuel and Ammunition: fuel available. The ammunition dump was 2.5 km SE of the landing area in a heavily wooded area.

Infrastructure: had 1 medium hangar with a paved apron in the South dispersal area. The station HQ and barrack huts were in the village of Stabrand 1.2 km N of the North landing

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area and a few more barrack huts were in the South dispersal area. Personnel were also accommodated in Tirstrup village and in local farms. The nearest rail connection was in Kolind, 7.5 km NNW of the airfield.

Dispersal: the 2 dispersals – North and South – had a total of 32 large open and 16+ small open aircraft shelters at the end of Dec 44.

Operational Units: detachment of II./NJG 3 (Sep-Oct 44); II./KG 200 (Jan-May 45).

Reserve Training & Replacement Units: III./Erg.KG 1 (Apr-May 45)?

Station Commands: Flugplatzkdo. A Tirstrup (Denmark) first mentioned c. 1 Mar 44 (FpN L 60625 entered 14 Mar 44); Flugplatzkdo. Tirstrup of Fl.H.Kdtr. A(o) 102/XI Grove (Apr 44 – c.Dec 44); Fl.H.Kdtr. E(v) 218/XI (c.Nov 44 – May 45).

Station Units (on various dates – not complete): Wetterberatungsstelle(o) Tirstrup (8 May 45); Werft-Kdo. Tirstrup (8 May 45); 26. Flugzeug-Wartungs-Kp. (part) (8 May 45); Traktorenzug d.Lw. 4/XI (8 May 45); Ldssch.Zug d.Lw. 111/VII (8 May 45), Ldssch.Zug d.Lw. 165/XI (8 May 45), Ldssch.Zug d.Lw. 271/XI (8 May 45).

[Sources: AFHRA A5260 pp.873-75 (4 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tondern (DK) (a.k.a. Tønder) (c. 54 56 N – 08 53 E)

General: landing ground in SW Denmark 40 km WNW of Flensburg/Germany. History: a World War I German airship (Zeppelin) station complete with large airship hangars. Abandoned after WWI. Although listed in WWII German documents as an available landing ground, no evidence has been found of use by the Luftwaffe.

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

Vaerløse (DK) (a.k.a. Vaerløse, Vaerlose) (55 46 00 N – 12 19 00 E)

General: operational airfield (Einsatzhafen) in E Denmark 27 km NW of Copenhagen-Kastrup airfield, 19.5 km NW of Copenhagen city center and 2 km S of the village of Vaerlose.

History: a pre-war Danish military airfield and flight training school that was taken over and improved by the Germans during 1940-41. Development of the dispersals was still underway in Nov 44.

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

Surface and Runways: artificially drained level grass that nevertheless became spongy in wet weather. No paved runway. The landing area was encircled by a perimeter road and paved taxiways connected the dispersals with the landing area. Equipped with perimeter lighting and a beam approach system.

Fuel and Ammunition: refueling points were on the servicing hardstand at the SE corner and numerous others on the N and S boundaries and at the SW corner. Underground bulk fuel storage tanks were at the center of the N boundary and between the 2 central hangars on the S boundary. The ammunition dump was approx. 300 meters off the SW corner near the station machine gun range and the armory.

Infrastructure: had 5 large flight hangars and 1 medium repair hangar along the S boundary, all with paved aprons. A small workshop building was just behind the servicing hardstand. Station HQ, admin offices, barracks and other station facilities were together in a group off the N boundary, while the flight control building and meteorological office were at the SW corner. Additional barracks and accommodations were in the village of Jonstrup, 1 km S of the SE corner of the landing area. A single track rail line passed close by the S side of the field.

Dispersal: there were 3 dispersal areas in Nov 44 – North, East and South – with a total of 25 large open and 10 small open aircraft shelters.

Defenses: there were 3 light Flak and 4 anti-aircraft machine gun positions in Jun 43. Ground defenses consisted of fencing and sentries.

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Operational Units: 13./Fliegerzielgeschwader 1 (Dec 43 – Jul 44); 5. Minensuchstaffel (Jun 44 – May 45); detachment of I./NJG 7 (Sep-Oct 44); elements of IV./NJG 2 (Nov 44 – Feb 45).

School Units: Schiessschule Vaerlöse (c. Oct 41 – Apr 45); Arbeitsplatz for BFS 4 then FFS B 34 (Kopenhagen-Kastrup) (Apr 41 – Feb 45).

Reserve Training & Replacement Units: Erg.Zerst.Gr. (Jun – Dec 40 and Apr – May 41); 8./EKG 1 (Jan – May 45); 14./SG 151 (Mar – Apr 45).

Station Commands: Fl.H.Kdtr. E 103/III (Apr 40 – Feb 43); Fl.Pl.Kdo. A 54/XI (c.Feb 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 106/XI Kopenhagen-Kastrup (Apr 44 – May 45).

Station Units (on various dates – not complete): Flugzeugleitstelle d. Komm.Gen.d.Dt.Lw. in Norwegen (May 45); Wetternebenstelle Vaerlöse (May 45); Werft-Abt.d.Lw.(o) 35/XI (May 44, May 45); Ldssch.Zug d.Lw. 370/VI (May 45), Ldssch.Zug d.Lw. 260/XI (May 45).

[Sources: AFHRA A5260 pp.876-79, 884 (1 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vandel (DK): see Vejle.

Vejle (DK) (a.k.a. Vandel) (55 41 40 N – 09 11 50 E)

General: airfield (Fliegerhorst) in south-central Denmark 21 km to the west of Vejle and 1.6 km SW of the village of Vandel.

History: construction is believed to have commenced in Dec 43 and was still underway in Nov 44 under German and Danish firms contracted by the Organisation Todt. A branch rail line was initially run to the work site and this typically transported 700 Germans and Danes along with tons of construction material daily. Documented postwar accounts state that about 800 locals were evicted from their property to make way for the airfield and that upwards of 1,240 German troops were used to supervise and guard the site.

Dimensions: approx. 2060 x 750 meters (2,253 x 820 yards).

Surface and Runways: had a single concrete runway measuring 2060 x 60 meters (2250 x 66 yards) and aligned E/W. Additionally, there were some 8000 meters (8748 yards or 1.66 miles) of taxi tracks, some or most of which were paved.

Fuel and Ammunition: both available.

Infrastructure: had 2 sites for repair hangars but these had not yet been built by Nov 44. Station HQ and offices were in long building at the NE corner. Personnel were accommodated in the village of Vandel and others in the area. A branch rail line to the airfield was under construction in Mar 44.

Dispersal: had a South dispersal and a Southwest (remote) dispersal in Nov 44 with a total of 30 aircraft shelters.

Defenses: no information found.

Remarks:

Sep 44: thousands of tons of cement delivered for the construction of runways and other infrastructure.

19 May 45: by this date, there were 19 bombers and 37 fighters there being dismantled.

Operational Units: elements of I./KG 26 (Jan-May 45); IV./KG 200 (Mar-May 45).

Station Commands: Fl.H.Kdtr. A Vejle (Denmark) first mentioned c. 1 Mar 44 (FpN L 63406 entered 14 Mar 44); Fl.H.Kdtr. A(o) 103/XI (Apr 44 – May 45).

Kommandant: Oberst Erich Kaus (c. Mar 44 - May 45).

Station Units (on various dates – not complete): Wetterberatungsstelle(o) Vejle (8 May 45); Stab III, 7, 8 and 9/Feldwerftverband 70 (8 May 45); Werft-Abt.d.Lw.(v) 132/XI (8 May 45); 2./le.Flak-Abt. 836 (8 May 45); Flieger-Geräteausgabe- u.Sammelstelle 5/XI (Vingsted) (8 May 45); Feld-Ln.-Geräteausgabe-u.Instandsetzungsstelle 1/XVII (Vingsted) (8 May 45); Kfz.Geräteausgabestelle 1/VIII (mot) (Vingsted) (8 May 45); Kfz.Werkstattzug d.Lw. 106/I (8 May 45); Kfz.Reifeninstandsetzungs-Zug 13/III (mot) (Vingsted) (8 May 45); Ldssch.Zug d.Lw. 110/VII (8 May 45); Ldssch.Zug d.Lw. 425/VII (Vingsted) (8 May 45);

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Ldssch.Zug d.Lw. 153/XI (8 May 45); Ldssch.Zug d.Lw. 295/XI (8 May 45); Ldssch.Zug d.Lw. 384/XI (8 May 45).

[Sources: AFHRA A5260 pp.881-83 (10 May 44 updated to Nov 44); chronologies; BA-MA; NARA; PRO/NA; web sites ww2.dk; ronaldv.nl/abandoned/airfields/DK/syddanmark.html]

Vig (DK) (55 50 20 N – 11 36 00 E)

General: landing ground (Landeplatz) in East-Central Denmark 65 km WNW of Copenhagen, 10.5 km SSW of Nykobing and 1.6 km SE of the village of Vig. History: construction began in spring 1944 but proceeded very slowly. Still not yet serviceable at the end of 1944. Surface and Dimensions: artificially drained level grass surface measuring approx. 1100 x 1280 meters (1200 x 1400 yards). No paved runway.

Infrastructure: no buildings of any sort as of 31 Dec 44. Dispersal: a Southeast dispersal existed, but no aircraft shelters had been built by the end of 1944.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.886 (11 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]