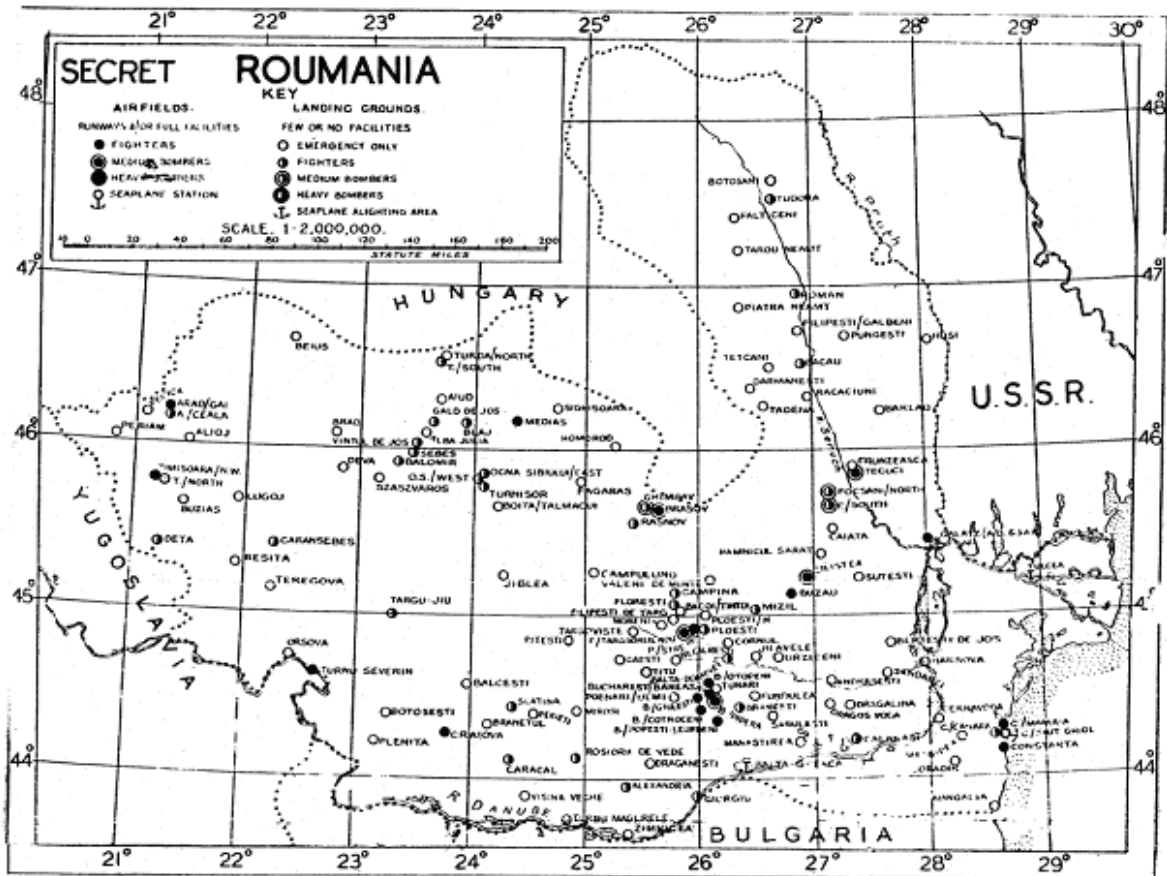


Luftwaffe Airfields 1935-45

# Luftwaffe Airfields 1935-45 Romania

By Henry L. deZeng IV



General Map

Edition: December 2014

## **Luftwaffe Airfields 1935-45**

*Copyright © by Henry L. deZeng IV (Work in Progress).  
(1st Draft 2014)*

*Blanket permission is granted by the author to researchers to extract information from this publication for their personal use in accordance with the generally accepted definition of fair use laws. Otherwise, the following applies:*

*All rights reserved. No part of this publication, an original work by the authors, may be reproduced, stored in or introduced into a retrieval system, or transmitted, in any form, or by any means (electronic, mechanical, photocopying, recording or otherwise), without the prior written permission of the author. Any person who does any unauthorized act in relation to this publication may be liable to criminal prosecution and civil claims for damages.*

*This information is provided on an "as is" basis without condition apart from making an acknowledgement of authorship.*

# Airfields

## Romania

### Introduction

#### Conventions

1. For the purpose of this reference work, "Romania" generally means the territory that was located within the boundaries of Romania immediately following the so-called Vienna Award of 30 August 1940 whereby Romania, acting under Axis pressure, ceded the majority of Transylvania to Hungary. The list does include Moldavia but does not include the airfields in Bessarabia and Bukovina, which were seized by Russia in 1918:

1.1 **Moldavia** (Moldova, Moldau): a pre-war Romanian province bordered on the east by the Prut (Pruth) River.

1.2 **Bessarabia**, a province of Romania since 1918-19, seized by Russia on 27 June 1940 and not recovered by Romania until June 1941. These airfields are listed with Russia.

1.3 **Bukovina**, a province of Romania since 1918, seized by Russia on 27 June 1940 and not recovered by Romania until June 1941. These airfields are listed with Russia.

1.4 **Transylvania**, taken from Hungary and given to Romania in 1918, returned to Hungary by the Vienna Award on 30 August 1940. These airfields are listed with Hungary.

2. All spellings are as they appear in wartime German documents with the addition of alternate spellings where known. Romanian is a language rich in diacritical marks that are used to aid pronunciation and every effort has been made to include these. Use the Search function to find airfields with alternate spellings. Some are cross-referenced, but not all.

3. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

#### Preface

Romanian military aviation dates from 1910-11, operated a small contingent of aircraft during World War I, but developed quite slowly after that until the late 1930's. Known as the *Fortelor Aeriene Regal ale României* (FARR) from 1936 to August 1944, it was concentrated on just a handful of airfields, perhaps less than 12. It grew very rapidly after 1936 and by 1938 had 340 warplanes and 260 training and reserve aircraft. This led to the need for an increase in the number of airfields over the next few years to 19 plus 34 comparatively primitive landing grounds with no services, the latter being used as practice fields for the flight schools and for military maneuvers and exercises.

When the Germans entered Romania in fall 1940, the Luftwaffe began developing, extending, and improving the country's airfields and landing grounds to bring them up to the standards needed for modern German aircraft. The work was mainly carried out by local labor that more often than not worked under German supervisors and engineers. In January 1941, Luftwaffe units began building up in Romania for the April invasion of Yugoslavia and Greece, and then again in May and June on the recently built forward airfields in Moldavia for the 22 June attack on the USSR in which the FARR also participated.

## Luftwaffe Airfields 1935-45

As the war moved eastward deep into Ukraine, there was little need to build more airfields until the tide turned in late 1943 and Soviet forces were advancing relentlessly through Ukraine toward Romania's borders. This led to the setting up of a small number of satellite and dispersal fields around some of the larger airfields in the eastern part of the country and the construction of a few field airstrips. The expected Russian offensive into the heart of Romania opened on 19 August and on 23 August the former Axis nation ceased hostilities and changed sides.

### Airfields Listed

A total of 171 airfields, landing grounds, satellites, field airstrips, emergency landing grounds and seaplane stations are listed.

### Acknowledgements

A special 'Thank You' to Mihai (last name withheld) for sharing a 50-plus page German document that had not previously been located and was critical to the completion of this monograph.

## A

**Aiud** (ROM) (c. 46 18 30 N – 23 43 00 E)

General: emergency landing ground approx. 27 km NNE of Alba Julia (Alba Iulia). Exact location not determined. History: listed as available in August 1941. No record found of Luftwaffe use. Surface and Dimensions: no details. Infrastructure: no details.

[Sources: AFHRA A5263 p.1488 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Akkerman** (UKR/BESSARABIA): see Russia and Ukraine Airfields.

**Alba Julia** (ROM) (a.k.a. Alba Iulia; Gyulafehérvár; Karlsburg) (46 06 40 N – 23 36 40 E)

General: emergency landing ground located immediately NE of Alba Julia. History: believed to have been established pre-war. No evidence found of Luftwaffe units being based here, but at least one aircraft from I./TG 5 made an emergency landing at Alba Julia on 25 Aug 44. Surface and Dimensions: grass surface measuring approx. 1580 x 805 meters (1730 x 880 yards) with an irregular shape. No paved runway. Fuel and Ammunition: made available when needed. Infrastructure: no hangars but there were 4 small huts at the SE corner that may have been used as workshops or for storage. Personnel were billeted locally. The nearest rail connection was in Alba Julia. Dispersal: there was a Northeast dispersal area with 5 large and 1 medium open blast bays. Aircraft also parked in the open along the W boundary.

[Sources: AFHRA A5263 p.1402 (28 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Alexandria** (ROM) (c. 43 57 N – 25 22 E)

General: landing ground 81 km SW Bucharest in S Romania and 3.7 km SE of Alexandria. Rated for bombers. History: existed pre-war and used as a forward landing ground by Luftwaffe dive bombers, fighters and tactical reconnaissance aircraft during the spring 1941 campaign Balkans, then inactivated. Surface and Dimensions: pastureland with a good grass surface that in 1941 and Dec 43 measured 1500 x 1000 meters. Aerial photos from

## Luftwaffe Airfields 1935-45

mid-1944 showed 1000 x 550 meters (1100 x 600 yards) and roughly rectangular in shape. Fuel and Ammunition: brought in when and if needed. Infrastructure: 1941 and Dec 43 had 2 medium hangars, 1 equipment building and a barracks camp with 5 barracks, including 1 for officers. These were grouped along the NE side of the landing area. The nearest rail connection was in Alexandria. Dispersal: no organized dispersal facilities.

### Remarks:

Oct 43: ordered to be outfitted with fighter control equipment (Jagdleitgerät) for use as a fighter base.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 61/XI (Jan 41).

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

[Sources: AFHRA A5263 p.1368 and 1401 (27 Nov 43, 9 Jul 44 and updated to 31 Jan 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Alioș** (ROM) (46 02 20 N – 21 29 30 E)

General: field airstrip (Feldflugplatz) and emergency landing ground (Notlandeplatz) 21 km SE of Arad in NW Romania. Exact location not determined. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use. Surface and Dimensions: 1941 measured 450 x 450 meters. Infrastructure: none.

[Sources: AFHRA A5263 p.1488 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Andrășești** (ROM) (44 35 00 N – 27 08 50 E)

General: emergency landing ground in SE Romania 85 km ENE of Bucharest and 17 km W of Slobozia. Exact location not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: very small. Infrastructure: none.

[Sources: AFHRA A5263 p.1488 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Arad-Ceala** (ROM) (46 10 20 N – 21 25 40 E)

General: airfield in NW Romania 3.25 km W of Arad city center and 3.35 km S of Arad-Gai airfield. Rated for bombers.

History: existed pre-war and used by the Luftwaffe during the spring 1941 Balkan campaign, probably as a satellite for Arad-Gai airfield. Airfield inactive from May 41 until late 1943 when some development work began. Said to have become the main airfield at Arad in early 1944 with Arad-Gai becoming secondary.

Dimensions: approx. 1510 x 730 meters (1650 x 800 yards) with an irregular shape. German data of Dec 43 states 1500 x 950 meters.

Surface and Runways: partly worn, firm, level, dry grass surface. No paved runway.

Fuel and Ammunition: fuel was reportedly stored in e tanks on the E and S boundaries, and the munitions in woods off the same two boundaries.

Infrastructure: had a single medium hangar near the SE corner with a small workshop-type hut just S of the hangar. The admin and flight control building was at the SE corner along with a group of 6 barrack huts. Another group of buildings was off the W boundary and possibly used for billeting. The nearest rail connection was in Arad.

Dispersal: no organized dispersal facilities. Aircraft were parked along the perimeter of the landing area and in a field off the W boundary.

Defenses: no information found.

Remarks: none.

Operational Units: see Arad-Gai.

Station Commands: see Arad-Gai.

Station Units (on various dates – not complete): see Arad-Gai.

[Sources: AFHRA A5263 pp.1403-04 (7 Aug 44); chronologies; BA-MA (RL 9); NARA; PRO/NA; web site ww2.dk]

### **Arad-Gai** (ROM) (46 12 20 N – 21 15 20 E)

## Luftwaffe Airfields 1935-45

General: airfield in NW Romania 6 km NW of Arad and 1.6 km W of the village of Gai. Rated for bombers.

History: a pre-war civil airport. Heavily used by the Luftwaffe during the spring 1941 Balkan campaign. The few small buildings that had existed here were gone by Nov 43.

Dimensions: 1941 measured 1400 x 700 meters and apparently unchanged through Nov 43.

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

Fuel and Ammunition: both available when needed.

Infrastructure: had 1 hangar in 1941 and this was unchanged by Nov 43. The nearest rail connection was in Arad.

Dispersal: no organized dispersal facilities.

Defenses: no information found

Remarks:

30 Apr 41: with Yugoslavia and Greece now occupied, Arad airfield no longer needed and it was ordered to close with effect from 1 May 1941.

c.15 Aug 44: total Luftwaffe station strength in Arad this date: 17 officers, 16 Beamten (officials), 525 NCOs and men, 33 Hiwi.

Operational Units: 3.(H)/Aufkl.Gr. 13 (Nov 40); 4.(H)/Aufkl.Gr. 32 (Feb 41); II., III./JG 54 (Apr 41); Stab, I., III./St.G. 77 (Apr 41); 2./Gruppe Ost (Flugzeugüberführungsgeschwader 1) (mid-1944).

School Units: Ausbildungskdo. beim I. Kgl.Rum.Fliegerkorps (1944).

Station Commands: Fl.H.Kdtr. E 5/VII (Apr 41); Fl.H.Kdtr. E 33/IV (Apr 44); Fl.H.Kdtr. E(v) 205/VIII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Fliegerführer Arad (Mar-Apr 41); detachment of Koflug Bukarest (Apr-May 41); Werft-Kdo. 112/XVII (Jul-Aug 44); 5./Flak-Rgt. (mot) 231 (Aug 44); Ln.-Betr.Abt. z.b.V. (mot) 11 (Apr 41); 7.(Tel.Bau)/Ln.-Rgt. 14 (Mar-Apr 41); Nachschub-Kp. d.Lw. 5/XVII (Apr-May 41); m.Fl.Betr.St.Kol. 4/XI (Apr 41); Trsp.Kol. d.Lw. 11/VI (Apr 41); Ldssch.Zug d.Lw. 137/XIII (Apr-May 41); Ldssch.Zug d.Lw. 138/XIII (Apr-May 41); Ldssch.Zug d.Lw. 145/XIII (Apr-May 41); Ldssch.Zug d.Lw. 188/XIII (Apr-May 41); Wetterberatungszentrale d.Lw. 13/VIII (Aug 44);

Sanitätsbereitschaft (mot) d.Lw. 2/II (Apr 41).

[Sources: AFHRA A5263 p.1405 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## B

**Bacău-Margineni** (ROM) (c. 46 37 50 N – 26 52 30 E)

General: landing ground (Landeplatz later Flugplatz) in NE Romania approx. 240 km NNE of Bucharest and 3-4 km NNW of Bacău. Rated for bombers. The Germans had this classified as a field airstrip (Feldflugplatz) in December 1943.

History: existed pre-war. The Luftwaffe did very little to expand or improve it until early 1944 when some development took place in expectation of withdrawals from western Ukraine.

Dimensions: 1941 measured 100 x 900 meters, but this may have been for just the grass runway. In Jul 44 landing area dimensions were given in Allied recce photos as approx. 970 x 850 meters (1060 x 930 yards) with an irregular shape. German data of Dec 43 states 1100 x 900 meters.

Surface and Runways: firm, dry, level grass surface on sandy loam soil. No paved runway.

Fuel and Ammunition: there were 6 refueling points, 2 each in the North, East and West dispersal areas. Ammunition was brought in as needed.

## Luftwaffe Airfields 1935-45

Infrastructure: 1941 and Dec 43 had one small hangar or shed for aircraft and a barracks camp. By Dec 43 there were 2 barrack camps with 12 barrack buildings in Camp I and 9 in Camp II. Each camp also had an officers' canteen (club). In both cases, these camps were along the SE side of the landing area. However, Allied aerial photos of 10 Jul 44 showed no hangars, workshops or other buildings. Accommodations were in a barrack compound on the NW boundary and in Bacău. This descriptive disparity is a mystery. The nearest rail connection was in Bacău.

Dispersal: the 3 dispersals – North, East and West – had a total of 77 open aircraft blast shelters in Jul 44.

Defenses: no information found.

Remarks:

May-Jul 44: used by Romanian fighter units as well as the Luftwaffe.

24 Aug 44: Bacău and the airfield were taken by Soviet forces.

Operational Units:

Romanian: HQ/II Air Region (Jun 41); HQ/3d Army Support Command (Jun 41); II Fighter Gp. (Jul-Aug 44); 4th Long-Range Reconnaissance Sqdn. (Jun 41).

Luftwaffe: Stab, II., III./JG 77 (Jun-Jul 41); 3.(F)/Aufkl.Gr. Ob.d.L. (Jul-Aug 41); 2.(F)/Aufkl.Gr. 22 (Jul 41)?; Stab IV.(Pz)/SG 9 (Apr-May 44); 12.(Pz)/SG 9 (Apr-May 44); 10.(Pz)/SG 9 (Apr-Jun 44); I./SG 10 (May-Jun 44); 14.(Pz)/SG 9 (May-Jun 44); II./SG 2 (May-Jun 44); 2./NAGr. 14 (May-Aug 44).

Station Commands: Fl.H.Kdtr. E 4/XI (- Apr 44); Fl.H.Kdtr. E(v) 214/VIII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/IV. Fliegerkorps (Jul 41); Wetterzentrale Bacau (18 Jul 41); gem.Flak-Abt. 375 (Aug 44); III./Ln.-Rgt. 4 (Mar-Apr 44); I.(Betr.) and II.(Feldfernkabel-Bau)/Ln.-Rgt. 34 (18 Jul 41); 7.(Flugm.)/Luftgau-Nachr.Rgt. 4 (18 Jul 41); 6.(Flugm.)/Luftgau-Nachr.Rgt. 13 (18 Jul 41); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 12 (18 Jul 41); Flughafenbereichs-Ln.-Kp. z.b.V. (mot) 20 (18 Jul 41); Stab and 2./Lw.-Bau-Btl. 16/XI (18 Jul 41); Lw.-Bau-Gerätezug 2/See (18 Jul 41); Flieger-Geräteausgabestelle (mot) B für Ju 88 (18 Jul 41); Ldssch.Kp. d.Lw. 213/XI (with Ldssch.Züge d.Lw. 91/XI, 181/XI and 213/XI) (18 Jul 41); Ldssch.Kp. d.Lw. 137/XIII (with Ldssch.Züge d.Lw. 137/XIII and 138/XIII) (18 Jul 41).

[Sources: AFHRA A5263 pp.1353-54 and 1406 (27 Nov 43 updated to 9 Feb 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Bacău-Trotus** (ROM) (46 31 11 N – 26 54 37 E)

General: field airstrip (Feldflugplatz) in NE Romania 6 km S of Bacau (Bacău) city center. Name derived from a nearby river to the S of it. The location of this airstrip has for many years been uncertain but is now confirmed in surviving Luftwaffe maps and documents.

History: not mentioned prior to spring 1944. Surface and Dimensions: no information.

Fuel and Ammunition: both available. Infrastructure: none belonging specifically to the airstrip. Dispersal: no information.

Operational Units: II./SG 2 (Jun 44); 10.(Pz.)/SG 9 (Jun-Jul 44); 14.(Pz.)/SG 9 (Jun-Jul 44).

Station Commands: operated by the station command at Bacău-Margineni.

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

[Sources: Mattiello; chronologies; BA-MA (especially the *Aufmarsch die fliegende Verbände* maps in RL 40/Kart); NARA; PRO/NA; web site ww2.dk]

**Băicoi-Tintea** (ROM) (45 01 00 N – 25 49 05 E)

General: emergency landing ground in C Romania 19.5 km NW of Ploiești and 5 km WSW of Băicoi. History: no information. No record found of Luftwaffe use. Surface and Dimensions: approx. 640 x 365 meters (700 x 400 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1488 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bălcești** (ROM) (c. 44 37 00 N – 23 57 00 E)

## Luftwaffe Airfields 1935-45

**General:** emergency landing ground in SW Romania approx. 34 km NNE of Craiova. Exact location not determined. **History:** no information. No record found of Luftwaffe use.

**Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1488 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Balomir** (ROM) (a.k.a. Balomiru de Câmp) (45 55 30 N – 23 21 40 E)

**General:** landing ground in north-central Romania 17 km WSW of Sebes and 2 km S of Balomir. Rated for bombers. **History:** used by the Luftwaffe as a transit field in spring 1941 and then again from Apr to Aug 44. Limited evidence suggests that it was inactive between those two time periods. **Surface and Dimensions:** in 1941 the field measured 900 x 1200 meters, while aerial photos taken in Apr 44 gave approx. 1830 x 455 meters (2000 x 500 yards) with a very irregular shape. No paved runway. **Fuel and Ammunition:** both made available when needed. **Infrastructure:** had an equipment shed, a vehicle garage and a barracks building in 1941. In Apr 44 the landing ground had 1 small hangar with 3 adjacent huts at the SE corner. Personnel were accommodated locally. The nearest rail connection was in a village 2.5 km WNW of the landing ground. **Dispersal:** the only dispersal, East, had 4 large open blast bays off the E boundary.

**Operational Units:** none identified.

**Station Commands:** Fl.H.Kdtr. E 5/VII (c. Mar-Jun 41); Flugplatzkdo. Balomir (1 officer and 21 men) of Fl.H.Kdtr. E(v) 222/XVII Baneasa (Apr-Aug 44).

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

[**Sources:** AFHRA A5263 p.1407 (2 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Balta Doamnei** (ROM) (44 45 40 N – 26 14 30 E)

**General:** landing ground in south-central Romania 26 km SE of Ploiești and 6 km E of the village of Balta Doamnei. **History:** the land was requisitioned in 1939 and it was possibly used by the Luftwaffe as an intermediate landing ground in 1941. No record found of any use after that date. **Surface and Dimensions:** farm land with 2 airstrips separated by a road, each measuring approx. 1000 x 730 meters (1100 x 800 yards). No paved runway. **Infrastructure:** none. **Dispersal:** none.

[**Sources:** AFHRA A5263 p.1408 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Balta Greaca** (ROM) (44 05 00 N – 26 22 30 E)

**General:** seaplane anchorage in SE Romania on the former Lake Balta Greaca 44 km SSE of Bucharest. **History:** no details but believed to have been used by Luftwaffe seaplanes flying to and from Greece.

[**Sources:** AFHRA A5263 p.1409 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Balti** (UKR/BESSARBIA): see Russia and Ukraine Airfields.

**Băneasa** (ROM): see Bukarest-Băneasa.

**Bârlad/West** (ROM) (a.k.a. Bârlad; today Bîrlad) (46 13 35 N – 27 38 42 E)

**General:** field airstrip (Feldflugplatz) in E Romania 92 km NNW of Galați, 1.5 km W of Bârlad and immediately S of a secondary road from Bârlad to Ciocani. Rated for multi-engine aircraft. **History:** existed in 1940. Used by Romanian fighters during the June 1941 attack on the Soviet Union. No record found of any Luftwaffe units being based here, but liaison aircraft were known to be using it in June 1944. **Surface and Dimensions:** firm, dry grass surface on pastureland with a sandy clay subsoil. In 1941 and Jul 44 measured 600 x 1200 meters. No paved runway. **Fuel and Ammunition:** brought in when needed. **Infrastructure:** none. The nearest rail connection was in Bârlad. **Dispersal:** had 8 pairs of blast walls off the S boundary. **Defenses:** there was 1 Flak position at the S end of the landing area.

**Operational Units:**



## Luftwaffe Airfields 1935-45

*Romanian*: VII Fighter Gp. (Jun-Oct 41); VIII Fighter Gp. (Jul-Sep 41).

*Luftwaffe*: none identified.

[Sources: AFHRA A5263 p.1355 (28 Jul 44 updated to 9 Feb 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Barticești Ferdinand** (ROM) (c. 47 04 N – 26 46 E)

General: landing ground in NE Romania 20 km NW of Roman. Exact location not determined. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use. Surface and Dimensions: 1941 measured 800 x 400 meters.

Infrastructure: none.

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

**Beiuș** (ROM) (46 39 00 N – 22 22 40 E)

General: emergency landing ground in NW Romania approx. 97 km NE of Arad and 3.25 km SSE of the village of Beiuș. History: no information. No record found of Luftwaffe use. Surface and Dimensions: had a take-off and landing run of 825 meters (900 yards).

Infrastructure: none.

[Sources: AFHRA A5263 p.1489 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Belcești** (ROM) (c. 47 18 N – 27 04 E)

General: landing ground in NE Romania 41 km WNW of Iași and 4 km S of Belcești. Rated for single-engine aircraft. History: no information. Briefly used by Luftwaffe tactical reconnaissance aircraft for the attack on the Soviet Union. Surface and Dimensions: grass or pastureland that in 1941 measured 600 x 1000 meters with no infrastructure.

Operational Units: 5.(H)/Aufkl.Gr. 13 (Jun 41).

Station Commands: none identified.

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

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

**Beltsy** (ROM): see Balti.

**Berteștii de Jos** (ROM) (44 50 40 N – 27 44 40 E)

General: emergency landing ground in SE Romania 50 km SSW of Brăila and 1.5 km NW of the village of Berteștii de Jos. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or pastureland measuring approx. 455 x 455 meters (500 x 500 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1489 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bilciurești** (ROM) (44 44 20 N – 25 48 44 E)

General: emergency landing ground in C Romania 41 km NNW of Bucharest and 28 km SW of Ploiești. Exact location in proximity to the village not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information.

Infrastructure: none.

[Sources: AFHRA A5263 p.1489 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bistrița** (ROM): see Besztercze/Hungary.

**Blaj** (ROM) (a.k.a. Balázsfalva, Blasendorf) (46 10 15 N – 23 56 40 E)

General: landing ground in N Romania 40 km NW of Sibiu (Hermannstadt) and 2.4 km SSE of Blaj. Rated for multi-engine aircraft. History: a Romanian Air Force base in 1941. No record found of Luftwaffe units being stationed here. Surface and Dimensions: firm, dry grass surface that in 1941 and Dec 43 measured 280 x 800 meters; in 1944 Allied recce photos showed approx 915 x 730 meters (1000 x 800 yards). Fuel and Ammunition: both made available as needed. Infrastructure: in 1941 and 1944 had 2 large concrete hangars. The nearest rail connection was in Blaj. Dispersal: no organized dispersal facilities.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Romanian:* HQ/2d Tactical Reconnaissance Wing (Dec 41?, Jun 42);

*Luftwaffe:* none identified.

[Sources: AFHRA A5263 p.1410 (27 Nov 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Boița-Tălmăciu** (ROM) (a.k.a. Boița-Tălmăcel) (45 38 20 N – 24 15 35 E)

General: emergency landing ground in north-central Romania 105 km W of Brașov, 19 km SSE of Sibiu and 1 or 2 km NNE of the village of Boița. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5263 p.1489 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bosancea** (ROM) (today Bosanci) (c. 47 35 N – 26 18 E)

General: landing ground in NE Romania 27 km SW of Botoșani and just W of the village of Bosanci. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use. Surface and Dimensions: 1941 measured 600 x 1000 meters with no infrastructure.

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

**Boteni** (ROM) (a.k.a. Titu) (c. 44 39 05 N – 25 37 05 E)

General: landing ground in C Romania 46 km NW of Bucharest, 3.75 km ESE of Titu and 1.75 km SSW of Boteni. Rated for bombers. History: existed at the beginning of the war and used mainly by Romanian aircraft. Surface and Dimensions: level grass surface in good condition on pastureland. In 1941 and Dec 43 measured 1000 x 800 meters. Extended during the war and in May 44 measured approx. 1280 x 825 meters (1400 x 900 yards) with an irregular shape. Fuel and Ammunition: there were 2 refueling points on the SW boundary and another on the NW boundary. Infrastructure: none in 1941 but by May 44 had 1 medium curved roof hangar and an adjacent workshop at the NE corner. Personnel were accommodated in the local farms and villages. The nearest rail connection was a line 1 km N of the landing ground, but the nearest station was in Titu. Dispersal: there were no organized dispersal areas. Aircraft parked in bays cut into the woods off the SE boundary and openly on the landing area.

### Operational Units:

*Romanian:* VII Fighter Gp. (Jun-Jul 44).

*Luftwaffe:* 3./JG 4 (c. Aug-Nov 43).

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1476 (18 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Botoșani** (ROM) (47 44 23 N – 26 41 40 E)

General: landing ground in NE Romania and 2.2 km ESE of Botoșani. Rated for single-engine aircraft. History: existed in 1940 and briefly used by Luftwaffe tactical reconnaissance aircraft in spring 1941 during the attack on the USSR. Surface and Dimensions: grass surface that in 1941 measured 600 x 600 meters with no infrastructure.

Operational Units: 6.(H)/Aufkl.Gr. 12 (Apr-Jun 41).

Station Commands: none identified.

Station Units (on various dates – not complete): Lw.-Sanitätsbereitschaft (mot) 2/II (Jul 41).

[Sources: AFHRA A5263 p.1489 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Botoșești** (ROM) (44 24 00 N – 23 17 00 E)

General: emergency landing ground in SW Romania 42-43 km W of Craiova and believed to be just SW of the village of Botoșești. History: no information. No record found of

## Luftwaffe Airfields 1935-45

Luftwaffe use. Surface and Dimensions: grass or farmland measuring approx. 685 x 685 meters (750 x 750 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1489 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brad** (ROM) (46 07 40 N – 22 47 30 E)

General: emergency landing ground in NW Romania c. 114 km WNW of Sibiu. Exact location not determined but possible SE of the town of Brad. History: no information. No record found of Luftwaffe use. Listed as available in Aug 41. Surface and Dimensions: grass or pastureland surface with a take-off and landing run of approx. 640 meters (700 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1490 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brăila** (ROM) (c. 45 16 N – 27 57 E)

General: landing ground in SE Romania on the SW side of the city which sits on the west bank of the Danube. History: rarely used. Surface and Dimensions: grass surface but no other information. Infrastructure: none.

Operational Units: Verbindungsstaffel 4 (Oct 41)?; I./TG 1 (Feb 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 210/VIII (? – Aug 44)?

Station Units (on various dates – not complete): elements of le.Flak-Abt. 864 (Eisb.) (Aug 44)?; Ldssch.Zug d.Lw. 319/XI (Aug 44)?

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

**Brănești** (ROM) (44 27 25 N – 26 20 00 E)

General: landing ground in south-central Romania approx. 19 km ENE of Bucharest city center and 4.5 km N of Brănești. History: used by the Romanian Air Force in 1941. No Luftwaffe activity reported. Surface and Dimensions: grass surface measuring approx. 1000 x 410 meters (1100 x 450 yards). Fuel and Ammunition: both made available as needed. Infrastructure: none. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1411 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brănețul** (ROM) (today Brăneț?) (44 18 02 N – 24 12 45 E)

General: emergency landing ground in SW Romania c. 18.5 km SW of Slatina. Exact location not determined. History: no information. No record found of Luftwaffe use.

Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5263 p.1490 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brașov** (ROM) (a.k.a. Kronstadt) (45 40 15 N – 25 37 05 E)

General: operational airfield (Einsatzhafen) in C Romania 3 km NE of Brașov city center. Rated for bombers.

History: a pre-war Romanian Air Force airfield as well as a factory airfield for Industria Aeronautică Română (IAR) that was built 1925-27 and produced the IAR 80 and 81 fighter and fighter-bomber, and assembled Messerschmitt Bf 109G fighters during the war. Used by the Luftwaffe to train Romanian pilots and possibly Flak personnel.

Dimensions: in 1941 and Dec 43 measured 1500 x 1000 meters. In October 1943, 1000 x 1280 meters (1100 x 1400 yards) and roughly rectangular in shape, according to aerial photos taken by Allied reconnaissance aircraft.

Surface and Runways: good, firm, dry grass surface. No paved runway.

Fuel and Ammunition: fuel was reportedly stored in underground tanks near the hangars on the NW boundary. Ammunition storage not identified.

Infrastructure: in 1941 the airfield end had 2 large and 4 medium hangars with paved aprons on the NW boundary with workshops adjacent to the hangars, the factory had 3 additional hangars at the SW corner and billets for 1,500 men. The extensive buildings of the I.A.R. aircraft factory were located at the SW corner of the airfield clustered around the

## Luftwaffe Airfields 1935-45

3 hangars. The airfield admin buildings were behind the hangars at the NW corner. In all, the airfield side had 15 hangars and buildings while the factory side had approx. 26 hangars and buildings. There were also numerous barrack huts in a group 1 km off the NW corner. A branch rail spur served the S and W sides of the field, this being connected to the Braşov marshalling yards and railway workshops.

Dispersal: there were no organized dispersals so aircraft were generally parked in front of the hangars on the NW boundary.

Defenses: protected by at least 6 light Flak positions off the S side of the airfield.

Remarks:

16 Apr 44: marshalling yards bombed by 126 B-24 Liberators, but the workshops at the airfield were also hit and damaged.

6 May 44: aircraft factory and airfield bombed by 154 B-17 Fortresses - claimed 6 aircraft destroyed on the ground and damaged to hangars, workshops and admin buildings, and cratered the landing area.

c.15 Aug 44: total Luftwaffe station strength this date: 24 officers, 5 Beamten (officials), 1,047 NCOs and men, 32 Hiwi.

Operational Units:

*Romanian*: HQ/1<sup>st</sup> Bomber Wing (Dec 41, Sep 42, Aug 44); IV Bomber Gp. (Aug/Sep 42); V Bomber Gp. (Dec 41, Jun 42).

*Luftwaffe*: none identified.

School Units: Jagdlehrgang Kronstadt (1944); Ausbildungsstab für rumänische Flak (1944).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Flak-Rgt. 133 (Aug 44); II./Flak-Rgt. (mot) 241 (Aug 44); Stab/Ln.-Rgt. 110 (Jun-Aug 44); 20.(Flum.Mess)/Ln.-Rgt. 250 (Aug 44); 3./Ln.-Betriebs-Abt. z.b.V. 13 (Aug 44).

[Sources: AFHRA A5263 pp.1412-13 (30 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Bukarest** (ROM) (e. Bucharest; rom. Bucureşti) (44 26 N – 26 06 E)

General: not an airfield but rather Luftwaffe units stationed in and around the Romanian capital on a specific date or dates other than on an airfield. On approx. 15 Aug 44, the total Luftwaffe garrison strength in Bucharest was given as: 155 officers, 80 Beamten (officials), 2,250 NCOs and men, 121 German civilian workers. This did not include personnel stationed on the airfields around Bucharest.

*Romanian*: HQ/III Air Region (Jun 41 – Aug 44); HQ/3d Air Corps (Aug 44) and numerous commands, staffs and sections of the Romanian Air Force.

*Luftwaffe*:

Lw. Garrison and Station Units (on various dates – includes Bucharest city, Bucharest-Baneasa airfield and Otopeni airfield):

*Commands, Servicing, Repair* (Stäbe, Wartungs, Instandsetzungs): Deutschen Luftwaffenmission in Rumänien (Oct 40 – Jun 43); Befehlshaber der deutschen Luftwaffe in Rumänien (Jun 43 – May 44); Kommandierender General der deutschen Luftwaffe in Rumänien (May-Aug 44); Koflug 21/XI (15 Aug 44); Stab/Feldwerftverband 50 (18 Jul 41); schw.Feldwerft-Abt. V/50 (18 Jul 41); Frontreparaturbetrieb GL 3155 (BMW) (Mar 42); Frontreparaturbetrieb GL 3257 (Jumo) (1941 – Aug 44); Frontreparaturbetrieb GL 3756 (Mar 42).

*Antiaircraft* (Flak): 1. and 4./Flakscheinw.Abt. 520 (15 Aug 44); Ie.Flak-Abt. 851 (18 Jul 41); Flak-Instandsetzungswerkstatt/Feldluftzeuggruppe Rumänien (18 Jul 41); Flak-Sondergerätewerkstatt (mot) 9 (18 Jul 41); Luftschutz-Warn-Abt. Rumänien (Mar 43 – Aug 44).

*Air Force Signals* (Luftnachrichten): 1.(Betr.)/Ln.-Rgt. 4 (Nov 40, Jul 41); II./Ln.-Rgt. 14 (Jan 41); Stab II.(Tel.Bau)/Ln.-Rgt. 24 (Mar-Jun 41; Mar 43 - ? ); Geräte-Kolonne II./Ln.-Rgt. 24 (15 Aug 44); III.(Tel.Bau)/Ln.-Rgt. 24 (Mar-Jul 43); Stab II.(Feldfern kabel-

## Luftwaffe Airfields 1935-45

Bau)/Ln.-Rgt. 38 (Jan-Feb 41); Stab and I.(Ln.Betr.)/Ln.-Rgt. 250 (Jun 43 - Aug 44); Stab V.(Flum.Mess)/Ln.-Rgt. 250 (c.Jun-Aug 44)?; 7.(Flum.Funk)/Luftgau-Nachr.Rgt. Kiew (Nov 41 - Jun 42); Lv-Nachr.Abt. (mot) 6 (Nov 40 - c.Sep 41); Ln.-Abt. 81 (c.Sep 41 - Aug 44); Ln.-Fernsprecher-u.Fernschreiber-Betr.Pers.Kp. 306 (Jul 42); Ln.-RV-Betr.Personal-Kp. z.b.v. 2 (Mar-Aug 44); Radiosender "Ilse" (15 Aug 44); Radiosender "Gustav" (15 Aug 44); Ln.-Technische Arbeitsstab 29 (Jul 43, Apr 44, 15 Aug 44); Ln.-Frontreparaturbetrieb (GL) 2/XVII (c.1941 - Aug 44); Sammel- und Instandsetzungsstelle für Funkmessgerät (Flak) 2/XVII (15 Aug 44); Ln.-Ausbau-Stab 5 (Apr 44); Ln.-Ausbau-Kp. 5 (Apr 44); Ln.-Ausbaustab 6 (18 Jul 41); Ln.-Ausbau-Kp. 6 (18 Jul 41); Luftgaubereichswerkstatt (N) 2/XVII (c.1942 - Aug 44).

*Construction* (Bau): Lw.-Bau-Btl. 9/VI (Jan 41).

*Supply Services* (Nachschubdienste): Feldluftzeuggruppe Rumänien (18 Jul 41); Feldluftpark Rumänien (18 Jul 41); Behelfsluftpark 3/XVII (15 Aug 44); Nachschubstab Rumänien (Sep 43); Flieger-Geräteausgabe- und Sammelstelle 1/XVII ( ? - May 44); Nachschub-Kp. d.Lw. 2/VII (Aug 44); Nachschub-Kp. d.Lw. 4/VII (18 Jul 41).

*Ground Transport* (Transportkolonnen): Kfz.Beständebezirk d.Lw. 4/XVII (Jun, Aug 44); Flug-Betriebsstoff-Kolonnen 505/I (15 Aug 44); Trsp.Kol. d.Lw. 6/VI (Jan 41); Trsp.Kol. d.Lw. 109/XI (15 Aug 44), Trsp.Kol. d.Lw. 129/XI (15 Aug 44); Trsp.Kol. d.Lw. 104/XII (15 Aug 44); Kraftfahrkdo. GL 6 Kolonne Bukarest (15 Aug 44); Kfz.Abschleppzug d.Lw. 4/XVII (Aug 44)?; Kdr.d.Kfz.Instandsetzungs d.Lw. 2/XVII (Aug 43); Kw.-Werkstattzug L 113 (Jan, Jul 41); Luftgaubereich Werkstatt (v) 2/XVII (15 Aug 44); Kfz.Werkstattzug d.Lw. (o) 101/XVII (15 Aug 44).

*Ground Defense, etc.* (Landeschützen, usw.): Ldssch.Kp. d.Lw. 3/VI (15 Aug 44); Ldssch.Kp. d.Lw. 125/XI (Jun, Aug 44); Ldssch.Kp. d.Lw. 16/XII (15 Aug 44); Ldssch.Zug d.Lw. 142/XIII (Jul-Aug 44); 17. Ldssch.Kp./Luftflotte 4 (Aug 44).

*Medical Services* (Sanitätsdienste): Lw.-Lazarett Bukarest (later numbered 7/XVII) ( (c. early 1941 - Aug 44); Hygienische-Bakteriologische Untersuchungsstelle d. Lw. 1/XVII ( ? - Aug 44).

*Other* (sonstige, verschiedene): Verbindungsstelle GL Rumänien (Mar 42 - Aug 44); Unfalluntersuchungsstelle d.Lw. DLM Rumänien (c.1943-44).

**Bukarest-Băneasa** (ROM) (a.k.a. Bucharest-Băneasa) (44 30 10 N - 26 05 20 E)

*General:* airfield in S Romania on the northern outskirts of Bucharest, 7.2 km N of the city center and adjacent to the suburban village of Băneasa. Rated for bombers.

*History:* Băneasa was the pre-war civil airport serving Bucharest and home to its national airline, L.A.R.E.S., and existed from at least 1920. It was mainly used as a transit field during the war and as an aircraft overhaul and repair hub.

*Dimensions:* measured 900 x 1,100 meters in 1941 and this was still the case in May 1944.

*Surface and Runway:* grass surface. Had a single 940 meter concrete runway built in 1942 with a perimeter track running along the N and W boundaries. Equipped for night landings.

*Infrastructure:* in addition to adequate servicing facilities, there were 4 concrete and 3 wooden hangars, 3 of which had concrete aprons, overhaul and repair workshops, weather and communications services, and billeting for 1,200 men in 1941. The station control building and admin offices were located at the SW corner near the airfield's front entrance while the barracks complex was off the NW corner. The Lw. later added one additional hangar with a concrete apron on the W boundary and there was a motor pool off the W boundary.

*Dispersal:* one large and one small open aircraft blast bay but no organized dispersal areas.

*Defenses:* no details found.

*Remarks:* foggy take-off and landing conditions during fall and spring.

26 Aug 44: airfield bombed by 114 15<sup>th</sup> AAF B-24s - claimed 15 aircraft destroyed on the ground, damage to hangars, workshops and at least 12 barracks.

*Operational Units:*

*Romanian:* some, but identity not found.

## Luftwaffe Airfields 1935-45

*Luftwaffe*: Flugbereitschaft Deutsches Luftwaffen-Mission in Rumänien (c.Oct 40 – Jun 43?); Wetterflugstelle Bukarest-Băneasa (Jan 41 – Aug 44); Stab, II./JG 27 (Jan-Feb 41); III./JG 27 (Feb 41); Stab/JG 52 (Jun-Jul 41); Luftdienstkdo. Rumänien (Dec 43 – Jun 44); Fliegerzielstaffel 72 (Jun-Aug 44); 1./NAGr. 14 (Aug 44).

*Italian*: 148° Gruppo T (Dec 41 – Jan 42).

Station Commands: Fl.H.Kdtr. E 33/XIII (c.Mar 41 – Mar 44); Fl.H.Kdtr. E(v) 222/XVII (Apr – Aug 44).

Station Units (on various dates – not complete): Koflug Bukarest (later 4/XI) ( ? – Aug 41); Koflug 2/XI (Sep 41 – Apr 42); Koflug 21/XI (Jan-Aug 44); Werft-Kdo. 111/XVII (1944 – Aug 44); Flughafenbereichs-Ln.-Kp. z.b.V. 3 (Jul, Sep 41); Feldluftpark Rumänien with 4. (technische) Abt./Feldluftpark Rumänien; Parkwerft/Feldluftpark Rumänien (c. May 41 – 1942); Flieger-Geräteausgabe- und Sammelstelle Baneasa (later 1/XVII) (May 42, Jan 44); Nachschub-Kp. d.Lw. 7/XIII (Jul 41); Behelfsluftpark 1/XVII (May 44); Behelfsluftpark 3/XVII (May – Aug 44); Flieger-Geräteausgabestelle 1/VII (o) (Jul 41); Flak-Geräteausgabestelle 1/XVII (Sep 43); Ldssch.Kp. 3/VI (elements) (Jul 41); Ldssch.Kp. d.Lw. 126/XI (with Ldssch.Zug d.Lw. 122/XI, Ldssch.Zug d.Lw. 126/XI and Ldssch.Zug d.Lw. 105/XVII) (Jul 41); Wetterbezirkszentrale Baneasa (Jul 41).

[Sources: AFHRA A5263 pp.1414-15 (15 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Bukarest-Bârseșu** (ROM) (44 23 45 N – 26 09 00 E)

General: emergency landing ground in south-central Romania 5.5 km SE of Bucharest city center. History: possibly used for glider training. May have been a satellite field of nearby Popești-Leordeni airfield. Surface and Dimensions: good condition grass surface measuring approx. 540 x 455 meters (590 x 500 yards) with an irregular shape.

Infrastructure: had 2 medium hangars, 2 small workshop huts and 1 small admin building.

Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1494 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Bukarest-Cotroceni** (ROM) (today Vatra Mînastirii Cotroceni) (44 25 50 N – 26 03 15 E)

General: a pre-war civil airport and factory airfield in S Romania on the western outskirts of Bucharest approx. 10 km SW of Bucharest city center. Rated for single-engine aircraft.

History: existed in 1920 and used as an aviation arsenal and central materials depot prior to 1941, it was enlarged and improved by the Luftwaffe and used during the war as an aircraft repair facility. Not used for operations.

Dimensions: in 1941 measured 500 x 200 meters. In Dec 43 this was restated as 650 x 200 meters. Enlarged in 1944 to approx. 1370 x 550 meters (1500 x 600 yards) with an irregular shape.

Surface and Runways: un-drained grass with major surface water problems at the W end during rainy weather. No paved runway.

Fuel and Ammunition: both stored and available.

Infrastructure: had 2 concrete hangars, each 20 x 30 meters, 1 small workshop building, 1 admin building and 1 accommodations building in 1941. By Apr 44 this had changed to 1 large double-bay, 1 large flight and 2 medium flight hangars belonging to the Administrația Stabilimentelor Aeronautice și Marinei (A.S.A.M.) repair factory on the N boundary, and 1 large flight hangar on the S boundary. Both large flight hangars had concrete aprons. Workshop facilities were adjacent to the hangars and a separate, large workshop building was near the center of the E boundary. A larger group of admin, stores and barrack buildings was off the N boundary in a military barracks (Kaserne). Nearby at the same location were the A.S.A.M. aircraft repair buildings. Additional billeting facilities were at the SE corner and off the S boundary. A branch rail line served the N side of the airfield where the factory and stores buildings were located.

## Luftwaffe Airfields 1935-45

Dispersal: no organized dispersal facilities. Aircraft parked on the landing area.

Defenses: the airfield was protected by the Bucharest Flak.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.1416-18 (24 May 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Bukarest-Giulești** (ROM) (c. 44 28 N – 25 59 E)

General: airfield (Fliegerhorst) in south-central Romania 10 km NW of Bucharest. Rated for bombers.

History: a pre-war Romanian civil aviation training school, Giulești was taken over by the Luftwaffe in early 1941 and used as a transit field for aircraft on the way to Bulgaria for the 6 April attack on Yugoslavia and Greece. During the Balkan campaign it served as a major hub for transport aircraft. It largely fell into disuse as an operational base after June 1941 and apparently turned into a logistics and support facility.

Dimensions: in 1941 measured 100(?) x 900 meters. This was restated by the Germans in Dec 43 as 1100 x 1200 meters.

Surface and Runways: good firm grass surface on rich loam soil.

Fuel and Ammunition: there was 1 fuel tank for bulk storage.

Infrastructure: had 3 medium hangars, 4 small workshops, a weather station and barracks for 1,270 men in 1941. In Dec 43, the Germans re-described the airfield buildings and barracks as being in 3 groups - (Gruppe I) with 1 admin building, 1 building for officer billeting, 10 R.A.D. barracks and 10 other buildings for a kitchen, washing, latrines and stores; (Gruppe II) with 1 building for officer billeting, 2 barracks for the men, 12 R.A.D. barracks and 13 other buildings for Ln. (signals), a kitchen, washing, latrines and stores; and (Gruppe III) with 39 barracks, 1 guardhouse with detention cells, 1 Ln. (signals) repair shop, 1 weapons repair shop and 12 other buildings that included a garage, canteen, carpentry shop, latrines and stores. A grand total of 104 buildings and barracks. Railway sidings served the SSW boundary of the airfield.

Dispersal: none identified or reported.

Operational Units: 2.(F)/Aufkl.Gr. 11 (Jan-Mar 41); III./JG 27 (Feb-Mar 41); KGr.z.b.V. 105 (Apr 41); 3./MSGr. 1 (Apr-May 44).

Station Commands: Fl.H.Kdtr. E 19/XII (c.Jun-Sep 41).

Station Units (on various dates – not complete): Sonderstab Buchholz (Stab/KG z.b.V. 3) (Mar-May 41); elements of 2.Gruppe (Allgemeine Gerät)/Feldluftpark Rumänien and Instandsetzungswerkstatt für Ln.-Gerät/Feldluftpark Rumänien (18 Jul 41); Ldssch.Kp. d.Lw. 6/VI (18 Jul 41).

[Sources: AFHRA A5263 pp.1417-18 (27 Nov 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Bukarest Otopeni** (ROM) (c. 45 34 00 N – 26 05 00 E)

General: airfield (Fliegerhorst) in S Romania 14.5 km N of Bucharest city center and 1.6 km NE of the village of Otopeni. Rated for bombers.

History: originally intended as a Romanian civil aviation and military training center, it was extensively used as a transit field by the Luftwaffe during the spring 1941 campaign in the Balkans. Further development of the airfield was carried out in 1943 and by early 1944 it was one of the principal Luftwaffe air defense bases around Bucharest for day and night fighters assigned to intercept Allied bombers operating over Romania.

Dimensions: in 1941 measured 1200 x 1100 meters. Aerial photos taken in February 1944 gave an estimate of 1370 x 1190 meters (1500 x 1300 yards) with an irregular shape.

Surface and Runways: grass surface with 2 concrete runways - (1) 1370 meters (1500 yards) aligned N/S and projecting 185 meters beyond the N boundary; (2) 1190 meters

## Luftwaffe Airfields 1935-45

(1300 yards) aligned E/W. A perimeter road connected the ends of the runways. Equipped with a beam approach system.

Fuel and Ammunition: plentiful fuel supplies were available and the ammunition dump was at the edge of a wood 4 km SE of the airfield.

Infrastructure: had 4 hangars, 2 more under construction and a barracks camp for 2,250 men in 1941. By February 1944, this had changed to 4 medium hangars with adjacent workshops at the NW corner, and 4 medium hangars at the SW corner. Station admin buildings and barracks were grouped off the SW and SE corners. The nearest rail connection was 2.5 km NNE of the airfield.

Dispersal: there were 3 – Northeast, Northwest and Southwest – with a total of 5 large covered and 5 large open aircraft shelters. An additional 12 large covered shelters were under construction in Feb 44.

Defenses: no information found.

### Remarks:

Oct 43: to be outfitted with fighter control equipment (Jagdleitgerät) for use as a fighter base.

4 Apr 44: bombed by two groups of 15<sup>th</sup> AAF B-24 Liberators.

26 Aug 44: airfield bombed by 114 15<sup>th</sup> AAF B-24s - claimed 6 aircraft destroyed on the ground, damage to both runways, a hangar, admin buildings and barracks.

### Operational Units:

*Romanian*: VI Fighter Gp. (c. Jun-Aug 41).

*Luftwaffe*: Stab, I., III./St.G. 2 (Jan-Mar 41); IV./KG z.b.V. 1 (Mar 41); 10., II./JG 77 (Jun 41); 12./NJG 6 (May 43 – Aug 44); Stab/NJG 6 (1944); 2./NJG 100 (Dec 43 – Aug 44); 10./JG 301 (Mar-Apr 44).

*Italian*: 247<sup>a</sup> Squadriglia T (May 42).

Station Commands: Fl.H.Kdtr. E 6/VI (Mar 41); Flugplatzkdo. Otopeni of Fl.H.Kdtr. E 33/XIII Bucharest-Băneasa (c.1941 – Mar 44); Flugplatzkdo. A 26/XVII (Apr 43 – Feb 44)?; Flugplatzkdo. Otopeni of Fl.H.Kdtr. E(v) 222/XVII Bucharest-Băneasa (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/Jagdfliegerführer Balkan (Jan-Apr 44); Stab/Jagdfliegerführer Rumänien (Jul-Aug 44); Jagdabschnittsführer Rumänien (Feb-Jun 44); Werft-Abt. (v) 118/XVII (1943/44 – Aug 44); I./Ln.-Rgt. 250 (Jun 43 – Aug 44?); 11.(Flum.Leit)/Ln.-Rgt. 250 (Jun 43 – Aug 44?); Nachschub-Kp. d.Lw. 5/XVII (Jul 41); Munitions-Ausgabestelle Otopeni (Jul 41); m.Fl.Betr.St.Kol. 3/III (Jul 41); Ldssch.Zug d.Lw. 168/VI (Aug 44); Luftschutz-Abt. d.Lw. 16 (Oct 41 – 1942); Lw.-Kriegsberichter-Kp. 2 (Jun-Oct 41).

[Sources: AFHRA A5263 pp.1419-20 (3 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Bukarest-Pipera** (ROM) (44 29 05 N – 26 07 00 E)

General: airfield (Fliegerhorst) in S Romania on the northern outskirts of Bucharest 5 km from the city center and 2.5 km SW of the village of Pipera. Rated for all classes.

History: built prior to 1920 as a Romanian military airfield. Pipera was heavily used by the Luftwaffe from Oct 40 to Jun 41. It was used as a fighter station for the protection of Bucharest and the Ploiesti refinery complex until Jun 42. It was little used by the Luftwaffe after that date although some airfield development work was carried out.

Dimensions: in 1941 and Dec 43 measured 1200 x 800 meters. Relatively unchanged during the war.

Surface and Runways: grass surface on soil with a light sand content. No paved runway.

Fuel and Ammunition: fuel was reportedly stored in underground tanks near the W corner. No information found on ammunition storage.

Infrastructure: had 14 hangars, 1 workshop and a barracks area for 800 men in 1941. By late January 1944 this had changed to a total of 13 - 2 medium double-bay and 5 small hangars, all with paved aprons, on the NW boundary; 1 small hangar with a paved apron on the W corner; and, 1 large and 4 small hangars on the S boundary. The hangars on the



## Luftwaffe Airfields 1935-45

NW and S boundaries had adjacent repair workshops. An Administrația Stabilimentelor Aeronautice și Marinei (A.S.A.M.) repair facility was located off the W corner of the airfield. The station HQ was at the SW corner and a group of buildings on the NW boundary were reportedly used for admin, the base dispensary, firehouse and billeting, which consisted of 3 barracks for officers and 6 for the men. The nearest rail connection was a station immediately SW of the airfield.

Dispersal: there were 2 - North and Southeast - with a total of 8 medium and 10 small open blast bays for sheltering aircraft.

Defenses: none identified in late Jan 44.

Remarks: none.

Operational Units:

Romanian: HQ/1<sup>st</sup> Fighter Wing (c. Oct 41 - Aug 44); II Fighter Gp. (Apr-May 44); V Fighter Gp. (Oct 40 - Jun 41); V Fighter Gp. (Aug/Sep 42); VI Fighter Gp. (Jan 42 - c. Jun/Jul 42, c. Apr-Nov 43); VII Fighter Gp. (Oct 41 - Aug 42); IX Fighter Gp. (Apr 42 - Mar 43).

Luftwaffe: I./JG 28 (Oct 40 - Jan 41); III./JG 52 (Oct 40 - Jun 41); 3.(H)/Aufkl.Gr. 13 (Dec 40 - Mar 41); II., III./JG 77 (Jun 41); Stab/JG 52 (Jul-Sep 41); Ölschutzstaffel/JG 77 (May-Jun 42); detachment of IV./NJG 6 (1943-44).

Reserve Training & Replacement Units: Erg.Gr./JG 77 (May 41 - Jan 42).

Station Commands: Fl.H.Kdtr. E 19/XII (Mar-Jul 41); Flugplatzkdo. of Fl.H.Kdtr. E 33/XIII (Aug 41 - c. Apr 42).

Station Units (on various dates - not complete): Jagdfliegerführer Deutsches Luftwaffen-Mission in Rumänien (Jul 41); Stab/Jagdfliegerführer Rumänien (Mar 43 - Feb 44); Frontreparatbetrieb GL 3656 (Daimler-Benz) (1941-44); Munitions-Ausgabestelle Pipera (Jul 41).

[Sources: AFHRA A5263 pp.1421-22 (26 Feb 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Bukarest - Popești-Leordeni** (ROM) (c. 44 22 35 N - 26 11 30 E)

General: airfield (Fliegerhorst) in S Romania 10 km SE of Bucharest city center and 1 km E of Popești-Leordeni. Rated for bombers.

History: built 1939-40 as a Romanian Air Force base and home to an instrument flight training school and a parachute training school. It was taken over by the Luftwaffe in early 1941 and used until June of that year. Popești eventually became a Romanian center for higher echelon repairs and a fighter field for defense of the Bucharest-Poesti area. The Luftwaffe had minimal activity here after mid-1941.

Dimensions: in 1941 and Dec 43 measured 950 x 900 meters, but according to Allied aerial photos taken in February 1944 the measurements were approx. 1145 x 1070 meters (1250 x 1170 yards).

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

Fuel and Ammunition: fuel was reportedly available.

Infrastructure: in 1941 had 3 hangars and barracks for 1,260 men. According to aerial photos taken in February 1944 there were 2 medium and 3 small hangars with adjacent workshops on the W boundary. The flight control building was just S of the hangars and a group of some 20 barrack huts was located N of the hangars. There were also 2 barracks for officers, 1 barrack for the men, an admin building and 10 small buildings for kitchen, washing and latrine facilities. The nearest rail connection was 2.5 km E of the airfield, but the nearest train station with sidings was in Bucharest.

Dispersal: there were 2 blast bays on the N boundary and another on the W boundary. Otherwise, aircraft normally parked in front of the hangars and on the northern half of the landing area.

Defenses: no information found.

Remarks: none.

Operational Units:

## Luftwaffe Airfields 1935-45

*Romanian*: VI Fighter Gp. (Grupul 6 Vt.) (Nov 43 – Aug 44).

*Luftwaffe*: 7.(F)/LG 2 (Feb-Mar 41); II./ZG 26 (Feb-Mar 41).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab V.(schw.Flugm.)/Luftgau-Nachr.Rgt. (mot) 17 (c.Jan 40 – Aug 44?); Trsp.Kol. d.Lw. 11/VI (May 41); Ldssch.Kp. d.Lw. 3/XII (18 Jul 41).

[Sources: AFHRA A5263 pp.1423-24 (4 Apr 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Bucharest-Tunari** (ROM): see Tunari.

**Buzău** (ROM) (e. Buzău) (45 08 00 N – 26 48 25 E)

General: airfield (Fliegerhorst) in east-central Romania 94 km NE of Bucharest and 4 km SSW of Buzău city center. Rated for bombers.

History: existed pre-war and in use by the Romanian Air Force for advanced flight training. The Luftwaffe flew operations from Buzău during 1941 and again in 1944.

Dimensions: in 1941 and Dec 43 measured 1300 x 1400 meters. Aerial photos from February 1944 taken by Allied recce aircraft showed 1325 x 1245 meters (1450 x 1360 yards).

Surface and Runways: level grass surface on sandy soil that became muddy after heavy rains. No paved runway.

Fuel and Ammunition: bulk fuel storage tanks for 100,000 liters were present.

Ammunition was available.

Infrastructure: had 4 medium-size wooden hangars in 1941. By Feb 44 there were 4 medium hangars with concrete aprons and 2 small hangars on the NW boundary, with 3 workshop-type buildings to the rear of the 2 small hangars. A group of admin buildings and 4 barracks for 560 men were at the N corner. Other more extensive barrack complexes were nearby. The nearest rail connection ran along the NW boundary.

Dispersal: there were 6 medium and 8 small open aircraft shelters along the SW boundary.

Defenses: in addition to German Flak, also protected by a Romanian Flak battalion in summer 1944.

Remarks:

22 Jul 44: low-level attack by 15<sup>th</sup> AAF P-38s and P-51s – 41 aircraft were claimed on the ground here and at Zilistea airfield this date.

Operational Units:

*Romanian*: HQ/1<sup>st</sup> Air Corps (Aug 44); HQ/1<sup>st</sup> Bomber Wing (Jun 41); HQ/3d Tactical Reconnaissance Wing (Dec 41, Jun 42, Aug 44); IV Bomber Gp. (Jun 41); IX Fighter Gp. (Aug 44).

*Luftwaffe*: 6./KG 26 (Aug/Sep 41 - ?); 1./KG 28 (Sep 41 - ?); detachment of IV./NJG 6 (1943-44); I./TG 2 (Apr 44); TGr. 30 (Apr-May 44); Schleppgruppe 2 (Apr-Aug 44); Wekusta 76/1 (May-Aug 44); Verbindungsstaffel 53 (Aug 44).

Station Commands: Fl.H.Kdtr. E 19/XII (Mar 44); Fl.H.Kdtr. E(v) 219/VIII (Apr 44); Fl.H.Kdtr. E 34/IV (Mar 44); Fl.H.Kdtr. E(v) 206/VIII (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug 4/XIII (Apr-Aug 44); 139.

Flugh.Betr.Kp. (Qu) (c.May-Aug 44); I./Flak-Rgt. 46 (Aug 44); elements of I./Flak-Rgt. 501 (Mar-Jul 41); le.Flak-Abt. 724 (Apr/May 44 - ?); 16.(Flum.Leit)/Ln.-Rgt. 250 (radar site *Brutus*, 1943 – Aug 44); Ln.-Betr.Abt. z.b.V. 12 (Aug 44); Lw.-Bau-Btl. 105/VI (K) (1944); Flieger-Geräteausgabestelle (Eisb.) 13 (Jul 41); Ldssch.Zug d.Lw. 17/VIII (Aug 44)?; Ldssch.Zug d.Lw. 152/XIII (Aug 44)?; Lw.-Sanitätsbereitschaft (mot) d.Lw. 3/VIII (Jul 41); Sanitätsbereitschaft (mot) d.Lw. 4/XVII (Aug 44).

[Sources: AFHRA A5263 p.1426 (5 Apr 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Buziaș** (ROM) (45 38 50 N – 21 36 00 E)

## Luftwaffe Airfields 1935-45

General: emergency landing ground in NW Romania c. 31 km ESE of Timișoara. Exact location not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: reportedly had take-off and landing runs of 640 meters (700 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1490 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## C

### **Căiata** (ROM) (45 28 50 N – 27 06 40 E)

General: landing ground in east-central Romania 42 km NNE of Buzău, 12 km NNE of Râmnicu Sărat and 5.25 km SSW of the village of Căiata. History: a private pre-war landing ground that was rapidly enlarged and improved by the Luftwaffe in 1944 and then used as an auxiliary field by Ju 52 transports during that summer. Surface and Dimensions: level grass surface measuring approx. 2650 x 775 meters (2900 x 850 yards) with an irregular shape. No paved runway. Fuel and Ammunition: both brought in as needed. Infrastructure: no hangars but there were a number of small buildings off the N boundary that were believed to include workshops, stores and possibly barracks. The nearest rail connection was in Sihlea, 1.6 km N of the landing ground. Dispersal: there were 3 dispersal areas to the N, W and SW of the landing ground with a total of 16 large open blast shelters plus a number of parking bays cut into woods off the N and W boundaries.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.1427-28 (30 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Călărași** (ROM) (44 13 00 N – 27 19 35 E)

General: airfield in SE Romania 100 km SE of Bucharest and 2 km NNW of Călărași town center. Rated for single-engine aircraft in 1941 and Dec 43.

History: a civil airport believed to have been built about 1936-37. Limited use by the Luftwaffe during the war until April 1944 when it became a hub for transport aircraft flying evacuation missions between here and Crimea.

Dimensions: 1941 measured 400 x 900 meters. Considerably developed during 1943-44, and by the end of Dec 43 measured 800 x 900 meters. Aerial photos taken in June 1944 showed measurements of approx. 1465 x 825 meters (1600 x 900 yards) with a rectangular shape.

Surface and Runways: very weedy grass surface on sandy soil. A runway (paved?) with a planned length of 1325 meters (1450 yards) was under construction at the end of Jun 44. Prior to 1944, the Germans rated the airfield as unsuitable for night landings due to its small size.

Fuel and Ammunition: fuel was reportedly stored off the E and W boundaries.

Infrastructure: 1941 had billeting for c. 500 men. In Dec 43 and mid-1944 had 1 medium hangar with a paved apron at the S end of the E boundary. A small admin building was S of the hangar and a group of 5 barrack buildings, including 1 for officers, 6 smaller buildings for washing, latrines and cooking, and 2 more for stores were immediately E of the hangar. Additional barracks and stores buildings were off the N boundary. The nearest rail connection ran along the W boundary.

Dispersal: a total of 3 medium, 7 large double and 1 large single aircraft shelters were located just off the boundaries on the N, NW, SW and SE sides of the airfield.

Defenses: no information found.

## Luftwaffe Airfields 1935-45

Remarks: ?

Operational Units: part of II./TG 2 (Apr 44)?; Küstenstaffel Krim (Apr-May 44); III./TG 1 (Apr-Jun 44); IV./TG 1 (May 44).

Station Commands: Fl.H.Kdtr. E 14/XVII (Mar 44); Fl.H.Kdtr. E(v) 222/VIII (Apr-Aug 44).

Station Units (on various dates – not complete): Lw.-Bau-Btl. 130/III (K) (Aug 44); Startbahnbauzug 10 (Aug 44)?; Ldssch.Zug d.Lw. 341/XI (Aug 44); Ldssch.Zug d.Lw. 415/XII (summer 44)?

[Sources: AFHRA A5263 pp.1429-30 (20 Aug 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Câmpina** (ROM) (a.k.a. Cîmpina) (c. 45 07 N – 25 44 E)

General: landing ground in C Romania 32 km NW of Ploiești but the exact location of this small landing ground has not been found. History: a pre-war private landing ground that was reportedly in use by the Luftwaffe during the 1941 campaign in the Balkans. No record has been found of any Luftwaffe flying units being based here. Surface and Dimensions: grass(?) surface initially measuring approx. 595 x 595 meters (650 x 650 yards). Reportedly enlarged during the war. No paved runway. Infrastructure: believed to have had 1 or more hangars. Dispersal: no information.

[Sources: AFHRA A5263 p.1431 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Câmpulung** (ROM) (45 16 35 N – 25 02 25 E)

General: emergency landing ground in C Romania 87 km NW of Ploiești. Exact location not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5263 p.1490 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Caracal** (ROM) (c. 44 06 N – 24 21 E)

General: field airstrip (Feldflugplatz) in south-central Romania approx. 50 km SE Craiova and 1 km SE of Caracal. Rated for single-engine aircraft and Ju 52 transports. History: Pre-war civil airport. Used by Luftwaffe reconnaissance aircraft for several months at the beginning of 1941, but probably not used much after that date. Surface and Dimensions: good, firm, well-drained grass surface that in 1941 measured 800 x 400 meters. Believed to have been enlarged somewhat during the war years. In Dec 43 it measured 860 x 500 meters. Infrastructure: had 2 wooden hangars in 1941 and Dec 43. A Romanian cavalry barracks with accommodations for 300 men was on the other side of the street from the airstrip. The nearest rail connection was in Caracal. Dispersal: no organized dispersal facilities.

Operational Units: 5.(H)/Aufkl.Gr. 13 (Jan-Feb 41); 1.(H)/Aufkl.Gr. 23 (Feb-Mar 41).

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1432 (27 Nov 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Caransebeș** (ROM) (45 25 25 N – 22 14 00 E)

General: airfield in W Romania approx. 324 km WNW of Bucharest and 2.5 km NE of Caransebeș.

History: existed pre-war and was undergoing further development in 1941 at the time of the German campaign in the Balkans. No record of any Luftwaffe units being based here.

Dimensions: approx. 915 x 730 meters (1000 x 800 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: bulk fuel storage was reportedly stored near the hangars and workshops, and munitions in a blast-protected building N of the workshops.

## Luftwaffe Airfields 1935-45

Infrastructure: had 4 medium hangars off the S side of the W boundary with 4 separate workshops immediately NNW of the hangars. Admin, Barracks and stores buildings were grouped just W of the hangars. The nearest rail connection was in Caransebeș.

Dispersal: there were no organized dispersal facilities.

Defenses: no information found.

Remarks: none.

[Sources: AFHRA A5263 p.1433 (29 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cârlomănești** (ROM) (c. 45 59 35 N – 27 35 26 E)

General: landing ground in east-central Romania c. 70 km NNW of Galați and 20 km NNE of Tecuci. Exact location in the vicinity of the village not determined. History: no information found. Surface and Dimensions: no details. Fuel and Ammunition: both available. Infrastructure: no details. Dispersal: no details.

Operational Units:

*Romanian*: III Dive-Bomber Gp. (Jul 44); IX Fighter Gp. (Jul 44).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

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

**Carol I** (ROM) (a.k.a. Ciocarlia?; today: Nicolae Bălcescu) (44 21 N – 28 22 E)

General: landing ground in SE Romania 30 km NW of Constanța and 1 km W of Carol I (Nicolae Bălcescu). The coordinates and directions are taken from wartime German documents. Rated for bombers. History: no information, but it existed in Dec 43 although not in 1941. Used by Luftwaffe transport aircraft in Apr-May 1944 during the evacuation of Crimea. Surface and Dimensions: firm, dry, poor quality grass surface. 1941 and Dec 43 measured 1200 x 1000 meters. Unsuitable for night landings.

Infrastructure: none. The nearest train station was 2 km from the landing ground.

Operational Units:

*Romania*: 1<sup>st</sup> Long-Range Reconnaissance Sqdn. (Aug 44)?

*Luftwaffe*: II./TG 2 (Apr 44); III./TG 3 (Apr-May 44).

Station Commands: none identified.

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

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Cernavodă** (ROM) (44 20 10 N – 28 02 30 E)

General: emergency landing ground in SE Romania 30 km WNW of Constanța and located on the SE outskirts of Cernavodă. History: in use by Fi 156 single-engine liaison aircraft in 1944. No record found of Luftwaffe units being based here. Surface and Dimensions: leveled grass surface measuring approx. 410 x 35 meters (450 x 40 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1490 (31 Dec 43) and p.1494 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cetatea Albă** (UKR/BESSARBIA) (a.k.a. Akkerman): see Russia and Ukraine airfields.

**Cheveres** (ROM) (today: Chevereșu Mare) (c. 45 40 N – 21 29 E)

General: operational airfield (Einsatzhafen) in W Romania 23 km SE of Timișoara and located on the E outskirts of the village of Chevereșu Mare. History: set up by the Germans during the war and ready for use by Dec 43, but no evidence found of actual use by the Luftwaffe. Surface and Dimensions: level grass surface on pastureland measuring 1600 x 800 meters. Infrastructure: none. The nearest rail connection was in Chevereșu Mare.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Chisinau** (UKR/BESSARBIA) (a.k.a. Kishinev): see Russia and Ukraine airfields.

## Luftwaffe Airfields 1935-45

**Cîmpina** (ROM): see Cîmpina.

**Cioara Doicești** (ROM) (c. 44 45 30 N – 27 33 51 E)

General: landing ground in SE Romania 70 km SE of Buzău and 1 km WNW of the hamlet of Cioara Doicești. Rated for bombers. History: no information. No record found of Luftwaffe use. Surface and Dimensions: dry, level grass surface of average quality on pastureland. In 1941 and Dec 43 measured 1200 x 700 meters. Infrastructure: none. The nearest rail connection was 800 meters NE of the landing ground.

Operational Units:

*Romanian*: III Dive-Bomber Gp. (Aug 44); VII Fighter Gp. (Aug 44); VIII Ground Attack Gp. (Aug 44); IX Fighter Gp. (Aug 44).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Clinceni** (ROM) (c. 44 21 37 N – 25 55 56 E)

General: airfield in S Romania 15 km SW of Bucharest and 1-2 km SSE of the hamlet of Clinceni. Rated for single-engine aircraft in 1941 but changed to all classes by Dec 43. History: built by the Romanians shortly before the war and used for training. No record found of Luftwaffe use. Surface and Dimensions: had a good grass surface on sand and clay soil. In 1941 and Dec 43 measured 650 x 850 meters. Infrastructure: with 5 buildings for aircraft and workshops, and 1 massive hangar under construction. The nearest rail connection was in Bucharest. Dispersal: no organized dispersal facilities.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Cobadin** (ROM) (c. 44 04 15 N – 28 13 50 E)

General: emergency landing ground in SE Romania 36 km WSW of Constanța. Exact location in relationship to the town of Cobadin not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information.

Infrastructure: none.

[Sources: AFHRA A5263 p.1490 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Constanța** (ROM) (44 11 N – 28 38 E)

General: not an airfield but rather Lw. units stationed in and around the port city on a specific date or dates.

Lw. Garrison (on various dates): Flugh.Betr.Kp. S3 (1943-44); Stab/Flak-Rgt. 12 (Aug 44); Stab/Flak-Rgt. 202 (Jul 41); Flak-Abt. 254 (Jul 41); Flak-Abt. 505 (c.May 41 – Feb 42); Flakscheinw.Abt. 509 (Jul 41); le.Flak-Abt. 713 (Jul 41); Res.Flak-Abt. 905 (Jul 41); le.Flak-Abt. 913 (1941-44); Flak-Trsp.Battr. 5/111 (later 98/XI) (Jul 41); Luftschutz-Abt. d.Lw. 41 (1941 – fall 42); Luftschutz-Abt. d.Lw. 47 (early 44 – Aug 44); 7.(Flum.)/Luftgau-Nachr.Rgt. 11 (Jan 41 - ?); 16.(Funkh.)/Ln.-Rgt. 4 (Constanța-Palas, 1942 – Aug 44); 21.(Flum.)/Luftgau-Nachr.Rgt. 17 (1942-43); 23.(Flugm.)/Luftgau-Nachr.Rgt. 17 (Jul 41); 16.(Funkh.)/Ln.-Rgt. Südost ( ? - Aug 44); Lw.-Bau-Btl. 113(133?)/XI (K) (summer 44); Feldlufttanklager z.b.V. 2 (Jul 41); Nachschub-Kp. 11/VI (elements) (Jul 41); Trsp.Kol. d.Lw. 101/IV (summer 44)?; Sanitätsbereitschaft (mot) d.Lw. 12/XI (Jul 41); Führen-Flotte 1 d.Lw. (Feb 42 - ?).

**Constanța-Mamaia/Land** (ROM) (c. 44 18 30 N – 28 36 30 E?)

General: airfield in SE Romania c. 11.5 (14.5?) km N of the port city of Constanța and 500 meters N of the village of Mamaia-Sat. The exact location of the wartime airfield is difficult to determine. Lake Sudghiol was 2.5 km S of the airfield at its nearest point, and the airfield was 500 meters inland from the Black Sea and parallel to the coast line. Initially rated for single-engine aircraft, but in December 1943 this was changed to bombers.

## Luftwaffe Airfields 1935-45

History: existed in 1930 and over the following years served as a training school for Romanian Air Force gunnery and bombing. It was jointly used by both the Germans and Romanians during the war, mainly by fighters and other single engine aircraft.

Dimensions: 1941 measured 1050 x 900 meters, and in Dec 43 1000 x 900 meters. Aerial photos taken 31 May 44 showed dimension of 1145 x 1005 meters (1250 x 1100 yards) with a roughly rectangular shape.

Surface and Runways: worn but level grass surface on sandy soil. No paved runway. Airfield believed to have been equipped with illuminations for night landings.

Fuel and Ammunition: fuel was thought to be stored off the W boundary to the N of the hangars and ammunition in underground bunkers along the shore off the SE corner.

Infrastructure: in 1941 and Dec 43 had 2 large hangars assigned to the Romanians, 2 large hangars assigned to the Luftwaffe, a workshop, electrical power plant and billeting for 300 men. By May 1944, additional workshops had been built and were located to the rear of the hangars. A large building off the SW corner was reportedly used as a command post, for admin offices and for flight control. A group of barracks offering limited accommodations for both officers and men was off the SE corner. Other buildings housed the base dispensary, motor pool garage, fire station, guardhouse, kitchen and other facilities. A branch rail line from Constanța ran along the E side of Lake Sudghiol and served the airfield.

Dispersal: there were 3 in May 44 – Northwest, North and South – with a total of 5 medium open blast shelters and 13 small blast bays for single engine aircraft. Aircraft also parked in the open in front of the hangars. Aircraft parking hardstands in the Northwest dispersal are still visible 70 years later.

Defenses: no information found.

### Remarks:

Oct 43: Mamaia ordered to be outfitted with fighter control equipment (Jagdleitgerät) for use as a fighter base.

### Operational Units:

*Romanian*: V Fighter Gp. (Aug 41 - ?, Mar, Aug 44).

*Luftwaffe*: 7./JG 52 (Jul 41); 1.(Jagd)/LG 2 (Aug 41); detachment of I./JG 4 (1943); elements of 3./MSGr. 1 (1943-44)?; elements of III./TG 1 (Mar 44); Wekusta 76/1 (Apr 44); IV./JG 54 (Apr-May 44); I./SG 10 (Apr-May 44); detachment of II./ZG 1 (Apr-May 44); II./SG 2 (May 44).

Station Commands: Fl.H.Kdtr. E 19/XII (c.Jul-Sep 41); Fl.H.Kdtr. E 9/XI ( - Mar 44); Fl.H.Kdtr. E(v) 215/VIII (c.Apr-Aug 44).

Station Units (on various dates – not complete): Fliegerführer Süd (Nov 41 – Jan 42); elements of 3. Flugh.Betr.Kp. (S) (Jul 44); Frontreparaturbetrieb G.L. (Werk) (later GL 2652) Land und See (1941); gem.Flak-Abt. 236 (summer 44); 3./Flak-Abt. 761 (mot) (Jul 41).

[Sources: AFHRA A5263 pp.1437-38 (8 Aug 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Constanța (See)** (ROM) (44 13 49 N – 28 36 36 E)

General: seaplane station (Seefliegerhorst) on Lake Sudghiol (Siutghiol) c. 6.5 km NNW of the port city of Constanța. The station buildings sat on a slight promontory at the S end of the lake and immediately E of the village of Palazu Mare.

History: built prior to 1933 as a replacement for an earlier seaplane station in the same location that existed from at least 1920. It was very busy throughout the war years as the principal seaplane station on the W coast of the Black Sea for maritime reconnaissance, convoy escort and air-sea rescue services.

Anchorage: the entire lake was available for take-offs and landings and offered relatively calm, sheltered waters. Ice generally hindered operations from December to February.

Fuel and Ammunition: bulk fuel was stored in an underground tank SSW of the westernmost hangar. The munitions dump had a guardhouse and 9 storage shelters.

## Luftwaffe Airfields 1935-45

Infrastructure: had 3 large hangars with narrow paved aprons on the S end of the promontory and these were connected by short taxi tracks to 3 slipways. Workshops were close to the hangars. A large jetty and 3 piers also fronted the hangars and 3 more jetties on the E side of the lake may have been used by the seaplane station as well. There were 2 additional medium hangars nearby that had evidently been abandoned. A further 4 buildings near the hangars were used for admin and storage purposes and there was also 1 barracks. Other personnel were accommodated locally. A branch rail line from Constanța ran 1.6 km W of the station.

Defenses: no information found.

Remarks:

16 Nov 43: in addition to the 5 hangars, a 6<sup>th</sup> hangar was under construction on the lake side of the promontory next to the other 3.

Operational Units:

*Romanian*: HQ/Naval Reconnaissance Wing (Sep 42 – Aug 44); Naval Aviation Gp. (Jun 41, Dec 41, Aug 42).

*Luftwaffe*: Seenotstaffel 8 (Apr 41 – Aug 42, Mar-Aug 44); Stab/Aufklärungsführer Schwarzes Meer - West (Feb 43 – Aug 44); Stab/SAGr. 125 (May 43 – Aug 44); 1./SAGr. 125 (May-Jun 43, Jul-Aug 44); 2./SAGr. 125 (Dec 43 – Jan 44, May 44); 3./SAGr. 125 (Dec 43 – Aug 44); Sonderstaffel Do 24/Do 26 (Apr-May 44).

Station Commands: Fl.H.Kdtr. E 126/XI (See) (Apr 43 – Aug 44); Fl.H.Kdtr. E 125/XI (See) (May-Aug 44).

Station Units (on various dates – not complete): Aufklärungsführer Schwarzes Meer/West (May-Jul 44); Seenotzentrale (Luft) Schwarzes Meer (Jun 41 – May 42); Seenotbezirksstelle (L) z.b.V. 4 (Aug 41 – May 42); Seenotbereichskdo. XII (Jun-Jul 42; Jan-Aug 44); Seenotkdo. 19 (May 42 - ?); Werft-Abt. 109/VIII (Jul 44); Ln.-Zug 1/See (1942 – Aug 44); Ln.-Zug 2/See (1942 – Aug 44); Seenotflotille Schwarzes Meer (Jun 41 – May 42); Seenotflotille 12 (Jun 42 – Aug 44).

[Sources: AFHRA A5263 pp.1439-40 (6 Sep 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Constanța-Stadt** (ROM) (a.k.a. Constanța-City) (44 09 35 N – 28 36 15 E)

General: airfield 4 km SW of Constanța city center adjacent to the suburb of Palas. Rated for single-engine aircraft.

History: a pre-war Romanian civil airport that was used by both the Luftwaffe and Romanian Air Force during the war. It became a Luftwaffe transport hub during the April-May 1944 evacuation of Crimea.

Dimensions: 1941 measured 700 x 800 meters and these were unchanged in Dec 43 and Apr 44.

Surface and Runways: all weather firm and dry grass surface. No paved runway.

Fuel and Ammunition: fuel and ammunition were reportedly stored on the NE boundary.

Infrastructure: had 1 hangar in 1941. In Dec 43 the infrastructure was described by the Germans as 1 hangar, 1 small terminal building and 3 barracks. This hangar was still there in Apr 44 along with 2 workshop-type buildings on the NE boundary. The admin building and control tower were located SE of the hangar. Some of the nearby off-boundary buildings may have been used for accommodations, stores and other purposes. The nearest rail connection was 640 meters NE of the airfield but the nearest train station was 5 km distance in Constanța.

Dispersal: no organized dispersal facilities. Aircraft parked on the landing area and just off the N corner.

Defenses: no information found.

Remarks: none.

Operational Units: I./TG 1 (Apr-May 44); I./TG 2 (Apr-May 44); Stab, I./TG 3 (Apr-May 44);

Station Commands: Fl.H.Kdtr. E(v) 216/VIII (c. Apr-Aug 44).



## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): Munitions-Ausgabestelle Constanța-Palas. [Sources: AFHRA A5263 pp.1434-35 (8 Aug 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Cornul** (ROM) (today Cornu de Jos) (44 50 20 N – 26 15 40 E)

General: emergency landing ground in C Romania 21 km SE of Ploiești and 1 km SW of Cornu de Jos. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or pastureland surface measuring 730 x 365 meters (800 x 400 yards) with an irregular shape. Infrastructure: none.

[Sources: AFHRA A5263 p.1491 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cotroceni** (ROM): see Bukarest-Cotroceni.

**Craiova** (ROM) (e. Craiova) (c. 44 18 55 N – 23 52 35 E)

General: airfield in SW Romania on the eastern outskirts of Craiova about 7.25 km E of the city center.

History: pre-war secondary civil airport. Used by the Luftwaffe during the 1941 campaign in the Balkans and thereafter as a transit field for aircraft proceeding to and from the Balkans. Improvements to the airfield were reportedly carried out in 1943.

Dimensions: 1941 measured 1100 x 1000 meters. Allied aerial photos of Apr 44 showed 1190 x 770 meters (1300 x 840 yards) and roughly rectangular in shape.

Surface and Runways: artificially drained grass surface that was observed to be rough in spots. No paved runway. Equipped with a night landing beacon and searchlights.

Fuel and Ammunition: both available. There were 2 small blast-protected munitions shelters off the SE corner.

Infrastructure: had 4 hangars in 1941. In Apr 44 there were 5 medium hangars with concrete aprons off the SE corner and 1 small hangar with 3 workshop-type buildings off the SW corner. A group of buildings off the SW corner most likely served as space for admin offices, billeting and stores. The nearest rail connection was in Craiova.

Dispersal: the only aircraft dispersal area was off the NE corner and it had 7 medium-size blast shelters. However, most aircraft parked in front of the hangars and along the S boundary.

Defenses: no information found.

Remarks:

4 Apr 44: observed on the airfield were 15 Bf 109 fighters or similar, 10 Ju 88s, 1 He 111 and 1 unidentified aircraft.

c. 15 Aug 44: total Luftwaffe station strength this date: 10 officers, 12 Beamten (officials), 647 NCOs and men, 22 German civilian workers, 246 Hiwi.

Operational Units:

*Romanian*: HQ/3d Bomber Wing (Dec 41, Aug 42); III Bomber Gp. (? - Jun 42); VI Bomber Gp. (Dec 41 - ?); HQ/VII Bomber Gp. (Dec 41); 1<sup>st</sup> Long-Range Reconnaissance Sqdn. (1941 - Aug 42); 2d Long-Range Reconnaissance Sqdn. (? - Aug 42); 3d Long-Range Reconnaissance Sqdn. (1941-42); 4th Long-Range Reconnaissance Sqdn. (Jul/Aug 42).

*Luftwaffe*: 2.(H)/Aufkl.Gr. 10 (Jan-Feb/Mar 41); 1.(H)/Aufkl.Gr. 14 (Feb-Mar 41)?; part of 3./MSGr. 1 (May 44).

Station Commands: unnumbered Platzkdo. (Jul 41); Fl.Pl.Kdo. B 10/I (Dec 43 - Feb 44); Fl.H.Kdtr. E 27/IV (Feb-Apr 44); Fl.H.Kdtr. E(v) 204/VIII (Apr-Aug 44).

Station Units (on various dates – not complete): Stab/VIII. Fliegerkorps (May-Jun 41); Werft-Abt. (v) 101/VIII (Jul-Aug 44); Instandsetzungwerkstatt für Bodengerät 2/III (1944 - Aug 44); Stab II.(Feldfern-kabel-Bau)/Ln.-Rgt. 38 (Feb 41); 9.(Funkh.)/Ln.-Rgt. 31 (Brosteni, Jul 44); Flieger-Geräteausgabestelle 2/VII (Aug 44); Lw.-Tankkdo. Craiova (Aug 44); Nachschub-Kp. d.Lw. 2/III (Aug 44); 15. Ldssch.Kp./Luftflotte 4 (Aug 44); Ldssch.Zug d.Lw. 242/VI (Aug 44); Wetterzentrale Craiova (Jul 41); Wetterberatungsstelle 1176 (Aug 44).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 pp.1274-75, 1441-42 (Nov 43, 4 Apr 44 and 29 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Craiova-Braniște** (ROM) (a.k.a. Balta Verde?) (44 16 50 N – 23 47 35 E)

General: emergency landing ground in SW Romania 6 km SSW of Craiova city center.

History: no information but by 1944 the field appeared disused or abandoned. Surface

and Dimensions: rough, overgrown meadowland measuring approx. 495 x 455 meters (540 x 500 yards). Infrastructure: had 1 medium and 3 small huts on the N boundary that may have been used as workshops or storage sheds at one time.

[Sources: AFHRA A5263 p.1494 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## D

**Dărmănești** (ROM) (46 22 45 N – 26 29 50 E)

General: emergency landing ground in NE Romania 40 km SW of Bacău and immediately NE of the town between the railway line and the Trotus River. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or pastureland surface measuring approx. 730 x 320 meters (800 x 350 yards).

Infrastructure: none.

[Sources: AFHRA A5263 p.1491 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Deta** (ROM) (c. 45 24 00 N – 21 14 20 E)

General: landing ground in W Romania 35 km S of Timișoara and 1.5 km E of Deta.

Rated for bombers. History: served as an important forward field for fighters during the attack on Yugoslavia in Apr 41. Little or no use after mid-1941. Surface and Dimensions: 1941 measured 900 x 800 meters. Fuel and Ammunition: brought in as needed.

Infrastructure: no infrastructure in 1941 or later. The nearest rail connection was in Deta.

Dispersal: no organized dispersal facilities.

Operational Units: Stab, II., III./JG 77 (Apr 41); 4., 5./JG 54 (Apr 41); I./KG z.b.V. 1 (Apr 41).

Station Commands: none identified.

Station Units (on various dates – not complete): Flieger-Geräteausgabestelle (mot) I (Apr 41); m.Fl.Betr.St.Kol. 1/III (Apr 41); m.Fl.Betr.St.Kol. 3/III (Apr 41).

[Sources: AFHRA A5263 p.1443 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Deva** (ROM) (45 53 00 N – 22 54 25 E)

General: emergency landing ground in NW Romania 48-49 km WSW of Sebeș and 5 km ESE of Deva city center. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: reportedly had take-off and landing runs of 825 meters (900 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1491 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Dragalina** (ROM) (44 24 19 N – 27 23 00 E)

General: field airstrip (Feldflugplatz) in SE Romania 97 km E of Bucharest and 2 km SE of the Ciulnița train station on the SE side of Dragalina. Rated for bombers. History: no information. No record found of Luftwaffe use. Surface and Dimensions: firm, dry grass surface. In 1941 measured 1000 x 1000 meters. In Dec 43 this was restated by the Germans as 900 x 1300 meters. Infrastructure: none.

[Sources: AFHRA A5263 p.1491 (31 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Drăgănești** (ROM) (c. 44 06 20 N – 25 36 00 E)

## Luftwaffe Airfields 1935-45

**General:** emergency landing ground in south-central Romania 55 km SW of Bucharest. Exact location in the vicinity of Drăgănești not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** reportedly had take-off and landing runs of 825 meters (900 yards). **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1491 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Dragoș Vodă** (ROM) (44 26 25 N – 27 09 44 E)

**General:** landing ground in SE Romania 82-84 km E of Bucharest. Exact location in relationship to the town not determined. Rated for bombers. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** 1941 measured 1000 x 1000 meters. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1491 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## F

### **Făgăraș** (ROM) (c. 45 50 30 N – 24 58 00 E)

**General:** emergency landing ground in north-central Romania c. 54 km NW of Brașov. Exact location in proximity to Făgăraș not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Fălticeni** (ROM) (c. 47 27 35 N – 26 18 00 E)

**General:** emergency landing ground in NE Romania c. 42 km NW of Botoșani. Exact location in proximity to Fălticeni not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Filipeștii de Târg** (ROM) (c. 44 59 00 N – 25 47 25 E)

**General:** emergency landing ground in C Romania c. 20 km WNW of Ploiești. Exact location in proximity to Fălticeni not determined. **History:** no information. No record found of Luftwaffe units being based here. **Surface and Dimensions:** no information. **Infrastructure:** none.

**Remarks:**

1941: reportedly used by Luftwaffe fighters in 1941.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Filipești-Galbeni** (ROM) (c. 46 45 35 N – 26 53 25 E)

**General:** emergency landing ground in NE Romania c. 20 km S of Roman. Exact location in proximity to Filipești not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** grass or pastureland surface measuring approx. 730 x 730 meters (800 x 800 yards). **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Florești** (ROM) (45 03 30 N – 25 47 35 E)

**General:** landing ground in C Romania 23.5 km NW of Ploiești and 2.5 km N of Florești. **History:** a pre-war private landing ground that was used by fighters during the war. No record of Luftwaffe activity found. **Surface and Dimensions:** level grass or agricultural land measuring approx. 640 x 275 meters (700 x 300 yards) early in the war but believed to

## Luftwaffe Airfields 1935-45

have been considerably enlarged later. Infrastructure: none. Dispersal: no organized dispersal facilities.

### Operational Units:

*Romanian*: I Fighter Gp. (Dec 40 – Jun 41);

*Luftwaffe*: none identified.

[Sources: AFHRA A5263 p.1444 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Focșani/Nord** (ROM) (e. Focșani/North) (c. 45 44 15 N – 27 11 30 E)

General: landing ground in E Romania c. 164 km NE of Bucharest and 4 km NE of Focșani. Rated for bombers. History: served as a satellite or alternate landing ground for Focșani/Süd. Occasional wartime use by the Luftwaffe after July 1941 with little in the way of development until 1943. Used more extensively from March to August 1944 during the German withdrawal from western Ukraine. Dimensions: in 1941 and Dec 43 measured 1000 x 2300 meters (1100 x 2515 yards). Runway: firm pastureland grass surface of average quality that became unserviceable during wet weather. Infrastructure: no infrastructure in 1941. By December 1943, an officers' barracks and canteen, a construction office, a dispensary and 7 large barrack huts for the men had been built at the SW corner of the landing area. Nearest rail connection 4 km to the SW at Focșani.

Dispersal: none. Defenses: none known as of Feb 44.

### Remarks:

11 Jun 44: airfield bombed by 121 B-17 Fortresses - claimed damage to a workshop, fuel dump, barracks and stores buildings.

### Operational Units:

*Romanian*: HQ/1<sup>st</sup> Fighter Wing (Jun 41); HQ/4<sup>th</sup> Army Support Command (Jun 41); V Fighter Gp. (Jun-Jul 41); VIII Fighter Gp. (Jun-Jul 41).

*Luftwaffe*: III./KG 27 (Jun-Jul 41); II./KG 51 (Jul 41).

Station Commands: probably a Flugplatzkdo. of Focșani/Süd.

Station Units (on various dates – not complete): see Focșani/Süd.

[Sources: AFHRA A5263 p.1445 (25 Feb 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Focșani/Süd** (ROM) (e. Focșani/South) (c. 45 40 30 N – 27 12 00 E)

General: operational airfield (Einsatzhafen) in E Romania c. 164 km NE of Bucharest and 2.8 km SSE of Focșani. Rated for all classes.

History: used as a bomber base during Jun-Jul 41, then served mainly as a transit airfield following the German advance into Ukraine and Russia in summer 1941. Became active again in spring 1944 during the German retreat back into Romania.

Dimensions: 1941 measured 2000 x 1100 meters. In Dec 43 this was restated by the Germans as 1700 x 2400 meters.

Runway: rough but level, poorly drained grass surface of mediocre quality on pastureland.

Fuel and Ammunition: full servicing and support facilities were available, including fuel and ammunition. A large ammunition dump with 19 blast-proof storage units was built by the Germans during the war and was located 1.6 km W of the W boundary of the airfield.

Infrastructure: had one medium-size wooden hangar and a barracks camp in 1941. The Luftwaffe built 2 workshop buildings just E of the hangar during 1941 and then extensively developed Focșani/South during 1942-43 into 3 groups of buildings - (1) Süd I with 2 admin buildings, a dispensary, stores building, 2 officers' barracks, an officers' canteen, 17 barracks for the men and 22 other buildings for washing, latrines, kitchens and a garage; (2) Süd II with a admin building, a guard building, a dispensary, 2 stores buildings, 2 officers' barracks, an officers' canteen, 8 barracks for the men and 6 other buildings for washing, latrines, kitchens and a garage shed; and (3) Regional Airfield Command (Koflug) complex with 1 admin building, 1 officers' barracks, 1 barracks for the men, 3 buildings for

## Luftwaffe Airfields 1935-45

washing and latrines, and 1 barrack building for motor transport personnel - for a total of 75 buildings. The nearest rail connection was 4 km to the NNW at Focșani.

Dispersal: no organized dispersal areas noted as of Feb 44.

Defenses: none or very limited as of Feb 44.

### Remarks:

11 Jun 44: bombed by 15<sup>th</sup> USAAF B-17s on the way back to Italy from Russia following the first *Frantic* mission.

4 Aug 44: strafed by 70-plus 15<sup>th</sup> USAAF P-38s and P-51s from Italy before they continued on to bases in Russia.

### Operational Units:

*Romanian*: VI Dive-Bomber Gp. (Aug 44).

*Luftwaffe*: Stab, I. and II./KG 27 (Jun-Jul 41, Apr-May 44); I./KG 100 (Jan 42); detachment of IV./NJG 6 (c. May 43 - Jul 44); Wekusta 76/1 (Mar 44); 3.(F)/Aufkl.Gr. 121 (Mar-Apr 44); 4./KG 26 (Apr-May 44); 5./NJG 200 (Apr-Jun 44); 2.(F)/Aufkl.Gr. 22 (Apr-Jul 44); Aufkl.St. 1.(F)/Nacht (Apr-Jul 44); I./KG 4 (Apr-Aug 44); III./SG 3 (May 44); Stab, I., II./KG 55 (May 44); Küstenfliegerstaffel Krim (May 44); Luftdienstkdo. Luftflotte 4 (? - May 44); Fliegerzielstaffel 40 (Jun-Aug 44); II./JG 52 (Jun 44); Stab, I./SG 2 (Aug 44); III./SG 10 (Aug 44)?

Station Commands: Fl.H.Kdtr. E 6/III (1940-41); Fl.H.Kdtr. E (mot) 12/XVII (Oct 41 - spring 42); Flugplatzkdo. of Fl.H.Kdtr. E 2/VI Zilestea (1943 - Mar 44); Fl.H.Kdtr. E(v) 219/VIII (May-Aug 44).

Station Units (on various dates - not complete): Stab/I. Fliegerkorps (Apr-Jul 44); Transportfliegerführer 1 (and/or 2) (Apr-Jun 44); Koflug Moldau (later Koflug 2/XI) (Apr-Aug 41); 1. Flugh.Betr.Kp. KG 4 (Jun-Jul 44); 1., 4. and 7. Flugh.Betr.Kp./KG 27 (Jul 41); 5. Flugh.Betr.Kp./KG 27 (Focșani/Nord, Jul 41); 4. Flugh.Betr.Kp./KG 51 (Focșani/Nord, Jul 41); le.Feldwerft-Abt. (mot) I/50 (Jul 41); le.Feldwerft-Abt. V/50 (Jul-Aug 44); Werft-Abt. 117/XVII (Jul-Aug 44); Stab/Flak-Rgt. 12 (Aug 44); Stab/Flak-Rgt. 133 (Aug 44); elements of gem.Flak-Abt. 181 (Jun-Aug 44); II./Flak-Rgt. 241 (Aug 44); le.Flak-Abt. 724 (Aug 44); Flak-Trsp.Bttr. 91/VI (Apr 44); Stab IV./Ln.-Rgt. 4 (c.May-Aug 44); Stab/Ln.-Rgt. 31 (Apr-May 44); Stab III./Ln.-Rgt. 34 (Apr 44 - ? ); Stab/Ln.-Rgt. 110 (Apr 44); Lw.-Bau-Btl. 105/VI (K) (1944); Lw.-Bau-Btl. 8/XII (Aug 44); Nachschub-Kp. 11/VI (elements) (Jul 41); Kw.-Werkstattzug L 213 (later 2/XIII) (Jul 41); Munitions-Ausgabestelle Focșani/Süd (Jul 41); Nachschub-Kol.Abt.Stab 1/XVII with (m.Fl.Betr.St.Kol. 1/III; m.Fl.Betr.St.Kol. 9/IV; m.Fl.Betr.St.Kol. 6/XIII) (Jul 41); kl.Betr.St.Kol. 7/IV (Jul 41); kl.Betr.St.Kol. 3/VI (Jul 41); kl.Betr.St.Kol. 7/VII (Jul 41); kl.Betr.St.Kol. 8/VII (Jul 41); kl.Betr.St.Kol. 13/XI (Jul 41); Trsp.Kol. d.Lw. 152/III (Aug 44)?; Trsp.Kol. d.Lw. 37/VI (Jul 41); Trsp.Kol. d.Lw. 12/VII (Jul 41); Trsp.Kol. d.Lw. 13/XI (Jul 41); Trsp.Kol. d.Lw. 15/XI (Jul 41); Trsp.Kol. d.Lw. 5/See (Jul 41); Kfz.Instandsetzungs-Kp. d.Lw. (mot) 6/VIII (Jun 44); Ldssch.Kp. d.Lw. 142/XIII (with Ldssch.Züge d.Lw. 142/XIII, 143/XIII and 144/XIII) (Jul 41); Ldssch.Kp. d.Lw. 140/XIII (with Ldssch.Züge d.Lw. 140/XIII, 141/XIII and 145/XIII) (Jul 41); Lw.-Sanitätsbereitschaft (mot) 8/IV (Jul-Aug 41; Aug 44); Feldlaboratorium (mot) d.Lw. 3 (1944); Wetterzentrale Focșani (Jul 41); Wetterzentrale (mot) Focșani (Jul 41).

[Sources: AFHRA A5263 p.1446 (25 Feb 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Frumosica Tărgul** (ROM) (c. 47 32 N - 26 54 E )

General: landing ground in NE Romania 30 km SE of Botoșani. Not located. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use.

Surface and Dimensions: 1941 measured 500 x 600 meters. Infrastructure: none.

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

**Frunzeasca** (ROM) (45 53 55 N - 27 24 40 E)

## Luftwaffe Airfields 1935-45

**General:** emergency landing ground in E Romania 6 km N of Tecuci. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Fundulea** (ROM) (44 28 25 N – 26 30 50 E)

**General:** emergency landing ground in SE Romania 33 km E of Bucharest city center. Exact location in proximity to the town of Fundulea not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## G

**Găești** (ROM) (c. 44 43 20 N – 25 19 00 E)

**General:** emergency landing ground in C Romania 70-71 km NW of Bucharest city center. Exact location in proximity to the town of Găești not determined. **History:** no information. No record found of Luftwaffe units being based here. **Surface and Dimensions:** no information. **Infrastructure:** none.

**Remarks:**

1941: reportedly taken over by the Germans.

[**Sources:** AFHRA A5263 p.1492 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Galățî** (ROM): see Galatz.

**Galatz** (ROM) (e. Galați) (45 27 20 N – 28 01 40 E)

**General:** airfield (Fliegerhorst) in E Romania 2 km NW of Galați. Rated for bombers.

**History:** a pre-war joint civil and military airport that existed from at least 1920.

Improvements were made by the Luftwaffe in 1941. From fall 1941 to spring/summer 1944 it was used as an aircraft repair and overhaul facility and a fighter training school.

**Dimensions:** In 1941 and Dec 43 measured 1000 x 1100 meters and roughly rectangular in shape. Aerial photos made in mid-August 1944 produced approx. dimensions of 1050 x 960 meters (1150 x 1050 yards).

**Surface and Runways:** grass surface. No paved runway. Probably equipped with landing illumination for night operations.

**Fuel and Ammunition:** there were 4 fuel storage tanks near the hangars.

**Infrastructure:** 1941 had 6 hangars, 4 wooden buildings and billets for 600 men. In Dec 43 this was restated by the Germans as 5 large concrete hangars, 1 very large concrete hangar, 1 large workshop building and 4 large wooden sheds. Aerial photos made by Allied aircraft in mid-August 1944 showed 2 large and 2 medium hangars with 4 workshops at the SE corner and another medium hangar on the N boundary. Admin, stores buildings, officer accommodations and 4 large barrack buildings were all grouped behind the hangars at the SE corner. The old civil airport terminal was near the hangar on the N boundary. The nearest rail connection was 1.6 km W of the airfield in the former village of Filesti.

**Dispersal:** there were 3 – East, South and West – with a total of 5 large open and 28 small open aircraft shelters.

**Defenses:** no information found.

**Remarks:**

6 Jun 44: airfield bombed by 108 15<sup>th</sup> AAF B-17 Fortresses with claims of 8 aircraft destroyed on the ground, 4 more damaged and 6 barracks destroyed. Also claimed damage to several hangars, repair shops, admin buildings, and cratered the landing area.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Romanian:* HQ/3d Fighter Wing (Dec 41, Aug 42); III Fighter Gp. (Dec 41); IV Fighter Gp. (Dec 41, Sep 42).

*Luftwaffe:* 3./Minensuchgruppe 1 (May 44); Sanitätsflugbereitschaft 11 (May 44); III./TG 2 (Aug 44); I./TG 3 (Aug 44).

*School Units:* Jagdfliegerschule Galatz (a.k.a. Flieger-Lehrstab der deutschen Luftwaffenmission in Rumänien) (May 43 – c. Feb/Mar 44).

*Station Commands:* Fl.H.Kdtr. E 13/XVII (Nov 41 – early 1942); Fl.H.Kdtr. E (mot) 7/III (Apr-Aug 44)?; Fl.H.Kdtr. E 23/VI (Mar-Apr 44); Fl.H.Kdtr. E(v) 210/VIII (May-Aug 44).

*Station Units (on various dates – not complete):* Flieger-Lehrstab der deutschen Luftwaffenmission in Rumänien (May 43 – Feb 44); Koflug 2/XI (Apr-Aug 44); Frontreparaturbetrieb GL Galatz (later GL 2651) (Land und See) (1941-44); part of gem.Flak-Abt 236 (Aug 44); schw.Flak-Abt. 541 (Aug 44); elements of le.Flak-Abt. 864 (Eisb.) (Aug 44)?; Feld-Ln.-Geräteausgabestelle-u.Instandsetzungsstelle 2/XVII (May 44); Kfz.Instandsetzungszug d.Lw. 5/XI (Jun-Aug 44); 4. Ldssch.Kp./Luftflotte 4 (Aug 44); Ldssch.Zug d.Lw. 319/XI (Aug 44); Ldssch.Zug d.Lw. 415/XII (summer 44)?

[*Sources:* AFHRA A5263 pp.1365-66 (13 Aug 44 updated to 30 Jan 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Galda de Jos** (ROM) (46 10 30 N – 23 40 00 E)

*General:* landing ground in north-central Romania 14 km NNE of Alba Iulia) and 4 km ESE of the village of Galda de Jos. *History:* a pre-war Romanian landing ground that was obstructed with trenches during the war. *Surface and Dimensions:* leveled grassland measuring approx. 1920 x 1920 x 1920 meters (2100 x 2100 x 2100 yards) in the shape of an equilateral triangle. No paved runway. *Infrastructure:* no hangars, but had 3 small unoccupied buildings at the W corner that may have been used for storage. A large marshalling yard halfway between Aiud and Alba Iulia formed the SE side of the landing ground. *Dispersal:* no organized dispersal facilities.

[*Sources:* AFHRA A5263 p.1449 (9 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Geamăna** (ROM): see Pitești.

**Gherăești** (ROM): see Tețcani.

**Ghimbav** (ROM) (45 42 15 N – 25 32 00 E)

*General:* airfield (Fliegerhorst) in C Romania 7.25 km NW of Brașov and 5 km NNE of Ghimbav. Rated for bombers.

*History:* a private landing ground opened in 1939. No evidence found of any Luftwaffe units being based here.

*Surface and Dimensions:* firm, level, dry grass surface on soil with a clay content. In 1941 and Dec 43 measured 1100 x 1400 meters. Allied aerial photos from mid-October 1943 showed approx. 1480 x 1235 meters (1620 x 1350 yards) with an irregular shape. No paved runway.

*Fuel and Ammunition:* fuel was stored at the landing ground but no information found concerning ammunition.

*Infrastructure:* had 3 wooden hangars of medium size in 1941, one of which was used as a workshop. There was also a large tent structure almost the size of one of the hangars. No changes had been made to December 1943. An admin building, 2 buildings for billeting and garage were in a group near the hangars at the SE corner. The nearest rail connection was in Ghimbav.

*Dispersal:* there were no organized dispersal facilities.

### Operational Units:

*Romanian:* Fighter School (Școala de Vinătoare) (? - 1944).

[*Sources:* AFHRA A5263 p.1450 (30 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

### **Giarmata** (ROM) (c. 45 50 N – 21 18 E)

General: landing ground in W Romania 9 km NNE of Timișoara. Exact location in proximity to the town of Giarmata not determined. Rated for bombers. History: no information. No record found of Luftwaffe units being based here. Surface and Dimensions: 1941 measured 1200 x 700 meters. Infrastructure: none. Noted as having a very bad access road.

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

### **Giulești** (ROM): see Bukarest- Giulești.

### **Giurgiu** (ROM) (43 55 00 N – 26 00 16 E)

General: landing ground in south-central Romania approx. 57 km S of Bucharest and possibly 3 km NE of Giurgiu. History: a pre-war Romanian landing ground. Luftwaffe use unknown, although it was reportedly used for transit purposes by Luftwaffe fighters in 1941. Surface and Dimensions: grass of agricultural land surface measuring approx. 1280 x 1000 meters (1400 x 1100 yards). Infrastructure: hangars were reportedly under construction in late 1943. Dispersal: none.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): I./Flak-Rgt. 25 (Dec 40).

[Sources: AFHRA A5263 p.1451 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Glavacioc** (ROM) (c. 44 28 N – 25 14 E)

General: landing ground in S Romania 44 km NNE of Rosiori de Vede (landing ground located 9.5 km SE of the village of Glavacioc?). 1941 not surveyed by the Luftwaffe and use not planned.

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

### **Grind** (ROM) (46 28 35 N – 23 55 30 E)

General: landing ground in north-central Romania 14 km SE of Turda, 6.25 km WSW of Grindeni and 3.25 km S of Luna. History: origin unknown. It was one of several satellites and alternate landing grounds in the vicinity of Turda. No record found of Luftwaffe use. Surface and Dimensions: level grass surface measuring approx. 1280 x 340 meters (1400 x 370 yards) with an irregular shape. No paved runway. Fuel and Ammunition: fuel supplies were reportedly stored on site. Infrastructure: had 1 small workshop-type shed on the NE boundary. Personnel were accommodated in local villages. The nearest rail connection was 2.5 km SW of the landing ground. Dispersal: no organized dispersal facilities. Aircraft parked in the open along the perimeter.

[Sources: AFHRA A5263 p.1452 (5 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## H

### **Hârșova** (ROM) (44 41 25 N – 27 57 10 E)

General: emergency landing ground in SE Romania 79 km NW of Constanța city center. Exact location in proximity to the town of Hârșova not determined. History: no information. No record found of Luftwaffe units being based here. Surface and Dimensions: reportedly had take-off and landing runs of 730 meters (800 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1493 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Hermannstadt** (ROM): German name for Sibiu/Romania.

### **Homorod** (ROM) (46 02 35 N – 25 16 30 E)



## Luftwaffe Airfields 1935-45

**General:** emergency landing ground in north-central Romania 49 km NNW of Braşov city center. Exact location in proximity to the town of Hârşova not determined. **History:** no information. No record found of Luftwaffe units being based here. **Surface and Dimensions:** reportedly had take-off and landing runs of 640 meters (700 yards).

**Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1493 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Huşi** (ROM) (c. 46 40 N – 28 04 E)

**General:** field airstrip (Feldflugplatz) in E Romania 88 km E of Bacău, 70 km SW of Kishinev (Kishenef, Chisinau) and situated on the east side of the town of Huşi, which had a 1943 population of 17,000. Rated for single-engine aircraft. **History:** built by the Germans and served as a frontline fighter-bomber field from March to August 1944.

**Surface and Dimensions:** dry short grass on pastureland. In 1941 and Dec 43 measured 800 x 600 meters. **Infrastructure:** no infrastructure. The Huşi train station was 3 km from the airstrip.

**Operational Units:**

*Romanian:* part of II Fighter Gp. (Jul-Aug 44); VI Dive-Bomber Gp. (Jun/Jul 44).

*Luftwaffe:* 10.(Pz.)SG 3 (Apr 44); 5./TG 5 (Apr-May 44); I./SG 2 (Apr-Jun 44); III./SG 2 (Apr-Jul 44); 10.(Pz.)/SG 2 (Apr-Jul 44); Stab/SG 2 (Apr-Aug 44); 14.(Pz.)/SG 9 (Aug 44).

**Station Commands:** Fl.H.Kdtr. E (mot) 15/VIII (c.Mar-Aug 44).

**Station Units** (on various dates – not complete): elements of gem.Flak-Abt. 181 (Apr-May 44).

[**Sources:** AFHRA A5263 p.1493 (31 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

## I

**Ianca** (ROM) (a.k.a. Janka) (45 09 32 N – 27 26 04 E)

**General:** field airstrip (Feldflugplatz) in SE Romania 57 km SW of Galaţi and 3 km NNW of the village of Ianca. Rated for all classes. **History:** used by the Luftwaffe in summer 1944. **Surface and Dimensions:** level grass surface of good quality. In 1941 and Dec 43 measured 1200 x 2000 meters. **Fuel and Ammunition:** both made available when needed and then stocked in summer 1944. **Infrastructure:** none at the airstrip. But just a few meters SE of the airstrip there were 11 military buildings, including admin offices, a command post building, a motor vehicle shed and 5 barracks. The Ianca train station was 7 km from the airstrip. **Dispersal:** no organized dispersal facilities reported.

**Operational Units:**

*Romanian:* HQ/3d Bomber Wing (Aug 44); I Fighter Gp. (Aug 44); part of I Bomber Gp. (Aug 44); II Fighter Gp. (Mar-Apr 44); IV Fighter Gp. (Jun/Jul 44); IV Bomber Gp. (Jun, Jul, Aug 44).

*Luftwaffe:* Stab, 1./NSGr. 5 (Jul-Aug 44).

**Station Commands:** none identified.

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

[**Sources:** chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Iaşi** (ROM) (a.k.a. Jasi, Jassy, Iassy) (47 09 30 N – 27 38 05 E)

**General:** airfield (Fliegerhorst) in NE Romania 3.25 km E of the city of Iaşi. Rated for all classes.

**History:** a pre-war airfield used by the Romanian Air Force that existed from at least 1920. It was ceded to the USSR in June 1940 then reacquired by Romania in July 1941. By mid-July 1941, it was in heavy use by the Luftwaffe in support of Heeresgruppe Süd, relatively

## Luftwaffe Airfields 1935-45

inactive from fall 1941 to March 1944 and then very busy again until August 1944 as Axis forces tried to halt the Soviet advance into Romania.

Dimensions: in 1941 and Dec 43 measured 800 x 1000 meters. Allied aerial photos from Aug 44 estimated 1235 x 915 meters (1350 x 1000 yards) and roughly "U"-shaped.

Surface and Runways: open and usually dry rough grass surface on soil with a clay content. No paved runway.

Fuel and Ammunition: there were 6 refueling points in front of the hangars on the SW boundary and 2 bulk fuel storage tanks, one for 40,000 liters and the other for 80,000 liters. Ammunition was maintained in 6 blast-protected storage units located in a small wood immediately SE of the airfield.

Infrastructure: in 1941 and Dec 43 had 5 concrete hangars of medium size and billeting for 500 men. By mid-Aug 44 this was redefined as 1 large double-bay and 3 medium hangars on the SW boundary fronted by a narrow concrete apron. A total of 7 small workshop buildings were near the hangars. A large building with a flat roof was just S of the hangars and was used as a motor pool garage with a capacity for 100 vehicles. Other station buildings – admin, 2 barrack buildings for 250 men each, stores, etc. – were grouped behind the hangars. The nearest rail connection was a marshalling yard 3 km SW of the airfield and the Iași train station 5 km distance.

Dispersal: there were 2 – East and Northwest – with a total of 4 large and 16 medium open blast bays for aircraft parking.

Defenses: no information found.

Satellites and Decoys:

**Iași (Jassy)/Nord** (47 10 20 N – 27 37 00 E), a satellite or alternate landing ground for Iași airfield and located 2.5 km to the NNW. History: a pre-war civil airport. Surface and Dimensions: level grass surface measuring approx. 1050 x 455 meters (1150 x 500 yards) and roughly rectangular in shape. Fuel and Ammunition: both obtained from Iași airfield. Infrastructure: had 3 small workshop-type buildings in the SE corner. Dispersal: no organized dispersal facilities.

Remarks:

25 Aug 44: airfield and town captured by Soviet forces.

Operational Units:

*Romanian*: HQ/II Air Region (Dec 41, Aug 42); HQ/1<sup>st</sup> Air Corps (Jun 42); HQ/1<sup>st</sup> Tactical Reconnaissance Wing (Nov 40);

*Luftwaffe*: Stab/Koluft 11 (with 3.(H)/Aufkl.Gr. 13 and Kurierstaffel 7) (mid-Jul 41); Stab, II., III./JG 77 (Jul 41); I.(Jagd)/LG 2 (Jul 41); Stab, I., II., III./St.G. 77 (Jul 41); Stab, 1., 2./NAGr. 2 (Mar-Apr 44); III./SG 2 (Mar-Apr 44); 10.(Pz.)/SG 2 (Mar-Apr 44); 14.(Pz.)/SG 9 (Mar-Apr 44); Stab/SG 2 (Apr 44); part of NSGr. 5 (Apr 44); 1./JG 53 (Aug 44);

Station Commands: Fl.H.Kdtr. E 34/IV (Jul 41) and Fl.H.Kdtr. E 5/VII (Jul 41, Mar 44); Fl.H.Kdtr. E 23/VI (Mar 44); Fl.H.Kdtr. E(v) 210/VIII (Apr 44).

Station Units (on various dates – not complete): Koflug 5/XVII (Jul 41); Stab/Flak-Rgt. 4 (Aug 44); Stab/Flak-Rgt. 104 (Aug 44); II./Flak-Rgt. 24 (summer 1944); I./Flak-Rgt. 25 (Flakgruppe Jasi-Nord) (mid-Jul 41, summer 1944); le.Flak-Abt. 77 (mot.) (Aug 44); le.Flak-Abt. 91 (mot.) (Aug 44); gem.Flak-Abt. 375 (Aug 44); le.Flak-Abt. 774 (Aug 44); 3./Flak-Abt. 861 (mid-Jul 41); 21.(Flugm.)/Luftgau-Nachr.Rgt. (mot) 17 (mid-Jul 41); Ln.-Verbindungs-Kp. z.b.V. 9 (Jun-Aug 44); Lw.-Bau-Btl. 6/III (Aug 44); Lw.-Bau-Btl. 5/XI (mid-Jul 41); 3./Lw.-Bau-Btl. 16/XI (mid-Jul 41); Feldbauamt 5/XXV (Mar 44 - ); Flieger-Geräteausgabestelle (mot) E für Me 109 (mid-Jul 41); Flieger-Geräteausgabestelle (Eisb.) 11 für Ju 52, Hs 126 and Fi 156 (mid-Jul 41); Flieger-Geräteausgabestelle (Eis.) 12 für Me 109 and Ju 87 (mid-Jul 41); Nachschub-Kp. 2/III (mid-Jul 41); Nachschub-Kp. 7/XI (mid-Jul 41); Trsp.Kol. d.Lw. 170/III (Jun-Aug 44)?; Kw.-Werkstattzug L 212 (mid-Jul 41); Ldssch.Kp. d.Lw. 172/VI (with Ldssch.Zug d.Lw. 16/VI, Ldssch.Zug d.Lw. 160/VI, Ldssch.Zug d.Lw. 172/VI) (mid-Jul 41); Ldssch.Zug d.Lw. 224/VI (mid-Jul 41); Ldssch.Zug d.Lw. 137/XIII (Aug 44); Sanitätsbereitschaft (mot) d.Lw. 1/XVII (mid-Jul 41).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 pp.1369-71 (7 Aug 44 updated to 30 Jan 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Ismail** (UKR/BESSARABIA) (a.k.a. Izmail; Jebrieni): see Russia and Ukraine airfields.

**Ivești** (ROM) (c. 45 41 23 N – 27 32 06 E)

General: landing ground in east-central Romania 28-29 km E of Focșani and 22 km SSE of Tecuci. History: ?? Surface and Dimensions: ?? Fuel and Ammunition: both available.

Infrastructure: ?? Dispersal: ??

Operational Units:

*Romanian*: V Bomber Gp. (Jun/Jul 44); 2d Long-Range Reconnaissance Sqdn. (Jun/Jul 44).

*Luftwaffe*: none identified.

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

## J

**Jassy** (ROM): see Iași.

**Jebrieni** (UKR/BESSARABIA): see Russia and Ukraine airfields.

**Jegălia** (ROM) (c. 44 17 N – 27 38 E)

General: field airstrip (Feldflugplatz) c. 125 km E of Bucharest, 81 km WNW of Constanța and 18 km SW of Fetești. The exact location of the airstrip not determined. Rated for single-engine aircraft. History: no information found. No record found of Luftwaffe use.

Surface and Dimensions: level grass surface on sandy soil measuring 800 x 1800 meters. Soft when wet. Infrastructure: none.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Jiblea** (ROM) (a.k.a. Jiblea Veche) (45 14 05 N – 24 21 00 E)

General: emergency landing ground in C Romania 58 km NW of Pitești. Exact location not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5263 p.1493 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Jilavele** (ROM) (44 46 00 N – 26 32 00 E)

General: emergency landing ground in south-central Romania 51 km NE of Bucharest city center. Exact location in proximity to Jilavele not determined. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or pastureland surface with take-off and landing runs of less than 550 meters (600 yards).

Infrastructure: none.

[Sources: AFHRA A5263 p.1493 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## K

**Kronstadt** (ROM): see Brașov.

## L

**Lugoj** (ROM) (45 41 20 N – 21 56 00 E)

General: landing ground in W Romania 71 km SE of Arad and 2.5 km E of the town of Lugoj. Rated for single-engine aircraft. History: may have been a pre-war civil landing ground for Romanian civil airlines. The field was enlarged and a hangar started early in the

## Luftwaffe Airfields 1935-45

war and then abandoned. No record found of Luftwaffe use. Surface and Dimensions: slightly worn level grass surface that in 1941 measured 700 x 700 meters. By mid-July 1944, the dimensions had increased to 1490 x 730 meters (1630 x 800 yards). No paved runway. Fuel and Ammunition: brought in if and when needed. Infrastructure: had no infrastructure in 1941. By mid-July 1944, Lugoj had 1 incomplete hangar that had been under construction earlier. A large building complex off the NW boundary had workshops, admin, barracks and storage space that may have been used by the landing ground. The nearest rail connection was in Lugoj. Dispersal: there were no organized dispersal facilities.

[Sources: AFHRA A5263 p.1453 (4 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Luna** (ROM) (a.k.a. Turda III) (46 31 05 N – 23 52 30 E)

General: field airstrip (Feldflugplatz) in north-central Romania 9.75 km SE of Turda and 3.5 km WNW of the village of Luna. Rated for all classes. History: origin unknown but it was being used by single-engine fighters in mid-May 1944. No record found of Luftwaffe units being based here. Surface and Dimensions: rough, level, dry grass surface that in 1941 and Dec 43 measured 800 x 1000 meters. In June 1944, Allied aerial photos showed measurements of approx. 1280 x 825 meters (1400 x 900 yards) with an irregular shape, so it appears to have remained relatively unchanged during the war years. No paved runway. Fuel and Ammunition: fuel was reportedly available. Infrastructure: had 1 medium wooden hangar and 1 workshop-type building on the NW boundary. Personnel were billeted in local villages and farms. The nearest rail connection was 3 km N of the landing ground. Dispersal: no organized dispersal facilities. Aircraft parked on and off the N and W perimeters.

[Sources: AFHRA A5263 p.1454 (14 Aug 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

## M

**Mamaia** (ROM): see Constanța-Mamaia.

**Mânăstirea** (ROM) (44 12 35 N – 26 54 14 E)

General: emergency landing ground in SE Romania 68 km ESE of Bucharest and 8 km N of the Danube River. Exact location of the landing ground around Mânăstirea not determined. History: no information. No evidence found of Luftwaffe use. Surface and Dimensions: no information found. Infrastructure: none.

[Sources: AFHRA A5263 p.1495 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Mangalia** (ROM) (c. 43 48 30 N – 28 35 00 E)

General: emergency landing ground in SE Romania 42 km S of Constanța and 2 km W of Mangalia. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use. Surface and Dimensions: 1941 measured 700 x 700 meters.

Infrastructure: no infrastructure.

[Sources: AFHRA A5263 p.1495 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Matca** (ROM) (c. 45 51 36 N – 27 33 33 E)

General: landing ground in east-central Romania 61 km NW of Galați, 34 km NE of Focșani and 9-10 km E of Tecuci. History: not mentioned prior to 1944 and believed to be a satellite of or alternate landing ground for Tecuci airfield. Surface and Dimensions: no information. Fuel and Ammunition: made available as needed. Infrastructure: no information. Dispersal: no information.

Operational Units:

## Luftwaffe Airfields 1935-45

*Romanian*: VIII Ground Attack Gp. (Apr-Jul 44).

*Luftwaffe*: none identified.

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

**Medgidea** (ROM) (44 15 00 N – 28 16 10 E)

General: emergency landing ground in SE Romania 32 km WNW of Constanța. Exact location not determined. History: no information. No record found of Luftwaffe use.

Surface and Dimensions: reportedly had take-off and landing runs of approx. 825 meters (900 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1495 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Mediaș** (ROM) (a.k.a. Mediasch) (46 10 25 N – 24 22 30 E)

General: airfield in north-central Romania 46 km NNE of Sibiu and 2.25 km NE of Mediaș town center. Rated for single-engine aircraft.

History: already existed in 1939 as a flight school and a training center for aviation engineers and mechanics.

Dimensions: in 1941 and Dec 43 measured 800 x 500 meters. By late February 1944 Allied aerial photos estimated it measured approx. 1180 x 420 meters (1290 x 460 yards) with an irregular shape.

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

Fuel and Ammunition: there were 5 bulk fuel storage tanks concealed in a wood off the SE corner and a pipeline ran from these to the airfield. The ammunition dump consisted of 16 bunkers and was located on a hillside 1.1 km S of the airfield.

Infrastructure: had 2 hangars in 1941 and Dec 43. By late Feb 44 there were 2 medium hangars with 2 workshop buildings on the SW boundary, and at the SE corner 1 medium hangar, 1 large adjacent workshop and 2 large workshop-type buildings at the rear of the hangar, these being assigned to the technical school (see below). Admin buildings and barracks were located close to the hangars and workshops. The nearest rail connection was in Mediaș.

Dispersal: there were 2 – North and South – with a total of 12 medium and 6 small open blast shelters.

Defenses: no information found.

Remarks: none.

Operational Units:

*Romanian*: the Romanian AF aviation technical school was located here with 1 workshop hangar and 2 smaller workshop buildings.

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.1455-56 (9 Apr 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Meri** (ROM) (44 50 02 N – 26 18 16 E)

General: landing ground in east-central Romania approx. 50 km NNE of Bucharest and 24 km SE of Ploiești. History: not mentioned prior to 1944. Believed to have been built by the Germans in late 1943 or early 1944 as a fighter field for the defense of Bucharest and Ploiești. Surface and Dimensions: no information. Fuel and Ammunition: both available. Infrastructure: no information. Dispersal: no information.

Operational Units: 6./JG 301 (Jul-Aug 44); I./JG 53 (Jul-Aug 44).

Station Commands: none identified.

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

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

**Mihai Bravu** (ROM) (a.k.a. Mihai Bravu) (44 06 40 N – 26 04 05 E)

## Luftwaffe Airfields 1935-45

**General:** landing ground in south-central Romania 36 km S of Bucharest city center and 4 km SSE of the village of Mihai Bravu. **History:** no information found on the origin of this landing ground. No evidence found of Luftwaffe use. **Surface and Dimensions:** grass surface measuring approx. 595 x 410 meters (650 x 450 yards). No paved runway. **Fuel and Ammunition:** fuel was reportedly available. **Infrastructure:** had 2 large hangars off the NE corner and several workshop-type buildings in the vicinity of the hangars. Immediately N of the landing ground was a large compound of 40 to 50 buildings that served as a Romanian Army training camp, and admin and billeting space for the landing ground was probably available there. The nearest rail connection was less than 1 km E of the landing ground. **Dispersal:** no organized dispersal facilities.

[**Sources:** AFHRA A5263 p.1457 (14 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Miroși** (ROM) (44 25 00 N – 24 54 00 E)

**General:** emergency landing ground in south-central Romania 95 km W of Bucharest city center and roughly 2.5 km W of the village of Miroși. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** grass or farmland surface measuring approx. 550 x 550 meters (600 x 600 yards). **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1495 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Mizil** (ROM) (e. Mizil) (c. 45 00 45 N – 26 25 30 E)

**General:** field airstrip (Feldflugplatz) in C Romania 34 km E of Ploești (Ploiesti) and 1.5 km NNW of Mizil town center. Rated for bombers.

**History:** used by Romanian fighters to mid-1941 then taken over by the Luftwaffe and used by fighter replacement and operational fighter units until Aug 44.

**Dimensions:** in 1941 measured 1200 x 600 meters, but later restated by the Germans as 1100 x 700. Enlarged during the war and by Jul 44 measured 1785 x 915 meters (1950 x 1000 yards).

**Surface and Runways:** level, firm grass surface on sandy soil. No paved runway.

**Fuel and Ammunition:** refueling points and bulk fuel storage were believed to be just S of the Northeast dispersal area. The ammunition dump consisted of 18 small storage sites immediately NW of the Northeast dispersal.

**Infrastructure:** 1941 had 3 hangars, a workshop and a barracks area for 840 men. By July 1944, two of these hangars had been demolished or otherwise removed and 3 workshop-type buildings erected off the S boundary, off the SE corner and in the Northeast dispersal area. The 33 other buildings included a command post, admin offices, 3 officer messes, 1 officer barracks, 3 barracks for the men, dispensary, 2 motor pool garages, base construction office, guardhouse, fire station, kitchen, latrines, stores, etc. The nearest rail connection was in Mizil.

**Dispersal:** there were 3 areas – Northeast, East and South – with a total of 4 medium covered aircraft shelters and 9 medium open aircraft shelters. Short taxiways led from the shelters to the landing area.

**Defenses:** protected by a Romanian Flak battalion in summer 1944.

**Remarks:** none.

#### **Operational Units:**

**Romanian:** V Fighter Gp. (? – Oct 40).

**Luftwaffe:** Stab III, 8. and 9./JG 52 (Jul 41); part of I.(Jagd)/LG 2 (Jul-Oct 41); part of 1./JG 77 (Jan, Apr 42); I./JG 4 (Aug 42 – Nov 43); III./JG 77 (Nov 43 – Aug 44); 4./JG 301 (Jun-Aug 44).

**Reserve Training & Replacement Units:** Erg.Gr./JG 77 (Jun – Jul 41); 2./Erg.Gr. JG 77 (Sep 41 – Jan 42); 4./Erg.Jagdgruppe Ost (Jan-Feb 42); IV./JG 77 (May-Aug 42).

**Station Commands:** detachment of Flugplatzkdo. A 26/XVII (Feb-Apr 44)?; Platzkdo. of Fl.H.Kdtr. E(v) 223/XVII (Apr-Aug 44)?

## Luftwaffe Airfields 1935-45

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

[Sources: AFHRA A5263 pp.1356-57 (28 Jul 44 updated to 3 Feb 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Moreni** (ROM) (44 58 00 N – 25 42 45 E)

General: emergency landing ground in C Romania 25 km WNW of Ploiești and 5.5 km ESE of the town of Moreni. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or farmland surface measuring approx. 825 x 640 meters (900 x 700 yards). Infrastructure: had 1 hangar.

[Sources: AFHRA A5263 p.1495 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## O

**Ocna Sibiului** (ROM): see Sibiu.

**Orșova** (ROM) (44 42 00 N – 22 24 30 E)

General: emergency landing ground in SW Romania 22.5 km WNW of Turnu Severin along the Danube River. Exact location in the vicinity of Orșova not determined. History: no information. No record of Luftwaffe flying units being based here, but there may have been some light Flak defenses (ie.Flak-Abt. 777) around Orșova to protect barge traffic on the Danube. Surface and Dimensions: no information. Infrastructure: none.

[Sources: AFHRA A5263 p.1495 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Orzari** (ROM) (e. Orzari) (43 55 N – 28 18 E)

General: field airstrip (Feldflugplatz) in SE Romania 39 km SW of Constanța, 2.25 km NNW of Comana and situated on the NW outskirts of a village that at that time was named Orzari. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use. Surface and Dimensions: firm, average grass surface on pastureland, but rough and rolling. In 1941 measured 1000 x 800 meters but restated by the Germans in Dec 43 as 1000 x 1000 meters. Infrastructure: no infrastructure. The nearest rail connection was 12 km distance.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Otopeni** (ROM): see Bukarest-Otopeni.

## P

**Pașcani** (ROM) (c. 47 14 N – 26 43 E)

General: landing ground in NE Romania 66 km W of Iași and 1.3 km SW of Pașcani. Rated for bombers. History: laid out in early 1941 in preparation for the forthcoming attack on the USSR in June. No record found of Luftwaffe units being based here. Surface and Dimensions: 1941 measured 1000 x 350 meters. Infrastructure: none.

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

**Pecica** (ROM) (c. 46 10 00 N – 21 04 10 E)

General: emergency landing ground in NW Romania c. 18 km W of Arad. Exact location in the vicinity of the town not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: reportedly had take-off and landing runs of approx. 640 meters (700 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1496 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Periam** (ROM) (46 02 45 N – 20 52 15 E)

## Luftwaffe Airfields 1935-45

**General:** emergency landing ground in NW Romania c. 37 km WSW of Arad. Exact location in the vicinity of the town not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** reportedly had take-off and landing runs of approx. 825 meters (900 yards). **Infrastructure:** none.

[Sources: AFHRA A5263 p.1496 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Perieți** (ROM) (44 24 30 N – 24 32 50 E)

**General:** emergency landing ground in south-central Romania c. 15 km E of Slatina and 1 km SSW of the village. **History:** no information. No record found of Luftwaffe use.

**Surface and Dimensions:** no information. **Infrastructure:** none.

[Sources: AFHRA A5263 p.1496 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Petroșani** (ROM) (c. 45 24 44 N – 23 22 23 E)

**General:** landing ground in west-central Romania c. 76 km SW of Sibiu. Exact location in respect to the town not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

**Operational Units:**

*Romanian:* II Fighter Gp. (May 44).

*Luftwaffe:* none identified.

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

**Piatra Neamț** (ROM) (46 55 55 N – 26 22 00 E)

**General:** landing ground in NE Romania 99 km WSW of Iași, 41 km W of Roman and just N of Piatra Neamț town center. Rated for single-engine aircraft. **History:** no information. No record found of Luftwaffe flying units being based here. **Surface and Dimensions:** 1941 measured 300 x 600 meters. Reportedly enlarged by the Germans to approx. 915 x 730 meters (1000 x 800 yards). **Infrastructure:** none.

**Station Units** (on various dates – not complete): Koluft AOK 11 (Jun 41).

[Sources: AFHRA A5263 p.1496 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pipera** (ROM): see Bukarest-Pipera.

**Pitești** (ROM) (a.k.a. Geamăna) (44 49 00 N – 24 53 50 E)

**General:** landing ground in C Romania c. 105 km NW of Bucharest, 4.5 km SSE of Pitești and 500 meters SE of the village of Geamăna. **History:** used by the Luftwaffe in spring 1941 but no record of use after that date. **Surface and Dimensions:** level grass surface measuring approx. 1000 x 915 meters (1100 x 1000 yards) and roughly rectangular in shape. No paved runway. **Fuel and Ammunition:** brought in when needed.

**Infrastructure:** none. Personnel were accommodated in Geamăna village. The nearest rail connection was in Pitesti. **Dispersal:** no organized dispersal facilities.

**Operational Units:**

*Romanian:* HQ/3d Fighter Wing (Aug 44);

*Luftwaffe:* none identified.

[Sources: AFHRA A5263 p.1359 (22 Jul 44 updated to 26 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Plenița** (ROM) (44 13 00 N – 23 11 10 E)

**General:** emergency landing ground in SW Romania c. 31 km WSW of Craiova and probably 2 km W of Plenița. **History:** a pre-war private landing ground and elementary flying school. No record found of Luftwaffe use. **Surface and Dimensions:** no information.

**Infrastructure:** none.

[Sources: AFHRA A5263 p.1496 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ploesti** (ROM) (e. Ploești; today Ploiești) (44 56 N – 26 01 E)



## Luftwaffe Airfields 1935-45

**General:** not an airfield, but rather the location of oil fields vital to the Third Reich that required a large and permanent Lw. Flakartillerie and fire-fighting garrison. The total Luftwaffe garrison strength on c. 15 August 1944 was 325 officers, 74 Beamten (officials), 10,622 NCOs and men, 84 German civilians, 3,277 Hiwi. Virtually all of these were Flak and fire-fighting personnel.

**Lw. Garrison Units** (on various dates - includes the Ploesti-Câmpina Verteidigungsbereich):

*Antiaircraft* (Flak): Stab/5. Flak-Div. (Dec 42 – Jan 43; c.Nov 43 – Aug 44); Luftverteidigungskdo. 10 (later 10. Flak-Div.) (18 Jul 41); Stab/15. Flak-Div. (Mar-Apr 42); Stab/Flak-Brig. III (c.Oct 41 – Feb 42); Flak-Rgtsstab 180 (18 Jul 41, 15 Aug 44); Flakscheinwerfer-Rgts.Stab 188 (15 Aug 44); Flak-Rgts.Stab 202 (15 Aug 44); Flak-Rgtsstab 229 (18 Jul 41); gem.Flak-Abt. 118 (15 Aug 44); gem.Flak-Abt. 147 (18 Jul 41); gem.Flak-Abt. 118 (15 Aug 44); gem.Flak-Abt. 156; gem.Flak-Abt. 166 (15 Aug 44); gem.Flak-Abt. 183 (18 Jul 41, 15 Aug 44); gem.Flak-Abt. 186 (15 Aug 44); gem.Flak-Abt. 187; gem.Flak-Abt. 191 (18 Jul 41); 1. and 2./gem.Flak-Abt. 194 (18 Jul 41); gem.Flak-Abt. 412 (15 Aug 44); Flakscheinw.Abt. 240 (15 Aug 44); s.Flak-Abt. 241; le.Flak-Abt. 507 (18 Jul 41); Flakscheinw.-Abt. 509 (15 Aug 44); Flakscheinw.-Abt. 520 (15 Aug 44); s.Flak-Abt. 622 (15 Aug 44); le.Flak-Abt. 761 (18 Jul 41); le.Flak-Abt. 861 (Nov 40); gem.Flak-Abt. 904 (18 Jul 41, 15 Aug 44); Flakscheinw.Abt. 909 (18 Jul 41); le.Flak-Abt. 944 (mid-43 – Jun 44); 2./Luftsperr-Abt. 110 (15 Aug 44); Flak-Messzug (mot) 42 (18 Jul 41); Flak-Trsp.Battr. 3/71 (later 97/VII) (18 Jul 41); Flak-Trsp.Battr. 48/XI (15 Aug 44); Führer d.Flak-Instandsetzungsdienste/5. Flak-Div. (15 Aug 44); Kdr.d.Flak-Instandsetzung 103/XVII (15 Aug 44).

*Air Raid Protection/Fire-Fighting/Civil Defense* (Luftschutz): Luftschutz-Brigade d.Lw. 1 (summer 43 - Aug 44); Luftschutz-Rgt. 5 (1943 - Aug 44); Luftschutz-Rgt. 8 (Mar-Aug 44); Feuerschutzpolizei-Rgt. 1 (15 Aug 44); III./Feuerschutzpolizei-Rgt. "Sachsen" (18 Jul 41); Luftschutz-Abt. d.Lw. 27 (1943 – Aug 44); Luftschutz-Abt. d.Lw. 30 (1942 – Aug 44); Luftschutz-Abt. (mot) d.Lw. 36 (fire-fighting unit, Jan 41 – Aug 44); Luftschutz-Abt. d.Lw. 41 (early 43 – Aug 44); Luftschutz-Abt. d.Lw. 42 (c.Apr 41 – Apr 42); Luftschutz-Abt. d.Lw. 45 (early 44 – Aug 44); Luftschutz-Abt. d.Lw. 46 (early 44 – Aug 44); Luftschutz-Abt. d.Lw. 47 (early 44 – Aug 44); Luftschutz-Abt. z.b.V. (15 Aug 44); Stab/Luftschutz-Nebel-Abt. 4(o) (1942/43 - Aug 44); Nebel-Kp. d.Lw. 39 (c.1942/43 – Aug 44); Nebel-Kp. d.Lw. 71 (c.1942/43 – Aug 44); Nebel-Kp. d.Lw. 72 (c.1942/43 – Aug 44); Nebel-Kp. d.Lw. 87 (c.1942/43 – Aug 44); Nebel-Kp. d.Lw. 88 (c.1942/43 – Aug 44); Nebel-Kp. d.Lw. 92 (c.1942/43 – Aug 44); Luftschutz-Sprengkommando 1/XVII (15 Aug 44).

*Air Force Signals* (Luftnachrichten): 6.(Tel.Bau)/Ln.-Rgt. 24 (Apr, 15 Aug 44); III. (Flum.Mess)/Ln.-Rgt. 250 (elements) (15 Aug 44); Ln.-Abt. 130 (c.Dec 41 – Mar 42); Ln.-Betr.Kp. 125 (c.Nov 43 – Aug 44).

*Construction* (Bau): Oberbauleitung "Schwalbe" (15 Aug 44); Oberbauleitung "Kranich" (15 Aug 44); 3./Lw.-Bau-Btl. 6/XI (18 Jul 41).

*Supply Services* (Nachschubdienste): Feldlufttanklager z.b.V. 1 (18 Jul 41); Feldlufttanklager 5/XVII (15 Aug 44); Feldluftmunitionslager 2/XVII (15 Aug 44); Munitions-Ausgabestelle Ploesti (18 Jul 41); Nachschub-Kp. 3/XII (early 1941 – Aug 44); Flug-Betriebsstoff-Untersuchungsstelle und Trupp (15 Aug 44).

*Ground Transport* (Transportkolonnen): Kw.-Werkstattzug L 36 (18 Jul 41); Kfz.Werkstattzug d.Lw. 103/XVII (15 Aug 44); Kfz.Instandsetzungszug 3/VIII (15 Aug 44).

*Medical Services* (Sanitätsdienste): Chirurgische Staffel 6/XIII (15 Aug 44); Ärztliche Versorgungspark (15 Aug 44).

*Other* (sonstige, verschiedene): Standortverwaltung d.Lw. (15 Aug 44).

**Ploiești/Nord** (ROM) (44 57 50 N – 26 03 10 E)

**General:** emergency landing ground in C Romania c. 3.75 km NNE of Ploiești city center.

**History:** a pre-war private landing ground. No record found of Luftwaffe use. Surface and

Dimensions: no information. Infrastructure: none.

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 p.1496 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ploiești-Strejnic** (ROM): see Strejnic.

**Poenari-Ulmi** (ROM) (44 29 10 N – 25 46 15 E)

General: emergency landing ground in C Romania c. 27.5 km WNW of Bucharest city center, 1 km WSW of Ulmi and 1 km NNE of Poenari. History: no information. No record found of Luftwaffe use. Surface and Dimensions: grass of farmland surface measuring approx. 640 x 455 meters (700 x 500 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pogoanele** (ROM) (c. 44 56 N – 26 58 E)

General: field airstrip (Feldflugplatz) in SE Romania 30 km SSE of Buzău and just W of the town. Rated for bombers. History: no information. No record found of Luftwaffe use. Used as an operational airfield for Romanian Savoia SM 79s during the Jun 41 invasion of the USSR. Surface and Dimensions: first, level grass surface on pastureland. In 1941 and Dec 43 measured 1000 x 800 meters. Infrastructure: none. The nearest train station with sidings was in Buzău.

Operational Units:

*Romanian*: HQ/2d Tactical Reconnaissance Wing (Aug 44); I Bomber Gp. (Jun 41).

*Luftwaffe*: none identified.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Popești-Leordeni** (ROM): see Bukarest - Popești-Leordeni.

**Prejmer** (ROM) (c. 45 44 N – 25 47 E)

General: field airstrip (Feldflugplatz) in C Romania 14.5 km NE of Brașov and 3 km NE of Prejmer. Rated for all classes. History: no information. No record found of Luftwaffe use. Surface and Dimensions: firm and level grass surface on soil with a sand content. In 1941 and Dec 43 measured 1400 x 900 meters. Infrastructure: no infrastructure. The nearest rail connection was in Prejmer.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Pufești** (ROM) (c. 45 59 N – 27 09 E)

General: landing ground in E Romania 33 km N of Focșani and 3 km W of Pufești. Rated for bombers. History: no information. No record found of Luftwaffe units being based here. Surface and Dimensions: 1941 measured 1200 x 1100 meters. Infrastructure: no infrastructure.

Operational Units:

*Romanian*: HQ/3d Fighter Wing (Jun 41); IV Fighter Gp. (Jun 41).

*Luftwaffe*: none identified.

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

**Pungești** (ROM) (46 42 30 N – 27 20 15 E)

General: emergency landing ground in NE Romania c. 55 km SSW of Iași. Exact location in the vicinity of the village not determined. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: no information.

Infrastructure: none.

[Sources: AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## R

**Răcăciuni** (ROM) (c. 46 20 05 N – 26 59 45 E)

## Luftwaffe Airfields 1935-45

**General:** emergency landing ground in NE Romania c. 104 km SSW of Iași. Exact location in the vicinity of the village not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ramnicu Sărat** (ROM): see Rîmnicu Sărat.

**Râșnov** (ROM) (45 34 15 N – 25 24 30 E)

**General:** landing ground in C Romania 17 km SW of Brașov and 5.25 km SW of Râșnov.

**History:** a pre-war landing ground. No indication found of wartime use. **Surface and Dimensions:** grass surface measuring approx. 1190 x 730 meters (1300 x 800 yards) with a triangular shape. No paved runway. **Fuel and Ammunition:** brought in when needed. **Infrastructure:** none. Personnel were probably billeted in Râșnov. **Dispersal:** no organized dispersal facilities.

[**Sources:** AFHRA A5263 p.1360 (27 Jul 44 updated to 24 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Răstoaca** (ROM) (45 39 40 N – 27 16 55 E)

**General:** landing ground in E Romania 8.75 km SE of Focșani and 6.5 km E of Focșani/South airfield. Not specifically located in relationship to the town of Răstoaca.

**History:** believed to be a satellite or dispersal airstrip of Focșani/South airfield. **Surface and Dimensions:** no information. **Infrastructure:** none. **Dispersal:** no information.

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

**Reșița** (ROM) (c. 45 17 30 N – 21 54 20 E)

**General:** emergency landing ground in W Romania c. 76 km SE of Timișoara. Exact location in the vicinity of the town not determined. **History:** no information. No record found of Luftwaffe use. **Surface and Dimensions:** no information. **Infrastructure:** none.

[**Sources:** AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rîmnicu Sărat** (ROM) (a.k.a. Ramnicu Sărat; Sihlele?) (45 22 55 N – 27 04 10 E)

**General:** operational airfield (Einsatzhafen) in SE Romania 32 km NE of Buzău and 2.5 km E of Rîmnicu Sărat, which had a population of 10,000 during the war. Rated for all classes. **History:** existed in 1938 as a private landing ground and was used by the Luftwaffe in 1941 and again in 1944.

**Surface and Dimensions:** usually dry grass surface on heavy loam and clay soil measuring 1100 x 1000 meters in 1941 and this was unchanged in Feb 44. No paved runway and the field was diamond-shaped.

**Fuel and Ammunition:** both available.

**Infrastructure:** no hangars in 1941 but had accommodations for 2,000 men in an empty agricultural school that was nearby. By February 1944, there was 1 medium hangar with a separate workshop-type building at the NW corner, and 3 groups of small buildings on the N boundary and at the SE and SW corners - (Gruppe I) with an admin building, flight control, dispensary, motor vehicle sheds, firehouse, 2 barracks for officers, 10 barracks for the men and 14 other buildings for washing, kitchen, latrines, etc.; (Gruppe II) with 4 admin buildings, 3 barracks for officers, 1 officers' club, 5 barracks for the men and 3 buildings for washing and latrines; (Gruppe III) with 2 barracks for officers, 6 barracks for the men and 5 buildings for washing and latrines. The nearest rail connection was a marshalling yard and station just off the W boundary of the landing ground.

**Dispersal:** a North dispersal area had 7 medium open aircraft shelters.

**Remarks:** none.

**Operational Units:**

**Romanian:** VII Fighter Gp. (Jun 41); VIII Fighter Gp. (Feb-Jun 41).

**Luftwaffe:** 3.(F)/Aufkl.Gr. 121 (Jun 41); Transportstaffel Feldluftgaukdo. XXV (Jun 44).

**Station Commands:** Fl.H.Kdtr. E 6/III (Mar 44)?; Fl.H.Kdtr. E(v) 202/VIII (Apr-Aug 44).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): Stab/Luftflottenkdo. 4 (Jul-Aug 44); Stab/IV. Fliegerkorps (Jun-Jul 41); elements of le.Flak-Abt. 774 (Jul 44); Stab and I./Ln.-Rgt. 4 (Jul-Aug 44); Stab and III./Ln.-Rgt. 34 Jul 41).

[Sources: AFHRA A5263 p.1465 (11 Apr 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Roman** (ROM) (c. 46 56 25 N – 26 55 30 E)

General: operational airfield (Einsatzhafen) in E Romania 45 km N of Bacău and 2.5 km N of Roman (wartime population 25,000). Rated for single-engine aircraft.

History: a pre-war private landing ground that was used by the Luftwaffe in 1941 as a forward field for the attack on the Soviet Union. Subsequently inactivated due to lack of sufficient drainage, it was opened again in spring 1944 after artificial drainage installed.

Surface and Dimensions: In 1941 and Dec 43 had a leveled grass surface measuring 500 x 800 meters. Aerial photos from mid-August 1944 showed approx. 1000 x 550 meters (1100 x 600 yards) with a rectangular shape.

Fuel and Ammunition: fuel was probably stored in the West dispersal area.

Infrastructure: in 1941 and Dec 43 had 1 wooden hangar. By mid-August 1944, several small workshop huts had been added just NW of the hangar. A large "E"-shaped admin building was at the NW corner while a barrack complex and several small stores buildings were on the W side of the hangar. The nearest rail connection was a small station with a siding c. 550 meters W of the landing ground. The train station in Roman had 50 meters of sidings and could handle 5 trains at a time.

Remarks: none.

Dispersal: had 2 – West and East – with a total of 32 pairs of blast walls and 43 small open aircraft shelters.

Operational Units: I.(Jagd)/LG 2 (Jun 41); III./JG 77 (Jun 41); 4., 6./JG 77 (Jun-Jul 41); Trsp.Staffel IV. Fliegerkorps (Jul 41); Stab, 1./NSGr. 6 (Apr 44); 3./NAGr. 14 (Apr-May 44); III./JG 52 (Apr-Jun 44); 10.(Pz.)/SG 3 (Apr-Jun 44); Stab, 1., 3./NSGr. 5 (Apr-Aug 44); IV./JG 54 (May 44); I./JG 52 (Jun 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Koflug 5/VII (May 44); Stab and 2./Flak-Abt. 861 (Jul 41); le.Flak-Abt. 724 (Aug 44); elements of le.Flak-Abt. 774 (Jul 44); 24. (Flum.Leit)/Ln.-Rgt. 250 (1944)?; Ldssch.Kp. d.Lw. 125/XI (with Ldssch.Zug d.Lw. 96/VI, Ldssch.Zug d.Lw. 129/VI and Ldssch.Zug d.Lw. 125/XI) (Jul 41); Wetterberatungszentrale d.Lw. 8/XVII (Jul 41).

[Sources: AFHRA A5263 p.1367 (13 Aug 44 updated to 29 Jan 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Roşiorii de Vede** (ROM) (c. 44 04 40 N – 24 57 00 E)

General: airfield in S Romania 95 km WSW of Bucharest and 4 km SW of Roşiorii de Vede. Rated for bombers.

History: existed pre-war and used by the Luftwaffe in spring 1941 during the Apr-May campaign in the Balkans. Inactive for several years and then used operationally by Luftwaffe night fighters and bombers in spring and summer 1944.

Dimensions: 1941 measured 1000 x 1000 meters. Extended and apparently reconfigured during the war with mid-summer 1944 dimensions of approx. 1830 x 455 meters (2000 x 500 yards) giving it an irregular shape.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: fuel available. Ammunition stored in 5 sites off the W boundary and 3 more off the E boundary.

Infrastructure: 1941 had 1 massive hangar, 2 smaller wooden hangars and a barracks area for 1,900 men. An additional workshop building or hut off the N corner and several small barrack huts were erected during the war. The nearest rail connection was in Roşiorii de Vede.

## Luftwaffe Airfields 1935-45

Dispersal: there were no organized aircraft dispersals.

Defenses: no information found.

Remarks:

c. 15 Aug 44: total Luftwaffe station strength this date: 6 officers, 17 Beamten (officials), 345 NCOs and men, 14 German civilian workers, 92 Schuma, 95 Hiwi.

Operational Units:

*Romanian*: I Fighter Gp. (Nov 43 – Jul 44); VII Fighter Gp. (Nov 43 – Apr 44).

*Luftwaffe*: 2./NJG 100 (elements) (Aug 44).

Station Commands: Fl.H.Kdtr. E 6/VI (Jan 41); Fl.H.Kdtr. E 34/XIII (? - Mar 44); Fl.H.Kdtr. E(v) 224/XVII (Apr-Aug 44).

Station Units (on various dates – not complete): Nachschub-Kp. d.Lw. 5/XVII (Mar 41); Wetternebenstelle 1192 (Aug 44); Werft-Abt. 102/VIII (Jul-Aug 44); Flak-Abt. 412 (one Zug) (Aug 44); Störtrupp 3./Ln.-Abt. 81 (Aug 44); 3.Kp. Lw.-Bau-Btl. 101/XII (K) (Aug 44); Feldbauleitung 6/Kuckuck (Aug 44); Flug-Betr.St.Kol. 505/I (elements) (Aug 44); Trsp.Kol. 104/XII (elements) (Aug 44); Schuma-Kp. (Aug 44).

[Sources: AFHRA A5263 p.1361 (31 May 44 updated to 25 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## S

**Sălcuța** (ROM) (44 38 N – 25 34 E)

General: field airstrip (Feldflugplatz) in S Romania 46 NW of Bucharest and just SW of the village of Sălcuța. Rated for bombers. History: no information. No record found of Luftwaffe use. Surface and Dimensions: pastureland for livestock with a firm grass surface. In 1941 measured 900 x 900 meters, but restated in Dec 43 as 950 x 1000 meters. Infrastructure: none.

[Sources: AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sărulești** (ROM) (c. 44 24 50 N – 26 39 00 E)

General: emergency landing ground in SE Romania c. 42 km ESE of Bucharest city center. Exact location in the vicinity of the village not determined. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none. The nearest rail connection was the train station in Titu, 4 km distance.

[Sources: AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Sebeș** (ROM) (45 57 40 N – 23 29 30 E)

General: landing ground in north-central Romania 54.5 km WNW of Sibiu and 5.5 km W of Sebeș. History: may have been laid out in 1943-44. No record found of Luftwaffe use. Surface and Dimensions: grass or pastureland surface approx. 1100 x 715 meters (1200 x 780 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: made available if and when needed. Infrastructure: none. The nearest rail connection was 3.25 km to the N of the landing ground. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1468 (25 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sibiu** (ROM) (a.k.a. Ocna Sibiului; Hermannstadt) (45 47 10 N – 24 05 25 E) or (45 49 45 N – 24 04 35 E)

General: landing ground in C Romania 6.5 NW of the small city of Sibiu and 6.5 km SSE of the village of Ocna Sibiului. Or, 5 km W of Sibiu and 10 km SSE of Ocna Sibiului? Rated for single-engine aircraft. History: believed to have existed pre-war. Surface and Dimensions: 1941 level grass surface measuring 650 x 600 meters. In mid-August 1944

## Luftwaffe Airfields 1935-45

the dimensions were estimated to be 705 x 200 meters (770 x 220 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: fuel was possibly stored in a small blast-protected building at the W end of the S boundary. Infrastructure: no infrastructure in 1941. In mid-August 1944 there was a small hangar near the W end of the S boundary with a small workshop building next to it. Personnel were billeted locally. The nearest rail connection was 3.25 km N of the landing ground. Dispersal: no organized dispersal facilities.

### Remarks:

c. 15 Aug 44: total Luftwaffe station strength this date: 8 officers, 15 Beamten (officials), 131 NCOs and men, 29 Hiwi.

### Operational Units:

*Romanian*: HQ/I Air Region (Dec 41, Aug 44?);

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): (excluding units belonging to Luftflotte 4) - Stab IV.(Flum.Mess)/Ln.-Rgt. 250 (Mar-Aug 44); 3./Ln.-Betriebs-Abt. z.b.V. 13 (elements) (Aug 44); Lw.-Vermittlung (telephone exchange) (Aug 44); Kfz.Werkstatt-Kp. 101/VIII (Aug 44).

[Sources: AFHRA A5263 p.1363 (16 Aug 44 updated to 19 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Sighișoara** (ROM) (c. 46 13 00 N – 24 47 25 E)

General: emergency landing ground in north-central Romania c. 68 km NE of Sibiu. Exact location in the vicinity of the town not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none. [Sources: AFHRA A5263 p.1497 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Sihlele** (ROM) (a.k.a. Sihlea?, Silea?) (c. 45 23 N – 27 03 E)

General: landing ground in east-central Romania 144 km NE of Bucharest, 36 km NE of Buzău, 14 km NNE of Râmnicu Sărat and 500 meters S of the village of Sihlea. Rated for all classes. History: served mainly as a satellite or alternate landing ground for Râmnicu Sărat. No information on when established. Used as an operational airfield for Romanian Potez 63's during the Jun 41 attack on the USSR. Surface and Dimensions: level, firm, dry grass surface. In 1941 and Dec 43 measured 800 x 2000 meters. Infrastructure: none reported. The nearest rail connection was the Sihlea train station, 3.5 km distance.

### Operational Units:

*Romanian*: HQ/2d Bomber Wing (Jun 41); II Bomber Gp. (Jun 41); III Bomber Gp. (Jun 41).

*Luftwaffe*: see Râmnicu Sărat (Râmnicu Sărat).

Station Commands: Fl.H.Kdtr. E 6/III (Mar 44)?; Fl.H.Kdtr. E(v) 202/VIII (Apr-May/Jun 44).

Station Units (on various dates – not complete): none identified, but see Râmnicu Sărat.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Slatina** (ROM) (44 25 42 N – 24 22 15 E)

General: landing ground in SW Romania c. 48.5 km ENE of Craiova. Exact location of the landing ground not determined. History: reportedly used by Luftwaffe bombers during the spring 1941 campaign in the Balkans. Inactive in 1943-44. Surface and Dimensions: no information found. Infrastructure: hangars were reported to be under construction in 1941. The nearest rail connection was in Slatina. Dispersal: none.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab II./Ln.-Rgt. 250 (Jun 43 – Aug 44); 6.(Flum.Ausw.-u.Betr.)/Ln.-Rgt. 250 (Jun 43 – Aug 44).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 p.1469 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Slobozia** (ROM) (e. Slobozia) (44 33 50 N – 27 21 57 E)

General: landing ground in SE Romania 104 km ENE of Bucharest city center. History: no information. No record found of any Luftwaffe flying units being based here. Surface and Dimensions: no information. Infrastructure: no information.

Operational Units:

*Romanian*: III Fighter Gp. (Jun 41).

*Luftwaffe*: none identified.

Station Commands: Fl.H.Kdtr. E (mot) 1/I (May-Aug 44).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 15/VIII (Aug 44).

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

**Stănești** (ROM) (45 06 N – 23 14 E)

General: landing ground in W Romania 88 km NNW of Craiova and 8 km NNW of Târgu Jiu. Rated for bombers. History: no information. No record found of Luftwaffe use. Surface and Dimensions: 1941 measured 1060 x 900 meters. Infrastructure: had 2 wooden hangars in 1941.

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

**Strejnic** (ROM) (a.k.a. Ploiești-Strejnic; today Strejnicu) (44 55 40 N – 25 57 35 E)

General: field airstrip (Feldflugplatz) in C Romania 6.5 km WSW of Ploiești and immediately NE of the village of Strejnic. Rated for all classes. History: a pre-war private landing ground of a Romanian flying club. The Luftwaffe used it occasionally as a transit field during the 1941 campaign in the Balkans but it subsequently fell into disuse. Surface and Dimensions: level grass surface in good condition that in 1941 and Dec 43 measured 950 x 800 meters, and this was relatively unchanged by spring 1944. No paved runway.

Infrastructure: had 3 hangars, an officers' barracks, 7 R.A.D. barracks for 400 men in 1941 and early 1944. There were an additional 8 buildings for admin, washing, kitchen, latrines and stores. All of the infrastructure was at the SW side of the field. The nearest rail connection was in Strejnic. Dispersal: no organized dispersal facilities.

Operational Units: elements of KGr.z.b.V. 104 (Jul 41).

Station Commands: Platzkdo. of Fl.H.Kdtr. E 20/XII (Targisorul-Nou) (Jul 41).

Station Units (on various dates – not complete): elements of 5./Flak-Abt. 147 (Jul 41).

[Sources: AFHRA A5263 p.1462 (31 May 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Șuțești** (ROM) (45 13 50 N – 27 24 20 E)

General: emergency landing ground in SE Romania c. 53 km SW of Galați city center and 2.75 km WNW of Șuțești. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or farmland surface measuring approx. 825 x 585 meters (900 x 640 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Szászváros** (ROM) (today: Orăștie) (45 50 20 N – 23 11 55 E)

General: emergency landing ground in north-central Romania c. 32 km WSW of Sebeș. Exact location in reference to the town not determined. History: reportedly taken over by the Germans in 1942, but record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none reported.

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## T

## Luftwaffe Airfields 1935-45

**Tadena** (ROM) (today: Târgu Ocna) (c. 46 16 55 N – 26 36 35 E)

General: emergency landing ground in NE Romania c. 41 km SW of Bacău. Exact location not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: reportedly had take-off and landing runs of 825 meters (900 yards).

Infrastructure: none.

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tândărei** (ROM) (e. Tândărei) (c. 44 39 N – 27 40 E)

General: field airstrip (Feldflugplatz) in SE Romania 95 km NW of Constanța and 1.5 km NNW of Tândărei. Rated for bombers. History: no information. No record found of Luftwaffe use. Surface and Dimensions: firm, level surface on pastureland. In 1941 and Dec 43 measured 1000 x 700 meters. Infrastructure: no infrastructure. The nearest rail connection was the Tândărei train station.

Romanian: HQ/1<sup>st</sup> Bomber Wing (Aug 44)?; HQ/2d Bomber Wing (Aug 44); part of I Bomber Gp. (Aug 44); II Bomber Gp. (Jun, Aug 44); V Bomber Gp. (Aug 44); 1<sup>st</sup> Long-Range Reconnaissance Sqdn. (1944 – Jul 44); 2d Long-Range Reconnaissance Sqdn. (Aug 44).

Luftwaffe: none identified.

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Târgoviște** (ROM) (44 56 00 N – 25 27 40 E)

General: emergency landing ground in C Romania c. 48 km W of Ploiești. Exact location not determined. History: no information. Reportedly under German-supervised construction in 1941, yet no record found of Luftwaffe flying units being based here.

Surface and Dimensions: no information. Infrastructure: none.

Station Units (on various dates – not complete): 7.(Flum.Leit)/Ln.-Rgt. 250 (radar site *Tiberius*, Jun 43 – Aug 44).

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Târgsorul Nou** (ROM) (a.k.a. Târgsorul Nou) (44 54 35 N – 25 52 25 E)

General: airfield in C Romania 12 km W of Ploiești (Ploiești) and immediately SW of the village of Târgsorul Nou. Rated for bombers.

History: a pre-war civil airfield that was frequently used by the Luftwaffe in 1940-41 and then again in 1943-44 as a fighter station for the defense of the Romanian oil refineries at Ploiești.

Dimensions: 1941 measured 1100 x 1100 meters. Unchanged in Jan 44.

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

Fuel and Ammunition: there was a refueling point near the aircraft shelters in the W corner of the airfield. No details found on ammunition storage or availability.

Infrastructure: had 6 hangars and a barracks area for c. 550 men in 1941. Aerial photos taken in Jan 44 showed 4 medium and 3 small hangars on the NW boundary with 4 workshop-type buildings and some small huts located just SW of the medium hangars. Airfield admin, billeting and stores may have been in a group of buildings in the N corner. Additionally, a cluster of barrack huts were located off the W corner. The nearest rail connection was 2 km N of the airfield.

Dispersal: there were 2 dispersal areas – West and Southeast – with a total of 6 medium open blast shelters. Aircraft also parked in front of the hangars and along the SE boundary.

Defenses: no information found.

Remarks:

Oct 43: airfield to be outfitted with fighter control equipment (Jagdleitgerät) for use as a fighter base.



## Luftwaffe Airfields 1935-45

### Operational Units:

*Romanian:* HQ/2d Tactical Reconnaissance Wing (Jun 41); HQ/2d Fighter Wing (Dec 41, Jun 42, Aug 44); I Tactical Reconnaissance Gp. (Jun 41); I Fighter Gp. (Sep-Nov 43); II Tactical Reconnaissance Gp. (Jun 41); VI Fighter Gp. (c. Jul/Aug 42, Jan-Feb 43); VIII Fighter Gp. (Apr 41, Oct 41 – Aug 42, Dec 42 – May 43); VIII Ground Attack Gp. (May 43).  
*Luftwaffe:* Transportstaffel VIII. Fliegerkorps (Feb-Mar 41); KGr.z.b.V. 104 (Jul 41); I./JG 5 (Nov 43 – Jan 44); 10./JG 301 (Jan-Jul 44); II./JG 301 (May-Jun 44);

Stab/Gefechtsverband Harder (Jun-Aug 44).

Station Commands: Fl.H.Kdtr. E 20/XII (Jul 41 – Jan 42); Fl.Pl.Kdo. A 26/XVII (1943 - Mar 44); Fl.H.Kdtr. E(v) 223/XVII (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug 6/VI (May-Jul 44); Feldwerft-Abt. d.Lw. LE 6 (Apr 41); le.Feldwerft-Abt. III/50 (18 Jul 41); Res.Fluh.Betr.Kp. 1/VII (18 Jul 41); 5./Flak-Abt. 147 (18 Jul 41); Ldssch.Kp. d.Lw. 2/XI (18 Jul 41).

[Sources: AFHRA A5263 pp.1463-64 (27 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Târgu Frumos** (ROM) (47 13 17 N – 27 00 33 E)

General: landing ground in NE Romania 44 km W of Iași, 21 km E of Pascani and on the northern outskirts of Târgu Frumos. History: believed to have been laid out by the Germans in preparation for the June 1941 attack on the USSR, yet no record found of Luftwaffe flying units being based here. A munitions dump and issuing point was set up in or around the town. Surface and Dimensions: 1941: the landing ground measured 500 x 700 meters and was rated for single-engine aircraft only. Infrastructure: none.

Station Units (on various dates – not complete): Feldmunitionslager Târgu Frumos (Jul 41); Nachschub-Kp. 3/XII (elements) (Jul 41); Flak-Geräteausgabestelle Târgu Frumos (Jul 41); Ldssch.Kp. d.Lw. 7/XI (Jul 41).

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

### **Târgul Jiu** (ROM) (today Târgu Jiu or Tîrgu Jiu?) (c. 45 02 15 N – 23 16 55 E)

General: field airstrip (Feldflugplatz) in W Romania 100 km SW of Sibiu and 7 km NE of Târgul Jiu. Rated for bombers. History: a pre-war landing ground that was used by the Luftwaffe during 1941 and 1942 but not after that. No record found of Luftwaffe units being based here. Surface and Dimensions: poorly drained grass surface that measured 900 x 900 meters in 1941 and Dec 43. Unchanged by 1944. Infrastructure: had 2 small wooden hangars in 1941 and Dec 43. The nearest rail connection was 5 km from the airstrip in Târgul Jiu. Dispersal: none reported.

[Sources: AFHRA A5263 p.1470 (27 Nov 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Târgul Jiu - Bălănești** (ROM) (45 03 10 N – 23 20 00 E)

General: landing ground in W Romania 5 km NE of Târgu Jiu. History: a small pre-war landing ground that was used by Luftwaffe tactical reconnaissance aircraft in spring 1941. No record found of Luftwaffe units being based here. Surface and Dimensions: level grass or agricultural land measuring approx. 915 x 685 meters (1000 x 750 yards) with an irregular shape. No paved runway. Infrastructure: had 3 huts at the NE corner that may have been used as workshops. When there, personnel were accommodated locally. The nearest rail connection was in Târgu Jiu. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1471 (17 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Târgul Jiu - Vădeni** (ROM) (45 05 35 N – 23 15 00 E)

General: landing ground in W Romania 7 km NNW of Târgu Jiu and 5 km NW of the village of Vădeni. History: set up during the war but details are lacking. No record found of Luftwaffe units being based here. Surface and Dimensions: grass surface measuring approx. 1370 x 1100 meters (1500 x 1200 yards) with a rectangular shape. No paved runway. Infrastructure: had 1 probable hangar and 1 small building at the W end of the N

## Luftwaffe Airfields 1935-45

boundary. Personnel when present were accommodated locally. The nearest rail connection was in Târgu Jiu. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1472 (17 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Targu Neamt** (ROM) (47 12 30 N – 26 22 00 E)

General: emergency landing ground in NE Romania c. 97 km W of Iași. Exact location near the town not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: reportedly had take-off and landing runs of 640 meters (700 yards). Infrastructure: none.

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Tâtarul** (ROM) (a.k.a. Tâtaru) (c. 43 52 28 N – 28 22 07 E)

General: field airstrip (Feldflugplatz) in SE Romania 40 km SW of Constanța and directly SE of the village. Rated for single-engine aircraft. History: no information. No record found of Luftwaffe use. Surface and Dimensions: firm, level average grass surface. In 1941 measured 1000 x 1250 meters. Restated by the Germans in Dec 43 as 1000 x 700 meters. Infrastructure: none. The nearest rail connection was 12 km from the airstrip.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Tecuci** (ROM) (e. Tecuci) (45 51 20 N – 27 23 35 E)

General: airfield (Fliegerhorst) in E Romania 68 km NW of Galați and 2.5 km WNW of Tecuci, which has a wartime population of 25,000. Rated for all classes.

History: a pre-war military airfield and home to a flight training school that existed from at least 1920. It was also a main base for Romanian Air Force units during the war.

Dimensions: in 1941 measured 1000 x 800 meters, this being restated by the Germans in Dec 43 as 1200 x 1300 meters. But according to Allied recce photos taken in January 1944, the landing area had been lengthened and the new dimensions were 1435 x 795 meters (1570 x 870 yards) with a triangular shape.

Surface and Runways: level grass surface on loam soil that dried quickly when wet. No paved runway.

Fuel and Ammunition: there was bulk storage in tanks for 100,000 liters of fuel. The ammunition dump was located off the W boundary and consisted of some 40 blast-proof bunkers.

Infrastructure: had 1 large hangar, 2 medium hangars, 5 smaller wooden hangars a workshop building and barracks for 250 men in 1941. The number of hangars was unchanged in Jan 44, but there were 2 more hangars under construction and the accommodations were now stated as a barrack complex with 5 buildings (50 men each) along the E side of the airfield on the outskirts of Tecuci. The Tecuci train station was 1 km from the airfield.

Dispersal: there were 4 – East, Northeast, Northwest and Southwest – with a total of 13 medium and 9 small aircraft shelters completed and another 20 medium shelters under construction.

Defenses: none observed in Jan 44.

Remarks: none.

Operational Units:

Romanian: HQ/1<sup>st</sup> Air Corps (Jun/Jul 44); HQ/2d Bomber Wing (Dec 41, Aug 42); I Bomber Gp. (Dec 41, Jun 42); II Fighter Gp. (Oct 40 – Jun 41); II Fighter Gp. (Jun 44); II Bomber Gp. (Dec 41, Aug 42); IX Fighter Gp. (Apr-Jun 44).

Luftwaffe: none identified.

Station Commands: Fl.H.Kdtr. E 12/VII (Mar 44); Fl.H.Kdtr. E(v) 213/VIII (Apr-Aug 44).

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

[Sources: AFHRA A5263 pp.1473-74 (3 Mar 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

### **Țepeș Vodă** (ROM) (c. 44 26 44 N – 28 15 40 E)

General: field airstrip (Feldflugplatz) in SE Romania 43 km NW of Constanța and 2 km E of Țepeș Vodă. Rated for bombers. History: no information. No record found of Luftwaffe use. Surface and Dimensions: firm, dry grass surface of average quality. In 1941 measured 1100 x 800 meters and this was unchanged in Dec 43. Infrastructure: no infrastructure. The nearest train station was 10 km SE of the airstrip in Carol I (Nicolae Bălcescu).

[Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

### **Teregova** (ROM) (c. 45 08 50 N – 22 16 55 E)

General: emergency landing ground in SW Romania 65 km NNW of Turnu Severin. Exact location in relationship to the town not determined. History: no information. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none. [Sources: AFHRA A5263 p.1498 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Tescani** (ROM) (a.k.a. Tetcani?; Gherăești) (46 30 40 N – 26 39 00 E)

General: emergency landing ground in NE Romania 19-20 km WSW of Bacău. Exact location in the vicinity of the village not determined. History: a pre-war private landing ground. No record found of Luftwaffe use. Surface and Dimensions: no information. Infrastructure: none.

Operational Units:

*Romanian*: II Fighter Gp. (May-Jun 44); VII Fighter Gp. (Apr-May 44).

*Luftwaffe*: none identified.

[Sources: AFHRA A5263 p.1500 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Timișoara/Nordwest** (ROM) (a.k.a. Timișoara/Nord, Temeschuar, Temeschberg) (45 47 18 N – 21 11 15 E)

General: landing ground in W Romania 4.5 km NW of Timișoara city center. Rated for bombers. History: a pre-war civil and military airport that was taken over and improved by the Germans in 1941. Surface and Dimensions: good grass surface. Measured 500 x 700 meters in 1941. Enlarged during the war to 915 x 915 meters (1000 x 1000 yards), according to Allied aerial photos. Had a diamond shape. Fuel and Ammunition: both available. Infrastructure: had 1 hangar under construction in 1941 and this had been completed by Oct 43. A few small buildings may have been used for accommodations including the airport terminal building. Dispersal: no organized dispersal facilities.

Operational Units: 3.(H)/Aufkl.Gr. 41 (Apr 41).

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1475 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Timișoara/Südost** (ROM) (c. 45 44 N – 21 17 E)

General: civil landing ground (Verkehrslandeplatz) 5 km SE of Timișoara city center. Rated for individual single-engine aircraft. History: Surface and Dimensions: level grass surface on sandy soil. In Dec 43 measured 800 x 700 meters. Infrastructure: had a small terminal building and a barracks with a capacity for 20 men. The nearest rail connection was in Timișoara.

[Sources: chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Titu** (ROM): see Boteni.

**Trotus** (ROM): see Bacău-Trotus.

**Tudora** (ROM) (47 31 00 N – 26 38 10 E)

## Luftwaffe Airfields 1935-45

**General:** field airstrip (Feldflugplatz) in NE Romania 25 km S of Botoșani. Exact location of the landing ground not determined but believed to be approx. 4 km SSW of Tudora. Rated for all classes. **History:** built by the Luftwaffe in early 1941 as a forward airstrip for the attack on the USSR in June. Turned over to the Italian Air Force in Aug 41 and some of its personnel were still there a year later. **Surface and Dimensions:** firm, level grass surface on sandy soil that measured 600 x 1500 meters in 1941 and Dec 43. Not recommended for landings in bad weather due to its proximity to mountains. **Fuel and Ammunition:** there were underground fuel tanks for bulk storage. **Infrastructure:** no hangars or workshops but there were billeting facilities for 600 men in 1941. In Dec 43 this was restated as 1 admin building, 1 building for officer accommodations, 5 barracks for the men and 8 other buildings for stores, a kitchen, latrines, etc. The nearest rail connection was the station in Liteni, 8 km WNW of the airstrip. **Dispersal:** no organized dispersal facilities.

### Operational Units

**Romanian:** none identified.

**Luftwaffe:** I.(Jagd)/LG 2 (Jul 41); I./St.G. 77 (Jul 41).

**Italian (Regia Aeronautica):** 22° Gruppo CT (Aug 41); 61° Gruppo OA (Aug 41).

**Station Commands:** Fl.H.Kdtr. E 35/IV (Jun-Aug 41).

**Station Units** (on various dates – not complete): 1./Flak-Abt. 861 (mot) (Jul 41); Stab and 1./Lw.-Bau-Btl. 6/XI (Jul 41); Ldssch.Kp. 105/XI (with Ldssch.Zug d.Lw. 105/XI, Ldssch.Zug d.Lw. 114/XI and Ldssch.Zug d.Lw. 199/XI) (Jul 41); Wetterberatungszentrale d.Lw. 12/XVII (Jul 41).

[**Sources:** AFHRA A5263 p.1477 (27 Nov 43); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Tulcea** (ROM) (c. 45 10 30 N – 28 48 20 E)

**General:** seaplane anchorage in SE Romania approx. 112 km N of Constanța along the Danube delta. Exact location of the anchorage not determined. **History:** used occasionally by German seaplanes. **Anchorage:** calm waters on the river with ample take-off and landing room. **Fuel and Ammunition:** fuel was stocked and available. **Infrastructure:** no information found regarding jetties, slipways or other infrastructure, presuming there was any.

[**Sources:** AFHRA A5263 p.1478 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tunari** (ROM) (a.k.a. Bucharest-Tunari) (44 33 20 N – 26 09 25 E)

**General:** field airstrip (Feldflugplatz) in S Romania 13.5 km NNE of Bucharest city center and directly NE of Tunari. Rated for single-engine aircraft. **History:** reportedly laid out in 1939 and used during the war as a satellite field for Otopeni and Pipera. **Surface and Dimensions:** firm, level grass surface. In 1941 measured 1100 x 1000 meters and unchanged in 1944. No paved runway. **Fuel and Ammunition:** made available as needed. **Infrastructure:** no infrastructure in 1941 or in April 1944. Personnel were accommodated locally. The nearest rail connection was 2 km S of the landing ground, but the nearest train station was 11 km from the airstrip. **Dispersal:** no organized dispersal facilities. Aircraft were parked along the E boundary.

**Operational Units:** none identified.

**Station Commands:** none identified.

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

[**Sources:** AFHRA A5263 p.1425 (24 May 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Turda I** (ROM) (a.k.a. Turda/Süd) (c. 46 31 55 N – 23 47 30 E)

**General:** operational airfield (Einsatzhafen) in north-central Romania 45 km NW of Sibiu and 3.5 km S of Turda. Rated for all classes. **History:** built after Turda/Nord but never fully developed. Served as a satellite or alternate landing ground for Turda/Nord. No

## Luftwaffe Airfields 1935-45

record found of Luftwaffe use. Surface and Dimensions: poor quality grass surface that in 1941 and Dec 43 measured 1300 x 1600 meters. Allied aerial photos from June 1944 showed dimensions of 1190 x 1190 meters (1300 x 1300 yards) with an irregular shape. No paved runway. Fuel and Ammunition: both available. Infrastructure: none in 1941. Aerial photos from Jun 44 showed 1 workshop-type building at the N corner with 4 prepared sites on each side of the building. The 8 sites were thought to be for hangars but the construction work was never completed. A group of buildings off the N boundary probably included space for accommodations and stores. The nearest rail connection was in Turda. Dispersal: there were no organized dispersal facilities. Aircraft parked openly around the perimeter of the landing ground.

[Sources: AFHRA A5263 p.1479 (21 Aug 44); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

**Turda II** (ROM) (a.k.a. Turda/Nord) (c. 46 32 40 N – 23 48 00 E)

General: landing ground in north-central Romania 45 km NW of Sibiu and 2.25 km S of Turda. Rated for single-engine aircraft. History: built pre-war as a military airfield. No record found of Luftwaffe use. Surface and Dimensions: grass surface that in 1941 measured 600 x 600 meters and this was unchanged in June 1944. No paved runway. Fuel and Ammunition: both available. Infrastructure: had 5 wooden hangars on the N boundary in 1941, two of which may have been used as workshops. No change by Jun 44. A group of buildings 1 km SW of the landing area may have been used for admin space and billeting. The nearest rail connection was in Turda. Dispersal: no organized dispersal facilities. Aircraft parked along the edge of a wood 180 meters off the S boundary and at the N end of the landing area.

Operational Units:

*Romanian*: I Fighter Gp. (Jun 41 - ?).

*Luftwaffe*: none identified.

[Sources: AFHRA A5263 p.1480 (21 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turda III** (ROM): see Luna.

**Turnisor** (ROM): see Sibiu.

**Turnu Măgurele** (ROM) (43 45 15 N – 24 50 30 E)

General: landing ground in south-central Romania approx. 130 km SW of Bucharest and 2 km W of Turnu Măgurele. History: originally planned as a secondary civil airport. Used as a transit field by aircraft flying from Greece to Poland in June 1941. No evidence found of Luftwaffe units being stationed here. Surface and Dimensions: grass surface measuring approx. 1235 x 960 meters (1350 x 1050 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: brought in as needed. Infrastructure: none. Personnel, when here, were billeted locally. The nearest rail connection was in Turnu Măgurele. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1362 (25 Jul 44 updated to 25 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turnu Severin** (ROM) (a.k.a. Banovița; today Drobeta - Turnu Severin) (c. 44 38 N – 22 37 E)

General: airfield (Fliegerhorst) in SW Romania 95 km WNW of Craiova and 4 km W of Turnu Severin on the outskirts of the suburban village of Magheru. Rated for bombers. History: briefly used by the Luftwaffe in spring 1941 and then abandoned. Reactivated and enlarged in 1943 with construction beginning on a runway, but this was never completed. Surface and Dimensions: level, firm grass surface, eastern part good, western part bad, that in 1941 measured 900 x 1000 meters. Enlarged and improved during 1943-44 and by mid-August 1944 measured approx. 1325 x 1050 meters (1450 x 1150 yards) with an irregular shape. Fuel and Ammunition: made available as needed.

Infrastructure: had 1 hangar in 1941 and in Dec 43 the Germans restated this as 2 medium

## Luftwaffe Airfields 1935-45

hangars, 1 aircraft workshop, an admin building, a small accommodations building and a stores building. Local billeting in Turnu Severin could accommodate 150-200 personnel. By mid-August 1944 the hangars were gone and no buildings were present at the airfield, according to Allied aerial photos. The nearest rail connection was 1.5 km from the airfield.

Dispersal: there were no organized dispersal facilities.

Remarks:

16 Apr 44: airfield bombed by 68 B-24 Liberators - claimed 11 aircraft destroyed on the ground and damage to hangars, admin buildings and barracks. The landing area was also cratered.

Operational Units: I./ZG 26 (Apr 41).

Station Commands: none identified.

Station Units (on various dates - not complete): 1. Flugh.Betr.Kp./ZG 26 (Apr 41).

[Sources: AFHRA A5263 p.1372 (7 Aug 44 updated to 1 Feb 45); chronologies; BA-MA (incl. RL 9/70); NARA; PRO/NA; web site ww2.dk]

## U

**Ureastra** (ROM) ( ?? )

Not found - possibly an a.k.a. for or a satellite of Pitesti and/or Geamana.

General: ?? History: ?? Surface and Dimensions: ? Fuel and Ammunition: ??

Infrastructure: ?? Dispersal: ??

Operational Units:

*Romanian*: II Fighter Gp. (Aug 44); IV Fighter Gp. (Aug 44).

*Luftwaffe*: none identified.

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

**Urziceni** (ROM) (44 43 00 N - 26 38 20 E)

General: emergency landing ground in C Romania 55 km ESE of Ploiești. Exact location not certain, but possibly 6.5 km ESE of Urziceni. History: said to have been built during the war years and pressed into service for fighters assigned to defend Bucharest and Ploiești during 1943-44. However, no record found of Luftwaffe units being based here. Surface and Dimensions: no information. Infrastructure: none mentioned.

[Sources: AFHRA A5263 p.1500 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## V

**Vălenii de Munte** (ROM) (45 13 00 N - 26 02 15 E)

General: emergency landing ground in C Romania 31 km N of Ploiești and 3.25 km N of Vălenii de Munte. History: no information. Surface and Dimensions: grass or pastureland measuring approx. 550 x 185 meters (600 x 200 yards) located along the W bank of a river. Infrastructure: none mentioned.

[Sources: AFHRA A5263 p.1500 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vaslui** (ROM) (e. Vaslui) (c. 46 38 00 N - 27 43 00 E)

General: landing ground in NE Romania 25 km WSW of Huși and reportedly 1 km WSW of Vaslui town center. Rated for single-engine aircraft. History: believed to have been laid out by the Germans in preparation for the June 1941 attack on the Soviet Union. No record found of Luftwaffe units being based here. Surface and Dimensions: 1941 measured 600 x 1000 meters. Infrastructure: no infrastructure mentioned in 1941.

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 p.1501 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vințu de Jos** (ROM) (a.k.a. Vințu de Jos) (46 00 00 N – 23 32 30 E)

General: landing ground in north-central Romania 5 km NNW of Sebeș town center and 4.5 km E of the village of Vințu de Jos. History: a pre-war Romanian landing ground. No record found of Luftwaffe use. Surface and Dimensions: grass or farmland measuring approx. 730 x 730 meters (800 x 800 yards) in 1940. Infrastructure: none Dispersal: none.

[Sources: AFHRA A5263 p.1484 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vișina Veche** (ROM) (e. Vișina Veche; today Visina Noua) (c. 43 52 00 N – 24 25 00 E)

General: landing ground in south-central Romania 72 km SE Craiova, 28 km S of Caracal and 3 km SE of Vișina Veche. Rated for bombers. History: thought to have existed prior to the war. No record found of Luftwaffe use. Surface and Dimensions: 1941 measured 900 x 700 meters. Aerial photos taken in May 1944 shows dimensions of 1000 x 915 meters (1100 x 1000 yards) and roughly square in shape. Infrastructure: none in 1941 and still none in May 44. The nearest rail connection was in Vișina Veche. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5263 p.1485 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Z

**Zărnești** (ROM) (45 17 47 N – 26 52 04 E)

General: field airstrip east-central Romania 14 km NNE of Buzău. Exact location in the vicinity of Zărnești not determined. History: believed to have been set up in late 1943 or early 1944 as a satellite strip or alternate landing ground for nearby Zilișteea airfield, 12 km SE of Zărnești. Surface and Dimensions: no information. Fuel and Ammunition: both made available as needed. Infrastructure: probably none. Dispersal: no information. Operational Units: III./JG 52 (May 44).

Station Commands: operated by the station command at Zilișteea airfield.

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

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

**Zilișteea** (ROM) (today: Zilișteanca) (c. 45 13 30 N – 26 58 30 E)

General: airfield in east-central Romania 13.6 km NE of Buzău. Rated for bombers. History: a pre-war Romanian Air Force training field until the Luftwaffe moved in during 1940-41 and then, following enlargement and extensive development including a concrete runway became one of the 4 or so largest and most important German airfields in Romania and almost certainly the busiest.

Dimensions: 1941 measured 3500 x 3200 meters and this was unchanged in August 1944.

Surface and Runways: a single concrete runway 1,700 meters in length that was connect by taxi tracks to the airfield's perimeter road. The remainder of the surface was level grass.

Fuel and Ammunition: full servicing facilities. A large ammunition dump with 32 blast-proof units was located off the W end of the S boundary.

Infrastructure: at the W corner of the field were 6 medium and 2 small hangars, all with concrete aprons, and 2 large workshops to the rear of the hangars and a barrack. In a separate group at the center of the airfield were 2 large and 2 small workshops and a number of barrack buildings. In 1941, the barrack buildings could accommodate 3,000

## Luftwaffe Airfields 1935-45

men. A branch rail spur was under construction from the nearest line at Boboc to the back of the hangar area.

Dispersal: 34 medium aircraft blast shelters (including 5 under construction in Aug 44) and 28 small blast shelters arranged in 4 separate dispersal areas around the airfield, Central, North, West and East.

Defenses: unknown.

Remarks:

Oct 43: Zilistea was to be outfitted with fighter control equipment (Jagdleitgerät) for use as a fighter base.

22 Jul 44: low-level attack by 72 P-38s and 47 P-51s from 15<sup>th</sup> AAF – 41 aircraft were claimed on the ground here and at Buzău airfield this date.

Operational Units:

Romanian: V Bomber Gp. (Jun 41).

Luftwaffe: I./LG 1 (Mar 41); I./LLG 1 (Apr 41); II./KG 4 (Apr-Jun 41); III./KG 27 (Jun-Jul 41); I.(Jagd)/LG 2 (Jul 41); Stab/KG 51 (Jul 41); I./KG 51 (Jul –Oct 41?); 11./NJG 6 (1943-44); detachment of 2./NJG 100 (1944); IV./TG 1 (Apr 44); I./TG 5 (Apr 44); I./JG 52 (Apr 44); Stab, II./TG 5 (Apr-May 44); Transportfliegerstaffel 5 (Apr-May 44); 4./KG 26 (Apr-May 44); II./JG 52 (Apr-Jun 44); 15.(kroat.)/JG 52 (Apr-Jul/Aug 44); 3.(F)/Aufkl.Gr. 121 (Apr-Aug 44); Stab, 1./NAGr. 14 (Apr-May 44); II./SG 2 (May 44); 14.(Eis.)/KG 27 (May 44); Küstenstaffel Krim (May-Jun 44); elements of I./KG 200 (Jun-Aug 44); Stab/NAGr. 1 (Jul-Aug 44); III./SG 2 (Aug 44)?; 10.(Pz.)/SG 2 (Aug 44)?

Reserve Training & Replacement Units: 7./Erg.Trsp.Geschwader (Apr-May 44).

Station Commands: Fl.H.Kdtr. E 34/XI (May-Nov 41); Fl.H.Kdtr. E 13/XVII (Nov 41 – early 1942); Fl.H.Kdtr. E 2/VI (1943 – Mar 44); Fl.H.Kdtr. E(v) 226/XVII (Apr-Aug 44).

Station Units (on various dates – not complete): Koflug 1/IV (Mar-Aug 44); 2.

Flugh.Betr.Kp./KG 51 (Jul 41); le.Feldwerft-Abt. (mot) II/50 (Jul 41); schw.Feldwerft-Abt.

IV/50 (Jul 41); Werft-Abt. 103/VIII (Jul 44); 123. Flugh.Betr.Kp. (Qu) (c.May-Aug 44);

Luftminen-Zug 7 (May-Aug 44); elements of I./Flak-Rgt. 501 (Mar-Jul 41); elements of gem.Flak-Abt. 147 (Jun-Aug 44); elements of le.Flak-Abt. 724 (Apr/May 44); III.

(Tel.Bau)/Ln.-Rgt. 24 (Apr-Jul 41); Nachschub-Kp. 11/VI (elements) (Jul 41); Munitions-Ausgabestelle Zilistea (Jul 41); Wetterzentrale Zilistea (Jul 41).

[Sources: AFHRA A5263 pp.1486-87 (4 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Zimnicea** (ROM) (43 39 20 N – 25 22 10 E)

General: emergency landing ground on the N bank of the Danube in south-central Romania c. 107 km SSW of Bucharest and 36 km S of Alexandria. The exact location in the vicinity of Zimnicea not determined. History: used by Luftwaffe aircraft in 1941 but no units were based here. Surface and Dimensions: no information. Infrastructure: none mentioned.

[Sources: AFHRA A5263 p.1501 (31 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]