

Luftwaffe Airfields 1935-45

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(1st Draft 2014)*

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Airfields

Norway

Introduction

Conventions

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

Preface

The topography of Norway presented special difficulties when it came to the planning and construction of airfields due to the mountainous terrain, and this found the country with few air bases at the start of the war, especially those suitable for large numbers of twin-engine bombers. In fact, the entire Norwegian Army Air Force was deployed on just 6 airfields and landing grounds at the beginning of April 1940 and the Norwegian Naval Air Service at 7 seaplane stations and anchorages. What marginally level land existed was generally low-lying and wet and this made for persistent drainage problems that in some cases could not be completely overcome (e.g., Stavanger-Forus). The German occupiers immediately began a large-scale airfield building and improvement program to create a sufficient number of bomber bases with permanent runways for their operations against England across the North Sea to the southwest, and for the forthcoming attack on Russia from northern Norway. A number of fighter airfields were also established along the coast and this combined construction activity continued right through to the end of the war in May 1945. The many difficulties encountered by the thousands of Norwegian workers and their German managers in developing the air bases are noted in the descriptive narrative for each airfield listed below.

Airfields Listed

A total of 51 airfields, landing grounds, emergency landing grounds and seaplane stations are listed as well as 2 decoy (dummy) fields.

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A

Aalesund (NOR) (a.k.a. Alesund, Ålesund) (62 28 N – 06 10 E)

General: seaplane anchorage in SW Norway 275 km WSW of Trondheim off the extreme end of Hessen Island and just SE of the town. History: a former civil seaplane anchorage, it was occasionally used by Luftwaffe seaplanes assigned to fly convoy escort missions.

Anchorage: sheltered waters measuring approx. 1000 x 1510 meters (1100 x 1650 yards) with some mooring buoys in the harbor probable. Fuel and Ammunition: both made available as needed. Infrastructure: none – workshops, quays, jetties, slipways and cranes were all available in the commercial harbor at Aalesund. Defenses: 1 heavy and 2 light Flak positions were reportedly in the vicinity of the town and anchorage.

Operational Units: elements of Stab/SAGr. 130 (Jul-Sep 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 5./gem.Flak-Abt. 562(o) (1943/44 – May 45); elements of le.Flak-Abt. 726(v) (May 42).

[Sources: AFHRA A5263 p.574 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alta-See (NOR) (69 59 N – 23 19 E)

General: seaplane anchorage (Seeflugstützpunkt) on the W side of Bugten Bay in Altafjord in N Norway, 3 km NE of Alta (Alten) and 2 km WNW of Altengard (Alta-Elvebakken) airfield.

History: used by Luftwaffe seaplanes assigned to maritime reconnaissance and convoy escort missions. Anchorage: ample take-off and landing room in Bugten Bay. A seaplane jetty and several quays were along the waterfront. Fuel and Ammunition: a refueling pontoon was positioned at the jetty and fuel was also available at a quay at the E end of the bay. Bulk fuel storage tanks were in Bossekop, 3.25 km to the WNW. No information on ammunition storage. Infrastructure: none – the facilities at Altengard (Alta-Elvebakken) airfield were used. Defenses: see Altengard (Alta-Elvebakken) airfield.

Remarks:

Oct 40: in use by the Luftwaffe.

23 Dec 44 ordered evacuated and demolished.

Operational Units: 1.(F)/Aufkl.Gr. 125 (Jul-Dec 42) and part of 1./Bordfl.Gr. 196 (1944).

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.575-76 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Altengard (NOR) (a.k.a. Altengaard, Altagård, Alta-Land, Alta-Elvesbakken) (69 58 35 N – 23 22 00 E)

General: airfield (Fliegerhorst) located at the foot of Alta Fjord in N Norway 87 km S of Hammerfest, 62 km WSW of Banak, c.4.5 km ENE of the town of Alta (Alten) and immediately NW of the village of Elvebakken. Used by fighters.

History: served as an emergency landing ground before the war and the Luftwaffe was using it for the same purpose as early as 5 May 1941 and noted that it had an 850 meter runway. The Luftwaffe began working on the airfield in May 1943 and put down a planked runway surface which was followed by a second planked runway later. Airfield construction had not been completed by September 1944.

Dimensions: not determined.

Surface and Runways: no serviceable surfaces apart from the two wooden runways – (1) 1000 x 40 meters (1100 x 45 yards) aligned E/W, and (2) 1325 x 65 meters (1450 x 70 yards) aligned WNW/ESE.

Fuel and Ammunition: fuel storage was near the hangar and in a wood off the W end of the E/W runway. Also had access to the Alta seaplane anchorage fuel storage. The

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ammunition dump was reportedly in a wooded area NE of Alta church, approx. 3.5 km WSW of the airfield.

Infrastructure: had 1 very small hangar on the S boundary with workshops, motor pool, garages, fire station, admin offices, stores, barracks and officers' quarters among the numerous buildings scattered between the E/W runway and the Alta-Elvebakken road to the S as well as along this road.

Dispersal: in late Sep 44, the 2 dispersal areas – Southeast and Southwest – had a total of 1 large open, 8 small covered and 4 small open aircraft shelters that were made of wood.

Defenses: no information found.

Remarks:

1 Jun 43: ration strength 96 Boden, 75 Bau, 65 Ln., 149 Flak, 3 Wehrmachtgefolge – total of 385 Luftwaffe and 3 armed forces civilians for both the airfield and Alta seaplane anchorage.

26 Sep 44: both runways reported serviceable but both uneven and responsible for accidents and damage to landing aircraft.

23 Dec 44 ordered evacuated and demolished.

30 Dec 44: still open.

Operational Units: 11./JG 5 (Jun-Jul 42); part of 1.(F)/Aufkl.Gr. 124 (Oct-Nov 44); 11./JG 5 (Nov 44).

Station Commands: Fl.Pl.Kdo. B 68/XI (Nov 42 – Mar 44); Flugplatzkdo. Altengard of Fl.H.Kdtr. A(o) 107/III Banak (Apr 44 – 1945).

Station Units (on various dates – not complete): Stab/Fliegerführer 3 (Nov 44); 2./Flak-Abt. 111; 4.(Tel.Bau)/Ln.-Rgt. 25 (Dec 42, Jun 43); Ger.Kol./Lw.-Bau-Btl. 132/III (? – 1945); Ger.Kol./Lw.-Bau-Btl. 30/XI (? – 1945); Ldssch.Zug d.Lw. 480/VI (Nov 42, Jun 43).

[Sources: AFHRA A5263 pp.575, 577-78 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Andenes (NOR) (69 17 24 N – 16 08 30 E)

General: Notlandeplatz (emergency landing ground) in N Norway 116 km WSW of Tromsø and 113 km NNW of Narvik. History: an expanse of flat ground that the Germans discussed for possible development in Jun 40 but dropped from consideration before anything was done. Was listed as a last resort emergency landing ground to the end of the war.

[Sources: AFHRA A5263 p.493 (8 Apr 44); chronologies; BA-MA; NARA; PRO/NA]

Arendal (NOR) (58 27 20 N – 08 46 35 E)

General: seaplane anchorage (Seeflugstützpunkt) in S Norway 57 km NE of Kristiansand.

History: a pre-war civil seaplane anchorage. No record of use by the Luftwaffe found.

Anchorage: sheltered waters with a take-off and landing area of approx. 1510 x 1000 meters (1650 x 1100 yards). A few mooring buoys may have been in the harbor. Fuel

and Ammunition: made available as needed. Infrastructure: all infrastructure, workshops, quays, slipways, etc. were commercially available in Arendal harbor.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): radar station *Arnika* was at Arendal and operated by 6./Ln.-Rgt. 55 and then by 14.(m.Flum.Leit)/Ln.-Rgt. 251, but this had nothing to do with the seaplane anchorage.

[Sources: AFHRA A5263 p.579 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

B

Banak (NOR) (a.k.a. Lakselv) (70 04 10 N – 24 58 45 E)

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General: airfield (Fliegerhorst) in N Norway at the foot of the great Porsanger Fjord to the east of the Porsanger Peninsula, 80 km SE of Hammerfest and 2.4 km NE of the village of Lakselv.

History: a former Norwegian Army Air Force landing ground that was used by the RAF in May 1940, the airfield already existed in rudimentary form when the Luftwaffe took over in fall 1940 and completed two parallel 1370 meter (1500 yard) runways surfaced with wood planking. It was also considerably enlarged by the Lw. and numerous small buildings, huts and sheds erected. Banak was the Luftwaffe's main bomber and meteorological reconnaissance airfield in northern Norway. From here, torpedo bomber attacks were launched against Allied convoys plying to and from ports in arctic Russia.

Dimensions: approx. 2105 x 1100 meters (2,300 x 1,200 yards) with an irregular shape.

Surface and Runways: sandy loam with sparse moss and grass surface. The two wood plank runways were approx. 1555 meters (1700 yards) in length, 275 meters (300 yards) wide and separated by 55 meters (60 yards). A taxi track paralleled the W and S sides while a smaller track served the N half of the East dispersal. Equipped with limited runway illumination, a beam approach system and a visual Lorenz system for night landings.

Fuel and Ammunition: fuel dumps were reported N of the hangar and concealed in scrub off a road leading out of Lakselv. A large ammunition dump was along the road 4 km S of the airfield.

Infrastructure: had a large hangar and several workshop buildings were situated near the center of the W boundary and several more workshop buildings were located just off the E boundary. The station control building was on the W boundary 450 meters N of the hangar and the motor pool and garages were in Lakselv. Some 7 clusters of huts that served as barracks, admin and supply buildings were grouped to the S and W of the station out to a distance of 4 km.

Dispersal: there were 4 dispersal areas – East, Northeast, Southwest and Northwest – with a total of 12 large covered aircraft shelters, 20 large open shelters, 6 small shelters and at least 12 uncovered aircraft parking sites.

Defenses: in Jul 43 there were two heavy Flak positions, one of 6-guns and the other of 4-guns, and 3 to 5 positions of light Flak, most of these having 3-guns each. Trench and barbed wire networks were located at various points around the airfield.

Remarks: airfield noted for being very windy in the wintertime.

30 Jun 42: bombed – 3 x Ju 88s from I./KG 30 and 3 x Ju 88 A-4s from II./KG 30 destroyed or damaged on the ground.

27 Sep 42: bombed – 1 x Ju 52 from KGr.z.b.V. 108 destroyed on the ground.

1 Jun 43: ration strength: 653 Boden (ground) personnel, 672 Bau (construction) personnel, 285 Ln. (signals), 750 Flak, 536 Wehrmachtgefolge (uniformed civilians of the German Armed forces).

15 Dec 44 runways and infrastructure prepared for demolition and the last personnel were departing.

Operational Units: Wetterkette Banak (1940 – Sep 43); 10./LG 1 (May 41); part of 1./Kü.Fl.Gr. 406 (May 41 – May 42); detachment of 3./Kü.Fl.Gr. 906 (Jun 41 – Jul 43); II./KG 30 (Jun-Aug 41, Apr-Aug 42, Sep 42); elements of I./KG 26 (Jul – c.Dec 41); elements of 3./Kü.Fl.Gr. 406 (Aug 41); I./KG 30 (Aug-Sep 41, Apr 42 – Jul 43); 2., 3./KG 26 (Aug-Oct 41); Stab/KG 30 (Jan-Nov 42); Erprobungsstaffel/KG 30 (Jan-Nov 42); 1. (F)/Aufkl.Gr. 22 (May 42 – Sep 43); III./KG 26 (Aug-Nov 42); part of I./KG 60 (Oct-Nov 42); Wekusta 6 (Sep 43 – Nov 44); II./KG 26 (Oct 44); 1.(F)/Aufkl.Gr. 124 (Oct-Nov 44); 2., 4./TGr. 20 (Oct-Nov 44); Transportstaffel Fliegerführer 3 (Oct-Nov 44); 1.(H)/Aufkl.Gr. 32 (Nov 44); Transportstaffel Condor (Nov-Dec 44).

Station Commands: Fl.H.Kdtr. E 18/IV (c. Jul 40 – Oct 42); Fl.H.Kdtr. A 207/III (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 107/III (Apr 44 – 1945).

Station Units (on various dates – not complete):

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Commands, Servicing, Repair (Stäbe, Wartungs, Instandsetzungs): Kommandierender General der deutschen Luftwaffe in Finnland (Oct 44); Kdo.d.Leithorst-Bereich Banak (1942-44); 1. Flugh.Betr.Kp. KG 30 (Nov 42, Jun 43); 4. Flugh.Betr.Kp. KG 30; part of 8. Flugh.Betr.Kp. KG 27 (Aug 41); 8. Flugh.Betr.Kp. KG 4 (Jul, Sep, Dec 41); Werft-Abt. 67/III (1944); elements of Fliegerhorst-Werftkp. 36 (1942-43); Flugh.Betr.Kp. (FK) 6 (Jun 44); Lufttorpedo-Zug 6 (Jun 42); Lufttorpedo-Zug 7 (Feb, Jun 42); Lufttorpedo-Zug 9 (Aug 42); Lufttorpedo-Betr.Kp. 5 (Sep 42 – 1945); LM-Zug 1.

Antiaircraft (Flak): 1., 4./Flak-Abt. 352 (Jun 41 – 1942); gem.Flak-Abt. 421 (early 42 – fall 44); Flak-Abt. 756 (Apr 42, Jul 42); Flakwaffen-Werkstatt 12/III (1943-44); Flak-Trsp.Btr. 29/III (Nov 44).

Air Force Signals (Luftnachrichten): 6./Ln.-Rgt. 25 (Jun 41); 1.(Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 – Dec 44)?

Construction (Bau): Lw.-Bau-Btl. 3/III (fall 40 – Jun 41); Lw.-Bau-Btl. 8/IV; Lw.-Bau-Btl. 28/IV (c.Mar 42 – 1943/44); Hallenbau-Kp. Ma. 13/XI (1942-43).

Supply Services (Nachschubdienste): Flieger-Geräteausgabestelle 4/III; Geräteausgabe- u.Sammelstelle 10/III.

Ground Transport (Transportkolonnen): Nachschub-Kol.Abt.d.Lw. 5/III (Nov 42, Jun 43); Flug-Betriebsstoff-Kolonnen 503/I (Nov 44); Trsp.Kol.d.Lw. 18/III (Nov 42); Trsp.Kol.d.Lw. 19/III (Nov 42); Trsp.Kol.d.Lw. 20/III (Nov 42); Trsp.Kol.d.Lw. 30/III (Nov 42); Trsp.Kol.d.Lw. 36/III (Nov 42); Trsp.Kol.d.Lw. 128/III (Jun 43); Trsp.Kol.d.Lw. 129/III (Jun 43); Trsp.Kol.d.Lw. 130/III (Jun 43); Kw.Werkstattzug d.Lw. 5/III (Nov 42, Jun 43).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 229/VI (or 229/XII?) (Oct 41?, Nov 42, Jun 43); Ldssch.Zug d.Lw. 351/XI (Nov 42, Jun 43); Ldssch.Zug d.Lw. 352/XI (Nov 42, Jun 43).

[Sources: AFHRA A5263 pp.580-81 (10 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bardufoss (NOR) (a.k.a. Bardufoss-Heggelia) (69 03 30 N – 18 32 20 E)

General: airfield (Fliegerhorst) in N Norway 70 km S of Tromsø (Tromsø) and immediately SE of the village of Bardufoss and NE of the village of Heggelia.

History: gradual construction by the Norwegians began in April 1935 and was continued by the Luftwaffe after June 1940. A 1,180 x 80 meter runway (later extended) was quickly completed in 1941 using two companies of Lw. construction troops with an attached contingent of Austrian RAD youth and 1,558 Norwegian laborers. In 1943 a second runway was started measuring 1,850 x 90 meters but this was never completed and could only be used during the wintertime. The Germans also enlarged the airfield, constructed many of the buildings and built the dispersals, mostly during 1941-42. A third runway was started but abandoned. See below for details. Bardufoss was in constant use by bombers, long-range reconnaissance aircraft and fighters from 1940-45.

Dimensions: serviceable area off the runways was limited to approx. 595 x 595 meters (650 x 650 yards).

Surface and Runways: sandy and stony surface with occasional tufts of coarse grass. There were 3 runways – (1) 1600 meters (1750 yards), concrete and aligned ESE/WNW; (2) 230 meters (250 yards), concrete, never completed and abandoned by 1944, and aligned NNE/SSE; (3) approx. 1690 meters (1850 yards), started in Aug 44, incomplete and still unsurfaced in Oct 44, and aligned N/S. Equipped with illumination for the ESE/WNW runway, airfield beacon and navigation aids.

Fuel and Ammunition: aircraft were fueled from tank trucks that were filled at the 4 bulk storage sites off the NE, N, NW and SW sides of the landing area. The 4 ammunition and bomb dumps were a short distance off the NE, ESE, SSW and SW sides of the airfield. Aerial torpedo storage and the torpedo workshop were reportedly 140 meters E of the NE hangar.

Infrastructure: had a total of 7 hangars - 1 large hangar with a paved apron at the E and SW ends of the main runway, 1 small Norwegian hangar on the W boundary, 3 small repair

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hangars in the Northwest dispersal and another in the Northeast dispersal. Separate workshop buildings were next to the two large hangars. Station HQ, admin offices, flight control, stores, station motor pool and garages, barracks, officers' quarters, quarters for flying personnel and other station facilities were in a number of buildings located in an arc around the airfield from the NE to the SW sides. Additionally, a Russian POW camp was 1.2 km W of the airfield and a forced labor camp was 1 km to the NNW.

Dispersal: the 4 dispersals – Northeast, East (remote), Southwest and Northwest – had a total of 48 large open aircraft shelters and 43+ aircraft parking hardstands.

Defenses: no information found.

Remarks:

1 Jun 43: ration strength 731 Boden, 524 Bau, 420 Ln., 498 Flak, 257 Wehrmachtgefolge for a total of 2,173 Luftwaffe personnel and 257 armed forces civilians.

8 May 45: Bardufoss was still in German hands on the day the war ended.

Operational Units: IV.(Stuka)/LG 1 (Mar-Jun 41); detachment of 1.(F)/Aufkl.Gr. 124 (May-Jun 41); San.Flugbereitschaft 8 (Jul 41 - ?); detachment of 1.(F)/Aufkl.Gr. 120 (Jul/Aug 41 – 1942); I./KG 26 (Nov 41 – Jan 42, Mar-Nov 42, Oct 44 – Jan 45); III./KG 30 (Jan-Nov 42); detachments of 1.(F)/Aufkl.Gr. 22 (c.Oct 42- Sep 43); II./KG 30 (Oct-Nov 42); Stab/KG 26 (Oct-Nov 44); Beleuchterstaffel KG 26 (Oct-Nov 44); part of III./JG 5 (Nov 44); part of NSGr. 8 (Nov 44); Kurierkette Lapland (Nov 44); Flugbereitschaft d.Kommandierender General der deutschen Luftwaffe in Finnland (Nov 44); 1.(F)/Aufkl.Gr. 124 (Nov 44 – Mar 45); 1.(H)/Aufkl.Gr. 32 (Nov 44 – Mar/Apr 45); Transportstaffel 5. Fliegerdivision (Dec 44 – Mar/Apr 45); II./KG 26 (Feb-May 45).

Reserve Training & Replacement Units: Erg.St. IV.(Stuka)/LG 1 (Jan 42); Erg.St./St.G. 5 (Jan – Oct 42).

Station Commands: Fl.H.Kdtr. E 14/IV (c. Oct 40 – Oct 42); Fl.H.Kdtr. A 206/III (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 106/III (Apr 44 – 1945).

Station Units (on various dates – not complete):

Commands (Kommandobehörden, Stäbe): Stab/5. Fliegerdivision (Jan – May 45); Stab/Fliegerführer 3 (Nov-Dec 44); Stab/Fliegerführer Lofoten (Feb 42 – Apr 44).

Servicing, Repair (Wartungs, Instandsetzungs): 2. Flgh.Betr.Kp. KG 26 (Nov 42); 8. Flgh.Betr.Kp. KG 27 (Jun 41, Nov 42); Werft-Kp. d.Lw. 45 (Mar 41); 108. Flgh.Betr.Kp. (Qu) (Dec 42 – 1944); Werft-Abt. d.Lw. 66/III (1944-45); 37. Flugzeugwartungs-Kp. (mot) (? – May 45); Lufttorpedo-Betr.Kp. 4 (Sep 42 – 1944); 1. and 3.Züge of Lufttorpedo-Betr.Kp. 5 (1944 – May 45); Lufttorpedo-Zug 8 (Feb, Mar, May 42).

Antiaircraft (Flak): Stab/Flak-Rgt. 83; s.Flak-Abt. 103(o) (Sep 44 – c.May 45); part of gem.Flak-Abt. 111(o) (1940 – May 45); ; 5./gem.Flak-Abt. 352 (Nov 44 – 1945); 3./gem.Flak-Abt. 421(v) (Mar 42); 4./gem.Flak-Abt. 421(v) (? – May 45); 5./gem.Flak-Abt. 425(v) (? – May 45); part of gem.Flak-Abt. 504(v) (1943-44); 2./gem.Flak-Abt. 511(v) (? – May 45); Flak-Abt. 641; 4./schw.Flak-Abt. 678 (? – May 45); 4./gem.Flak-Abt. 679 (? – May 45); Flak-Abt. 725; Flak-Abt. 830 (Apr-May 42); 4./Flak-Abt. 862 (Jun 42 – mid-43); Flak-Auswertezug 7; Flakwaffen-Werkstatt 5/III (1942-44); Flak-Munitionsausgabestelle 20/III (? – May 45).

Air Force Signals (Luftnachrichten): detachment of 8.(Funkh.)/Ln.-Rgt. 5 (fall 42 – spring 44); 13.(Flus.)/Ln.-Rgt. 5 (Apr 43); Stab/Ln.-Rgt. 252 (Jan-May 45); Stab II. (Flum.Mess)/Ln.-Rgt. 252 (Jan-May 45); 4.(Tel.Bau)/Luftgau-Nachr.Rgt. Norwegen (Jul 42); 27.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – fall 42).

Construction (Bau): Stab Lw.-Bau-Rgt. 4/I; Lw.-Bau-Btl. 11/III (Nov 40, Jun 41, Jan 42, May 42); Lw.-Bau-Btl. 23/III (Nov 42); Stab/Lw.-Bau-Btl. 132/III (K) (1944 – May 45); 1./Lw.-Bau-Btl. 6/IV (Ranem, ? – May 45); Lw.-Bau-Btl. 3/VIII (1943-44); Lw.-Bau-Gerätezug 5/XVII (mid-42 - ?).

Supply Services (Nachschubdienste): ?

Ground Transport (Transportkolonnen): Flugbetriebsstoff-Kol. 502/I (? – May 45); Trsp.Kol.d.Lw. 46/III (Nov 42, Jun 43); Trsp.Kol.d.Lw. 118/III (? – May 45); Trsp.Kol.d.Lw.

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127/III (? – May 45); Trsp.Kol.d.Lw. 131/III (? – May 45); Trsp.Kol.d.Lw. 132/III (? – May 45); Trsp.Kol.d.Lw. 301/III (? – May 45); schw.Kfz.Instandsetzungs-Kp. (mot) d.Lw. 1/III (? – May 45); schw. Kfz.Instandsetzungszug (mot) d.Lw. 8/III (? – May 45); Kw.Werkstattzug d.Lw. 56 (Dec 40); Kfz.Reifeninstandsetzungszug (mot) d.Lw. 10/III (? – May 45).

Ground Defense, etc. (Landeschützen, usw.): I./Feld-Rgt. d.Lw. 502 (Nov 42); Wachzug d.Lw. 24 (Nov 42); Ldssch.Zug d.Lw. 69/III (? – May 45); Ldssch.Zug d.Lw. 76/VI (? – May 45); Ldssch.Zug d.Lw. 388/VI (? – May 45).

Medical Services (Sanitätsdienste): Lw.-Sanitäts-Abt./5. Fliegerdivision (Jan-May 45); Kleine Zahnstation d.Lw. 13/III (? – May 45).

Other (sonstige, verschiedene): Wetterberatungszentrale A 508 (? – May 45); Wetterberatungsstelle 632 (? – May 45); Radiosondestation 520 (? – May 45).

[Sources: AFHRA A5263 pp.582-84 (16 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bergen-Flatöen (See) (NOR) (60 32 10 N – 05 15 30 E)

General: seaplane station (Seefliegerhorst) on Norway's west coast 16 km NNW of the city of Bergen and on the W coast of Flatöen Island.

History: a pre-war Norwegian naval seaplane station that is not believed to have received much use by the Luftwaffe after it was taken over in April 1940. The main seaplane station at Bergen was Bergen-Sandvik.

Dimensions: the surrounding waters provided ample room for take-offs and landings.

Anchorage: sheltered water with mooring buoys just off shore. Had 2 slipways, one on each side of the hangars. Several quays and a short jetty were in front of the N hangar and 2 small quays were about a half-kilometer S of the hangars.

Fuel and Ammunition: a bulk fuel storage tank was reportedly on the coast 275 meters S of the station. Ammunition was said to be stored in a tunnel on the other side of the island about 1 km E of the station.

Infrastructure: had 1 twin-bay and 2 four-bay hangars with repair facilities facing the shore. Huts for offices and other purposes were in the hangar area, officers' quarters were S and SE of the hangars and a barracks camp was across a bay 1 km NNW of the hangars. The nearest rail connection was in Bergen.

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

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): III./Ln.-Rgt. 251 (Bergen, ? – May 45); Wetterberatungsstelle 507 (? – May 45).

[Sources: AFHRA A5263 pp.585-87 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bergen-Sandvik (See) (NOR) (60 24 30 N - 05 19 20 E)

General: seaplane station (Seefliegerhorst) along the west coast of W Norway 2 km N of the city and port of Bergen in the suburb of Sandvik (Sandviken).

History: a pre-war civil seaplane station occupied by the Germans in April 1940. Used throughout the war by Luftwaffe seaplanes assigned to coastal reconnaissance, anti-submarine and convoy escort duties. Staffel-size units were not believed to have been stationed at Bergen because of the limited facilities.

Dimensions: Sandvik Bay afforded ample space for take-offs and landings.

Anchorage: sheltered water with mooring buoys to the N and S of the mole. A wooden slipway for launching and recovering seaplanes was on the S side of the mole which ran from Kristiansholm Is. to the shore next to the hangar, a distance of approx. 150 meters. After the war, the space between the island and the shore was filled in and the island became a peninsula or point jutting out into the bay. A wooden jetty was on the N side of

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the mole and a long stone breakwater extended NW into the bay from the tip of Kristiansholm Is.

Fuel and Ammunition: fuel in drums and ammunition were reportedly stored on Kristiansholm Is.

Infrastructure: had 1 small hangar built on piles and adjacent workshops at the shore end of the mole that ran out to Kristiansholm Is. Station HQ and offices were in buildings next to the hangar and stores were in buildings on the Island. Personnel were billeted in the very built-up urban area surrounding the station. The nearest rail connection was in Bergen.

Defenses: there were 7 heavy and 12 light Flak positions at the end of Mar 43 plus 2 anti-aircraft machine gun positions.

Remarks:

14 Apr 40: low-level attack – 1 x He 115 from 1./Küstenfliegergruppe 106 strafed at its moorings in Bergen harbor and destroyed during an attack by Fleet Air Arm Skuas.

17 Apr 40: air attack – 1 x He 59 from KGr.z.b.V. 108 destroyed.

1 Mar 43: ration strength: 80 Boden, 50 Ln., 7 Wehrmachtgefolge.

Operational Units: detachment of 2.(F)/SAGr. 131 (Sep 43 – Jan 45).

Station Commands: Fl.H.Kdtr. E 101/XI (See) (7 May 40 – Apr 41); Fl.H.Kdtr. E 109/XI (See) (May 42 – Mar 44); Fl.Pl.Kdo. B 160/XI (See) (1943-45)?; Aussenstelle Bergen of Fl.H.Kdtr. A(o) 104/III (1944-45).

Station Units (on various dates at or near the station or in Bergen – not complete): Koflug 23/III (Jul 40 – Sep 44); 4./gem.Flak-Abt. 111(o) (Apr 40); gem.Flak-Abt. 641(v) (1940-41); elements of le.Res.Flak-Abt. 725 (May 42); 10.(Flum.Res.) and 12.(Flum.Res.)/Ln.-Rgt. 50 (c.Apr 40 – Apr 41); Stab III.(Flum.Mess)/Ln.-Rgt. 251 (Dec 44 – May 45); 24.(s.Flum.)/Lg.Nachr.Rgt. Norwegen (Apr 41 – Oct 42); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 19 (1941 – Jun 43); 24.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – Apr 43); Seenotbezirkstelle (L) Bergen (May 40 – Jun 42); Seenotkdo. 22 (Jun 42 – Aug 44); Luftwaffe Catapult Ship *Falke* (1943).

[Sources: AFHRA A5263 pp.588-91 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berlevaag (NOR) (a.k.a. Berlevåg) (70 52 15 N – 29 05 00 E or 70 52 12 N – 29 01 46 E)

General: landing ground (Landeplatz) on the extreme N coast of N Norway 130 km NNW of Kirkenes at the entrance to Tana Fjord and approx. 2 km N or NW of the village of Berlevag (Berlevåg). Not to be confused with Swartnes (Svartnes) 90 km to the SE which was constructed at the same time. History: construction began in August 1943 as a fighter strip for the protection of coastal shipping. Evacuated and rendered unserviceable in Nov 44. Surface and Dimensions: rock/crushed rock surface with undetermined over all dimensions. Had a 950 meter concrete runway. Fuel and Ammunition: both available as needed. Infrastructure: none identified. Offices and accommodations were probably in the village. Dispersal: no organized dispersals.

Operational Units: elements of IV./JG 5 (Aug-Oct 44).

Station Commands: Fl.Pl.Kdo. B 1/N (1943)?; Fl.Pl.Kdo. C 50/III (1943 – Mar 44); Fl.H.Kdtr. E(v) 209/III (Mar-Oct 44).

Station Units (on various dates – not complete): Flugmeldestelle "Bär"/Ln.-Rgt. 56 (1943-44).

[Sources: AFHRA A5263 p.502 (7 May 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Billefjord (NOR) (a.k.a. Indre Billefjord) (70 19 30 N – 25 03 50 E)

General: seaplane station (Seefliegerhorst) in N Norway 65 km SE of Hammerfest and 29 km N of Banak (Lakselv). Located on the W shore of Billefjord, a bay on the SW side of Porsanger Fjord.

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History: the station was first used in May 41 and then developed over the following months as a base capable of handling a Staffel or more of seaplanes assigned to maritime reconnaissance, convoy escort and torpedo-launching duties.

Dimensions: the bay of Billefjord provided a very ample 1830 x 915 meters (2000 x 1000 yards) for take-offs and landings.

Anchorage: Billefjord Bay was reportedly ice-free during winter. There were moorings for seaplanes in the bay along with a wooden ships' pier and a small jetty on shore.

Fuel and Ammunition: 2 refueling pontoons and a bulk storage tank were along the shore 2.5 km NNE of the station buildings. Aerial torpedoes and other munitions were stored at the station.

Infrastructure: the station consisted of a small group of workshops, admin buildings, officers' quarters, barracks and stores. Additional barracks were S of the station along the road to Banak. Several huts were also 2.5 km NNE of the station buildings in the same location as the refueling pontoons.

Defenses: 1 or 2 light Flak guns were the station's sole protection in Oct 42.

Remarks:

1 May 43: ration strength: 143 Boden, 283 Bau, 28 Ln., 125 Flak, 133 Wehrmachtgefolge.

24 Aug 44: low-level attack by Fleet Air Arm Seafires from the RN carrier *Indefatigable* – 2 x BV 138 C-1s from 1.(F)/SAGr. 130 and 1 x He 115 from 1./Küstenfliegergruppe 406 shot up and destroyed at their anchorage.

Operational Units: Kü.Fl.Gr. 406 (1941); 1./Kü.Fl.Gr. 906 (1941, May 42 – Jun/Jul 43); part of 1./Aufkl.Gr. 125 (See) (Dec 41 – Jul 43); 3.(F)/SAGr. 130 (Aug 43 - Nov 44); detachment of 5. Seenotstaffel (Oct 43 - ?); part of 1.(F)/SAGr. 130 (Aug-Nov 44).

Station Commands: Beh.Kdtr. E 11/N See (May-Dec 42); Fl.Pl.Kdo. A 130/XI (See) (Jan 43 – Nov 44).

Station Units (on various dates – not complete): Flgh.Betr.Kp. 3/See; Flgh.Betr.Kp. (S) See; 3.Zug of Lufttorpedo-Betr.Kp. 5 (Nov 42 – Feb 44); Ger.Kol./Lw.-Bau-Btl. 6/VI (? – Nov 44?); Seenotbezirkstelle (L) Billefjord (Oct 41 – Jun 42); Seenotkdo. 20 (Jun 42 – Aug 44).

[Sources: AFHRA A5263 pp.592-95 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bodö (NOR) (a.k.a. Bodø, Bodo, Bodoë) (67 16 35 N – 14 25 00 E)

General: airfield (Fliegerhorst) in N Norway 465 km N of Trondheim; airfield located 1 km SE of Bodø.

History: Used as an emergency landing strip by British fighters in May 1940. The Luftwaffe took it over a month or two later and put down a 1,280 x 80 meter concrete runway, built the hangars and developed the dispersal areas. Used mainly by fighters during the war.

Dimensions: covered a relatively large area but the specific dimensions not found.

Surface and Runways: soft peat-type grass surface that could not be used for take-offs or landings. Had a single runway (see above) that was aligned ENE/WSW. Part of the runway was concrete and part was wood. Taxiways were of wood.

Fuel and Ammunition: fuel in drums was stored just S of the W end of the runway and in the South dispersal area, while the West dispersal had 2 underground fuel storage tanks. Aircraft were also filled from airfield fuel tank trucks. Several ammunition dumps were roughly 2.5 km E and ENE of the airfield plus several others scattered about on and near the station.

Infrastructure: had 3 medium-size hangars – 1 in the Northeast dispersal and 2 in the South dispersal -, a repair workshop, an engine storage building, motor pool, flight control building and fire station. The station HQ, admin buildings, the main barracks and stores buildings were all on the N side of the airfield close to the town of Bodø. Other barrack buildings and accommodations were on or near the field. A POW camp was at Bodø Farm, off the SE end of the landing area.

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Dispersal: in Nov 44, the 3 dispersal areas – Northeast, South and Northwest – had a total of 13 large and 22 medium aircraft shelters, 9 of which were covered, plus 30 aircraft parking stands.

Defenses: information not found.

Remarks:

10 Feb 41: airfield ration strength - 7 officers and 333 NCOs and men.

1 Jun 43: airfield ration strength - 240 Boden, 163 Bau, 124 Ln., 760 Flak, 69

Wehrmachtgefolge, for a total of 1,287 military and 69 Wehrmacht civilian employees.

Operational Units: 11./JG 5 (Jul-Sep 42); 12./JG 5 (Dec 42 - ?); I./St.G. 5 (Jun-Aug 43); Wekusta 6 (Nov 44); San.Flugbereitschaft 8 (Nov 44 – May 45); 2./NSGr. 8 (Dec 44 – Jan 45); 1.(F)/Aufkl.Gr. 124 (? - 8 May 45); 1.(H)/Aufkl.Gr. 32 (8 May 45).

Reserve Training & Replacement Units: Erg.St.(Stuka)/LG 1 (Dec 41 – Jan 42); 4. (Erg.St.)/St.G. 5 (Jun 42 – Jan 43).

Station Commands: Flugstützpunkt Bodø (Bodø) (1940-41); Fl.H.Kdtr. E 9/N (May-Jul 42); Fl.H.Kdtr. E 16/III (1942-44); Fl.H.Kdtr. E(v) 207/III (1944-45).

Station Units (on various dates – not complete): 10. Flgh.Betr.Kp. (mot) LG 1 (Nov 42); Flgh.Betr.Kp. 1./Stuka; Werft-Kp. 45 (Oct 40); Werft-Kp. 47/IV (Mar-Apr 43); Werftkdo. Bodø (1944-45); I./Flak-Rgt. 5 (Oct 40); 6./gem.Flak-Abt. 352(v) (Nov 44 – 1945); gem.Flak-Abt. 427 (1943 – May 45); 4./Flak-Abt. 824 (1942); Flak-Ers.Abt. 32 (Apr 41 – Apr 42); Flak-Munitionsausgabestelle 19/III (? – May 45); detachment of 8.(Funkh.)/Ln.-Rgt. 5 (fall 42 – 1944); Stab III.(Flum.Mess)/Ln.-Rgt. 55 (Oct 42)?; Stab V. (Flum.Mess)/Ln.-Rgt. 251 (Dec 44 – May 45); Stab I.(Flum.Mess)/Ln.-Rgt. 252 (Jan-May 45); 2. and 3./Lw.-Bau-Btl. 11/III (Jan 41); elements Lw.-Bau-Btl. 3/VIII (1942-43); Trsp.Kol.d.Lw. 133/III (? – May 45); Kfz.Werkstatt (o) d.Lw. 135/III (? – May 45); Ldssch.Zug d.Lw. 144/III (? – May 45); Wetterberatungsstelle 509 (? – May 45).

[Sources: AFHRA A5263 pp.597-600 (4 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bodø-See (NOR) (a.k.a. Bodø, Bodo, Bodoe) (67 17 30 N – 14 24 20 E)

General: seaplane anchorage (Seeflugstützpunkt) in N Norway in Bodø harbor just NE of the town in Rønvik. History: used mainly as a stopover for refueling seaplanes until 1945.

Dimensions: there was ample room for take-offs and landings. Anchorage: sheltered water with mooring buoys off the jetty. No slipways. A seaplane jetty was the station's only permanent infrastructure. Quays and cranes were all commercial and located in Bodø Port. Fuel and Ammunition: a refueling pontoon was located at the jetty and a dump of fuel drums was just off the shore end of the jetty. A bulk storage tank was on the N shore of Kvalviken Bay. Infrastructure: there were no hangars or workshops. Personnel were billeted in huts just N of the shore end of the jetty.

Remarks:

4 Oct 43: carrier strike on the harbor and seaplane anchorage by USN F4F Wildcats from the USS *Ranger*.

Operational Units: detachment of 1. Seenotstaffel (Apr-May 40); 1./Kü.Fl.Gr. 406 (Oct 40); part of 1.(F)/Aufkl.Gr. 125 (See) (Mar-Jul 42); Seenotstaffel 51 (Mar-May 45); Stab/SAGr. 130 (May 45); 3.(F)/SAGr. 130 (May 45).

Station Commands: Fl.H.Kdtr. E 10/XI (1940); Fl.H.Kdtr. E 112/XI (1941-).

Station Units (on various dates – not complete): Stab/Seenotgruppe 51 (Oct 44 – May 45).

[Sources: AFHRA A5263 pp.601 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bömoen (NOR) (a.k.a. Bomoen, Bømoen, Voss-Bømoen) (60 38 15 N – 06 30 10 E)

General: airfield (Fliegerhorst) in SW Norway 70 km ENE of Bergen and 4.5 km ENE of the town of Vossevangen on Lake Vangsvatnet.

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History: constructed during 1940-41 with a 1,000 x 50 meter concrete runway (see below under Runways), followed by construction of the dispersals during 1943-44. Little used during the war because the terrain made for a dangerous take-off and landing approach.

Dimensions: there was no serviceable landing area apart from the runways.

Surface and Runways: wartime Allied intelligence using aerial photos and Norwegian resistance reports state that on 31 Dec 44 there were 2 intersecting wooden runways: (1) approx. 1000 x 50 meters (1100 x 55 yards) aligned E/W, and (2) approx. 1000 x 50 meters (1100 x 55 yards) aligned NE/SW. Taxi tracks connected the runways to the hangar and the dispersal areas.

Fuel and Ammunition: fuel, mainly in drums, was stored E of the central hangar, in a woods SE of the central hangar and along a road 4 km NNE of the airfield. Ammunition and bombs were stored in sheds in a woods SE of the central hangar and along two roads 4 and 5 km to the NNE.

Infrastructure: had a large concrete hangar with a paved apron just S of the runway intersection, and a large wooden hangar with 2 bays at the W end of NE/SW runway. Accommodations were in 4 buildings off the SW boundary while offices, stores and other facilities were in a cluster of 7 buildings about 200 meters S of the central hangar. The nearest rail connection was in the hamlet of Ygre, 1 km N of the airfield.

Dispersal: the 3 dispersals – East, South and West – had a total of 26 large and medium open aircraft shelters plus 13+ aircraft parking handstands.

Defenses: there were 5 light Flak and anti-aircraft machine gun positions in Jun 43.

Remarks:

1 Mar 43: ration strength 27 Boden, 23 Flak, 3 Wehrmachtgefolge - a total of 50 Luftwaffe personnel and 3 civilians.

31 Dec 44: the E/W runway noted as being prepared for demolition.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E Bomoen (1940-42); Fl.Pl.Kdo. A 9/III (1942-43); Fl.Pl.Kdo. C 16/III (1943-44); Platzkdo. of Fl.H.Kdtr. A(o) 104/III Herdla (1944-45).

Station Units (on various dates – not complete): III./Lw.-Feld-Rgt. 502.

[Sources: AFHRA A5263 pp.540, 544-45, 745-48 (24 Aug 43 updated to 18 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

D

Drontheim (NOR) (see Trondheim).

E

Eggemoen (NOR) (60 12 30 N – 10 19 20 E)

General: airfield (Flugplatz) in S Norway 44 km NNW of Oslo and 6 km NE of Hønefoss.

History: construction began in late 1943 and was completed in August 1944.

Dimensions: not found.

Surface and Runways: no serviceable surfaces aside from the runway. Had a 1,800 x 60 meter (1970 x 65 yard) concrete runway poured on wooden sections. There were prepared strips 23 meters (25 yards) wide ran along each side of the runway. Equipped with runway illumination (installed on 2 Oct 44) and a visual Lorenz system was being installed the same date.

Fuel and Ammunition: no information but both presumably available.

Infrastructure: had 1 medium hangar with a paved apron in the Northwest (remote) dispersal and this was believed to be used for repairs. There were few huts on the N

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boundary, in a nearby woods and in the Northwest (remote) dispersal. Most Luftwaffe personnel were billeted in a barracks in Valsmoen, 3 km SW of the airfield. Another barracks 4 km to the NW was used as a POW camp. The nearest rail connection was at a specially constructed station near the N end of the runway.

Dispersal: the 2 dispersals – Northwest (remote) and South – had 9 very large open and 4 small open aircraft shelters plus 19+ aircraft parking hardstands.

Defenses: no information found.

Remarks: ?

Operational Units: 1.(F)/Aufkl.Gr. 120 (Sep-Dec 44); 3./Transportfliegergruppe 20 (c.Oct 44 – May 45).

Station Commands: Platzkdo. of Fl.H.Kdtr. A(o) 102/III (Oslo-Fornebu) (Apr – Aug 44); Fl.Pl.Kdo. E(v) 218/III (Aug 44 – 1945).

Station Units (on various dates – not complete): Werft-Abt.(o) d.Lw. 104/III (1944-45); Stab and 3.Staffel/Feldwerft-Abt. d.Lw. "Arktis" (May 45); 3./le.Flak-Abt. 726 (? – May 45); Stab, 3., Kol./Lw.-Bau-Btl. 105/XI (K) (1944 – May 45).

[Sources: AFHRA A5263 pp.603-04 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Elvenes (NOR) (68 52 16 N – 17 59 00 E)

General: landing ground (Flugplatz) in N Norway 97 km SSW of Tromsø (Tromsø), 30 km SW of Bardufoss airfield and on the NE shore of Ovrevatnet (Øvrevatnet) Lake. History: used by the RAF in May 1940 as an emergency landing strip. Improved on by the Luftwaffe and served during the war as a little-used satellite of Bardufoss. Surface and Dimensions: leveled grass surface on hard sand. Had a 1,180 x 80 meter (1290 x 85 yard) unpaved landing strip aligned ENE/WSW. Fuel and Ammunition: fuel was brought in from Bardufoss and stored in the Southeast dispersal and near the station HQ. There were small ammunition dumps at each end of the landing strip. Infrastructure: no hangars but there was a small workshop off the N end of the strip. Station HQ and buildings were immediately SE of the landing area along a bend in the Salangselva River while the flight operations center was at the center of the S side of the strip. Additionally, there were 2 POW camps, 1 a short distance off the ENE corner of the landing ground and the other off the ESE corner. Dispersal: the 2 dispersals – North and Southeast – had 13 small aircraft shelters that were mostly covered and 8 aircraft parking hardstands. Defenses: no information found.

Remarks:

1 Jun 43: ration strength 56 Boden, 15 Ln., 43 Flak.

Operational Units: 11./JG 5 (Jul 42); NSGr. 8 (Nov 44 – Jan 45).

Station Commands: Fl.Pl.Kdo. B 67/XI (Nov 42 – Mar 44); Platzkdo. Elvenes of Fl.H.Kdtr. A(o) 106/III Bardufoss (Apr 44 – 1945).

Station Units (on various dates – not complete): gem.Flak-Abt. 341 (? - May 45); Trsp.Kol.d.Lw. 114/III (? – May 45); Trsp.Kol.d.Lw. 122/III (? – May 45); Trsp.Kol.d.Lw. 129/III (? – May 45); Ldssch.Zug d.Lw. 60/III (Nov 42, Jun 43, May 45).

[Sources: AFHRA A5263 pp.605-07 (26 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

G

Gardermoen (NOR) (60 13 N – 11 06 E)

General: airfield (Fliegerhorst) in S Norway 39 km NNE of Oslo, 7.5 km NW of the village of Jessheim and adjacent to the hamlet of Gardermoen.

History: pre-war use by the Norwegian Army Air Service during field exercises. The Luftwaffe began major runway and infrastructure construction in 1940 and by 1942

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Gardermoen had a 2,000 x 80 meter runway aligned NNE/SSW and another measuring 2,000 x 50 meters aligned ESE/WNW, both being concrete. Although not much used during the war, it was intended to play a major role had the Allies invaded southern Norway. Today, it is the international airport for Oslo.

Dimensions: 2010 x 2010 meters (2200 x 2200 yards) with an "L"-shape.

Surface and Runways: sandy soil that had been extensively leveled, artificially drained and turfed (sodded). Had 2 concrete runways (see above). A wide perimeter track encircled the landing area and connected the runways to the hangars and dispersal areas. Equipped with permanent runway illumination, an airfield beacon, beam approach systems and visual Lorenz systems.

Fuel and Ammunition: refueling points and some storage facilities were in the Southeast dispersal area, and a dump for fuel in drums was in a woods 1.2 km NW of the airfield.

The main ammunition dump was just NE of the Hauer seter railway station approx. 6 km E of the airfield. Other smaller storage sites were in 4 or 5 scattered locations around and off the landing area perimeter.

Infrastructure: had 4 large hangars with paved aprons and adjoining workshops located on the NE, E, SE and W sides of the airfield. Station HQ, admin offices, stores and a large number of barrack huts were in a sizeable concentration on the E boundary. Additional stores buildings were off the NW corner and the flight control building was on the boundary SE of the runway intersection. A POW camp was in Nannestad, 4.5 km NW of the airfield. The entire E side of the landing area was served by 2 branch rail spurs off the Oslo-Hamar main line.

Dispersal: on 1 Oct 44, the 4 dispersal areas – Northeast, East (remote), Southeast and Northwest – had a total of 17 very large covered, 35 very large open, 2 large open and 14 medium open aircraft shelters, plus 8 aircraft parking hardstands.

Defenses: no information found.

Remarks:

1 Mar 43: ration strength 288 Boden, 71 Bau, 52 Ln., 339 Flak, 192 Wehrmachtfolge for a total of 750 Luftwaffe and 192 armed forces civilians.

Operational Units: Trägergruppe 186 (Jun 40); I./KG 40 (May 40 – Jun 41); JGr. Losigkeit (Jun 42); Stab/KG 40 (Jul – Oct 44); II./KG 40 (Aug – Oct 44); 11./ZG 26 (Oct 44 – Jan 45); Trsp.St. Condor (Oct 44 – May 45); NJ-Staffel Finnland (Jan – Feb 45); Gruppenstab and elements of II./KG 26 (May 45); Gruppenstab and elements of III./KG 26 (May 45); detachment of 4./NJG 3 (May 45).

School Units: BFS 7 (May – Sep 41).

Station Commands: Fl.H.Kdtr. E 5/I (Jun 40 – c. Dec 42), Fl.H.Kdtr. A 201/III (c. Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 101/III (Apr 44 – 1945).

Station Units (on various dates – not complete): Fliegerhorst-Werftkp. 39/III (1942-43); Werft-Abt.(o) 61/III Gardermoen (1944-45); Flak-Abt. 675 (Apr 44 – May 45); Lw.-Bau-Btl. 12/VII (Mar 41); Lw.-Bau-Btl. 7/IV (Nov 42 – spring 43); Stab, 2., Kol./Lw.-Bau-Btl. 133/III (K) (1943 – May 45); 2./Lw.-Bau-Btl. 105/XI (K) (? – May 45); elements of Feldluftpark 4/III; Luftmunitionsanstalt 5/III (Hauer seter, ? – May 45); Flugbetriebsstoff-Kol. 522/III (? – May 45); Traktorenzug d.Lw. 1/VI (? – May 45); Kfz.Werkstatt (o) d.Lw. 127/III (? – May 45); Wachzug d.Lw. 23 (Nov 42); Ldssch.Zug d.Lw. 61/III (? – May 45); Ldssch.Zug d.Lw. 62/III (Hauer seter, ? – May 45); Ldssch.Zug d.Lw. 63/III (? – May 45); Ldssch.Zug d.Lw. 86/III (? – May 45); Ldssch.Zug d.Lw. 87/III (? – May 45); Ldssch.Zug d.Lw. 107/IV (Hauer seter, ? – May 45); Ldssch.Zug d.Lw. 248/XI (? – May 45); Ldssch.Zug d.Lw. 277/XI (Hauer seter, ? – May 45); Wetterberatungsstelle 510 (? – May 45).

[Sources: AFHRA A5263 pp.608-10 (10 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gossen (NOR) (62 50 10 N – 06 49 15 E)

General: airfield (Fliegerhorst) in W Norway on Gossen Island 190 km WSW of Trondheim, 19.5 km NW of Molde and 3 km ESE of Rindaroy (Rindarøy) on the NW end of the island.

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History: under construction from 1941 to spring 1944 as a fighter airfield with a 1,650 x 60 meter concrete runway aligned E/W.

Dimensions: not given.

Surface and Runways: soft peat surface with a single runway as noted above. The runway had a large rectangular assembly hardstand on its north-center side. A second runway with a NE/SW alignment had been started in 1941-42 but quickly abandoned before much work had been done.

Fuel and Ammunition: fuel in drums and ammunition were stored in small dumps approx. 500 meters S the the W end of the runway. Two other dumps for fuel and ammunition were in the vicinity of Aukrasanden, the port and principal town at the SE end of the island.

Infrastructure: had 1 medium hangar (still under construction in May 44) in the North dispersal. Motor pool garages were in a small settlement 3 km to the S of the airfield. Station HQ was in a nearby Norwegian Fisheries School and there were numerous barrack huts to the S near Solem. Stores warehouses were in Lovik, 1.5 km NE of the center of the runway.

Dispersal: the 2 dispersals – North and South – had 1 large, 4 medium and 11 small aircraft shelters in late Mar 44.

Defenses: no information found.

Remarks:

25 Feb 43: I./Lw.-Feld-Rgt. 502 ordered to Gossen to protect the construction of the new airfield there as well as the construction of nearby emplacements for heavy naval coastal artillery.

1 Mar 43: ration strength 260 Boden, 836 Bau, 48 Ln., 178 Flak, 360 Wehrmachtgefolge for a total of 1,322 Luftwaffe and 360 Wehrmacht auxiliaries.

10 Aug 44: airfield attacked by aircraft from 4 RN aircraft carriers operating along the coast north of Bergen – claimed 6 Bf 110s destroyed on the ground.

Operational Units: 10./JG 5 (Oct 43 - ?); 12./ZG 26 (Jul-Aug 44); half of III./JG 5 (Dec 44 – May 45).

Station Commands: Fl.H.Kdtr. E 10/N (May-Jul 42); Fl.H.Kdtr. E 17/III (1942-44); Fl.H.Kdtr. E(v) 204/III (1944-45).

Station Units (on various dates – not complete): 4./le.Flak-Abt. 726 (? – May 45); 1./le.Flak-Abt. 823 (? – May 45); 25.(Flum.Mess)/Ln.-Rgt. 251 (Dec 44 – May 45); 30.(Flum.Ausw.u.Betr.)/Ln.-Rgt. 251 (Dec 44 – May 45); Lw.-Bau-Btl. 12/VII (Nov 42, Jun 43); Kfz.Werkstatt (o) d.Lw. 133/III (? – May 45); Wachzug d.Lw. 23 (Jun 43); Ldssch.Zug d.Lw. 17/XI (Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 228/XI (May-Aug 42); Ldssch.Zug d.Lw. 248/XI (Nov 42, Jun 43); Ldssch.Zug d.Lw. 250/XI (Nov 42, Jun 43); I./Lw.-Feld-Rgt. 502 (Jun 43); Wetterberatungsstelle 512 (? – May 45).

[Sources: AFHRA A5263 pp.611-13 (10 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

H

Hammerfest (NOR) (70 38 20 N – 23 39 50 E)

General: seaplane anchorage (Seeflugstützpunkt) in N Norway 3.25 km SSW of the town of Hammerfest in the SE corner of Rypefjord. History: briefly used by a few Ar 196s in fall 1941, but subsequent use was mainly for refueling purposes. Dimensions: Rypefjord afforded ample room for take-offs and landings. Anchorage: sheltered water serviceable in all weather except during very strong westerly winds. Approx. 12 seaplane mooring buoys were available. Fuel and Ammunition: a refueling pontoon was located at the seaplane jetty and there were 2 fuel tanks on the shore S of the anchorage.

Infrastructure: no buildings, but a group of barrack huts was just SE of the jetty and another group on the N shore of Rypefjord. A long N/S concrete pier or breakwater was

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just N of the seaplane jetty. The port of Hammerfest had 3 quays (2 with cranes) and several piers for ships. Defenses: Hammerfest port was protected by 1 or 2 batteries of Flak.

Remarks: ?

Operational Units: detachment of 1./Bordfliegergruppe 196 (Sep-Nov 41).

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.614 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Harstad (NOR) (68 48 40 N – 16 35 45 E)

General: seaplane anchorage (Seeflugstützpunkt) in the Lofoten Islands of N Norway 134 km SSW of Tromsø (Tromsø) with the anchorage located in the harbor and bay at Harstad.

History: not believed to have been used by the Luftwaffe, except perhaps as a refueling stopover. Dimensions: the harbor and bay afforded ample room for take-offs and landings.

Anchorage: water inadequately sheltered in windy conditions. Mooring buoys were available in the harbor. Fuel and Ammunition: no information found, but both probably available as needed.

Infrastructure: no hangars but workshops were available in Harstad. Personnel were accommodated in the town.

Remarks:

Apr-Jun 40: Harstad and surrounding area was the scene of considerable fighting during the Norwegian campaign and the country's occupation by German forces.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 3.Kp. Lw.-Bau-Btl. 11/XVII (Jun 41).

[Sources: AFHRA A5263 p.617 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Hattfjelldal (NOR) (65 35 40 N – 13 59 50 E)

General: airfield (Fliegerhorst) in C Norway approx. 304 km NNE of Trondheim, 190 km S of Bodo (Bodø), 46 km SE of Mosjoen (Mosjøen) and on the S side of the village of Hattfjelldal.

History: pre-war and wartime use as a stopover point for refueling aircraft en-route between north and south Norway. Limited wartime development by the Germans, but toward the end of the war the Luftwaffe paved the 900 x 50 meter runway with concrete and possibly erected a large hangar. Used as a transit and refueling station by the Luftwaffe. No flying units were ever stationed there.

Dimensions: approx. 825 x 45 meters (900 x 50 yards).

Surface and Runways: marshy and mostly unserviceable grass surface. Had a single concrete runway measuring 915 x 55 meters (1000 x 60 yards) aligned E/W. Taxi tracks connected the runway to the hangar area.

Fuel and Ammunition: fuel dump(s) were on both sides of the highway about 1 km SE of the airfield and the main ammunition dump was in the same location. A small ammunition dump was hidden in trees just S of the center of the runway.

Infrastructure: had a site for a single large hangar off the S side of the runway with adjacent workshop buildings. The hangar had not yet been built in May 1944 but is said to have been completed by the end of the war. The station HQ, admin offices and barracks were in two groups of buildings off the N boundary while the station dispensary or hospital was 3.25 km N of the airfield along the road to Lake Rosvatnet (Røsvatnet). The nearest rail connection was in Trofors, 29 km WSW of Hattfjelldal.

Dispersal: there was a single dispersal area on the SE corner with 6+ open aircraft shelters in May 44.

Remarks:

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1 Mar 43: ration strength 35 Boden, 13 Ln., 27 Flak, 4 Wehrmachtgefolge - a total of 75 Luftwaffe and 4 civilians.

Operational Units: none identified.

Station Commands: as Flugstützpunkt Hattfjelldal (to 1942); Fl.Pl.Kdo. 8/III (1942); Fl.Pl.Kdo. A 8/III (1943 - 03.44); Platzkdo. of Fl.H.Kdtr. A(o) 105/III (Vaernes) (Apr 44 - 1945).

Station Units (on various dates - not complete): part of Lw.-Bau-Btl. 11/XVII (Jan 41).

[Sources: AFHRA A5263 pp.538, 542-43 (11 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Herdla (NOR) (60 34 40 N - 04 57 45 E)

General: airfield (Fliegerhorst) in SW Norway on Herdla Island 32 km NNW of Bergen and at the N end of the island.

History: Constructed during 1940-42 as a fighter strip and eventually had a 1,000 x 50 meter NNE/SSW runway and a 850 x 50 meter ENE/WSW runway. The units stationed there mainly flew fighter cover for shipping along Norway's west coast.

Dimensions: not given - there was no serviceable terrain aside from the runways and taxiways.

Surface and Runways: had 2 runways as stated above. Sources do not state whether the runways were of concrete or wood. Taxiways connected both runways to the hangars and dispersals. Both runways were illuminated.

Fuel and Ammunition: there was a ladder-type refueling hardstand at the S end of the NNE/SSW runway and bulk fuel was stored in tanks and drums in a tunnel in a rock cliff at the NE tip of the island and between Herdla harbor and the S end of the airfield.

Ammunition dumps were in two locations along the S end of the N/S road that bisected the island.

Infrastructure: had 3 medium hangars with paved aprons and separate workshop buildings in a group just N of the NNE/SSW runway. An additional hangar was under construction in the Northeast dispersal area in Sep 44. Station HQ, admin offices, Barracks and stores were in buildings along the two forked roads running between the S end of the airfield and Herdla village. The flight control building and air crew room were on the edge of the South dispersal area.

Dispersal: the 3 dispersal areas - North, Northeast and South - had a total of 28 medium and small aircraft shelters plus 5 aircraft parking handstands.

Defenses: no information found.

Remarks:

27 Dec 41: airfield attacked by 13 Bristol Blenheims - no damage reported.

1 Mar 43: ration strength 161 Boden, 39 Ln., 433 Flak, 53 Wehrmachtgefolge - total of 633 Luftwaffe personnel and 53 Wehrmacht auxiliaries.

Operational Units: 3./JG 77 (Feb 41 - Jan 42); 1.(Z)/JG 77 (Jun 41); 3./JG 5 (Jan 42 - Aug 43); 11./JG 5 (1943-44); 13.(Z)/JG 5 (Feb-May 44); 10./ZG 26 (Jul-Sep 44); 12./ZG 26 (Oct 44 - Feb 45); 9./JG 5 (Dec 44 - May 45); 12./JG 5 (Dec 44 - May 45); half of II./JG 5 (Feb-May 45).

Station Commands: Fl.H.Kdtr. E 8/N (May-Jul 42); Fl.H.Kdtr. E 15/III (1942-44);

Fl.H.Kdtr. A(o) 104/III (1944-45).

Station Units (on various dates - not complete): elements of Werft-Kp. 46 (Jun 43); Werft-Abt.(o) d.Lw. 115/III (1944-45); elements of gem.Flak-Abt. 562 (1944); 4./le.Res.Flak-Abt. 725 (Jun 41, Apr 42); 1., 2./le.Flak-Abt. 740 (? - May 45); Kfz.Werkstatt (o) d.Lw. 128/III (? - May 45); Ldssch.Zug d.Lw. 66/III (Nov 42, Jun 43); Ldssch.Zug d.Lw. 83/III (? - May 45); Ldssch.Zug d.Lw. 240/XI (Nov 42, Jun 43, May 45).

[Sources: AFHRA A5263 pp.625-29 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Horten (NOR) (e. Horten) (59 25 50 N - 10 29 45 E)

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General: seaplane station - factory (Seefliegerhorst – Industrie) in S Norway 57 km S of Oslo, 1.5 km N of the town of Horten and on the E side of a harbor that served the large naval base located there.

History: the former HQ of the Norwegian Naval Air Service, the base and station were taken over by the Germans and used for the repair and overhaul of engines and airframes. The large number of factory front repair workshops (Frontreparaturbetriebe) at Horten testify to the station's main mission. It was only used occasionally by seaplanes from operational units and these rarely stayed more than a few weeks.

Dimensions: the harbor and Oslofjord afforded ample space for take-offs and landings.

Anchorage: calm water in the harbor but Oslofjord could be choppy and difficult for seaplane operations. There were 2 lines of mooring buoys in the harbor opposite the seaplane station. Had 3 slipways (launching ramps), 1 large and 3 small jetties. Much more extensive facilities, such as quays and cranes, were available at the naval dockyard a few hundred meters S of the seaplane station.

Fuel and Ammunition: fuel was stored in several buried fuel tanks and a pipeline lead to the main jetty. The station was in close proximity to very large ammunition, torpedo and mine dumps that belonged to the naval base.

Infrastructure: numerous hangars, assembly hangars, factory buildings, engine repair sheds, workshops, warehouses, etc., were in a N to S row just back from the waterfront, and an additional large seaplane hangar was on nearby Vealos Island, 1.5 km N of the station. Station HQ and offices were near the factory buildings while barracks were to the NE and on the 3 islands N and NW of the station. The nearest rail connection was in Horten town.

Defenses: protected by 6 light Flak positions of 1 to 4 guns each in May 43, and 5 more Flak positions and 6 anti-aircraft machine gun positions were reportedly on the 3 islands just N and NW of the base.

Remarks:

23/24 Feb 45: bombed by 73 RAF Lancasters accompanied by 10 Mosquitoes – shipyard, seaplane station and warehouse facilities hit.

Operational Units: 1./Kü.Fl.Gr. 906 (Apr 40); half of 1./Kü.Fl.Gr. 706 (Apr 40); detachment of 10. Seenotstaffel (c.1943-44); part of 1.(F)/SAGr. 129 (Jul-Aug 44).

Station Commands: Fl.H.Kdtr. E 109/XI (See) (May 40 – Apr 42); Fl.Pl.Kdo. A 10/III (1942 – Mar 44); Fl.Pl.Kdo. C 51/III (1944); Platzkdo. (See) of Fl.H.Kdtr. E(v) 201/III Rygge (1944-45).

Station Units (on various dates – not complete): Frontreparaturbetrieb GL 2691 (Bachmann then Brinker) (1941-44); Frontreparaturbetrieb GL 2751 (Bachmann) (1940-45); Frontreparaturbetrieb GL 3153 (BMW) (1941-44); 1., 3./gem.Flak-Abt. 265 (? – May 45); 5./gem.Flak-Abt. 341 (? – May 45); elements of gem.Flak-Abt. 562 (1943-45); elements of gem.Flak-Abt. 265 (Mar-May 45).

[Sources: AFHRA A5263 pp.630-34 (25 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

K

Kirkenes (NOR) (69 43 37 N – 30 02 40 E)

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

Commands (Kommandobehörden, Stäbe): General der Luftwaffe für Nordnorwegen (c.Jul 41 – Jul 42); Stab/Fliegerführer Nord (Jun 41 – Jan 42); Stab/Fliegerführer Nord (Ost) (Feb 42 – Mar 44); Stab/Fliegerführer Eismeer (Mar-Apr 44); Stab/Fliegerführer 3 (Apr-Oct 44); Koflug 26/III (c.Dec 40 – Oct 44).

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Servicing, Repair (Wartungs, Instandsetzungs): 10. Flugh.Betr.Kp. LG 1 (Jun 41 - ?); 11. Flugh.Betr.Kp. (mot) LG 1 (Nov 42); 8. Flugh.Betr.Kp. KG 27 (Jul 41); Flgh.Betr.Kp. 5./ZG 76; Feldwerft-Abt. "Arktis" (1941-44); Werft-Abt. 68/III (1944); Fliegerhorst-Werftkp. 45/III (Nov 42, Jun 43); Lufttorpedo-Zug 7 (? - Jun 42).

Antiaircraft (Flak): Stab/13. Flak-Brig. (? - c.Oct 44); Stab/Flak-Rgt. 142 (Jun-Jul 42); Stab/Flak-Rgt. 229 (as Flakgruppe Eismeer mid-42 - Oct 44); I./Flak-Rgt. 5 (May, Jun 41); elements of II./Flak-Rgt. 46 (Jun 42, Oct 43); elements of gem.Flak-Abt. 332 (1942 - Oct 44); gem.Flak-Abt. 352(v) (Jun/Jul 41 - Oct 44); most of Flakscheinw.Abt.(v) 359 (1943-44); Flak-Abt. 421; 1./gem.Flak-Abt. 426 (Sep 44); 5./gem.Flak-Abt. 467 (Oct 43); elements of schw.Flak-Abt. 511 (Aug-Sep 44); gem.Flak-Abt. 526 (1944); 5./gem.Flak-Abt. 527 (Oct 43); le.Flak-Abt. 756(v) (1942-43); Flak-Trsp.Battr. 151/IV (May 42).

Air Force Signals (Luftnachrichten): 10.(Funkh.)/Ln.-Rgt. 5 (1943/44 - Sep 44); 11. (Flus.)/Ln.-Rgt. 5 (Sep 44); half of Stab II(Tel.Bau)/Ln.-Rgt. 25 (Feb 42); 5./Ln.-Rgt. 25 (Jun 41); Stab and Stab I.(Flum.Mess)/Ln.-Rgt. 56 (c.Apr 43 - Oct 44); Stab II. (Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 - ?); 5.(Betr.Pers.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr-Oct 42); 26.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.fall 41 - Apr 43); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 22 (May/Jun 41 - Mar 44); Ln.-Kp. z.b.V. 22 (Mar-Oct 44); elements of Flugmelde-Funk-Kp. z.b.V. 33 (fall 42 - Oct 44); Ln.-Kp.z.b.V. (mot.) 22.

Construction (Bau): Stab/Lw.-Bau-Rgt. 4/XII (Nov 42, Jun 43); Lw.-Bau-Btl. 3/III (Jul 41 - 1942); Lw.-Bau-Btl. 20/XI (fall 42 - Jun 43); elements of Lw.-Bau-Btl. 30/XI (1942-44); Lw.-Bau-Btl. 6/XVII (Nov 40, Nov 41); Lw.-Bau-Btl. 11/XVII (Oct-Nov 42); Lw.-Bau-Gerätezug 4/IV (Nov 42, Jun 43).

Supply Services (Nachschubdienste): Nachschubführer d.Lw. Kirkenes (1940-41); Nachschubleitstelle d.Lw. Kirkenes 1, 2 and 3 (1940-42); Verladekdo. d.Lw. Kirkenes (1940-42); Flieger-Geräteausgabestelle 5/III (spring 42 - Sep 44); Flieger-Geräteausgabe- u.Sammelstelle 7/III (1942-44); Flieger-Geräteausgabe- und Sammelstelle 10/III (Nov 42, Jun 43); ; Flieger-Geräteausgabestelle (mot) 102/III (Nov 43); Munitionsausgabestelle d.Lw. 14/III (1942-44); Munitionsausgabestelle d.Lw. 15/III (1942-44); Nachschub-Kp.d.Lw. 13/III (Mar 42, Jun 43).

Ground Transport (Transportkolonnen): Nachschubkolonnen-Abt. d.Lw. 4/II (Nickelstrasse - 1942-43); Nachschub-Kol.Abt.d.Lw. 2/III (fall 42 - fall 43); Nachschubkolonnen-Abt. d.Lw. 4/VI (1942-43?); Trsp.Kol.d.Lw. 14/III (Nov 42, Jun 43), Trsp.Kol.d.Lw. 15/III (Nov 42, Jun 43); Trsp.Kol.d.Lw. 16/III (Nov 42, Jun 43); Trsp.Kol.d.Lw. 17/III (Nov 42, Jun 43); Trsp.Kol.d.Lw. 44/III (Nov 42, Jun 43); Trsp.Kol. d.Lw. 111/III (Nickelstrasse - 1942-43); Trsp.Kol. d.Lw. 112/III (Nickelstrasse - 1942-43); Trsp.Kol. d.Lw. 113/III (Nickelstrasse - 1942-43); Trsp.Kol. d.Lw. 114/III (Nickelstrasse - 1942-43); Trsp.Kol. d.Lw. 115/III (Nickelstrasse - 1942-43); Trsp.Kol. d.Lw. 116/III (Nickelstrasse - 1942-43); Trsp.Kol. d.Lw. 105/XI (1943-44?); Kfz.Beständebezirk d.Lw. 14/III (Feb 44?); Kw.Werkstattzug d.Lw. 6/XI (1941-44); Kw.Werkstattzug d.Lw. 6/XII (1941-44); Kw.Werkstattzug d.Lw. N/2 (Nov 42, Jun 43); Kw.Werkstattzug d.Lw. N/6 (Nov 42, Jun 43).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 105/IV (Jun 43); Ldssch.Zug d.Lw. 76/VI; Ldssch.Zug d.Lw. 92/VII (Nov 42, Jun 43); Ldssch.Zug d.Lw. 93/VII (Nov 42, Jun 43); Ldssch.Zug d.Lw. 1/VIII (Nov 42).

Medical Services (Sanitätsdienste): ?

Other (sonstige, verschiedene): Lw.-Kriegsbericht-Zug 11 (1942-44); RAD (Reichsarbeitsdienst)-Gruppe K363 (Jun 41).

Kirkenes-Høybuktnoen (NOR) (a.k.a. Høybuktnoen,) (69 43 20 N - 29 54 10 E)

General: airfield (Fliegerhorst) in N Norway 6.2 km W of the town of Kirkenes.

History: built by the Luftwaffe between fall 1940 and spring 1941 and eventually measured approximately 1,372 x 1,189 meters (1,500 x 1,300 yards). Improvements were continuous and by fall 1943 it had a 1,350 x 90 meter runway aligned NNW/SSE and

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another measuring 1,200 x 90 meters that was aligned WSW/ENE. Both runways had a mixed gravel and dirt surface which made them unsuitable for bombers carrying torpedoes. Used by all sorts of aircraft as a forward airfield for operations against Murmansk and Arctic shipping.

Dimensions: approx. 1370 x 1190 meters (1500 x 1300 yards).

Surface and Runways: sandy soil and rock surface with a marshy area to the NE. Had 2 runways as detailed above. Equipped with a beam approach system and possibly with a visual Lorenz system.

Fuel and Ammunition: fuel came mostly from drums stockpiled in pits dug into the ground but two storage tanks and pumping equipment near the Kvalbuktt jetty came into use in the latter part of 1942. At least 4 munitions dumps existed at or near the airfield.

Infrastructure: had 1 large hangar and 3 small hangars with several separate workshop buildings. The station motor pool and garages were believed to be 500 meters E of the main hangar. Numerous (c.75) barrack huts, storage sheds, offices and other buildings were located around the airfield in 4 separate and disorganized groups with the main concentration being in the center, about 1 km S of the runway intersection.

Dispersal: the 3 dispersal areas - Northwest, Southwest and East - had a total of 40 aircraft shelters in mid-1943 - 4 large covered, 15 large open, 7 small covered and 14 blast bays.

Defenses: there were 3 heavy Flak positions and 5 light Flak positions protecting the airfield in July 1943, many of these with multiple guns. Ground defenses comprised fortified strongpoints, pillboxes, road mines and guards posted along the approaches to the airfield.

Remarks:

Frequently raided by the VVS during the 1941-44 period.

1 Mar 43: ration strength 505 Boden, 107 Bau, 228 Ln., 544 Flak, 135 Wehrmachtgefolge.

24 Feb 44: a heavy Flak battery ordered transferred from Nautsi to Kirkenes to strengthen the airfield's Flak defenses into a Grossbatterie.

25 Oct 44: Kirkenes taken by the Russians.

Operational Units: 1.(F)/Aufkl.Gr. 124 (Jun 41 - Aug 44); 1./JG 77 (Jun 41); Stab IV./JG 77 (Jun-Dec 41); 14./JG 77 (Jun-Sep 41); 1.(Z)/JG 77 (Jun-Oct 41); IV.(Stuka)/LG 1 (Jun 41 - Jan 42); Verbindungsstaffel 2 (Jun 41); 13.(Z)/JG 5 (Mar 42 - Feb 44); I./St.G. 5 (Dec 42 - Jan 43); Transportstaffel Fliegerführer 3 (Apr-Oct 44); III./JG 5 (Oct 44).

Station Commands: Fl.H.Kdtr. E 50/VI (1941-42); Fl.H.Kdtr. A 208/III (c. Nov 42 - Mar 44). Fl.H.Kdtr. A(o) 108/III (Apr - Oct 44).

Station Units (see under Kirkenes - city garrison).

[Sources: AFHRA A5263 pp.638-41 (30 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kirkenes-Høybukten (NOR) (a.k.a. Kirkenes-Hoybukten) (69 44 10 N - 29 53 25 E)

General: seaplane anchorage (Seeflugstützpunkt) in N Norway 6 km W of the town of Kirkenes, 1.2 km NNW of Kirkenes-Høybukttmoen airfield and on the E shore of Høybuktt Inlet. History: this little-used anchorage was an alternative to Kirkenes-Soldatbuktt should the need arise. Dimensions: ample take-off and landing room. Anchorage: there was a small quay at Kvalbuktt and a jetty about 400 meters S of it. Fuel and Ammunition: 2 fuel tanks were at Kvalbuktt, 1 km to the N. Infrastructure: none - used the facilities available at the nearby airfield.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.636-37 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kirkenes-Soldatbuktt (NOR) (69 43 10 N - 30 05 05 E)

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General: seaplane station (Seefliegerhorst) in N Norway along the E side of the town of Kirkenes with the anchorage and most of the buildings opposite the southern tip of Skogoen (Skogøen) Island. A mole (breakwater) connected the NW tip of the island to Kirkenes on the mainland.

History: a pre-war Norwegian civil seaplane anchorage that the Luftwaffe turned into the principal seaplane station for northern Norway.

Dimensions: ample take-off and landing room was available in Bokfjord.

Anchorage: sheltered water but ice-bound in winter. Approx 10 seaplane mooring buoys were available in the anchorage. A slipway completed in 1943 was just a few meters from the hangar at the N end of the station. Had 1 small jetty and quay opposite the S end of Skogoen Is.

Fuel and Ammunition: 2 refueling pontoons were accessible at the jetty. Additional fuel stored in drums were on shore at the end of the jetty. The main ammunition dump was 3.25 km to the SW and a smaller one was located on the station.

Infrastructure: a small workshop-type building was at the shore-end of the jetty. A large hangar at the N end of the station was completed in 1943. There were 3 groups of barrack and/or stores huts – 14 of them just W of the jetty, about 10 on the SE outskirts of Kirkenes and another group on Skogoen Is. that reportedly housed Flak personnel.

Defenses: had 4 heavy and 4 light Flak positions plus 3 anti-aircraft machine gun positions surrounding the seaplane station with most of these located on Skogoen (Skogøen) Island. At least 6 more Flak positions were to the W and S of Kirkenes.

Remarks: ?

Operational Units: 1./Kü.Fl.Gr. 406 (1942 – Jul 44); half of 1./Kü.Fl.Gr. 706 (Mar 42); detachment of 5. Seenotstaffel (Oct 43).

Station Commands: Fl.Pl.Kdo. A 132/XI (See) (1942 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. A(o) 108/III Kirkenes (Apr – Oct 44).

Station Units (on various dates – not complete): Seenotzentrale (L) Polarküste (Oct 41 – May 42); Seenotbereichskdo. IX (May 42-43?); Seenotgruppe 51 (Aug-Oct 44); Seenotbezirkstelle Kirkenes (? – May 42); Seenotkdo. 13 (May 42 – Aug 44); Seenotflotille 9 (Jun 42 – Aug 44).

[Sources: AFHRA A5263 pp.642-46 (9 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kjevik (NOR) (a.k.a. Kristiansand, Kristiansand-Kjevik, Kristiansand-South) (58 12 00 N – 08 05 10 E)

General: airfield (Fliegerhorst) in S Norway 8 km NE of Kristiansand. The airfield was on a point at the N end of Topdalsfjord and at the tip of the point at the end of the runway were a quay and a jetty. Occasional Do 24 flying boats and Ar 196 floatplanes would visit for a while, but Kjevik was not a seaplane station as Allied intelligence thought based on the fact that it had been a Norwegian Naval Air Service seaplane station before it was captured by the Germans in April 1940.

History: a civil airport since 1 June 1939 with a 1,000 meter concrete runway. The Luftwaffe lengthened it to 1,600 x 78 meters during the war. Used mainly by fighters.

Dimensions: approx. 1280 x 685 meters (1400 x 750 yards) with an elongated oval shape.

Surface and Runways: artificially drained grass surface with a single concrete runway as described above. Surrounded by a perimeter road and had paved taxiways that connected the runways and landing area with the hangars and dispersal areas. Equipped with runway illumination and a visual Lorenz system.

Fuel and Ammunition: there were 3 short refueling hardstands with adjacent underground fuel storage tanks on the E boundary (2) and at the W corner (1). Additional fuel was at a dump for drums in the settlement of Ryen approx. 2.5 km N of the airfield. The main ammunition dump was in Ryen with 3 small dumps off the N, SW and W boundaries of the landing area.

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Infrastructure: had 2 large hangars with paved aprons and adjacent workshops off the NW boundary. The main group of buildings with the station HQ, admin offices, flight control, meteorological office, fire station and the base motor pool and garage was on the W or SW side overlooking the fjord. Barrack blocks were at the N, SW and W sides and a separate camp for forced laborers was adjacent to the Northeast (remote) dispersal. The nearest rail connection was in Kristiansand.

Dispersal: the 2 dispersal areas – Northeast (remote) and northwest – had 9 large open, 6 medium open, 8 small covered and 1 small open aircraft shelters plus 3 aircraft parking hardstands.

Defenses: no information found.

Remarks:

1 Mar 43: ration strength 171 Boden, 88 Ln., 173 Flak, 81 Wehrmachtgefolge for a total of 432 Luftwaffe personnel and 81 Wehrmacht auxiliaries.

Jun-Aug 44: the Northeast (remote) dispersal was built.

Operational Units: part of II./JG 77 (Apr-Nov 40); IV.(Stuka)/LG 1 (Jan-Mar 41); parts of III./JG 1 (May 42 – Apr 43); Luftdienstkdo. Norwegen (Jan 43 – Jun 44); detachment of Kommando Skagerrak (10., 11./JG 11 (Dec 43 – Jul 44); Aufklärungskette Skagerrak (Feb/Mar - Nov/Dec 44); Fliegerzielstaffel 50 (Jun 44 – Jan 45); 1.(F)/Aufkl.Gr. 22 (Jul 44 – Jan 45); part of IV./JG 5 (Nov 44 – May 45); 4./NJG 3 (Mar-May 45).

Reserve Training & Replacement Units: Erg.St. IV.(Stuka)/LG 1 (Jan – May 41).

Station Commands: Fl.H.Kdtr. E 43/III (1940-41)?; Fl.H.Kdtr. A 203/III (Nov 42 – Mar 44); Fl.H.Kdtr. E(v) 202/III (Apr 44 – 1945).

Station Units (on various dates – not complete): Koflug 21/III (c.May 40 – Oct 42); Werft-Kp. 13/III (May-Sep 43); Werft-Kp. 47/IV (n.d.); Werft-Abt.(o) d.Lw. 102/III (1944-45); I./Flak-Rgt. 611 (1940 – Feb 45); 6./gem.Flak-Abt. 569(v) (1944 – May 45); gem.Flak-Abt. 641 (Jun 43 – c.Apr 44); Flakwaffen-Werkstatt 9/III (1943-44); Flak-Munitionsausgabestelle 11/III (? – May 45); Nachschub-Kol.Abt.d.Lw. 6/III (Nov 42); Trsp.Kol.d.Lw. 41/III (Nov 42); Trsp.Kol.d.Lw. 42/III (Nov 42); Trsp.Kol.d.Lw. 48/III (Nov 42); Trsp.Kol.d.Lw. 143/III (Jun 43); mittl.Flugbetriebsstoff-Kol. 502/VIII (Nov 42, Jun 43); Flugbetriebsstoff-Kol. 502/III (? – May 45); Kfz.Werkstattzug (o) d.Lw. 108/III (? – May 45); Kfz.Werkstatt (o) d.Lw. 131/III (? – May 45); Ldssch.Kp.d.Lw. 5/III (fall 42 – spring 43); Ldssch.Zug d.Lw. 66/III (? – May 45); Ldssch.Zug d.Lw. 83/III (Jun 43); Ldssch.Zug d.Lw. 62/IV (Jun 43, May 45); Wetterberatungsstelle 506 (? – May 45).

[Sources: AFHRA A5263 pp.647-50 (18 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

L

Lister (NOR) (a.k.a. Lista) (58 06 55 N – 06 35 10 E)

General: airfield (Fliegerhorst) in S Norway 80 km W of Kristiansand on the Lista Peninsula, 12 km WNW of Farsund and 1.2 km NE of the Lista lighthouse.

History: the Luftwaffe began construction at the beginning of 1941 and by that summer a 1,700 x 120 meter wood-plank runway with a NW/SE alignment had been put down. A second concrete runway of 1,520 x 80 meters and aligned E/W was soon started but not completed until spring 1944 because of the difficult boggy terrain. The two runways, dispersal areas and hangars were connected by taxiways. Used mainly by fighters for shipping escort and coastal patrol around S Norway. Not recommended for bombers and other heavy aircraft because the runways easily buckled and cracked due to the underlying ground which was wet and soft.

Dimensions: not given – only the runways were serviceable for aircraft use.

Luftwaffe Airfields 1935-45

Surface and Runways: extremely marshy and rough terrain around the runways. Had 2 runways as described above under History. Equipped with runway illumination, beam approach systems and visual Lorenz systems for both runways.

Fuel and Ammunition: refueling loops with adjacent fuel storage tanks were located at the SE end of the NW/SE runway, in the East dispersal area and at the E end of the E/W runway. Additional fuel storage tanks were reportedly in the settlement of Tjorve, 3 km S of the airfield. There were 3 ammunition dumps in close proximity to the two runways and a fourth dump on the edge of a wood on either side of the Ore-Vanse road, approx. 5 km ESE of the center of the NW/SE runway.

Infrastructure: had 1 large hangar with a paved apron and an attached workshop at the E end of the E/W runway and 3 repair hangars with paved aprons in the East dispersal. Also, 2 huts that were probably used as workshops were in the North dispersal area. The base motor pool, garages and stores warehouse were all in the vicinity of the large hangar. Station HQ, admin offices and barrack huts were just SW of the hamlet of Langaager (Langåger) large numbers of barrack huts on the N side of the airfield, off the NE corner on both sides of the hamlet of Velle and in the village of Nordhassel, 4 km to the SE of the landing area. There was also a POW camp outside of the hamlet of Ore off the E boundary. The nearest rail connection was 20 km from the airfield although there was a narrow gauge rail system that ran from the nearby quarry at Maberg to the E/W runway construction site.

Dispersal: the 3 dispersal areas – North, East and South – had a total of 21 aircraft shelters, mostly medium and small open, plus 20+ aircraft parking hardstands.

Defenses: no information found.

Remarks:

1 Jun 43: ration strength 380 Boden, 491 Bau, 118 Ln., 695 Flak, 320 Wehrmachtgefolge for a total of 1,684 Luftwaffe personnel plus 320 Wehrmacht auxiliaries.

Oct 44: the concrete E/W runway reportedly mined in preparation for possible demolition.

Operational Units: 2./JG 77 (Feb 41 – Jan 42); 2./JG 5 (Jan 42 – Oct 43); part of III./JG 1 (Jun-Nov 42); detachment of IV./NJG 3 (c.Oct-Nov 43); 11./JG 11 (Dec 43 – Jul 44); Nachtjagdstaffel Finnland/Norwegen (Jul 44, Oct 44 – Feb 45); 10./ZG 26 (Oct-Nov 44); 13./JG 5 (Nov 44 – May 45); 15./JG 5 (Nov 44 – May 45); 1.(F)/Aufkl.Gr. 120 (c.Dec 44 – Mar 45).

Station Commands: Fl.H.Kdtr. E 2/N (1941 – Jul 42); Fl.H.Kdtr. E 19/III (1942-44); Fl.H.Kdtr. E(v) 203/III (1944-45).

Station Units (on various dates – not complete): elements of 108. Flugh.Betr.Kp. (Qu) (1943-45); Werft-Abt.(o) d.Lw. 103/III (1944-45); Werft-Kp. 13/III (Sep 43 – 1944); 38. Flugzeugwartungs-Kp. (mot) (? – May 45); 10./Flak-Rgt. 33; 3./Flak-Rgt. 611 (1940-41?)c.; gem.Flak-Abt. 515 (1943 – May 45); 23.(Flum.Mess)/Ln.-Rgt. 222 (1943 – Aug 44); 13.(schw.Flum.Leit)/Ln.-Rgt. 251 (Dec 44 – May 45); Stab Lw.-Bau-Btl. 11/VII with 1.-3.Kp. Lw.-Bau-Btl. 5/XII (1943); Lw.-Bau-Btl. 15/XI (Jun 43 – 1944); part of Lw.-Bau-Btl. 131/III (K) (1943 – May 45); Lw.-Bau-Gerätezug 5/XII (1943); Munitionsausgabestelle d.Lw. 33/III (1944 – May 45); Nachschub-Kol.Abt.d.Lw. 3/III (or 6/III?) (Jun 43); Trsp.Kol.d.Lw. 139/III (1943 – May 45); Trsp.Kol.d.Lw. 140/III (Jun 43); Kw.Werkstattzug 1/III (Nov 42, Jun 43); Kfz.Werkstattzug (o) d.Lw. 132/III (1944 – May 45); Wachzug d.Lw. 15/XI (Jun 43); Ldssch.Zug d.Lw. 84/III (1943 – May 45); Ldssch.Zug d.Lw. 55/IV (Nov 41, Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 127/XVII (mid-42 – May 45); Panzerzug 3/N; Wetterberatungsstelle 515 (? – May 45).

[Sources: AFHRA A5263 pp.653-57 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

M

Mandal (NOR) (58 01 35 N – 07 26 25 E)

Luftwaffe Airfields 1935-45

General: airfield (Fliegerhorst) in S Norway 34.5 km WSW of Kristiansand and 1 km W of the town of Mandal.

History: the tiny civil airport at Mandal was taken over by the Luftwaffe in 1940 and used as a fighter airfield until 1941. At the time it had 1,520 x 80 meter E/W runway. Although no units were stationed there at the time, Mandal was expanded and improved in 1944 with the addition of a hangar apron and taxiway. Although maintained in custodial status by a Platzkdo., no Luftwaffe flying units are known to have been stationed at Mandal after Jun 41.

Dimensions: approx. 730 x 275 meters (800 x 300 yards) with an irregular shape.

Surface and Runways: poorly drained grass on sand with wooden planks laid over the worst spots. The runway (see above) was apparently rebuilt after the German occupation into a 915 x 50 meter (1000 x 55 yard) modification made of wood with wood taxi tracks connecting it to the hangar and dispersal areas. The runway was dangerously uneven and responsible for a number of aircraft accidents.

Fuel and Ammunition: there were 4 refueling point/half-buried fuel tank combinations off the NW corner of the North dispersal area. These were adjacent to a quay where the bulk fuel could be brought in by ship. A small ammunition dump was hidden in trees off the center of the S boundary.

Infrastructure: had 1 large hangar with a paved apron off the N boundary with 2 small workshops adjacent to it. A third workshop was in the North dispersal area. The flight control building, officers' quarters and the motor pool were either along or just off of the E end of the runway, the fire station at the center of the S boundary, stores buildings in the vicinity of the hangar and 12-15 barrack huts were in the woods between the S boundary and the South (remote) dispersal.

Dispersal: the 3 dispersals – North, South (remote) and Southwest – had a total of 13 open aircraft shelters plus 5+ aircraft parking hardstands.

Defenses: no information found.

Remarks:

1 May 43: ration strength 33 Boden, 9 Ln., 27 Flak, 7 Wehrmachtgefolge (armed forces auxiliaries).

Oct 43: landing area temporarily obstructed.

Jul-Aug 44: South (remote) dispersal built.

Sep 44: runway prepared for demolition.

Operational Units: 4./JG 77 (Jul-Nov 40); 1./JG 77 (Feb-Jun 41).

Station Commands: Fl.Pl.Kdo. A 7/III (1942 – Mar 44); Platzkdo. of Fl.H.Kdtr. E(v) 202/III (Kjevik) (Apr 44 – 1945).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 250/XI (? – May 45).

[Sources: AFHRA A5263 pp.658-60 (6 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

N

Narvik (NOR) (68 24 45 N – 17 25 25 E)

General: seaplane anchorage or auxiliary station (Seeflugstützpunkt) in N Norway 2.5 km S of Narvik town.

History: a former civil seaplane landing that was taken over by the Germans in early Jun 40 but never expanded into a full seaplane station. Used mainly to refuel transit seaplanes. However, the town of Narvik was a supply hub and had a very large Luftwaffe presence. Anchorage: sheltered water but subject to swells in westerly winds. Mooring buoys were available in the anchorage. Had a large seaplane jetty and a smaller one and access to a large concrete quay. Fuel and Ammunition: a refueling pontoon was positioned at the seaplane jetty and a fuel drum dump was at the shore end of the jetty. At least 2 ammunition dumps were in the town near the railway sidings.

Luftwaffe Airfields 1935-45

Infrastructure: all infrastructure was in the town and surrounding area. The nearest rail connection was in Narvik. Defenses: there were 2 heavy and 9 light Flak positions with 5 km of the anchorage in Jul 43 and more out from the center of the town.

Operational Units: none identified.

Station Commands: none identified.

Station Units (at the anchorage, in the town or nearby on various dates – not complete):):

Commands (Kommandobehörden, Stäbe): Koflug 25/III (Narvik Aug 40 – c.Dec 44; Finsnes Dec 44 – May 45).

Servicing, Repair (Wartungs, Instandsetzungs): 8. Flugh.Betr.Kp. KG 4 (25 Jun 41 - ?); Feldwerft-Abt. "Arktis" (c.Dec 44 – 1945); Werft-Abt. 69/III (1945); elements of Werft-Kp. 36 (1942-43).

Antiaircraft (Flak): Stab/13. Flak-Brig. (c.Nov 44 – Mar 45); Stab/Flak-Rgt. 83 (1945); Stab/Flak-Rgt. 142 (Nov 44 – Feb 45); I./Flak-Rgt. 15 (? – c.Feb 45); ; Flak-Abt. 111; gem.Flak-Abt. 203(v) (? – May 45); 4., 5./gem.Flak-Abt. 332 (? – May 45); 4./gem.Flak-Abt. 341 (? – May 45); 1./gem.Flak-Abt. 352 (? – May 45); 2. and 3./Res.Flak-Abt. 641 (Jun 41); le.Flak-Abt. 725 (1943-45); Kdr. der Flakinstandsetzung 103/III (1944-45); Flak-Sondergerätwerkstatt 1/XII (1944-45); Flak-Instandsetzungswerkstatt 3/III (? – May 45); Flak-Waffenwerkstatt 5/III (? – May 45); Flak-Geräteausgabestelle 1/II (1944-45); Flak-Geräteausgabestelle 101/III (? – May 45); Velozität-Messtrupp 61 (1944-45); Flak-Munitionsausgabestelle 6/N (? – May 45); Flak-Trsp.Battr. 29/III L (? – May 45).

Air Force Signals (Luftnachrichten): Stab III.(Flum.Mess)/Ln.-Rgt. 55 (c.Jan 43 – Nov 44); 27.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – Apr 43); 27.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – fall 42); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 21 (Ln.-Kp.z.b.V.(mot.) 21) (1941 – Mar 44); Fernflugmeldemesszug z.b.V. 55 (May 43 - ?).

Construction (Bau): Feldebauamt 6 (Sep 42); Stab, 3./Lw.-Bau-Btl. 6/VI (? – May 45).

Supply Services (Nachschubdienste): Nachschubleitstelle 3/XI (Nov 43); Nachschub-Kp.d.Lw. 18/III (Nov 42, Jun 43).

Ground Transport (Transportkolonnen): mittl.Flugbetriebsstoff-Kol. 502/I; Flug-Betriebsstoff-Kolonnen 515/VI (Feb 45); Trsp.Kol. d.Lw. 112/III (Feb 45); Trsp.Kol. d.Lw. 113/III (Feb 45); Trsp.Kol. d.Lw. 114/III (Feb 45); Trsp.Kol. d.Lw. 115/III (Feb 45); Trsp.Kol. d.Lw. 116/III (Feb 45); Trsp.Kol. d.Lw. 118/III (Feb 45); Trsp.Kol. d.Lw. 120/III (Feb 45); Trsp.Kol. d.Lw. 121/III (Feb 45); Trsp.Kol. d.Lw. 122/III (Feb 45); Trsp.Kol. d.Lw. 123/III (Feb 45); Trsp.Kol. d.Lw. 124/III (Feb 45); Trsp.Kol. d.Lw. 127/III (Feb 45); Trsp.Kol. d.Lw. 128/III (Feb 45); Trsp.Kol. d.Lw. 129/III (Feb 45); Trsp.Kol. d.Lw. 130/III (Feb 45); Trsp.Kol. d.Lw. 166/III (Feb 45); Trsp.Kol. d.Lw. 168/III (Feb 45); Trsp.Kol. d.Lw. 301/III (Feb 45); Trsp.Kol. d.Lw. 110/VI (Feb 45); Trsp.Kol. d.Lw. 105/XI (Feb 45); Traktorenzug d.Lw. 26/III (Feb 45); Kw.Werkstatt-Kp. d.Lw. 106/III (Feb 45); Kfz.Werkstattzug d.Lw. 107/III (Feb 45); Kfz.Instandsetzungszug d.Lw. 6/XI (Jan-Feb 45); Kfz.Verbindungs-Stab d.Lw. 8/III.

Medical Services (Sanitätsdienste): Sanitäts-Abt. 25/III (c.Aug 40 – 1945); Sanitätsbereitschaft (mot) d.Lw. 6/IV (May-Jun 41); Feldlaboratorium (mot) d.Lw. 2 (1944 – May 45).

[Sources: AFHRA A5263 pp.663-65 (26 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

O

Orlandet (NOR) (a.k.a. Ørlandet, Örlandet, Oerlandet) (63 42 10 N – 09 36 30 E)

General: airfield (Fliegerhorst) in C Norway 50 km NW of Trondheim on the tip of the Ørlandet Peninsula and 3 km WNW of the town of Brekstad.

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History: constructed between spring 1941 and winter 1942 with two concrete runways measuring 1,600 x 50 meters with an ESE/WNW alignment and 1,140 x 80 meters with a NNW/SSE alignment. Construction work on the dispersals and aircraft shelters was still underway in Nov 44. There was sparse activity at Ørlandet until summer 1944 when twin-engine fighters arrived to fly escort for coastal shipping.

Dimensions: not given – all aircraft operations were restricted to the runways.

Surface and Runways: artificially drained flat, marshy surface. Had 2 concrete runways as described above. Paved taxiways connected the dispersal areas to the ends of the runways. Equipped with obstruction lighting, runway illumination, a beam approach system and a visual Lorenz system.

Fuel and Ammunition: refueling points with 4 buried fuel tanks were in the East dispersal located between the 2 runways and large bulk storage tanks were in the nearby ports of Brekstad and Uthaug. The 6 ammunition dumps were located in the North and East dispersals and in 4 other sites 3.25 to 6 km E of the airfield.

Infrastructure: had 2 small flight hangars, 1 repair hangar plus sites for 4 more hangars in the South dispersal. The station HQ and the fire station were along the Brekstad-Uthaug road on the N boundary, offices and stores buildings were in the hangar area adjacent to the South dispersal and 12-18 barrack buildings and/or huts were in a row off the NE corner. Additionally, a POW camp had been set up at Austraatt (Austrått), about 6 km to the E. A light rail system ran from the Brekstad docks to the South dispersal and to one of the ammunition dumps.

Dispersal: the 5 dispersal areas – North, East, Southeast (remote), South and Central – had a total of 33 aircraft shelters plus 26 aircraft parking hardstands.

Defenses: no information found.

Remarks:

1 May 43: ration strength 318 Boden, 140 Ln., 575 Flak, 428 Wehrmachtgefolge for a total of 1,033 Luftwaffe personnel and 428 Wehrmacht auxiliaries.

Operational Units: detachments of I./JG 5 (1942-43); 12./JG 5 (Aug-Dec 42); 11./ZG 26 (Aug-Oct 44, Jan-May 45); 12./ZG 26 (Aug-Oct 44); Stab IV./ZG 26 (Sep-Nov 44).

Station Commands: Fl.H.Kdtr. E 3/N (1941 – Jul 42); Fl.H.Kdtr. E 20/III (1942-44); Fl.H.Kdtr. E(v) 205/III (1944-45).

Station Units (on various dates – not complete): Werftkdo. Örlandet (1944-45); gem.Flak-Abt. 265 (1943 - May 45); 5./schw.Flak-Abt. 502 (? – May 45); detachment of 8. (Funkh.)/Ln.-Rgt. 5 (fall 42 – 1944); Munitions-Ausgabestelle d.Lw. 30/III (? – May 45); Kfz.Werkstatt (o) d.Lw. 134/III (? – May 45); Ldssch.Zug d.Lw. 143/III (? – May 45); Panzerzug 1/N; II./Lw.-Feld-Rgt. 502 (Nov 42, Jun 43); Wetterberatungsstelle 517 (? – May 45).

[Sources: AFHRA A5263 pp.666-69 (11 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oslo (NOR) (59 54 N – 10 45 E)

Lw. Garrison and Station Units (on various dates):

Commands, Servicing, Repair (Stäbe, Wartungs, Instandsetzungs): Luftflottenkdo. 5 (Apr 40 – Sep 44); Stab/Fliegerführer 4 (Oslo-Kjeller, Apr-Dec 44); Stab/Fliegerführer Oslo (Apr-May 40); Stab/Feldluftgaukdo. Norwegen (Apr 40 – Oct 44); Kommandierender General der deutschen Luftwaffe in Norwegen (Oslo-Holmenkollen, Sep 44 – May 45); Standortoffizier d.Lw. beim Stadtkommandant Oslo (Oslo-Lysaker, Sep 44 – May 45); Koflug 20/III (Oslo-Lysaker, Apr 40 – May 45).

Antiaircraft (Flak): Stab/29. Flak-Div. (Oslo-Grefsen, Mar-May 45); Stab/Flak-Brig. XIV later 14. Flak-Brig. (Jun 42 – Mar 45); Stab/Flak-Rgt. 152 (Jun 41 – May 42); Stab/Flak-Rgt. 162 (Oslo-Holtet as Flakgruppe Ostnorwegen, Jun 42 – May 45); I./Flak-Rgt. 15 (? – May 45); Stab/Flak-Abt. 426; schw.Flak-Abt. 561 (1943-45); schw.Flak-Abt. 676 (May 44 – May 45); le.Flak-Abt. 740 (1943, 1945); le.Flak-Abt. 781 (mid-42 – 1945); 4./le.Flak-Abt. 782 (mid-42 – Aug 44); Flak-Erg.Abt. 5; Kdr. der Flakinstandsetzung 102/III (1944-45);

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Sammel-u.Instandsetzungsstelle für Funkmessgeräte (v) 2/III (1942-43); Flak-Sondergerätwerkstatt 3/III (? – May 45); Flakwerkstatt (o) 107/III (? – May 45); Sammel-u.Instandsetzungsstelle für Funkmessgeräte (v) 4/III (1943-45); 1.Zug Flak-Trsp.Kol. 151/III (? – May 45).

Air Raid Protection/Civil Defense (Luftschutz): Stab/Luftschutz-Warn-Abt. Norwegen (Mar 43 – May 45); L.S. Warnkdo. Oslo (? – May 45).

Air Force Signals (Luftnachrichten): 8.(Flus.)/Ln.-Rgt. 4 (Jun, Nov 40); Stab, I. and IV./Ln.-Rgt. 5 (fall 1940 – May 45); III./Ln.-Rgt. 5 (Sep 40 – Sep/Oct 44); Horch-Leitstelle/Ln.-Rgt. 5 (Aug 40 – fall 42); II.(Tel.Bau)/Ln.-Rgt. 15 (May 40 - ?); 5. (Tel.Bau)/Ln.-Rgt. 25 (Mar-Apr 44); Stab, I.(Betr.) and Stab II.(Flum.)/Ln.-Rgt. 50 (Apr 40 – Apr 41); Stab I.(Flum.Mess)/Ln.-Rgt. 251 (Dec 44 – May 45); 15.(Funkh.)/Ln.-Rgt. Ob.d.L. (May 40 – c.Apr 41); Stab, I., II. and III./Luftgau-Nachr.Rgt. Norwegen (Apr 41 – May 45); 28.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – fall 42); Ln.-Abt. 40 (Apr-Dec 40); Ln.-Abt. 355 (Oct/Nov 44 – May 45); Ln.-Betr.Zug 149 (Mar-May 45); Ln.-Ausbaustab 10 with Ln.-Ausbau-Kp. 10 (O-Lysaker) (1943/44-45); Ln.-Nachschubsammelstelle 4/III (? – May 45); Ln.-Nachschubsammelstelle 7/III (? – May 45); Ln.-Frontreparaturbetrieb 4/III (c.1942-45); Ln.-Frontreparaturbetrieb (GL) 7/III (c.1943 – May 45); Luftgaubereichswerkstatt (N) 2/III (1943-45).

Construction (Bau): Stab/Lw.-Bau-Rgt. Norwegen-Süd; Lw.-Bau-Btl. 11/VII (Jun 40 – Nov 41); Lw.-Bau-Btl. 12/VII (May 40 - ?); Stab/Lw.-Pi.Btl. 9 (Oslo, 1944 - May 45).

Supply Services (Nachschubdienste): Feldluftzeuggruppe Norwegen; Feldluftpark 4/III (? – May 45); Feld-Lufttanklager 2/IV (? – May 45); Azetylen-Erzeugungslager d.Lw. 5/III (? – May 45); Flieger-Geräteausgabestelle 1/III (Nov 42, Jun 43); Munitionsausgabestelle d.Lw. 11/III (1942 - ?); Flieger-u.Kw.Ausgabestelle 1/III; Nachschub-Kp.d.Lw. 9/III (Nov 42, Jun 43, May 45); Nachschub-Kp.d.Lw. 12/IV (? – May 45); Nachschub-Kp.d.Lw. 5/VI (O-Kjeller, Nov 42, Jun 43, May 45).

Ground Transport (Transportkolonnen): Kdr.d.Kraftfahrtruppen d.Lw. 3/III (? – May 45); Lw.-Kfz.Stab 11/III; Kdr.d.Kfz.Bestandslager d.Lw. 13/III (Jun 43); Kfz.Bestandsbezirk d.Lw. 10/III (? – May 45); Kfz.Beständelager d.Lw. 10/III A (? – May 45); Kfz.Geräteausgabestelle (mot) d.Lw. 2/III (? – May 45); Kfz.Verbindungs-Stab d.Lw. 7/III; Kfz.Werkstatt-Kp. d.Lw. 104/III (? – May 45); Kfz.Werkstattzug d.Lw. 101/III (Nov 42); Kw.Werkstattzug 101/III; Kfz.Werkstattzug d.Lw. 103/III (1944-45)?; Kfz.Werkstattzug d.Lw. 111/III (1944-45)?; Trsp.Kol.d.Lw. 43/III (Nov 42, Jun 43); Trsp.Kol.d.Lw. 47/III (Nov 42); Trsp.Kol.d.Lw. 140/III (? – May 45); Trsp.Kol.d.Lw. 141/III (? – May 45); Trsp.Kol.d.Lw. 143/III (O-Kjeller, ? – May 45); Traktorenzug L 1/IV; Traktorenzug d.Lw. 1/VIII (? – May 45).

Ground Defense, etc. (Landeschützen, usw.): Wach-Kp.d.Luftflottenkdo. 5 (spring 40 – fall 44); Ldssch.Kp.d.Lw. 6/III (O-Lysaker, fall 42 – spring 43); Ldssch.Kp.d.Lw. 13/III (Oslo, May 45); Ldssch.Zug d.Lw. 62/III (Nov 42, Jun 43); Ldssch.Zug d.Lw. 67/III (Nov 42, Jun 43); Ldssch.Zug d.Lw. 86/III (Jun 43); Ldssch.Zug d.Lw. 87/III (Jun 43); Ldssch.Zug d.Lw. 88/III (Jun 43, May 45); Ldssch.Zug d.Lw. 141/III (O-Fornebu, ? – May 45); Ldssch.Zug d.Lw. 142/III (Jun 43); Ldssch.Zug d.Lw. 15/IV (Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 49/IV (Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 106/IV (Jun 43, May 45); Ldssch.Zug d.Lw. 107/IV (Jun 43); Ldssch.Zug d.Lw. 229/VI (O-Fornebu ? – May 45); Ldssch.Zug d.Lw. 236/VI (O-Kjeller, ? – May 45); Ldssch.Zug d.Lw. 249/XI (O-Kjeller, ? – May 45); Wach-Kdo. d.Lw. Tønsberg (1945); Wach-Kdo. d.Lw. Sarpsborg (1945).

Medical Services (Sanitätsdienste): Sanitäts-Abt. 20/III (1940 – May 45); Lw.-Sanitäts-Abt. b. Kommandierender General der deutschen Luftwaffe in Norwegen (Aug 44 – May 45); elements of Lw.-San.Bereitschaft (mot.) 6/III (nr. O-Kjeller, ? – May 45); Lw.-San.Bereitschaft (mot.) 10/III (at Årnes, 48 km NE of Oslo, 1942-43); Flieger-Untersuchsstelle 12/III (1942 – May 45); Luftgau-Sanitätspark Norwegen (c.1941 – May 45); Kleine Zahnstation d.Lw. 8/III (? – May 45); Kleine Zahnstation d.Lw. 11/III (1942-43); Sanitäts-Ergänzungs-Kp. d.Lw. 1/III (1943-44).

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Other (sonstige, verschiedene): Wetterberatungszentrale A 504 (O-Fornebu, ? – May 45); Wetterberatungszentrale A 626 (? – May 45); Wetternachrichten-Betr.St. 631 (? – May 45); Radiosondestation 519 (O-Kjeller, ? – May 45); Verbindungsstelle GL Norwegen (Mar 42 - ?); Verbindungsstelle d.Lw. b. Kfz.Inst.Park 542 (? – May 45); Offz. d.Lw. bei d. Frontleitstelle 12 (? – May 45); Stab/Seenotgruppe 50 (Aug 44 – May 45); Seenotflotille 50 (Aug 44 – May 45); Gasschutzschule Nord d.Lw. (? – May 45); NS-Führungsschule 16 (O-Fornebu, ? – May 45).

Oslo-Fornebu (Land) (NOR) (59 54 00 N – 10 37 25 E)

General: airfield (Fliegerhorst) in S Norway 7.5 km WSW of Norway's capital city.

History: began service as a civil airport on 1 June 1939, although construction had not been 100% completed. Norwegian Army Air Force fighters (10 Gloster Gladiators) were based here at the beginning of April 1940. Work to lengthen the three intersecting concrete runways began in 1943 and by the end of the war they measured 1,150 x 50 meters aligned NE/SW, 1,200 x 50 meters aligned N/S and 670 x 40 meters aligned NW/SE. Additional dispersals were built during 1944. Fornebu was the principal airfield in S Norway for transport aircraft and was also used during the war by Lufthansa.

Dimensions: approx. 1235 x 455 meters (1350 x 500 yards) with an irregular shape.

Surface and Runways: shingle on hard rock surface. Had 3 concrete runways as described above. Equipped with perimeter lighting, full illumination for the two large runways, a rotating beacon and a visual Lorenz system.

Fuel and Ammunition: there were at least 4 underground fuel storage tanks along the E boundary and at the NE corner. Bombs and ammunition was stored in huts near a small bay off the SE corner.

Infrastructure: had 2 very large hangars with paved aprons, one on the N boundary and the other on the E boundary. The apron on the E boundary was actually a very wide servicing hardstand that was directly connected to the runways. At least 3 workshop buildings were in the vicinity of the hangars. The station HQ, admin offices, motor pool and garages, fire station, control tower, stores buildings, transit crew quarters and other services all ran along the E boundary. Barrack buildings and other quarters were in a wooded area off the SE side of the airfield. Senior officers were billeted in nearby towns and villages. The nearest rail connection was in Stabekk, 1 km NW of the airfield.

Dispersal: the 5 dispersal areas – North, Southeast, Koksa, West (perimeter) and Holtekilen – had a total of 32 large open and 9 small aircraft shelters plus 10 aircraft parking hardstands.

Defenses: no information found.

Remarks:

22/23 Apr 40: night raid by RAF bombers - 4 x Hs 126s from 2.(H)/Aufkl.Gr. 10 damaged on the ground.

30 Apr 40: bombed by the RAF – 6 x He 111Hs from I./KG 4 slightly damaged on the ground.

1/2 May 40: night raid by 6 RAF Whitley bombers – 33 x Ju 52s from KGr.z.b.V. 106 and 1 x Hs 126 from 2.(H)/Aufkl.Gr. 10 destroyed (11) or damaged (23) on the ground.

Mar 43: ration strength - 213 Boden, 90 Ln., 152 Flak, 136 Wehrmachtgefolge.

Operational Units: I., II., III./KG 4 (Apr 40); 2.(H)/Aufkl.Gr. 10 (Apr 40); I./St.G. 1 (Apr 40); KGr.z.b.V. 102 (Apr 40); KGr.z.b.V. 103 (Apr 40); KGr.z.b.V. 106 (Apr-May 40); part of KGr.z.b.V. 107 (Apr-Jun 40); Flugbereitschaft Luftflotte 5 (Apr 40 – Sep 44?); KGr.z.b.V. 108 (Jul 40 – Apr 43); Luftdienstkdo. Norwegen (Aug 40 – Jan 43?); Flugbereitschaft Feldluftgaukdo. Norwegen (1940 – 1944); Flieger-Kp./Ln.-Rgt. 5 (c.1940-45); Stab, 2., 4./TGr. 20 (May 43 – May 45); 6./Fliegergeschwader z.b.V. 7 (1943-45); detachment of 5. Minensuchstaffel (Oct 44 – 1945); detachment of 2. Minensuchstaffel (1945).

Station Commands: Fl.H.Kdtr. A 4/IV (Apr 40 – c. Oct 42?); Fl.H.Kdtr. A 202/III (c. Nov 42 – Mar 44); detachment of Fl.Pl.Kdo. A 9/III (Jun 43); Fl.H.Kdtr. A(o) 102/III (Apr 44 – 1945).

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Station Units (on various dates – not complete): 11. Flugh.Betr.Kp./LG 1 (? – 3 Nov 41); 14. Flugh.Betr.Kp. z.b.V. (Jun 43); Res.Flugh.Betr.Kp. 2/VIII (Nov 42); Werftabt.(o) 62/III (1944-45). Also see under Oslo.

[Sources: AFHRA A5263 pp.670-74 (19 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oslo-Fornebu (See) (NOR) (59 53 30 N – 10 38 20 E)

General: Seaplane station (Seefliegerhorst) on Oslofjord in S Norway 7.5 km WSW of Norway's capital city and just off Oslo-Fornebu airfield's SE corner.

History: intended to replace Oslo-Graesholmen seaplane station, it was never developed by the Germans even though small numbers of seaplanes used it frequently.

Dimensions: ample room on Oslofjord for take-offs and landings.

Anchorage: sheltered water with a number of seaplane mooring buoys. Winter ice could render the station unserviceable for periods of time. Had a small quay and a short jetty.

Fuel and Ammunition: a refueling pontoon was anchored near the jetty.

Infrastructure: no separate infrastructure – all service and support were provided by Oslo-Fornebu airfield.

Remarks: ?

Operational Units: Seenotstaffel 50 (Aug 44 – May 45)?

Station Commands: none identified. Operated by the station command at Oslo-Fornebu (Land).

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

[Sources: AFHRA A5263 p.675 (19 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oslo-Gressholmen (NOR) (59 53 00 N – 10 43 25 E)

General: Seaplane station (Seefliegerhorst) in S Norway on Gressholmen Island in Oslo harbor 3.5 km SSW of Oslo city center.

History: a very small former Norwegian civil seaplane station that was not further developed by the Germans and used initially for the repair of aircraft engines. Occasionally visited by seaplanes, in mid-1944 a long-range BV 222 flying boat arrived and began using it.

Dimensions: the area around the island afforded ample room for take-offs and landings.

Anchorage: reasonably sheltered water but usually ice-bound during the winter. Had a single slipway that was connected to the apron in front of the hangar and 2 small jetties. A quay and a larger jetty were nearby at Heggholmen.

Fuel and Ammunition: a refueling pontoon was positioned at the end of a small jetty near the slipway and the station also had underground fuel storage tanks.

Infrastructure: there was 1 medium hangar with a paved apron at the W end of the island with small workshops immediately S of it. Just N of the hangar were a few barrack-type huts to accommodate personnel.

Remarks: ?

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.676-77 (20 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oslo-Kjeller (NOR) (a.k.a. Kjeller) (59 58 05 N – 11 02 50 E)

General: factory airfield (Industriehafen) in S Norway 18 km ENE of Oslo and 1.2 km N of Lillestrom.

History: Norway's most important civil and military airport/airfield before the war that was home to an aircraft factory and a flight training school. At the beginning of April 1941, 38 obsolete Norwegian Army Air Force biplane bombers and reconnaissance aircraft were based here. Enlarged by the Germans and used mainly as an aircraft engine and airframe

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overhaul and repair center during the war with the work being done by German firms with Luftwaffe contracts. Had a concrete runway with a NW/SE alignment that was extended to 1,200 x 100 meters during the war years. Heavily bombed during 1943 and 1944 with the target being the workshops. These raids destroyed the Bayerische Motoren Werke facility and severely damaged the Daimler Benz buildings.

Dimensions: approx. 870 x 595 meters (950 x 650 yards).

Surface and Runways: soft, wet, rough grass even after extensive artificial drainage work by the Germans. The surface of the single runway (see above) appears to be in question. Wartime Allied reports of 1 Oct 44 maintain it had a wooden surface while postwar Norwegian sources state that it had a concrete surface during the war. A perimeter track ran along the NE, SE and SW sides of the airfield. Equipped with permanent runway illumination.

Fuel and Ammunition: refueling points with underground fuel storage tanks were at the SE corner and fuel drum storage near the Daimler Benz factory buildings. Small arms ammunition was stored off the NE side of the field.

Infrastructure: the factory buildings were in two groups – (1) a large assembly shop and separate workshops run by C.L. Brinker Eisenwerke were at the N end of the NE boundary; (2) factory buildings and old hangars run by Daimler Benz were immediately SE of the Brinker group. The station HQ and admin offices were on the NE boundary among the Daimler Benz buildings, stores warehouses were in the South dispersal area, the motor pool and garages were in Lillestrom, officers' quarters and worker housing were immediately N of the main factory buildings. Barracks were located 1 km to the N and 1.2 km S in Lillestrom. The nearest rail connection was in Lillestrom.

Dispersal: the 2 dispersals – North and South – had a total of 11 large open aircraft shelters made of wood and some of them were covered with camouflage netting.

Defenses:

Remarks:

1 Mar 43: ration strength: 209 Boden, 23 Ln., 133 Wehrmachtgefølge.

18 Nov 43: bombed – 1 x Ju 52 from 2./TGr. 20 destroyed on the ground.

28/29 Apr 44: bombed by 51 RAF Lancasters - airframe production plant and aircraft overhaul facilities destroyed or damaged.

15 Oct 44: the remaining factory operation, Brinker Eisenwerke, reportedly shut down and departed this date.

Operational Units: Transportkette Fliegerführer 4 (Apr-c.Sep 44); Verbindungsstaffel 60 (Jul 44)?; Verbindungsstaffel Norwegen (May 45); Flugbereitschaft z.b.V./Flieger-Verb.Geschw. 2 (May 45).

Station Commands: Fl.H.Kdtr. E 18/IV (May – Jul 40); Fl.H.Kdtr. E 1/N (1941 – Jul 42); Fl.H.Kdtr. E 18/III (1942); Fl.Pl.Kdo. A 9/III (1943); Platzkdo. of Fl.H.Kdtr. A(o) 101/III (Gardermoen) (1944-45).

Station Units (on various dates – not complete): Frontreparaturbetrieb GL 2681 (Junkers then Brinker) (1941 – Nov 43); Frontreparaturbetrieb GL 2691 (Brinker) (1944-45); Frontreparaturbetrieb GL 3657 (Daimler Benz (1940/41 – Nov 43); Flughafen-Ber.Ln.-Kp. z.b.V. 16 (Jan 41); Traktoren-Zug L 1/IV (1942, 1943); Sanitäts-Erg.Kp. 1/III (1943-44); Prüfstelle auf Höhenwirkung Nr. 30.

[Sources: AFHRA A5263 pp.678-82 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Oslo-Lysaker (NOR) (e. Oslo-Lysaker) (59 54 N – 10 35 E)

General: residential area in S Norway 8 km WSW of Oslo and 2 km W of Oslo-Fornebu airfield. Occasionally mistaken for an airfield when it was actually an address for Luftwaffe staffs and administrative units.

Oysand (NOR) (a.k.a. Øysand, Oyesand) (63 19 45 N – 10 14 10 E)

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General: airfield (Fliegerhorst) in C Norway 14 km SSW of Trondheim near the village of Vollen.

History: 1940-42 existed as an unpaved strip intended since 11 Jul 42 as a land base for the carrier aircraft that were to be aboard the *Graf Zeppelin* aircraft carrier, which was to be operationally berthed at Trondheim, but the construction of the airfield for this purpose was ultimately abandoned on 2 February 1943. The unpaved runway measured 1,175 x 100 meters. Construction restarted in summer 1944 and by that October the runway was partly serviceable and the dispersals were being built.

Dimensions: not given – only the runway was serviceable for aircraft.

Surface and Runways: unusable surface with a single runway. According to Allied intelligence, the runway was surfaced with wood laid on a sand foundation.

Fuel and Ammunition: pits dug N of the runway and in the North dispersal were for the storage of fuel and ammunition.

Infrastructure: there were no hangars, but there were workshops along a road a short distance off the S side of the center of the runway along with the motor pool and garages. Station HQ, admin offices, quarters, barracks and other facilities were in buildings between the runway and the Southeast dispersal. The nearest rail connection was 5.5 km SE of the airfield.

Dispersal: the 3 dispersal areas – Northeast, Southeast and Southwest – had a total of 7 small aircraft shelters along with 5 aircraft parking hardstands.

Defenses: no information found.

Remarks: ?

Operational Units: Wekusta 3 (Nov 44 – May 45).

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 206/III (Trondheim-Lade).

Station Units (on various dates – not complete): 1./Lw.-Bau-Btl. 5/XII (? – May 45).

[Sources: AFHRA A5263 pp.683-85 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

R

Rinnleiret (NOR) (63 46 30 N – 11 27 10 E)

General: emergency landing ground (Notlandeplatz) in C Norway 64 km NE of Trondheim, 43 km NE of Trondheim-Vaernes and 7.5 km ENE of Levanger. History: a former Norwegian Air Force landing ground with a rough, unfinished 915 x 72 meter (1000 x 80 yards) strip that was very low-lying and subject to flooding from a nearby river. A few minor improvements made by the Germans in 1941 but never used and appeared abandoned in Jul 43. Reactivated at the very end of the war as an alternate landing ground or satellite for Trondheim-Vaernes.

Station Commands: none identified.

Station Units (on various dates – not complete): 36. Flugzeugwartungs-Kp. (mot) (Lager 6, ? – May 45); Lw.-Hallenbau-Kp. 13/XI (Rinnan, ? – May 45).

[Sources: AFHRA A5263 p.295 (28 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rognan (NOR) (67 05 50 N – 15 25 00 E)

General: airfield (Fliegerhorst) in N Norway at the head of a very long fjord 47.5 km SE of Bodø, 18 km S of Fauske and 1 km SE of the village of Rognan.

History: construction began in fall 1941 and eventually had a 1,200 x 60 meter concrete runway aligned NNE/SSW. Rognan was used very little during the war and existed mainly as an alternate airfield and satellite for Bodo (Bodø)/

Dimensions: not given – aircraft were only able to use the runway.

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Surface and Runways: the runway (see above) was not concrete as maintained by postwar sources, but wood planking on a gravel foundation according to Allied intelligence reports of Oct 44. Surfaced taxi tracks connected the runway with the dispersal areas.

Fuel and Ammunition: fuel in drums and ammunition were stored in pits in the two dispersal areas. Bulk fuel was stored in the Rognan harbor area and there was an ammunition dump 2.5 km to the SW along the main road to Mo.

Infrastructure: no hangars or workshops. Station HQ, offices and barracks were in woods 1.2 km WSW of the runway. A POW camp with 10-12 barrack buildings was approx. 800 meters due E of the runway and a POW tent camp was 650 meters W of the runway.

Dispersal: the 2 dispersals – East and West – had a total of 13 aircraft shelters and 3 parking hardstands.

Defenses: no information found.

Remarks: ?

Operational Units: 2./TGr. 20 (Dec 44).

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 207/III (Bodø) (Apr 44 – 1945).

Station Units (on various dates – not complete): 6./gem.Flak-Abt. 352(v) (? – May 45);

Radiosondestation 521 (? – May 45).

[Sources: AFHRA A5263 pp.686-88 (7 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Rygge (NOR) (59 22 20 N – 10 44 45 E))

General: airfield (Fliegerhorst) in S Norway 60 km SSE of Oslo, 8 km SE of Moss and 1.2 km SE of Rygge Church.

History: gradual construction of this fighter field began in early summer 1941, but its 1,100 x 40 meter (1200 x 44 yard) N/S concrete runway did not become operational until spring 1944. Little used until the end of 1944.

Dimensions: approx. 1100 x 915 meters (1200 x 1000 yards).

Surface and Runways: artificially drained leveled grass on clay subsoil. There seems to be a dispute concerning the runway (see above under History). Allied intelligence consistently stated that it was a wooden surface, as were so many of the runways in wartime Norway, set on a meter (3 ft.) of sand on blue clay. This was based on information from the Norwegian resistance and aerial photos. There was a paved assembly hardstand at the N end of the runway with taxi tracks connecting the runway to the dispersals. Possibly equipped with a beam approach system.

Fuel and Ammunition: a buried fuel storage tank was reportedly in the East dispersal area and fuel in barrels was stored in 3 dumps near the airfield. The main ammunition dump was 3 km N of the landing area with 2 smaller dumps nearby.

Infrastructure: had 1 medium wooden hangar in the Northwest dispersal area and the station motor pool and garage in the NE corner. There were also several workshops approx. 275 meters W of the hangar. Airfield and flight control were in a building just NW of the runway while most of the other station buildings with offices, stores, barracks and other facilities were in a group at the NE corner. Air crew quarters were in Rygge village. The nearest rail connection was in Rygge.

Dispersal: there were 2 dispersal areas – East and West (remote) – but these had only a handful of aircraft shelters.

Defenses: no information found.

Remarks: ?

Operational Units: 4./Transportfliegergruppe 20 (Dec 44 - ?); 6./JG 5 (Feb-May 45).

Station Commands: Flugplatzkdo. of Lister (1941-43); Fl.Pl.Kdo. A 50/III (1944); Fl.H.Kdtr. E(v) 201/III (1944-45).

Station Units (on various dates – not complete): Werftkdo. Rygge (1944-45);

1.Staffel/Feldwerft-Abt. d.Lw. "Arktis" (May 45); Instandsetzungswerkstatt für Flugzeug-Bordgerät (o) 4/III (Kambo, ? – May 45); Frontreparaturbetrieb GL 3254 (Jumo) (Kambo, 1940-45); Stab/le.Flak-Abt. 726 (Moss, ? – May 45); 2./gem.Flak-Abt. 171 (Moss, ? – May

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45); 5./gem.Flak-Abt. 341 (Moss, ? – May 45); 3./gem.Flak-Abt. 426 (Moss, ? – May 45); 3./schw.Flak-Abt. 537 (Moss, ? – May 45); 6./gem.Flak-Abt. 562 (Moss, ? – May 45); Kfz.Werkstatt (o) d.Lw. 130/III (? – May 45).

[Sources: AFHRA A5263 pp.503, 522-23, 691-93 (10 Jul 44 updated to Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

S

Sørreisa (NOR) (a.k.a. Sørreisa, Soerreisa, Sörreisa, Sorreisa) (69 09 45 N – 18 07 05 E)

General: seaplane station (Seefliegerhorst) at the head of Solbergfjord in N Norway 65 km SSW of Tromsø (Tromsø) and 19 km NW of Bardufoss. The anchorage was located in a narrow inlet called the Djupvaag (Djupvåg) 2.5 km NW of the village of Sørreisa.

History: development work by the Germans began in early 1942 and by 1943 it was used as a base for small numbers of torpedo-carrying aircraft and coastal reconnaissance seaplanes. Sorreisa was also the port used by ships bring material and supplies to the large airfield at Bardufoss, 19 km to the SE.

Dimensions: ample space was available for take-offs and landings along the Djupvaag and in the fjord.

Anchorage: the Djupvaag afforded very sheltered waters and the anchorage had an estimated 15 mooring buoys. A quay or large jetty was on the E shore of the Djupvaag along with a support ship that mounted a crane for lifting seaplanes.

Fuel and Ammunition: had a refueling pontoon and several bulk storage tanks and fuel drum dumps were in the immediate vicinity. Aerial torpedoes were stored in a tunnel blasted into rock on the E side of the Djupvaag and an ammunition dump was 2.5 km SE of the anchorage

Infrastructure: no known hangars or workshops in May 43. A camp of barrack huts capable of accommodating some 300 men and a large stores building were on the E shore near the quay/jetty.

Defenses: Flak positions ran along both sides of the Djupvaag and the anchorage was well-protected on the ground with numerous pillboxes, machine gun nests, trenches and barbed wire entanglements.

Remarks:

1 Jun 43: ration strength: 88 Boden, 14 Bau, 27 Ln., 99 Flak, 13 Wehrmachtfolge.

18 Oct 44: low-level attack by Fleet Air Arm aircraft – 1 x BV 222C from Stab/SAGr. 130 shot up and destroyed at its moorings.

Operational Units: detachment of Stab/Kü.Fl.Gr. 706 (1942-43); 2./Kü.Fl.Gr. 706 (Jun-Jul 43); detachment of Stab/SAGr. 130 (1944).

Station Commands: Beh.Kdtr. E 12/N See (c.Jun-Dec 42); Fl.Pl.Kdo. A 131/XI (See) (Jan 43 - May 45).

Station Units (on various dates – not complete): Flgh.Betr.Kp. 3/See; Flgh.Betr.Kp. (S) See; Lufttorpedo-Betr.Kp. 4 (Sep 42 – 1944); elements of gem.Flak-Abt. 679 (Sep 44 – May 45); 6./gem.Flak-Abt. 421 (? – May 45); Flieger-Geräteausgabe- und Sammelstelle 5/III (Jan-Feb 45); Trsp.Kol.d.Lw. 168/III (? – May 45); Ldssch.Zug d.Lw. 69/III (Jun 43); Ldssch.Zug d.Lw. 236/VI (Nov 42); Ldssch.Zug d.Lw. 388/VI (Nov 41?, Nov 42, Jun 43).

[Sources: AFHRA A5263 pp.696-97 (3 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stavanger (NOR) (58 58 N – 05 44)

General: Luftwaffe units stationed in and around this major city and port in southwestern Norway – specific airfield indicated where known.

Lw. Garrison and Station Units (on various dates):

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Commands (Kommandobehörden, Stäbe): Stab/X. Fliegerkorps (Jul/Aug 40 – Dec 40); Stab/Fliegerführer Stavanger (S-Sola, Apr-Jun 40); Stab/Fliegerführer Nord (Feb-May 41); Stab/Fliegerführer Nord (West) (Nov 41 – 1943?); Koflug 22/III (S-Forus, c.Jul 40 – May 45).

Antiaircraft (Flak): Stab/Flak-Rgt. 92 (Aug 41 – May 45); II./Flak-Rgt. 33; Stab/gem.Flak-Abt. 352 (? – May 45); 3./schw.Flak-Abt. 437 (? – May 45); Flak-Abt. 504 (1942-43); schw.Flak-Abt. 526 (1943 – May 45); gem.Flak-Abt. 567 (Feb 44 – May 45); 5./gem.Flak-Abt. 569 (? – May 45); le.Res.Flak-Abt. 729 (May-Jun 42); elements of le.Flak-Abt. 740 (May 44 – c.Jan 45?); le.Flak-Abt. 782 (mid-42 – May 45); Flak-Geräteausgabestelle 102/III (? – May 45); Flak-Waffenwerkstatt 10/III (? – May 45).

Air Force Signals (Luftnachrichten): 7.(Flum.)/Luftgau-Nachr.Rgt. 3 (S-Sola/Land, Apr 40 – Mar 41); 9.(Funkh.)/Ln.-Rgt. 5 (Nærland, Dec 40 – fall 44); 12.(Flus.)/Ln.-Rgt. 5 (Apr 43); 18.(Relais)/Ln.-Rgt. 5 (S-Sola/Land, Aug 43 – May 45); Stab and I.(Betr.)/Ln.-Rgt. 40 (c.Aug-Dec 40); 11.(Flum.Res.)/Ln.-Rgt. 50 (c.Apr 40 – Apr 41); Stab and I.(Betr.u.Flum.)/Ln.-Rgt. 55 (c.Apr 42 – Nov 44); Stab/Ln.-Rgt. 251 (Dec 44 – May 45); Stab II.(Flum.Mess)/Ln.-Rgt. 251 (Dec 44 – May 45); 5.(Relais)/Ln.-Versuchs-Rgt. (S-Sola/Land, c.Jan 42 – Aug 43); 11.(Flum.Res.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – fall 42); Stab/Ln.-Abt. 55 (c.Oct 41 – Apr 42).

Construction (Bau): all of elements of Lw.-Bau-Btl. 131/III (K) (Sep 44); Ger.Kol./Lw.-Bau-Btl. 3/VIII (? – May 45).

Supply Services (Nachschubdienste): Nachschublager d.Lw. für T-Stoff 1/III (? – May 45); Nachschub-Kp. d.Lw. 1/See (Oct 40 – ?); Munitionsausgabestelle d.Lw. 12/III (S-Sola/Land, 1942 – ?); Munitionsausgabestelle d.Lw. 32/III (? – May 45).

Ground Transport (Transportkolonnen): Kfz.Beständelager d.Lw. 10/III B (? – May 45). Flugbetriebsstoff-Kol. 505/IV (S-Sola, ? – Nov 42, Jun 43, May 45); Trsp.Kol.d.Lw. 35/III (S-Sola/Land, Nov 42, Jun 43); Trsp.Kol. d.Lw. 138/III (? – May 45); Kfz.Werkstattzug (o) d.Lw. 110/III (? – May 45).

Ground Defense and Security, etc. (Landeschützen, usw.): Ldssch.Kp.d.Lw. 4/III (S-Forus, fall 42 – spring 43); Ldssch.Zug d.Lw. 6/N (S-Sola/Land, May 41); Ldssch.Zug d.Lw. 61/III (Nov 42, Jun 43); Ldssch.Zug d.Lw. 63/III (Nov 42, Jun 43); Ldssch.Zug d.Lw. 68/III (Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 69/III (Nov 42); Ldssch.Zug d.Lw. 80/III (Jun 43, May 45); Ldssch.Zug d.Lw. 81/III (Jun 43, May 45); Ldssch.Zug d.Lw. 82/III (Jun 43, May 45); Ldssch.Zug d.Lw. 85/III (Jun 43, May 45); Ldssch.Zug d.Lw. 142/III (S-Sola/Land, ? – May 45); Ldssch.Zug d.Lw. 50/IV (Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 99/IV (Nov 42, Jun 43, May 45); Ldssch.Zug d.Lw. 236/VI (Jun 43); Panzerzug 4/N (S-Forus, 1943- ?).

Medical Services (Sanitätsdienste): Sanitäts-Abt. 22/III (1941-45); Lw.-Lazarett 5/III Stavanger (1940/41 – May 45); Sanitätsbereitschaft (mot) d.Lw. 6/III (Jul 40 – ?); elements of Sanitätsbereitschaft (mot) d.Lw. 2/XVII (May 45); Kleine Zahnstation d.Lw. 7/III (1944-45).

Other (sonstige, verschiedene): Wetterberatungsstelle 502 (? – May 45); Wetterberatungsstelle 633 (S-Forus, ? – May 45).

Stavanger-Forus (NOR) (58 53 40 N – 05 42 10 E)

General: airfield (Fliegerhorst) in SW Norway 8 km SSW of the city of Stavanger and 4.5 km ENE of Stavanger-Sola/Land airfield.

History: construction work began at the end of April/beginning of May 1940 with the intention of building the first airfield in Europe with a 2,000 meter concrete runway. Under the supervision of the Organisation Todt, there were eventually 6,000 working on the airfield, including approx. 350 Norwegian POWs at the beginning. But Forus proved to be a major failure because of the runway problems noted below and it was used very little between Jun 41 and May 44.

Dimensions: over all dimensions not found, but Forus was a large airfield.

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Surface and Runways: artificially drained marshy land. Eventually, there were three intersecting concrete runways at Forus measuring 2,000 x 80 meters (2200 x 88 yards) and aligned NW/SE, 1,200 x 40 meters (1320 x 44 yards) aligned NE/SW, and 1,200 x 80 meters (1320 x 88 yards) aligned WNW/ESE. Cracks and settling problems quickly developed in the concrete due to the underlying boggy, marshy land and Forus had major serviceability problems throughout the war. Additionally, a concrete perimeter road ran along the E and S boundaries to the Kjoer dispersal and then further W to connect to Stavanger-Sola airfield. The dispersal area were connected to the runways and servicing areas by wooden taxiways. Equipped with boundary lighting.

Fuel and Ammunition: ladder-type refueling hardstands were on the NE boundary and in the West dispersal. Pairs of underground fuel storage were in 4 locations, mainly in the NE hangar area and at the SE end of the main runway. Several other large fuel tanks existed in the greater Stavanger area that supplied both Sola and Forus. The main ammunition dump was 1.6 km SW of the airfield and there were 5 smaller subsidiary dumps located around the N, E and S sides of the landing area, most of them at a distance of 3.25 to 4 km.

Infrastructure: by Dec 40, the Luftwaffe had completed 4 large centrally heated wooden hangars with paved aprons along the E boundary for sheltering aircraft due to the near-constant rain at and around Stavanger (reportedly 310 out of 365 days a year). Small workshop buildings were adjacent to the hangars as well as repair garages for motor vehicles and, at the far E end of the row, the station motor pool. Station HQ, a mess and a large group of barrack huts were in the village of Lure, 2 km E of the airfield, while a second large group was in the village of Gausel, 2.5 km NE of the center of the landing area. Other service and support facilities were mainly in the hangar area along the E boundary. The nearest rail connection was in Forus.

Dispersal: the 3 dispersal areas – North, East and West – had a total of 15 large open, 11 medium open, 4 small covered and 12 small open aircraft shelters. The Kjoer (remote) dispersal was for overflow.

Defenses: had 4 heavy and 8 light Flak positions in mid-May 43.

Satellites and Decoys:

Sandnes (), dummy 10 km SSE of Forus and 8 km S of Stavanger-Sola airfield.

Remarks:

7 Jan 42: bombed by 11 RAF Whitleys – 1 x Ju 88 D-1 from 1.(F)/Aufkl.Gr. 120 destroyed on the ground.

1 Mar 43: airfield ration strength 74 Boden, 120 Bau, 160 Ln., 150 Flak, 60

Wehrmachtfolge for a total of 504 Luftwaffe personnel and 60 Wehrmacht auxiliaries.

Operational Units: 1./ZG 76 (Jun-Sep 40); 2.(F)/Aufkl.Gr. 22 (Dec 40); 3.(F)/Aufkl.Gr. 22 (Dec 40); Transportstaffel Fliegerführer Nord (Ost) (Apr-Jun 41); Stab/JG 5 (May-Dec 44, Mar-May 45).

Station Commands: Fl.H.Kdtr. E 16/IV (May 42, Nov 42); Fl.Pl.Kdo. A 42/XI (c.Jan 43 – Mar 44); Flugplatzkdo. Stavanger-Forus of Fl.H.Kdtr. A(o) 103/III (Stavanger-Sola/Land) (Apr 44 – 1945).

Station Units (on various dates – not complete): Stab/Jagdfliegerführer Norwegen (S-Forus, Nov 41 – May 45); Ln.-Kp.z.b.V.(mot.) 18; 5. Flugh.Betr.Kp. ZG 76 (Dec 40 – Jun 41); Fliegerhorst-Werftkp. 46 (Nov 42); Werftkdo. Forus (1944-45); 3.Zug of Lufttorpedo-Betr.Kp. 4 (Mar 44 - ?). Also see under Stavanger Lw. Garrison (above) for additional station units.

[Sources: AFHRA A5263 pp.504, 529-31 (5 Apr 45) and A5263 pp.698-700 (28 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stavanger-Sola/Land (NOR) (58 52 45 N – 05 38 00 E)

General: airfield (Fliegerhorst) in SW Norway 11.25 km SSW of the city of Stavanger and 1.6 km SSE of the village of Sola. Stavanger-Forus airfield was 4.5 km to the ENE.

History: an international airport that opened on 29 May 1937, by the beginning of April 1940 it also was home to 11 aircraft of the Norwegian Army Air Force. Stavanger-Sola was

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taken over by the Luftwaffe in April 1940 and was considered the most important enemy airfield in Norway by the Allies. The Luftwaffe built additional hangars, workshops and other buildings as well as dispersals and taxiways. Sola was arguably Norway's busiest wartime air base.

Dimensions: approx. 1830 x 1000 meters (2000 x 1100 yards).

Surface and Runways: mostly level grass surface, some of which was artificially drained. Originally had 2 intersecting concrete runways with a third concrete runway being built during the war (completed in spring 1942) and the existing two were doubled in length giving Sola a 1,800 x 120 meter runway aligned WNW/ESE, a 2,000 x 40 meter runway aligned NE/SW and a 1,800 x 40 meter runway aligned NW/SE. A wide concrete perimeter road encircled the landing area. There was also an assembly hardstand at the N end of the NE/SW runway and an extensive network of concrete taxiways. One of the taxiways connected to Stavanger-Forus airfield through its Kjoer (remote) dispersal area, and another connected to the seaplane station. Equipped with boundary and obstruction lighting, permanent runway illumination, beam approach system and visual Lorenz systems.

Fuel and Ammunition: refueling points were on a servicing hardstand in the North dispersal and along the E end of the WNW/ESE runway. Underground fuel storage tanks were located off the N and E boundaries and in the South and West dispersals. Mass fuel storage was in Stavanger and there was a fuel pipeline that ran between the Sola and Forus airfields. The main ammunition dump that served both Sola and Forus was at Kjoer between the two, and Sola also had 4 small dumps off the E and NW boundaries and off the S and SW corners.

Infrastructure: Sola had 9 hangars, including 6 repair hangars, along and off the N, E and S boundaries. Numerous separate workshop buildings were in the vicinity of the hangars on the N and E sides. The station motor pool and garages were off the NE corner and the flight control building was on the NE corner. The station HQ, admin, stores and a large number of other buildings were mainly off the NE corner. There were 5 groups of barracks: 1 off the NE corner and the other 4 at a distance of 3 km off the NNE, NE, ESE and SSE sides of the airfield. The nearest rail connection was at Forus, 7 km to the ESE.

Dispersal: the 5 dispersals – North Perimeter, East Perimeter, South, West and Kjoer (remote) – had a total of 7 very large open (for Fw 200 and He 177 size aircraft), 33 large open, 20 medium open, 14 small covered, 5 small open and 12 parking hardstands for a total of 91 aircraft shelters and parking sites.

Defenses: had 3 heavy and 15 light Flak positions in mid-May 43. Ground defenses were comprised of machine gun emplacements, mine fields, barbed wire and heavy patrolling by guards.

Satellites and Decoys:

Sandnes (), see under Stavanger-Forus.

Remarks:

11 Apr 40: RAF air attack – 1 x Do 17P from 1.(F)/Aufkl.Gr. 120 shot up and damaged on the ground.

15-16 Apr 40: air attack – 4 x Ju 52s from KGr.z.b.V. 103 damaged on the ground.

30 Apr 40: RAF air attack – 1 x Do 215 from 3.(F)/Aufkl.Gr. Ob.d.L., plus 2 x Do 17s from 1.(F)/Aufkl.Gr. 120 destroyed or damaged on the ground.

9 Jul 40: RAF air attack – 3 x Do 215s from 3.(F)/Aufkl.Gr. Ob.d.L. destroyed or damaged on the ground.

7 Jan 42: bombed – 1 x He 111 H-6 from I./KG 26 destroyed on the ground.

1 Mar 43: airfield ration strength - 269 Boden, 67 Ln., 582 Flak, 200 Wehrmachtgefolge.

Operational Units: Zerstörerstaffel/KG 30 (Apr 40); I./St.G. 1 (Apr 40); 3.(F)/Aufkl.Gr.

Ob.d.L. (Apr-Aug/Sep 40); Wetterkette Nord (Apr 40); 1.(F)/Aufkl.Gr. 120 (Apr-May 40, Jul 40 – Aug 44, May 45); I./ZG 76 (Apr-May 40); ; part of I./KG 30 (Aug 40); Stab, III./KG 26 (Apr, Jul-Sep 40, Mar-Jun 41); I./KG 26 (Apr, Jul-Sep 40, Mar-Oct 41); II./KG 26 (Apr 40); 1.(F)/Aufkl.Gr. 122 (Apr-May 40); KGr. 100 (May 40); elements of II./JG 77 (May-Nov 40);

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1.(F)/Aufkl.Gr. 121 (Jul-Dec 40); 2.(F)/Aufkl.Gr. 22 (Aug 40 – Mar 41); 3.(F)/Aufkl.Gr. 22 (Oct 40 – Apr 41); Stab/ZG 76 (Oct 40 – Jun 41); III./ZG 76 (Oct 40 – Apr 41); IV. (Stuka)/LG 1 (Jan 41)?; 4./JG 77 (Feb-Nov 41); II./SKG 210 (Apr-May 41); part of II./KG 30 (May-Jun, Aug-Sep 41); 13./JG 77 (Jun-Oct 41); part of I./JG 77 (Feb 41 – Jan 42); 4./KG 30 (Dec 41 – Feb 42); part of I./JG 5 (Jan 42 – Aug 43)?; Wetterkette Südnorwegen (Jan 42 – Jan 44); 8./KG 40 (Mar 42); Wekusta 3 (Jan-Nov 44); part of IV./JG 5 (Feb-Aug 44, Nov 44 – Mar 45); part of 10./ZG 26 (Sep-Oct 44); 7./JG 5 (Feb-May 45); III./KG 200 (Feb-Mar 45); Einsatzkdo. 1./FAGr. 1 (May 45); I./KG 66 (May 45).

Station Commands: Fl.H.Kdtr. E 2/IV (1941 – c. Oct 42)?; Fl.H.Kdtr. A 204/III (c. Oct 42 – Mar 44); Fl.H.Kdtr. A(o) 103/III (Apr 44 – 1945).

Station Units (on various dates – not complete): 8. Flugh.Betr.Kp./KG 27 (Mar-May 41); 5. Flugh.Betr.Kp./ZG 76 (Jun 41 - ?); Fliegerhorst-Werftkp. 11 (Jun 41); 4. Flugh.Betr.Kp./KG 30 (Jul 41); 1. Flugh.Betr.Kp./KG 26 (Nov 42); elements of Werft-Kp. 46 (Jun 43); 107. Flugh.Betr.Kp. (Qu) (1943-44); 125. Flugh.Betr.Kp. (Qu) (Jun 43); Werftabt.(o) 63/III (1944-45); 35. Flugzeugwartungs-Kp. (mot) (? – May 45); Lufttorpedo-Betr.Kp. 6 (Nov 42 – 1944/45); Luftminen-Zug 2 (Jun 43). Also see under Stavanger Lw. Garrison (above) for additional station units.

[Sources: AFHRA A5263 pp.506, 532-35 (30 Mar 45) and A5263 pp.702-10 (6 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Stavanger-Sola/See (NOR) (58 53 55 N – 05 38 05 E)

General: seaplane station (Seefliegerhorst) in SW Norway 10 km SW of the city of Stavanger on the SW shore of Hafs Fjord and 1.2 km N of Stavanger-Sola airfield.

History: a pre-war civil seaplane station also used by the Norwegian Naval Air Service that was taken over and considerably developed by the Luftwaffe in 1940. Used for long-range maritime reconnaissance, anti-submarine patrols, convoy escort missions and by torpedo aircraft sent against Allied warships and shipping.

Dimensions: the fjord afforded ample room for take-offs and landings.

Anchorage: shallow, shelters waters with aircraft moorings off shore. Frequently frozen between November and March during which seaplanes were forced to use Stavanger city harbor. Two concrete slipways were to the N of the hangar with a wide taxiway connecting them to the hangar. The larger slipway had a jetty at the N end and there was a crane between the hangar and the engine repair shop. Additionally, there were 2 small jetties on the E shore of Hafs Fjord.

Fuel and Ammunition: pits for fuel drum storage were just inland from the main slipway.

Ammunition was brought up from the numerous dumps at Stavanger-Sola airfield.

Infrastructure: had 1 large hangar with a paved apron and separate workshop buildings on either side of it. An engine workshop building was just N of the hangar. The station HQ, admin offices, barracks, stores and other facilities were in buildings to the N and S of the hangar.

Defenses: protected by the Flak defenses of Stavanger-Sola (Land).

Remarks:

17 Apr 40: shelled by HMS *Suffolk* - 5 x He 59s and a BV 138 from KGr.z.b.V. 108 plus 4 x He 115Bs from 1./Kü.Fl.Gr. 106, two fuel drum stores, one truck and the German commander's house were destroyed.

3 May 40: bombed by RAF Blenheims and Whitleys - 7 x He 59s from KGr.z.b.V. 108 destroyed on the water.

1 Mar 43: ration strength - 189 Boden, 63 Ln., 120 Flak, 116 Wehrmachtgefolge.

Operational Units: Stab/Kü.Fl.Gr. 506 (May-Oct 40); 2./Kü.Fl.Gr. 906 (Jun, Oct-Nov 40); Stab/Kü.Fl.Gr. 706 (Jul 40 – Mar 41); part of 1./Kü.Fl.Gr. 506 (Jul-Dec 40); 1./Kü.Fl.Gr. 406 (c.Jul-Sep 40); 3./Kü.Fl.Gr. 506 (Jul 40 – Mar 41); part of 1./Kü.Fl.Gr. 706 (Sep 40 – Jun/Jul 43); part of 2./Kü.Fl.Gr. 406 (1941); 5. Seenotstaffel (Sep 41 – Sep 43);

1./Kü.Fl.Gr. 906 (Jan-May 42, Aug 42); 3./Kü.Fl.Gr. 906 (Feb 42); 1./Bordfliegergruppe 196 (Apr 43 – Jun 44); Stab/SAGr. 131 (Aug 43 – Oct 44); 2.(F)/SAGr. 131 (Sep 43 – Jan 45);

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10. Seenotstaffel (Sep 43 – Aug 44); Seenotstaffel 50 (Aug 44 – May 45); Teilkdo. 1. (F)/SAGr. 130 (May 45).

Station Commands: Fl.H.Kdtr. E (See) 106/XI (7 May 40 - c.Oct 42); Fl.H.Kdtr. A See 209/III (c. Oct 42 – Apr 43); Fl.H.Kdtr. A (See) 301/XI (c. Apr 43 – c.Dec 44?); Platzkdo. Sola See of Fl.H.Kdtr. A(o) 103/III Sola Land.

Station Units (on various dates – not complete): Seenotbezirksstelle Stavanger (May 40 – May/Jun 42); Seenotbereichskdo. VIII (Jun 42 – c.Aug 44); Seenotflotille 8 (Jun 42 - ?); Flgh.Betr.Kp. 3/See; Werftkdo. Sola See (1944-45); LM-Zug 2; part of LT-Betr.Kp. 6 (1942-44); Teilkdo. Flgh.Betr.Kp. (S) See (? – May 45); Luftparkschiff *Bukarest*. Also see under Stavanger Lw. Garrison (above) for additional station units.

[Sources: AFHRA A5263 pp.506, 536-37 (3 Apr 45) and A5263 pp.712-14 (26 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Storfosen (NOR) (63 40 00 N – 09 24 40 E)

General: landing ground/emergency landing ground (Landeplatz/Notlandeplatz) in C Norway on Storfosen Island 57 km WNW of Trondheim and immediately NE of the hamlet of Storfosna. History: existed in Apr 40 when it was used by Norwegian fighters. The Germans made minor improvements and maintained it as an alternate landing ground for fighters in the Trondheim area and as an emergency landing ground. Surface and Dimensions: had 2 prepared strips measuring 730 meters (800 yards) aligned NNW/SSE and 640 meters (700 yards) aligned NE/SW on a well-maintained hard grass surface around the intersection of the strips that was firm and level enough for taxiing purposes. Fuel and Ammunition: made available as needed. Infrastructure: no hangars or workshops, but had a few barrack huts for personnel. Dispersal: none. Defenses: no information found. Remarks:

4 May 44: obstructed with portable obstacles at the intersection of the strips.

Operational Units: none identified.

Station Units: Fl.H.Kdtr. E 7/N (1942)?; Fl.H.Kdtr. E 24/III (1942-43)?

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

[Sources: AFHRA A5263 p.756 (Jul 43 updated to 4 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Swartnes (NOR) (a.k.a. Svartnes, Vardø) (70 21 25 N – 31 02 50 E)

General: landing ground (Landeplatz) in N Norway 80 km NNE of Kirkenes and 3 km SW of the town of Vardo on Vardo Island. History: became operational in fall 1943 as a fighter strip placed to provide additional escort protection of shipping around the Varanger Peninsula. Surface and Dimensions: marshy, rough surface that forced aircraft to operation exclusively from the airstrip. Had a single prepared strip of 1,000 x 90 meters. Fuel and Ammunition: available as needed. Infrastructure: no hangars or workshops. There were some huts in the South dispersal in Sep 43 and a tent encampment off the N end of the airstrip. Dispersal: the 2 dispersal areas – North and South – had 8 small open aircraft shelters plus 4 aircraft parking hardstands. Defenses: well protected by light Flak. Remarks: ?

Operational Units: detachments from JG 5 (1943-44).

Station Commands: Fl.H.Kdtr. E 32/III (1943-44); Fl.H.Kdtr. E 308/III (Dec 43 – Mar 44)?; Fl.H.Kdtr. E(v) 208/III?

Station Units (on various dates – not complete): elements of II./Flak-Rgt. 46 (Nov-Dec 43); 5. and 6./gem.Flak-Abt. 332 (mid-43 – 1944); 4.-6./gem.Flak-Abt. 425 (mid-43 – 1944); 4.-7./gem.Flak-Abt. 426 (mid-43 – 1944); 5. and 6./gem.Flak-Abt. 527 (mid-43 – 1944).

[Sources: AFHRA A5263 pp.715-16 (10 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Tromsø (NOR) (a.k.a. Tromsø-Skattora, Tromso, Tromsö, Tromsoe) (69 41 48 N – 19 01 40 E)

General: seaplane station (Seefliegerhorst) on Skattora Point at the NE end of Tromsø Island in N Norway, and 5.7 km NNE of the town of Tromsø.

History: construction was started by the Norwegians before the war and 3 He 115As belonging to the Norwegian Naval Air Service were based here at the beginning of April 1940. The Germans took it over and greatly accelerated its development, turning it into the main seaplane station in northern Norway. The seaplanes based there flew reconnaissance, convoy escort, maritime patrol and air-sea rescue missions over the Norwegian Sea and Barents Sea in Norway's far north.

Dimensions: almost unlimited run N/S and approx. 2285 meters (2500 yards) E/W.

Anchorage: aircraft were moored close to the shore, both to the N and S of Skattora Point. The anchorage had some 30 buoys and as many as 25 seaplanes were known to have been using the anchorage at one time.

Fuel and Ammunition: there were refueling pontoons attached to the 2 most northern jetties and a fuel depot for motor vehicles was adjacent to the southern jetty. Fuel drums were piled up at the shore end of the jetties and underground fuel tanks were located to the N of the hangar. The main ammunition dump was in the open approx. 825 meters (900 yards) NNW of the hangar and to the W of the coast road. Other smaller dumps were located in the general vicinity of the station and at the N end of the island.

Infrastructure: had a large double hangar with attached workshop on Skattora Point, 2 concrete slipways, 1 to the N and 1 to the S of the Point, and these led down to the water from the paved apron that surrounded the hangar. A group of 6 buildings just W of the hangar included additional workshops, stores for spare parts and a parachute drying tower. There were 3 jetties to the N and S of Skattora Point, 1 of which was used for ships. A camp attached to the station had 50 to 60 barrack huts with officers' quarters, offices and a few storage buildings. A motor pool and garage was at the S end of the station. A coast road connected the town of Tromsø to the seaplane station and extended around to the N end of the island.

Defenses: in Aug 43 there were 3 heavy Flak positions with a total of 14 guns, and at least 9 light Flak positions surrounding the station area with 5 more in the vicinity of the town.

Remarks:

26 Aug 40: air attack - 2 x He 115Cs from 1./Küstenfliegergruppe 506 destroyed by bombs at their moorings.

1 Jun 43: ration strength: 425 Boden, 132 Bau, 66 Ln., 510 Flak, 119 Wehrmachtgefolge.

Operational Units: 1./Kü.Fl.Gr. 406 (Apr 41 – May 44); 3./Gr. 906 (Jun 41 – Jul 43);

Seenotbezirksstelle (L) Tromsø (Oct 41 – May 42); Seenotflotille Tromsø (Oct 41 – May 42);

Stab/Kü.Fl.Gr. 706 (Nov 41 – Jul 43); 3./Kü.Fl.Gr. 406 (Dec 41 – Jul 43);

Seenotbezirksstelle 12 (Jun 42 – Aug 44); Seenotflotille 9 (Jun 42 – Jun 44); 2./Kü.Fl.Gr.

706 (Jun-Jul 43); Stab/SAGr. 130 (Jul 43 -); 1./SAGr. 130 (Jul 43 – Dec 44); 2./SAGr. 130

(Jul 43 – Apr 44); 1./SAGr. 131 (Jul-Sep 43); 2.(F)/SAGr. 131 (Jul-Sep 43); 10.

Seenotstaffel (Aug 42 – Aug 44); part of 1.(F)/SAGr. 129 (Jul-Aug 44); Seenotstaffel 51

(Aug 44 – May 45); 3.(F)/SAGr. 130 (Nov 44 – May 45).

Station Commands: Fl.H.Kdtr. E 109/XI (See) (Jul 40 – Apr 41); Fl.H.Kdtr. E 101/XI (See)

(Apr 41 – fall 42); Fl.H.Kdtr. A 211/III (c. fall 42 – Mar 43); Fl.H.Kdtr. A (See) 303/XI (Mar

43 – Mar 44); Platzkdo. (See) of Fl.H.Kdtr. A(o) 106/III (Bardufoss) (Apr 44 – May 45).

Station Units (on various dates – not complete): 10. Flugh.Betr.Kp. LG 1 (Jan 42);

elements of Werft-Kp. 46 (Jun 43); Flgh.Betr.Kp. 3/See; Teilkdo. Flgh.Betr.Kp. (S) See (? –

May 45); Werftkdo. Tromsö (1944-45); 4., 5./gem.Flak-Abt. 111 (? – May 45); 1.,

2./gem.Flak-Abt. 421 (? – May 45); 5./gem.Flak-Abt. 426 (? – May 45); Stab, 1./gem.Flak-

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Abt. 467 (? – May 45); le.Flak-Abt. 862 (Jun 42 – mid-43); 5.(Tel.Bau)/Ln.-Rgt. 15 (Jun 41); 5.(Tel.Bau)/Ln.-Rgt. 25 (Jun 41); Stab V./Luftgau-Nachr.Rgt. Norwegen (Jun 41); 27. (schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – fall 42); Ln.-Ausbau-Stab 10 (Apr 42); Stab/Lw.-Bau-Rgt. 1/III (Feb 41, Nov 42, Jun 43); Lw.-Bau-Btl. 1/III (May/Jun 41)?; Lw.-Bau-Btl. 28/IV (Oct 41 – early 42); Nachschubleitstelle 4/XI; Nachschub-Kp.d.Lw. 12/IV (c.Jun 42 – Feb 45); Nachschub-Kp.d.Lw. 6/VIII (Jan 41, Dec 41 - ?); Ldssch.Zug d.Lw. 76/VI (Nov 41?, Nov 42, Jun 43); Ldssch.Zug d.Lw. 128/XVII (Nov 42, Jun 43, May 45); Seenotkdo. 12; Seenotflotille 51 (Aug 44 – May 45); Lw. aircraft catapult ship *Friesenland* (Nov 41 – Jul 43); Wetterberatungsstelle 503 (? – May 45).
[Sources: AFHRA A5263 pp.719-24 (28 Aug 43); chronologies; BA-MA; NARA; PRO/NA; B.Hafsten - *Flyalarm: Luftkrigen Over Norge 1939-1945*; web site ww2.dk]

Trondheim (NOR) (a.k.a. Drontheim) (63 25 N – 10 23 E)

General: Luftwaffe units stationed in and around the principal city of central Norway but not identifiable with a specific airfield.

Lw. Garrison Units (on various dates when known):

Commands (Kommandobehörden, Stäbe): Stab/5. Fliegerdivision (Dec 44 – Jan 45); Stab/Fliegerführer Nord (West) (c.1943 – Mar 44); Stab/Fliegerführer Nordmeer (Mar-Apr 44); Stab/Fliegerführer 4 (Drontheim-Lade, Jan-May 45); Stab/Fliegerführer 5 (Apr-Dec 44); Stab/Fliegerführer Drontheim (Apr-May 40); Jagdabschnittsführer Drontheim (c.Jan-May 45); Koflug 24/III (T-Lade, Drontheim, c.Sep 40 – May 45);

Antiaircraft (Flak): Stab/Flak-Rgt. 152 (c.May 42 – May 45); Stab/elements of Flak-Abt. 223 (1942); 4./gem.Flak-Abt. 352 (T-Vaernes, Nov 44, May 45); Flak-Abt. 502 (mainly T-Vaernes, 1940 – May 45); 5./gem.Flak-Abt. 511 (T-Vaernes, 1944 - May 45); Flak-Abt. 526 (1941-42); elements of le.Flak-Abt. 725 (Feb-Jul 44); le.Res.Flak-Abt. 726 (1942); le.Flak-Abt. 823 (mainly T-Vaernes, early 42 – May 45); Flak-Waffenwerkstatt 111/III (Ranheim, ? – May 45); Flak-Geräteausgabestelle 103/III (Ranheim, ? – May 45); 3. Zug Flak-Trsp.Kol. 151/III (T-Vaernes, ? – May 45).

Air Raid Protection/Civil Defense (Luftschutz): Luftschutz-Nebel-Abt. 2 (mot) (1941/42 – fall 44); LS-Warnkdo. Trondheim (? – May 45).

Air Force Signals (Luftnachrichten): II.(Tel.Bau)/Ln.-Rgt. 5 (? – May 45); 8. (Tel.Bau)/Ln.-Rgt. 21 (1943-44); 4.(Tel.Bau)/Ln.-Rgt. 25 (Jun 42); 8.(Flum.Res.)/Ln.-Rgt. 50 (c.Apr 40 – Apr 41); 13.(schw.Flum.)/Ln.-Rgt. 50 (T-Vaernes, c.Apr 40 – Apr 41); Stab II.(Flum.Mess)/Ln.-Rgt. 55 (c.Oct 42 – Nov 44); Stab IV.(Flum.Mess)/Ln.-Rgt. 251 (Dec 44 – May 45); Stab VI./Luftgau-Nachr.Rgt. Norwegen (1941 – fall 42); 8.(Flum.Res.)/Luftgau-Nachr.Rgt. Norwegen (c.Apr 41 – fall 42); 23.(schw.Flum.)/Luftgau-Nachr.Rgt. Norwegen (T-Vaernes, c.Apr 41 – Apr 43); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 14 (Ln.-Kp.z.b.V. (mot.) 14) (mid-42 – May 45); Fernflugmeldemesszug z.b.V. 11 (May 43 - ?).

Construction (Bau): 2./Lw.-Bau-Btl. 6/VI (? – May 45); part of 1./Lw.-Bau-Btl. 131/III (K) (T-Lade and T-Vaernes, ? – May 45).

Supply Services (Nachschubdienste): Zweigstelle/Feldluftpark 4/III Oslo (? – May 45); Azetylen-Erzeugungslager d.Lw. 3/III (mot) (? – May 45); Feld-Luftmunitionslager 6/XI (Jun 43); Feld-Luftmunitionslager 8/XI (? – May 45); Nachschubleitstelle 2/XI (Jun 43, May 45); Nachschub-Kp. d.Lw. 6/VIII (? – Dec 41); Nachschub-Kp. d.Lw. 18/III (? – May 45); Munitionsausgabestelle d.Lw. 12/III (T-Vaernes, ? – May 45); Munitionsausgabestelle d.Lw. 13/III (1942 – May 45); Munitionsausgabestelle d.Lw. 31/III (? – May 45).

Ground Transport (Transportkolonnen): Kfz.Beständelager d.Lw. 10/III C (? – May 45); Kfz.Geräteausgabestelle d.Lw. 6/III (? – May 45); mittl.Flugbetriebsstoff-Kol. 510/IV (T-Vaernes, ? – May 45); Trsp.Kol.d.Lw. 25/III (Nov 42); Trsp.Kol.d.Lw. 26/III (Nov 42); Trsp.Kol.d.Lw. 27/III (Nov 42); Trsp.Kol.d.Lw. 28/III (Nov 42); Trsp.Kol.d.Lw. 29/III (Nov 42); Trsp.Kol.d.Lw. 134/III (Jun 43, May 45); Trsp.Kol.d.Lw. 135/III (Jun 43, May 45); Trsp.Kol.d.Lw. 136/III (Jun 43, May 45); Trsp.Kol.d.Lw. 137/III (Jun 43, May 45); Trsp.Kol. d.Lw. 167/III (Dec 44 - ?); Kw.Werkstattzug d.Lw. 3/III (T-Vaernes, Nov 42, Jun 43); Kfz.Werkstattzug d.Lw. 101/III (T-Vaernes, Jun 43, May 45); Kfz.Werkstattzug d.Lw.

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102/III (T-Vaernes, Nov 42); Kfz.Werkstatt (o) d.Lw. 129/III (T-Vaernes, ? - May 45); Kw.Werkstattzug (mot.) 6 tsche. (T-Vaernes, Nov 42, Jun 43); schw.Kfz.Instandsetzungszug (mot) d.Lw. 18/III (T-Hommelvik, ? - May 45); Kfz.Reifeninstandsetzungszug (mot) d.Lw. 3/VI (? - May 45).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Kp.d.Lw. 3/III (Nov 42); Ldssch.Zug d.Lw. 64/III (Nov 42, Jun 43, T-Lade May 45); Ldssch.Zug d.Lw. 77/III (Jun 43, T-Vaernes May 45); Ldssch.Zug d.Lw. 78/III (1943, T-Vaernes May 45); Ldssch.Zug d.Lw. 79/III (Jun 43, T-Vaernes May 45); Ldssch.Zug d.Lw. 52/IV (Nov 41, Nov 42, Jun 43, T-See May 45); Ldssch.Zug d.Lw. 62/IV (Nov 42); Ldssch.Zug d.Lw. 247/XI (Nov 42, Jun 43, T-Vaernes May 45); Ldssch.Zug d.Lw. 249/XI (Nov 42, Jun 43); Ldssch.Zug d.Lw. 277/XI (Nov 42, Jun 43); Panzerzug 2/N.

Medical Services (Sanitätsdienste): Sanitäts-Abt. 24/III (c.Sep 40 - May 45); Lw.-Lazarett 4/III Trondheim (1940/41 - May 45); elements of Sanitätsbereitschaft (mot) d.Lw. 2/XVII (? - May 45).

Other (sonstige, verschiedene): Wetterberatungszentrale A 501 (T-Vaernes, ? - May 45); Wetterberatungsstelle 627 (T-Lade, ? - May 45); Kfz.Verbindungs-Stab d.Lw. 9/III; Verbindungsstelle d.Lw. b. Zentral-Ersatzteillager 306 (? - May 45); Offz. d.Lw. bei d. Frontleitstelle 102 (? - May 45).

Trondheim-Lade (NOR) (63 26 35 N - 10 27 25 E)

General: airfield (Fliegerhorst) in C Norway 3.25 km NE of Trondheim.

History: 1940 first in use as a civil airport then developed by the Luftwaffe as a fighter field the same year. Had a 1,140 x 80 meter concrete runway aligned NW/SE that was flanked on both sides by wood planking. The dispersals were construction in 1944. Used almost exclusively by fighters during the war.

Dimensions: not given - only the runway was serviceable for aircraft.

Surface and Runways: single runway as described above. A servicing hardstand was at the center of the N side of the runway. Taxi tracks connected the runway with the dispersal areas and the hangar. Equipped with permanent runway illumination.

Fuel and Ammunition: there were 2 underground fuel tanks adjacent to the servicing hardstand and another underground storage tank near the hangar. A large ammunition dump was off the NE corner of the airfield and just in from the coast and several other dumps that supplied the entire Trondheim area were not far away. Smaller storage facilities were near the SE end of the runway, the hangar area and in the West dispersal.

Infrastructure: had 1 large hangar with a paved apron off the SW end of the runway with separate workshop buildings close by. Station HQ and admin offices were 150-200 meters N of the NW end of the runway with several other offices and buildings just to the E of them. The fire station was at the SE end of the runway and the motor pool and garages were next to the hangar. Stores warehouses were in the village of Leangen and at the Leangen racetrack about 750 meters SE of the hangar. Large barrack complexes were NW, S and SE of the airfield but it is not know which were occupied by base personnel. The nearest rail connection was in Leangen, just off the SE boundary.

Dispersal: the 4 dispersal areas - North, East, South and West - had a total of 8 large open, 8 medium covered and 19 medium open aircraft shelters in Nov 44.

Defenses: no information found, but certainly relied heavily on the Flak defenses around Trondheim city and port.

Satellites and Decoys:

Trondheim-Tiller - dummy located 10 km SSE of Trondheim-Lade.

Remarks:

1 Mar 43: ration strength 291 Boden, 87 Ln., 89 Flak, 26 Wehrmachtgefolge for a total of 467 Luftwaffe personnel and 26 Wehrmacht auxiliaries.

Operational Units: 4./Trägergruppe 186 (Jun 40); 5./JG 77 (Sep-Oct 40); JGr. Losigkeit/JG 1 (Feb-Mar 42); part of IV./JG 5 (Jun 42 - Jan 44); 13.(Z)/JG 5 (May-Jul 44); Wekusta 5

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(Oct 44); Stab IV./ZG 26 (Nov 44 – Feb 45); 10./ZG 26 (Nov 44); Stab/JG 5 (Dec 44 – Mar 45); detachment of Transportstaffel 5. Fliegerdivision (Dec 44 – Mar 45).

Reserve Training & Replacement Units: Erg.St. IV.(Stuka)/LG 1 (May 41 – Jan 42); Erg.St./St.G. 5 (Jan-Oct 42); 12./JG 1 (Feb/Mar – Jun 42)?

Station Commands: Fl.H.Kdtr. E 28/XI (c.May-Dec 40); Fl.H.Kdtr. E 22/XI (Jun 40? – Mar 44); Fl.H.Kdtr. E(v) 206/III (1944 – May 45).

Station Units (on various dates – not complete): Werftkdo. Trondheim-Lade (1944-45); Pak-Zug 1/N. See above under Trondheim Lw. Garrison for additional units.

[Sources: AFHRA A5263 pp.731-33 (7 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trondheim-Hommelvik (NOR) (63 24 50 N – 10 48 50 E)

General: seaplane station (Seefliegerhorst) in C Norway 19 km E of Trondheim at the SE corner of Hommelvik Bay.

History: built by the Luftwaffe during 1940-41, then rebuilt in 1943 after a landslide damaged the original hangar and buildings at the SW corner of Hommelvik Bay.

Dimensions: Hommelvik Bay provided ample take-off and landing space, especially in a N/S direction.

Anchorage: bay waters were too rough for seaplane operations in a NW wind. Some 12 seaplane mooring buoys were available. Had a slipway, 3 jetties, a wooden quay and a wooden pier.

Fuel and Ammunition: 2 to 3 refueling pontoons fed by pipes from railway tank cars were at the seaplane jetties. Bombs and ammunition were drawn from the numerous dumps in the Trondheim area and brought to the station as needed. Ammunition for immediate use was stored behind the hangar and workshops.

Infrastructure: had 1 medium hangar with a paved apron and 2 adjacent workshop buildings at the SE corner of the bay. Another medium hangar at the SW corner of the bay was damaged during a landslide in Apr 42 and was subsequently used to store motor vehicles and spare parts. Station offices and the principal barracks were in a group on the southern outskirts of Hommelvik, about 1 km SW of the seaplane station. On the NW side of Hommelvik was a small block of 2 or 3 more barrack buildings. Station stores buildings were approx. 550 meters N of the hangar and workshops. The nearest rail connection was in Hommelvik.

Defenses: no information found.

Remarks: ?

Operational Units: 1./Kü.Fl.Gr. 106 (Apr-Jun 40); 5./Bordfliegergruppe 196 (Jun-Sep 40); 1.(See)/KGr. z.b.V. 108 (1940 – Apr 43); 3./Kü.Fl.Gr. 406 (Feb-Nov 41); Stab/Kü.Fl.Gr. 706 (Mar-Nov 41); 2./Kü.Fl.Gr. 406 (Sep 41 – Jul 43); Seetransportstaffel 2 (Oct 43 – May 45); 1./Transportfliegergruppe 20 (Sep-Oct 43); Seetransportstaffel 3 (Nov-Dec 43); 1./Kü.Fl.Gr. 406 (Feb-Aug 44); Arado-Kette Ostnordwegen (Aug 44 – 1945).

Station Commands: Fl.H.Kdtr. E 112/XI (See) (Oct 40 – May 45).

Station Units (on various dates – not complete): Teilkdo. Flugh.Betr.Kp. (S) See (? – May 45). Also see above under Trondheim Lw. Garrison.

[Sources: AFHRA A5263 pp.725-29 (17 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trondheim-See (NOR) (a.k.a. Trondheim-Hafen, Trondheim-Port, Trondheim-Ilsvika) (63 25 55 N – 10 21 35 E)

General: seaplane station (Seefliegerhorst) in C Norway located 1.6 km W of Trondheim city center at the SW corner of Trondheim harbor (Ilsvika Bay).

History: a former Norwegian civil seaplane anchorage that was further developed by the Germans and was heavily used throughout the war years.

Dimensions: Ilsvika Bay provided plenty of room for take-offs and landings.

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Anchorage: subject to operational difficulties due to strong currents and strong winds from the N and NE. An estimated 12 mooring buoys were available for tying up seaplanes. There was a slipway, a seaplane jetty and a quay in front of the hangar and workshop.

Fuel and Ammunition: a refueling pontoon was tied up at the end of the seaplane jetty with other pontoons available as needed. Fuel was brought in by rail and stored in tanks in 4 separate locations within 4 km of the station. Bombs and presumably other ammunition was mainly stored in tunnels in the mountainside just inland from the quay.

Infrastructure: had 1 hangar with an adjacent workshop just back from the slipway and quay. An aircraft tender with several aircraft aboard was usually tied up at the quay or moored just off shore. Station offices and stores buildings were in the vicinity of the hangar while quarters for officers and senior personnel were near the seaplane jetty. A small barrack compound was 400-500 meters SE of the quay and 2 barrack huts were close to the shore about 500 meters N of the jetty. The nearest rail connection was on the S side of the station.

Defenses: no information found, but certainly relied heavily on the Flak defenses around Trondheim city and port.

Remarks:

25 Apr 40: carrier strike - 4 x He 115s from 1. and 2./Küstenfliegergruppe 506 destroyed during a raid on the harbor and seaplane station by carrier aircraft from *HMS Ark Royal*, one by strafing and the other by bombs.

28 Apr 40: carrier strike - 5 more He 115s from 1. and 2./Küstenfliegergruppe 506 destroyed during a follow-up attack by the *Ark Royal's* planes.

1 Mar 43: ration strength: 239 Boden, 59 Ln., 21 Flak, 87 Wehrmachtgefolge for a total of 319 Luftwaffe personnel and 87 Wehrmacht auxiliaries.

Operational Units: 2./Kü.Fl.Gr. 406 (Oct 40 - Feb 41); 1./Kü.Fl.Gr. 506 (Apr-Aug 40); 2./Kü.Fl.Gr. 506 (Apr-Sep/Oct 40); 3.(F)/SAGr. 130 (Jul-Aug 43); 1.(F)/SAGr. 131 (Oct-Dec 43); 2.(F)/SAGr. 130 (Apr 44 - Jan 45); 1.(F)/SAGr. 130 (Dec 44 - May 45).

Station Commands: Fl.H.Kdtr. E 105/XI (See) (May 40 - c.Oct 42); Fl.H.Kdtr. A (See) 210/III (c. Oct 42 - Mar 43); Fl.H.Kdtr. A (See) 302/XI (Mar 43 - Mar 44); Platzkdo. (See) of Fl.H.Kdtr. A(o) 105/III (Vaernes) (Apr 44 - 1945).

Station Units (on various dates - not complete): Flgh.Betr.Kp. 3/See; Teilkdo.

Flugh.Betr.Kp. (S) See (? - May 45); Werftkdo. Trondheim (1944-45); Seenotkdo. 21.

Also see above under Trondheim Lw. Garrison.

[Sources: AFHRA A5263 pp.734-36 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Trondheim-Vaernes (NOR) (63 27 35 N - 10 56 10 E)

General: airfield (Fliegerhorst) in C Norway 28 km E of Trondheim, 2 km NE of Hell railway station and immediately SE of the town of Stjørdal (Stjørdal).

History: a former Norwegian civil and military airport taken over by the Luftwaffe in April 1940, Vaernes was subsequently built out to include three intersecting concrete runways measuring 1,625 x 80 meters with an E/W alignment, 1,325 x 80 meters with a N/S alignment and 1,140 x 80 meters aligned NW/SE. Used mainly by reconnaissance aircraft and long-range bombers, but also a vital refueling stopover for flights between north and south Norway. Vaernes is Trondheim's main airport today.

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

Surface and Runways: good quality grass surface after extensive leveling by the Germans. The 3 concrete runways as stated above. A concrete perimeter road encircled the landing area and intersected the ends of each runway. All 3 runways had permanent illumination and the airfield was equipped with 2 beacons and a beam approach system.

Fuel and Ammunition: refueling points with buried storage tanks were located at ladder-type servicing hardstands on the N, NW, S and SW sides of the airfield along the perimeter of the runways. Additional bulk fuel storage tanks and dumps were at Hell railway junction, next to the hangar at the NE corner and in pits dug into fields 5 km E of the

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landing area. Aerial torpedo storage and maintenance was in a building off the SW corner while bombs and other ammunition were in some 12 dumps and storage points on and up to 4 km off the airfield, including in 4 of the dispersal areas.

Infrastructure: had a large repair hangar on the N boundary, 3 very large hangars on the NE, SW and W boundaries, respectively, and 3 medium hangars off the NE boundary, on the taxiway leading to the East (remote) dispersal and on the edge of the East (remote) dispersal. All 7 had paved aprons and all of the very large and large hangars reportedly had central heating and adjacent workshops. Aircraft spare parts and other supplies were stored in buildings at the NE corner. Admin offices and quarters were at the SE corner while airfield flight control, fire station, motor pool and garages were in a row along the S boundary. Officers and men were billeted in outlying towns and villages (Stjørødal (Stjørødal), Skatval, Hegra, Vikan) and at local farms. A branch rail line from the junction at Hell serviced the W and N sides of the airfield, including the hangars and the stores warehouses.

Dispersal: the 6 dispersal areas – North (remote), Northeast (perimeter), East (remote), Southeast, Southwest and Northwest – had a total of 16 very large open, 10 large open, 2 medium covered, 25+ medium open, 10 small covered and 10 small open for a sum of 73+ aircraft shelters. The North (remote) dispersal was begun in early 1944 and by Nov/Dec 44 only 2 medium open shelters were partially completed and further work on the dispersal was apparently abandoned in favor of fully developing the East (remote) dispersal.

Defenses: no information found regarding the number of Flak positions after 9 Apr 43 (see below), but it was increasingly heavily defended.

Remarks:

Apr-May 40: when taken over by the Germans, the runway was immediately extended to 800 meters (880 yards) and surfaced with wooden decking.

1 Mar 43: station ration strength: 440 Boden, 72 Ln., 809 Flak, 171 Wehrmachtgefolge for a total of 1,321 Luftwaffe personnel and 171 Wehrmacht auxiliaries.

9 Apr 43: reported having 3 Flak positions with a total of 14 x 8.8-cm and 7 x 2.0-cm AA guns.

Operational Units: I./St.G. 1 (Apr-Jun 40); Stab/KG 26 (Apr-Jul 40, Nov 44 – May 45); I./KG 26 (Apr-Jul 40, Jan-Mar 42); II./KG 26 (Apr-Jun 40, Nov 44 – May 45); III./KG 26 (Apr/May-Jul 40, Jan-May 45); Wetterkette Nord (Apr-Sep 40); 2.(H)/Aufkl.Gr. 10 (May 40); 1.(F)/Aufkl.Gr. 120 (May-Jun 40, Dec 44 – May 45); Zerstörerstaffel/KG 30 (May-Jun 40); 1.(F)/Aufkl.Gr. 122 (May-Jun 40); 11.(N)/JG 2 (May-Jun 40); elements of II./JG 77 (May-Sep 40); KGr. 100 (May 40); I./ZG 76 (May-Jun 40); II.(J)/Träger-Gr. 186 (Jun-Jul 40); elements of III./JG 77 (Jul 40); 3.(F)/Aufkl.Gr. 11 (Jul 40); 2.(F)/Aufkl.Gr. 22 (Jul-Aug 40); detachment of 3.(F)/Aufkl.Gr. 22 (c.Jul-Aug/Sep 40); Wekusta 5 (Sep 40 – Nov 44); IV.(Stuka)/LG 1 (May-Jun 41); I./KG 30 (Sep 41); III./KG 40 (Jan-Jun 42, Jul-Dec 44); 7./KG 30 (c.Jan-Sep 42); I./KG 40 (Mar 42 – Jan 43, Jul-Oct 44); 1.(F)/Aufkl.Gr. 22 (Oct 43 – Jul 44); Beleuchterstaffel/KG 26 (Nov 44 – Feb 45); Transportstaffel Condor (Sep 44, May 45).

School Units: 3./JFS 3 (Apr – Jun 41); 4./JFS 3 (Jun 41 – 1942).

Station Commands: Fl.H.Kdtr. E Vaernes (1940- Oct 42); Fl.H.Kdtr. A 205/III (Nov 42 – Mar 44); Fl.H.Kdtr. A(o) 105/III (Apr 44 – 1945).

Station Units (on various dates – not complete): 10. Flgh.Betr.Kp. LG 1 (? – 7 Jun 41); 8. Flgh.Betr.Kp. KG 4 (? – 25 Jun 41); Fliegerhorst-Werftkp. 48/III (1942-43); 2. Flgh.Betr.Kp. KG 27 (Nov 42); ; elements of 107. Flgh.Betr.Kp. (Qu) (1943-44); Werft-Abt. d.Lw. 65/III (Oct 44 – May 45); 34. Flugzeugwartungs-Kp. (mot) (? – May 45); Lufttorpedo-Betr.Kp. 4 (Feb 44 – May 45). Also see above under Trondheim Lw. Garrison. [Sources: AFHRA A5263 pp.737-42 (13 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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V

Vaaler (NOR) (a.k.a. Våler, Haslemoen) (60 38 55 N – 11 55 05 E)

General: airfield (Fliegerhorst) in S Norway 104 km NE of Oslo in S Norway, 49 km NNW of Kongsvinger, 6 km NW of Aasnes (Åsnes), 5.25 km SE of Vaaler (Våler) and 2 km E of Haslemoen.

History: the first construction began before the war but was stopped in April 1940. The Luftwaffe resumed work in early 1944 and quickly set down a 1,800 x 60 meter NNW/SSE concrete runway by August 1944, but the only unit to be stationed there was a transport Staffel that arrived a month or two later.

Dimensions: all flying activity was restricted to the runway. None of the terrain off the runway was serviceable for aircraft.

Surface and Runways: marshy heathland with a single concrete runway as described above. A paved taxiway off the W side of the airfield connected both ends of the runway with the hangar and dispersals. Equipped with a beam approach system and a visual Lorenz system.

Fuel and Ammunition: fuel was reportedly stored at a farm to the W of the hangar.

Infrastructure: had a medium hangar 3.25 km W of the runway near the main road and the railway. Luftwaffe accommodations were in a small group of huts 2 km NNE of the airfield, 3 km SW and in the village of Vaaler as well as in surrounding farms. A Russian POW camp was also near the airfield and another camp that at one time held Norwegian forced laborers. The nearest rail connection was a new station with sidings that had been built by the Luftwaffe 2 km SW of the airfield.

Dispersal: the 2 dispersal areas – Northeast and Northwest – had 7 very large open, 10 large open and 4 small open aircraft shelters in early Oct 44.

Defenses: no information found.

Remarks: ?

Operational Units: Transportstaffel Condor (Dec 44 – Apr/May 45).

Station Commands: Fl.Pl.Kdo. A 52/III (Feb-Mar 44); Platzkdo. of Fl.H.Kdtr. A(o) 101/III (Gardermoen) (Apr – Aug 44); Fl.H.Kdtr. E(v) 217/III (Aug 44 – 1945).

Station Units (on various dates – not complete): Werft-Abt.(o) d.Lw. 107/III (1944-45); 2.Staffel/Feldwerft-Abt. d.Lw. "Arktis" (May 45); Stab, 3./Lw.-Bau-Btl. 5/VII (? – May 45); Stab, 2./Lw.-Bau-Btl. 131/III (Kgf.) (? – May 45); Ldssch.Zug d.Lw. 140/III (? – May 45). [Sources: AFHRA A5263 pp.618-19 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Vadso (NOR) (a.k.a. Vadsø, Vadsö, Vadsoe) (70 04 20 N – 29 42 00 E)

General: seaplane anchorage (Seeflugstützpunkt) in N Norway in the harbor of this town 40 km NNW of Kirkenes on the S coast of the Varanger Peninsula and N shore of Varangerfjord.

History: served by Norwegian commercial seaplanes before the war and base for a detachment of 2 seaplanes belonging to the Norwegian Naval Air Service, it was used not at all or only occasionally by the Luftwaffe. Anchorage: the ice-free inner harbor at Vadso afforded sheltered water and Varangerfjord provided ample room for take-offs and landings.

Fuel and Ammunition: no information found. Infrastructure: no hangars or workshops but 2 groups of barracks were located on the N side of the town. Harbor facilities included a 122 meter (400 foot) pier for ships plus several smaller wharves and jetties. Defenses: there was a single light Flak gun and a nearby shore battery, but no meaningful defense of the harbor area.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 1.(Flum.Leit)/Ln.-Rgt. 56 (Vadsö, 1943-44).

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[Sources: AFHRA A5263 pp.743-44 (24 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]