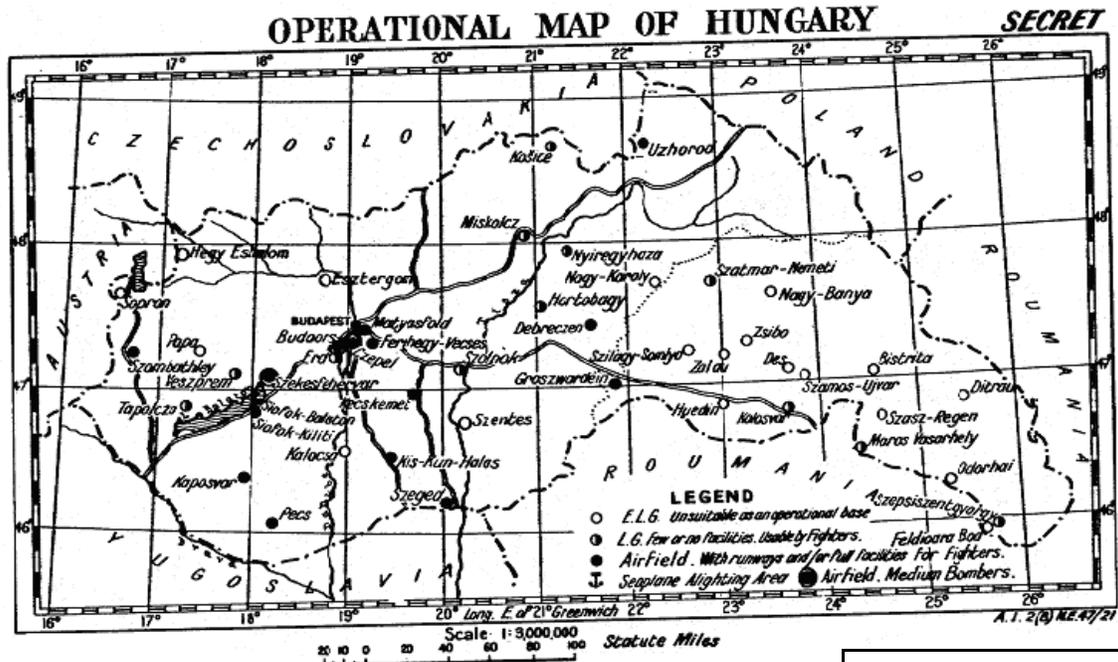


Luftwaffe Airfields 1935-45 Hungary

By Henry L. deZeng IV



General Map

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Airfields

Hungary

Introduction

Conventions

1. For the purpose of this reference work, "Hungary" generally means the territory belonging to the country immediately following the so-called Vienna Award of 30 August 1940 whereby Romania, acting under Axis pressure, ceded the majority of Transylvania to Hungary. These airfields are marked (HUN/ROM) in the list. The list also includes the four airfields annexed by Hungary from Slovakia (marked HUN/SLO) and 4 from Ukraine (marked HUN/UKR) but not the two in the Bačka region of Yugoslavia (Sombor and Ujvidék). This methodology is consistent with that used by the Allies during the war. Additionally, all directions given in the airfield summaries, e.g., E, W, S, N, north-central, south-central, SW, SE, etc., are based on the wartime map of Hungary and not the present-day map.
2. All spellings are as they appear in wartime German and Hungarian documents and maps with the addition of alternate spellings where known. Hungarian is a language rich in diacritical marks that are used to aid pronunciation and every effort has been made to include these.
3. Cross references are included for the most part and a search within this monograph ("Airfields – Hungary") by right-clicking and then using the "Find" function should bring up other alternate names that may have been missed.
4. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

The Royal Hungarian Air Force (Magyar Királyi Honvéd Légierő) that fought in World War II began its clandestine existence in August 1921 and did not become open and official until 22 August 1938. Hungary had lost two-thirds of its territory following World War I and this, together with no official air arm, meant that there was little need to build an extensive network of military airfields. This situation prevailed until about the mid-1930's when a military ground organization for its expanding air arm began to develop. According to Hungarian sources, from the beginning of the war to early 1944, the Hungarian Air Force had 18 operational airfields, each with a resident station command, and an unstated number of landing grounds and emergency landing grounds. The number of station commands was reduced to 16 in early 1944. According to a British Air Ministry intelligence paper, at the end of July 1943 Hungary had 15 airfields, 12 landing grounds, 19 emergency landing grounds and one seaplane anchorage. The same paper maintains that up to that point in time little had been done since 1940 to develop new airfields, especially in

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Transylvania where the mountainous terrain did not offer many options for airfield construction. The Germans occupied Hungary in March 1944, and as the Eastern Front rapidly approached the eastern borders of the country, the Luftwaffe began to develop and greatly increase the number of landing grounds and field airstrips in Hungary, this work continuing right through to March 1945. Improvements were also carried out at some of the larger more permanent airfields, mainly in the form of extensions and the building of dispersal areas. Aside from several airbases around Budapest, Hungary had very few airfields with concrete runways.

Airfields Listed

A total of 140 airfields, landing grounds, emergency landing grounds, field airstrips and seaplane stations are listed along with 7 satellite fields.

A

Ajka (HUN) (47 06 05 N – 17 33 20 E)

General: emergency landing ground (Notlandeplatz) 26 km S of Pápa in W Hungary and 1 km SW of the town of Ajka. History: no indications found of use by the Luftwaffe.

Surface and Dimensions: leveled agricultural land measuring approx. 595 x 505 meters (650 x 550 yards).

[Sources: AFHRA A5262 p.915 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Atkár (HUN) (c. 47 43 06 N - 19 53 55 E)

General: field airstrip (Feldflugplatz) or emergency landing ground in north-central Hungary 70 km NE of Budapest. Exact location not determined, but possibly parallel to the E side of the village. History: no details have been found for this airstrip. No Hungarian or Luftwaffe units are believed to have been based here.

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

B

Bábolna (HUN) (a.k.a. Bábolnapuszta) (c. 47 38 N – 17 58 E)

General: field airstrip or landing ground in NW Hungary c. 26 km ESE of Győr (Raab).

Exact location not determined. History: no details found. No complete Luftwaffe units are thought to have been based here.

Remarks:

16 Feb 45: aircraft from 1./NSGr. 5 were operating from here.

25 Feb 45: in use by aircraft from 2./NSGr. 10.

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

Balaton (HUN): see Siofok.

Balatonfüred (HUN) (c. 46 57 N – 17 53 E)

General: field airstrip or landing ground in NW Hungary c. 16 km SSW of Veszprém. Exact location not determined. History: no details found. No Luftwaffe units are believed to have been based here.

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

Balatonkiliti (HUN): see Kiliti.

Bannfy Bunyad (HUN): see Huedin.

Bátaszék (HUN) (c. 46 11 N – 18 43 E)

General: field airstrip or landing ground in SW Hungary c. 95 km SE of Siófok on Lake Balaton and 40 km ENE of Pécs. Exact location not determined. History: no details found.

Operational Units: III./TG 2 (Oct 44); II./SG 10 (Oct-Nov 44).

Station Commands: none identified.

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

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

Becske (HUN) (c. 47 54 38 N – 19 22 33 E)

General: field airstrip (Feldflugplatz) or emergency landing ground in north-central Hungary 52 km NNE Budapest. Exact location not determined. History: no details have been found for this airstrip. No Hungarian or Luftwaffe units are believed to have been based here.

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

Békés (HUN) (c. 46 46 16 N – 21 07 42 E)

General: field airstrip (Feldflugplatz) or emergency landing ground in south-central Hungary 93 km SW of Debrecen. Exact location not determined. History: no details have been found for this airstrip. No Hungarian or Luftwaffe units are believed to have been based here.

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

Békéscsaba (HUN) (a.k.a. Békés-Csaba) (46 40 30 N – 21 07 20 E)

General: landing ground in S Hungary 180 km SE of Budapest, c. 57 km NW of Arad/Romania and 5 km E of the town of Békéscsaba. History: existed in 1940 but inactive from approx. Jul 41 to Jul 44. It was reactivated and Luftwaffe anti-tank aircraft were operating from here in Sep 44. Surface and Dimensions: level grass surface measuring approx. 1325 x 825 meters (1450 x 900 yards) with an irregular shape. No paved runway. Fuel and Ammunition: both made available when needed. Infrastructure: had 1 small hangar located off the SE corner with 2 small buildings just N of the hangar that were probably used as workshops. The admin and flight control building was immediately E of the hangar. A small group of buildings near the landing ground probably provided limited billeting. The nearest rail connection was 1.6 km S of the S boundary. Dispersal: no organized dispersal facilities. Aircraft parked in open fields E of the landing ground and used the single aircraft shelter off the N corner.

Operational Units: II./SG 151 (Sep 44); 14.(Pz.)/SG 9 (Sep 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.817 (21 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berettyóufalu (HUN) (a.k.a. Berettyóújfalu) (c. 47 13 N – 21 32 E)

General: landing ground (Landeplatz) in E Hungary c. 37 km S of Debrecen. Exact location not determined. History: not mentioned prior to summer 1944 and believed to have been set up by the Germans. No details have been found for this airstrip and it may have been a dispersal field or alternate landing ground for aircraft based in the Nagyvárad (Oradea) area. No Hungarian or Luftwaffe units are believed to have been based here.

Remarks:

20-30 Aug 44: attacked by numerous 15th AAF aircraft with many German planes claimed destroyed on the ground.

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

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Besztercze (HUN/ROM) (a.k.a. Bistrița/Romania) (47 04 35 N – 24 34 25 E)

General: landing ground in SE Hungary (today N Romania) 221 km ESE of Debrecen and 8.5 km SE of Besztercze town center. History: an emergency landing ground for the Romanian Air Force until it was taken over by Hungary in Aug 40. Surface and Dimensions: grass surface measuring approx. 2560 x 760 meters (2800 x 830 yards). Infrastructure: had 2 large workshop buildings and barrack huts at the SE corner. Dispersal: aircraft were dispersed along the perimeter and in adjacent fields and wooded areas.

Remarks:

14 Sep 44: leveling work underway to extend the landing area to the west.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.882 and 899 (Dec 43 and updated 20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bistrița (HUN/ROM): see Besztercze.

Börgönd (HUN): see Seregélyes.

Budak (HUN/ROM) (a.k.a. Budacu de Jos; Szászbudak) (c. 47 05 12 N – 24 31 08 E)

General: landing ground (Landeplatz) or field airstrip (Feldflugplatz) in wartime SE Hungary (Transylvania) c. 80 km NE Kolozsvár (Cluj) and 5.5 km SSE of Besztercze (Bistrița). Exact location of the landing ground not determined. History: no details have been found for this airstrip except that it was built during the war years, probably in 1943-44. Became the principal base for Luftwaffe fighters and fighter-bombers during the German retreat through Transylvania in Aug-Oct 1944.

Operational Units: I./JG 53 (Aug-Sep 44); III./JG 77 (Aug-Sep 44); II./JG 51 (Sep 44); II./JG 52 (Sep 44); 14.(Pz.)/SG 9 (Sep 44); 10.(Pz.)/SG 2 (Sep 44); I./SG 2 (Sep-Oct 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Jagdabschnittsführer Rumänien (Aug-Sep 44).

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

Budaörs (HUN): see Budapest-Budaörs.

Budapest (HUN) (47 29 23 N – 19 04 56 E)

General: not an airfield but rather Lw. units stationed in and around the capital of Hungary on a specific date. c. 15 Aug 44: the total garrison strength this date: 201 officers, 1,731 NCOs and men, 294 civilians. 13 Feb 45: Soviet 2d Ukrainian Front captured Budapest taking 138,000 prisoners.

Lw. Garrison and Station Units (on various dates – specific airfield not identified):

Commands (Kommandobehörden, Stäbe): General der deutschen Luftwaffe in Ungarn (Nov 43 – Mar 44); Kommandierender General der deutschen Luftwaffe in Ungarn (Apr-Dec 44); Stab/I. Fliegerkorps (Nov-Dec 44); Stab/Jagdfliegerführer Ungarn (Oct 44 – Jan 45); Stab/V. Flakkorps (Nov 44); Koflug 1/IV (Apr-Sep 44); Koflug 4/XIII (Oct 44 - ?).

Servicing, Repair (Wartungs, Instandsetzungs): Instandsetzungswerkstatt für Flieger-Bodengerät XXV/I (Jan 45).

Anti-aircraft (Flak): Stab/17. Flak-Brig. (Apr 44 – Jan 45); Stab/Flak-Rgt. 12 (Jan-Feb 45); 4./Flak-Rgt. 42 (15 Aug 44); I./Flak-Rgt. 48 (mot) (May, 15 Aug 44); 1./Flak-Abt. 573 (15 Aug 44); schw.Flak-Abt. 632 (Sep 44); Flak-Auswertezug (v) 116 (Apr 44 – Jan 45); Flak-Trsp.Bttr. 50/VIII (Nov-Dec 44).

Air Force Signals (Luftnachrichten): Stab II.(Tel.Bau)/Ln.-Rgt. 24 (Sep 44 - ?); 7. (Flum.)/Ln.-Rgt. 34 (Dec 44); Stab II.(Flum.Mess)/Ln.-Rgt. 218 (elements including Stabsauswertezug "Bodo") (1944); Ln.-Abt. 84 (Apr-Dec 44); Ln.-Abt. 177 (Apr 44 – Jan 45); elements of Ln.-Betr.Abt. z.b.V. 12 (Dec 44 – Feb 45); Stab/Ln.-Verbindungs-Abt. 2

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(Nov 44); elements of Ln.-Verbindungs-Kp. z.b.V. 7 (Nov 44 – Jan 45); Ln.-Ausbau-Stab 1 (Aug-Sep 41); Ln.-Ausbau-Kp. 5 (Budafok, c.Jul-Dec 44).

Supply Services (Nachschubdienste): Flieger-Geräteausgabe- und Sammelstelle 5/VIII (fall 44)?; Flieger-Geräteausgabe- und Sammelstelle 7/VIII (Budafok – summer 44 – Dec 44); Nachschub-Kp. d.Lw. 8/III.

Ground Transport (Transportkolonnen): Trsp.Kol. d.Lw. 152/III (Nov 44); Trsp.Kol. d.Lw. 127/IV (B-Pesthidegkút – c.May 44 – Jan 45); Kfz.Instandsetzungszug d.Lw. 2/VIII (Dec 44);

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Kp. d.Lw. 2/XII (Dec 44)?; Ldssch.Zug d.Lw. 281/XI (Dec 44)?

Medical Services (Sanitätsdienste): Kriegslazarett d.Lw. 1/III (1943/44 – Dec 44).

Other (sonstige, verschiedene): Verbindungsstelle GL Ungarn (Mar 42, Aug 44); Verbindungsstelle d.Lw. beim Kfz.Instandsetzungspark 547 (15 Aug 44); Luftattaché Budapest (1930s – Dec 44).

Budapest-Budaörs (HUN) (47 27 05 N – 18 59 00 E)

General: airfield in C Hungary c. 8 km SW of Budapest and 1 km SE of Budaörs.

History: Budaörs was the main airport for Budapest when it was built in 1937 and continued in this capacity during the war years. It was also home to Hungarian reconnaissance units and used as a refueling and rest stopover field by Luftwaffe aircraft. Luftwaffe minesweeping Ju 52s were based at Budaörs from June to November 1944.

Dimensions: approx. 1465 x 800 meters (1600 x 875 yards) with an irregular shape.

Surface and Runways: artificially drained clay surface that became soft in wet weather. No paved runway in Oct 43. Equipped with a beam approach system.

Fuel and Ammunition: refueling points were along a ladder-type servicing hardstand in front of the workshop building on the S boundary. A large ammunition dump served by a branch railway was 1.6 km ENE of the airfield and another 4 km WSW.

Infrastructure: had 3 hangars with 1 large and 1 medium on the S boundary, and 1 large on the N boundary. All of these had paved aprons and either adjacent or attached workshops. Off the S boundary was a building complex containing admin offices and barracks. The flight control building was on the S boundary. Personnel were also billeted in Budaörs and other nearby residential areas. The airfield had its own railway siding at Budaörs RR station.

Dispersal: no organized dispersal facilities (Oct 43).

Defenses: protected by the Flak defenses for the city of Budapest.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 87 officers and officials, 592 NCOs and men; German Luftwaffe - 0 and 18.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 23 officers, 236 NCOs and men, 17 civilians).

14-15 Sep 44: bombed by Soviet 3d Guards Bomber Air Corps.

Operational Units:

Hungarian: 5. Hungarian Short-Range Reconnaissance Rgt. (1940-42); 1. Hungarian Independent Long-Range Reconnaissance Group (Nov 40 –Jun 42).

Luftwaffe: elements of 1. Minensuchstaffel (Jun 44); elements of 2. Minensuchstaffel (Aug-Sep 44); 3. Minensuchstaffel (Oct-Nov 44); detachment of 5. Minensuchstaffel (Jul-Oct 44).

Reserve Training & Replacement Units: Hungarian Long-Range Reconnaissance Replacement Detachment (c.1941-44).

Station Commands: Flugplatzkdo. Budaörs; Fl.H.Kdtr. E(v) 202/VIII (c.Jun-Jul 44); Platzkdo. Budaörs of Fl.H.Kdo. A(o) 104/XVII (Aug – c. Nov 44).

Station Units (on various dates – not complete): 3./Flak-Abt. 573 (Aug 44); Ln.-Ausbau-Stab (mot) 5 (c. Jul-Dec 44).

[Sources: AFHRA A5262 pp.818-19 (20 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Budapest-Csepel (HUN) (47 26 50 N – 19 05 10 E)

General: airfield in C Hungary c. 6 km S of Budapest and at the NE tip of Csepel Island.

History: this small airfield was used for testing aircraft assembled by the Manfred Weiss factory at the other end of Csepel Island and largely fell into disuse with the completion of Budapest-Tököl airfield. Surface and Dimensions: had an artificially drained level rolled surface measuring approx. 825 x 730 meters (900 x 800 yards). No paved runway. Fuel and Ammunition: both available. Infrastructure: there was 1 large triple-bay hangar with a concrete apron and 2 small hangars on the W boundary. Additionally, a large workshop building was immediately N of the big hangar. A number of barrack huts were set up on the W boundary just S of the hangars. Dispersal: no organized dispersal facilities in Oct 43. Aircraft normally parked in front of the hangars. Defenses: 6 heavy Flak positions of up to 3 guns each were within 5 km of the airfield.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 0 officers and officials, 0 NCOs and men; German Luftwaffe - 0 and 11.

27 Jul 44: bombed by a small force of B-24 Liberators from 15th AAF - damage unknown.

14-15 Sep 44: bombed by Soviet 3d Guards Bomber Air Corps.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.815-16 (30 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Budapest-Érd (HUN) (47 22 21 N – 18 56 10 E)

General: airfield in C Hungary on the W bank of the Danube 15.5 km SSW of Budapest city center and just E of the suburb of Érd.

History: reportedly in use by the Luftwaffe in Sep 43.

Dimensions: approx. 915 x 825 meters (1000 x 900 yards).

Surface and Runways: grass surface.

Infrastructure: had 2 medium and 1 small hangar on the S boundary with another medium hangar under construction in the same location. On the W side of the airfield were a small workshop, admin buildings and barracks.

Remarks:

30 Sep 43: leveling work was underway to extend the landing ground to the west.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.884 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Budapest-Ferihegy (HUN) (a.k.a. Ferihegy-Vecsés) (47 25 50 N – 19 14 25 E)

General: airfield (Fliegerhorst) in C Hungary c. 15.5 km SE of Budapest, 4 km NE of the town of Vecsés and immediately N of Ferihegy.

History: planned in 1937-38 as a joint civil-military airfield to replace Budaörs, construction did not begin on the military side until 1940 and on the civil airport side until 1942. The first military units arrived in 1943 but the heavy bombing that began in mid-April 1944 forced the majority of units to relocate to other airfields.

Dimensions: approx. 2285 x 1555 meters (2500 x 1700 yards) with an oval shape.

Surface and Runways: grass surface. No paved runway (Oct 43). Equipped with boundary lighting, double flare-path and a beam approach system.

Fuel and Ammunition: both available.

Infrastructure: (1) on the NW boundary - 1 large hangar with a concrete apron and adjacent workshop; (2) off S boundary - 1 large single and 2 large double hangars together with numerous factory buildings that were under construction; (3) off E boundary - 4 small

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hangars. The station admin building was next to the hangar on the NW boundary. Billeting was believed to be in Ferihegy and other nearby towns and villages. The nearest rail connection was off the SW boundary.

Dispersal: no organized dispersal facilities. Aircraft usually parked on the S and W sides of the landing area.

Defenses: none identified (Oct 43).

Satellites and Decoys:

Ferihegy/2 - a second landing area off the ESE boundary that was leveled agricultural land and measured 1000 x 595 meters (1100 x 650 yards). Had 4 medium hangars, a wide servicing hardstand and barrack accommodations. Fuel storage facilities were under construction in Sep 43.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 175 officers and officials, 814 NCOs and men; German Luftwaffe - 7 and 100.

13 Apr 44: 121 15th AAF B-24s dropped 186 tons of fragmentation bombs on the Vecsés airfield and aircraft repair center. Mission reports claimed 20 aircraft destroyed on the ground and significant damage to hangars, the admin building, aircraft dispersals, the assembly building and workshops in the aircraft assembly plant and hits on the landing area.

2 Jul 44: bombed by 124 B-24 Liberators - 18 x aircraft destroyed (1) or damaged (17) on the ground plus 1 KIA and 23 WIA and the airfield rendered unserviceable for 2 to 3 days (German report). Mission reports, on the other hand, claimed 19 aircraft destroyed on the ground and damage to hangars and buildings lining the airfield.

9 Aug 44: bombed by 108 B-24 Liberators - 1 x Do 217 from IV./KG 2 destroyed and 7 x Do 217s damaged plus the airfield unserviceable for 3 days (German report). Mission reports, on the other hand, claimed 16 aircraft destroyed on the ground and damage to hangars, workshops and admin buildings.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 64 officers, 1,206 NCOs and men, 6 civilians).

14-15 Sep 44: bombed by Soviet 3d Guards Bomber Air Corps.

Nov 44: taken by advancing Soviet troops but by then the airfield was in ruins.

Operational Units: (go to Google and enter: Budapest-Ferihegy site:ww2.dk).

Hungarian: Hungarian Experimental Institute (RKI - Repülő Kísérleti Intézet) (1943 - 1944); 101. Hungarian Independent Fighter Squadron (1943 - Apr 44); 2./1. Hungarian Fighter Squadron (Jan-May 44); 5./1. Hungarian Night Fighter Squadron (? - Apr 44); 101. Hungarian Night Fighter Group (Apr 44 - Nov 44?); Hungarian AF Experimental Institute with Me 210s (spring 44).

Luftwaffe: Einsatzkdo. From II./NJG 101 (Jun-Oct 44); elements of KG 4 (Sep-Oct 44)?; III./SG 2 (Oct 44); Stab and 2./NAGr. 14 (Oct-Nov 44); 2./NAGr. 12 (Oct-Nov 44); Aufkl.St. 1.(F) Nacht (Oct-Nov 44); 10.(Pz.)/SG 2 (Oct-Nov 44).

School Units: Ausbildungskdo. für Zerstörer (May 43 - c. Aug 44).

Reserve Training & Replacement Units: IV./KG 2 (Apr - Sep 44).

Station Commands: Fl.Pl.Kdo. A 37/VII (Feb-Mar 44); Fl.H.Kdtr. A(o) 104/XVII with Ln.-Stelle 37/VII (Apr-Nov 44).

Station Units (on various dates - not complete): schw.Feldwerft-Abt. 4/VII (Aug 44); Feldbauleitung d.Lw. Ferihegy (Aug 44); Flug-Betr.St.Kol. 511/VII (Aug 44).

[Sources: AFHRA A5262 p.825 (20 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Budapest-Mátyásföld (HUN) (47 30 10 N - 19 12 20 E)

General: airfield in C Hungary c. 9 km ENE of Budapest city center and immediately S of the suburb of Mátyásföld.

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History: a long-standing pre-war Hungarian Air Force base that remained under Hungarian control to the end of 1944 when it was evacuated as Budapest was encircled by Soviet forces.

Dimensions: approx. 1100 x 640 meters (1200 x 700 yards) with an irregular shape.

Surface and Runways: good grass surface. No paved runway in Nov 43.

Fuel and Ammunition: both were available, but no details found.

Infrastructure: had 1 small and 2 medium hangars with concrete aprons at the E end of the N boundary. A large hangar-type building with a concrete apron was at the NW corner. Also at the NW corner of the landing area were a number of buildings belonging to the Uritesverek Factory that had an unusually large motor pool attached. All of the airfield admin, supply and barrack buildings were along the N boundary with more of them under construction. There were also 4 huts at the SW corner. The nearest rail connection was 2.5 km SW of the airfield.

Dispersal: there were no organized dispersal facilities in Nov 43 and aircraft parked along the N side of the landing area.

Defenses: none noted in Nov 43.

Remarks:

1 Nov 43: leveling work was underway to extend the S and E boundaries.

c. 24 Mar 44: Hungarian airfield personnel strength - 85 officers and officials, 689 NCOs and men; German Luftwaffe - 0 and 25.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 10 officers, 49 NCOs and men, 4 civilians).

14-15 Sep 44: bombed by Soviet 3d Guards Bomber Air Corps.

Operational Units:

Hungarian: Hungarian 1st Independent Long-Range Reconnaissance Group (1938 - ?); Hungarian Experimental Institute (RKI – Repülő Kísérleti Intézet) (? – c. 1943?); Hungarian AF 1st Courier/Liaison Squadron (1940-44); Hungarian 1st Tactical Reconnaissance Squadron (? – Jun 41); II. Gp./Hungarian 1st Fighter Rgt. (1940 – Dec 42); Hungarian AF Target-Towing Squadron (1940 – c.1944); 5/I. Hungarian Fighter Group (Nov 43 - 1944).

Luftwaffe: none identified.

Reserve Training & Replacement Units: 4./I. Hungarian Fighter Replacement Group (1943-44).

Station Commands: no Lw. station commands identified.

Station Units (on various dates – not complete) -

Hungarian: Hungarian AF Experimental Institute (Aug 43).

Luftwaffe: Ln.-Wetterwarte (15 Aug 44); Flugsicherungshauptstelle (15 Aug 44).

[Sources: AFHRA A5262 p.814 (Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Budapest-Tököl (HUN) (47 20 35 N – 18 59 20 E)

General: airfield and industrial airfield in C Hungary on the island of Czepele c. 18 km SSW of Budapest and 2.5 km NE of the town of Tököl.

History: the airfield was in the final stages of construction in early 1944 and at that time was believed to have been used almost exclusively by the Manfred Weiss Aircraft Assembly Factory. Other postwar sources mention the firm Dunai Repülőgépgyár (Danubian Aerospace), a licensed producer of the Me 210 fighter-bomber, as being here during the war.

Dimensions: approx. 1550 x 825 meters (1700 x 900 yards) with room for an extension to the SW. Roughly rectangular in shape.

Surface and Runways: leveled farm land with dykes to protect the area from flooding by the Danube River which was just 2 km W of the airfield. Had a single concrete runway measuring 1190 x 91 meters (1300 x 100 yards) with taxiways leading from the center of the runway to the SW boundary and from the SW end to the hangars of the Manfred Weiss factory at the E corner.

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Fuel and Ammunition: there were 5 underground fuel storage tanks near the hangars at the E corner.

Infrastructure: had 1 large hangar with a concrete apron on the NE boundary, and 2 large inter-connected hangars with concrete aprons that belonged to the Manfred Weiss firm at the E corner. In early 1944, personnel were believed to be billeted in Tököl and in nearby Szigetszentmiklós since there were no barrack buildings around the field. A branch rail line served the airfield about 1 km off the SE side.

Dispersal: there were no organized dispersal areas in early 1944. Aircraft were normally parked in front of the hangar on the NE boundary.

Defenses: had 1 heavy and 1 light Flak position.

Remarks:

3 Apr 44: bombed by 111 B-17 Fortresses hitting the landing area and damaging a hangar.

13 Apr 44: 122 15th AAF B-24 Liberators dropped 200 tons of fragmentation bombs on the airfield and factory buildings. Mission reports claimed a number of aircraft destroyed on the ground, damage to several hangars and hits on the major installations in the adjoining aircraft factory.

2 Jul 44: 62 B-24s bombed the Manfred Weiss factory claiming damage to machine shops, office buildings and a hydraulic press, as well as cutting rail line and destroying freight cars in the marshalling yard next to the plant.

9 Aug 44: bombed by 75 B-24s claiming 3 aircraft destroyed on the ground and damage to assembly buildings, the runway and the landing area.

Nov 44: airfield taken by Soviet troops.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.812-13 (9 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Budapest-Törökbálint (HUN) (47 25 30 N – 18 57 40 E)

General: airfield in C Hungary c. 10.5 km SW of Budapest and 3.25 km ESE of Törökbálint.

History: still under construction in mid-September 1944.

Dimensions: approx. 1305 x 550 meters (1425 x 600 yards) and roughly rectangular in shape.

Surface and Runways: level grass. No paved runway (Sep 44).

Fuel and Ammunition: fuel storage was possibly off the N boundary while ammunition was almost certainly stored in 11 blast-protected huts off the NW corner and others off the NE corner.

Infrastructure: had 2 hangar-type buildings off the NE corner with several separate workshop buildings nearby. The station admin offices, supply warehouses and barracks were in a large building complex off the E end of the N boundary. The nearest rail connection was 3.25 km SSE of the airfield along the main line to Budapest.

Dispersal: no organized dispersal facilities (Sep 44).

Defenses: protected by the Flak defenses for the city of Budapest.

Satellites and Decoys:

Törökbálint/West (47 25 10 N – 18 56 35 E), satellite located about 1 km west of the main airfield. A rough grass airstrip measuring approx. 730 x 570 meters (800 x 625 yards) with a single hangar-type building and several other buildings clustered together at the S corner. Construction of an elaborate dispersal area in an adjacent wood was started but never completed.

Remarks: ?

Operational Units: none identified.

Station Commands: none identified.

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

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[Sources: AFHRA A5262 p.820 (20 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bugac (HUN): see Kecskemét.

Bugyi (HUN) (a.k.a. Bugyj) (c. 47 13 N – 19 09 E)

General: field airstrip or landing ground in C Hungary c. 31 km SSE of Budapest. Exact location not determined. History: no details found.

Operational Units: Stab, 2./NSGr. 5 (Nov 44); 4./NSGr. 2 (Nov 44).

Station Commands: none identified.

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

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

Bük (HUN) (47 25 30 N – 16 46 20 E)

General: landing ground in NW Hungary 25 km NNE of Szombathely and 4.5 km N of the village of Bük. History: transport and liaison aircraft were observed here on 25 Feb 45.

Surface and Dimensions: grass surface measuring approx. 505 x 505 meters (550 x 550 yards). Infrastructure: none. Dispersal: aircraft parked in a small wooded area 1 km NE of the landing area.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.917 (25 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bustyaháza (HUN/UKR) (a.k.a. Bushtyno/Ukraine) (c. 48 03 N – 23 28 E)

General: landing ground in E Hungary c. 70 km SE of Munkacs (Mukachëvo/W Ukraine). Exact location not determined. History: no details have been found for this airstrip. No Hungarian or Luftwaffe air units are believed to have been based here although it was used by both as a transit field.

Station Commands: Fl.H.Kdtr. E(v) 207/VIII (Aug-Oct 44); Fl.H.Kdtr. E (mot) 7/III (?).

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

C

Cluj (HUN/ROM): see Kolozsvár.

Csákvár (HUN) (47 21 03 N – 18 25 44 E)

General: landing ground in W Hungary c. 46 km WSW of Budapest and 5.25 km SSW of the town of Csákvár. History: no details have been found for this airstrip. Used by Luftwaffe single-engine tactical reconnaissance aircraft during the siege of Budapest by Soviet forces.

Operational Units: 2./NAGr. 16 (Oct-Dec 44); Stab, 1., 2./NAGr 14 (Nov-Dec 44); 3./NAGr. 14 (Dec 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]

Csapod (HUN) (a.k.a. Lesvár) (47 32 10 N – 16 52 25 E)

General: landing ground in W Hungary 31 km SE of Sopron and 4 km WNW of the town of Csapod. History: built during the war and in use by 1943. Surface and Dimensions: leveled grass surface measuring approx. 1325 x 1160 meters (1450 x 1270 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: both made available as needed. Infrastructure: no hangars, workshops or other buildings. Dispersal: no organized dispersal facilities. Woods off the S and W boundaries could be used for parking and concealing aircraft.

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Remarks: ?

Operational Units: 3.(F)/Aufkl.Gr. 121 (Oct-Nov 44); III./TG 2 (Dec 44 – Jan 45).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.822 (9 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Csepel (HUN): see Budapest-Csepel.

Csór (HUN) (47 12 N – 18 15 E)

General: landing ground in W Hungary 13 km W of Székesfehérvár. History: no details have been found for this landing ground. Used by Luftwaffe fighters, ground-attack aircraft and night ground-attack aircraft during the siege of Budapest by Soviet forces.

Operational Units: II./JG 52 (Nov-Dec 44); I./SG 2 (Nov 44 – Jan 45); 3./NSGr. 5 (Mar 45).

Station Commands: none identified.

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

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

Csorna (HUN) (47 39 10 N – 17 15 10 E)

General: landing ground in NW Hungary approx. 32 km WSW of Győr and 4 km N of the town of Csorna. History: set up in late 1944 in conjunction with the siege and battle of Budapest. Surface and Dimensions: grass surface measuring approx. 1370 x 505 meters (1500 x 550 yards) with an irregular shape. Fuel and Ammunition: both brought in as needed. Infrastructure: no hangars, workshops or other buildings. Dispersal: no organized dispersals – aircraft were parked at the corner of a small wood off the E boundary.

Remarks: ?

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.823 (2 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

D

Debrecen (HUN) (c. 47 29 53 N – 21 36 15 E)

General: airfield (Fliegerhorst) 4.6 km SSW of this city in E Hungary.

History: construction began around 1929 and proceeded piecemeal over the following years. Initially used by the Debrecen University Flying Club for elementary flight training. A main base for the Hungarian Air Force from at least 1937. Frequently used by Luftwaffe aircraft as a transit field beginning in 1940. In Aug 44 it became a main airfield for Luftwaffe units withdrawing from Romania.

Dimensions: approx. 1390 x 1345 meters (1520 x 1470 yards) including the extension that was still underway in early Sep 44.

Surface and Runways: grass surface with drainage work still in progress in Sep 44. The 1160 meter (1270 yard) prepared runway was being extended to 1645 meters (1800 yards) in early Sep 44. A perimeter road was being built to connect the hangar area and South dispersal with the runway.

Fuel and Ammunition: both available.

Infrastructure: had 4 hangars and admin offices.

Dispersal: the South dispersal area was still under construction in early Sep 44.

Defenses: no information found.

Remarks:

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1 Sep 43: work underway to improve surface drainage and barracks were under construction.

c. 24 Mar 44: Hungarian airfield personnel strength - 145 officers and officials, 1,308 NCOs and men; German Luftwaffe - 1 and 17.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 90 officers, 1,080 NCOs and men, 55 auxiliaries.

1 Sep 44: low-level attack by 51 15th AAF P-51 Mustangs - 11 x He 111Hs from I./KG 4 shot up and destroyed on the ground (incomplete German sources). The P-51s *claimed* a total of 56-59 aircraft destroyed on the ground during this attack, plus the destruction of a barracks.

20 Oct 44: city fell to 2nd Ukrainian Front forces after heavy fighting that began on 11 October when the Red Army began laying siege Debrecen and its immediate surroundings.

Operational Units:

Hungarian: VI. Hungarian Short-Range Reconnaissance Squadron (May 41); 3. Hungarian Bomber Rgt. (to Mar 43); 102. Hungarian Bomber Group (Mar-May 43); HQ and III./4. Hungarian Bomber Rgt. (to c. Dec 41); 4. Hungarian Independent Bomber Group (Jan-Jun 42, Nov 42 - Mar 43); 102./2. Hungarian Transport Squadron (May 44 - ?).

Luftwaffe: Flieger-Kp./Ln.-Rgt. 4 (May 44); 3.(F)/Aufkl.Gr. 121 (Aug-Sep 44); 4./NJG 100 (Aug-Sep 44); I./KG 4 (Aug-Sep 44); 3./NSGr. 4 (Aug-Sep 44); Wekusta 76/1 (Sep 44).

Station Commands: Fl.H.Kdtr. E 21/VI (Mar 44); Fl.H.Kdtr. E(v) 209/VIII (Apr-Oct 44).

Station Units (on various dates - not complete): Luftflottenkdo. 4 (Aug-Sep 44); Koflug 7/XII (Apr-Oct 44); le.Feldwerft-Abt. (mot) III/40 (Aug 44); Werft-Abt. 106/VIII (Aug 44); Stab/Flak-Rgt. 12 (Oct 44); Stab and I./Ln.-Rgt. 4 (Sep 44); III./Ln.-Rgt. 4 (Stab, 9., 10, 14.) (Apr-Sep 44); 11./Ln.-Rgt. 4 (Aug 44); 1./Ln.-Betr.Abt. z.b.V. 13 (Aug 44); Ln.-Betr.Abt. z.b.V. 12 (Oct 44); Ln.-Stelle 21/VI (Aug 44); Lw.-Feldbauamt 5/XXV (Aug 44); Lw.-Feldbauleitung Debrecen (Aug 44); Flug-Betr.St.Kol. (mot) 506/XII (Aug 44); Kartenstelle IV/Feldluftgaukdo. XXV (Aug 44); Wetterberatungszentrale (mot) d.Lw. 12/XVII (Aug 44).

[Sources: AFHRA A5262 pp.824 and 900 (26 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dej (HUN/ROM): see Dés.

Dés (HUN/ROM) (a.k.a. Dej) (c. 47 08 30 N - 23 52 30 E)

General: landing ground in SE Hungary 60 km NNE Kolozsvár. Exact location not found.

History: used by the Romanian Air Force prior to 1940. Surface and Dimensions: grass surface measuring approx. 915 x 730 meters (1000 x 800 yards). No further details found. No evidence of use by the Luftwaffe.

Remarks:

2 Aug 44: landing ground abandoned or returned to cultivation.

[Sources: AFHRA A5262 pp.886 and 911 (Dec 43 and updated 2 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ditra (HUN/ROM): see Ditrău.

Ditrău (HUN/ROM) (a.k.a. Sarmas; Sarmasi) (c. 46 49 N - 25 30 E)

General: emergency landing ground in SE Hungary 110 km W of Bacau/Romania and reportedly just WNW of the town. History: used by the Romanian Air Force prior to August 1940 and then occasionally used by Hungarian aircraft. No evidence found of use by the Luftwaffe. Surface and Dimensions: approx. 730 x 730 meters (800 x 800 yards).

Infrastructure: none.

[Sources: AFHRA A5262 p.887 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Dombóvár (HUN) (c. 46 22 N - 18 08 E)

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General: landing ground in SW Hungary 35 km N of Pécs. Exact location not found.

History: no details have been found for this landing ground. Used by the Luftwaffe in fall 1944.

Operational Units: Schleppgruppe 1 (Oct 44); elements of Nahaufklärungsstaffel Kroatien (Nov 44).

Reserve Training & Replacement Units: 13./SG 151 (Oct-Nov 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]

E

Egyek (HUN) (c. 47 37 N – 20 53 E)

General: field airstrip or landing ground on the E bank of the Tisza River in C Hungary c. 58 km WNW Debrecen. Exact location not found. History: no details on the landing ground or its use found, but probably used by the Luftwaffe in Oct 44 as it withdrew into western Hungary.

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

Enyicke (HUN/SLO) (a.k.a. Haniska) (c. 48 36 N – 21 15 E)

General: field airstrip or landing ground in the region of north-central Hungary that was formerly Slovakia and located 12.5 km S of Kassa (Kosice). Exact location not determined.

History: just 6 km off the S end of Kassa (Kosice) airfield, this may have been a satellite belonging to it.

Operational Units: Stab, I./SG 10 (Nov 44); 5./SG 77 (Nov 44).

Station Commands: none identified.

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

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

Érd (HUN): see Budapest-Érd.

Érsekcsanád (HUN) (c. 46 15 N – 18 59 E)

General: landing ground in S Hungary 61 km ENE of Pécs and 8 km N Baja. Exact location not found. History: no details have been found for this landing ground. Possibly used by Luftwaffe aircraft during Oct-Dec 44 but no units are known to have been based here.

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

Érsekujvár (HUN/SLO) (a.k.a. Nové Zámky) (47 57 44 N – 18 11 04)

General: field airstrip or landing ground in NW Hungary c. 98 km NW of Budapest and 3.25 km SSE of present day Nové Zámky in Slovakia. History: no details found. No Luftwaffe units are believed to have been based here.

Remarks:

17 Sep 44: strafed by 27 P-51 Mustangs – claimed 12 aircraft destroyed on the ground.

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

Esztergom (HUN) (c. 47 45 29 N – 18 43 47 E)

General: emergency landing ground in N Hungary 42 km NW of Budapest and 3.5 km SSW of Esztergom. History: no information found but almost certainly used by light aircraft during the winter of 1944-45.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 12 (Dec 44).

[Sources: AFHRA A5262 p.918 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

F

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Farmos (HUN) (c. 47 21 N – 19 51 E)

General: field airstrip or landing ground in C Hungary c. 60 km ESE of Budapest and 7.5 km ENE of Tápiószentmárton. Exact location not determined. History: no information found. No complete Luftwaffe units are thought to have been based here.

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

Feldioara (HUN): see Foldvár.

Felsőabrany (HUN): (??).

General: un-located landing ground in C Hungary SSW of Miskolc. History: no information found, so this place name may have fallen into disuse after the war. In any event, it was only in use by the Luftwaffe from late September to the end of October 1944.

Operational Units: 2./NAGr. 16 (Sep-Oct 44); 1./NAGr. 14 (Oct 44)?;

Nahaufklärungsstaffel 7./32 (Oct 44)?; I./SG 2 (Oct 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]

Felsőzsolca (HUN) (c. 48 06 N – 20 51 E)

General: landing ground in north-central Hungary 5 km E of Miskolc. Exact location not determined. History: no details have been found for this airstrip. No Hungarian or Luftwaffe air units are believed to have been based here.

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

Ferihegy (HUN): see Budapest-Ferihegy.

Foldvár (HUN/ROM) (a.k.a. Feldioara, Feldioara Bod) (45 49 10 N – 25 36 20 E)

General: emergency landing ground or landing ground in SE Hungary 16 km N of Braşov/Romania. Exact location near the town not identified. History: a Romanian landing ground prior to Aug 40. No record found of Luftwaffe use, but in late 1943 it was reportedly being extended. Surface and Dimensions: grass surface measuring approx. 730 x 730 meters (800 x 800 yards).

[Sources: AFHRA A5262 p.887 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Fünfkirchen (HUN): see Pécs/Hungary.

G

Gherla (HUN): see Szamosújvár.

Gödöllő (HUN) (47 34 N – 19 29 E)

General: landing ground in C Hungary 21 km ENE of Budapest. History: nothing found on its early history, but in Oct 44 it was being used by training gliders. Surface and Dimensions: grass surface with unknown dimensions. Infrastructure: none known.

Operational Units:

Hungarian: HQ 102d Air Brigade/Hungarian AF (Oct-Nov 44); 102. Hungarian Courier/Liaison Squadron (Oct-Nov 44).

Luftwaffe: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.826 (26 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Görgenyoroszfalu (HUN/ROM): see Szász-Regen.

Gran (HUN): see Esztergom.

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Groszwardein (HUN): see Nagyvárad.

Gyoma (HUN) (c. 46 55 N – 20 48 E?)

General: landing ground in south-central Hungary 56 km SE of Szolnok and 7.5 km NNE of Gyomaendrőd? History: no details have been found for this airstrip. The name may be a shortened form of Gyomaendrőd since there is no listing for "Gyoma" in present-day Hungary.

Operational Units: 2./NAGr. 12 (Sep-Oct 44); III./SG 10 (Sep-Oct 44); 14.(Pz.)/SG 9 (Sep-Oct 44).

Reserve Training & Replacement Units: II./SG 151 (Sep-Oct 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]

Győr (HUN) (a.k.a. Raab) (47 41 20 N – 17 40 00 E)

General: factory airfield in NW Hungary 110 km NW of Budapest and 3.25 km ENE of Győr.

History: home to the Magyar Waggon- és Gépgyár Aircraft Assembly Factory, which produced single-engine trainers from 1938 until 1942, when it started assembling Bf 109 fighters and some components for the Me 210 fighter-bomber under license from Messerschmitt.

Dimensions: approx. 1100 x 1000 meters (1200 x 1100 yards) with an irregular shape.

Surface and Runways: grass surface with artificial drainage. Had a single concrete runway measuring approx. 1000 meters (1100 yards) in length and aligned NNW/SSE. Equipped with runway illumination.

Fuel and Ammunition: fuel was available but storage details are unknown. The ammunition dump was c. 1 km NE of the airfield and consisted of 3 bunkers protected by blast walls.

Infrastructure: the buildings of the Magyar Waggon- és Gépgyár Aircraft Assembly Factory were along the W boundary and consisted of 1 very large, 1 large, 1 medium and 2 small hangars. A very large building on the NW boundary was probably a workshop. A small cluster of barrack-type buildings were just W of the factory and there was a supply dump in a wooded area off the S boundary. The nearest rail connection was less than 1 km off the S boundary.

Dispersal: no organized dispersal facilities.

Defenses: a 4-gun heavy Flak position was 1.6 km NW of the airfield.

Remarks:

Győr and the airfield endured 18 major and 8 minor air attacks during the war.

13 Apr 44: 163 15th AAF B-17s dropped 386 tons of bombs on the Győr Bf 109 components factory and airfield causing severe damage to the city, the aircraft plant, the airfield, other industries in the city and over 1,000 casualties. Mission reports claimed 14 aircraft destroyed on the ground, hangars damaged and landing area cratered.

c. 24 Mar 44: Hungarian airfield personnel strength - 0 officers and officials, 0 NCOs and men; German Luftwaffe - 1 and 24.

9 Aug 44: bombed by 105 B-17s claiming damage to hangars, assembly shops, machine shops, power plant, the runway and the barrack huts in an adjacent labor camp.

7 Oct 44: bombed by 66 B-24s – claimed 6 aircraft destroyed on the ground, heavy damaged to the aircraft assembly building and damage to barrack huts in the labor camp.

1 Nov 44: airfield partially unserviceable due to the many bomb craters in the landing area.

28 Mar 45: Győr and the airfield taken by Soviet forces.

Operational Units: Stab/SG 10 (Jan-Feb 45); I./SG 2 (Feb 45); Stab, 1., 2., 3./NAGr. 14 (Feb-Mar 45); 2./NAGr. 16 (Feb-Mar 45).

Station Commands: Fl.H.Kdtr. A 201/VIII (Feb-Mar 44); Fl.H.Kdtr. A(o) 101/XVII (Apr 44 – Feb 45); Fl.H.Kdtr. E(v) 223/VIII (Feb-Mar 45).

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Station Units (on various dates – not complete): elements of Ie.Flak-Abt. 774 (1945); Trsp.Kol. d.Lw. 101/XIII (Apr 45)?; Ldssch.Zug d.Lw. 213/XI (Mar 45)?; elements of Lw.-Berge-Kp. z.b.V. 32 (Dec 43, Aug 44).

[Sources: AFHRA A5262 p.827 (Oct 43?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

H

Hajdúböszörmény (HUN) (47 40 00 N – 21 28 15 E)

General: landing ground in E Hungary 17 km NW of Debrecen and c. 3 km W of Hajdúböszörmény. History: laid out during the war, but details are lacking. Surface and Dimensions: leveled farm land measuring approx. 1830 x 570 meters (2000 x 625 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: fuel was available. Ammunition was stored in 5 bunkers on the SW boundary and in 3 more on the SE boundary. Infrastructure: no hangars in Apr 44 but there were 7 huts in a group that may have served as workshops. Personnel were billeted in local accommodations. The nearest rail connection was in Hajdúböszörmény. Dispersal: no organized dispersal facilities in Apr 44.

Remarks:

25 Apr 44: leveling work was underway off the NW boundary to extend the landing area.

21 Aug 44: bombed by 102 15th AAF B-24 Liberators and strafed by 46 escorting P-51 Mustangs – all bombs missed the target but the strafing P-51s claimed 37 destroyed, 13 probables and 17 damaged on the ground. According to Hungarian sources, all 12 x Me 210 Ca-1s belonging to the 102 Fast Bomber Sqdn. were destroyed on the ground and others damaged along with 2 other unidentified aircraft destroyed.

Operational Units:

Hungarian: 102 Fast Bomber Sqdn. (Aug 44).

Luftwaffe: none identified.

Reserve Training & Replacement Units: 15./SG 151 (Jul – Oct 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.828 (18 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hajdúszoboszló (HUN) (47 27 37 N – 21 23 25 E)

General: airfield or landing ground in C Hungary 22 km SW Debrecen and 2 km N of Hajdúszoboszló town center. History: no details have been found for this Hungarian Air Force airfield. No evidence found of Luftwaffe use.

Operational Units:

Hungarian: 102. Hungarian Bomber Group (Aug-Oct 44); 102. Hungarian Night Ground-Attack Squadron (Sep-Oct 44).

Luftwaffe: none identified.

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

Hatvan (HUN) (c. 47 39 N – 19 40 E)

General: field airstrip or landing ground in north-central Hungary 52 km NE Budapest. Exact location not determined. History: no details have been found for this landing ground nor any evidence that Luftwaffe flying units were based here.

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

Hegyeshalom (HUN) (c. 47 54 45 N – 17 09 25 E)

General: emergency landing ground in NW Hungary 26 km S of Bratislava/Czechoslovakia. Details lacking.

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[Sources: AFHRA A5262 p.888 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hortobágy (HUN) (a.k.a. Nagy-Hortobágy) (47 33 15 N – 21 08 25 E)

General: landing ground in E Hungary 35 km WNW of Debrecen and 3.5 km SSW of Hortobágy. History: believed to have existed pre-war but little used until the German withdrawal from Romania in Aug-Sep 44. Surface and Dimensions: rough grass surface of uncertain dimension but approx. 915 x 455 meters (1000 x 500 yards) or thereabouts. No paved runway. Infrastructure: no hangars or workshops, but a number of huts and small buildings on the W boundary may have served as billets. The nearest rail connection was in the village of Hortobágy. Dispersal: no organized dispersals.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.832 (26 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Huedin (HUN/ROM) (Bannfy Bunyad) (c. 46 52 N – 22 58 E)

General: emergency landing ground in SE Hungary 48 km WNW of of Kolozsvár (today Cluj/Romania). Exact location not found. History: a former Romanian landing ground prior to Aug 40. No record found of Luftwaffe use. Surface and Dimensions: grass surface measuring approx. 730 x 730 meters (800 x 800 yards).

[Sources: AFHRA A5262 p.889 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Husztót (HUN) (c. 46 10 N – 18 05 E)

General: field airstrip or landing ground in SW Hungary c. 16 km NW of Pécs. Exact location of landing ground not determined. History: no information found. No complete Luftwaffe units are thought to have been based here.

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

I

Iszkaszentgyörgy (HUN) (c. 47 14 N – 18 17 E)

General: field airstrip or landing ground in C Hungary c. 65 km SW of Budapest and 11 km NW of Székesfehérvár. Exact location not determined. History: no information found. No complete Luftwaffe units are thought to have been based here. May have been used as a satellite or alternate landing ground of Székesfehérvár airfield.

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

Izsák (HUN) (c. 46 48 N – 19 21 E)

General: field airstrip or landing ground in C Hungary c. 28 km WSW of Kecskemét. Exact location of the landing ground not determined. History: no information found. No complete Luftwaffe units are thought to have been based here although aircraft may have used it during the second half of 1944.

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

J

Jibou (HUN/ROM): see Zsibo.

K

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Kalocsa (HUN) (c. 46 33 N – 18 56 E)

General: emergency landing ground in S Hungary 76 km NE of Pécs and about 5 km NW of Kalocsa. History: a pre-war landing ground. No record found of Luftwaffe use and believed to have been deactivated. Surface and Dimensions: grass surface with poor drainage measuring approx. 550 x 550 meters (600 x 600 yards).

Remarks:

20 Jul 44: noted as being in disuse for many months.

[Sources: AFHRA A5262 pp.889, 909 and 915 (Dec 43 and updated 20 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kamenez (HUN) (e. Kemenesszentpéter) (47 26 07 N – 17 13 53 E)

General: satellite or auxiliary field in W Hungary 20 km NW of Pápa and near Várpalota airfield. History: said to have actually consisted of 3 airstrips – Kamenez/West, Kamenez/Ost and Kamenez/Süd.

Operational Units:

Hungarian: 102./2. Hungarian Ground-Attack Squadron (Jan-Mar 45).

Luftwaffe: Stab, I./SG 77 (Feb 45).

Station Commands: none identified.

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

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

Kaposvár (HUN) (a.k.a. Tagsar; Taszár) (46 23 N – 17 54 E)

General: airfield in SW Hungary 48 km NW of Pécs and 9.5 km ENE of Kaposvár.

History: said to have been built in 1929 and in use by commercial aircraft by 1932.

Hungarian Air Force units were based here pre-war and during the war. An extensive development project was started in spring 1943, continued throughout 1944 and had a target completion date of 1945. A detailed description of the airfield has not been found.

Surface and Dimensions: ? Fuel and Ammunition: ? Infrastructure: ? Dispersal: ?

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 18 officers and officials, 80 NCOs and men; German Luftwaffe - 0 and 20.

Operational Units:

Hungarian: III. Hungarian Short-Range Reconnaissance Squadron (May 41).

Luftwaffe: Stab/NAGr. 12 (Nov 44 – Feb 45); 2./NAGr. 12 (Nov-Dec 44); detachment of Nahaufkl.St. Kroatien (Nov-Dec 44).

Station Commands: Fl.H.Kdtr. E(v) 215/VIII (Oct-Dec 44).

Station Units (on various dates – not complete): Stab/II. Fliegerkorps (c.Nov-Dec 44); 3./Ln.-Abt. 84 (radar site *Kalb*) (1944 – Aug 44); 12. (schw.Flum.Leit)/Ln.-Rgt. 228 (radar site *Kalb*) (Sep-Dec 44).

[Sources: AFHRA A5262 p.833 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Karmacs (HUN) (c. 46 50 N – 17 10 E)

General: field airstrip or landing ground in W Hungary c. 60 km SE of Szombathely and 10 km NNW of the S end of Lake Balaton. Exact location not determined. History: no information found aside from its use by night nuisance aircraft in February 1945.

Operational Units: Stab, 1./NSGr. 10 (Feb 45).

Station Commands: none identified.

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

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

Kaschau (HUN/SLO): see Košice.

Kassa (HUN/SLO): see Košice.

Kecskemét (HUN) (a.k.a. Bugac) (46 55 00 N – 19 45 10 E)

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General: airfield in C Hungary 78 km SE of Budapest and 4.5 km E of Kecskemét immediately N of the Kecskemét-Szentes road.

History: pre-war Hungarian Air Force station. The Luftwaffe used it as a transit airfield during 1941-42 for aircraft en-route between Germany and the Balkans, mainly Romania. In 1943, work began to develop Kecskemét into a much larger airfield complete with a concrete runway.

Dimensions: the nearly completed extension and leveling work was still finishing up in April 1944 and when completed the very large landing area was to measure approx. 2285 meters NW/SE x 2100 meters NE/SW (2500 x 2300 yards) tapering to 775 meters (850 yards) at the SE end.

Surface and Runways: had a single concrete runway measuring approx. 1325 meters (1450 yards) aligned NW/SE. A taxiway was under construction from the SE end of the runway to the hangar area. Equipped for night flying operations.

Fuel and Ammunition: 3 underground fuel storage tanks were located on the S boundary just W of the hangars. Additional bulk storage tanks were being installed to the rear or the eastern most hangar.

Infrastructure: there was 1 large double-bay hangar and 3 medium hangars on the SW boundary with 2 large workshop buildings immediately behind the large hangar. Station HQ, admin offices, support facilities and the flight control building were immediately E of the hangars. A large "T"-shaped building and 3 barrack buildings were located directly S of the medium hangars. The nearest rail connection was at Úrrét, 3.25 km SE (or NW?) of the airfield.

Dispersal: no organized dispersal facilities – aircraft were parked in front of the hangars and along the perimeter.

Defenses: little if any.

Remarks:

1943: airfield being enlarged and landing area extended.

c. 24 Mar 44: Hungarian airfield personnel strength - 38 officers and officials, 936 NCOs and men; German Luftwaffe - 2 and 65.

14 Jun 44: low-level dive-bombing and strafing attack by 39 15th AAF P-38 Lightnings - 2 x Me 323s from I./TG 5 strafed on the ground and damaged (German report). Mission reports, on the other hand, claimed 7 x Me 323s destroyed, a large hangar and some other buildings damaged, and the airstrip and taxiways cratered.

c. 15 Aug 44: total Luftwaffe station strength this date 51 officers, 676 NCOs and men, 167 civilians.

30 Aug 44: low-level attack by 15th AAF P-51 Mustangs – *claimed* 24 planes destroyed or damaged on the ground, including 10 x Me 323s.

31 Aug 44: low-level attack by 15th AAF P-51 Mustangs – *claimed* 150+ planes destroyed and damaged on the ground at Kecskemét and Nagyvárad (Oradea).

Operational Units:

Hungarian: 3. Hungarian Short-Range Reconnaissance Group (1941-44).

Luftwaffe: 2.(F)/Aufkl.Gr. 11 (Feb 41)?; Kurierstaffel 10 (Feb 41)?; II./JG 54 (Apr 41)?; Verbindungsstaffel 65 (Aug 41)?; I./TG 5 (Apr-Aug 44); Verbindungsstaffel 53 (Oct 44).

Station Commands: Lw.-Station in Kecskemét (1940-42); Flughafen-Stützpunktkdo. Kecskemét (1943 – Mar 44); Flugplatzkdo. Kecskemét of Fl.H.Kdtr. A 102/XVII (Apr-Aug 44); Fl.H.Kdtr. E(v) 202/VIII (Aug-Oct 44).

Station Units (on various dates – not complete): Flugmeldemessstellung *Keiler* (9./Ln.-Rgt. 218) (15 Aug 44); Kriegslazarett d.Lw. 1/VIII (15 Aug 44).

[Sources: AFHRA A5262 p.834 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kemenesszentpéter (HUN): see Kamenez.

Kenyeri (HUN) (47 22 30 N – 17 02 20 E)

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General: emergency landing ground in W Hungary 28 km WNW of Pápa and 3.5 km WSW of the village of Kenyeri. History: a Hungarian fighter and training base that reportedly was also used by Luftwaffe transport aircraft during the winter of 1944-45. Surface and Dimensions: grass surface measuring approx. 685 x 320 meters (750 x 350 yards).

Infrastructure: none, but there were farm buildings off the SW corner that may have been used for accommodations.

Operational Units:

Hungarian: II./101. Hungarian Fighter Rgt. (Sep 44 – Mar 45).

Luftwaffe: none identified.

School Units: 3. Hungarian Flight School (? - Feb 45).

Station Commands: none identified (run by the Hungarians).

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

[Sources: AFHRA A5262 p.924 (Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kiliti (HUN) (a.k.a. Siófok-Kiliti; Balatonkiliti) (46 53 30 N – 18 04 00 E)

General: landing ground in C Hungary c. 100 km SW of Budapest, 2 km SSW of Siófok and 1 km NNW of Balatonkiliti. History: a pre-war private sports flying field. Wartime use unknown. Surface and Dimensions: flat turf surface measuring approx. 550 x 230 meters (600 x 250 yards) in Jul 43 but subsequently enlarged to 730 x 505 meters (800 x 550 yards). Fuel and Ammunition: fuel was available at the landing ground. Infrastructure: had 1 or 2 small hangars on the SW boundary along with 1 separate workshop building adjacent to the hangar(s). At the rear of the hangar(s) were several barrack-type huts and other small buildings. The nearest rail connection was in Siófok. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5262 pp.852 and 925 (8 Jul 43 and Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kisbér (HUN) (c. 47 29 N – 18 01 E)

General: a landing ground or field airstrip in NW Hungary 78 km W Budapest. Exact location not determined. History: no details found, but almost certainly set up during the Oct-Dec 44 period to support Axis efforts to relieve the siege of Budapest. No Luftwaffe units identified with this landing ground.

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

Kiskunhalas (HUN) (c. 46 26 N – 19 29 E)

General: airfield in S Hungary 104 km NE of Pécs.

History: a Hungarian Air Force pilot training school was here in 1937. No evidence found of Luftwaffe use.

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

Surface and Runways: grass surface with a prepared airstrip. Two searchlights were available to assist with night landings.

Fuel and Ammunition: both available. Said to have underground bulk fuel storage tank(s).

Infrastructure: reportedly had 6 small hangars, 1 workshop and accommodation buildings.

Dispersal: no organized dispersal facilities.

Defenses: no information found.

Remarks:

20 Jul 44: airfield noted as being inactivated and under cultivation.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.890 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kiskunlacháza (HUN) (47 11 10 N – 19 04 15 E)

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General: airfield under construction in C Hungary 34 km S of Budapest and 5 km E of Kiskunlacháza. History: in the beginning stages of construction in mid-October 1944. Overrun by Soviet forces before it could be used by the Luftwaffe. Russian ground-attack units were already operating from here on 2 Jan 45. Surface and Dimensions: farm land with leveling work still underway in Oct 44. At the same time, a concrete runway and a concrete taxiway were under construction. The planned length of the runway was approx. 2100 meters (2300 yards). Infrastructure: none (Oct 44). Dispersal: had 2 – East and Southwest – with aircraft shelters being built in the East dispersal and a labyrinth of taxiways under construction in mid-Oct 44.
[Sources: AFHRA A5262 pp.835-36 (18 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Klausenberg (HUN/ROM): see Kolozsvár.

Kolozsvár (HUN/ROM) (a.k.a. Cluj; Cluj-Napoca; Clum; Klausenberg; Someseni) (46 46 N – 23 36 E)

Lw. Garrison and Station Units (on the airfields, in the city or nearby on various dates – not complete): Stab u.Flakauswertezug/Flak-Rgt. 133 (Aug 44); I./Flak-Rgt. 231 with Flak-Kolonne (Aug 44); Schaltstelle d.Lw. (Aug 44); Kfz.Abschleppzug d.Lw. 2/VIII (Aug 44); Eisenbahnmeldestelle d. Koflug 7/XII (Aug 44). Total Luftwaffe garrison strength on approx. 15 Aug 44: 31 officers, 1,125 NCOs and men.

Kolozsvár-Szamosfalva (HUN/ROM) (a.k.a. Cluj; Cluj-Napoca; Clum; Klausenberg; Someseni) (46 47 20 N – 23 41 35 E)

General: airfield in SE Hungary 174 km SE of Debrecen and 7.5 km E of the city. History: a pre-war Romanian joint civil-military airfield that was taken over by the Hungarians on 30 August 1940. It was one of the main airfields of the Hungarian Air Force during the war years with the Luftwaffe using it as a transit field. A few Luftwaffe units were based here in Sep 44.

Dimensions: approx. 870 x 685 meters (950 x 750 yards) with an irregular shape.

Surface and Runways: level grass surface in good condition. No paved runway.

Fuel and Ammunition: refueling points were in front of the hangars off the SW corner and an underground fuel storage tank was just W of the flight control building on the S boundary.

Infrastructure: had 1 large workshop hangar at the center of the S boundary with 1 medium double-bay hangar and 6 small hangars off the SW corner, all with concrete aprons and connected to the landing area by a wide taxiway. A separate workshop building was immediately S of the westernmost hangar. The flight control building was W of the large hangar while the admin and stores buildings were S of the hangars together with the barrack buildings. The nearest rail connection was immediately S of the airfield buildings.

Dispersal: there were no organized dispersal areas. Aircraft generally parked on the landing ground and on a cleared area N of the small hangars.

Defenses: no information found.

Remarks:

19 Jan 44: airfield closed due to rehabilitation construction work.

5 May 44: construction work to extend the landing area to the W was still underway.

Operational Units:

Hungarian: II./Hungarian 2. Fighter Rgt. (Sep 40 – 1942); IX. Hungarian Short-Range Reconnaissance Squadron (May 41); 102./2. Hungarian Dive-Bomber Squadron (Mar-May 43, Oct 43 – Jun 44).

Luftwaffe: Stab, 2., 3./NSGr. 5 (Sep 44).

Station Commands: Flugplatzkdo. from Koflug 7/XII (Debrecen).

Station Units (on various dates – not complete): Wetterberatungsstelle (Aug 44); Flugsicherungshauptstelle 34 (Aug 44); Ausbautrupp/Ln.-Ausbau-Kp. 5 (Aug 44);

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Landwehr-Gerätzug 22 from Koflug 7/XII (Aug 44). Total Luftwaffe station strength on approx. 15 Aug 44: 5 officers, 76 NCOs and men.

[Sources: AFHRA A5262 pp.837-38 (18 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kolozsvár-Dezmir (HUN/ROM) (46 46 45 N – 23 43 15 E)

General: emergency landing ground or landing ground in SE Hungary 174 km SE of Debrecen and 9 km E of Kolozsvár city adjacent to the village of Dezmir. History: used by gliders during the war. Surface and Dimensions: grass surface measuring approx. 275 x 315 meters (300 x 345 yards). Infrastructure: had 1 small hangar at the SW corner with a nearby workshop. Additionally, there were 2 small huts at the SW corner. Dispersal: no dispersals.

[Sources: AFHRA A5262 p.913 (8 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kolozsvár/Nord (HUN/ROM) (a.k.a. Cluj) (46 48 45 N – 23 33 30 E)

General: landing ground in SE Hungary 174 km SE of Debrecen and 5 km NW of the city. History: early history not found. In use by Ju 52 transports on 3 Sep 44. Surface and Dimensions: rough grass surface measuring approx. 825 x 640 meters (900 x 700 yards). Infrastructure: had 5 small buildings at the SW corner. Dispersal: aircraft were concealed among trees to the W and S of the landing area.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.901 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Komorn (HUN) (a.k.a. Komárom) (c. 47 44 N – 18 07 E)

General: field airstrip or landing ground in NW Hungary c. 80 km NW of Budapest on the S bank of the Danube. Exact location not determined. History: no information found. Used by Luftwaffe night nuisance aircraft during the heavy fighting N of Budapest in winter 1944-45.

Operational Units: elements of NSGr. 5 (Feb 45); elements of NSGr. 10 (Feb 45)?

Station Commands: none identified.

Station Units (on various dates in or around Komárom – not complete): II./Flak-Rgt. 43 (1945); gem.Flak-Abt. 147 (1945); gem.Flak-Abt. 375 (1945); schw.Flak-Abt. 905 (1945).

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

Körösládany (HUN) (c. 46 58 N – 21 04 E)

General: landing ground or field airstrip in south-central Hungary c. 75 km SW of Debrecen. Exact location not determined. History: no information found concerning this landing ground except that it was improvised and little more than level pasture land or farm land.

Operational Units: Stab, 2., 3./NSGr. 5 (Oct 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]

Košice (HUN/SLO) (a.k.a. Kassa; Kaschau) (48 41 40 N – 21 16 20)

General: airfield in E Slovakia (city in Hungarian possession from 1938-45) located 3.25 km S of the city.

History: built between 1925 and 1935, this small airfield was home station to elements of the 3rd Air Regiment of the Czech Air Force prior to Nov 38. During the war years after the area was ceded to Hungary, it was used for flight training by the Hungarian Air Force Academy.

Dimensions: approx. 825 x 410 meters (900 x 450 yards) and rectangular in shape.

Surface and Runways: well drained, good quality turf. No paved runway.

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Fuel and Ammunition: both available.

Infrastructure: had 1 large and 1 medium hangar with concrete aprons and 2 small hangars without aprons, all on the NW corner of the airfield. Separate workshop buildings were adjacent to the large hangar. The base admin buildings, military barracks, civil barracks, messes, storage buildings, etc., were all grouped behind the large hangar, and the base HQ building was adjacent to the large hangar. The nearest rail connection was in the village of Barca, 1.2 km S of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: unknown.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 30 officers and officials, 186 NCOs and men; German Luftwaffe - none.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 10 officers, 117 NCOs and men, 7 civilians and 216 Hiwi.

Operational Units (Luftwaffe):

Hungarian: "István Horthy" Air Force Academy (Repülőakadémia) (Apr 39 – Jan 45); VIII. Hungarian Short-Range Reconnaissance Squadron (May 41).

Luftwaffe: no Luftwaffe flying units identified as having been stationed here.

School Units: "Horthy István" Hungarian AF Academy with elementary flight trainers (1939 – Jan 45).

Station Commands: none (Luftwaffe) identified.

Lw. Station Units (on the airfield, in the city or nearby on various dates – not complete): Entstörtrupp d. 4./Ln.-Betr.Abt. z.b.V. 13 (15 Aug 44); Kfz.Werkstatt-Kp. d.Lw. 103/VII (15 Aug 44).

[Sources: AFHRA A5258 p.839 (11 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kunmadaras (HUN) (47 23 40 N – 20 47 25 E)

General: airfield under construction in E Hungary 65 km WSW of Debrecen and 3.25 km SSW of Kunmadaras. History: construction work by the Germans probably began in late 1943 or early 1944. No evidence has been found of the airfield's completion or use by Luftwaffe flying units before the Soviets overran the Debrecen area in eastern Hungary in Oct 44. Surface and Dimensions: level grass surface with artificial drainage measuring approx. 1920 x 1830 meters (2100 x 2000 yards) with an irregular shape. A NE/SW runway was still under construction in mid-Sep 44 with a planned length of approx. 1920 meters (2100 yards). A perimeter road connecting both ends of the runway was also being built. Infrastructure: no hangars or workshops but a group of buildings was being built off the N corner for airfield admin, stores and barracks. In the same area, a large "U"-shaped building was in the finishing stages and was thought to be for flight control and related functions. The nearest rail connection was in Kunmadaras. Dispersal: several dispersal areas with taxiways were being laid out on the W side of the airfield in Sep 44 but no aircraft shelters had yet been built.

Station Units (on various dates – not complete): 2.Kp. Lw.-Bau-Btl. 105/VI (Jun 44 - ?).

[Sources: AFHRA A5262 p.840 (25 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

L

Lesvár (HUN) see Csapod/Hungary.

Léva (HUN/SLO) (a.k.a. Levice/Slovakia) (c. 48 13 N – 18 36 E)

General: landing ground or field airstrip in NW Hungary 110 km E of Bratislava in that portion of Hungary annexed from Czechoslovakia in 1938. Exact location of the landing

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ground not determined. History: no details concerning the landing ground found. No evidence discovered of any Luftwaffe air units being based here.

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

Levice (HUN/SLO): see Léva.

Lewentz (HUN/SLO): see Léva.

Löver (HUN/ROM) (??)

General: landing ground or field airstrip in SE Hungary (Transylvania) c. 100 km ENE Koloszvár (Cluj) and just S of Budak landing ground in the vicinity of present-day Domnești. Neither Löver nor the landing ground could be located. History: no details concerning the landing ground found. Used by Luftwaffe tactical reconnaissance aircraft in Sep 44.

Operational Units: Stab, 1., 2./NAGr. 14 (Sep 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]

M

Magyarmecske (HUN) (c. 45 57 N – 17 57 E)

General: landing ground in SW Hungary 25 km SW of Pécs. History: established in 1944 and played an important role during the Soviet advance toward SW Hungary. No details found regarding the landing ground itself.

Operational Units: NSGr. 10 (Oct-Dec 44); 14.(Pz.)/SG 9 (Nov-Dec 44); I., II./SG 10 (Nov-Dec 44); 13./SG 151 (Nov-Dec 44); Stab/SG 10 (Nov 44 – Jan 45).

Station Commands: none identified.

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

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

Maros-Vásárhely (HUN/ROM) (a.k.a. Tîrgu-Mures; Osorhej) (46 31 55 N – 24 31 20 E)

General: landing ground in SE Hungary 248 km SE of Debrecen and 3.5 km W of the town. History: an old civil airport. No record found of any Luftwaffe units being based here.

Surface and Dimensions: grass surface measuring approx. 825 x 775 meters (900 x 850 yards) and roughly rectangular in shape. No paved runway. Infrastructure: had 1 medium hangar with a concrete apron on the SE boundary along with an adjacent admin building. There was also a small building in the S corner. The nearest rail connection was c. 1 km S of the landing ground. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5262 p.841 (21 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Martonvásár (HUN) (c. 47 19 N – 18 47 E)

General: landing ground or field airstrip in W Hungary c. 28 km SW Budapest and 31 km NE of Székesfehérvár. Exact location not determined. History: believed to have been established in 1944 and used during the Soviet advance toward SW Hungary and the defensive fighting around Budapest, but no evidence found of any Luftwaffe air units being based here.

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

Mátyásföld (HUN): see Budapest- Mátyásföld.

Mezőberény (HUN) (c. 46 49 N – 21 01 E)

General: landing ground or field airstrip in south-central Hungary c. 91 km SW Debrecen and 18 km NNW of Békés. Exact location not determined. History: believed to have been established in 1944 and used during the Sep-Nov 44 Soviet advance into C Hungary.

Operational Units: 14.(Pz.)/SG 9 (Nov 44)?

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Station Commands: none identified.

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

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

Mikepércs (HUN) (c. 47 26 N – 21 38 E)

General: field airstrip or landing ground in E Hungary c. 14 km SE of Debrecen. Exact location not determined. History: no details found. No Luftwaffe units are believed to have been based here.

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

Miskolc (HUN) (48 08 15 N – 20 48 00 E)

General: airfield in NE Hungary 145 km NE of Budapest and 5 km NNE of Miskolc.

History: a long established pre-war civil and military airfield.

Dimensions: approx. 1050 x 595 meters (1150 x 650 yards) with an irregular shape.

Surface and Runways: grass surface on a sandy sub-soil that did not drain well after heavy rains. No paved runway.

Fuel and Ammunition: refueling points were in front of the hangars at the SW corner.

Infrastructure: had 1 medium hangar and 1 small hangar with adjacent workshops at the SW corner, both with concrete aprons. Nearby were the completed foundations for a large hangar. The barracks were off the S boundary with additional buildings under construction nearby. A number of small buildings off the SE corner may have been for storage. The nearest rail access was a siding just off the W boundary.

Dispersal: no organized dispersal facilities, but there were 2 open aircraft shelters on the E boundary.

Remarks:

1942: construction work to improve the airfield began in early 1942.

c. 24 Mar 44: Hungarian airfield personnel strength - 23 officers and officials, 146 NCOs and men; German Luftwaffe - none.

26 Jun 44: leveling work was underway off the N boundary to more than double the size of the landing area.

Operational Units:

Hungarian: II./Hungarian 2. Fighter Rgt. (? – fall 40); VII. Hungarian Short-Range Reconnaissance Squadron (May 41).

Luftwaffe: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 14. (schw.Flum.Leit)/Ln.-Rgt. 228 (radar site at Gesztely, Sep-Oct 44); 7.(Flum.)/Ln.-Rgt. 34 (Sajóvámos, Oct 44); 9.

(Flum.Funk)/Luftgau-Nachr.Rgt. 25 (Oct 44).

[Sources: AFHRA A5262 p.842 (Sep/Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Munkacs (HUN/UKR) (today Mukachëvo/W Ukraine) (c. 48 26 N – 22 43 E or 48 23 56 N – 22 41 13 E?)

General: landing ground in NE wartime Hungary c. 130 km NE of Debrecen, 110 km ESE of Kosice (Kassa) and 38.5 km SE of Ungvár (Uzhhorod/W Ukraine). The exact location may have been 4.25 km SSW of Munkacs city center. History: a pre-war landing ground that was used mainly by transit aircraft prior to September 1944. No evidence found of Luftwaffe air units being based here.

Operational Units:

Hungarian: 102. Hungarian Independent Fighter Group (Sep-Oct 44).

Luftwaffe: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): on c. 15 Aug 44, unoccupied by the Lw. except for 11 men from II./Ln.-Rgt. 218.

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

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N

Nagybanya (HUN/ROM) (a.k.a. Baia Mare) (47 39 37 N – 23 28 36 E)

General: landing ground or emergency landing ground in SE Hungary and c. 8 km W of Nagybanya. History: a former Romanian Air Force landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass surface approx. 730 x 550 meters (800 x 600 yards). Infrastructure: none.

Remarks:

18 Sep 44: observed to be completely unserviceable with trenches dug across the landing area.

[Sources: AFHRA A5262 pp.891 and 902 (Dec 43 and updated 20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nagycenk (HUN) (47 37 00 N – 16 39 45 E)

General: landing ground in NW Hungary 9.25 km SE of Sopron and 2.5 km NW of the town of Nagycent which lies along the border with Austria. History: a dispersal or alternate landing ground believed to have been laid out in late fall 1944. Surface and Dimensions: grass surface measuring approx. 1555 x 185 meters (1700 x 200 yards) and roughly rectangular in shape. Fuel and Ammunition: fuel and presumably ammunition were available. Infrastructure: none. Dispersal: no organized dispersals as such, but aircraft parked on the edge of woods around the landing ground and along 4 wide tracks that had been cleared some 365 meters into a wood off the NE boundary.

Remarks:

16 Jan 45: an estimated 96 aircraft were seen parked here by Allied reconnaissance this date.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.843 (4 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nagyhortobágy (HUN): see Hortobágy.

Nagyigmánd (HUN) (c. 47 38 N – 18 04 E)

General: field airstrip or landing ground in NW Hungary c. 32 km ESE of Győr (Raab). Exact location not determined. History: no details found, but probably laid out in Nov-Dec 44 at the beginning of the sieze of Budapest.

Operational Units: 2./NSGr. 10 (Dec 44 – Jan 45); 14.(Pz.)/SG 9 (Jan-Feb 45).

Station Commands: none identified.

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

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

Nagykaroly (HUN/ROM) (a.k.a. Carei) (47 40 27 N – 22 32 19 E?)

General: landing ground or emergency landing ground in SE Hungary c. 71 km ENE of Debrecen and 5.5 km ESE of the town of Nagykaroly. History: a former Romanian Air Force landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass surface approx. 730 x 730 meters (800 x 800 yards). Infrastructure: none.

Remarks:

18 Sep 44: observed to be unserviceable with the landing area under cultivation.

[Sources: AFHRA A5262 p.891 and 902 (Dec 43 and updated 20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nagyraab (HUN) (a.k.a. Nagy-Rabe) (c. 47 12 N – 21 19 E)

General: field airstrip or landing ground in south-central Hungary c. 120 km ESE of Budapest and 43 km SSW of Debrecen. History: established by the Germans in mid-1944

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and briefly used as a fighter field the last day of September and the first few days of October during the withdrawal through C Hungary.

Operational Units: II./JG 52 (Sep-Oct 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]

Nagyvárad (HUN/ROM) (a.k.a. Groszwardein; Oradea/Romania) (47 02 05 N – 21 54 10 E)

General: airfield in SE Hungary 58 km SE of Debrecen and 4.5 km SSW of city center.

History: a pre-war Romanian civil airport. The Germans carried out some improvements in 1941 at the time of the campaign in the Balkans.

Dimensions: approx. 825 x 595 meters (900 x 650 yards).

Surface and Runways: grass surface.

Fuel and Ammunition: both available.

Infrastructure: had a hangar, several workshops and an admin building.

Dispersal: ?

Defenses: no information found.

Remarks: ?

Operational Units: Schleppgruppe 2 (Aug-Sep 44); Wekusta 76 (Oct 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.888 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nagyvázsony (HUN) (c. 46 58 N – 17 41 E)

General: field airstrip or landing ground in W Hungary c. 21.5 km SW of Veszprém. Exact location not determined. History: no details found. No Luftwaffe units are believed to have been based here.

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

Nyíradony (HUN) (c. 47 41 N – 21 54 E)

General: field airstrip or landing ground in C Hungary c. 29 km SSE of Nyíregyháza and 27 km NE of Debrecen. Exact location not determined. History: established during the war but no evidence found of use by either the Hungarian Air Force or the Luftwaffe.

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

Nyíregyháza (HUN) (47 59 00 N – 21 41 45 E)

General: airfield in NE Hungary 47 km N of Debrecen and 3.7 km NW of Nyíregyháza.

History: a pre-war Hungarian Air Force airfield.

Dimensions: approx. 1235 x 640 meters (1350 x 700 yards) and roughly rectangular in shape.

Surface and Runways: grass surface that was damp and soft in wet weather. No paved runway.

Fuel and Ammunition: underground bulk fuel storage was reportedly S of the hangars on the W boundary.

Infrastructure: had 2 medium hangars with concrete aprons on the W boundary with numerous small workshops adjacent to them. The airfield admin building was also on the W boundary while a number of barrack huts were grouped behind the hangars. The nearest rail connection was in Nyíregyháza.

Dispersal: there were no organized dispersal facilities.

Defenses: no information found.

Remarks:

1944: no record found of the airfield being attacked by the USAAF, although the city's marshalling yard was bombed on 6 Sep 44.

Operational Units:

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Hungarian: HQ and I. Gp./Hungarian 2d Fighter Rgt. (1940-42).

Luftwaffe: 3./NSGr. 5 (Oct 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Ops.Kdo. of Luftflottenkdo. 4 (Sep-Oct 44); Stab/I. Fliegerkorps (Sep-Oct 44); Werft-Abt. 106/VIII (Aug 44); Stab and I./Ln.-Rgt. 4 (Sep-Oct 44); 4./Ln.-Betr.Abt. z.b.V. 13 (Aug 44); Versorgungslagerkdo./Koflug 7/XII (Aug 44). Total Luftwaffe station strength on approx. 15 Aug 44: 9 officers, 154 NCOs and men.

[Sources: AFHRA A5262 p.844 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nyíregyháza/Süd (HUN) (47 55 30 N – 21 41 50 E)

General: landing ground in NE Hungary 47 km N of Debrecen and 4 km SSW of Nyíregyháza. History: no information found. Surface and Dimensions: rough grass surface measuring approx. 1580 x 1045 meters (1730 x 1140 yards).

Remarks:

1 Sep 44: observed to be inactive and abandoned.

[Sources: AFHRA A5262 p.903 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

O

Öcsény (HUN) (c. 46 18 42 N – 18 45 43 E)

General: field airstrip or landing ground in SW Hungary c. 49 km NE of Pécs and less than 1 km SE of the village of Öcsény. History: no details found.

Operational Units: Stab, I./SG 10 (Nov 44); 1./NSGr. 5 (Nov 44).

Station Commands: none identified.

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

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

Odenburg (HUN): see Sopron/Hungary.

Odorhei (HUN): see Szekelyudvarhely.

Ólmod (HUN) (47 25 35 N – 16 36 35 E)

General: landing ground in W Hungary 22.5 N of Szombathely and 2 km NE of the village of Ólmod. History: in use by liaison aircraft on 7 Feb 45. Surface and Dimensions: a narrow strip measuring approx. 410 meters (450 yards) in length. Infrastructure: none.

Dispersal: aircraft parked along the perimeter of the landing area.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.917 (Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Onga (HUN) (c. 48 07 N – 20 54 E)

General: field airstrip or landing ground in north-central Hungary c. 8 km E Miskolc. Exact location of the landing ground not determined. History: no details have been found concerning the landing ground or any evidence seen that would indicate use by the Hungarian Air Force or the Luftwaffe.

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

Oradea (HUN): see Nagyvárad.

Orosháza (HUN) (46 32 06 N – 20 38 48 E)

General: field airstrip or landing ground in south-central Hungary c. 52 km NE Szeged and 3.75 km S of Orosháza. History: no details have been found concerning the landing

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ground or any evidence seen that would indicate use by the Hungarian Air Force or the Luftwaffe.

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

Osorhej (HUN): see Maros-Vásárhely.

P

Pápa (HUN) (a.k.a. Pinköpuszta) (47 21 30 N – 17 29 40 E)

General: airfield in western Hungary 120 km WSW of Budapest and 4 km NE of the town of Pápa.

History: construction is believed to have started in 1937 for use by the Hungarian Air Force. Major construction recommenced in 1943 and was still underway in 1944 when it became a major Luftwaffe base in W Hungary.

Dimensions: approx. 1555 x 455 meters (1700 x 500 yards) with construction underway in 1944 that if completed would change the dimensions to approx. 2605 x 1920 meters (2850 x 2100 yards).

Surface and Runways: well drained grass surface. In 1944, a single paved runway aligned NNW/SSE was in the early stages of construction.

Fuel and Ammunition: both available.

Infrastructure: had 2 large hangars with concrete aprons at the W corner with several workshop buildings adjacent to them. On the SW boundary were the foundations for presumably 2 more large hangars. The airfield admin buildings were near the hangars at the W corner and behind the hangars was a large group of additional buildings. More buildings were under construction off the SW boundary. The nearest rail connection was in Pápa.

Dispersal: there were no organized dispersal facilities. Aircraft were parked along the W corner of the landing area.

Defenses: a few light Flak positions were probably near the airfield buildings and hangars.

Satellites and Decoys:

Vaszar (c. 47 24 45 N – 17 31 20 E), a satellite field located 6 km NNE of Pápa airfield and 1.2 km NNE of Vaszar. History: observed to be in use by transport aircraft on 5 Jan 45. Surface and Dimensions: level grass surface measuring approx. 705 x 175 meters (770 x 190 yards). Infrastructure: none. Dispersal: aircraft parked in woods off the N boundary.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 94 officers and officials, 1,826 NCOs and men; German Luftwaffe - 0 and 20.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - none.

1 Nov 44: runway observed to be nearly completed.

22 Mar 45: Vaszar satellite strafed by 25 P-38 Lightnings – claimed 9 aircraft destroyed on the ground which closely matched reality, 7 x Ju 52s and 1 x Bü 131 according to German/Hungarian records. Later the same day, Russian bombers struck Pápa main destroying 10 to 15 planes on the ground.

Operational Units:

Hungarian: 1. Hungarian Transport Squadron (1. Szállító Század) (1940-42); II./3. Hungarian Bomber Rgt. (to Jun 41); 102./2. Hungarian Transport Squadron (Dec 44); 102. Hungarian Fighter-Bomber Group (Feb-Mar 45).

Luftwaffe: Fallschirmschule 3 (Jun – Oct 44); 14.(Eis.)/KG 27 (Oct 44); Stab, I., II./KG 4 (Oct-Dec 44); II./SG 2 (Jan 45)?; part of IV./TG 4 (Jan 45); 10.(Pz.)/SG 9 (Jan-Feb 45); 14.(Pz.)/SG 9 (Jan-Feb 45); elements of II., III./TG 2 (Jan-Feb 45); elements of III./TG 3

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(Jan-Feb 45); Staffel z.b.V. Reich (Jan-Feb 45); I./SG 2 (Jan-Mar 45); III./SG 10 (Jan-Mar 45); I./JG 53 (Feb-Mar 45).

Station Commands: Fl.Pl.Kdo. Pápa (Nov 43 – Mar 44); Fl.Pl.Kdo. Pápa of Fl.H.Kdtr. A 101/XVII (Apr-Aug 44); Fl.H.Kdtr. E(v) 218/VII (c. Aug-Dec 44); Fl.H.Kdtr. E(v) 210/VIII (Nov 44 – Mar 45).

Station Units (on various dates – not complete): Stab/Gen.d.Dt.Lw. in Ungarn (c. 22 Nov 44 - ?); elements of II./Flak-Rgt. 43 (1945); Feld-Ln.-Geräteausgabe-u.Instandsetzungsstelle 2/XII (Aug 44).

[Sources: AFHRA A5262 pp.845, 909 and 922 (15 Jul 44 and updated Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pécs (HUN) (a.k.a. Fünfkirchen) (46 03 50 N – 18 12 10 E)

General: airfield in SW Hungary 170 km SSW of Budapest and 2.3 km SW of Pécs.

History: a pre-war Hungarian civil and military field. Used by the Luftwaffe in Apr 41 for the campaign in the Balkans and then again in fall 1944 as Soviet forces advanced into Central Europe.

Dimensions: approx. 1235 x 685 meters (1350 x 750 yards) and roughly rectangular.

Surface and Runways: level grass surface. No paved runway (Feb 44).

Fuel and Ammunition: both made available as needed.

Infrastructure: had 1 large hangar on the N boundary and a small workshop-type building on the S boundary. The airfield admin and stores buildings were off the N boundary and a group of barrack-type buildings was c. 650 meters from the NE corner. The nearest rail connection was in Pécs.

Dispersal: no organized dispersal facilities.

Defenses: no information found.

Remarks: ?

Operational Units:

Hungarian: IV. Hungarian Short-Range Reconnaissance Squadron (May 41).

Luftwaffe: III./JG 54 (Apr 41); 3.(H)/Aufkl.Gr. 41 (Apr 41); 1./NSGr. 4 (Oct-Nov 44); 1./NSGr. 5 (Nov 44 – Jan 45); detachment of Nahaufklärungsstaffel Kroatien (Nov 44); III./TG 2 (Nov-Dec 44); II./SG 10 (Nov 44 – Jan 45).

Station Commands: Fl.H.Kdtr. E(v) 214/XVII (Sep 44 – Jan 45)?

Station Units (on various dates – not complete): Luftwaffenkdo. Südost (Oct 44); Stab/20. Flak-Div. (Oct 44); Koflug 3/XII (Oct 44 – Jan 45); 1./Ln.-Rgt. 12 (mot) (Aug 44); 7. (Tel.Bau)/Ln.-Rgt. 24 (fall 44); Stab and elements of III./Ln.-Rgt. 40 (Oct 44); 12. (Jägerleit)/Ln.-Rgt. 218 (radar site *Feige*, Sep 44 – c. Jan 45); elements of Stab and I. (Ln.Betr.)/Ln.-Rgt. Südost (Oct-Nov 44); 14.(Flum.Res.)/Luftgau-Nachr.Rgt. 8 (Oct 44); elements of 1./Ln.-RV-Abt. (mot) z.b.V. 4 (Aug-Nov 44); Aussenstelle Pécs/Funkstörkompanie z.b.V. (Aug 44); Sanitätsbereitschaft (mot) d.Lw. 3/I (Oct-Nov 44). Total Luftwaffe station strength on c. 15 Aug 44: 2 officers, 181 NCOs and men.

[Sources: AFHRA A5262 p.846 (c. Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pécsvárad (HUN) (c. 46 09 N – 18 25 E)

General: landing ground or field airstrip in SW Hungary c. 170 km SSW of Budapest and 17 km NE of Pécs. Landing ground may have been located 7 km S of Pécsvárad. History: no details have been found concerning the landing ground, which was a base for tactical reconnaissance aircraft in fall 1944.

Operational Units: elements of Nahaufklärungsstaffel Kroatien (Oct 44); 3./NAGr. 2 (Oct-Nov 44); 1./NSGr. 4 (Oct-Nov 44); Stab, 2./NAGr. 12 (Nov 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Fliegerführer Nordbalkan (Nov 44).

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

Pinköpuzsta (HUN): see Pápa.

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R

Raab (HUN): see Győr.

Rákóczifalva (HUN) (a.k.a. Szolnok- Rákóczifalva) (c. 47 04 N – 20 14 E)

General: landing ground in C Hungary 7 km S of Szolnok. History: this was the main airfield at Szolnok during the war, but also see Szolnok airfield. Surface and Dimensions: leveled grass surface with much of the leveling and extension work still underway in mid-Aug 44. Measured approx. 1620 x 1510 meters (1770 x 1650 yards). Fuel and Ammunition: both available. Infrastructure: had several buildings in an enclosure off the SE corner that were probably used as workshops and for storage. Dispersal: a Southeast dispersal with connecting taxi tracks was being built in mid-Aug 44.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 34 officers and officials, 642 NCOs and men; German Luftwaffe - 14 officers, 928 NCOs and men and 13 officials.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 33 officers and 1,208 NCOs.

20 Aug 44: bombed by 88 15th AAF B-24 Liberators – 4 x He 111s from IV./KG 55 destroyed on the ground plus 6 KIA and 18 WIA (German report). 15th AAF mission reports, on the other hand, claimed 25 He 111s destroyed on the ground and damage to hangars and the aircraft dispersal area.

Operational Units:

Hungarian: I. Gp./Hungarian 1st Fighter Rgt. (1940 – c. May 44); Hungarian 1st Independent Fighter Group (1. Önálló Vadászosztály "Horthy István") (c. Mar-Jun 42).

Luftwaffe: no front units identified.

Reserve Training & Replacement Units: IV./KG 53 (Feb – Aug 44); IV./KG 55 (Aug 44).

Station Commands: Fl.H.Kdtr. A(o) 102/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): Flugtechnische Betrieb "Goerz" (Aug 44); 4. Flugh.Betr.Kp./KG 53 (Aug 44); Stab II.(Tel.Bau)/Ln.-Rgt. (mot) 12 with Gerätekolonne (Aug 44).

[Sources: AFHRA A5262 p.912 (14 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Reghin (HUN/ROM): see Szász-Regen.

Röjtök (HUN): see Csapod/Hungary.

S

Sächs-Regen (HUN/ROM): see Szász-Regen.

Sajókaza (HUN) (c. 48 17 N – 20 35 E)

General: field airstrip or landing ground in north-central Hungary c. 25 km NW of Miskolc. Exact location not determined. History: no details found.

Operational Units: III./SG 2 (Oct-Nov 44).

Station Commands: none identified.

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

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

Sarkad (HUN) (c. 46 44 N – 21.22 E)

General: field airstrip or landing ground in south-central Hungary c. 103 km SE of Szolnok and 93 km SSW Debrecen. History: no details have been found concerning the landing

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ground or any evidence seen that would indicate use by the Hungarian Air Force or the Luftwaffe.

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

Sármasi (HUN/ROM): see Ditrău.

Sarród (HUN) (47 38 50 N – 16 52 15 E)

General: landing ground in NW Hungary 22 km ESE of Sopron and 2 km NNE of the village of Sarród. History: set up at the beginning of 1945 and used by transport and liaison aircraft in conjunction with the siege of Budapest after the city was surrounded. Still in use on 3 Mar 45. Surface and Dimensions: grass surface measuring approx. 1690 x 595 meters (1850 x 650 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: both brought up as needed. Infrastructure: no hangars but had 1 long hut-type building on the SE boundary that was thought to be used as a workshop. The nearest rail connection was c. 3.25 km S of the landing ground. Dispersal: no organized dispersal facilities. Aircraft parked were parked on the landing area and in the surrounding fields.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.849 (14 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sorkifalud (HUN) (c. 4707 N – 16 44 E)

General: field airstrip or landing ground in W Hungary c. 15 km SE of Szombathely. Exact location not determined. History: no details found. No Luftwaffe units are believed to have been based here.

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

Sárospatak (HUN) (c. 48 19 N – 21 34 E)

General: landing ground in N Hungary c. 88 km N of Debrecen and 51 km SSE of Kosice (Kassa). History: no details have been found concerning the landing ground itself.

Operational Units: 3.(F)/Aufkl.Gr. 121 (Oct 44); Stab/SG 10 (Oct 44); I./SG 10 (Oct 44); 5./SG 77 (Oct-Nov 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]

Satu-Mare (HUN/ROM): see Szatmár-Németi.

Sepsiszentgyörgy (HUN/ROM) (a.k.a. Sfîntu Gheorghe) (c. 45 52 N – 25 48 E)

General: emergency landing ground or landing ground in SE Hungary 27 km NNE of Brassó/Hungary (today Braşov/Romania) and 2 km E of Sepsiszentgyörgy. History: a former Romanian landing ground that was reportedly improved by the Germans during the war. Used by Luftwaffe transports in Aug and Sep 44. Surface and Dimensions: level grass surface measuring approx. 410 x 285 meters (450 x 310 yards). Infrastructure: none at the landing ground but there were barracks to the W and S that might have been used by personnel stationed at the landing ground.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.896 and 914 (Dec 43 and updated 31 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Seregélyes (HUN) (a.k.a. Börgönd) (47 08 10 N – 18 30 00 E)

General: airfield in C Hungary 16 km SE of Székesfehérvár and 7 km NW of Seregélyes.

History: date of construction unknown, but possible during the 1943-44 period. Used mainly by a Luftwaffe fighter school unit prior to the arrival of combat units in fall 1944.

Dimensions: 1,050 x 823 meters.

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Runway: grass surface sloping slightly from N to S.

Infrastructure: fuel, water, ammunition, communications and other amenities were available. There were 3 hangars on the NW boundary consisting of a just-completed large double-bay hangar and two medium hangars, both of which had tarmac aprons.

Workshops were adjacent to the hangars. Ammunition storage was located on both sides of the Seregélyes-Székesfehérvár road 3.65 km E of the airfield. The main station buildings (admin offices, barracks, messes, etc.) were on the NW boundary to the rear of the hangars. Additional barrack huts were situated 1.2 km NW of the airfield. There was a branch rail line that ran to the station buildings.

Dispersal: there were 2 areas – the Southwest dispersal had 20 small open aircraft shelters and the Southeast dispersal had 8 small open aircraft shelters. The aircraft shelters were built during the first half of 1944.

Defenses: unknown.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 61 officers and officials, 825 NCOs and men; German Luftwaffe - none.

Jul 44: leveling work was underway off the SE boundary to extend the landing area.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 21 officers, 486 NCOs and men, 1 civilian).

9-12 Oct 44: airfield strafed by 15th AAF P-51 Mustangs – *claimed* many planes destroyed and damaged.

14 Oct 44: strafed by 53 P-51s – claimed a total of 31 aircraft destroyed on the ground here and at Székesfehérvár airfield.

21 Oct 44: strafed by 34 15th AAF P-51 Mustangs – claimed a total of 38 aircraft destroyed on the ground here and at Szombathely.

26 Nov 44: strafed by 39 15th AAF P-38s.

Operational Units:

Hungarian: II. Hungarian Tactical Reconnaissance Squadron (1940-41); 102. Hungarian Ground-Attack Group (Oct-Dec 44); 102. Hungarian Bomber Group (Oct-Nov 44); 102./2. Hungarian Dive-Bomber Squadron (Oct 44).

Luftwaffe: 3.(F)/Aufkl.Gr. 121 (10 Oct – Nov 44); Wekusta 76 (26 Aug – Oct 44); Stab/SG 2 (c.15 Nov 44 -15 Jan 45); II./SG 2 (c.15 Nov – 5 Dec 44); 10.(Pz.)/SG 2 (c.15 Nov 44 -15 Jan 45); III./SG 10 (mid-Nov 44 – Jan 45); 4./NSGr. 2 (c.Oct – 20 Nov 44).

School Units: II./JG 108 (Jun – Sep 44); Ausbildungskdo. J (Aug 44).

Station Commands: Fl.H.Kdtr. E 4/VII (Mar 44)?; Flugplatzkdo. Börgönd of Fl.H.Kdtr. A(o) 104/XVII Budapest-Ferihegy (Apr-Jul 44); Fl.H.Kdtr. E(v) 228/XVII (Aug – c.Dec 44).

Station Units (on various dates - incomplete): Werft-Abt. (v) 104/XVII (1944-45); elements of 5./Ln.-Rgt. 218 (Aug 44).

[Sources: AFHRA A5262 pp.847-48 (11 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sfintu Gheorghe (HUN/ROM): see Sepsiszentgyörgy.

Simleu Silvaniei (HUN/ROM): see Szilágynagyfalu.

Siófok (HUN) (a.k.a. Balaton) (46 55 00 N – 18 05 00 E)

General: seaplane anchorage in C Hungary 45 km SW of Székesfehérvár at the north end of Lake Balaton. History: Hungarian seaplane pilots were trained here and in May 1943 a squadron of Macchi 77 seaplanes was said to be based at Siófok. Anchorage: smooth water with ample room for take-offs and landings. Frozen for part of the winter.

Infrastructure: adequate office space and accommodations were available.

Operational Units: none identified.

[Sources: AFHRA A5262 p.850 (7 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Siófok-Kiliti (HUN): see Kiliti.

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Slatina (HUN/UKR): see Szlatina.

Somesini (HUN/ROM): see Kolozsvár.

Somlónásárhely (HUN) (c. 47 07 N – 17 22 E)

General: field airstrip or landing ground in W Hungary c. 25 km SSW of Pápa. Exact location not determined. History: no details found. No Luftwaffe units are believed to have been based here.

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

Sopron (HUN) (a.k.a. Odenburg) (47 42 50 N – 16 34 10 E)

General: landing ground in NW Hungary 61 km SSE of Vienna/Austria and 4 km NNW of Sopron. History: a former military exercise ground that was converted to a landing ground in 1937 for use by the Hungarian Air Force. Used occasionally by transit aircraft.

Surface and Dimensions: flat, all weather prepared grass surface measuring approx. 685 x 250 meters (750 x 275 yards). No paved runway. Infrastructure: has some hangars and a few other small buildings.

Remarks:

18 Jul 44: landing area observed to be disused and probably unserviceable.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Lw.-Lazarett (11/XVII?) Sopron (Feb 45).

[Sources: AFHRA A5262 pp.894 and 924 (Dec 43 and Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sosto (HUN): see Székesfehérvár.

Steinamanger (HUN) (a.k.a. Szombathely) (47 16 40 N – 16 37 40 E)

General: airfield in W Hungary 186 km W of Budapest and 108 km SSE of Wien (Vienna); airfield located 5 km N of the city.

History: began flight and observer training for Hungary's just formed clandestine Air Force in 1921-22 and was the principal center for this training through the 1930's. The airfield was taken over by the Luftwaffe in early 1944 and major construction work commenced that was still underway a year later.

Dimensions: approx. 2195 x 2060 meters (2400 x 2250 yards) with an irregular shape.

Surface and Runways: flat turf that was inadequately drained. No paved runway.

Fuel and Ammunition: fuel was probably stored on the W boundary near the medium hangars and at the SE corner. The ammunition dump was immediately S of the Southeast dispersal area.

Infrastructure: had a total of 12 hangars – (1) 1 large, 3 medium and 4 small hangars on the W boundary, all with concrete aprons and inter-connected by taxiways; (2) 2 large and 2 medium hangars at the S corner, all with concrete aprons. Numerous workshop buildings and sheds were near the hangars in both areas. The airfield admin buildings and barracks were on the S side of the W boundary, and the flight control building was on the W boundary near the medium hangars. Another large admin building, perhaps the main one, was at the S corner. The nearest rail connection was 1.6 km SW of the airfield.

Dispersal: there were 2 remote dispersals in Jun 44 – Northeast and Southeast – with a total of 25 parking hardstands. These were 4 to 5.5 km from the airfield and were connected to it by taxiways.

Defenses: no information found.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 176 officers and officials, 1,684 NCOs and men; German Luftwaffe - 9 officers, 16 officials and 368 NCOs and men.

13 Jun 44: leveling work was underway off the N side of the landing area, additional buildings and barracks were being built and a hutted camp was being erected off the E corner.

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c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 85 officers, 1,713 NCOs and men, 238 civilians).

21 Oct 44: bombed and strafed by 15th AAF B-24s, P-38s and P-51s - 1 x Fw 190 destroyed, 3 x He 111 Bs, 2 x Bf 109s, 2 x Ju 88s and 1 x Hs 129 damaged, telephone lines and electric cables destroyed, buildings damaged, landing area cratered and airfield unserviceable, 4 KIA (German sources). 15th AAF mission reports claimed 34 P-51 Mustangs claimed a total of 38 aircraft destroyed on the ground here and at Seregélyes, which was strafed at the same time.

Operational Units: IV./JG 27 (May 44); III./NJG 6 (Jun-Oct 44); Wekusta 27 (Aug-Oct 44); Stab II., 5., 6./NJG 100 (Sep 44); III./NJG 6; Flieger-Kp./Ln.-Rgt. 32 (Oct 44); 10. (Flieger)/Luftgau-Nachr.Rgt. 30 (21 Oct 44); Stab/FAGr. 4 (Oct 44 - Mar 45); Wekusta 27 (Oct-Dec 44); 3.(F)/Aufkl.Gr. 33 (Nov 44); 2.(F)/Aufkl.Gr. 11 (Oct 44 - c. Mar 45); 3. (F)/Aufkl.Gr. 121 (Dec 44 - c. Mar 45); Aufkl.St. 1.(F)/Nacht.

School Units: FFS B 15 (Jun 44 - Oct 44); 7./JG 108 (Aug - Nov 44). Also: 1. Hungarian Flight Training School (? - Feb 45).

Station Commands: Fl.H.Kdtr. A(o) 101/XVII (spring 44 - Feb 45?); Fl.H.Kdtr. E(v) 223/VIII (Feb-Mar 45).

Station Units (on various dates - not complete): Stab/I. Fliegerkorps (Feb-Mar 45); Koflug 6/VI (Jul-Sep 44); Koflug 2/XI (Sep 44 - Mar 45); Stab/20. Flak-Div. (Feb 45); Stab/Flak-Rgt. 40 (1945); 6.(Tel.Bau)/Ln.-Rgt. 24 (Sep-Dec 44); 5.(m.Flum.Leit)/Ln.-Rgt. 228 (radar site Steinfels at Radocujfalu, Sep 44 - c. Mar 45); 8.(Funkh.)/Ln.-Rgt. Südost (Oct 44); elements of 12.(Flus.)/Ln.-Rgt. Südost (Oct-Nov 44); elements of Flugmelde-Funk-Kp. z.b.V. 28 (Feb-Mar 45); Ln.-Stelle (mot) 11/VII (Aug 44); Bezirksbauleitung West (Aug 44); Trsp.Kol d.Lw. 145/IV (Aug 44); Flugzeugbergetrupp (Aug 44); Lw.-Sanitätsbereitschaft (mot) 6/VI (Aug 44); Wetterstelle 2058 (Aug 44).

[Sources: AFHRA A5262 pp.866-67 (12 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stuhlweissenburg (HUN): see Székesfehérvár.

Szamosújvár (HUN/ROM) (a.k.a. Gherla) (c. 47 01 N - 23 54 E)

General: emergency landing ground in SE Hungary 37 km NE of Kolozsvár (Cluj) and 2 km SW of the town. History: a former Romanian landing ground. Surface and Dimensions: approx. 730 x 730 meters (800 x 800 yards). Infrastructure: none.

Remarks:

8 Aug 44: inactive for many months and is now unserviceable.

Operational Units: 14.(Pz.)/SG 9 (Sep 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.894 and 911 (Dec 43 and updated 8 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szany (HUN) (47 28 35 N - 17 17 15 E)

General: landing ground in NW Hungary 36 km SW of Győr and 2 km NNW of the town of Szany. History: built in Dec 44 or Jan 45 and may have been used as a satellite of Szil landing ground which was just 2 km WNW of it. No record found of use by the Luftwaffe. Surface and Dimensions: level grass measuring approx. 595 x 70 meters (650 x 75 yards). Infrastructure: none.

[Sources: AFHRA A5262 p.916 (Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szarhegy (HUN/ROM) (??)

General: landing ground or field airstrip in SE Hungary (Transylvania) c. 150 km ESE Kolozsvár. Not located. History: no information found. Not believed to have been used by the Luftwaffe.

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

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Szász-Regen (HUN/ROM) (a.k.a. Sächs-Regen; Reghin; Reghin-Sat; Reghinul) (46 45 50 N – 24 45 45 E)

General: landing ground in SE Hungary 81 km E of Kolozsvár (Cluj) and 3.5 km E of the town. History: the 3 landing grounds around Szász-Regen were believed to have been established during 1943 as transit fields for aircraft flying from Hungary to Romania. These landing grounds were heavily used in late August and the first half of September 1944 as the Luftwaffe retreated from Romania. As an example, USAAF photo reconnaissance aircraft identified 175 planes on these 3 fields on 29 Aug 44. Surface and Dimensions: artificially drained grass surface measuring approx. 2105 x 775 meters (2300 x 850 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: both made available as needed. Infrastructure: no hangars or workshop buildings, but there was a group of 8 barrack huts located in a wooded area off the NW boundary, as well as several small buildings that were probably used for admin offices and stores. The nearest rail connection was in Szász-Regen. Dispersal: aircraft parking bays were cut into the woods off the E and W boundaries and a large clearing off the E boundary was also used for dispersing aircraft.

Satellites and Decoys:

Szász-Regen/Ost (HUN/ROM) (a.k.a. Sächs-Regen/East; Reghin; Reghin-Sat; Reghinul) (46 46 10 N – 24 49 50 E), a satellite landing ground in SE Hungary 81 km E of Kolozsvár (Cluj) and 10 km E of the town. History: used by fighters and transports in late Aug 44. Surface and Dimensions: slightly worn grass surface measuring approx. 1050 x 320 meters (1150 x 350 yards). Infrastructure: none noted. Dispersal: aircraft parked against the trees around the perimeter.

Szász-Regen/Süd (HUN/ROM) (a.k.a. Sächs-Regen/South; Reghin; Reghin-Sat; Reghinul) (46 44 N – 24 39 E), a satellite landing ground in SE Hungary 81 km E of Kolozsvár (Cluj) and 5.5 km SW of the town.

Remarks:

31 Aug 44: low-level attack by 15th AAF P-51 Mustangs – *claimed* 29 x single engine fighters, 6 x twin engine fighters, 10 x bombers, 10 x transports and 5 x unidentified aircraft destroyed or damaged with most catching fire and reduced to rubble.

Operational Units: I./SG 2 (Aug 44)?; Verbindungsstaffel 53 (Aug 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Ln.-Kp. (mot) 1 (Aug 44); 21./Ln.-Rgt. 250 (Aug 44). Total Luftwaffe station strength on c. 15 Aug 44: 21 officers, 342 NCOs and men.

[Sources: AFHRA A5262 pp.853-55 (9 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szatmár-Németi (HUN/ROM) (a.k.a. Satu Mare/Romania) (47 43 00 N – 22 53 30 E)

General: landing ground in SE Hungary 97 km ENE of Debrecen and 9 km S of Szatmár-Németi. History: a pre-war Romanian secondary airport. Used occasionally for glider training during the war. Surface and Dimensions: poorly drained grass surface measuring approx. 915 x 915 meters (1000 x 1000 yards) with a square shape. No paved runway.

Fuel and Ammunition: both brought up as needed. Infrastructure: had 1 small hangar in the N corner with an adjacent hut that was probably used as an office or workshop. The nearest rail line ran parallel to the E boundary. Dispersal: no organized dispersal facilities.

Operational Units: 2./NAGr. 12 (Sep 44)?

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.856 (9 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szeged (HUN) (a.k.a. Szegedin) (46 15 05 N – 20 06 20 E)

General: airfield in S Hungary 158 km SSE of Budapest and 4 km W of Szeged.

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History: a Hungarian pilots' school and a meteorological school were established here in 1934 and Hungarian Air Force units occupied the field until 1940. Luftwaffe twin-engine fighters were based here for the opening phase of the attack on Yugoslavia and Greece in spring 1941. No record has been found of Luftwaffe flying units being based here after April 1941.

Dimensions: approx. 915 x 455 meters (1000 x 500 yards) with an irregular shape.

Surface and Runways: dry grass surface on sandy soil. No paved runway.

Fuel and Ammunition: fuel was said to be stored off the NE boundary.

Infrastructure: had 3 small hangars off the NE boundary with other buildings nearby that were probably workshops. There were several other small buildings along with 6 barrack-type buildings, the later still under construction in Jan 44. The nearest rail connection was immediately E of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: none identified (Jan 44).

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 18 officers and officials, 72 NCOs and men; German Luftwaffe - 0 and 27.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 4 officers, 84 NCOs and men.

Jun-Sep 44: the 15th AAF flew repeated attacks on Szeged but the targets were the marshalling yard and bridges. No attacks on the airfield.

Operational Units:

Hungarian: V. Hungarian Short-Range Reconnaissance Squadron (May 41).

Luftwaffe: Stab, I./ZG 26 (Mar-Apr 41).

Station Commands: Flugplatzkdo. Szeged of Fl.H.Kdtr. A 103/XVII Sombor (1944).

Station Units (on various dates - not complete): Lw.-Ausbildungskommandeur (Tn) and a handful of men from 8./Ln.-Rgt. 110 and 2./Ln.-Rgt. (mot) 12 (Aug 44).

[Sources: AFHRA A5262 pp.857-58 (15 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szegedin (HUN): see Szeged.

Székelyudvarhely (HUN/ROM) (a.k.a. Odorhei) (c. 46 19 N - 25 17 E)

General: emergency landing ground in SE Hungary (Transylvania) c. 78 km NNW of Braşov/Romania. History: no information concerning this field found. No evidence of use by the Luftwaffe.

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

Székesfehérvár (HUN) (a.k.a. Stuhlweissenburg; Székesfehérvár-Sóstó) (47 09 05 N - 18 24 40 E)

General: airfield in C Hungary 61 km SW of Budapest and 4.3 km S of Székesfehérvár.

History: a pre-war Hungarian Air Force training school, that during the war had at least some Luftwaffe flight training instructors, and location of the Central Repair Workshops (aircraft manufacturing and repair). The airfield was also occasionally used by the Luftwaffe for transit purposes.

Dimensions: approx. 915 x 550 meters (1000 x 600 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. No paved runway (Nov 43). Equipped with boundary obstruction lights.

Fuel and Ammunition: both were reportedly stored on the airfield.

Infrastructure: had 3 medium hangars with paved aprons on the N boundary. Behind the hangars were 3 separate workshop buildings and a large L-shaped workshop. Also to the rear of the hangars were numerous barracks, admin and stores buildings.

Dispersal: no organized dispersal facilities (Nov 43).

Defenses: no information found.

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Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 156 officers and officials, 1,951 NCOs and men; German Luftwaffe - 1 and 10.

1944-45: the Székesfehérvár marshalling yard was bombed by 15th AAF on 13 Oct 44.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 9 officers, 89 NCOs and men, 0 civilians).

14 Oct 44: strafed by 53 P-51s - claimed a total of 31 aircraft destroyed on the ground here and at Seregélyes airfield.

Operational Units: Wekusta 76/1 (Sep-Oct 44).

Station Commands: none identified.

Station Units (on various dates - not complete): Stab/15. Flak-Div. (1945); Stab/Flak-Rgt. 133 (1945); I./Flak-Rgt. 28 (1945); I./Flak-Rgt. 48 (Dec 44); schw.Flak-Abt. 545 (Feb 45); schw.Flak-Abt. 632 (Feb 45); Fahrkolonne d.Lw. 30/VIII (Jan 45); Lw.-Sanitätsbereitschaft (mot) 6/VI (Aug 44). Total Luftwaffe station strength on c. 15 Aug 44: 9 officers and 89 NCOs and men.

[Sources: AFHRA A5262 p.859 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szentes (HUN) (46 40 50 N - 20 15 35 E)

General: landing ground in S Hungary 130 km SE of Budapest, 47 km NNE of Szeged and on the northern outskirts of the town of Szentes. History: a pre-war Hungarian Air Force airfield that was occasionally used as a transit field by Luftwaffe aircraft during the war.

Surface and Dimensions: poorly drained grass surface measuring approx. 1000 x 640 meters (1100 x 700 yards) and triangular in shape. No paved runway. Fuel and

Ammunition: fuel was available and there was an open ammunition bunker c. 320 meters off the SW boundary. Infrastructure: had 1 small hangar and an adjacent admin building at the SW corner. Personnel were accommodated locally. The nearest rail connection was along the NE boundary. Dispersal: no organized dispersal facilities (Jul 44).

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.860 (10 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szentkirályszabadja (HUN): see Veszprém.

Szil (HUN) (47 29 05 N - 17 15 45 E)

General: landing ground/field airstrip in NW Hungary 24 km NW of Pápa and 2.5 km SE of the village of Szil. History: laid out in January 1945 to support the Budapest relief efforts.

Surface and Dimensions: grass surface approx. 825 x 55 meters (900 x 60 yards). No

paved runway. Fuel and Ammunition: made available as needed. Infrastructure: none. The nearest rail connection was 5 km SE in the village of Szany. Dispersal: no organized dispersal facilities.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.861 (17 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szilágynagyfalu (HUN/ROM) (47 10 55 N - 22 40 35 E)

General: landing ground in SE Hungary 87 km SE of Debrecen and 3 km WSW of Szilágynagyfalu. History: in existence by Nov 43 and possibly laid out just before that.

The Luftwaffe began using it during the Aug-Sep 44 retreat from Romania. Surface and

Dimensions: level grass surface measuring approx. 1000 x 640 meters (1100 x 700 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: fuel supplies reportedly available at the landing ground. Ammunition was brought in as needed.

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Infrastructure: had a single small hut at the E corner. The nearest rail connection was 4 km NNE of the landing ground. Dispersal: no organized dispersal facilities. Aircraft were parked along the perimeter and in bays that had been cut into the wood off the SW boundary.

Operational Units: Stab, 2./NAGr. 14 (Sep-Oct 44); Stab, II./SG 2 (Sep-Oct 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.863 (28 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szilágysomlyá (HUN/ROM) (a.k.a. Simleu Silvaniei) (47 13 30 N – 22 49 30 E)

General: landing ground in SE Hungary 35 km ENE Nagyvárad and 1.6 km E of the village.

History: not known to have been used by the Luftwaffe. Surface and Dimensions: grass surface approx. 825 x 550 meters (900 x 600 yards). Infrastructure: none.

Remarks:

13 Sep 44: landing area observed to be under cultivation.

[Sources: AFHRA A5262 pp.896 and 904 (Dec 43 and updated 20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szlatina (HUN/UKR) (a.k.a. Slatina; Temes-Szlatina; Sopotvnyne?) (47 57 15 N – 23 53 10 E)

General: landing ground in Ruthenia in E Hungary, a region that belonged to Czechoslovakia until 1939, c. 177 km ENE of Debrecen, 100 km SE of Munkacs (Mukachëvo) and less than 1 km ENE of the town. History: in use as a Hungarian military airfield by 1940. No further details found. Surface and Dimensions: artificially drained grass surface measuring approx. 1000 x 775 meters (1100 x 850 yards) with a triangular shape. No paved runway. Fuel and Ammunition: both made available as needed. Infrastructure: had 1 small hangar in the SW corner. The nearest rail connection was in Szlatina.

Dispersal: no organized dispersal facilities.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.851 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szolnok (HUN) (47 08 25 N – 20 11 20 E)

General: landing ground in C Hungary 94 km SE of Budapest and 4.5 km SSE of Szolnok.

History: reportedly built by the Hungarians in 1940 and used by the Luftwaffe as an auxiliary field during the 1941 campaign in the Balkans. Surface and Dimensions: grass surface measuring approx. 1100 x 1100 meters (1200 x 1200 yards). No paved runway.

Fuel and Ammunition: both available if and when needed. Infrastructure: had 1 small hangar at the NE corner. The nearest rail connection was in Szolnok. Dispersal: no organized dispersal facilities.

Remarks:

21 Feb 44: strong evidence that this landing ground was inactive or possibly served as a rarely used satellite for the better equipped airfield at Szolnok-Rákóczifalva.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.864 (1 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Szolnok-Rákóczifalva (HUN): see Rákóczifalva.

Szombathely (HUN): see Steinamanger.

Szovat (HUN) (47 23 05 N – 21 30 10 E)

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General: landing ground in E Hungary 19 km SW of Debrecen and 2 km ESE of the town of Hajdúszovát. **History:** no information found, but thought to have been laid out during the war. Single-engine fighters were using it in early Oct 44. **Surface and Dimensions:** grass surface measuring approx. 1325 x 275 meters (1450 x 300 yards) and roughly rectangular in shape. No paved runway. **Fuel and Ammunition:** both said to be available. **Infrastructure:** none. Personnel were billeted locally. The nearest rail connection was in the town of Derecske, 5.5 km SE of the landing ground. **Dispersal:** no organized dispersal facilities. Aircraft parked along the SE boundary and under trees on the SW boundary. **Operational Units:** none identified. **Station Commands:** none identified. **Station Units** (on various dates – not complete): none identified. [Sources: AFHRA A5262 p.865 (19 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Tagsar (HUN): see Kaposvár.

Taktaharkány (HUN) (c. 48 05 N – 21 07 E)

General: field airstrip or landing ground in north-central Hungary c. 24 km E Miskolc. Exact location not found. **History:** no details found. No Luftwaffe units are believed to have been based here.

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

Taktakenéz (HUN) (c. 48 03 N – 21 12 E)

General: field airstrip or landing ground in C Hungary c. 34 km ESE of Miskolc. Exact location not determined. **History:** no details found. No Luftwaffe units are believed to have been based here.

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

Tápiószentmárton (HUN) (47 18 50 N – 19 46 30 E)

General: landing ground in C Hungary 53 km SE of Budapest, 12 km SSE of Nagykáta and 2.5 km SSE of Tápiószentmárton. **History:** the landing ground history prior to fall 1944 is unknown, but circumstantial evidence suggests it may have been laid out by the Hungarian Air Force as a practice field early in the war. **Surface and Dimensions:** grass surface measuring approx. 1920 x 730 meters (2100 x 800 yards) and roughly rectangular in shape. **Fuel and Ammunition:** both made available as needed. **Infrastructure:** had a long rectangular building off the NW boundary that may have been used as a workshop. Personnel were accommodated in nearby towns and villages. The nearest rail connection was in Nagykáta. **Dispersal:** aircraft parking bay were cut into a small wooded area of the NE boundary in Sep-Oct 44, and other aircraft were parked along a tree-lined road off the NW boundary.

Remarks:

13 Nov 44: town and landing ground taken by Soviet forces.

Operational Units: Stab, II./SG 2 (Oct-Nov 44); III./SG 10 (Oct 44); 10.(Pz)/SG 2 (Nov 44).

Station Commands: Fl.H.Kdtr. E(v) 210/VIII (Sep-Oct 44).

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

[Sources: AFHRA A5262 p.868 (25 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tapolca (HUN) (a.k.a. Tapolca No. 1) (46 52 20 N – 17 24 45 E)

General: airfield in western Hungary 51 km S Pápa and 2.25 km SW of Tapolca. Lake Balaton was just 9 km S of the airfield.

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History: reportedly established prior to 1936 as a military landing ground and subsequently developed into a Hungarian Air Force base. Taken over by the Luftwaffe at the end of 1943 or early 1944.

Dimensions: approx. 1100 x 815 meters (1200 x 890 yards) and roughly rectangular in shape.

Surface and Runways: grass surface. No paved runway (Mar 44).

Fuel and Ammunition: both made available as needed.

Infrastructure: had 2 large hangars with concrete aprons at the NE corner. A number of buildings used for admin offices and billeting were in a small wood immediately N of the hangars. The nearest rail connection was in Tapolca.

Dispersal: no organized dispersal facilities.

Defenses: no information found.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 75 officers and officials, 692 NCOs and men; German Luftwaffe - 0 and 9.

Operational Units:

Hungarian: HQ and I./3. Hungarian Bomber Rgt. (to Jun 41); I./4. Hungarian Bomber Rgt. (to c. Dec 41); Hungarian Fighter Training Detachment (Vadász Harckiképző Osztály) (1944); 102./1. Hungarian Short-Range Reconnaissance Squadron (Nov 44).

Luftwaffe: Schleppgruppe 2 (Sep-Oct 44); 2./NAGr. 12 (Nov 44); II./SG 2 (Dec 44); 2./NSGr. 10 (Mar 45).

School Units:

Hungarian: Hungarian AF Fighter Training Group (1942-44).

Luftwaffe: 6./JG 108 (Jun - Sep 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.869 (5 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tapolca/Nord (HUN) (a.k.a. Tapolca No. 2) (46 54 00 N - 17 28 45 E)

General: landing ground in western Hungary 51 km S Pápa, 6.5 km NE of Tapolca No. 1 airfield and 3.75 km NE of the town. There was another airstrip, probably a satellite, about 2 km NE of this one. History: probably laid out during the war years to serve as a satellite strip for Tapolca No. 1. Used by single-engine aircraft. Surface and Dimensions: rough grass surface measuring approx. 880 x 550 meters (960 x 600 yards). Fuel and Ammunition: both available. Infrastructure: had 1 hangar at the S corner. Dispersal: aircraft parked in the woods NE of the landing ground.

Operational Units: see Tapolca No. 1.

Station Commands: see Tapolca No. 1.

Station Units (on various dates - not complete): see Tapolca No. 1.

[Sources: AFHRA A5262 p.904 (19 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Tárkány (HUN) (c. 47 35 N - 18 00 E)

General: field airstrip or landing ground in NW Hungary c. 80 km W of Budapest and 28.5 km ESE of Győr. Exact location not determined. History: no details found but probably laid out in Dec 44 to support the defense of surrounded Budapest.

Operational Units: elements of NSGr. 5 (Feb 45).

Station Commands: none identified.

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

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

Taszár (HUN): see Kaposvár.

Tîrgu-Mureş (HUN/ROM): see Maros-Vásárhely.

Tiszalök (HUN) (c. 48 00 N - 21.22 E)

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General: field airstrip or landing ground in north-central Hungary c. 55 km NNW of Debrecen and 40 km ESE of Miskolc. Exact location not determined. **History:** no details found.

Operational Units: 14.(Pz.)/SG 9 (Oct 44).

Station Commands: none identified.

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

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

Tokaj (HUN) (c. 48 07 N – 21 24 E)

General: field airstrip or landing ground in north-central Hungary c. 49 km E Miskolc.

Exact location of the landing ground not found. **History:** no details found. No Hungarian or Luftwaffe units are believed to have been based here.

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

Tököl (HUN): see Budapest-Tököl.

Törökbálint (HUN): see Budapest-Törökbálint.

Tótvázsony (HUN) (47 00 50 N – 17 45 05 E)

General: landing ground in W Hungary 111 km SW of Budapest, 15.5 km SW of Veszprém and 3 km WNW of Tótvázsony. **History:** believed to have been laid out by the Germans in late fall 1944 and used as a base for single-engine ground attack aircraft engaged against Soviet forces around Budapest.

Surface and Dimensions: grass surface with an airstrip approx. 1000 meters (1100 yards) in length. **Fuel and Ammunition:** both available.

Infrastructure: none. Personnel were billeted in Tótvázsony. The nearest rail connection was 9.75 km SE of the landing ground. **Dispersal:** no organized dispersal facilities.

Operational Units: I./SG 10 (Dec 44 – Feb 45); II./SG 10 (Dec 44 – Mar 45); Stab/SG 10 (Feb-Mar 45); III./SG 10 (Mar 45).

Station Commands: Fl.H.Kdtr. E(v) 206/VII (Mar 45).

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

[**Sources:** AFHRA A5262 p.870 (11 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

U

Ungvár (HUN/UKR) (a.k.a. Uzhhorod/W Ukraine) (48 38 00 N - 22 15 50 E)

General: airfield in NE Hungary 132 km NNE of Debrecen and 2.25 km WNW of Ungvár.

History: a former Czech airfield that was taken over and enlarged by the Hungarians.

Dimensions: approx. 870 x 730 meters (950 x 800 yards), but see below under Remarks.

Surface and Runways: artificially drained grass surface. No paved runway (Jun 44).

Fuel and Ammunition: there were 2 refueling points at the NE corner and underground bulk fuel storage was nearly in the same location. A small ammunition storage site was located in a wood c. 825 meters NW of the landing area.

Infrastructure: had 1 medium and 1 small hangar with concrete aprons at the NE corner along with an adjacent workshop building. A large motor vehicle workshop was just NW of the small hangar. The flight control building was between the 2 hangars with stores buildings behind the hangars. The nearest rail connection was in Ungvár.

Dispersal: no organized dispersal facilities.

Defenses: no information found.

Remarks:

2 Jun 44: major extension work underway that when completed would change the dimensions to approx. 1830 x 1190 meters (2000 x 1300 yards). Additionally, a large double bay hangar was being built off the N boundary and a group of admin, stores and barrack buildings was under construction off the N boundary.

Operational Units:

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Hungarian: X. Hungarian Short-Range Reconnaissance Squadron (May 41); 4. Hungarian Short-Range Reconnaissance Group (1941-44); XI. Hungarian Short-Range Reconnaissance Squadron (May 41); HQ 102. Hungarian Air Brigade (Aug-Oct 44); 102. Hungarian Night Ground-Attack Squadron (Aug-Sep 44); 102. Hungarian Courier/Liaison Squadron (Aug-Oct 44); 102./1. Hungarian Short-Range Reconnaissance Squadron (Sep-Oct 44).

Luftwaffe: I.(J)/LG 2 (Jun 41); Nahaufkl.St. 7./32 (Aug-Oct 44);

Station Commands: none identified. The airfield was run by the Hungarians.

Station Units (on various dates – not complete): 139. Flugh.Betr.Kp. (Qu) (Sep-Oct 44).

[Sources: AFHRA A5262 pp.871-72 (2 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Užhorod (HUN/UKR): see Ungvár.

V

Vágfarkasd (HUN) (a.k.a. Vlčany) (48 02 10 N – 17 55 50 E)

General: landing ground in NW Hungary 105 km NW of Budapest and 1.3 km WNW of Vágfarkasd town center. History: early history not know but probably laid out in fall 1944. German Bf 110s and Fw 58s were using it on 20 Dec 44. Surface and Dimensions: grass surface with aqn airstrip run of approx. 915 meters (1000 yards). No paved runway. Fuel and Ammunition: made available when needed. Infrastructure: none. The nearest rail connection was 1 km SE of Vágfarkasd. Dispersal: no organized dispersal facilities.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.875 (10 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Várda (HUN) (c. 46 27 N – 17 44 E)

General: field airstrip or landing ground in SW Hungary c. 10 km N Kaposvár. Exact location of the landing ground not found. History: no details found. No Hungarian or Luftwaffe units are believed to have been based here.

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

Várpalota (HUN) (47 14 35 N – 18 10 00 E)

General: landing ground in W Hungary 21 km W of Székesfehérvár and 5 km NNE of Várpalota. History: in used by the Hungarian Air Force by 1938. Occasional use during the war until 1944. Used by Hungarian units and Luftwaffe ground attack aircraft from Oct 44 to Mar 45. Surface and Dimensions: leveled grassland measuring approx. 1370 x 640 meters (1500 x 700 yards) with an L-shape. No paved runway. Fuel and Ammunition: both available. Infrastructure: no hangars or other buildings in Jun 44, but there were 3 small huts on the edge of a wood off the SE boundary that may have been used as workshops. Personnel were billeted in the local villages. The nearest rail connection was in Várpalota. Dispersal: the wooded area off the SW boundary provided good concealed aircraft parking along its edge.

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

Hungarian: 5./1. Hungarian Night Fighter Squadron (Oct 44); 102. Hungarian Fast Bomber Group (Oct 44 – Mar 45); 102. Hungarian Fighter-Bomber Group (Dec 44 – Mar 45).

Luftwaffe: III./SG 2 (Nov 44 – Jan 45); I./SG 2 (Mar 45).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.873 (15 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vaszar (HUN): see Papa (Pápa).

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Vát (HUN) (a.k.a. Vat/Ost) (47 16 50 N – 16 47 40 E)

General: landing ground (Feldflugplatz) in W Hungary 13 km NE of Szombathely and 1.6 km SE of Vát. History: believed to have been built in 1943 or early 1944 and initially used for glider training. Surface and Dimensions: grass surface measuring approx. 1370 x 915 meters (1500 x 1000 yards) with an irregular shape. No paved runway. Fuel and Ammunition: storage pits for fuel barrels and drums were near the hangar at the NW corner. Ammunition was available. Infrastructure: had 1 medium hangar with 2 concrete aprons at the NW corner along with a small separate building to the rear of it. Personnel were believed to be billeted in Vát. The nearest rail connection was 5.5 km NW of the landing ground. Dispersal: there were 3 dispersal areas – Northwest, East and Southeast – with the latter two consisting of 31 parking bays cut into the woods and more being built in late Dec 44.

Satellites and Decoys:

Vát/West (47 17 20 N – 16 45 45 E), a satellite located 2 km west of the village.

History: no information found. Surface and Dimensions: leveled grass surface measuring approx. 640 x 455 meters (700 x 500 yards). Fuel and Ammunition: a refueling point was believed to be near the hangar. Infrastructure: had 1 small hangar with a concrete apron, 2 small workshops and 1 small admin building, all on the E boundary. Dispersal: no organized dispersal facilities.

Remarks:

24 Dec 44: leveling work observed along the NW side of the landing area.

Operational Units: IV./JG 27 (Apr-Jun 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 10.(Tel.Bau)/Ln.-Rgt. 120 (Oct 44).

[Sources: AFHRA A5262 pp.874 and 910 (6 Jul 44 and 24 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vecsés (HUN): see Budapest-Ferihegy.

Vértesboglár (HUN) (c. 47 26 N – 18 31 E)

General: landing ground or field airstrip in W Hungary c. 41 km WSW of Budapest.

History: no information found detailing the landing ground and its infrastructure, if any. Used briefly by a Luftwaffe single-engine reconnaissance unit toward the end of 1944 during the encirclement of Budapest by Soviet forces.

Operational Units: 1./NAGr. 14 (Nov-Dec 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]

Veszprém (HUN) (a.k.a. Szentkirályszabadja) (47 04 35 N – 17 58 05 E)

General: airfield in W Hungary 39 km SW of Székesfehérvár and 5.25 km SE of Veszprém.

History: used by Hungarian bombers to the end of 1941 then fell into disuse for nearly a year. In late 1942/early 1943, major construction began to create a Class A air base with permanent runways and this work continued well into 1944. In May 44 it became an important Hungarian and Luftwaffe fighter field.

Dimensions: sufficient for the runways described below.

Surface and Runways: cleared land with 2 intersecting runways – (1) approx. 2010 meters (2200 yards) in length and aligned NNW/SSE, (2) approx. 1600 meters (1750 yards) in length and aligned WNW/ESE. Both runways were still under construction at the end of April 1944.

Fuel and Ammunition: both available.

Infrastructure: had 2 large double bay hangars 730 meters NE of the runway intersection with a third hangar under construction next to the other two. Admin, stores and barrack buildings were just NE of the 2 completed hangars. An encampment of some 16 barrack-

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type huts was located near the E end of the WNW/ESE runway. The nearest rail connection was in Veszprém.

Dispersal: no organized dispersal facilities in Apr 44.

Defenses: no information found.

Satellites and Decoys:

Veszprém/Nord (c. 47 08 N – 17 53 E), satellite c. 5 km NNW of Veszprém airfield. History: in use by fighters since Feb 44. Surface and Dimensions: worn grass measuring approx. 1765 x 730 meters (1930 x 800 yards). Fuel and Ammunition: there were 4 refueling points at the NE corner. Infrastructure: had 2 hangars with concrete aprons at the NW corner and 3 probable workshops near them. Admin buildings and barracks were likewise at the NW corner. Dispersal: there were numerous small clearings cut into the edge of surrounding woods and in the woods with taxi tracks connecting them to the landing area. The clearings were for fighters and more were under construction on 2 Jul 44.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 86 officers and officials, 817 NCOs and men; German Luftwaffe - 1 and 18.

30 Apr 44: airfield still under construction and not yet serviceable.

7 Jul 44: airfield bombed by 15th AAF aircraft returning from a mission to Vienna – 62 KIA by the 900 anti-personnel bombs dropped (German report). 15th AAF mission reports state that this attack was carried out on 8 July by 30 B-24s claiming 2 aircraft destroyed on the ground and damage to hangars and barracks.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - none.

5 Nov 44: both runways were observed to now be completed. Veszprém was not in use and all aircraft were operating from Veszprém/Nord.

Operational Units:

Hungarian: II./4. Hungarian Bomber Rgt. (to c. Dec 41); Hungarian Bomber Training Group (Bombázó Harckiképző Csoport) (1943); 101. Hungarian Fighter Group (May-Aug 44); HQ and I./101. Hungarian Fighter Rgt. (Sep 44 – Mar 45).

Luftwaffe: I./JG 53 (Nov 44 – Mar 45); II./JG 52 (Dec 44 – Mar 45); II./JG 51 (Jan-Feb 45); Stab/JG 76 (Jan-Mar 45); 2./NAGr. 14 (Feb-Mar 45); 14.(Pz)/SG 9 (Feb-Mar 45).

Station Commands: none identified (airfield run by the Hungarians).

Station Units (on various dates – not complete): Stab/I. Fliegerkorps (Jan-Feb 45)?; elements of schw.Flak-Abt. 803 (1945).

[Sources: AFHRA A5262 p.877-79 (30 Apr 44 with updates of 8 Oct 44 and 5 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Z

Zalaú (HUN/ROM) (47 13 00 N – 23 01 45 E)

General: landing ground in SE Hungary 61 km NW of Kolozsvár (Cluj) and 4.25 km NNW of Zalaú. History: in use in 1940. Luftwaffe Ju 52 transports used it in Sep 44. Surface and Dimensions: rough grass surface measuring approx. 960 x 870 meters (1050 x 950 yards) with a very irregular shape. No paved runway. Fuel and Ammunition: made available if and when needed. Infrastructure: none. The nearest rail connection was 1.2 km NE of the landing ground. Dispersal: no organized dispersal areas. Aircraft parked along the edge of a wood that paralleled the SW boundary.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.880 (28 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Zsibo (HUN/ROM) (a.k.a. Jibou/Romania) (47 15 40 N – 23 15 30 E)

General: emergency landing ground in SE Hungary 60 km NNW of Kolozsvár (Cluj). Exact location of the landing ground not found. History: a former Romanian landing ground.

No evidence found of use by the Luftwaffe. Surface and Dimensions: grass surface measuring approx. 730 x 730 meters (800 x 800 yards). Infrastructure: none.

[Sources: AFHRA A5262 p.898 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]