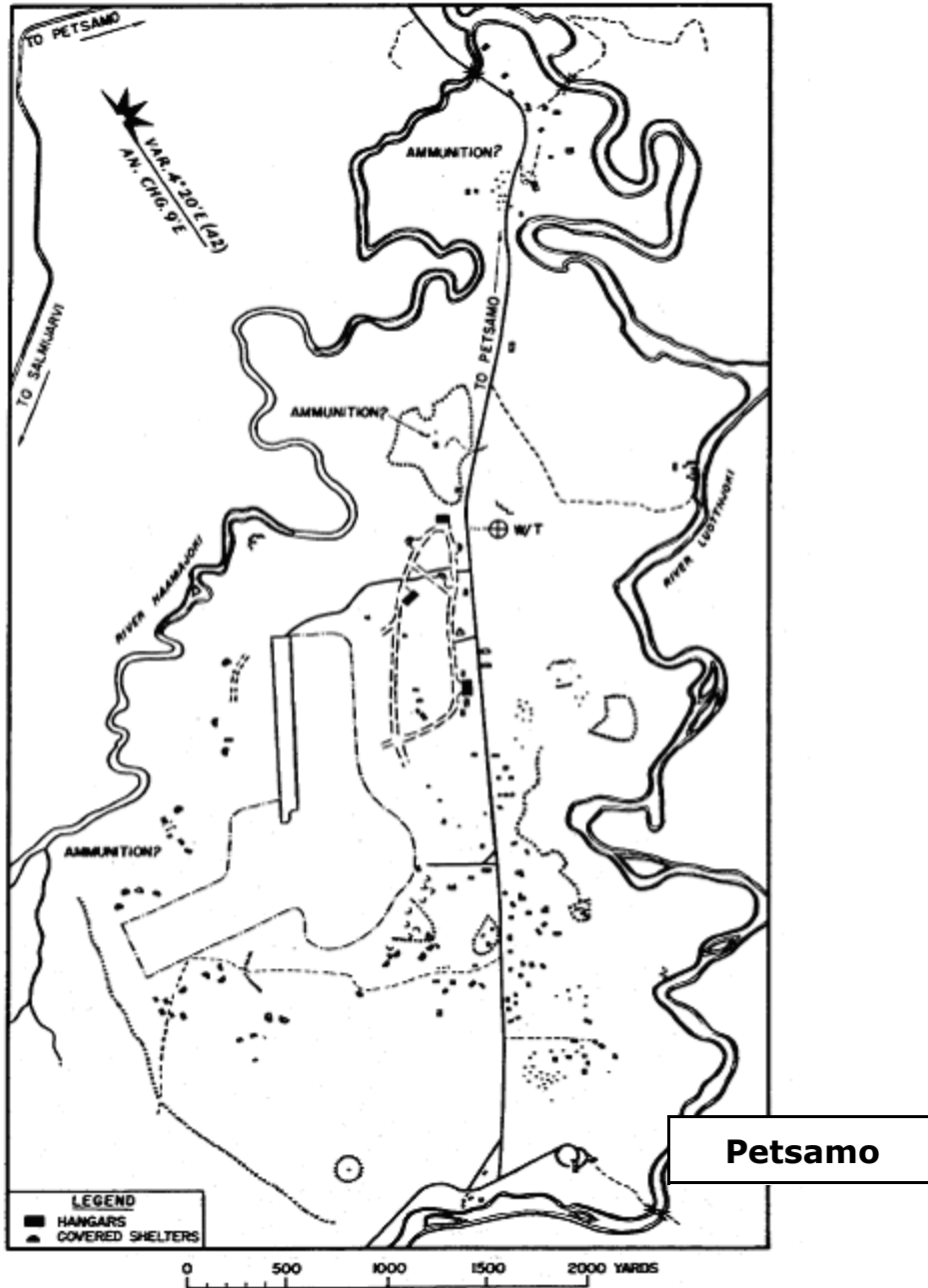


Luftwaffe Airfields 1935-45 Finland

By Henry L. deZeng IV

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Luftwaffe Airfields 1935-45

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Airfields

Finland

Introduction

Conventions

1. For the purpose of this reference work, "Finland" generally means the territory belonging to the country in June 1941, the date of the German attack on the Soviet Union through Finnish Lapland, and Finnish territory in the Salla border sector retaken after being ceded to the Soviet Union in 1940.
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

In general, this listing mainly includes those airfields in northern Finland that were improved or built outright by the Luftwaffe and does not include the much larger number of airfields in central and south Finland that were occupied by the Finnish Air Force. The Germans entered Finnish Lapland – roughly the northern third of the country - in late June 1941 and found only 6 rudimentary airfields or landing grounds in existence: Ivalo, Kemi, Kemijärvi, Petsamo, Rovaniemi and Vuotso. The majority of these were little more than a cleared stretch of land for taking off and landing along with a few small buildings or sheds. The first priority for the Germans was to extend and improve these existing airfields and the second priority was to build new ones, although much of this construction activity occurred at the same time. The terrain was heavily forested in many places and covered with lakes and marshes. This made the task of building new airfields both costly and time-consuming because of the clearing and drainage work that was needed. Some of the construction difficulties encountered by the thousands of Luftwaffe personnel, German auxiliaries (Organisation Todt and Reichsarbeitsdienst) and Russian prisoners of war in building and developing the airfields in Finnish Lapland are noted in the descriptive narrative for each airfield listed below.

Airfields Listed

A total of 19 airfields, landing grounds, emergency landing grounds and seaplane stations are listed. No satellite or decoy fields have been identified.

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Alakurtti (FIN) (66 59 N – 30 20 E)

General: airfield (Fliegerhorst) 209 km ENE of Rovaniemi/Finland or 252 km WSW of Murmansk/Russia in N Finland. History: a former Russian airfield, it was captured by German troops in Sep 41, repaired and improved, and the Luftwaffe began using in in Nov 41 as a forward airstrip for Stuka and fighter operations against the Murmansk railway line and enemy positions along the Kandalaksha front. No description of the landing area, runway, infrastructure and dispersals has been found, but it was an important and busy airfield with all-weather operations supported by ample infrastructure and personnel. The airfield was repeatedly attacked by Russian aircraft due to its proximity to the front and its persistent threat to the Murmansk railway line.

Remarks:

1 Jun 43: ration strength 379 Boden, 160 Bau, 163 Ln., 747 Flak, 127 Wehrmachtgefølge for a total of 1,449 Luftwaffe personnel and 127 Wehrmacht auxiliaries.

Operational Units: Jagdgruppe z.b.V. (IV./JG 77) (Dec 41 – Jan 42); I./St.G. 5 (Mar-Dec 42, Jun-Jul 43); Aufklärungskette (F) Lappland (Jul 42 – Apr 44); elements of 1. (H)/Aufkl.Gr. 32 (1941 – Sep 44); II./JG 5 (Oct-Nov 43, Mar-Apr 44); Stab/JG 5 (Feb-May 44); 1./NSGr. 8 (Mar 44); 4./SG 5 (Mar-Apr 44); I./SG 5 (Jun 44)?

Station Commands: Fl.H.Kdtr. E 5/N (1941 – c.Jul 42); Fl.H.Kdtr. E 22/III (1942-44); Fl.H.Kdtr. E(v) 214/III (Apr – Sep 44).

Station Units (on various dates – not complete): Luftgaustab z.b.V. 1 (Jul-Aug 42); Stab, 1./le.Flak-Abt. 72 (Oct 43); all or most of Res./gem.Flak-Abt. 467 (1941-44); elements of le.Flak-Abt. 849 (May 42); le.Flak-Abt. 863 (Sep 42 – mid-43); Lw.-Bau-Btl. 13/XVII (Nov 41 – c. spring 43); Lw.-Bau-Gerätezug 4/See (1942-43).

[Sources: chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk. Not in British Air Ministry data on airfields in Finland.]

Helsinki-Malmi (FIN) (a.k.a. Malmi) (60 14 57 N – 25 02 55 E)

General: airfield (Fliegerhorst) in S Finland 9 km NNE of Helsinki and 1.4 km ENE of Malmi. History: used by the Finnish Air Force throughout the war but a few Luftwaffe units were based there for short period of time. Also used as a stopover for rest and fuel by Luftwaffe aircraft flying back and forth to the airfields in Finland's far north.

Dimensions: not given.

Surface and Runways: artificially drained clay soil surface with 4 concrete runways – (1) 1410 x 70 meters (1540 x 77 yards) aligned N/S; (2) 1210 x 70 meters (1320 x 77 yards) aligned NE/SW; (3) 800 x 70 meters (880 x 77 yards) aligned E/W; and (4) 800 x 70 meters (880 x 77 yards) aligned NW/SE.

Fuel and Ammunition: both available with large underground fuel and ammunitions storage.

Infrastructure: had aircraft repair shops and stores warehouses. Ample accommodations were available. The nearest rail connections were in Helsinki and Malmi.

Dispersal: believed to have blast bay shelters along the airfield perimeter.

Defenses: No information.

Remarks: ?

Operational Units: detachment of 2.(F)/Aufkl.Gr. Ob.d.L. (H-Malmi, Aug-Sep 41); 3./Aufkl.Gr. 125 (See) (H-Santahamina, Aug-Sep 41); detachment of 1./Aufkl.Gr. 125 (See) (H-Santahamina, Sep-Oct 41); detachment of 9. Seenotstaffel (H-Santahamina, Sep-Oct 41); detachment of 2. Minensuchstaffel (Helsinki, c.Oct 43 – Sep 44); detachment of 4./NJG 100 (H-Malmi, Jan-Jun 44); 1./JG 302 (H-Malmi, Feb-May 44); detachment of II./JG 54 (Helsinki, Jun-Jul 44).

Station Commands: Behelfskdtr. of Fl.H.Kdtr. E 30/IV Rovaniemi (1941); Fl.H.Kdtr. E 4/N (Dec 41 – c.Jul 42); Fl.H.Kdtr. E 21/III (1942); Fl.Pl.Kdo. A 14/III (1943-44); Platzkdo. of Fl.H.Kdtr. A(o) 110/III (Pori) (Apr-Oct 44).

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Station Units (on various dates – not complete): Seenotbezirkstelle (L) Helsinki (H-Santahamina, Jun 41 – Jun 42).

[Sources: AFHRA A5260 p.916 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Immola (FIN) (61 15 N – 28 54 E)

General: landing ground in SE Finland 165 km NW of Leningrad, 58 km N of Vyborg and immediately NNE of Immola. History: belonged to and operated by the Finnish Air Force. The Luftwaffe sent a combat formation (Gefechtsverband Kuhlmei) to Immola to reinforce and support the Finns following a powerful Soviet offensive against S Finland that commenced 9-10 June 1944. Surface and Dimensions: grass surface on sandy soil measuring approx. 1050 x 755 meters (1150 x 825 yards). No paved runway. Fuel and Ammunition: both available. Had underground fuel storage. Infrastructure: there were 2 hangars and a repair workshop. Station HQ, admin offices and accommodations were adjacent to the landing ground. Dispersal: aircraft were parked and concealed in woods around the perimeter. Defenses: no information found.

Operational Units: Stab, I./SG 3 (Gefechtsverband Kuhlmei) (Jun-Aug 44); 1./SG 5 (Jun-Aug 44); II./JG 54 (Jun-Jul 44); detachment of 1./NAGr. 5 (Jun-Jul 44).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.921 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ivalo (FIN) (68 36 N – 27 24 E)

General: landing ground (Landeplatz) in N Finland 150 km SSW of Kirkenes; airfield 8.5 km SW of the town. History: an intermediate landing ground on the civil Petsamo route dating from the late 1930's, it was never developed until 1943 when the Luftwaffe moved in and built it using Russian POWs. It was completed in mid-summer 1944 with the first aircraft landing there on 29 July. Following relatively heavy use in October by departing reconnaissance, fighter and ground-attack aircraft, it was demolished by retreating German forces in late Oct or early Nov 1944. Surface and Dimensions: grass surface with a sandy subsoil measuring approx. 1210 x 805 meters (1320 x 880 yards) which was later extended to 1400 meters (1530 yards). The prepared landing strip was 900 meters (825 yards) in length and surfaced with gravel. Fuel and Ammunition: drums (barrels) of fuel were stored in a large dump concealed in scrub along the road not far from the landing ground. Infrastructure: there were no hangars or workshops but a nearby camp with 20 barrack-type huts were probably used for billeting.

Operational Units: none identified.

Station Units: Platzkdo. of Fl.H.Kdtr. E(v) 212/III (Nautsi) (1944).

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

[Sources: AFHRA A5260 p.922 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kaamanen (FIN) (69 07 N – 27 14 E)

General: landing ground (Landeplatz) in N Finland 129 km SW of Kirkenes, 50 km NNW of Ivalo and 2.5 km NNE of the hamlet of Kaamanen. History: construction began around Mar 44, became operational in Jul-Aug 44 and work was still underway on 23 Oct 44. It consisted of little more than a gravel strip built with Soviet POW labor and some dispersal bays. Surface and Dimensions: strip had a run of approx. 2010 meters (2200 yards) with a NNE/SSW alignment and was completely surrounded by trees. Fuel and Ammunition: fuel in drums (barrels) and ammunition were both available from mid-1944.

Infrastructure: no hangars or workshops. Personnel were housed in tents. Dispersal: aircraft were parked in bays cut into the tree line along the perimeter of the landing area and this afforded a good level of concealment. Defenses: no information found.

Operational Units: 1.(F)/Aufkl.Gr. 124 (Aug-Oct 44); III./JG 5 (Oct-Nov 44).

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Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 212/III (Nautsi) (1944).

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

[Sources: AFHRA A5260 p.926 (23 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kemi (FIN) (65 47 00 N – 24 35 04 E)

General: airfield (Fliegerhorst) in N Finland at the head of the Gulf of Bothnia with the airfield 5 km N of the town.

History: existed pre-war, although the Germans began improving it in Jul 41. Kemi was debatably the most important Luftwaffe airfield in Finland. The command post for Luftflotte 5 was there, it was well-positioned for bomber raids on Soviet targets along the front and east to the White Sea, it was the main transit field for aircraft entering and leaving N Finland for points south, it had good repair facilities and it was used to convert units from one type of aircraft to another.

Dimensions: approx. 2120 x 1510 meters ((2320 x 1650 yards).

Surface and Runways: artificially drained grass and hard earth surface. Had 1 concrete runway (one of only 2 or 3 in N Finland) measuring 915 meters (1000 yards) and aligned N/S, plus a hard-packed dirt strip of at least 915 meters (1000 yards) and aligned E/W. The two runways intersected at right angles. Equipped for night operations.

Fuel and Ammunition: there were 5 underground fuel dumps. Ammunition was stored in 2 dumps, one off the W boundary and the other 1 km N of the airfield.

Infrastructure: had 8 large hangars and a number of smaller hangars along the N and S boundaries, and 3 large workshop buildings that were used to assemble and repair aircraft and aircraft engines. The nearest rail connection was the Lautiosaari station just off the N end of the runway.

Dispersal: aircraft were parked in crude shelters off the SE corner but a number of blast bays were under construction in mid-1943.

Defenses: protected by 1 battery of 5.5 cm guns(?) and searchlights in mid-1943.

Remarks:

Jun 42: 7 small hangars were added to the 7 existing hangars.

Operational Units: I./KG 26 (Sep-Oct/Nov 41); San.Flugbereitschaft 8 (Sep 41 – Oct 44); part of I./KG 30 (Nov-Dec 41); 1.(F)/Aufkl.Gr. 124 (Nov 41 – May/Jul 42); Transportstaffel Fliegerführer Nord (Ost) (c.Dec 41 – 1942); 8./KG 30 (Jan, Jun 42); 4./KG 30 (Feb 42 - ?); 1.(H)/Aufkl.Gr. 32 (Mar-Jul 42); 1.(F)/Aufkl.Gr. 22 (Apr-Jun 42); II./KG 30 (Aug-Oct/Nov 42); I./KG 30 (Oct 42 – Aug 43); 4./KGr. z.b.V. 108 (c.Oct 42 – Apr 43); 4./TGr. 20 (May 43 – Oct 44); Aufklärungskette (F) Lappland (May-Sep 44); 1./NSGr. 8 (Aug-Sep 44).

Station Commands: Fl.H.Kdtr. E 16/I (Aug 41 – Dec 42); Fl.H.Kdtr. A 214/III (c. Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 109/III (Apr – Oct 44).

Station Units (on various dates – not complete): Gefechtsstand/Luftflotte 5 (Dec 41 – Jul 42, Sep 42 – Nov 43); 8. Flgh.Betr.Kp. KG 4 (Nov 42); Stab/Flak-Brig. XIII (Jul/Aug 42 - ?); 7./Flak-Rgt. 46 (Oct 43); 4./gem.Flak-Abt. 111 (Dec 41); 4., 5./gem.Flak-Abt. 425 (Oct 43); 5./gem.Flak-Abt. 467 (Oct 43); gem.Flak-Abt. 641 (Mar 42, Oct 43); Flak-Sondergerätwerkstatt 1/VI (Aug 41 - ?); elements of Stab I. and Stab III./Ln.-Rgt. 5 (1942-43); 1.(Betr.) and 4.(Funk)/Ln.-Rgt. 5 (1942-43); 11.(Flus.)/Ln.-Rgt. 5 (Mar-Apr 42); 5.(Fernverbindungs-)/Luftgau-Nachr.Rgt. (Norwegen?); Lw.-Bau-Btl. 15/XI (c.Aug-Nov 41); Lw.-Bau-Btl. 9/XII; Lw.-Bau-Gerätezug 1/XI (Dec 41 - ?); Feld-Luftmunitionslager 1/XIII (Jan 42 - 1944); Nachschub-Kp.d.Lw. 7/IV (Dec 41, Jul 42, Nov 43?); Kfz.Werkstattzug d.Lw. 106/III (Feb 43?); Ldssch.Zug d.Lw. 13/VI (1944).

[Sources: AFHRA A5260 pp.930-31 (5 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kemijärvi (FIN) (66 42 56 N – 27 09 35 E)

General: landing ground (Landeplatz) in N Finland 68 km ENE of Rovaniemi and 12 km due W of the town of Kemijärvi. History: existed pre-war and the Germans enlarged and

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developed it during 1941-42. Mainly used by classes other than bombers. Surface and Dimensions: unpaved surface measuring 1000 x 600 meters (1100 x 660 yards) before it was enlarged by the Germans. Fuel and Ammunition: available. Infrastructure: no information found. Dispersal: no information. Defenses: no information.

1 Apr 43: ration strength 376 Boden, 96 Ln., 258 Flak, 62 Wehrmachtgefolge totaling 730 Luftwaffe personnel and 62 Wehrmacht auxiliaries.

Operational Units: elements of 1.(H)/Aufkl.Gr. 32 (Jun 41 – Oct 44); elements of I./KG 26 (Aug 41); Luftdienstkdo. Finnland (Nov 42 – c.Jan 44); detachment of I./SG 5 (Mar-May 44); elements of 1./NSGr. 8 (Mar 44); I./SG 5 (Apr-May 44); 2./NSGr. 8 (May-Sep 44).

Station Commands: Fl.H.Kdtr. E 13/N (c.Aug-Dec 42); Fl.H.Kdtr. E 25/III (Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 216/III (1944).

Station Units (on various dates – not complete): Stab/Flak-Rgt. 181 (Flakgruppe Finnland, Oct 43); 2., 3./le.Flak-Abt. 72 (Oct 43); 6./gem.Flak-Abt. 425 (Oct 43); elements of Res.Flak-Abt. 467 (Jul 41 - ?); Feld-Flakartillerieschule (Nord) 51 (1942-44); Stab II(Tel.Bau)/Ln.-Rgt. 25 (? – Sep 42); part of II./Ln.-Rgt. 56 (Apr 43 – Oct 44); Stab V./Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – Apr 43); 9.(Flugm.)/Luftgau-Nachr.Rgt. 2 (Dec 41 – c.May 42); detachment of 10.(Funkh.)/Ln.-Rgt. 5 (Oct 43).

[Sources: AFHRA A5260 p.932 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kiestinki (FIN) (a.k.a. Kesten'ga, Kestenga) (65 53 N – 31 49 E)

General: landing ground (Landeplatz) in N Finland 285 km ESE of Rovaniemi. A forward airstrip improvised at about the time SS-Division Nord and Finnish forces advanced through the area in August 1941 toward Louhi (Loukhi). Rarely mentioned after Jan 42 except for occasional use by courier aircraft.

Operational Units: small elements of IV.(Stuka)/LG 1 (Aug 41 – Jan 42); 13.(Z)/JG 5 (Jan 44).

Station Commands: none identified.

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

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

Malmi (FIN): see Helsinki-Malmi.

Nautsi (FIN) N Finland (69 00 N – 29 03 E) or (69 03 54 N – 29 09 58 E) or (69 04 53 N – 29 09 36 E)

General: airfield (Fliegerhorst) in N Finland 89 km SSW of Kirkenes/N Norway, 70 km NE of Ivalo, 2.4 km SE of the present day Russian village of Rayakoski (Nautsi) and lying along the east bank of the River Paatsjoki. Other creditable sources state 81 km SSW of Kirkenes and 8 km NE of the village of Rayakoski (Nautsi). Since the latter two locations seem to agree and are somewhat supported by present day satellite images, they are probably correct.

History: construction began in June 1941 and airfield was in relatively active service from Sep 42 to Oct 44.

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

Surface and Runways: the terrain surrounding the single prepared strip, which had a NE/SW alignment, was very boggy and that, combined with the proximity to the river, subjected the airfield to unserviceability during the spring thaw and wet weather. The airstrip was unpaved but may have been covered with gravel or wood planking.

Fuel and Ammunition: there were 5 dumps for fuel in drums (barrels) and ammunition located within 1 to 2 km of the airfield.

Infrastructure: there were no hangars or workshops at the end of Sep 42, but some buildings, huts and sheds were later erected. Personnel were billeted in a total of 53 tents and 48 small huts at the end of Sep 42, these being scattered about in 6 clusters with by far the largest being off the center of the E side of the airstrip.

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Dispersal: 8+ shelters for large aircraft and numerous parking stands cut into the surrounding woods existed at the end of Sep 42.

Defenses: protected by at least 3 heavy Flak positions of 4 guns each and 2 light Flak positions of 3 guns each at the end of Sep 42.

Remarks:

16 Jun 42: with the airfield still incomplete and non-operational, Luftflotte 5 ordered the submission of plans for the runway to be extended to accommodate a Ju 88 Gruppe. Nautsi was not expected to be completed for several more months.

13 Jul 42: a new barracks complex completed at Nautsi this date to which Gefechtsstab/Luftflotte 5 moved from Kemi leaving only the Qu.Abt./Luftflotte 5 behind at Kemi.

24 Sep 42: Gefechtsstab/Luftflotte 5 returned to Kemi. III./KG 30 arrived at Nautsi and remained there until 20 October. This was probably the first air unit to be based at Nautsi.

29 Sep 42: leveling work noted as still being underway.

Dec 42: 1. and 3. Staffel/KG 30 occasionally at Nautsi.

26 Feb 43: I./KG 30 (less one Staffel) transferred from Banak to Nautsi for a planned attack on Murmansk.

1 Jun 43: total Luftwaffe occupancy (officers and men) of Nautsi airfield this date: Boden (permanent ground organization personnel belonging to the Fliegerhorstkommandantur) 679, Bautruppen (construction troops) 787, Ln.-Truppen (signals troops) 158, Flaktruppen (Flak troops) 791 – total: 2,415. This is very large for a Luftwaffe airfield and it does not include the personnel strength of the air units based there.

18-20 Aug 43: I./St.G. 5 transferred from Pori and Kemi to Nautsi, which became its home station.

18 Oct 43: I./St.G. 5 renamed I./SG 5.

Aug 44: Nautsi attacked by Il-2 Sturmoviks, and this was probably the first time the airfield was hit by Soviet aircraft.

Aug 44: Nachtjagdstaffel Finnland transferred to Nautsi at the beginning of the month with Bf 110Gs, Ju 88Cs and a He 219. It remained at Nautsi until approx. 13 October when it moved to Lister/Norway.

26 Oct 44: Nautsi taken by advancing Soviet troops this date.

Operational Units: III./KG 30 (Sep-Oct 42); Erprobungsstaffel/KG 30 (Oct 42); I./KG 30 (Feb 43); I./St.G. 5 (Aug-Oct 43); I./SG 5 (Oct-Nov 43); Nachtjagdstaffel Finnland (Aug-Oct 44); parts of IV./JG 5 (Aug-Nov 44); 2./NSGr. 8 Oct 44).

Station Commands: Fl.H.Kdtr. E 5/IV (1941/42 – Mar 44); Fl.H.Kdtr. E(v) 212/III (Apr – Oct 44).

Station Units (on various dates – not complete): 2./le.Flak-Abt. 72 (Oct 43, Jan 44); 5./gem.Flak-Abt. 426 (Oct 43); most of gem.Flak-Abt. 527 (Oct 43); elements of le.Flak-Abt. 830 (Sep 42); detachment of 4.(Funk)/Ln.-Rgt. 5 (Mar 44); 2.(Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 – Oct 44); Lw.-Bau-Btl. 31/IV (c.mid-42 – 1943).

[Sources: AFHRA A5260 pp.950-53 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Petsamo (FIN) (a.k.a.Pechenga) (69 33 N – 31 12 E)

General: airfield (Fliegerhorst) in N Finland 52 km ESE of Kirkenes, 20 km SSW of Petsamo/Pechenga and 3.5 km SW of the village of Luostari.

History: Petsamo was the location of the Finnish nickel mines and the airfield began service as a commercial airport on 2 Jun 40. Although it supported small detachments of bombers for short periods of time that struck targets in the Murmansk area, it was mainly a fighter base and home to JG 5.

Dimensions: not given, but had a very irregular shape.

Surface and Runways: sandy soil surface with 2 prepared airstrips – (1) approx. 1550 x 275 meters (1700 x 300 yards) aligned NNE/SSW, and (2) approx. 1370 x 275 meters (1500 x 300 yards) aligned E/W. In addition, there was a runway of sorts measuring 915 x

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75 meters (1000 x 80 yards) paralleled the NNE/SSW on its W side and was apparently surfaced with wood. A perimeter track ran along the N, W and E boundaries. The main strip was illuminated and believed to be equipped with beam approach and visual Lorenz systems.

Fuel and Ammunition: there were 3 or 4 fuel and ammunition dumps 1 to 3 km off the W, N, NE and E sides of the airfield.

Infrastructure: had 3 curved roof hangars just E of the NNE/SSW airstrip and several sheds for motor vehicles in the same general area. Along the Arctic Highway to the E and SSE of the airfield was a scattered group of some 50 huts and 50 tents that housed the station HQ, offices, air crew and officers' quarters, billeting for technical personnel, stores and sundry other base services and facilities. About 3.5 km along the highway to the N was a smaller group of 10 huts and 16 tents.

Dispersal: the 4 dispersal areas – Northeast, Southeast, Southwest and Northwest – had a total of 3 medium covered aircraft shelters and 32 small aircraft shelters of which 6 were covered.

Defenses: in May 43 there were 4 heavy Flak positions with 4 guns each and 6 light Flak positions (2 in Flak towers) on the N, E and S sides of the perimeter out to a distance of 2 km. Ground defenses were mainly on the E and NW sides and consisted of at least 10 reinforced strongpoints and belts of barbed wire.

Remarks:

15 Jun 41: airfield ordered to develop and extend landing ground and accommodations in preparation for the arrival of a Stuka Gruppe.

4 Mar 42: low-level attack – 2 x He 111 H-6s from I./KG 26 damaged on the ground.

4 Apr 42: bombed – 1 x He 111 H-6 from I./KG 26 damaged on the ground.

29 Mar 43: air attack – 1 x Ju 88 A-4 from I./KG 30 destroyed on the ground.

1 Jun 43: ration strength - 741 Boden, 639 Bau, 80 Ln., 1,236 Flak, 124 Wehrmachtgefolge for a total of 2,696 Luftwaffe personnel and 124 Wehrmacht auxiliaries.

19 Feb 44: attacked with fragmentation bombs and strafed – 1 x Bf 109 G-2 belonging to 8./JG 5 destroyed, 4 KIA and 2 WIA.

28 Jul 44: bombed by Soviet aircraft.

17 Aug 44: hit again by Soviet aircraft.

15 Oct 44: airfield taken by Russian forces.

Operational Units: 1./JG 77 (Jun-Nov 41); Kurierkette Lappland (Jun 41 – Apr 43); detachment of 1.(H)/Aufkl.Gr. 32 (Jul 41 – Sep 44); detachments of I./KG 30 (Jul 41 – Jul 43); 14./JG 77 (Sep 41 – Jan 42); I./KG 26 (Oct-Dec 41); all or elements of II./JG 5 (Jan 42 – c.Mar 43); all of elements of III./JG 5 (Apr 42 – Oct 44); Stab/JG 5 (May 42 – Feb 44); II./KG 30 (Sep 42); 1./KG 60 (Oct 42); 14.(Jabo)/JG 5 (Feb 43 – Feb 44); 4./SG 5 (Feb 44); 5./JG 5 (Mar-Apr 44); elements of IV./JG 5 (Aug-Oct 44).

Station Commands: Fl.H.Kdtr. E 6/N (1941 – c.Jul 42); Fl.H.Kdtr. E 23/III (1942 – Mar 44); Fl.H.Kdtr. E(v) 211/III (Apr – Sep 44).

Station Units (on various dates – not complete): elements of Stab/Fliegerführer Nord (Ost) (summer 42); Werft-Kp. 13/III (1941 – May 43); Lufttorpedo-Zug 9 (? – Aug 42); Luftminen-Zug 1 (1943-44); 10./Flak-Rgt. 46 (Oct 43); I./Flak-Rgt. 47 (Apr, Oct 43); elements of Ie.Flak-Abt. 72 (mot) (Sep 42); all of gem.Flak-Abt. 302 (1942 – Aug 44); 2./Flakscheinw.Abt. 359 (Oct 43); 6./gem.Flak-Abt. 527 (Oct 43); elements of Ie.Flak-Abt. 830 (Mar 43)?; half of Stab II.(Tel.Bau)/Ln.-Rgt. 25 (Feb 42); 10.(Funkh.)/Ln.-Rgt. 5 (Aug 41 - 1943); 3.(Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 – Oct 44); 6.(Flum.Funk)/Luftgau-Nachr.Rgt. Norwegen (Jul 42); Flugmelde-Funk-Kp. 33; 2.(Kgf.)/Lw.-Bau-Btl. 132/III (K) (Jun 44); Lw.-Bau-Btl. 10/IV (Apr-May 42); elements of Lw.-Bau-Btl. 30/XI (1942-44); elements of Hallenbau-Kp. Ju 3/IV (1944); Trsp.Kol. d.Lw. 121/III (1943 – Sep 44); Trsp.Kol. d.Lw. 124/III (1943-44).

[Sources: AFHRA A5260 pp.962-64 (28 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Pontsalenjoki (FIN) (a.k.a. Ponchi?) (65 45 42 N – 30 57 00 E)

General: landing ground (Landeplatz) in N Finland 235 km ESE of Rovaniemi, 83 km ESE of Kuusamo and 6 km W of the present day village of Pyaozersky. The Ponchi River flowed W-E just 1.5 km N of the intersection of the landing strips. History: built by the Germans during 1941 and the first half of 1942. It was a very forward base intended for single engine reconnaissance and ground attack aircraft. From here, day strikes were flown on the Murmansk railway and night nuisance missions on the Russian lines. Surface and Dimensions: leveled dirt surface with 2 airstrips, the larger one aligned E/W and the shorter N/S. One of both strips may have been covered with gravel or wooden planking. Fuel and Ammunition: both available, the fuel in drums (barrels). There were 3 dumps in woods on the N side of the road to Kiestinki off the NE side of the landing area.

Infrastructure: the main group of huts, sheds and tents was at the center of the E/W strip on its S side, but another smaller group was off the SW end of the E/W strip and yet another on a spit of land 1 km directly S of the intersection of the two airstrips. Dispersal: the main dispersal was just off the E/W strip on its N side and had approx. 12 aircraft bays cut into a wood. Defenses: no information found.

Remarks:

1 Apr 43: ration strength 432 Boden, 136 Bau, 75 Ln., 181 Flak, 32 Wehrmachtgefolge for a total of 824 Luftwaffe personnel and 32 Wehrmacht auxiliaries.

Operational Units: detachment of 1.(H)/Aufkl.Gr. 32 (1942-44); 1./NSGr. 8 (Mar-Apr 44); I./SG 5 (Mar-Apr 44, Jul-Sep 44); 2./NSGr. 8 (Jul 44).

Station Units: Fl.H.Kdtr. E 7/N (1942 – Jul 42); Fl.H.Kdtr. E 24/III (Aug 42 – Mar 44); Fl.H.Kdtr. E(v) 215/III (Apr – Sep 44).

Station Units (on various dates): elements of Ie.Flak-Abt. 849 (Aug 42 - ?); 3., 6./gem.Flak-Abt. 641 (Oct 43).

[Sources: 1944 aerial photo taken by Aufklärungsgruppe 123 marked "Bild 005" on web site [http://vif2ne.ru/nvi/forum/files/Hellcat/\(120818205116\)_99a6bb0384f4.jpg](http://vif2ne.ru/nvi/forum/files/Hellcat/(120818205116)_99a6bb0384f4.jpg); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pori (FIN) (a.k.a. Bjorneborg) (61 27 40 N – 21 48 11 E)

General: airfield (Fliegerhorst) in SW Finland 224 km NW of Helsinki, 116 km NNW of Turku and 3.25 km SSE of Pori.

History: built by the Germans between Nov/Dec 41 and 1943, although the field was serviceable beginning in spring 1942. Pori was a field air park (aviation equipment depot) and units came there to re-equip and convert from one type of aircraft to another.

Dimensions: 825 x 805 meters (900 x 880 yards) but reportedly enlarged to 1050 x 1005 meters (1150 x 1100 yards) by the Germans during the war.

Surface and Runways: grass and soil that was covered with crushed granite in fall 1942. Had a concrete runway (one of only 2 or 3 of the Luftwaffe's airfields in Finland that were), and this was still under construction in Jan 43.

Fuel and Ammunition: fuel trucks serviced aircraft on the runway.

Infrastructure: had 3 hangars with no separate workshops. All repair work was done in the hangars. No mention of other infrastructure. Personnel were accommodated in Pori and surrounding suburbs and villages. The nearest rail connection was in Pori.

Dispersal: aircraft were parked in the woods that surrounded the landing area.

Defenses: none in Mar 43.

Remarks:

Mar 43: runway and landing area usually obstructed at night with portable obstacles.

Operational Units: II./JG 5 (Apr-May 42); I./St.G. 5 (Aug 43); elements of NSGr. 8 (Feb-Sep 44); I./SG 5 (Jun-Jul 44);

Station Commands: Fl.H.Kdtr. E 4/N (to Nov 41); Fl.H.Kdtr. E 37/IV (Nov 41 – Mar 44); Fl.H.Kdtr. A(o) 110/III (Apr – Oct 44).

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Station Units (on various dates – not complete): Koflug 28/III (Jul-Sep 44); 4./gem.Flak-Abt. 641 (Oct 43); Lw.-Bau-Btl. 11/VII (Dec 41 – 1943); Lw.-Bau-Gerätezug 13/VII (Dec 41 - ?); Feldluftpark Pori (Nov 41 – Apr 42); Feldluftpark 3/XI (Apr 42 – Jul 44); Ln.-Frontreparaturbetrieb 8/XI (c.1942-44); Seenotkdo. Finnland (Seenotkdo. 26) (Jul 43 – Aug 44).

[Sources: AFHRA A5260 p.967 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rovaniemi (FIN) (66 34 00 N – 25 50 11 E)

General: airfield (Fliegerhorst) in N Finland 8.5 km NNE of Rovaniemi town center.

History: built in 1940 with 2 grass airstrips but it was significantly enlarged and improved after the Germans took it over in 1941. Rovaniemi was not a front airfield but rather in the rear area where a number of HQ and commands were stationed. The flying units there were mainly of the transport and courier variety.

Dimensions: approx. 1510 x 1000 meters (1650 x 1100 yards).

Surface and Runways: sand and gravel surface. There were 2 leveled and rolled airstrips measuring 1280 meters (1400 yards) and aligned N/S, and 1000 meters (1100 yards) with a E/W alignment. The S end of the N/S airstrip was paved with concrete. Equipped for night landings.

Fuel and Ammunition: fuel was available and there were 2 dumps for bulk storage.

Infrastructure: had 5 hangars. The station HQ, admin offices, barracks and stores were in 6+ buildings grouped on the S boundary. Air crew personnel were billeted in another group of 6+ buildings off the E boundary. The nearest rail connection was in Rovaniemi.

Dispersal: aircraft were parked off the SW corner and off the E boundary.

Defenses: there were just 2 Flak positions in early 1942.

Remarks:

14-15 Oct 44: Rovaniemi was taken by Finnish forces but the airfield had been evacuated by the Germans a few days before that.

Operational Units: IV.(Stuka)/LG 1 (Jun-Jul 41); Aufklärungskette (F) Lappland (Jun 41 – Jul 42); I.(Z)/JG 77 (Oct 41 – Jan 42); I./St.G. 5 (Jan-Mar 42); Transportstaffel Fliegerführer Nord (Ost) (1942 – Apr 44); Flugbereitschaft Luftgaukdo. Finnland (Sep 42 – Oct 43); Flugbereitschaft d.Kommandierender General der deutschen Luftwaffe in Finnland (Nov 43 – Sep 44); Luftdienstkdo. Finnland (Jan-Jun 44); Transportstaffel Fliegerführer 3 (Apr 44); Fliegerzielstaffel 51 (Jun-Aug 44); 1.(H)/Aufkl.Gr. 32 (Oct 44).

Reserve Training & Replacement Units: Erg.St./St.G. 5 (Oct 42 – May 43); 9./St.G. 151 (May – Oct 43).

Station Commands: Fl.H.Kdtr. E 30/IV (1941-43); Fl.H.Kdtr. E(v) 213/III (Apr – Oct 44).

Station Units (on various dates – not complete): Kommandierender General der deutschen Luftwaffe in Finnland (Nov 43 – Sep 44); elements of Stab/Fliegerführer Nord (Oct 41); Fliegerführer Nord (Ost) (Nov 41 – Jan 42); Luftgaustab z.b.V. 1 (Aug 41 – Aug 42); Stab/Luftgaukdo. Finnland (Sep 42 – Oct 43); Koflug 27/III (1941 – Oct 44); Stab/Flak-Brig. XIII (Jun-Jul 42, Oct 43); Stab/Flak-Rgt. 181 (Rovaniemi as Flakgruppe Finnland, 1942-44); II./Flak-Rgt. 46 (Dec 41 – Apr/May 42); I./Flak-Rgt. 47; 2./gem.Flak-Abt. 111 (Dec 41); Stab and part of schw.Flak-Abt. 425(v) (May 43, Oct 43); elements of Res.Flak-Abt. 467 (Jun 41 - ?); elements of 7.(Tel.Bau)/Ln.-Rgt. 15 (Nov 42); Stab II(Tel.Bau)/Ln.-Rgt. 25 (Oct 41, Feb 43); Stab II.(Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 – Oct 44); 5. (Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 – Oct 44); 1.(Fernsprech)/Luftgau-Nachr.Rgt. Norwegen (Jul 42); Flugh.Betr.Ln.-Kp.z.b.V. 25; 29.(Flum.Mess)/Luftgau-Nachr.Rgt. Norwegen (Nov 41 – ?); 30.(schw.Flugm.)/Luftgau-Nachr.Rgt. Norwegen (May 42); Ln.-Abt. 82 (c.Feb 43 – Oct 44); Stab/Flugmeldemess-Abt. z.b.V. 2 (Nov 42 – Apr 43); Flughafenbereichs-Ln.-Kp. z.b.V. 16 (Dec 41 – Jun 43); Flughafenbereichs-Ln.-Kp. z.b.V. 25 (Dec 42); Ln.-Ausbau-Stab 11 (1942); Ln.-Ausbau-Kp. 11 (1942); Ln.-Techn.Arbeitsstab 24 (1942-43); Feld-Ln.-Geräteausgabe- und Instandsetzungsstelle 1/III (Jan 44); 2.Kp. Lw.-Bau-Btl. 6/VI (Jan 43); Lw.-Bau-Btl. 15/XI (Mar, Sep 42); 3.Kp. Lw.-Bau-Btl. 9/XII (Nov 41 – spring 43);

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Hallenbau-Kp. Ju 3/IV (Nov 41); Feldluftzeuggruppe Finnland (1942 – Aug 44); Feldluftpark 3/XI (Jul – Oct 44); Nachschubleitstelle d.Lw. Rovaniemi (1942-44); Nachschub-Kp.d.Lw. 11/XVII (Jun, Nov, Dec 41); Flieger-Geräteausgabe- und Sammelstelle 2/III (spring 42 - ?); Flieger-Geräteausgabe- und Sammelstelle 9/III (Mar 42, Apr 43); Nachschubkolonnen-Abt.d.Lw. Rovaniemi; Nachschubkolonnen-Abt. d.Lw. 4/III (1942-44); Nachschubkolonnen-Abt.d.Lw. 4/IV (1944); Flugbetriebsstoff-Kol. 515/VI (Mar 44)?; Trsp.Kol.d.Lw. 1/III (Nov 40, Oct 41); Trsp.Kol.d.Lw. 2/III (Nov 40); Trsp.Kol. d.Lw. 118/III (Jan 44); Trsp.Kol.d.Lw. 122/III (Mar 44); Trsp.Kol. d.Lw. 168/III (Jan 44); Trsp.Kol.d.Lw. 1/IV (Nov 40, Oct 41); Trsp.Kol. d.Lw. 110/VI (Jan 44); Stab/Kw.Trsp.Rgt. 10 (Speer) d.Lw. (Mar 42); Kw.Werkstattzug d.Lw. 411 (Oct 41); Kfz.Instandsetzungszug d.Lw. 5/XII (Jan 44); 2. Ldssch.Kp. Gütersloh; Ldssch.Zug d.Lw. 8/XI (Dec 42); Lw-Feld-Btl. Finnland (Jan/Feb 42, Dec 42, to Oct 43?); Transportstandarte Speer (Lw.); Luftgau-San.Abt. Finnland (c.1941 – Oct 43).

[Sources: AFHRA A5260 pp.973-74 (21 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Salmijärvi (FIN) (c. 69 19 43 N – 29 59 02 E)

General: airfield (Fliegerhorst) in N Finland 44 km S of Kirkenes, 13 km SW of Nikel and 12.5 km ESE of the village of Skogfoss.

History: according to Finnish sources, construction began in August 1942 in an effort to increase the number of airfields opposite the Murmansk front.

Dimensions: a large triangular area, dimensions not found.

Surface and Runways: moss covered meadow land with a prepared airstrip measuring 1000 x 80 meters (1100 x 85 yards) and aligned NE/SW. Another cleared strip aligned NW/SE was undeveloped in 1943 and was being used as a dispersal for aircraft.

Fuel and Ammunition: the base fuel dump was 1145 meters (1250 yards) off the NE side of the landing area off the side of a road. There was also a dump for bombs and ammunition.

Infrastructure: had 1 medium repair hangar in the East dispersal area. The station HQ, offices, officers' quarters, dispensary, barracks and stores facilities were in a group of buildings in the East dispersal area along both sides of the road running NE from the airfield.

Dispersal: the 2 dispersals – East and South – had a total of 4 covered and 21 open aircraft shelters.

Defenses: the airfield was protected by just 3 Flak positions in spring 1943.

Remarks:

1 Apr 43: ration strength 117 Boden, 429 Bau, 47 Ln., 264 Flak, 38 Wehrmachtgefolge for a total of 857 Luftwaffe personnel and 38 Wehrmacht auxiliaries.

22 Oct 44: airfield taken by Soviet forces.

Operational Units: 6./JG 5 (Mar-Apr 44); 4./SG 5 (Apr-May 44); 1./SG 5 (May-Jun 44); 2./NSGr. 8 (May 44); part of IV./JG 5 (Aug-Oct 44); part of NSGr. 8 (Aug-Oct 44).

Station Commands: Fl.H.Kdtr. E 19/XI (1941/42 - Mar 44); Fl.H.Kdtr. E(v) 210/III (Apr – Sep 44).

Station Units (on various dates – not complete): Stab/13. Flak-Brig. (Jul-Aug 44)?; Stab/Flak-Rgt. 142 (1942-44); 8./Flak-Rgt. 46 (Oct 43); elements of 9./Flak-Rgt. 46 (Oct 43); all of gem.Flak-Abt. 171 (Kolosjoki/Nikel and Salmijärvi Oct 43); all of gem.Flak-Abt. 332 (Kolosjoki/Nikel, Oct 43); 1./Flakacheinw.Abt. 359 (Kolosjoki/Nikel, Oct 43); 1./gem.Flak-Abt. 426 (Oct 43); Flak-Waffenwerkstatt 13/III (1944); elements of 7. (Tel.Bau)/Ln.-Rgt. 15 (Nov 42); 6.(Tel.Bau)/Ln.-Rgt. 25 (Jun 42); 6.(Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 – Oct 44); Stab and elements Lw.-Bau-Btl. 30/XI (Apr-May 43); Flak-Geräte-Ausgabestelle 1/II (Jan 44); Nachschubkolonnen-Abt.d.Lw. 4/II (Jan/Feb 44).

[Sources: AFHRA A5260 pp.977-78 (1943); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sodankylä (FIN) (a.k.a. Sodankyla, Sodannkylae) (67 23 54 N – 26 38 14 E)

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General: landing ground (Landeplatz) in N Finland 110 km NNE of Rovaniemi and 2.5 km SE of the village of Sodankyla.

History: not set up until early 1944. It could also be used in the winter by aircraft equipped with skis. **Surface and Dimensions:** grass and sandy soil surface with 2 airstrips – (1) 660 x 80 meters (720 x 85 yards) aligned N/S, and (2) 550 x 80 meters (600 x 85 yards) aligned E/W. **Fuel and Ammunition:** fuel available or brought in as needed.

Infrastructure: no hangars or workshops but there was a small wooden admin building.

Dispersal: there were sufficient trees in the vicinity of the landing ground to provide for the concealment of parked aircraft. **Defenses:** none mentioned.

Operational Units: none identified.

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 213/III (Rovaniemi) (Apr-Oct 44).

Station Units (on various dates – not complete): probable radar site nearby operated by II./Ln.-Rgt. 56 (Apr 43 – Oct 44).

[Sources: AFHRA A5260 p.981 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tiiksjärvi (FIN) (e. Tiiksjärvi) (c. 64 06 15 N – 31 54 02 E)

General: Notlandeplatz and Feldflugplatz (emergency landing ground and forward airstrip) in the N Karelia district of E Finland (200 km W of Belomorsk?) but exact location is not absolutely certain but appears to have been aligned NW/SE and 1.25 km N of the junction of two forest roads that were used by Finnish troops in 1941 during the advance on Rukajärvi to the east. Became operational on 1 Sep 41, first used by the Finns and then by the Luftwaffe beginning in 1942. Referred to as the Luftwaffe's "wilderness" base in Finland, it was constructed mainly as a field for tactical reconnaissance, emergency landings and the staging of long-range recce flights. Fighter, bomber and related combat units did not use it.

Operational Units: small elements of 1.(H)/Aufkl.Gr. 32.

Station Commands: Fl.H.Kdtr. E 10/III (1942); Fl.Pl.Kdo. C 17/III (1942-44); Platzkdo. of Fl.H.Kdtr. A(o) 110/III (Pori) (Apr-Sep 44).

Station Units (on various dates – not complete): 3./Lw.-Bau-Btl. 31/IV (Sep 42); 7. (Flum.Funk)/Luftgau-Nachr.Rgt. Norwegen (summer 42); 2. and 5./Flak-Rgt. 641 (Feb 42, Oct 43); 2. and 4./Flak-Rgt. 47; 5./Flak-Abt. 467 (summer 44).

[Sources: chronologies; BA-MA; NARA; PRO/NA; web sites ww2.dk and axushistoryforum.com]

Turku (FIN) (60 28 30 N – 22 11 41 E)

General: a joint airfield (Fliegerhorst) and seaplane station (Seefliegerhorst) in SW Finland 155 WNW of Helsinki and approx. 5 km WNW of Turku city center. The seaplane station was along the channel between the mainland and Ruissalo Is. approx. 6 km W of Turku city center and just SSW of the airfield.

History: built by Finland before the war and used occasionally by the Luftwaffe 1941-44.

Dimensions: airfield measured approx. 800 x 800 meters (880 x 880 yards).

Surface and Runways: grass surface with 4 intersecting prepared strips each about 800 meters in length with some concrete surfacing at the ends. Equipped for night landings.

Fuel and Ammunition: both available.

Infrastructure: no hangars but did have a few repair shops. An admin building was at the S corner. The seaplane station had a single slipway.

Dispersal: no organized dispersal as such, but aircraft could park in the trees surrounding the airfield for concealment.

Defenses: no information found.

Remarks: ?

Operational Units: elements of 1./Aufkl.Gr. 125 (Jul-Aug 41); 1./JG 54 (Jun-Jul 44).

Station Commands: none identified.

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

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[Sources: AFHRA A5260 pp.986-88 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Utti (FIN) (60 53 30 N – 26 55 11 E)

General: airfield (Fliegerhorst) in SE Finland 135 km NE of Helsinki, 70 km E of Lahti and 1.6 km NNE of Utti.

History: a well-established Finnish Air Force base from before the war, it was used as a refueling and rest stopover by Luftwaffe aircraft flying back and forth to N Finland. In mid-summer 1944, Luftwaffe fighters and ground attack aircraft were based at Utti to help counter the Soviet offensive into SE Finland.

Dimensions: 2010 x 805 meters ((2200 x 880 yards).

Surface and Runways: soil and gravel surface with a single concrete runway of undetermined length with an approx. E/W alignment.

Fuel and Ammunition: had underground bulk storage tanks, dumps for fuel in drums/barrels and refueling trucks to service aircraft on the runway. Details on ammunition storage no found.

Infrastructure: had 3 hangars at the W end of the airfield and 1 more at the SE corner. Separate workshop buildings and stores warehouses were also at the W end of the field as were the admin buildings and barracks.

Dispersal: aircraft could be parked and concealed in the woods that surrounded the airfield.

Defenses: no information found.

Operational Units: II./JG 54 (Jul 44); I./SG 3 (Jul 44).

Station Commands: none identified.

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

[Sources: AFHRA A5260 p.989 (31 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vuotso (FIN) (68 05 00 N – 27 09 11 E)

General: airfield (Fliegerhorst) in N Finland 188 km N of Rovaniemi, 69 km SSW of Ivalo and 1.6 km S of Vuotso.

History: built by the Finns during 1939-40 but never completed. The Germans took it over and began developing it in summer 1942.

Surface and Dimensions: grass surface measuring 650 x 600 meters (716 x 660 yards) prior to being enlarged by the Germans. No paved runway.

Fuel and Ammunition: there were 2 fuel dumps S of the airfield along the highway to Petsamo.

Infrastructure: had 3 workshops, a portable power generator, a wooden barracks building for 15 officers and a tent camp just S of the airfield along the highway to Petsamo. Off the W boundary were 4 sawmills and 5 barrack huts.

Dispersal: there was no formal dispersal, but aircraft could be parked and concealed in the woods surrounding the landing area.

Defenses: no information found.

Operational Units: none identified.

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 213/III (Rovaniemi) (1 Apr – Oct 44).

Station Units (on various dates – not complete): a radar site operated by II./Ln.-Rgt 56 may have been in the area.

[Sources: AFHRA A5260 pp.993-94 (18 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]