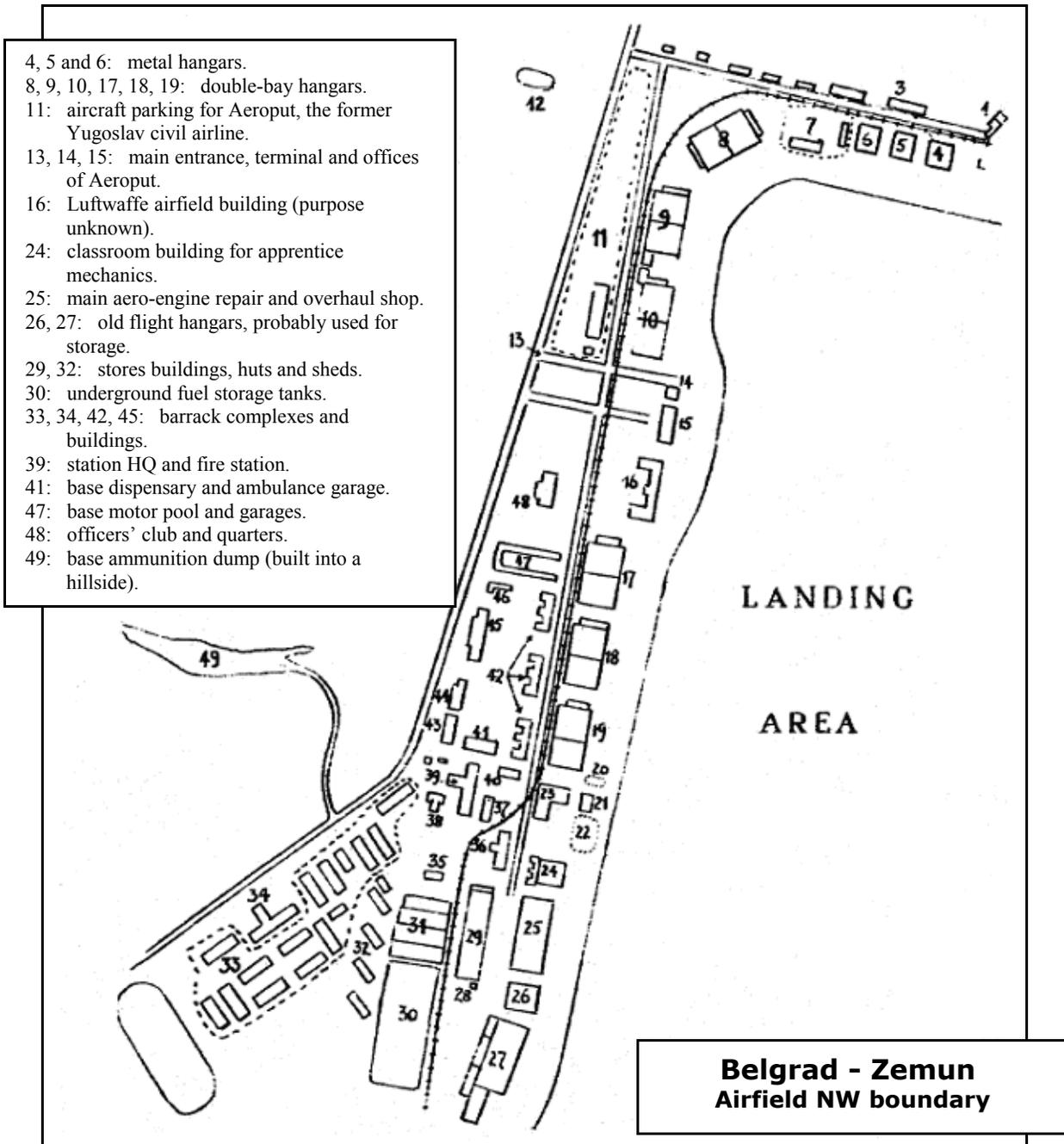


Luftwaffe Airfields 1935-45 Yugoslavia

By Henry L. deZeng IV



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Luftwaffe Airfields 1935-45

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Airfields

Yugoslavia

(incl. Croatia and Serbia)

Introduction

Conventions

1. For the purpose of this reference work, "Yugoslavia" generally means the territory belonging to the country on 6 April 1941, the date of the German invasion and occupation of Yugoslavia and Greece.
2. All spellings are as they appear in wartime German documents with the addition of alternate spellings where known. Place names in the Cyrillic alphabet as used in Serbia have been transliterated into the English equivalent as they appear on Google Earth, while those that appear in the Latin alphabet as used in Croatia have been left as is.
3. Every effort has been made to cross-reference alternate names for many of the airfields, but if one is not found then the search function can be used.
4. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

Preface

Military aviation in what later became the Kingdom of Yugoslavia goes back to the Serbian Air Service that came into existence in 1912 and fought during the Balkan Wars of 1912-13. But the first national air force with a formal organizational structure and supporting ground infrastructure did not begin developing until 1923, some 5 years after the end of World War I. Equipped with obsolete aircraft, the Jugoslovensko Kraljevsko Ratno Vazduhoplovstvo (JKRV) did not begin procurement of more modern types until 1938 and this modernization program was barely completed by March 1941. Quantitatively, it was only about one-third of the total the plans called for by 1943 (460 aircraft vs 1437). Most of these new aircraft were purchased outright (Bf 109 Es from Germany) or license-produced by the 4 principal indigenous manufacturers: Ikarus (license production of the Blenheim I); Rogožarski (license production of the Hawker Hurricane I); Zmaj (license production of the Hawker Hurricane I); and, the Državna Fabrika Aeroplana (State Aircraft Factory) in Kraljevo (license production of the Do 17 K).

According to most published and unpublished sources, the airfields in Yugoslavia until fall 1943 were generally considered "not especially good" by any comparable standards, with the possible exceptions of Belgrade-Zemun, Pancevo and Zagreb-Borongaj, these

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numbering just 3 of the 10 main military airfields that existed in 1937. A network of up to 100 quasi-secret reserve field landing grounds, also referred to as auxiliary airfields and mobilization dispersal airstrips, was hurriedly developed beginning in early 1940 to remedy the country's shortage of airfields in terms of quantity and to provide dispersal options in the event of mobilization and war. The network was activated on 12 March 1941 some 6 days following the mobilization of the JKRv. There were about 50 of these that had been completed (most of them identified in the following list), but they were little more than designated parcels of pastureland that had been leveled and perhaps had a small supply of fuel stored there as well as a hut or a shed for equipment storage. Most of them were unserviceable in wet weather.

From 1941 to fall 1943, the Germans did little with the airfields in Yugoslavia except to inactivate many of them as unneeded. Yugoslavia was an occupied backwater and only a few transit airfields for refueling stopovers to and from Greece, several for training bases and a half-dozen landing grounds to support anti-Partisan operations were needed. In summer 1943 this situation changed dramatically as Allied forces invaded Sicily and Italy and quickly brought Yugoslavia within range of large numbers of aircraft based in Italy. The Germans almost immediately began improving existing airfields in the country and building new ones, mainly in the Yugoslav Banat (Vojvodina) where there was a large German ethnic minority. Much of this construction work was unfinished when the new airfields were evacuated in fall 1944.

Airfields Listed

A total of 130 airfields, landing grounds, field airstrips, satellite fields, emergency landing grounds and seaplane stations are listed below.

A

Abrezina (YUGO) (c. 45 44 N – 16 04 E)

General: not identified but may have been a satellite field or alternate landing ground a kilometer or two from Agram/Zagreb-Pleso (or an a.k.a. for Zagreb-Pleso?). No documentation dated prior to 1945 or details found.

Station Units: Fl.H.Kdtr. A(o) 115/XVII (Jan-Apr 45).

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

Agram (Zagreb) (YUGO) (45 48 54 N – 15 58 53 E)

General: Luftwaffe units stationed in and around the Croatian capital but not identifiable with a specific airfield.

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

Commands, Servicing, Repair (Stäbe): elements of Stab/Kommandierender General der deutschen Luftwaffe Nordbalkan (c.Nov 44 – Jan 45)?; Stab/17. Fliegerdivision (Feb-Apr 45); Stab/Fliegerführer Kroatien (Feb/Mar 43 – Aug 44); Stab/Fliegerführer Nordbalkan (Sep 44 – Jan 45); Luftgaustab z.b.V. 4 (Apr-May 41); Aussenstelle Agram d.Feldluftgaukdo. XXX (1943-44).

Servicing, Repair (Wartungs, Instandsetzungs): Ie.Feldwerft-Zug 4/Feldwerftverband 10 (Oct 43); Feldwerft-Abt. II/60 (Jan, Feb 44); 122. Flugh.Betr.Kp. (Qu) (1945); 29. Flugzeugwartungs-Kp. (1945); Ie.Feldwerft-Zug 14/60 (1945).

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Antiaircraft (Flak): Stab/19. Flak-Div. (Apr 45); Stab/Flak-Rgt. 58 (1945); le.Flak-Abt. 73 (mot) (1945); gem.Flak-Abt. 131 (less 3.Bttr.) (1945); 5./Flak-Rgt. 23 (1945); 4. and 5./schw.Flak-Abt. 271 (1945); schw.Flak-Abt. 397 (1945); gem.Flak-Abt. 544 (1945); schw.Flak-Abt. 804 (1945); elements of schw.Flak-Abt 806 (Nov 44); elements of le.Flak-Abt. 829 (1945); Stab and elements of le.Flak-Abt. 865 (E.Tr.) (1945); 2./le.Flak-Abt. 866 (E.Tr.) (Dec 44 - 1945); le.Flak-Abt. 891 (1945); Flak-Instandsetzungswerkstatt (o) 101/VIII (1945); Flak-Sondergerätwerkstatt 1/IV (1945); Flak-Geräteausgabestelle 2/III (1945); Flak-Trsp.Bttr. 42/III (Mar-Apr 45).

Air Force Signals (Luftnachrichten): Stab/Ln.-Rgt. 248 (Jan-May 45); Stab I. (Flum.Mess)/Ln.-Rgt. 248 (Jan-May 45); 1.(Ln.-Ausw.u.Betr.)/Ln.-Rgt. 248 (Sestine, Jan-May 45); 2.(Flum.Mess)/Ln.-Rgt. 248 (Jan-May 45); 6.(lr.Flum.Funk)/Ln.-Rgt. 248 (Prečko, Jan-May 45); 14.(Flum.Verb.)/Ln.-Rgt. 248 (Jan-May 45); 7.(Tel.Bau)/Ln.-Rgt. 24 (Jan-Mar 45); Stab and elements/Ln.-Flugmelde-Rgt. Südost (c.Nov 44 - Apr 45); Stab I./Luftgau-Nachr.Rgt. Holland (Jan 44 - ?); Ln.-Abt. 63 (Feb 44 - 1945); 3.(Fernverb.)/Ln.-Betr.Abt. (mot) z.b.V. 14 (Jun, Oct 44, Feb 45); Stab and elements/Flugmeldemess-Abt. z.b.V. 13 (Oct 44 - 1945); Stab and elements of Flugmeldemess-Abt. z.b.V. 14 (c. Nov 43 - Apr 45); Flughafenbereichs-Ln.-Kp. z.b.V. 25 (Sep 43, Feb 44); Ln.-Betr.Kp. 139 (Apr 45); elements of Flugmelde-Funk-Kp. z.b.V. 37 (Oct 43 - Apr 45); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 7 (Dec 43); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 6 (1945); elements of Ln.-Verbindungs-Kp. z.b.V. 13 (May 44 - 1945); Ln.-Techn.Arbeitsstab 30 (1944-45); Flugsicherungsstelle 13 (Oct 43 -).

Construction (Bau): 4.Kp. Lw.-Bau-Btl. 133/IV (Feb 44); elements of Lw.-Bau-Btl. 130/XVII (K) (1945); Lw.-Pionier-Btl. 13 (Dec 44, Apr 45).

Supply Services (Nachschubdienste): Versandkdo. d.Lw. 3/XVII (Sesvete, Jan 44 - ?); Flieger-Geräteausgabestelle (mot) 103/XI (Gorica, Oct 43, Feb 44); Flieger-Geräteausgabe- und Sammelstelle 3/XVII (Sesvete, 1943-45); Munitionsausgabestelle d.Lw. 16/III (1945); Munitionsausgabestelle d.Lw. 41/VI (May 44, 1945); Flugbetriebsstoffausgabestelle 9/XVII (1944-45).

Ground Transport (Transportkolonnen): Flug-Betriebsstoff-Kolonne 515/III (1945); Flug-Betriebsstoff-Kolonne 503/XIII (Oct 43 - ?); Flug-Betriebsstoff-Kolonne 501/XVII (Sep 43, c.May 44 - ?); Flug-Betriebsstoff-Kolonne 503/VIII (Feb 44 - ?); Trsp.Kol. d.Lw. 106/IV (1945); Trsp.Kol. d.Lw. 107/IV (1945); Trsp.Kol. d.Lw. 114/IV (1945); Trsp.Kol. d.Lw. 103/VI (Mar 44 - ?); Trsp.Kol. d.Lw. 137/VI (1945); Trsp.Kol. d.Lw. 152/VI (1945); Trsp.Kol. d.Lw. 104/VII (1945); Trsp.Kol. d.Lw. 126/VII (1945); Trsp.Kol. d.Lw. 110/XI (1945); Trsp.Kol. d.Lw. 122/XI (1945); Trsp.Kol. d.Lw. 103/XII (1945); Trsp.Kol. d.Lw. 113/XVII (1945); Kw.Trsp.Rgt. 5 (Speer) d.Lw. (1945); Kfz.Instandsetzungszug d.Lw. 14/VI (1945); Kfz.Instandsetzungszug d.Lw. 9/VII (1945); Kfz.Instandsetzungszug d.Lw. 11/XVII (1945).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 44/I (1945); Ldssch.Zug d.Lw. 55/I (1945); Ldssch.Zug d.Lw. 50/III (1945); Ldssch.Zug d.Lw. 51/III (1945); Ldssch.Zug d.Lw. 55/III (1945); Ldssch.Zug d.Lw. 58/III (Oct 43, Dec 44, 1945); Ldssch.Zug d.Lw. 2/IV (1944-45); Ldssch.Zug d.Lw. 9/IV (Lucko, Dec 43 - ?); Ldssch.Zug d.Lw. 24/IV (Oct 43 - ?); Ldssch.Zug d.Lw. 33/IV (1945); Ldssch.Zug d.Lw. 80/IV (1945); Ldssch.Zug d.Lw. 97/IV (1945); Ldssch.Zug d.Lw. 42/VI (1945); Ldssch.Zug d.Lw. 289/VI (1945); Ldssch.Zug d.Lw. 293/VI (1945); Ldssch.Zug d.Lw. 296/VI (1945); Ldssch.Zug d.Lw. 356/VI (1945); Ldssch.Zug d.Lw. 366/VI (1945); Ldssch.Zug d.Lw. 399/VI (1945); Ldssch.Zug d.Lw. 422/VI (1945); Ldssch.Zug d.Lw. 423/VI (1945); Ldssch.Zug d.Lw. 433/VI (1945); Ldssch.Zug d.Lw. 146/XI (1945); Ldssch.Zug d.Lw. 251/XI (1945); Ldssch.Zug d.Lw. 254/XI (1945); Ldssch.Zug d.Lw. 110/XIII (1943-44 - 1945); Ldssch.Zug d.Lw. 194/XIII (1945); Ldssch.Zug d.Lw. 196/XIII (1945); Ldssch.Zug d.Lw. 110/XVII (1945); Ldssch.Zug d.Lw. 115/XVII (1945); Ldssch.Zug d.Lw. 119/XVII (1945); Ldssch.Zug d.Lw. 121/XVII (1945); Ldssch.Zug d.Lw. 125/XVII (1945); Ldssch.Zug d.Lw. 131/XVII (1945); Ldssch.Zug d.Lw. 132/XVII (1945).

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Medical Services (Sanitätsdienste): Sanitätsbereitschaft (mot) d.Lw. 11/III (1945).

Other (sonstige, verschiedene): Flugzeug-Bergungstrupp 18/XII (Feb 43)?;

Verwaltungslager d.Lw. 2/XVII (c.1943-45); Strafvollstreckungszug d.Lw. 4/XVII (1945).

Agram-Gorica (YUGO/CROATIA) (e. Zagreb – Velika Gorica, Kurilovec) (45 42 00 N – 16 05 25 E)

General: airfield (Fliegerhorst) 15.3 km SE of Zagreb in Croatia, 1.6 km SSE of Velika Gorica and immediately E of Kurilovec.

History: used by the Royal Yugoslav Air Force before the war. Attacked by the Luftwaffe on 6 April 1941 and all 18 reconnaissance biplanes (Breguet and Potez) were destroyed. Relatively inactive until the end of 1942 and did not warrant its own Luftwaffe station command until April 1944. Thereafter, repeatedly attacked by Balkan Air Force fighters and fighter-bombers to the end of the war.

Dimensions: had a take-off/landing run of approx. 1097 meters (1,200 yards) until early 1944 when the Luftwaffe began heavy construction, including a paved runway.

Surface and Runways: inadequately drained grass surface. A paved runway aligned ENE/WSW was under construction just E of the hangar area in Sep 44 but was not yet serviceable. A taxiway was also being built to connect the E end of the runway with the Southeast dispersal area.

Fuel and Ammunition: fuel was readily available and there was an ammunition dump with 80 blast-protected storage units (bunkers) off the E boundary.

Infrastructure: facilities included 1 small hangar and several workshop buildings on the E boundary. A group of buildings concealed in trees off the W boundary were believed to be for admin offices, barracks, stores and related purposes. The nearest rail connection was in Velika Gorica.

Dispersal: there were 3 – Northwest, North and Southeast – with 24+ aircraft parking sites.

Defenses: no details found.

Remarks:

1-2 Dec 43: airfield attacked by 300-500 Partisans but repulsed after 6 hours by heavy fire from machine gun emplacements; 3 Germans and 2 Croatians KIA, plus many enemy KIA and WIA.

19 Dec 43: airfield attacked again by a sizeable Partisan force – 1 x Cant 1007 burned out and 4 barracks burned down; casualties among Croatian Legion and German liaison/instructor personnel; airfield temporarily evacuated on order of Koflug 6/XVII due to inability to defend it.

24 Jan 44: urgent construction and development work underway using Italian military internees.

28 May 44: dive-bombed and strafed by P-38 Lightnings from 15th AAF – no damage claimed or reported.

19 Jul 44: Partisans attacked and blew up the airfield bomb dump containing c. 850 tons of bombs.

28 Aug 44: visible on the airfield - 1 Ju 87.

5 Nov 44: construction work seen to be halted and the runway and landing area flooded and unserviceable.

3 May 45: airfield still operational and occupied by Nachtschlachtgruppe 7.

Operational Units:

Croatian: used by various Croatian Air Force units but none identified as being based here.

Luftwaffe: 15.(kroat.)/KG 53 (Nov 43); Verbindungsstaffel 58 (Nov 43 - ?); (kroat.) I. Jägergruppe (Dec 43 – Dec 44); 13./SG 151 (Jan-Apr 44); NSGr. 7 (1944-45).

School Units: Arbeitsplatz for FFS A/B 123 (Agram-Stadt) (1941-43).

Station Commands: Fl.Pl.Kdo. B 32/XVII (Dec 43 – Mar 44); Fl.H.Kdtr. E 32/VI (Apr 44); Fl.H.Kdtr. E(v) 225/XVII (Apr 44 – May 45).

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Station Units (on various dates – not complete): Stab, 14., 15./le.Feldwerft-Abt. V/70 (May 44 - 1945); elements of gem.Flak-Abt. 566 (1945).

[Sources: AFHRA A5264 pp.147-48 (4 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Agram-Lucko (YUGO) (e. Zagreb-Lučko, Gornji Stupnik) (45 46 05 N – 15 51 15 E)

General: landing ground (Landeplatz) in Croatia 10 km WSW of Zagreb, 2.75 km WNW of Lučko and 2 km NNE of Gornji Stupnik. History: not mentioned until the second half of 1941 when it began to be used as a practice field for the Luftwaffe elementary flight school A/B 123 at Zagreb-Borongaj. Gradually enlarged and improved during 1942-43. Surface and Dimensions: grass surface measuring approx. 1510 x 825 meters (1650 x 900 yds.) with an irregular shape. No paved runway. Fuel and Ammunition: refueling points were believed to be near the hangar on the NE boundary. Infrastructure: infrastructure consisted of 1 small hangar with a concrete apron on the NE boundary, a few nearby workshop buildings and some barrack-type huts for accommodations along with some smaller buildings and huts. More infrastructures were added during 1944. The nearest rail connection was 4.5 km SE in the town of Leskovac. Dispersal: the 2 dispersals – Northwest and Northeast – had a total of 12 medium shelters for aircraft. Defenses: none identified on 1 Nov 43.

Remarks:

3 Mar 44: entire station complement (excluding flying units) was only 3 officers, 7 officials, 94 NCOs, 116 men and 72 local workmen.

3 Apr 44: visible on the airfield were 3 Do 17s, 1 He 111, 3 Ju 87s, 1 Fw 189, 4 Hs 126s, 1 DFS 230, 3 single-engine fighters plus 6 unidentified aircraft.

12 Apr 44: strafed by 5 P-38 Lightnings returning from Austria on 12 April – 2 x Do 17s, 1 x Ju 87 and 1 x W 34 destroyed. (German report)

28 May 44: dive-bombing and strafing attack by 15th AAF B-38 Lightnings - 4 a/c destroyed on the ground and an unknown number of casualties. (German report)

29 May 44: low-level attack by 15 P-38 Lightnings - 5 more a/c destroyed including a Ju 52 from Flugbereitschaft Feldluftgaukdo. XXX and 1 x He 111 from Verbindungsstaffel 58. (German report)

28 Aug 44: visible on the airfield - 1 fighter, 7 Do 17s, 1 Ju 87, 7 Hs 126s.

3 May 45: airfield still operational and occupied by NAGr. 12 and Nahaufkl.St. Kroatien.

Operational Units:

Croatian: none identified.

Luftwaffe: 15.(kroat.)/KG 53 (Nov 42 – Dec 43); (kroat.) I. Kampfgruppe (Dec 43 – Jul 44); Nahaufkl.St. Kroatien (1944-45); (kroat.) 1. Schlachtstaffel (Jul 44); (kroat.) I.

Jägergruppe (Dec 44 – May 45).

School Units: Arbeitsplatz for FFS A/B 123 (Agram-Stadt) (1941-43).

Reserve Training & Replacement Units: II./St.G. 151 (May – Oct 43); II./SG 151 (Oct – Dec 43).

Station Commands: Fl.Pl.Kdo. B 32/XVII (mid-43 – Dec 43); Fl.H.Kdtr. E 14/VI (Jan-Apr 44); Fl.H.Kdtr. E(v) 215/XVII (Apr 44 – May 45).

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

[Sources: AFHRA A5264 pp.130-31 (26 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Agram-Pleso (YUGO/CROATIA) (e. Zagreb-Pleso) (45 44 30 N – 16 04 20 E)

General: airfield (Fliegerhorst) in Croatia 11 km SE of Zagreb and 1 km NNW of the village of Pleso.

History: classified as an unpaved auxiliary airfield prior to 1943. The Luftwaffe began major construction work at Pleso in summer 1943, assigned a station command in December 1943 and aircraft began using it again in spring 1944. Operational units arrived

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at the end of May and it was also a primary refueling and layover stop for transport a/c transiting through the Balkans during 1944-45.

Dimensions: approx. 1830 x 550 meters (2000 x 600 yards).

Surface and Runways: agricultural land with a 1,829 meter (2000 yard) concrete runway aligned NE/SW that was constructed during 1943-44. Equipped with illumination for night operations.

Fuel and Ammunition: a refueling loop was on the taxiway at the S corner of the landing area. Machine gun ammunition was store in the Northwest dispersal area and at the N end of the runway.

Infrastructure: had 3 large rectangular hangar/workshop buildings, barrack huts in a small wood area S of the runway and additional buildings were under construction on the NW and SE sides of the airfield in Sep 44. The foundations for 2 buildings, possibly small or medium hangars, were being laid in the Southeast dispersal area in Sep 44. The nearest rail connection was 4 km SSW of the airfield.

Dispersal: the 3 areas – Northwest, Southeast and North – were all under construction in Sep 44 but there was no evidence of any shelters or blast bays being built.

Defenses: no details found.

Remarks:

28 May 44: dive-bombed and strafed by P-38 Lightnings from 15th AAF – no damage claimed or reported.

28 Aug 44: visible on the airfield - 2 single-engine fighters.

28 Dec 44: airfield being used as the main transit hub for Ju 52 traffic flying Sarajevo-Szombathely-Vienna during the continuing evacuation of Luftwaffe and other personnel as well as casualties withdrawing from Greece and Serbia.

6 Feb 45: airfield infiltrated by Partisan commandos – 6 Dornier (Do 17s?) bombers blown up.

18 Feb 45: airfield infiltrated by Partisan commandos again – 3 Ju 52s blown up.

23 Feb 45: airfield infiltrated by Partisan commandos yet again – 2 Fi 156s blown up along with 24 tons of bombs.

3 May 45: no Luftwaffe aircraft based at Pleso.

Operational Units: I./S.G. 2 (May 44); NSGr. 7 (Jul 44 – c. Dec 44); 3./NAGr. 2 (Aug-Oct 44); elements of II./KG 4 (Oct-Dec 44); 3.(F)/Aufkl.Gr. 33 (Nov 44 – Jan 45).

School Units: Arbeitsplatz for FFS A/B 123 (Agram-Stadt) (1941-43).

Station Commands: Fl.H.Kdtr. E 37/VI (Dec 43 – Apr 44); Fl.H.Kdtr. E(v) 209/XVII (Apr 44 – May 45).

Station Units (on various dates – not complete): Fliegerführer Nordbalkan (Oct 44); 1. Flugh.Betr.Kp./LG 1 (Nov 43 -); 13./le.Feldwerft-Abt. V/70 (May 44 - 1945); elements of gem.Flak-Abt. 566 (1945).

[Sources: AFHRA A5264 pp.171-72 (5 Sep 44 updated to 5 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Agram-Stadt (YUGO/CROATIA) (e. Zagreb-City, Zagreb-Borongaj) (45 48 40 N – 16 02 15 E)

General: airfield (Fliegerhorst) 5 km due E of the city center of Zagreb, the capital of Croatia.

History: constructed in 1925-26 as a joint military-civil airfield. In 1930 it was home base for the JKRv's 4th Regiment with 4 reconnaissance and 1 fighter squadron. It became a joint Croatian AF – Luftwaffe base following the German occupation in April 1941 with both parties using it mainly for training. Extended and considerably improved by the Germans during 1942.

Dimensions: approx. 1005 x 640 meters (1100 x 700 yards) with a take-off/landing run of 1,100 yds. (1,005 meters).

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Surface and Runways: artificially drained level grass surface, but soft during the March-April snow melt. No paved runway. A wide perimeter road ran along the N, E and W sides of the landing area. Equipped with a beam approach system.

Fuel and Ammunition: underground fuel storage on the W boundary and at the NW and NE corners. 88 munitions storage huts,

Infrastructure: Borongaj had extensive facilities including 8 hangars with paved aprons (3 large double-bay, 3 large and 2 small) on the E and W sides of the airfield, a ladder-type servicing hardstand at the NE corner, 5 workshops, motor pool and garages, admin buildings and barracks. A main railway line with sidings was just off the N boundary.

Dispersal: aircraft parked in the open along the airfield perimeter, but a concrete taxiway was being built from the SW corner to an open area 1 km S of the S boundary where a dispersal area was to be built.

Defenses: no information found.

Satellites and Decoys:

Vukomerec (45 48 10 N – 16 03 35 E), satellite or alternate landing ground 1.75 km ESE of Zagreb-Stadt airfield that was connected to it by taxiway. Consisted of a grass airstrip c. 410 meters (450 yards) in length.

Remarks:

22 Feb 44: bombed by 28 B-17 Fortresses – 1 a/c destroyed, 5 wounded and the airfield cratered and buildings damaged; most of the bombs fell in residential areas near the airfield causing heavy losses (228 homes uninhabitable). (German report)

12 Apr 44: bombed by 97 B-24s – more than a dozen German and Croatian a/c destroyed and damaged, 2 hangars destroyed and the airfield's workshops, control tower, barracks and runway area heavily damaged. The landing area and dispersals also hit. (German report)

30 May 44: bombed by 55 B-17s – 3 Croatian a/c destroyed and 1 German and 6 Croatian a/c damaged. The hangars, admin buildings, repair shops, stores buildings and dispersals were also hit and damaged. (German report)

26 Jun 44: low-level attack – 4 a/c including a Ju 52 shot up and damaged.

30 Jun 44: 50 B-24s and 6 B-17s dropped 300 heavy bombs and 100 fragmentation bombs on the airfield but most fell outside the perimeter and no damage was reported. (German report)

7 Jul 44: 96 B-24s bombed the city and airfield – 6 a/c destroyed, 2 more severely damaged, a hangar, several buildings, the fuel storage dump and workshop equipment destroyed, and 30 craters put the runway temporarily out of service. (German report)

10 Aug 44: a rough grass landing strip measuring 410 meter (450 yards) in length under construction 2.25 km ESE to replace the main landing area due to heavy cratering (see Vukomerec, above). Visible on the airfield were 1 Ju 52, 1 Fw 58, 4 x Do 17s, 1 W.34, 5 Fi 156s, 4 Ju 87s and 10 unidentified small aircraft.

28 Aug 44: visible on the airfield - 1 Do 17, 1 Ju 87 and 2 Ju 52s.

28 Dec 44: airfield attacked by Partisan assault commandos – 5 transports, including a Ju 52, blown up or burned.

13 Feb 45: bombed – 1 x Fi 156 C-3 from 15./Fl.Verb.Geschw. 2 damaged on the ground.

14 Feb 45: bombed by 37 B-24s – 1 x Fi 156 C-3 from 15./Fl.Verb.Geschw. 2 and 1 x Fi 156 from 2. Flugbereitschaft z.b.V./Fl.Verb.Geschw. 2 damaged on the ground along with some barrack buildings.

11 Apr 45: airfield infiltrated by Partisan commandos – 1 Do 17 blown up.

3 May 45: no Luftwaffe aircraft based at this airfield.

Operational Units:

Croatian: 1st Group (Jun 41 – Mar 42, Nov 42 – 1945); 11th Group (Dec 43 – Sep 44?).

Luftwaffe: 2.(H)/Aufkl.Gr. 13 (Apr 41); 15.(kroat.)/KG 53 (Nov 42 – Dec 43); elements of NSGr. 7; San.Flugbereitschaft 5 (Sep 43 – Oct/Nov 44); elements of Luftbeobachtungsstaffel 7 (May-Jun 44); (kroat.) 1. Schlachtstaffel (Nov 44 – May 45).

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School Units: FFS A/B 123 (May 41 – May 43).

Reserve Training & Replacement Units: IV.(Erg.)/St.G. 3 (Jan – May 43); Stab, I. and II./St.G. 151 (May – Oct or Dec 43); Stab, I. and II./SG 151 (Oct or Dec 43 – Jan 44).

Station Commands: Fl.H.Kdtr. E 19/IV (Apr – May 41); Fl.H.Kdtr. E 24/VI (c. Jun 41 – Dec 42); Fl.H.Kdtr. A 201/XVII (Jan 43 – Mar 44); Fl.H.Kdtr. A(o) 111/XVII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Koflug Kroatien und Serbien (then Koflug 6/XVII) (Apr 41 – May 45); Ln.-Betr.Zug (mot) z.b.V. 19 (1943/44 – 1945); Lw.-Feldbauamt (Aug 41); Trsp.Begleit-Kp. d.Lw. 6/XVII (Jan 44 - ?); Luftzeugstab 9 (Aug 41).

[Sources: AFHRA A5264 pp.207-08 (1 Nov 43) and pp.463-66 (10 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Alexinac (YUGO) (a.k.a. Aleksinac) (43 33 02 N – 21 41 58 E)

General: field airstrip (Feldflugplatz) in Serbia 28 km NNW of Niš. History: no information found. Surface and Dimensions: no information found. Infrastructure: none.

Operational Units: Nachrichten-Flugkdo. (Flieger-Kp.)/Ln.-Rgt. 35 (Aug 44).

Station Commands: Fl.H.Kdtr. E(v) 220/XVII (Sep-Oct 44).

Station Units (on various dates – not complete): Koflug 1/IV (Dec 43 – Apr 44); elements of le.Feldwerft-Abt. III (mot)/Feldwerftverband 10 (Jan 44).

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

Alibunar (YUGO) (45 04 10 N – 21 00 10 E)

General: landing ground (Landeplatz) 48.5 km NE of Belgrade, 34 km NE of Pancevo on the SE outskirts of the village of Alibunar with little infrastructure aside from buried fuel and oil tanks located along SE and SW boundaries. Personnel were accommodated in nearby villages or in tents. Not to be confused with Franzfeld which was located another 20 km to the SW. Franzfeld and Alibunar were two separate airfields. The grass take-off/landing area measured approx. 1465 x 1190 meters (1600 x 1300 yards) and could accommodate a run of c.1,900 yds. (1737 meters). There were no organized dispersal facilities and aircraft were parked in the open along the edge of the landing area. Not brought into use by the Luftwaffe until January 1944 when fighters, dive bombers, transports and gliders were there for various period of time until September.

Remarks:

17 Jan 44: individual Ju 87s from I./SG 151 arrived to carry out practice dives.

7 Aug 44: 52 15th AAF B-24s bombed Alibunar causing moderate to severe damage to 10 aircraft (all Fw 190s belonging to 13./SG 151), destroying 3 fuel tanks and caused heavy military and civilian casualties. Casualties were 8 Luftwaffe killed and 11 wounded, plus 324 civilian casualties of which 95 killed. (German report)

18 Aug 44: a total of 89 15th AAF heavy bombers revisited Alibunar on 18 August dropping masses of 20-lb. (9 kg) fragmentation bombs that destroyed 5 aircraft from 13./SG 151 and wrecked havoc in the village burning down 14 houses and killing 400 livestock. (German report)

1 Sep 44: visible on the airfield - 2 Ju 87s and 8 DFS 230 gliders.

8 Sep 44: Alibunar was thoroughly strafed by P-51 Mustangs with the pilots *claiming* the destruction of 18 parked aircraft. A weekly German report a few days later supported these claims although no figures were given. Alibunar landing ground was evacuated during the second half of September 1944.

Operational Units: III./LLG 1 (Mar-May 44).

Reserve Training & Replacement Units: 1./SG 151 (Jan-Sep 44); 5./SG 151 (Aug-Sep 44); 13. and 14./SG 151 (Aug – Sep 44).

Station Commands: Fl.H.Kdtr. E 32/XIII (c.Jan-Mar 44?); Flugplatzkdo. Alibunar of Fl.H.Kdtr. E 71/XI Tirana-Shijak (Jan 44 - ?); Fl.H.Kdtr. E(v) 213/XVII (Apr-Sep 44)?; Fl.H.Kdtr. E(v) 214/XVII (Apr-Sep 44)?

Station Units (on various dates – not complete): elements of Lw.-Berge-Btl. IX (Jul-Aug 44).

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[Sources: AFHRA A5264 p.0097 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA].

Aradac (YUGO): see Gross Betschkerek.

B

Bagljas (YUGO) - see Petrovgrad.

Banat-Kraljevicevo (YUGO): see Franzfeld.

Banja Luka (YUGO) (44 47 N – 17 13 E)

General: landing ground (Landeplatz) in wartime Croatia 1.25 km NNE of Banja Luka city center and adjacent to the present day suburb of Kumsale. The landing ground was located between the railroad tracks and the river. History: in existence since at least 1940. Little used during the war and noted on 28 Aug 44 as being unserviceable from bomb craters. Surface and Dimensions: rough grass surface measuring approx. 860 x 275 meters (940 x 300 yards) and oval in shape. No paved runways. Fuel and Ammunition: provided by Banja Luka – Zalužani airfield if needed. Infrastructure: no hangars or workshops reported. There were 2 large groups of barrack-type buildings off the SE and SW boundaries that could have been used for accommodations if needed. The nearest train station was in Banja Luka. Dispersal: no organized dispersal facilities. Defenses: none observed or reported.

[Sources: AFHRA A5264 p.100 (16 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Banja Luka - Zalužani (YUGO) (44 50 50 N – 17 13 25 E)

General: airfield (Fliegerhorst) in wartime Croatia 150 km SSE of Zagreb 8 km N of Banja Luka.

History: under construction 1941 to Oct 42, Zalužani was primarily a Croatian AF base that the Lw. began sharing in 1943.

Dimensions: T-shaped landing area that measured approx. 1160 x 255 meters (1270 x 280 yards) along the ENE/WSW axis and 1050 x 255 meters (1150 x 280 yards) along the NNE/SSW axis in Feb 44.

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

Fuel and Ammunition: had both fuel and munitions storage, the latter off the NE and consisting of some 35 blast-proof emplacements.

Infrastructure: had 5 medium hangars on the W boundary, separate workshop building, a paved servicing hardstand at the center of the W boundary, a flight control building near the SW corner, a motor pool with 2 large and 1 small garage-type huts and at least 6 barracks just outside W the perimeter. The nearest rail connection was 1.25 km SW of the airfield.

Dispersal: the 3 dispersal areas – North, East and Southeast – had a total of 24 blast bays, some of which were still under construction in late Jan 44.

Defenses: none observed or reported as of late Jan 44.

Remarks:

11 Oct 43: reported base personnel strength of 310 Germans assigned to Fl.PI.Kdo. A 8/XVII.

17 Dec 43: exact same strength figure as for 11 Oct 43.

3 Jan 44: airfield defense complement being significantly reinforced in lieu of the attack on and surrounding of BanjaLuka at the end of December/beginning of January by a large force of Partisans.

23 Jan 44: 16 aircraft were visible on the airfield.

17 Feb 44: airfield unsuitable for landing due to construction work on the short runway.

Blast bays 80% completed and the 3 permanent taxiways are 80%, 15% and 10% completed.

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9 Mar 44: reported base personnel strength of 274 Germans assigned to Fl.Pl.Kdo. A 8/XVII and 705 Croatian AF personnel.

6 Apr 44: shot up by 12 Spitfires – 9 German and 14 Croatian aircraft destroyed, 4 German and 19 Croatian a/c damaged. The majority of the German planes were from NSGr. 7.

28 May 44: airfield strafed by approx. 45-50 P-38 Lightnings - 12 German and Croatian aircraft destroyed on the ground, a number of these belonging to NSGr. 7. (German report)

29 May 44: Banja Luka and Bihać airfields attacked by 87 P-38 Lightnings from 15th AAF that made combined claims of 17 aircraft destroyed on the ground.

18 Aug 44: low-level attack by Allied aircraft – 7 German and Croatian aircraft destroyed on the ground.

20-21 Sep 44: airfield captured by elements of the Partisan 5th Assault Corps and held until early October – 5 serviceable and 6 unserviceable aircraft were taken along with 200 Croatian Air Force prisoners. Although 37 aircraft and 800 personnel managed to escape before Zalužani was overrun, the decision was made to close it after it was retaken on 4 Oct 44.

Operational Units:

Croatian: 6th Group (Oct 42 – Sep 44); 5th Group (Jun-Sep 44); 7th Group (Aug-Sep 44).

Luftwaffe: detachment of Nahaufklärungsstaffel Kroatien (1943-44); Störkampfstaffel Südost (Mar-May, Aug-Oct 43); part of NSGr. 7 (Oct 43 – Aug/Sep 44).

Station Commands: Fl.Pl.Kdo. A 8/XVII (c.Feb 43 – Mar 44); Fl.H.Kdtr. E(v) 210/XVII (Apr-Sep 44).

Station Units (on various dates – not complete): le.Feldwerft-Zug 1/Feldwerftverband 10 (Oct 43); le.Feldwerft-Zug 6/60 (Jan/Feb - Sep 44); 9./Flak-Rgt. 25 (May 44); Lw.-Bau-Gerätzug 2/VII (Jul 43); Ldssch.Zug d.Lw. 7/IV (Feb 44); Ldssch.Zug d.Lw. 8/IV (Nov 43); Ldssch.Zug d.Lw. 361/XI (Feb 44).

[Sources: AFHRA A5264 pp.208-09 (17 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bašaid (YUGO) (45 37 20 N – 20 25 45 E)

General: landing ground (Landeplatz) in Serbian-Banat (Vojvodina) 90 km directly N of Belgrade and 2.5 km SSE of the village of Bašaid. History: believed to have been built by the Germans in late 1943/early 1944. Used mainly as a transit (stopover) field and no evidence found of Luftwaffe operational units being based here. Surface and Dimensions: grass surface measuring approx. 1740 x 440 meters (1900 x 480 yards). No paved runways. Fuel and Ammunition: limited supplies of fuel and oil were available.

Ammunition was reportedly stored in pits along the SE and W sides of the landing ground.

Infrastructure: no hangars, workshops or other buildings. Personnel were accommodated in Bašaid. The nearest train station was in Cestereg. Dispersal: no organized dispersal facilities. Aircraft parked off the W boundary.

Remarks:

16 Apr 44: see to be occupied by 12 single-engine fighters, 1 Go 242 glider, 1 DFS 230 glider and 2 other aircraft, one of which was a Hs 126 glider tug.

1 Sep 44: visible on the airfield - 6 Ju 88s, 5 Do 17s or 217s, 1 Ju 52.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 7/IV (Sep 43 – Apr 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 214/XVII (Apr-Sep 44).

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

[Sources: AFHRA A5264 p.101 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bela Crkva (YUGO): see Weisskirchen.

Belgrad (YUGO) (a.k.a. Belgrade) (44 48 N – 20 27 E)

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Lw. Garrison and Station Units (on various dates – many of these were at Semlin/Zemun airfield while others were in nearby villages or in the city):

Commands (Kommandobehörden, Stäbe): General der Flakartillerie Südost (Nov 43 – Sep 44); Stab/Feldluftgaukdo. XXX (Jun 43 – Sep 44).

Servicing, Repair (Wartungs, Instandsetzungs): 3. Flugh.Betr.Kp. LG 1 (Dec 43, Mar 44); 132. Flugh.Betr.Kp. (Qu) (Dec 43 – Jan 44); Frontreparaturbetrieb GL 3258 (Jumo) (1943-44); Lufthansa Kontrollwerkstätte Semlin (Zemun) (c.1942-44).

Antiaircraft (Flak): Divisionsnachschiebführer/20. Flak-Div. (1943-44); Stab/Flak-Rgt. 38 (Nov 43 – Oct 44); elements of le.Flak-Abt. 73 (mot) (Oct 44); elements of gem.Flak-Abt. 566 (c.Oct 43 – Oct 44); Stab and elements of le.Flak-Abt. 865 (E.Tr.) (summer 44 – Oct 44); elements of le.Flak-Abt. 913 (Jul, Oct 44); Feld-Flakartillerieschule 21 (Südost) (1943-44); Flak-Trsp.Bttr. 12/XII (fall 43 – Oct 44).

Air Force Signals (Luftnachrichten): Stab and I./Luftgau-Nachr.Rgt. 30 (Oct 43 – Oct 44); Stab/Luftgau-Nachr.Rgt. Norwegen (Apr 44 - ?); 11.(Flus.)/Ln.-Rgt. 4 (May 41); 6. (Tel.Bau) and 9.(Tel.Bau)/Ln.-Rgt. 24 (Sep 44); 8.(Tel.Bau)/Ln.-Rgt. 24 (Mar 44); 4. (Feldfernkabel-Bau)/Ln.-Rgt. 31 (Aug 43 - ?); 8.(Flus.)/Ln.-Rgt. 34 (Sep 43); Stab/Ln.-Rgt. 120 (Oct 43); Stab II./Ln.-Rgt. 110 (Oct 43); Ln.-Abt. (H) (mot) 1 (Apr 41); Flughafenbereichs-Ln.-Kp. z.b.V. 4 (Sep 43 – Feb 44); Ln.-Funküberwachungs-Kp. z.b.V. 1 (early 43 – c.Feb 44); Ln.-Verbindungs-Kp. z.b.V. 6 (Sep-Oct 44); Ln.-Verbindungs-Kp. z.b.V. 7 (Sep 43 – c.Apr 44); elements of Ln.-Verbindungs-Kp. z.b.V. 10 (Sep-Oct 44); elements of Ln.-Verbindungs-Kp. z.b.V. 11 (Sep-Oct 44); elements of Ln.-Verbindungs-Kp. z.b.V. 12 (Sep-Oct 44).

Construction (Bau): Lw.-Feldbauamt Belgrad (1943-44); 3.Kp. Lw.-Bau-Btl. 33/IV (Apr 43 - ?); 2.Kp. Lw.-Bau-Btl. 1/XI (Oct 42); 3.Kp. Lw.-Bau-Btl. 1/XI (Mar, Oct 42).

Supply Services (Nachschubdienste): Flieger-Geräteausgabestelle (mot) J (Bf 109) (Apr-May 41); Flieger-Geräteausgabestelle (mot) L (Ju 87) (Apr-May 41); Feldlufttanklager 6/IV (1943-44)?; Munitionsausgabestelle d.Lw. 16/III (May 44); Munitionsausgabestelle d.Lw. 11/IV (Jan 44 - ?).

Ground Transport (Transportkolonnen): Kdr.d.Kraftfahrtruppen d.Lw. 3/XVII (Jan 44); Kfz.Beständelager d.Lw. 1/IVc (Dec 43 – Sep 44); m.Fl.Betr.St.Kol. 3/VI (Aug 41, Mar 42); m.Fl.Betr.St.Kol. 21/VI (Oct 42); m.Fl.Betr.St.Kol. 2/XVII (Jun 41, Mar 42); Trsp.Kol. d.Lw. 41/II (Oct 42); Trsp.Kol. d.Lw. 48/II (Oct 42); Trsp.Kol. d.Lw. 11/VII (Aug 41, Mar, Oct 42); Trsp.Kol. d.Lw. 16/VII (Oct 42); Trsp.Kol. d.Lw. 108/VII (Feb 44 – c.Oct 44); Trsp.Kol. d.Lw. 104/XII (May 43); Kfz.Werkstattzug d.Lw. 101/VII (Apr 44 - ?).

Ground Defense, etc. (Landesschützen, usw.): Ldssch.Zug d.Lw. 156/VI (Mar 42); Ldssch.Zug d.Lw. 12/VII (Oct 41); Ldssch.Zug d.Lw. 416/XII (Oct 44); Ldssch.Zug d.Lw. 111/XVII (Aug 41, Mar, Oct 42, Sep 44); Ldssch.Zug d.Lw. 115/XVII (Mar, Oct 42, 1944); Ldssch.Zug d.Lw. 119/XVII (Mar, Oct 42).

Medical Services (Sanitätsdienste): none identified.

Other (sonstige, verschiedene): Luftzeugstab 10 (Aug, Oct 41); Verbindungsstelle GL Serbien/Kroatien (Aug 41, Mar, Oct 42, Jan 44); Stab/Lw.-Beute Meldekopf VI (Oct 42); Verbindungsstelle d.Lw. 2/XVII (1941/42 - ?); Stab/Kraftfahrverfügungskdo.. GL 6 (Jan 44); Beratungsstelle für Balkanflüge (c.1941-44).

Belgrad-Semlin (YUGO) (a.k.a. Zemun, Belgrade-Zemun) (44 48 50 N – 20 24 30 E)
General: airdrome/airfield (Fliegerhorst) in the former Yugoslavia 6 km NW of Belgrade/Serbia and 7 km W of Zemun.

History: a pre-war Royal Yugoslav AF base and civil airport serving the Belgrade area. Airfield was adjacent to the Ikarus aircraft factory that produced parts for the Bf 109 and Bf 110 and employed 1,500 workers during the war, as well as the Rogožarski aircraft factory. Main refueling stopover for aircraft flying back and forth to Greece as well as being an important repair and maintenance hub for the Südost (Southeast) region. The Luftwaffe had an instrument flying school here for more than 2 years and fighters and bombers were based here for short periods, primarily to fly support for anti-partisan operations.

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Dimensions: in 1943 measured approx. 1785 x 1095 meters (1950 x 1200 yards) with an irregular shape.

Surface and Runways: artificially drained grass surface. A concrete runway of 1510 meters (1650 yards) was under construction by the Luftwaffe in 1942-43. Equipped with a beam approach system and a visual Lorenz system was being installed in Sep 43.

Fuel and Ammunition: refueling points were along the ladder-type servicing hardstand at the SW corner, while bulk fuel storage was mainly at a depot on the bank of the Danube immediately S of Zemun and in much smaller quantities behind the hangars at the NW corner. An ammunition dump was built into a hillside off the W boundary.

Infrastructure: had 13 hangars - (1) 3 small hangars on the N boundary, (2) 1 large rectangular, 3 large and 3 small hangars on the W boundary, and (3) 3 large hangars on the NW corner. Numerous workshop buildings were adjacent to the 7 hangars on the W boundary. The motor pool was located behind the hangars on the W boundary. Station HQ, admin buildings, the flight control building, aircrew quarters, barracks and stores buildings were all along the W boundary, mainly behind the hangars. A large barracks complex was at the SW corner of the airfield. German personnel were also accommodated in Zemun and Belgrade. A branch rail line served the N and W boundaries of the field.

Dispersal: no organized dispersal facilities in Sep 43. Aircraft generally parked along the E and SE sides of the airfield. A wide taxiway connected both ends of the runway with the N and SW perimeters.

Defenses: in Sep 43 there were 2 heavy Flak positions 4.5 to 6.5 km from the airfield and several light Flak positions off the W boundary and NW corner that were manned by Croatian personnel of gem.Flak-Abt. 172.

Remarks:

1941: used by the Luftwaffe for repairing and checking out captured Yugoslav aircraft before handing them over to the new Croatian Air Force, this work continuing over the next several years.

16 Oct 43: visible on the landing area - 5 fighters, 5 He 111s, 2 Ju 88s, 23 transport a/c, 16 unidentified a/c and 26 Italian bombers or transports.

16 Apr 44: bombed by 120 B-17 Fortresses and 29 B-24 Liberators - 6 a/c destroyed or damaged, incl. a Me 323 from I./TG 5 and 3 x Me 323s from II./TG 5, half of the repair shops destroyed, hangar and runway cratered. (German report)

17 Apr 44: 94 B-17s and B-24s bombed again with heavy damage - 1 x Me 323 from I./TG 5 moderately damaged on the ground. Additionally, the bombers claimed the destruction of the main workshop and heating plant, hangars and buildings damaged, 9 aircraft destroyed (these probably in the factory shops for repairs) and the landing area cratered.

24 Apr 44: bombed by 19 B-17s - claimed the destruction of the main workshops of the Ikarus factory.

1 Sep 44: visible on the airfield - 10 Ju 88s, 2 Ju 87s, 7 Ju 52s.

Oct 44: airfield demolished and evacuated second week of Oct 44.

Operational Units: Stab, II., III./JG 54 (Apr-May 41); Stab, I., III./St.G. 77 (Apr-May 41); KGr. z.b.V. 101 (May 41); Kurierstaffel 5 (May 41); Flugbereitschaft Komm.Gen.u.Befh. in Serbien (1942-43); II./LG 1 (Jan 43); Einsatz-KGr. Ju 88/Chef Ausbildungswesens (May-Jun/Jul 43); Verbindungskdo. (S) 1 (Jun-Oct 43); 1.(DFS)/Verbindungskdo. (S) 1 (Jun-Oct 43); Wetterflugstelle Balkan (Jul 43 - Sep 44); II./TG 4 (Oct-Nov 43); Schleppgruppe 1 (Oct 43 - Mar 44); 15./Fl.Verb.G. 2 (Nov 43 -); part of II./TG 4 (c. Nov 43 - Mar 44); III./TG 1 (Feb 44); III./JG 27 (Apr 44); Wekusta 27 (Sep-Oct 44).

School Units: BFS 5 (Jul 41 - Oct 43).

Station Commands: Fl.H.Kdtr. E 11/III (1941-42); Fl.H.Kdtr. A 202/XVII (Jan 43 - Mar 44); Fl.H.Kdtr. A(o) 112/XVII (Apr-Oct 44).

Station Units (on various dates - not complete): Koflug 6/XVII (Jun 41); Werft-Kp. 4 (c.1943-44); elements of schw.Feldwerft-Abt. IV/40 (Apr 44); 4.-5./gem.Flak-Abt. 172 (Jun

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43 – Aug/Sep 44); Flak-Abt. d. Kroat. Luftwaffen-Legion (Dec 43 – Jul 44). Also see under Belgrad.

[Sources: AFHRA A5264 pp.104-05 (12 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Berane (YUGO) (42 50 35 N – 19 52 00 E)

General: landing ground (Landeplatz) in Montenegro 75 km E of Nikšić and 1 km W of the village of Berane. History: a primitive, remote airstrip used occasionally by single-engine aircraft during anti-partisan operations. Surface and Dimensions: leveled agricultural land measuring approx. 915 x 135 meters (1000 x 150 yards). Fuel and Ammunition: made available if needed. Infrastructure: no hangars or workshops. There were numerous barrack-type huts off the SE boundary in Oct 43, but it is not known if these were connected with the landing ground. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.107 (25 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Betschkerek-Aradatz (YUGO) - see Petrovgrad.

Bihać (YUGO) (44 49 15 N – 15 57 30 E)

General: landing ground (Landeplatz) in wartime Croatia 110 km S of Zagreb and 1.6 km W of Bihać. History: pre-war Royal Yugoslav AF airfield. Used mainly by the Italians and Croats from the second half of 1941 until summer 1943 when the Luftwaffe occupied it and single-engine aircraft began using it for operations against partisans. Surface and Dimensions: grass surface that was unserviceable in wet weather. In May 1944 measured approx. 795 x 440 meters (870 x 480 yards) with an irregular shape. No paved runways. Fuel and Ammunition: both available. Infrastructure: no apparent infrastructure. Personnel billeted in Bihać and surrounding villages and farms. The nearest rail connection was in Bihać. Dispersal: no organized dispersal facilities.

Remarks:

24 Aug 43: reported total Lw. strength there of 8 officers and 325 NCOs and men.

23 Oct 43: landing area construction work underway (leveling and extension).

25 May 44: airfield received 3 low-level attacks from Allied a/c in response to the German airborne attack on Tito's HQ at Drvar – 3 a/c destroyed on the ground and 12 more damaged.

26 May 44: repeated air attacks – 4 a/c destroyed, (barracks?) destroyed and runway rendered unserviceable.

29 May 44: Bihać and Banja Luka airfields attacked by 87 P-38 Lightnings from 15th AAF that made combined claims of 17 aircraft destroyed on the ground.

30 May 44: strafed by P-38s from 15th AAF – claimed 2 aircraft probably destroyed on the ground.

1 Jun 44: strafed again and 3 more a/c destroyed.

5 Nov 44: mines seen to have been laid across the landing area in preparation for demolition but not yet employed.

Operational Units: Nahaufkl.St. Kroatien (May 44); 13./SG 151 (May-Jun 44).

Station Commands: Fl.PI.Kdo. A 49/III (Aug 43); Platzkdo. of Fl.H.Kdtr. E(v) 210/XVII (Banja Luka – Zalužani) (1944).

Station Units (on various dates – not complete): Flug-Betr.St.Kol. 503/XIII (Aug-Oct 43); Trsp.Kol. d.Lw. 14/VI (Dec 43); Trsp.Kol. d.Lw. 118/VI (Aug 43); Trsp.Kol. d.Lw. 101/VIII (Aug, Dec 43); Trsp.Kol. d.Lw. 151/VI (Dec 43); Ldssch.Zug d.Lw. 439/VI (Aug 43, Feb, Jun 44).

[Sources: AFHRA A5264 p.108 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bijeljina (YUGO) (c. 44 45 N – 19 12 E)

General: landing ground (Landeplatz) in wartime Croatia 95 km W of Belgrade. Exact location of the landing ground not determined. History: Royal Yugoslav Air Force (JKRV)

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mobilization dispersal field used by bombers during the Axis invasion of April 1941. Attacked by 52 dive-bombers and fighters on 14 April and then immediately seized by air-landing troops flown in by 17 Ju 52 transports. No record found of Luftwaffe use after the German attack on Yugoslavia in April 1941. Surface and Dimensions: probably grass surface. Reportedly measured approx. 915 x 915 meters (1000x 1000 yards). Fuel and Ammunition: no information found. Infrastructure: none observed or reported. The nearest rail connection was in Bijeljina.

Operational Units: 4./JG 54 (Apr 41); Stab, I., III./St.G. 77 (Apr 41).

Station Commands: none identified.

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

[Sources: AFHRA A5264 p.109 (1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bitolj (YUGO) (today Bitola; a.k.a. Monastir) (41 01 50 N – 21 22 40 E)

General: emergency landing ground (Notlandeplatz) in present day Macedonia 109 km S of Skopje, 41 km SSW of Prilep and 3.5 km E of Bitola. History: a pre-war civil airport, but there is no record of use as a base for Luftwaffe air units after the German attack on Yugoslavia in April 1941. At the intersection of roads connecting Serbia with Albania and Northern Greece, Bitolj had many Luftwaffe ground units stationed here, especially those concerned with supply and transportation. Surface and Dimensions: grass surface measuring approx. 455 x 275 meters (500 x 300 yards).

Operational Units: I.(Jagd)/LG 2 (Apr 41); II., III./JG 27 (Apr 41); II.(Schlacht)/LG 2 (Apr 41).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/VIII. Fliegerkorps (Apr 41); Flak-Sammelstelle d.Lw. 1/VII (May 44); elements of 8.(Tel.Bau)/Ln.-Rgt. 24 (May, Aug 44); Ln.-RV-Abt. (mot) z.b.V. 3 (elements) (May 44); Ln.-RV-Betr.Personal-Kp. z.b.V. 7 (elements) (May 44); Lw.-Bau-Btl. 21/III (elements) (May 44); Lw.-Nachschub-Kdo. Bitola (May 44); Lw.-Nachschub-Kp. 5/XVII (Feb-Sep 44); Nachschub-Kp. d.Lw. 7/XVII (Jan 44)?; Munitionsausgabestelle 11/XI (Dec 43 – Aug 44); Trsp.Kol. d.Lw. 126/IV (Jul 44); Trsp.Kol. d.Lw. 128/IV (1943 - Aug 44); Trsp.Kol. d.Lw. 107/VII (1943 – Feb 44); Trsp.Kol. d.Lw. 108/VII (1943 – Feb 44); Trsp.Kol. d.Lw. 125/VII (Sep-Oct 43); Trsp.Kol. d.Lw. 105/XVII (1943 – Mar 44); Kfz.Instandsetzungszug d.Lw. 102/VII (May 44); Bergungs-Kp. z.b.V. 3/32 (elements) (May 44); Ldssch.Zug d.Lw. 9/III (fall 43 – Apr 44); Ldssch.Zug d.Lw. 399/VI (fall 43 – Apr 44); Ldssch.Zug d.Lw. 13/XI (? – Mar 44); Ldssch.Zug d.Lw. 73/XI (Jan 44 - ?); Ldssch.Zug d.Lw. 75/XII (Jan 44)?

[Sources: AFHRA A5264 p.224 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bjelovar (YUGO) (45 54 30 N – 16 51 25 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 65 km ENE of Zagreb and just 1.25 km NE of Bjelovar town center. History: reportedly used occasionally by training and liaison aircraft but by Aug 44 it had been inactivated and obstructed by trenching. Surface and Dimensions: grass surface measuring approx. 595 x 410 meters (650 x 450 yards) with an "L" shape. Infrastructure: none.

[Sources: AFHRA A5264 p.214 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bojnik (YUGO) (c. 43 05 38 N – 21 46 32 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Serbia 25 km SSW of Niš on the NW outskirts of the village of Kosančić. A Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by fighters during the Axis invasion of April 1941. Inactivated and no evidence found of Luftwaffe units being based here during the war.

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

Borongaj (YUGO): see Agram-Stadt.

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Borovo (YUGO) (45 23 10 N – 18 57 50 E)

General: landing ground (Landeplatz) until late 1943 when construction work began to upgrade it to an airfield (Fliegerhorst). Located in wartime Croatia 6 km NNW of Vukovar along the west bank of the Danube and 2 km SSW of the present-day village of Borovo Naselje. History: built prior to the war and used by the Royal Yugoslav AF in 1941. Surface and Dimensions: grass surface. In spring 1944 measured approx. 1050 x 800 meters (1150 x 875 yards). A prepared runway (not thought to be paved) of 1555 meters (1700 yards) and diagonally aligned ESE/WNW was under construction in May 1944. Equipped with illumination for night landings. Fuel and Ammunition: an underground fuel storage tank was at the SE corner. Infrastructure: had 2 small hangars and 3 or 4 adjacent workshops at the SE corner. Personnel billeted in Vukovar and Borovo. The nearest rail connection was along the N boundary. Dispersal: no organized dispersal facilities.

Remarks:

1943-45: used occasionally by Luftwaffe Ju 87 Stukas, liaison aircraft and transports.
15 Jul 44: airfield strafed by Allied fighters destroying 2 Croatian AF Bücker trainers and damaging 4.

Operational Units:

Croatian: 1st Elementary Flight School Borovo (Sep 42 – Aug 44); 4th Group (Aug-Oct 44).

Luftwaffe: none identified.

School Units: Arbeitsplatz for FFS A/B 123 (Agram-Stadt) (1941-43);

Station Commands: Fl.Pl.Kdo. C 135/XI (See) (Dec 44).

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

[Sources: AFHRA A5264 p.110 (5 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bosanski Aleksandrovac (YUGO) (c. 44 56 N – 17 17 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in wartime Croatia 20 km NNE of Banja Luka. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by fighters during the Axis invasion of April 1941. No evidence found of Luftwaffe units being based here during the war but may have been as a satellite for nearby Banja Luka – Zalužani.

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

Bosanska Gradiška (YUGO) (a.k.a. Rovine) (45 05 25 N – 17 23 00 E)

General: landing ground (Landeplatz) in Bosnia 12 km SE of Bosanska Gradiška and 6 km E of the hamlet of Rovine. History: existed in 1940. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by bombers during the Axis invasion of April 1941. No record found of Luftwaffe units being based here. Surface and Dimensions: grass surface measuring approx. 1235 x 1005 meters (1350 x 1100 yards) with an irregular shape. No paved runway. Fuel and Ammunition: both brought in if needed. Infrastructure: none. The nearest rail connection was 18.5 km NE at Staro Petrovo Selo. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 pp.111-12 (9 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Bosanski Petrovac (YUGO) (44 34 20 N – 16 17 15 E)

General: landing ground (Landeplatz) in Bosnia 77 km WSW of Banja Luka, 7.5 km WNW of Bosanski Petrovac and less than 1 km N of the hamlet of Modeno Polje. History: under construction in summer 1943. No record found of any Luftwaffe air units being based here. Surface and Dimensions: pastureland or farmland strip measuring approx. 870 x 45 meters (950 x 50 yards). No paved runway. Fuel and Ammunition: no information.

Infrastructure: none. Dispersal: no organized dispersal facilities.

Remarks:

25 Feb 44: reportedly being used by gliders.

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7 Oct 44: landing area roughed up and reportedly abandoned.

[Sources: AFHRA A5264 p.114 (19 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Brod (YUGO): see Slavonski Brod.

Bunić (YUGO) (a.k.a. Pisac) (44 37 45 N – 15 40 45 E)

General: landing ground (Landeplatz) in Croatia 7.25 km SE of Bunić and 1.5 km NNE of Pisac. History: no information. No record found of Luftwaffe use. Surface and Dimensions: all-weather strip on a sandy surface with a hard chalk sub-soil measuring approx. 1830 x 135 meters (2000 x 150 yards). No paved runway. Fuel and Ammunition: made available if needed. Infrastructure: none. No nearby rail connection. Dispersal: no organized dispersal facilities.

Remarks:

15 Jul 43: rendered unserviceable and abandoned.

15 Jun 44: reactivated and again serviceable.

[Sources: AFHRA A5264 p.113 (30 Oct 43) and p.267 (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

C

Cačak (YUGO) (a.k.a. Preljina, Prijeljina) (43 54 00 N – 20 26 00 E)

General: landing ground (Landeplatz) in Serbia 101 km S of Belgrade, 6.5 km E of Cačak and 2.5 km SE of Preljina. History: used by the Royal Yugoslav Air Force during April 1941. No record found of Luftwaffe units being based here. Surface and Dimensions: sandy grass surface that became soft in wet weather. Measured approx. 1145 x 825 meters (1250 x 900 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: brought in if and when needed. Infrastructure: none. Rail connections in both Cačak and Preljina. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.118 (25 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cattaro (YUGO): see Kotor.

Čazma (YUGO) (45 45 05 N – 16 40 05 E)

General: landing ground (Landeplatz) in Croatia 54 km E of Zagreb and 4 km E of the town of Čazma. History: set up during 1942-43 and used by liaison aircraft and light transports. No record found of Luftwaffe units being based there. Surface and Dimensions: leveled farmland measuring approx. 915 x 135 meters (1000 x 150 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: brought in when and if needed. Infrastructure: none. The nearest rail connection was in Grabovnica, 1 km to the W. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.123 (18 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Čehi (YUGO) (a.k.a. Čehi) (45 45 02 N – 15 58 20 E)

General: a small dispersal airstrip 7 km S of Zagreb city center, 9.5 km ESE of Lučko (Gornji Stupnik) airfield, 7 km WNW of Velika Gorica airfield and 1.5 km NNE of Donji Čehi. History: built by the Germans during 1943-44 and completed in late fall 1944. Believed to have been constructed as a satellite or alternate landing ground for the airfields around Zagreb. Surface and Dimensions: no information found. Infrastructure: no information found.

Remarks:

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30 Jan 44: according to Allied aerial reconnaissance photos, a runway 1830 meters (2000 yards) in length seen to be under construction. The nature of this "runway" is unstated, but it is doubtful that it was paved.

Operational Units: none identified.

Station Commands: Flugplatzkdo. Čehi of Fl.H.Kdtr. E(v) 209/XVII Zagreb-Pleso (Oct 44 - 1945).

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

[Sources: AFHRA A5264 p.354 (30 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cerklje (YUGO) (a.k.a. Hrastje pri Cerkljah) – see Zirkle.

Cetinje (YUGO) (42 23 50 N – 18 55 30 E)

General: emergency landing ground (Notlandeplatz) in Montenegro 13.5 km ESE of Kotor. Exact location of the landing ground not determined. History: early history not found. The Italians operated daily passenger service between Cetinje and Tirana/Albania during the 1941-43 occupation. No record found of Luftwaffe use. Surface and Dimensions: grass surface on leveled farmland measuring approx. 385 x 185 meters (420 x 200 yards).

Infrastructure: had a few small huts off the S boundary.

[Sources: AFHRA A5264 p.120 (1 May 43) and p.212 (Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Cilli (YUGO) (a.k.a. Celje) (46 14 40 N – 15 13 35 E)

General: emergency landing ground (Notlandeplatz) in E Slovenia 72 km NW of Zagreb/Croatia, 3.75 km WNW of Cilli and 600 meters NE of the village of Levec. History: laid out and completed in Oct-Nov 44. Surface and Dimensions: leveled farmland measuring approx. 455 x 70 meters (500 x 75 yards) with a rectangular shape.

Infrastructure: none.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E(v) 212/XVII (Dec 44 – May 45).

Station Units (on various dates in the vicinity of Cilli – not complete): elements of Flakscheinw.Abt. 188 (1945); elements of schw.Flak-Abt. 692 (1944-45); elements of schw.Flak-Abt. 693 (1944-45); schw.Flak-Abt. 804 (1945).

[Sources: AFHRA A5264 p.220 (21 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Čoka (YUGO) (a.k.a. Senta) (45 56 20 N – 20 07 20 E)

General: landing ground (Landepplatz) in the Serbian Banat (Vojvodina) 228 km NNW of Belgrade, 80 km NNE of Novi Sad, 28 km NW of Kikinda, 3-4 km NE of Senta and 1.5 km W of the village of Čoka. History: a pre-war emergency landing ground. No record found of Luftwaffe use. Surface and Dimensions: level grass surface measuring approx. 1325 x 230 meters (1450 x 250 yards). No paved runway. Infrastructure: none, although there was a group of buildings off the N boundary that might be used by the landing ground if in use. A branch rail line ran some 640 meters N of the N boundary. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.190 (24 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

D

Daruvar (YUGO) (45 35 00 N – 17 13 10 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 99 km ESE of Zagreb and 1.25 km SSW of Daruvar town center. History: reportedly laid out in 1943. Used by the Luftwaffe and the Croatian AF during anti-partisan operations. Surface and

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Dimensions: level grass surface measuring approx. 825 x 640 meters (900 x 700 yards) and roughly "L" shaped. Infrastructure: none.

[Sources: AFHRA A5264 p.260 (14 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Davidovac (YUGO) (a.k.a. Paracin) (43 51 59 N – 21 28 56 E?)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Serbia 50 km ESE of Kragujevac, 5.75 km E of Paracin and 1 km ENE of Davidovac village center. A Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by bombers during the Axis invasion of April 1941. No evidence found of Luftwaffe units being based here during the war.

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

Divulje (YUGO) (a.k.a. Split, Spalato) (43 31 40 N – 16 17 50 E)

General: seaplane station (Seefliegerhorst) on the coast of Dalmatia 11 km across the bay W of Split.

History: an important pre-war Royal Yugoslav military station that was taken over and extensively used by the Italians in April 1941. The Luftwaffe used it as a sea rescue station and refueling stopover from Oct 43 to Oct 44.

Anchorage: sheltered with waters usually calm enough for operations. Ample room in the bay for take-offs and landings. Several mooring buoys were available for tying up seaplanes.

Fuel and Ammunition: a large underground tank for fuel storage was reportedly available. No information found regarding ammunition.

Infrastructure: had 1 large and 3 medium hangars fronted by paved aprons and a concrete slipway 185 meters wide (200 yards). A large workshop and several smaller workshops were near the hangars. The station HQ, admin, stores and barrack buildings were N and W of the hangars. The station waterfront was flanked on both sides by long jetties and 2 small jetties were on either end of the slipway.

Defenses: no information found.

Remarks:

17 Mar 44: the roof of the large hangar and those of 2 small buildings nearby had been completely removed.

Operational Units:

Italian (Regia Aeronautica): 143^a Squadriglia RM (Aug 42); 183^a Squadriglia RM (Aug 42).

Luftwaffe: none identified.

Station Commands: Fl.Pl.Kdo. C 135/XI (See) (Oct 43 – Oct 44).

Station Units (on various dates – not complete): Seenotkdo. 35 (Oct 43 – Aug 44); Ldssch.Zug d.Lw. 110/XVII (c.Apr-Oct 44).

[Sources: AFHRA A5264 pp.199-200 (25 Nov 43) and p.451 (17 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Drniš (YUGO) (43 51 50 N – 16 11 25 E)

General: field airstrip (Feldflugplatz) in Dalmatia 25 km NE of Sibenik and 2.75 km ENE of Drniš. History: used occasionally during the second half of 1943 and the beginning of 1944 by single-engine reconnaissance, liaison and medevac aircraft in support ground operations in the area. Surface and Dimensions: grass surface measuring approx. 805 x 165 meters (880 x 180 yards). Infrastructure: no buildings noted but it had 2 small open aircraft shelters off the NE end of the airstrip.

Station Commands: unnumbered Flugplatzkdo. (1943-44).

[Sources: AFHRA A5264 p.258 (4 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Drvar (YUGO) (44 22 15 N – 16 23 15 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 97 km ENE of Zadar, 40 km NNE of Knin and on the W side of the village of Drvar. History: briefly used

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by transport, courier and liaison aircraft in May 1944 as well as by gliders during a failed airborne operation to capture Marshall Tito. No Luftwaffe air units were ever based here. Surface and Dimensions: rough grass surface measuring approx. 480 x 435 meters (525 x 475 yards). Infrastructure: none.

[Sources: AFHRA A5264 p.262 (26 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

E

Ecka (YUGO): see Gross Betschkerek.

Esseg (YUGO): see Osijek.

F

Ferizaj (YUGO): see Uroševac.

Ferizović (YUGO): see Uroševac.

Franzfeld (YUGO) (a.k.a., Banat-Kraljevicevo) (today Kacarevo?) (44 57 40 N – 20 42 50 E)

General: landing ground (Landeplatz) 12 km NNE of Belgrade-Pancevo and just E of the village of Franzfeld (Kraljevicevo). Not to be confused with Alibunar which was located another 20 km to the NE. Franzfeld and Alibunar were two separate airfields. Rated for bombers. History: early history not found but known to have existed pre-war. Probably not used by Luftwaffe flying units until early 1944. By May 1944 it was in heavy use by fighters, bombers, transports and a mine-detecting Staffel with Ju 52s tasked with clearing mines dropped in the Danube by British aircraft. Surface and Dimensions: level grass surface. In May 1944 measured approx. 1415 x 825 meters (1550 x 900 yards) with an "L" shape and 2 airstrips, NNW/SSE and ENE/WSW. No paved runways. Fuel and Ammunition: both made available as needed. Infrastructure: had 1 hangar and a cluster of workshops, admin and stores buildings. Personnel were accommodated in nearby villages or in tents. The nearest rail connection was in Franzfeld (Kraljevicevo). Dispersal: there were no organized dispersal facilities. Instead, aircraft were parked in the open along the boundaries of the landing area.

Remarks:

29 Feb 44: Ju 52 en route to Franzfeld from Tirana. First mention of renewed use by a Luftwaffe air unit.

28 Aug 44: visible on the airfield - 11 Ju 52s.

Operational Units: III./JG 27 (Apr-May 44); II./JG 51 (31 Aug – 3 Sep 44); NSGr. 10 (Sep-Oct 44).

Station Commands: not found, but probably operated directly by the Koflug stationed here or as a Flugplatzkdo. of Pancevo or one of the airfield commands operating in the Banat.

Station Units (on various dates – not complete): Koflug 3/XII (Oct 43 – Oct 44); Werft-Abt. (v) 112/XVII (c.Apr-Sep 44); Flughafenbereichs-Ln.-Kp. z.b.V. 9 (Oct 43 – Oct 44)?; Ldssch.Zug d.Lw. 71/XI (1944).

[Sources: AFHRA A5264 p.0099 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA]

G

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Glamoč (YUGO) (44 04 55 N – 16 49 20 E)

General: landing ground (Landeplatz) in Bosnia 82 km SSW of Banja Luka, 50 km E of Knin and 4.5 km NW of Glamoč. History: existed from at least November 1943. No record found of any Luftwaffe units being based here. Surface and Dimensions: leveled grass surface measuring approx. 1465 x 550 meters (1600 x 600 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: brought in if and when needed. Infrastructure: none. The nearest rail connection was 21 km NNE of the landing ground. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.125 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Goli Breg (YUGO) (45 44 30 N – 15 55 15 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 9.25 km SW of Zagreb city center and 6 km SE of Zagreb-Lučko airfield. History: no evidence found of use. Surface and Dimensions: grass surface measuring approx. 730 x 365 meters (800 x 400 yards) with a rectangular shape. Infrastructure: none.

[Sources: AFHRA A5264 p.220 (19 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gornji Stupnik (YUGO): see Agram-Lucko (Zagreb-Lučko).

Gorobilje (YUGO) (43 49 00 N – 20 03 59 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Serbia 24 km WSW of Cačak. Exact location in proximity to this tiny hamlet not determined. A Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by bombers during the Axis invasion of April 1941. No evidence found of Luftwaffe units being based here during the war.

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

Gospić/Nord (YUGO) (a.k.a. Gospić No. 1) (44 33 40 N – 15 23 30 E)

General: landing ground (Landeplatz) in NW Croatia 2 km NNE of Gospić. History: under construction on 10 Sep 44 and about 67% complete at that time but not yet serviceable or in use. Surface and Dimensions: leveled agricultural land with an airstrip measuring approx. 915 meters (1000 yards) in length. Infrastructure: none. The nearest rail connection was in Gospić.

Remarks:

29-30 Mar 45: one of the 4 Gospić landing grounds was briefly used by 2 Do 17s and 4 Bf 109s from the Croatian Air Force in Zagreb as a forward operating field for attacks on Partisan artillery positions in the area.

[Sources: AFHRA A5264 p.126 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gospić/Süd (YUGO) (a.k.a. Gospić No. 3) (44 32 00 N – 15 22 20 E)

General: landing ground (Landeplatz) in NW Croatia 1.6 km SSW of Gospić. History: under construction on 10 Sep 44 and about 33% complete at that time but not yet serviceable or in use. Surface and Dimensions: leveled agricultural land with an airstrip measuring approx. 915 meters (1000 yards) in length. Infrastructure: none. The nearest rail connection was in Gospić.

[Sources: AFHRA A5264 p.127 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gospić/Südwest (YUGO) (a.k.a. Gospić No. 2) (44 31 30 N – 15 18 55 E)

General: landing ground (Landeplatz) in NW Croatia 5 km WSW of Gospić. History: under construction on 10 Sep 44 and about 50% complete at that time but not yet serviceable or in use. Surface and Dimensions: leveled rough grass with an airstrip measuring approx.

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915 meters (1000 yards) in length. Infrastructure: none. The nearest rail connection was in Gospić.

[Sources: AFHRA A5264 p.128 (22 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gospić/West (YUGO) (a.k.a. Gospić No. 4) (44 33 10 N – 15 21 55 E)

General: landing ground (Landeplatz) in NW Croatia 1.2 km WNW of Gospić. History: under construction on 10 Sep 44 and about 75% complete at that time but not yet serviceable or in use. Surface and Dimensions: leveled agricultural land with an airstrip measuring approx. 915 meters (1000 yards) in length. Infrastructure: none. The nearest rail connection was in Gospić.

[Sources: AFHRA A5264 p.129 (22 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Grab (YUGO) (c. 42 36 27 N – 18 25 14 E)

General: landing ground (Landeplatz) or emergency landing ground (Notlandeplatz) in wartime Croatia 27 km E of Dubrovnik. Exact location not known with certainty, but thought to be 1 km NW of the hamlet of Grab. History: existed at the end of 1940. No record found of Luftwaffe use. Surface and Dimensions: farmland with a stony surface measuring approx. 1100 x 825 meters (1200 x 900 yards). Infrastructure: none. The nearest rail connection was 13 km SE in Gruda.

[Sources: AFHRA A5264 p.132 (1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gradsko (YUGO) (41 32 55 N – 22 01 00 E)

General: emergency landing ground (Notlandeplatz) in Macedonia 70 km SE of Skopje and 5 km SE of Gradsko. History: construction work on this landing ground had been abandoned by 1943. Surface and Dimensions: leveled agricultural land measuring approx. 775 x 595 meters (850 x 650 yards). Infrastructure: none noted.

[Sources: AFHRA A5264 p.213 (Aug 43) and p.367 (15 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Gross Betschkerek (YUGO) (a.k.a. Gross Beckerek, Ecka, Petrovgrad; today Zrenjanin) (45 20 25 N – 20 27 35 E)

General: airfield (Fliegerhorst) in the Serbian Banat 63 km N of Belgrade, 6.5 km SE of Zrenjanin and 2.5 km NNE of the village of Ecka. Also see Petrovgrad, as this airfield is just NW of Zrenjanin and often the two are confused.

History: construction began in late summer/early fall 1943 with the intent of making it one of the 3 or 4 major Lw. bases in the Balkans. It became operational in June 1944, although there was some limited use a few months before than, and by August it was in heavy use by Ju 88s and transport aircraft as well as other types. Later plans called for the airfield to cover 35 square kilometers, have 3 more concrete runways, much more infrastructure with construction continuing into 1947. It was to be the largest Luftwaffe airfield in the Balkans.

Dimensions: by May 44, the airfield's total dimensions measured approx. 2470 x 1830 meters (2700 x 2000 yards).

Surface and Runways: an 1875 meter (2050 yard) concrete runway aligned NNW/SSE, a perimeter road and 4 taxi tracks were still under construction and nearly completed by Jun 44. Further, leveling work had been completed over the entire area to the E of the runway and was serviceable by May 44, while leveling of the area W of the runway was still in process. Equipped with a visual Lorenz system for night landings.

Fuel and Ammunition: there was a refueling loop off the NW corner, 14 underground fuel storage tanks on the perimeter and a munitions dump along the S side of the Ecka-Petrovgrad road.

Infrastructure: 1 large hangar near the Northwest dispersal area, while barracks, warehouses and other buildings were on the outskirts of Ecka. A number of huts were

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being erected in late May 44. Had a branch rail line that served the fuel and ammunition storage points on the airfield (unconfirmed).

Dispersal: had a large Northwest dispersal with 20 aircraft shelters and concrete taxi tracks, a Southwest dispersal with 13 hardstands, and a Southeast dispersal with at least 10 aircraft shelters, all of these either completed or under construction in late May 44.

Defenses: not determined.

Satellites and Decoys:

Aradak (45 22 45 N – 20 17 30 E), satellite or alternate landing ground for Gross Betschkerek airfield located c. 13.5 km WNW of the airfield and immediately W of the town of Aradak. History: laid out during the first half of 1944. Seen to be in use by transport aircraft on 28 Aug 44. Surface and Dimensions: grass surface with a landing and take-off run of approx. 825 meters (900 yards). Infrastructure: had 1 small hut on the E boundary.

Remarks:

17 Dec 43: Fl.H.Kdtr. Betschkerek noted in an intercept as being under Koflug 3/XII.

13 Jan 44: advisory issued that airfield Betschkerek-Aradatz closed to all classes due to soft ground.

29 May 44: mention of an equipment depot at Gross Betschkerek that stocked Ln. crystal frequency testers.

28 Aug 44: visible on the airfield - 5 fighters, 14 Ju 88s, 7 Do 17s, 6 Ju 52s.

8 Sep 44: low-level attack - the first Allied attack took place this date when 35 P-51 Mustangs made repeated strafing passes over the airfield claiming 22 Ju 52s from III./TG 2 plus 6 more damaged, 19 Ju 88s, 7 Fw 190s, 5 Fi 156s and 5 other a/c from a variety of units for a total of 58 destroyed on the ground. A Luftwaffe situation report dated 10 September supports these figures and blamed the fiasco on "insufficient Flak defenses."

Operational Units: half of 15./Fl.Verb.G. 2 (14 Mar 44, May 44); 2., Stab II. and 5./NJG 100 (Aug-Sep 44); parts of IV./NJG 6 (Aug-Sep 44); III./TG 2 (Sep 44); Flieger-Kp./Ln.-Rgt. Südost (Apr 44); Wetterflugstelle Balkan (Sep 44).

Reserve Training & Replacement Units: Einsatzgruppe II./SG 151 (Feb-Mar 44); 13./SG 151 (Jun – Jul 44).

Station Commands: Fl.H.Kdtr. E 32/XIII (Jan-Mar 44); Fl.H.Kdtr. A(o) 113/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): Stab/Feldwerftverband 70 (? – Sep 44); I./Flak-Rgt. 8 (Sep-Oct 44); elements of II./Flak-Rgt. 25 (Sep 44); elements of 11. (Flus.)/Ln.-Rgt. Südost (May 44); Sanitätsbereitschaft (mot) d.Lw. 4/VIII (Melenci, 1944). [Sources: AFHRA A5264 pp.0121-22 (revised to 6 Dec 44) and p.262 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA]

Gruda (YUGO) (42 32 00 N – 18 20 10 E)

General: landing ground Landeplatz) in wartime Croatia near the coast of Dalmatia 24 km SE of Dubrovnik and 5 km NW of the town of Gruda. History: used pre-war by the Royal Yugoslav Air Force. No record found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface with poor drainage measuring approx. 915 x 155 meters (1000 x 170 yards) and rectangular in shape. No paved runway. Infrastructure: none. The nearest rail connection was in Gruda. Dispersal: no organized dispersal facilities.

Remarks:

29 Nov 43: ordered evacuated and destroyed by Lw.-Kdo. Südost.

Operational Units: none identified.

Station Commands: unnumbered Flugplatzkdo. (1943).

Station Units (on various dates – not complete): elements of Flugmelde-Funk-Kp. z.b.V. 28 (Spilja, Jan 44).

[Sources: AFHRA A5264 p.133 (9 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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I

Ibraimovo (YUGO) (?)

General: landing ground in Macedonia just SE of Skopje. Not located, but there is a village in that area by the name of Idrizovo with an airfield just 3 km to the east. Probably a Platzkdo. of Fl.H.Kdtr. A(o) 115/XVII (Skopje). Further information lacking due to this place name being misspelled or confused with an airfield in Bulgaria.

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

Ilandza (YUGO) (45 10 45 N – 20 56 30 E)

General: landing ground (Landeplatz) 53 km NE of Belgrade and immediately NE of the village of Ilandza. History: built in early 1944 in the Yugoslav Banat (Vojvodina) and mainly used as a refueling stopover. No mention of this field has been found in the surviving German documentation which suggests its relatively insignificant status. Also see Samos, which was just 13 km to the west. Surface and Dimensions: grass surface landing area measuring approx. 2000 x 1100 meters (2200 x 1200 yards). No paved runway.

Fuel and Ammunition: fuel was reportedly stored off the NW and SE boundaries.

Infrastructure: none. The nearest rail connection was just off the SW boundary and the S corner. Dispersal: no organized dispersal facilities. Aircraft parked along the landing ground perimeter.

Remarks:

28 Aug 44: visible on the airfield - 11 Ju 88s and 6 Ju 52s.

8 Sep 44: strafed by two groups of P-51 Mustangs – claimed 76 aircraft here and at Alibunar, Ecka and Gross Betschkarek.

[Sources: AFHRA A5264 p.0134 (14 Jun 44); chronologies; BA-MA; NARA; PRO/NA]

Imotski (YUGO) (43 26 10 N – 17 13 45 E)

General: emergency landing ground (Notlandeplatz) in S Dalmatia 48-49 km WNW of Mostar and 1.75 km SE of the town of Imotski. History: no information found. Surface and Dimensions: grass surface measuring approx. 320 x 275 meters (350 x 300 yards).

Infrastructure: none.

[Sources: AFHRA A5264 p.212 (Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Izdeglavje (YUGO) (41 19 50 N – 20 49 05 E)

General: emergency landing ground (Notlandeplatz) in Macedonia 89-90 km SW of Skopje and 1 km SW of the hamlet of Izdeglavje. History: developed summer 1944. Surface and Dimensions: leveled grass surface measuring approx. 825 x 90 meters (900 x 100 yards). Infrastructure: none.

[Sources: AFHRA A5264 p.260 (14 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

J

Jagodina (YUGO) (43 59 35 N – 21 16 10 E)

General: landing ground (Landeplatz) in Serbia c. 113 km SE of Belgrade and 1.6 km N of Jagodina. History: existed in 1940 and possibly a mobilization dispersal field for the Royal Yugoslav Air Force (JKRV). No record found of Luftwaffe air units being based here, but possibly used as an alternate landing ground for fighters based at Niš. Surface and Dimensions: poorly drained grass surface measuring approx. 1370 x 730 meters (1500 x 800 yards). No paved runway. Fuel and Ammunition: underground fuel storage tanks

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thought to be near the hangar on the S boundary. Infrastructure: had 1 small hangar with a concrete apron on the S boundary. Additionally, a group of small buildings near the hangar may have been used for accommodations. The nearest rail connection was in Jagodina. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.135 (20 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Jarkovac (YUGO): see Samoš.

K

Karlovac (YUGO) (45 27 20 N – 15 33 50 E)

General: field airstrip (Feldflugplatz) in wartime Croatia c. 49 km SW of Zagreb and 4 km S of Karlovac. Exact location of the airstrip not determined. History: no information found. Believed to have been serviceable on 23 Oct 43, but on 9 Jun 44 it was photographed and seen to be covered with trenches and pits making it totally unserviceable. Surface and Dimensions: rough grass surface that was soft in wet weather. Measured approx. 435 x 225 meters (475 x 245 yards) with a rectangular shape. Infrastructure: had 3 small huts at the SE corner. Several buildings along the road off the E boundary may also have been used in conjunction with the airstrip.

[Sources: AFHRA A5264 p.269 (9 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Knić (YUGO) (c. 43 55 N – 20 43 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Serbia 21 km N of Kraljevo. Exact location of the airstrip in relationship to the village not determined. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by fighters during the Axis invasion of April 1941. Evacuated 12 Apr 41. Inactivated and no evidence found of Luftwaffe units being based here during the war.

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

Knin (YUGO) (44 01 50 N – 16 12 10 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia (Dalmatia) 78 km E of Zadar and 1 km SE of Knin. History: used 1943-44 by liaison aircraft by no record has been found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring approx. 320 x 135 meters (350 x 150 yards) with an irregular shape. Infrastructure: none.

Remarks:

19 Mar 44: bombed by a small force of B-24 Liberators – landing area cratered.

[Sources: AFHRA A5264 p.227 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kosančić (YUGO) (c. 43 05 16 N – 21 47 02 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Serbia 25 km SSW of Niš on the outskirts of the village of Kosančić. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by fighters during the Axis invasion of April 1941. Inactivated and no evidence found of Luftwaffe units being based here during the war.

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

Kosor (YUGO): see Mostar-Kosor.

Kotor (YUGO) (a.k.a. Cattaro, Kumbor, Zelenika?) (42 26 15 N – 18 36 15 E)

General: seaplane base on the coast of Montenegro c. 48 km SE of Dubrovnik on the N shore of the Kumbor Channel between Kumbor and Djenovići. History: a pre-war Yugoslav seaplane station that was taken over by the Italians in April-May 1941 and then used by the

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Germans beginning in Sep 43. Considered a large modern and well-equipped seaplane station. Anchorage deep water channel with excellent surface conditions for take-offs and landings due to protection from high winds. Equipped with a searchlight to assist night landings. Fuel and Ammunition: both were stocked and readily available. Infrastructure: had 6 medium hangars with at least 2 separate workshop buildings, officers' quarters, admin buildings, stores buildings and 8 barrack buildings. There were also 3 or more concrete slipways (launching ramps) along with a number of mooring buoys. The nearest rail connection was in Zelenika, 2.5 km NW of the seaplane station.

Remarks:

29 Mar 44: attack by Allied fighter-bombers destroyed 1 hangar and the torpedo workshop.

18 May 44: for all practical purposes, base abandoned on this date.

Operational Units:

Italian (Regia Aeronautica): 149^a Squadriglia RM (Sep 43).

Luftwaffe: none identified.

Station Commands: Fl.Pl.Kdo. C 136/XI (See) (Oct 43 – May 44).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 50/III (Dec 43 – Feb 44); Ldssch.Zug d.Lw. 305/VI (Zelenika and Kotor, c.Nov 43 – Apr 44).

[Sources: AFHRA A5264 p.119 (1May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kovačica (YUGO) (a.k.a. Kowatschitza) (45 06 45 N – 20 39 45 E)

General: landing ground (Landeplatz) in the Serbian Banat (Vojvodina) 37 km SE of Zrenjanin (Petrovgrad), 36.5 km NNE of Belgrade, 24 km WNW of Alibunar, 21 km WSW of Ilandža and 3.25 km E of Kovačica. History: one of the 6 or 7 landing grounds built by the Germans in the flat farmland of the Banat in late 1943 and the first half of 1944.

Serviceable and in use in late May 1944. No record found of any Luftwaffe air units being based here. Surface and Dimensions: level grass surface measuring approx. 915 x 365 meters (1000 x 400 yards) with a triangular shape. No paved runway. Fuel and

Ammunition: excavations along the N and S boundaries and off the W corner were almost certainly for fuel and ammunition storage. Infrastructure: none. The nearest rail connection was in Kovacica. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.138 (23 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kovin (YUGO) (44 46 15 N – 20 57 30 E)

General: airfield (Fliegerhorst) in the Serbian Banat 36 km ESE of Belgrade and 3.25 km NNW of Kovin.

History: developed by the Luftwaffe beginning in late fall 1943 or the beginning of 1944.

In late April 1944, construction was still underway and the airfield was not yet serviceable.

Dimensions: measured approx. 2375 x 1600 meters (2600 x 1750 yards) with a rectangular shape.

Surface and Runways: leveled grass surface with a 2000 meter concrete runway aligned NW/SE that was in an advanced state of construction in late April 1944 along with taxiways at both ends to connect the runway with the dispersal areas.

Fuel and Ammunition: had refueling points and fuel and munitions storage, mostly still under construction in late Apr 44.

Infrastructure: 2 medium hangars with concrete aprons were under construction in late Apr 44, one in the Northwest dispersal area and the other in the Southeast dispersal area.

There were also c. 30 barrack huts under construction. The nearest rail connection was in Kovin.

Dispersal: had a Northwest dispersal with taxi tracks for 15 planned aircraft shelters or stands, and a Southeast dispersal that when completed would be similar to the other.

Defenses: none noted (late Apr 44).

Remarks:

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Jun 44: taxiways seen to be under construction.

1 Sep 44: visible on the airfield - 2 fighters, 4 Ju 87s, 3 DFS 230 gliders.

3 Sep 44: airfield strafed by P-38 Lightnings - claimed 13 aircraft destroyed on the ground here and at a nearby satellite, incorrectly identified as "Vaviniste".

Operational Units: detachment of Nahaufklärungsstaffel Kroatien (Sep 44).

Reserve Training & Replacement Units: 13./SG 151 (Sep 44).

Station Commands: Fl.H.Kdtr. E 71/XI (Mar 44); Fl.H.Kdtr. E(v) 214/XVII (Jul-Sep 44); Fl.H.Kdtr. E(v) 213/XVII (Jul-Sep 44).

Station Units (on various dates - not complete): Trsp.Kol. d.Lw. 107/VII (Mar 44 - c.Sep 44); Trsp.Kol. d.Lw. 113/XVII (Jul-Sep 44).

[Sources: AFHRA A5264 pp.0136-37 (15 Jun 44); chronologies; BA-MA; NARA; PRO/NA]

Kowatschitza (YUGO): see Kovačica.

Kragujevac (YUGO) (44 01 55 N - 20 54 40 E)

General: landing ground (Landeplatz) in Serbia 95 km SSE of Belgrade and 2.4 km NNW of Kragujevac. History: pre-war Royal Yugoslav AF airfield in existence at least since 1936. Very limited use by the Luftwaffe until early 1944. Surface and Dimensions: grass surface that in spring 1944 measured approx. 1125 x 350 meters (1230 x 380 yards). No paved runway. Fuel and Ammunition: no information found. Infrastructure: had 1 small hangar and 1 small admin building at the SE corner. The nearest rail connection was in Kragujevac. Dispersal: no organized dispersal facilities. Aircraft usually parked in a small area off the SW boundary.

Operational Units: elements of Nahaufklärungsstaffel Kroatien (Sep-Oct 44); 2./NSGr. 7 (Oct 44).

Station Commands: none identified.

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

[Sources: AFHRA A5264 p.140 (16 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kraljevicevo (YUGO) (see Franzfeld).

Kraljevo (YUGO) (a.k.a. Kraljevo) - Serbia (43 43 45 N - 20 43 30 E)

General: operational airfield (Einsatzhafen) in Serbia 120 km S of Belgrade and 3 km ENE of Kraljevo town center. Adjacent to the Kraljevo Aircraft Factory where Do 17s were license-built before Apr 41.

History: a civil airport, major pre-war Royal Yugoslav AF airfield, pilot training school and aircraft test center. Briefly used by the Luftwaffe in 1941 for repairing and checking out captured Yugoslav aircraft, mainly Do 17 K bombers, before handing them over to the new Croatian Air Force. As soon as this work was completed in fall 1941, the airfield fell into disuse. Re-activated in April 1943.

Dimensions: measured approx. 1005 x 825 meters (1100 x 900 yards) with an irregular shape in Nov 43.

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

Fuel and Ammunition: there were 2 refueling points at the NW corner and underground bulk fuel storage at the SW corner. A small ammunition dump was off the N boundary on the bank of the Morava River.

Infrastructure: had 2 hangars - 1 large double bay and 1 medium - with concrete aprons on the W boundary, taxiways, 9 workshop buildings adjacent to or behind the hangars, a large motor pool, plus admin buildings and several barracks and billeting areas grouped in the hangar area. A cluster of 15 barrack huts was off the SW corner, these probably housing the Italian POW laborers. The numerous buildings of the Kraljevo Aircraft Factory were located just W of the W boundary. The airfield was served by a branch railway because of the adjacent aircraft factory.

Dispersal: a dispersal area with 4 large open blast bays was along the S perimeter and built in 1943 as part of the upgrade process.

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Defenses: none seen in Nov 43.

Satellites and Decoys:

Kraljevo-Kovači (43 42 30 N – 20 41 10 E) - alternate landing ground or satellite of Kraljevo airfield 2.75 km SSW of Kraljevo town center. Surface and Runways: grass surface measuring approx. 850 x 550 meters (930 x 600 yards). No infrastructure or other facilities.

Remarks:

Oct 41: classed as an auxiliary of Niš airfield.

15 Apr 43: work began to upgrade it to an operational airfield (Einsatzhafen).

3 Jul 43: being considered by Lw.-Kdo. Südost as the site for Fallschirmschule 3 and a battalion of paratroop trainees.

Sep 43: 500 Italian POW laborers brought in to complete the construction work that began in April.

17 Oct 43: 16 Oct 43: visible on the airfield - 7 He 111s and 4 transports.

3 Dec 43: 11 Ju 52s, 10 He 111s, 1 Fi 156 and 2 unidentified aircraft were visible on the airfield.

24 Apr 44: strafed by a small number of 15th AAF P-51 Mustang escort fighters – 1 x Caproni 148 destroyed and 5 other a/c slightly damaged. (German report)

22 Jul 44: strafed by Balkan AF Mustangs – of 1 x Do 17 and 6 x Ju 87s seen on the field, the Do 17 and 2 of the Ju 87s were claimed shot up and damaged.

25 Jul 44: strafed by 4 fighters – 1 aircraft and 1 hangar burned out and workshops damaged.

10 Aug 44: 50 bombers attacked the airfield and surrounding area – many buildings and workshops were destroyed along with 35 men killed and 80 wounded.

2 Sep 44: visible on the airfield - 1 fighter, 5 Ju 87s, 1 Ju 52.

10 Sep 44: bombed – 4 x He 111s from Fallschirmschule 3 destroyed on the ground.

Operational Units:

Luftwaffe: 32./FI.Verb.G. 2 (Dec 43); 6./TG 4 (Oct 43 – Jan 44); 3./NAGr. 2 (Jul-Sep 44); 2./NSGr. 7 (Oct 44).

Bulgarian: Do 17 Staffel (used for anti-partisan operations, 1943-44).

School Units: Fallschirmschule 3 with He 111s (parachute training for 400 Bulgarians) (1943-44).

Station Commands: FI.PI.Kdo. B 27/XVII (c.Mar 43 – Mar 44); Flugplatzkdo. Kraljewo of FI.H.Kdtr. A(o) 114/XVII Niš (Apr-Oct 44).

Station Units (on various dates): elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 9 (Jul-Oct 44); elements of Luftzeugstab 10 (6 Oct 41); part of Lw.-Bau-Btl. 31/XI (n.d.); Ldssch.Zug d.Lw. 124/VI (6 Oct 41); Ldssch.Zug d.Lw. 120/XVII (6 Oct 41, May and Oct 42).

[Sources: AFHRA A5264 pp.141-42, 144 (27 Nov 43 and 15 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Krušedol (YUGO) (a.k.a. Prnjavor) (45 07 00 N – 19 56 20 E)

General: landing ground (Landeplatz) in wartime Croatia 53-54 km NW of Belgrade, 16.5 km SSE of Novi Sad and 750 meters WNW of Krušedol Selo. History: used by the Royal Yugoslav Air Force during the Balkan Campaign in April 1941. Inactivated after that. No evidence found of any Luftwaffe air units being based here. Surface and Dimensions: all-weather firm grass surface measuring approx. 960 x 365 meters (1050 x 400 yards). No paved runway. Fuel and Ammunition: brought in if and when needed. Infrastructure: none. The nearest rail connect was 10 km N in Sremski Karlovići. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.143 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Krusevac (YUGO) (43 33 35 N – 21 19 40 E)

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General: landing ground (Landeplatz) in Serbia 152 km SSE of Belgrade, 55 km ESE of Kraljevo and 2.5 km S of the town of Krusevac. **History:** built for the Royal Yugoslav Air Force in 1940. Only used occasionally by the Luftwaffe until May 1944 when a tenant unit arrived. **Surface and Dimensions:** firm grass surface measuring approx. 1190 x 365 meters (1300 x 400 yards) and roughly rectangular in shape. No paved runway. **Fuel and Ammunition:** no information found. **Infrastructure:** none, but a foundation had been built for a large building on the E boundary, probably a hangar. **Dispersal:** no organized dispersal facilities. **Defenses:** none observed in Sep 43 or reported.

Remarks:

27 Jul 44 – airfield strafed - 1 Ju 52 air ambulance destroyed.

2 Sep 44: visible on the airfield - 1 He 111, 1 Hs 126, 2 DFS 230 gliders.

7 Oct 44: photographs showed that mines had been exploded across the landing area rendering the landing ground unserviceable.

Operational Units: III./LLG 1 (May-Oct 44); element of Nahaufklärungsstaffel Kroatien (Sep-Oct 44).

Station Commands: Fl.Pl.Kdo. B 30/XVII (c.Mar 43 – Mar 44); Flugplatzkdo. Krusevac of Fl.H.Kdtr. A(o) 114/XVII Niš (Apr-Oct 44).

Station Units (on various dates – not complete): Koflug 3/XII (Sep 43).

[**Sources:** AFHRA A5264 p.145 (12 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kumanovo (YUGO) (a.k.a. Režanovačka Kosa, Rezhanovtse) (42 09 15 N – 21 42 20 E)

General: landing ground (Landeplatz) in Serbia 28 km NE of Skopje and 3 km NW of Kumanovo. **History:** reportedly laid out in mid-1940 and used by Royal Yugoslav fighters during the fighting in April 1941. No Luftwaffe air units are known to have been based here. **Surface and Dimensions:** grass surface that was usually unserviceable from November to April. Measured approx. 1370 x 730 meters (1500 x 800 yards). No paved runway. **Fuel and Ammunition:** no information found. **Infrastructure:** none. The nearest rail connection was in Kumanovo. **Dispersal:** no organized dispersal facilities.

Remarks:

7 Apr 41: landing ground attacked by aircraft from II.(Schlacht)/LG 2.

14 Oct 43: observed to be inactive.

[**Sources:** AFHRA A5264 p.146 (1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Kumbor (YUGO): see Kotor.

Kurilovec (YUGO): see Agram-Gorica.

L

Laibach (YUGO/Slovenia) (a.k.a. Ljubljana) (46 03 45 N – 14 34 00 E)

General: landing ground (Landeplatz) in Slovenia 5 km ENE of the capital city of Ljubljana. **History:** pre-war Royal Yugoslav AF airfield and advanced landing ground. In 1930 it was home base for the JKRv's 6th Regiment with 2 reconnaissance and 1 fighter squadron. Regularly used by the Italian AF 1941-43, including twin-engine aircraft. Limited but increasing use by the Lw. 1944-45. **Surface and Dimensions:** dry grass surface. 1943 measured c. 1830 x 365 meters (2000 x 400 yards). No paved runways. **Fuel and Ammunition:** here was a fuel dump off the NE corner and an ammunition dump 3.5 km WNW of the landing ground. **Infrastructure:** had 1 small hangar, 5 workshops on the N boundary, and a number of barrack huts on the N boundary behind the workshops. The nearest rail connection was a main railway line off the S boundary. **Dispersal:** no

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organized dispersal facilities, but there were 2 medium open aircraft shelters on the N boundary. Defenses: no Flak positions seen or reported, but the landing ground was well defended with barbed wire, trenches, pillboxes and other fortifications.

Remarks:

1942: considerably enlarged by the Italians to make it serviceable for Fiat BR. 20 bombers.

23 Apr 44: low-level attack by U.S. escort fighters – 2 x Bf 109 G-6s from I./JG 77

destroyed (1) or damaged (1) on the ground.

Operational Units:

Italian (Regia Aeronautica): 63° Gruppo OA (Feb 43); 98° Gruppo BT (1942).

Luftwaffe: 7./Fliegergeschwader z.b.V. 7 (Jun 44 –Feb 45); Stab Einsatzgruppe

I/Fliegergeschwader z.b.V. 7 (c. Dec 44 – Feb 45).

Station Commands: unnumbered Flugplatzkdo. (1943); Platzkdo. of Fl.H.Kdtr. E(v)

213/VII (Udine) (1944-45).

Station Units (on various dates – not complete): 5.(le.Flum.Funk)/Ln.-Rgt. 248 (Jan-May 45); elements of Flugmelde-Funk-Kp. z.b.V. 36 (fall 44).

[Sources: AFHRA A5264 pp.151-52 (28 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lesce (YUGO) (a.k.a. Radmannsdorf) (46 21 35 N – 14 10 35 E)

General: emergency landing ground (Notlandeplatz) in Slovenia c. 42-43 km NW of Ljubljana, 4.25 km ESE of Bled and 1 km ESE of the village of Lesce. History: reportedly used occasionally by liaison aircraft. Surface and Dimensions: grass of pastureland

surface measuring approx. 825 x 185 meters (900 x 200 yards) with an irregular shape.

Infrastructure: none. Dispersal: had 5 small open blast-shelters for aircraft on the NE and SW boundaries.

[Sources: AFHRA A5264 p.219 (30 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Leskovac (YUGO) (43 01 00 N – 21 56 10 E)

General: landing ground (Landplatz) in Serbia 35 km S of Niš, 2.5 km NW of Leskovac town center and 1.5 km ESE of the village of Vinarce. History: built pre-war on the grounds of a race course and used occasionally by the Royal Yugoslav Air Force. Although the Luftwaffe brought in a station command, no record has been found of any air units being based here. Surface and Dimensions: generally firm grass surface measuring approx. 1100 x 640 meters (1200 x 700 yards) with an irregular shape. No paved runway.

Fuel and Ammunition: both available. Infrastructure: had 2 small hangars on the S boundary with some nearby huts that may have been used as workshops. Personnel were reportedly accommodated in an agricultural school off the E boundary. The nearest rail connection was in Leskovac. Dispersal: there were no organized dispersal facilities.

Station Commands: Fl.Pl.Kdo. A 38/VII (Feb-Mar 44); Flugplatzkdo. Leskovac of Fl.H.Kdtr. E(v) 217/XVII Podgorica (Apr-Oct 44).

Station Units (on various dates – not complete): III/Feldwerftverband 10 (mot) (Oct 43); elements of Lw.-Berge-Btl. IX (May-Jun 44).

[Sources: AFHRA A5264 p.149 (27 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lipljan (YUGO) (a.k.a. Lypjan) (42 31 10 N – 21 07 15 E)

General: landing ground (Landplatz) in Serbia c. 64 km NNW of Skopje, 15 km SSW of Pristina and 1 km SW of the village of Lypjan. History: existed in 1940. May have been used occasionally by the Italian Air Force in 1942. No record found of any Luftwaffe air units being based here. Surface and Dimensions: rough, poorly maintained grass surface measuring approx. 1050 x 825 meters (1150 x 900 yards). No paved runway. Fuel and Ammunition: no information found. Infrastructure: none. The nearest rail connection was in Lypjan. Dispersal: no organized dispersal facilities.

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[Sources: AFHRA A5264 p.150 (21 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ljubljana (YUGO/Slovenia): see Laibach.

Loznica (YUGO) (44 32 25 N – 19 15 35 E)

General: emergency landing ground (Notlandeplatz) in Serbia 100 km WSW of Belgrade and 2.5 km ENE of Loznica town center. History: no information found. Surface and Dimensions: grass surface measuring approx. 595 x 505 meters (650 x 550 yards) with an irregular shape. Infrastructure: none.

[Sources: AFHRA A5264 p.227 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Lučko (YUGO): see Agram-Lučko.

M

Marburg (YUGO/Slovenia) (a.k.a. Maribor) (46 31 50 N – 15 39 10 E)

General: landing ground (Landeplatz) in Untersteiermark (prior to the war and today Slovenia) 103 km NE of Ljubljana and 2.4 km S of Maribor between the main road and railway track. History: existed pre-war as a civil airport. A Junkers aircraft plant was under construction just E of the field in Aug 43. No record found of any Luftwaffe air units being stationed here. Surface and Dimensions: level grass surface. In 1943 measured approx. 825 x 410 meters (900 x 450 yards). Fuel and Ammunition: no information found. Infrastructure: had 1 small hangar on the N boundary and a single small building nearby that was probably a workshop. Additionally, a few small buildings off the W boundary may have belonged to the landing ground. The nearest rail connection ran along the E side of the landing ground. Dispersal: there were no organized dispersal facilities. Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates in or around Marburg – not complete): schw.Flak-Abt. 516 (Feb 44 – 1945); schw.Flak-Abt. 543 (Eisb.) (c.May-Nov 44); 23.(le.Flum.)/Ln.-Rgt. 238 (Sep 44 – 1945); Flugzeug-Bergungstrupp 3/III (Aug 44).

[Sources: AFHRA A5264 p.153 (29 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Maribor (YUGO/Slovenia) (see Marburg).

Milosevo (YUGO) (42 42 20 N – 21 05 30 E)

General: landing ground (Landeplatz) in Serbia 8 km NW of Pristina and 1.75 km SSE of the village of Milosevo (today: Balshaj/Losovo). History: reportedly a pre-war landing ground used by the Royal Yugoslav Air Force. No evidence found of Luftwaffe use.

Surface and Dimensions: grass surface with poor drainage measuring approx. 1190 x 550 meters (1300 x 600 yards) and roughly triangular in shape. No paved runways. Fuel and Ammunition: no information found. Infrastructure: none. The nearest rail connection was 2.5 km SW of the landing ground. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.154 (29 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Monastir (YUGO): see Bitolj.

Mostar (YUGO) (a.k.a. Mostar/Nord, Mostar/North, Mostar-Rodoč) (43 18 10 N – 17 48 55 E)

General: airfield (Fliegerhorst) in wartime Croatia 4.5 km S of Mostar on the southeastern outskirts of the suburban village of Rodoč.

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History: the airfield and its civil airport date from the 1920's and the Royal Yugoslav Air Force established a bomber school there at about the same time. In 1930 it was home base for the JKRv's 7th Regiment with 2 bomber squadrons. Reconnaissance units and a flying school, the latter for Croatian student pilots, were stationed at Mostar during the Italian occupation (1941-43), but the level of activity was modest. The Luftwaffe took it over in September 1943 and it was used extensively for the next 5 months by reconnaissance, fighter and dive-bomber aircraft.

Dimensions: approx. 1465 x 730 meters (1600 x 800 yards) with a rectangular shape.

Surface and Runways: grass surface with excellent drainage. No paved runways.

Perimeter roads ran along the E and W sides of the landing area.

Fuel and Ammunition: refueling points were at the SE corner and bulk fuel was reportedly stored at the S end of the W boundary and off the SW corner. Ammunition storage sites were located at the NE corner and consisted of 32 units, all in the open except for 2 that were protected by blast walls.

Infrastructure: had 18 hangars with concrete aprons along the W boundary that consisted of 1 large triple bay, 2 large double bay, 1 large single bay, 2 medium double bay and 12 small single bay. A small group of buildings off the NW corner were probably used as motor pool garages and repair shops. Numerous administrative, stores and barrack buildings were immediately W of the hangars on the W boundary. The airfield control tower was situated at the center of the W boundary. The airfield was served by a branch rail line along the W boundary.

Dispersal: a South and Southeast dispersal were still under construction in November 1943. Prior to completion, aircraft parked on the landing area and in fields S of the S boundary.

Defenses: on 2 Nov 43 there were 3 heavy and 6 light Flak positions within 1.5 km of the airfield, almost all of them on the W, E and S sides.

Remarks:

17 Apr 41: more than 100 destroyed and severely damaged aircraft were found on the Mostar airfields on conclusion of the Axis campaign in Yugoslavia.

17 Oct 43: visible on the airfield - 2 Do 17s and 2 unidentified a/c.

12 Nov 43: low-level attack by NATAF fighter-bombers - 1 x Hs 126 from 2./NSGr. 7 destroyed on the ground (German report) while NATAF claimed 2 x Ju 88s, 1 x He 111 and 1 x Hs 126 destroyed, plus 2 x Hs 126s damaged.

29 Nov 43: low-level attack - strafed by 7 Spitfires, 5 Ju 87s from I./SG 3, 3 Bf 109s and 1 Hs 126 damaged.

15 Dec 43: bombed by B-25s - but only 2 x Bf 109 G-6s from 1./NAGr. 12 were damaged and 1 officer killed.

8 Jan 44: bombed by 36 B-24s - slight damage to buildings and hangars due to poor bombing.

10 Jan 44: 1 officer and 18 men from 1./Flugmeldemess-Abt. z.b.V. 13 arrived to set up a *Freya* radar set.

14 Jan 44: bombed by 139 B-17s and 65 B-24s - 25 a/c damaged (7 severely), 4 hangars and a fuel dump set on fire, 37 killed and 68 wounded; the damage was so severe the airfield was declared unserviceable until it could be repaired. (German report)

2 Apr 44: bombed by 24 B-24s - only one a/c was damaged but the landing area was cratered.

Operational Units

Italian (Regia Aeronautica): Scuolo Caccia (glider and fighter school for Croatians student pilots); 5° Gruppo OA (Sep 42); 39° Gruppo BT (Jan 42 - Jun 43); 61° Gruppo OA (May-Aug 41); 65° Gruppo OA (Aug 41 - Jul 42?); 120^a Squadriglia OA (Jul 42).

Luftwaffe: Stab, 2., 3./Einsatz-Kampfgruppe Ju 88/Chef Ausbildungswesens (Jun 43); elements of II./St.G. 151 (Sep 43); detachment of Nahaufkl.St. Kroatien (Sep-Dec 43); 2./NAGr. 2 (Oct-Nov 43); Stab, 1.,2./NAGr. 12 (Nov 43 - Oct 44); IV./JG 27 (Nov 43 - Jan

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44); 2./NSGr. 7 (Nov 43); I./SG 3 (Nov-Dec 43); 8./TG 4 (Dec 43); part of 13./SG 151 (Dec 43).

Station Commands: Fl.Pl.Kdo. B 29/XVII (c.Mar 43 – Mar 44); Fl.H.Kdtr. E(v) 212/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): Koflug 9/VI (Sep 43 - ?); Stab/Flak-Rgt. 40 (Mar – c.Jun 44); schw.Flak-Abt. 475 (Dec 43 – Jun 44); gem.Flak-Abt. 550 (Oct 43 - Jun 44); I./Flak-Rgt. 9 (Jun-Oct 44); Stab II./Ln.-Flugmelde-Rgt. Südost (? – c.Oct 44).; elements of 1., 3./Flugmeldemess-Abt. z.b.V. 13 (Oct 43 - 1944); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 5 (Apr-Oct 44); Lw.-Bauleitung Mostar (1943-44); Munitionsausgabestelle d.Lw. 3/XVII (May 44); Feldlufttanklager 3/VI (Rama, 1943-44); 3.Kp./Kraftfahrverfügungs-Abt. GL 4 (1941 – c.Nov 42); Trsp.Kol.d.Lw. 105/I (Nov 43); Trsp.Kol.d.Lw. 49/III (Nov 43); Trsp.Kol.d.Lw. 11/VI (Nov 43); Ldssch.Zug d.Lw. 50/III (Aug 43 - Oct 44); Ldssch.Zug d.Lw. 80/IV (Sep 43 – Oct 44); Ldssch.Zug d.Lw. 422/VI (c.Sep 43 – Oct 44); Ldssch.Zug d.Lw. 103/XIII (Sep 43 – Oct 44).

[Sources: AFHRA A5264 pp.155-57 (26 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Mostar-Kosor (a.k.a. Mostar/Süd, Mostar-Ortiješ?) (43 17 05 N – 17 50 50 E)

General: landing ground (Landeplatz) in wartime Croatia 76 km SW of Sarajevo, 7 km SSE of Mostar town center, 3.5 km NW of the village of Kosor, 2 km NNE of the village of Ortiješ and 3.25 km SE of Mostar airfield. History: date laid out not found but in existence in April 1941. It was an alternate landing ground for Mostar airfield and was still being developed in Nov 43. Surface and Dimensions: leveled agricultural land measuring approx. 1190 x 595 meters (1300 x 650 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: limited fuel storage; most fuel and ammunition was provided by Mostar airfield. Infrastructure: none. The nearest rail connection was in Mostar. Dispersal: no organized dispersal facilities. Defenses: none identified – protected by the Flak defenses around Mostar airfield.

Remarks: see Mostar airfield.

Operational Units: none identified - see Mostar airfield.

Station Commands: Fl.H.Kdtr. E 33/XII (Sep 43 – Mar 44); Flugplatzkdo. Mostar/Süd of Fl.H.Kdtr. E(v) 212/XVII Mostar/Nord.

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

[Sources: AFHRA A5264 p.158 (28 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

N

Neusatz (YUGO) (a.k.a. Novi Sad, Újvidék) (45 15 35 N – 19 48 20 E)

General: airfield (Fliegerhorst) in Serbia 70 km NW of Belgrade, 4 km W of Novi Sad and just W of the railway line. The Danube was 4.25 km S of the airfield. Rated for bombers. History: an Austro-Hungarian and then a Royal Yugoslav AF (JKRV) base since at least 1916. In 1930 it was a civil airport and home to the JKRV's 1st Regiment with 5 reconnaissance and 2 bomber squadrons. Using the name Újvidék, it was a Hungarian Air Force base until March 1944. The Lw. began using the airfield in 1943, although no air units were based there until March 1944.

Dimensions: measured approx. 1370 x 915 meters (1500 x 1000 yards) with an irregular shape.

Surface and Runways: level grass surface with partial artificial drainage. No paved runway.

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Fuel and Ammunition: refueling points were near the SE corner and in front of the hangars with the underground bulk storage near the SE corner. Ammunition was reportedly stored in a small wood off the NE corner and near the SE corner.

Infrastructure: 5 hangars with concrete aprons – 3 large and 1 small on the NE boundary and 1 large 4-bay on the SE boundary – along with several workshop buildings, HQ, admin offices, stores buildings, officer billets and barracks, these being off the NE corner. A branch rail line served the NE side of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: there were 3 light Flak positions on the NE side of the airfield.

Satellites and Decoys:

Novi Sad – Petrovaradin (45 15 00 N – 19 53 45 E), satellite and/or alternate landing ground 3.25 km E of Novi Sad and 2.25 km ENE of Petrovaradin town center.

History: used by gliders and possibly by training aircraft during the war. The Croatian Air Force School Regiment (basic training) was located in Petrovaradin. Surface and

Dimensions: grass surface measuring 730 x 365 meters (800 x 400 yards) with an irregular shape. Infrastructure: had 3 small buildings on the N boundary.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - 81 officers and officials, 1,071 NCOs and men; German Luftwaffe - 4 officials and 75 NCOs and men.

c. 15 Aug 44: total German Luftwaffe airfield personnel strength - 40 officers, 1,095 NCOs and men, 50 civilians.

Operational Units: 3. Minensuchstaffel (Sep-Oct 44); Stab, 1., 2./NSGr. 10 (Oct 44).

Reserve Training & Replacement Units: II./SG 151 (Mar – Aug 44); 13./SG 151 (Oct 44); 10./SG 151 (Oct-Nov 44).

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

Station Units (on various dates – not complete): Vorkommando of Frontreparaturbetrieb GL 2591 (Siebel) (Aug 44); elements of gem.Flak-Abt. 566 (Apr 44, Aug 44); gem.Flak-Abt. 706 (Apr 44, Aug 44); 1./Luftsperr-Abt. 110 (Aug 44); 5.(Feldfernkabel-Bau)/Ln.-Rgt. 35 (Sep-Oct 44); Stab/Ln.-Betr.Abt. (mot) z.b.V. 14 (Oct 44); Feld-Luftmunitionslager 1/XVII (Vrdnik – 1943 – Oct 44); part of Nachschub-Kp. d.Lw. 14/XVII (Vrdnik, Oct 43, Jan 44); Flug-Betr.St.Ausgabestelle 7/XVII (Oct 43); Ldssch.Zug d.Lw. 121/XVII (Vrdnik, 1944); Ldssch.Zug d.Lw. 129/XVII (Vrdnik, Oct 43); Dt. Wetterwarte (Aug 44).

[Sources: AFHRA A5264 pp.164-65 (2 Jan 44) and p.262 (13 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nikšić (YUGO) (c. 42 46 40 N – 18 55 15 E)

General: landing ground (Landeplatz) in Montenegro 44 km NW of Podgorica and 3 km WNW of Nikšić. History: existed pre-war and was frequently used by Italian reconnaissance and liaison aircraft. Used occasionally by Luftwaffe aircraft but no air units are known to have been based here. Surface and Dimensions: level grass surface in good condition of a difficult to define irregular shape with a take-off and landing run of approx. 915 meters (1000 yards). No pave runway. Fuel and Ammunition: no information found.

Infrastructure: had 1 small building off the NE corner. The nearest rail connection was in Nikšić. Dispersal: no organized dispersal facilities.

Operational Units: none identified.

Station Commands: unnumbered Flugplatzkdo. (fall 1943).

Station Units (on various dates – not complete): Flugbetriebsstoff-Kol. 505/III (Oct 43); Munitionsausgabestelle d.Lw. 7/IV (Oct 43); Ldssch.Zug d.Lw. 305/VI (Oct 43).

[Sources: AFHRA A5264 p.159 (29 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nin (YUGO) (44 14 05 N – 15 10 35 E)

General: landing ground (Landeplatz) in wartime Croatia 14 km NNW of Zadar and 1.25 km SW of the village of Nin. History: no information found but believed to be inactive and

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unserviceable when photographed on 31 Oct 44. Surface and Dimensions: grass surface measuring approx. 825 x 155 meters (900 x 150 yards) that consisted of 2 intersecting airstrips. No paved runways. Fuel and Ammunition: both brought in if and when needed. Infrastructure: none. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.160 (28 Jan 44) and p.270 (31 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nisch (YUGO/Serbia) (a.k.a. Niš) (43 20 10 N - 21 52 05 E)

General: airfield (Fliegerhorst) in Serbia 200 km SSE of Belgrade, 3 km NW of Niš and immediately N of the village of Medoševac.

History: pre-war Royal Yugoslav air base with a flight training school and also a civil airport. In 1930 it was home base for the JKRV's 5th Regiment, which had not yet been completed and activated. Limited use by the Lw. until spring 1943. Airfield upgraded to an operational airfield (Einsatzhafen) beginning 15 April 1943 and until Oct 44 had considerable activity.

Dimensions: by March 1944 measured approx. 1145 x 825 meters (1250 x 900 yards) and roughly rectangular in shape.

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

Fuel and Ammunition: refueling points were in front of the hangars. The main ammunition dump with c. 40 blast-protected storage units was 1.6 km NNE of the airfield while a second dump with c. 10 small blast-protected storage huts was c. 1 km off the NW side of the landing area.

Infrastructure: has a total of 6 hangars, including 4 large with some paved frontage at the SE corner and 2 large at the SW corner. Several separate workshop buildings were in the vicinity of the hangars. Station admin offices, officer quarters, barracks and stores were in 3 large blocks of buildings off the SE corner. Additionally, a large barracks complex was located 2 km ESE of the airfield. The main rail line from Niš to Belgrade ran along the N boundary of the field and a large marshalling yard was just off the E boundary.

Dispersal: A dispersal area off the SW corner with 17 or 18 blast bays and connecting taxiways was still under construction in summer 1944.

Defenses: no information found.

Remarks:

16 Oct 43: visible on the airfield - 6 fighters, 1 Do 17 and 4 unidentified a/c.

20 Oct 43: attacked by 40 Allied heavy bombers - 4 German a/c destroyed, 5 damaged, 1 killed and 5 wounded (German report).

20 Mar 44: 63 aircraft were visible on the airfield including 43 Bf 109s, 6 Ju 88s, 5 Hs 126s and 9 probable Cr 42s.

17 Aug 44: 51 B-17 bombers escorted by 25 P-38s struck the town and airfield - 4 a/c destroyed and 11 damaged on the ground, several hangars and the landing area hit. The airfield rendered unserviceable (German report).

21 Aug 44: town and airfield hit by 117 B-17 Fortresses escorted by 49 P-51 Mustangs - 4 a/c destroyed, 6 damaged, a hangar destroyed, repair shops hit, 7 men killed and 14 wounded. (German report)

1 Sep 44: airfield bombed by 55 B-17s - claimed 5 aircraft and a glider destroyed on the ground and damage to hangars and dispersal areas.

2 Sep 44: visible on the airfield - 15 Bf 109s, 1 Do 17, 1 Ju 88.

12-14 Oct 44: airfield ordered demolished and evacuated.

Operational Units:

Luftwaffe: Kurierstaffel 110 (Oct 41)?; part of 8./TG 4 (Jul 43); Stab/JG 27 (Oct 43 - Feb 44); IV./JG 27 (Feb-Mar 44); II./JG 51 (Apr-Jul 44); Stab II./NJG 100 (Jun-Aug 44); III./KG 51 (Jul 44); Transportstaffel II. Fliegerkorps (Aug-Sep 44); Verbindungsstaffel 400 (Aug-Sep 44).

Bulgarian: Tactical Reconnaissance Sqdn. BAF/I Bulgarian Occupation Corps (1943-44).

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Station Commands: Fl.H.Kdtr. E 14/XVII (Sep 41 – Nov 42); Fl.Pl.Kdo. A 6/XVII (Jan 43 – Mar 44); Fl.Pl.Kdo. A 38/VII (1944); Fl.H.Kdtr. E 33/VI (Oct 43 – Feb 44); Fl.H.Kdtr. A(o) 114/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): Kommandierender General der deutschen Luftwaffe Nordbalkan (Sep-Oct 44); Koflug 8/XVII (Sep-Oct 44 – disbanding); Werft-Abt. (v) 113/XVII (c.Apr-Oct 44); elements of I./Feldwerftverband 10 (Sep 43 – 1944); Stab/Flak-Rgt. 37 (Sep-Oct 44); II./Flak-Rgt. 25 (Oct 44); elements of schw.Flak-Abt. 143 (Sep-Oct 44); gem.Flak-Abt. 236 (Oct 44); schw.Flak-Abt. 545 (Sep 43 – May 44); one battery of Ie.Flak-Abt. 754 (Jul-Sep 44); Ie.Flak-Abt. 829 (Oct 44); Stab II., 4. and 5./Ln.-Rgt. 12 (Dec 41); 4.(Tel.Bau) and 5.(Tel.Bau)/Ln.-Rgt. 24 (Sep 44); 5.(Tel.Bau)/Ln.-Betr.Abt. (mot) z.b.V. 14 (Jun 44); elements of Flugmeldemess-Abt. z.b.V. 14 (c.Apr-Sep 44); elements of Ln.-Ausbau-Stab 9 (1943-44); Ln.-Ausbau-Kp. 9 (1944); Flug-Betriebsstoff-Kolonnen 509/VI (Sep-Oct 44); Flug-Betriebsstoff-Kolonnen 504/XIII (Feb 44 - ?); Trsp.Kol. d.Lw. 103/VIII (Sep 44); Ldssch.Zug d.Lw. 49/III (Aug-Oct 44); Ldssch.Zug d.Lw. 120/XVII (Mar 42); Ldssch.Zug d.Lw. 121/XVII (Mar 42, 1943-44); Ldssch.Zug d.Lw. 125/XVII (Sep 41 – Oct 44); Ldssch.Zug d.Lw. 126/XVII (1943-44); Ldssch.Zug d.Lw. 129/XVII (Aug-Oct 44).

[Sources: AFHRA A5264 pp.161-62 (20 Mar 44 revised to 6 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Nisch-Toponica (YUGO) (a.k.a. Niš-Toponica) (43 24 35 N – 21 47 20 E)

General: airfield (Fliegerhorst) in Serbia approx. 13 km NW of Niš and just S of Donja Toponica between the Morava River and the main road between Niš and Draževac. History: said to have been completed in 1932 for the Royal Yugoslav Air Force and used for a pilots' school. No record found of Luftwaffe air units being based here. May have been used as an alternate landing ground or satellite for Niš airfield. Surface and Dimensions: grass or agricultural land surface measuring approx. 1280 x 915 meters (1400 x 1000 yards). No paved runway. Fuel and Ammunition: there was an underground fuel storage tank but no information found regarding ammunition storage. Infrastructure: had 3 large concrete hangars and several separate workshop buildings, as well as several other buildings for accommodations, admin offices and stores. Dispersal: no organized dispersal facilities. [Sources: AFHRA A5264 p.163 (May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Novi Sad (YUGO): see Neusatz.

Novo Selo (YUGO) (a.k.a. Banatsko Novo Selo) (44 56 40 N – 20 44 50 E)

General: landing ground (Landeplatz) in the Serbian Banat (Vojvodina) 11.75 km NE of Pancevo and 5.5 km SW of Banatsko Novo Selo. History: no information found, but may have been an alternate landing ground for the airfields around Pancevo and Belgrade. On 25 Jun 44, large crosses were displayed on either side of the strip to indicate that it was unserviceable and just 3 weeks later it was seen to have been inactivated and returned to cultivation. Surface and Dimensions: grass surface with an airstrip measuring 825 x 90 meters (900 x 100 yards). Infrastructure: had 1 large hut and several smaller huts just off the NW side of the field.

Remarks:

25 Aug 44: new information dated 26 Jul 44 and further analysis reclassified Novo Selo as a dummy or decoy field that approximated the layout of Kraljivicevo (Kraljevicevo = Franzfeld) landing ground near Pancevo.

[Sources: AFHRA A5264 p.231 (25 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

O

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Obilić (YUGO): see Pristina.

Ogulin (YUGO) (45 14 10 N – 15 14 15 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 38 km SW of Karlovac and 3.5 km SSE of the town of Ogulin. History: no information found. Surface and Dimensions: grass surface measuring approx. 485 x 185 meters (530 x 200 yards).

Infrastructure: none.

[Sources: AFHRA A5264 p.221 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Ortiješ (YUGO): see Mostar-Ortiješ.

Osijek (YUGO) (a.k.a. Esseg) (45 34 10 N – 18 39 20 E)

General: landing ground (Landplatz) in wartime Croatia 97 km NW of Novi Sad and 4 km NW of Osijek town center. History: existed pre-war as a civil airport and used by the Osijek Aero Club. Luftwaffe transport aircraft used it occasionally during the war. Surface and Dimensions: poorly drained grass or pastureland surface measuring approx. 1740 x 230 meters (1900 x 250 yards) with an irregular shape. No paved runway. Fuel and Ammunition: no information found. Infrastructure: had a small building at the E end of the landing area that may have been used as a workshop. The nearest rail connection was in Osijek. Dispersal: no organized dispersal facilities.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Munitionsausgabestelle d.Lw. 3/XVII (Oct-Dec 44).

[Sources: AFHRA A5264 p.166 (30 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Otok (YUGO) (45 37 05 N – 15 18 15 E)

General: emergency landing ground (Notlandeplatz) in Slovenia 24 km NW of Karlovac/Croatia and 750 meters NE of the hamlet of Otok. History: used occasionally by liaison and light transport aircraft. Surface and Dimensions: leveled farmland measuring approx. 775 x 55 meters (850 x 60 yards) with a rectangular shape. Infrastructure: none.

[Sources: AFHRA A5264 p.220 (13 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

P

Pancevo (YUGO) (a.k.a. Pančevo) (44 53 45 N – 20 38 40 E)

General: airfield (Fliegerhorst) in the Serbian Banat (Vojvodina) 16.5 km NE of Belgrade and 3.2 km NNW of Pančevo. Rated for bombers.

History: a pre-war civil airport, it was used by Luftwaffe fighters and dive-bombers during the April 1941 invasion of Yugoslavia and Greece. After Jun 41, the Luftwaffe used it mostly as a training base for dive-bombers and ground attack aircraft.

Dimensions: measured 1645 x 1005 meters (1800 x 1100 yards) with a rectangular shape in April 1944.

Surface and Runways: a usually dry level grass surface. No paved runway but had a paved servicing strip that ran along W boundary and was 365 meters (400 yards) in length. The airfield was equipped with perimeter and obstruction lighting and a beam approach system.

Fuel and Ammunition: had refueling points at the SE corner, underground fuel storage off the NE corner and 3 munitions dumps 2 to 3 km off the NNE end of the field with a total of

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241 storage units. It is not known whether these were bunkers, blast-protected huts or open storage.

Infrastructure: had 2 large double-bay hangers on the S boundary and numerous other buildings for workshops, admin and stores at the SE and SW corners. The station motor pool and garages were near the SE corner and the flight control building was behind the hangars on the S boundary. A large barracks complex was located just off the ESE end of the airfield. The nearest rail connection was 1 km E of the airfield.

Dispersal: the 4 dispersal areas – East, West, Northwest and Northeast - had some 14 aircraft parking shelters and sites, half of the shelters double and not all yet completed in Apr 44.

Defenses: airfield and surrounding area heavily protected by Flak but details lacking.

Satellites and Decoys:

Pancevo/Nord (44 55 00 N – 20 39 05 E), 2.5 km N of Pancevo airfield. Rated for multi-engine aircraft. Surface and Dimensions: grass surface measuring approx. 1645 x 455 meters (1800 x 500 yards) with an irregular shape. No paved runway. Possibly laid out in early 1944. A cluster of small huts at the SE corner provided limited billeting. All support and service were made available by Pancevo airfield.

Remarks:

Oct 41: was classed as an auxiliary of Semlin (Zemun) airfield.

May 43: Lw. construction underway.

16 Oct 43: visible on the airfield - 1 fighter, 9 Ju 87s, 32 Ju 88s, 2 transports, 1 glider, 1 unidentified a/c and 2 Italian bombers (or transports).

18 Dec 43: visible on the airfield - 1 fighter, 23 Ju 87s, 3 Ju 52s, 1 He 111, 1 Fw 58, 1 Do 17, 4 W 34s, 1 Fi 156 and 4 small biplanes. An additional 15 Ju 87s were parked at a nearby dispersal near the river.

8 Apr 44: attacked for first time but without damage.

16 Apr 44: bombed by B-17s – 2 a/c destroyed and runway damaged. (German report)

29 Aug 44: visible on the airfield - 1 Ju 88, 2 Ju 87s, 4 Fi 156s.

Operational Units: Stab, III./JG 54 (Apr 41); 4./JG 54 (Apr-May 41); all or a detachment of 15./Fliegerverbindingsgeschwader 2 (Oct 43 – Oct 44); Luftdienstkdo. Serbien (Feb-Jun 44); Fliegerzielstaffel 71 (Jun-Oct 44); Gefechtsverband Banat (Sep 44).

Reserve Training & Replacement Units: I./St.G. 151 (May – Jul 43); IV./St.G. 151 (May – Oct 43); I./SG 151 (Oct 43 – Apr 44); IV./SG 151 (Oct – Dec 43); II. and III./SG 151 (Dec 43 – Jan 44).

Station Commands: Fl.Pl.Kdo. A 4/XVII (c.Mar 43 – Mar 44); Fl.H.Kdtr. E 7/IV (Feb 44 - ?); Fl.Pl.Kdo. A 3/XII (1943-44); Flugplatzkdo. Pančevo of Fl.H.Kdtr. A(o) 112/XVII Semlin and Franzfeld (Apr-Oct 44).

Station Units (on various dates – not complete): Luftwaffenkdo. Südost (c.Jan-Oct 44); Stab/Jagdfliegerführer Balkan (Apr-Sep 44); Feldwerft-Abt. I/10 (I/Feldwerftverband 10) (Apfeldorf/Jabuka, Sep 43 - ?); one battery of le.Flak-Abt. 754 (c.Jul-Oct 44); Stab III. (Tel.Bau)/Ln.-Rgt. 24 (Sep 44); Stab/Ln.-Rgt. Südost (Jan-Sep 44); I.(Ln.-Betr.)/Ln.-Rgt. Südost (Jan-Sep 44); III.(Funkh.)/Ln.-Rgt. Südost (Jan-Sep 44); IV.(Flus.)/Ln.-Rgt. Südost (Apfeldorf/Jabuka, Jan-Sep 44); Stab/Ln.-Flugmelde-Rgt. Südost (1943 – Sep 44); Ln.-Verbindungs-Kp. z.b.V. 5 (Mar 44); Feldluftpark 1/VIII (c. Aug 43 – Oct 44); Flieger-Geräteausgabestelle (mot) K (Apr-May 41); Ln.-Frontreparaturbetrieb 1/VIII (c.Aug 43 – Oct 44); Luftgaubereichswerkstatt (N) 3/XVII (c.1943 – Sep 44); kl.Fl.Betr.St.Kol. 1/IV (Apr 41); Trsp.Kol. d.Lw. 127/IV (Feb 44 - ?); Frontaufklärungstrupp 185 L (? – Oct 44).

[Sources: AFHRA A5264 pp.167-69 (3 Apr 44 revised to 21 Jun 44 and to 23 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pec (YUGO) (42 37 50 N – 20 18 40 E)

General: emergency landing ground (Notlandeplatz) in wartime Serbia (Kosovo) 241 km S of Belgrade and 2.75 km SSE of Pec. History: no information found. Surface and

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Dimensions: firm, dry grass surface measuring approx. 455 x 185 meters (500 x 200 yards). Infrastructure: none.

[Sources: AFHRA A5264 p.222 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Petrovac (YUGO) (41 57 45 N – 21 36 45 E)

General: landing ground (Landeplatz) in Macedonia 16 km ESE of Skopje and 2.5 km N of Petrovac (Petrovets). History: early history not found. Used as an auxiliary airstrip by Do 17's of the Royal Yugoslav Air Force in early April 1941 during the German invasion. No record found of Luftwaffe use. Surface and Dimensions: grass surface that turned marshy in the early spring. Measured approx. 1370 x 1005 meters (1500 x 1100 yards). Fuel and Ammunition: no information found. Infrastructure: none. The nearest rail connection was 5 km to the N. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.170 (16 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Petrovaradin (YUGO): see under Novi Sad.

Petrovgrad (YUGO) (a.k.a. Betschkerek-Aradatz, Bagljas; today: Zrenjanin) (45 23 20 N – 20 21 40 E)

General: landing ground (Landeplatz) in the Serbian Banat 65 km N of Belgrade and 2.8 km NW of Petrovgrad (Zrenjanin) in the angle formed by the Zrenjanin-Szeged railway and the Zrenjanin – Novi Sad road. Not to be confused with the much larger Gross Betschkerek (Ecka) airfield just a few kilometers SE of Zrenjanin (Petrovgrad). History: dates to before the war (1935?) when it served as an auxiliary airfield for the Royal Yugoslav Air Force and the civil Aero Klub Petrovgrad. It lay dormant from summer 1941 to summer 1943 when it was improved and reactivated. Luftwaffe bombers and transports began using it on a limited basis several months later. In 1944, an unconfirmed account states that it was used as a salvage yard for Caproni aircraft captured by the Germans after the capitulation of Italy in Sep 43. Hitler Youth are said to have been used to do the dismantling work. Surface and Dimensions: the landing ground measured approx. 1280 x 640 meters (1400 x 700 yards) with an irregular shape and the surface was grass that was quite rough on the E side and unserviceable in wet weather. Infrastructure: had 1 small hangar with a concrete apron and 3 small huts nearby that may have served as workshops. Two more huts off the SE corner may have been used as accommodations. The nearest railway station and sidings were in Petrovgrad. Dispersal: there were no organized aircraft dispersals.

Remarks:

17 Dec 43: first mention in Allied signals intelligence documents.

13 Jan 44: advisory issued that airfield Betschkerek-Aradatz closed to all classes due to soft ground.

Operational Units: none identified.

Station Commands: none listed – served as a satellite field of Fl.H.Kdtr. A(o) 113/XVII at Gross Betschkerek (Ecka).

[Sources: AFHRA A5264 p.0173 (3 Jan 44); chronologies; BA-MA; NARA; PRO/NA]

Pirot (YUGO) (43 04 00 N – 22 40 05 E)

General: landing ground (Landeplatz) in Serbia 60 km ESE of Niš, 12 km SE of Pirot and on the S outskirts of the village of Sukovo. History: believed to have been laid out prior to 1941. No record found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring approx. 1050 x 870 meters (1150 x 950 yards) with a very irregular shape. No paved runway. Fuel and Ammunition: brought in if and when needed. Infrastructure: none that belonged specifically to the landing ground, but there were several buildings around the Sukovo train station. Dispersal: no organized dispersal facilities.

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[Sources: AFHRA A5264 p.174 (19 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Pisac (YUGO): see Bunić.

Pljevlja (YUGO) (43 20 36 N – 19 22 00 E)

General: landing ground (Landeplatz) in Montenegro 101 km N of Podgorica and 1.5 km S of Pljevlja. History: existed in 1940 but rarely used. No record found of Luftwaffe use.

Surface and Dimensions: level grass surface in good condition measuring approx. 825 x 410 meters (900 x 450 yards) and roughly triangular in shape. No paved runway. Fuel and Ammunition: no information found. Infrastructure: none. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.176 (4 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Podgorica (YUGO) (a.k.a. Titograd) (42 25 40 N – 19 17 25 E)

General: airfield (Fliegerhorst) in Montenegro (Serbia) 2 km SE of the city. Rated for bombers.

History: pre-war use as a civil airport then used in April 1941 by a small detachment of Royal Yugoslav Air Force (JKRV) fighters. Had little use after that until taken over by the Luftwaffe in May–Jun 43 with the intention of developing it into an important operational airfield. By November 1943, following significant construction and improvements by the Luftwaffe, Allied air attacks forced the Germans to remove the air units based here and move them further inland. It continued to be used after that as a forward airfield for staging missions.

Dimensions: measured approx. 1920 x 1830 meters (2100 x 2000 yards).

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

Fuel and Ammunition: fuel was reportedly stored off the E boundary and munitions storage was in 5 blast-protected units close to the airport terminal building.

Infrastructure: had 4 huts (probably workshops) and 4 more believed to be barracks at the NW corner of the airfield. The flight control building was the former airport terminal building and located off the W boundary. At least 2 large barrack complexes were in the city of Podgorica. The nearest rail connection was in Podgorica.

Dispersal: there were no organized dispersal areas for aircraft. Aircraft parked off the N boundary.

Defenses: airfield protected by 7 heavy Flak positions with emplacements for 25 guns, and 20 light Flak positions with emplacements for 40 guns.

Remarks:

25 Oct 43: attacked by 40 B-25 Mitchells and 12 P-39 Lightnings – 5 x Bf 109s destroyed, 2 damaged and considerable loss of fuel and material.

26 Oct 43: hit again by 25 a/c and 3 more planes destroyed and 2 damaged.

12 Nov 43: attacked by the Italian component of NATAF – claimed 3 a/c destroyed and 9 damaged on the ground.

18 Apr 44: airfield hit by fighter-bombers with 1 aircraft destroyed and 1 damaged.

5 May 44: town and airfield bombed by 116 B-24s – 2 a/c destroyed and 10 Germans killed.

24 Jul 44: strafed – fuel dump and a barracks destroyed.

Operational Units: elements of 1./NAGr. 12 (Oct 43); Stab/JG 27 (Oct 43); part of 2./NAGr. 2 (Oct-Nov 43); IV./JG 27 (Oct-Nov 43).

Reserve Training & Replacement Units: detachment of 13./SG 151 (Oct – Dec 43).

Station Commands: Fl.H.Kdtr. E 39/XI (Aug 43 – Mar 44); Fl.H.Kdtr. E(v) 217/XVII (Apr-Nov 44).

Station Units (on various dates – not complete): 8. Staffel of III/Feldwerftverband 60 (Aug 43 -); 7. Staffel/Feldwerftverband 60 (Jan 44); 124. Fluh.Betr.Kp. (Qu) (one Zug) (Dec 43); 4.(le.)/Flak-Rgt. 9 (Dec 43 – c.Feb 44); schw.Flak-Abt. 475 (Sep-Nov 43); 4./le.Flak-

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Abt. 885 (Sep 43 – Mar 44); Flieger-Geräteausgabestelle (mot) 103/VII (Feb 44 – c.May 44); Munitionsausgabestelle d.Lw. 7/IV (Dec 43 – Jul 44); Flug-Betr.St.Kol. 505/III (Sep, Dec 43); Trsp.Kol. d.Lw. 66/IV(Dec 43); Trsp.Kol. d.Lw. 116/IV (Dec 43); Ldssch.Zug d.Lw. 305/IV (Oct 43); Ldssch.Zug d.Lw. 296/VI (Dec 43); Ldssch.Zug d.Lw. 108/XIII (fall 43 – Jul 44).

[Sources: AFHRA A5264 pp.177-79 (1 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Portorose (YUGO/Slovenia) (a.k.a. Portorož) (45 30 59 N – 13 34 47 E)

General: seaplane anchorage 20 km SW of Trieste. History: used by the Luftwaffe during 1944. Had few facilities and only a few men were on duty here.

Station Commands: Seefliegerhorst-Werft Portorose (c.Apr-Dec 44).

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

Požega (YUGO) (43 50 00 N – 20 03 45 E)

General: landing ground (Landeplatz) in Serbia 133 km E of Sarajevo, 113 km SSW of Belgrade, 17.25 km E of Uzice and 2.5 km SE of Požega. History: existed in 1940 and used by the Royal Yugoslav Air Force. No evidence found of Luftwaffe use. Surface and Dimensions: grass surface that was only serviceable in dry weather. Measured approx. 870 x 550 meters (950 x 600 yards). No paved runway. Infrastructure: none. The nearest rail connection was in Požega.

[Sources: AFHRA A5264 p.180 (29 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prečno (YUGO) (45 39 49 N – 16 17 44 E)

General: landing ground (Landeplatz) in wartime Croatia c. 30 km SE of Zagreb city center and 9.25 km SW of Ivanić-Grad. Exact location not determined. No further information found but probably existed only during the final 4 or 5 months of the war.

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

Preljina (YUGO): see Cačak.

Prijedor (YUGO) (44 59 35 N – 16 44 25 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 45 km NW of Banja Luka and 3 km NE of Prijedor. History: no information found. Surface and Dimensions: rough grass surface measuring approx. 730 x 425 meters (800 x 465 yards) with a triangular shape. Infrastructure: none.

[Sources: AFHRA A5264 p.221 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prijeljina (YUGO): see Cačak.

Prilep (YUGO) (a.k.a. Prilep/West) (41 21 00 N – 21 29 10 E)

General: landing ground (Landeplatz) in Macedonia 73 km S of Skopje and 5.5 km W of Prilep. History: laid out prior to 1940. Briefly used by the Luftwaffe in April 1941 then fell into disuse until 1944 when it was again used occasionally. Surface and Dimensions: pastureland/farmland measuring approx. 915 x 915 meters (1000 x 1000 yards). No paved runway. Fuel and Ammunition: no information found. Infrastructure: none reported.

Operational Units: III./JG 77 (Apr 41).

Station Commands: Fl.H.Kdtr. E 30/III (1943-44); Fl.H.Kdtr. E(v) 216/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): Stab, 7.St. of III./Feldwerftverband d.Lw. 60 (Mar, May 44); elements of 11.(Flum.Funk)/Luftgau-Nachr.Rgt. 25 (fall 43 – Mar 44); Flieger-Geräteausgabestelle Prilep (May 44); Ldssch.Zug d.Lw. 89/IV (May, Sep 44); Ldssch.Zug d.Lw. 131/XVII (Jan 44); Lw.-Sanitätsstelle Prilep (May 44).

[Sources: AFHRA A5264 p.181 (16 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Pristina (YUGO) (a.k.a. Pristina-Stubol, Pristina-Obilić (Kastriot)) (42 37 40 N – 21 07 30 E)

General: landing ground (Landeplatz) in SW Serbia (Kosovo) 75 km NNW of Skopje and 5.25 km SW of the town of the same name. There was a small satellite field just on the NW side of Pristina called Pristina-Obilić (today: Kastriot), but this was a mobilization dispersal field that seems to have only been used during the Axis invasion of April 1941.

History: existed by December 1940 and used by the Royal Yugoslav Air Force during the German invasion in Apr 41. The Luftwaffe transport aircraft used it in Oct-Nov 44 during evacuation flights from Greece to Yugoslavia. Surface and Dimensions: grass surface with poor serviceability during wet weather. Measured approx. 1005 x 550 meters (1100 x 600 yards). No paved runway. Fuel and Ammunition: stored fuel was available either at the landing ground or nearby. Infrastructure: none. Dispersal: no organized dispersal facilities.

Remarks:

17 Feb 44: ordered to serve as the alternate airfield for a Schlachtfliegergruppe while Skoplje/Ost is closed for construction work until May.

Operational Units: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 72/XI (Dec 43 – Mar 44).

Station Units (on various dates – not complete): Koflug 7/VI (Nov 44).

[Sources: AFHRA A5264 p.182 (16 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Prkos (YUGO): see Zadar-Nadine.

Prnjavor (YUGO): see Krušedol.

R

Radmannsdorf (YUGO): see Lesce.

Režanovtse (YUGO): see Kumanovo.

Režanovačka Kosa (YUGO): see Kumanovo.

Rovine (YUGO): see Bosanska Gradiška.

Ruma (YUGO) (44 58 45 N – 19 48 55 E)

General: landing ground (Landeplatz) in wartime Croatia (Syrmia) 55 km NW of Belgrade and 2.75 km SW of Ruma. History: existed in 1939 as a Royal Yugoslav Air Force field and used occasionally by the Luftwaffe during the war. Surface and Dimensions: grass surface that was soft in wet weather and measured approx. 1280 x 1145 meters (1400 x 1250 yards) with an irregular shape. No paved runway. Fuel and Ammunition: no information found. Infrastructure: had a small building at the S corner that was probably used as a workshop and a number of small huts just off the NE side of the landing area that may have been used for accommodations. The nearest rail connection was in Ruma. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.183 (30 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

S

Šabac (YUGO) (44 44 50 N – 19 41 40 E)

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General: emergency landing ground (Notlandeplatz) in Serbia 61 km W of Belgrade and immediately SSW of Šabac town center. **History:** reportedly used as a practice field for training aircraft. **Surface and Dimensions:** firm dirt surface measuring approx. 505 x 320 meters (550 x 350 yards). **Infrastructure:** had 1 long and 1 small hut on the NW boundary.

[Sources: AFHRA A5264 p.222 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Samobor (YUGO) (a.k.a. Sveta Nedelja) (45 48 10 N – 15 46 15 E)

General: landing ground (Landepplatz) in wartime Croatia 16.5 km W of Zagreb city center, 4.5 km E of Samobor and 800 meters N of the village of Sveta Nedelja. **History:** believed to have been laid out in 1940 as an alternate landing ground for Zagreb. Extended in 1942 and used by the Croatian Air Force as a glider training center. **Surface and Dimensions:** grass surface that was unserviceable in wet weather. Measured approx. 1100 x 1100 yards) with an irregular shape. No paved runway. **Fuel and Ammunition:** no information found. **Infrastructure:** had several small huts at the SE corner. The nearest rail connection was just off the N boundary. **Dispersal:** no organized dispersal facilities.

Remarks:

29 May 43: landing ground attacked by c. 200 Partisans – 2 aircraft and all of the gliders were destroyed and many of the buildings burned down. Taken prisoner were 4 officers, 30 soldiers and 70 glider school students.

Operational Units:

Croatian: 1st Group (Mar-Nov 42).

Luftwaffe: 15.(kroat.)/KG 53 (Nov 42 – Apr 43?).

Station Commands: none identified.

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

[Sources: AFHRA A5264 p.184 (30 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Samoš (YUGO) (a.k.a. Jarkovac?) (45 12 55 N – 20 47 50 E)

General: landing ground (Landepplatz) in the Serbian-Banat 50 km NNE of Belgrade, 35 km SE of Gross Betschkerek (Zrenjanin), 6.5 km SSE of Jarkovac and 2.5 km NE of Samoš.

General: **History:** developed by the Luftwaffe in spring 1944, operational by May and used by transports and gliders during the summer of that year. **Surface and Dimensions:** level grass surface measuring approx. 1920 x 505 meters (2100 x 550 yards). No paved runway. **Fuel and Ammunition:** both available. **Infrastructure:** had a group of buildings just to the southwest that may have housed workshops, admin and billeting. The nearest rail connection was in Samoš. **Dispersal:** no organized dispersal facilities. Aircraft parked in the open on the landing ground.

Remarks:

28 Aug 44: visible on the airfield - 5 Hs 126s with 8 DFS 230 gliders.

Operational Units: Schleppgruppe 1 (Mar-Sep 44);

Station Commands: Flugplatzkdo. Samos of Fl.H.Kdtr. A(o) 113/XVII Gross Betschkerek (Apr-Oct 44).

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

[Sources: AFHRA A5264 p.139 (23 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sarajevo (YUGO) (43 51 23 N – 18 24 46 E)

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

Commands (Kommandobehörden, Stäbe): Koflug 9/VI (Aug 43 – Oct 44).

Servicing, Repair (Wartungs, Instandsetzungs): none identified.

Antiaircraft (Flak): Stab/Flak-Rgt. 40 (Jul – c.Sep 44); elements of schw.Flak-Abt. 549 (Feb 45); Flak-Trsp.Bttr. 41/III (1944 – Aug 44); Flak-Trsp.Bttr. 42/III (Jan-Mar 45).

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Air Force Signals (Luftnachrichten): Stab II.(Feldfern-kabel-Bau)/Ln.-Rgt. 40 (Dec 44 – Jan 45); 11.(Flum.Mess)/Ln.-Rgt. 248 (Jan-Mar 45); elements of 3./Flugmeldemess-Abt. z.b.V. 13 (1944); elements of Ln.-RV-Betr.Personal-Kp. z.b.V. 5 (Apr 44 – c.Feb 45).

Construction (Bau): Feldbauamt Sarajevo (1943-44).

Supply Services (Nachschubdienste): Versandkdo. d.Lw. 3/XVII (? – Jan 44); Feld-Luftmunitionslager 13/VI (Ilidza, Oct, Dec 43); Munitionsausgabestelle d.Lw. 41/VI (Ilidza, Oct, Dec 43); Munitionsausgabestelle d.Lw. 3/XVII (Sep 43 – Oct 44).

Ground Transport (Transportkolonnen): Trsp.Kol. d.Lw. 117/I (1944)?; Trsp.Kol. d.Lw. 41/II (Sep 43 – Mar 44)?; Trsp.Kol. d.Lw. 136/VI (c.Nov 44 – Mar 45); Trsp.Kol. d.Lw. 150/VI (Sep 43 – Oct 44); Trsp.Kol. d.Lw. 112/XII (1945); Trsp.Kol. d.Lw. 115/XII (1945); Trsp.Kol. d.Lw. 117/XII (1945); Trsp.Kol. d.Lw. 120/XII (1945); Trsp.Kol. d.Lw. 123/XII (1945); Trsp.Kol. d.Lw. 125/XII (1945); Trsp.Kol. d.Lw. 126/XII (1945); Trsp.Kol. d.Lw. 128/XII (1945); Trsp.Kol. d.Lw. 130/XII (1945); Trsp.Kol. d.Lw. 105/XVII (Mar 44 – 1945).

Ground Defense and Security, etc. (Landesschützen, usw.): Ldssch.Zug d.Lw. 24/IV (S-Kasindol, ? – Oct 43); Lw.-Sicherungs-Btl. VI (Dec 44 – Feb 45).

Medical Services (Sanitätsdienste): none identified.

Other (sonstige, verschiedene): 4./Lw.-Berge-Btl. IX (Dec 43, Jan 44).

Sarajevo-Butmir (YUGO) (43 48 45 N – 18 20 25 E)

General: landing ground (Landeplatz) in wartime Croatia c.7.5 km WSW of Sarajevo city center. **History:** existed in 1940 and in use pre-war by the Royal Yugoslav AF as an alternate landing ground for Sarajevo-Rajlovac airfield. Gradually taken over by the Lw. in early 1943. Construction work was underway in Jun 43 to extend and improve the runway to accommodate bombers. Relatively heavy use from mid-1943 to the beginning of Apr 45.

Surface and Dimensions: grass surface that in early 1944 measured approx. 1370 x 730 meters (1500 x 800 yards) with an irregular shape. No paved runway. **Fuel and**

Ammunition: there were 20 units (bunkers, blast-protected sheds) for fuel and munitions storage off the SW boundary and the NE and NW corners. **Infrastructure:** no hangars but had 8 large huts near the east corner of the field that were probably used as billets. The nearest rail connection was 2.5 km to the NW in the suburb of Ilidža. **Dispersal:** dispersal hardstands for 16 aircraft with 4 more under construction. No blast bays or aircraft shelters present in Nov 43. **Defenses:** none seen or reported in Nov 43.

Operational Units: rotating detachments of Nahaufkl.St. Kroatien (1943-44); 15. (kroat.)/KG 53 (May-Aug 43); detachment of 1./NSGr. 7 (c. Dec 43 – May/June 44); I./SG 3 (Dec 43); Stab/NAGr. 12 (Oct-Nov 44); 1./NAGr. 12 (Oct 44 – Feb 45); 16./Fliegerverbindingsgeschwader 2 (Nov 44 - ?); 2./NAGr. 12 (Feb-Mar 45).

Reserve Training & Replacement Units: elements of II./St.G. 151 (Sep 43); 13./SG 151 (Apr – Jun 44).

Station Commands: Fl.PI.Kdo. A 31/XVII (c.Mar 43 – Mar 44); Fl.H.Kdtr. E(v) 211/XVII (Apr 44 – Mar 45).

Station Units (on various dates – not complete): Lw.-Bau-Gerätezug 2/VII (Oct 43); Feldlufttanklager 13/VI (May 44); Munitions-Ausgabestelle d.Lw. 3/XVII (May 44); Flug-Betr.St.Kol. 515/III (May 44); Trsp.Kol. d.Lw. 117/I (May 44), 150/VI d.Lw. (May 44) 105/XVII d.Lw. (May 44); Ldssch.Zug d.Lw. 33/III (Sep 43 – Oct 44?); Ldssch.Zug d.Lw. 300/XI (Sep 43?, May 44); Ldssch.Zug d.Lw. 194/XIII (May 44).

[**Sources:** AFHRA A5264 pp.185-86 (8 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sarajevo-Rajlovac (YUGO) (43 52 10 N – 18 18 15 E)

General: airfield (Fliegerhorst) in wartime Croatia 9 km W of Sarajevo and 1.2 km NNW of Rajlovac town center.

History: a pre-war civil airport and Royal Yugoslav AF (JKRV) base with a flight school. In 1930 it was home base for the JKRV's 2nd Regiment with 4 reconnaissance and 1 bomber squadron. Taken over by the Croats in spring 1941 and became their most important

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air base south of Zagreb and remained so until Mar 45. Normally, only limited German use as Sarajevo-Butmir was reserved for the exclusive use of the Luftwaffe. But in fall 1944 it became a hub for transport aircraft evacuating German troops from Greece and Macedonia.

Dimensions: approx. 825 x 640 meters (900 x 700 yards) prior to 1943. Following mid-war extension work on the longer side it became 1510 x 640 meters (1650 x 700 yards).

Surface and Runways: grass surface that became somewhat soggy in wet weather. An airstrip or runway was under construction on the W bank of the Miljacka River a little over 1 km W of the airfield in June-July 1944 and a bridge was being built so aircraft could taxi back and forth from the airfield to the airstrip.

Fuel and Ammunition: underground bulk fuel storage tanks were near the hangars on the E boundary. Ammunition for immediate use was stored in 2 blast-protected units off the S end of the W boundary. Additional fuel and ammunition storage sites were reportedly E of the Sarajevo-Visoko road.

Infrastructure: had 3 large and 8 small hangars on the E boundary – all with paved aprons – and at least 5 workshops adjoining the hangars, plus a large number of admin, stores and barracks buildings located behind the hangars. The airfield motor pool and garages were also behind the hangars. A branch rail line served the airfield and there was a train station in Rajlovac.

Dispersal: the 3 areas – North, South and West – had extensive aircraft parking areas with some 20 aircraft shelters and blast bays.

Defenses: no information found.

Remarks:

10/11 Aug 43: night partisan attack by 500 men from the 1st Partisan Border Brigade – 1 x Do 17Z from 15.(kroat.)/KG 53, 2 x Ju 52s belonging to FFS C 1 and 1 x W 34 from Verbindungsstaffel 58 destroyed or severely damaged on the ground. Additionally, 11 x Do 17s and 1 x Bristol Blenheim I belonging to the Croatian Air Force destroyed or damaged. (German reports)

17 Oct 43: visible on the airfield - 4 Do 17s, 1 transport, 2 small biplanes and 1 unidentified a/c.

16 Jul 44: strafed by Allied fighters – 3 aircraft damaged and 1 man WIA.

Operational Units:

Croatian: 2d Group (Jun 41 – Apr 45); 3d Group (Jun 41 – 1944/45); 6th Group (Dec 41 – Oct 42).

Luftwaffe: 15.(kroat.)/KG 53 (Apr 43); Nahaufklärungsstaffel Kroatien (May-Jul 43); Störkampfstaffel Südost (May-Aug 43); Verbindungsstaffel 58 (Jun-Aug/Sep 43); detachment of San.Flugbereitschaft 5 (1943-44).

Station Commands: Fl.Pl.Kdo. B 28/XVII (c.Mar 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 211/XVII Sarajevo-Butmir (Apr 44 – Mar 45).

Station Units (on various dates - not complete): Gefechtsstand/Fliegerführer Kroatien (Oct/Nov 43 – 1944); Ldssch.Zug d.Lw. 75/VII (May-Oct 44); Ldssch.Zug d.Lw. 108/XVII (Sep 43 – Mar 45).

[Sources: AFHRA A5264 pp.187-88 (21 Jul 44 revised to 12 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sarlinci (YUGO) (a.k.a. Sarlinac) (43 11 40 N – 21 47 40 E)

General: landing ground (Landeplatz) in Serbia c. 16 km SW of Niš. Exact location of the landing ground in the vicinity of Sarlinac not determined. History: existed in December 1940 and reportedly used by Royal Yugoslav Air Force tactical reconnaissance aircraft and fighters during the April 1941 invasion of Yugoslavia. No record found of Luftwaffe use.

Surface and Dimensions: pastureland or farmland measuring approx. 1280 x 705 meters (1400 x 770 yards). No paved runway. Infrastructure: none.

[Sources: AFHRA A5264 p.189 (21 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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Semlin (YUGO/SERB): see Belgrad-Semlin.

Senta (YUGO): see Čoka.

Sibenik (YUGO) (a.k.a. Vodice) (43 45 20 N – 15 47 15 E)

General: seaplane station (Seefliegerhorst) on the Dalmatian coast 9.25 km WNW of Sibenik and 1 km SE of Vodice town center. History: dates from the early 1930's and used by the Yugoslav military for training and exercises. Used by both Italian and Luftwaffe seaplanes but no units were based here. Also occasionally used by Luftwaffe Siebel ferries. Anchorage: sheltered with generally calm waters and ample room for take-off and landings on both sides of Privić Island. Fuel and Ammunition: no information found.

Infrastructure: had 2 large steel hangars with brick walls and concrete floors with an adjacent workshop building. Each of the hangars had a concrete slipway in front of it. The nearest rail connection was in Sibenik.

[Sources: AFHRA A5264 p.191 (23 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sinj (YUGO) (43 42 20 N – 16 39 30 E)

General: landing ground (Landeplatz) in Dalmatia 28 km NE of Split and 2 km E of Sinj. History: a pre-war emergency landing ground. Used by Luftwaffe aircraft from fall 1943 to spring 1945, e.g., IV./St.G. 151, II./TG 4, but no record found of any units being based here. Surface and Dimensions: grass surface that was unserviceable in wet weather. Measured approx. 1280 x 275 meters (1400 x 300 yards) after it was extended during the summer of 1943. No paved runway. Fuel and Ammunition: no information found. Infrastructure: no hangars or workshops but there were numerous buildings off the W and N boundaries of the landing ground that might have been used when the landing ground was operational. The nearest rail connection was in Sinj. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.192 (30 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sjenica (YUGO) (43 16 45 N – 20 01 10 E)

General: landing ground (Landeplatz) in Serbia 175 km SSW of Belgrade, 72 km SW of Kraljevo and 1.25 km ENE of the town of Sjenica. History: no information. No record found of Luftwaffe units being based here. Surface and Dimensions: firm and level pastureland or farmland with an airstrip measuring approx. 915 meters (1000 yards) in length. No paved runway. Infrastructure: none. Dispersal: no organized dispersal facilities.

[Sources: AFHRA A5264 p.193 (8 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Skolpje/Ost (YUGO) (a.k.a. Skolpje/East; today Skopje) (41 59 00 N – 21 28 20 E)

General: airfield (Fliegerhorst) and Luftwaffe supply hub in Macedonia 3.25 km SE of the city and 3 km NW of the suburban village of Gorno Lisice.

History: pre-war Royal Yugoslav AF (JKRV) bomber base and civil airport. In 1930 it was home base for the JKRV's 3rd Regiment with 3 reconnaissance and 1 fighter squadron. Luftwaffe use in Apr 41. There was a small Bulgarian flight school (12 trainers) at Skopje with Luftwaffe instructors in Sep 43. The airfield was particularly active from Aug to Oct 44 during the withdrawal of German forces from Greece, the Aegean and Macedonia, and defensive action against enemy forces advancing into Yugoslavia from the east.

Dimensions: in Nov 43 measured approx. 1370 x 685 meters (1500 x 750 yards) with an irregular shape.

Surface and Runways: grass surface on quick-drying sandy soil. No paved runways.

Fuel and Ammunition: there was underground fuel and munitions storage.

Infrastructure: had 2 large and 4 small hangars in a row along the S boundary together with the airfield control tower, and 2 large double-bay hangars at the SW corner with a large separate workshop building behind them. The station HQ, admin building,

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dispensary, mess, kitchen, barrack huts and other support and services buildings were all off the SW corner. A branch rail line from Skopje served the airfield.

Dispersal: No organized dispersals. Aircraft parked along the perimeter of the landing area.

Defenses: existed but no details found.

Remarks:

24 Jan 44: Skopje marshalling yards bombed by 59 B-24 Liberators and a few craters made on the airfield.

Feb 44: Skopje/Ost unserviceable until early May while construction work underway.

15 Jul 44: total base personnel strength - 48 officers and officials, 1,381 NCOs and men.

2 Sep 44: visible on the airfield - 1 He 111 and 1 Fi 156.

Operational Units: III./JG 77 (Apr 41); 4./JG 27 (c. Dec 43 - Feb 44); 13./SG 151 (Aug-Sep 44); detachment of Nahaufklärungsstaffel Kroatien (Sep 44); 3.(F)/Aufkl.Gr. 33 (Oct 44); 4./SG 10 (Oct 44); detachment of NSGr. 10 (Oct 44); 10.(Flieger)/Ln.-Rgt. 40 (Oct 44).

Station Commands: Fl.H.Kdtr. E 72/XI (Dec 43 - Mar 44); Fl.H.Kdtr. A(o) 115/XVII with Ln.-Stelle E 72/XI (Apr-Oct 44).

Station Units (on various dates at the airfield, nearby or in the city):

Commands (Kommandobehörden, Stäbe): Koflug 3/VIII (Nov 43 - Aug 44); Koflug 7/VI (Aug-Oct 44).

Servicing, Repair (Wartungs, Instandsetzungs): elements of le.III/Feldwerftverband 10 (c.Oct 43 - Sep 44); Instandsetzungswerkstatt für Flieger-Bodengerät 1/XVII (? - Sep 44); Lw.-Wintersondergeräte-Zug 55 (15 Jul 44).

Antiaircraft (Flak): elements of schw.Flak-Abt. 546 (Oct, Dec 43, Aug 44); elements of schw.Flak-Abt. 545 (Jun-Sep 44); one battery of le.Flak-Abt. 754 (15 Jul 44); 1./le.Flak-Abt. 865 (15 Jul 44); Flak-Trsp.Bttr. 41/III (Sep 44).

Air Force Signals (Luftnachrichten): elements of 8.(Tel.Bau)/Ln.-Rgt. 24 (Aug 44); elements of 11.(Flum.Funk)/Luftgau-Nachr.Rgt. 25 (fall 43 - Mar 44); Ln.-Verbindungs-Kp. z.b.V. 11 (mot) (15 Jul 44); elements of Ln.-Flugmelde-Kp. z.b.V. 38 (Mar-Sep 44) (15 Jul 44); Ln.-Betriebsstrupp 13 (15 Jul 44).

Construction (Bau): Lw.-Bau-Btl. 21/III (elements) (15 Jul 44).

Supply Services (Nachschubdienste): Feld-Lufttanklager 3/VI (elements) (15 Jul 44); Flieger-Geräteausgabestelle (Eis.) 102/VII (Mar-Sep 44) (15 Jul 44); Nachschub-Gerätelagerkdo. 3/VIII (15 Jul 44); Maschinen-Gerätelagerkdo. 3/VIII (15 Jul 44); Nachschub-Kp. d.Lw. 5/XVII (fall 43 - Feb 44); Munitionsausgabestelle d.Lw. 7/IV (Jul-Sep 44); Munitionsausgabestelle d.Lw. 11/IV (fall 43 - Jan 44); Munitionsausgabestelle d.Lw. 12/XVII (Jan, Jul, Aug 44).

Ground Transport (Transportkolonnen): Trsp.Kol. d.Lw. 127/III (Jan, Aug 44) (15 Jul 44); Trsp.Kol. d.Lw. 125/IV (Jul-Sep 44); Trsp.Kol. d.Lw. 129/IV (c.Sep-Dec 43); Trsp.Kol. d.Lw. 116/VI (1943 - Aug 44).

Ground Defense, etc. (Landeschützen, usw.): Ldssch.Zug d.Lw. 296/IV (Jan, Jul 44); Ldssch.Zug d.Lw. 42/VI (15 Jul 44); Ldssch.Zug d.Lw. 75/VII (Dec 43); Ldssch.Zug d.Lw. 73/XI (? - Jan 44); Ldssch.Zug d.Lw. 132/XVII (fall 43 - Sep 44).

Medical Services (Sanitätsdienste): Sanitätsbereitschaft (mot) d.Lw. 11/III (Sep-Oct 44); Sanitätsbereitschaft (mot) d.Lw. 8/IV (May 41); Sanitätsbereitschaft d.Lw. 4/XIII (May 41).

Other (sonstige, verschiedene): Wetterberatungsstelle Skopje (15 Jul 44); elements of Lw.-Berge-Kp. z.b.V. 32.

[Sources: AFHRA A5264 pp.195-96 (25 Nov 43); chronologies; BA-MA; NARA; PRO/NA; BNA HW 5/440; web site ww2.dk]

Skopice (YUGO): see Zirkle.

Slavonski Brod (YUGO) (a.k.a. Brod) (45 09 40 N - 17 59 25 E)

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General: landing ground in wartime Croatia 175 km ESE of Zagreb and 1.6 km W of the large town of Sl. Brod between the Sava River and the railway line. **History:** existed in 1940 and used by the Royal Yugoslav AF. Used by the Luftwaffe but no record found of any air units being based here. **Surface and Dimensions:** grass surface that was unserviceable in wet weather. In 1944 measured approx. 1100 x 1005 meters (1200 x 1100 yards). No paved runway. **Fuel and Ammunition:** limited stocks of both were available. **Infrastructure:** had several small buildings at the N corner. No accommodations at the landing ground. The nearest railway station and sidings were in Brod. **Dispersal:** no organized dispersal facilities.

Remarks:

7 Oct 44: landing area seen to be cratered but part of it was still serviceable for small aircraft.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab, 5./Flugmeldemess-Abt. z.b.V. 14 (radar site *Barsch*, c. Aug 44 – Mar/Apr 45); 13.(le.Flum.)/Ln.-Rgt. 248 (Jan-Apr 45).

[**Sources:** AFHRA A5264 p.115 (5 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Smederevska Palanka (YUGO) (44 21 25 N – 20 57 30 E)

General: landing ground (Landeplatz) in Serbia 65 km SE of Belgrade and 1 km S of Smederevska Palanka town center. **History:** a pre-war secondary civil airport and flying school. A Royal Yugoslav Air Force tactical reconnaissance squadron with 18 obsolete aircraft was based here at the beginning of April 1941. Inactive after that and no Luftwaffe air units are known to have been based here. **Surface and Dimensions:** pastureland or farmland surface measuring approx. 825 meters (900 yards) in length with an irregular shape. No paved runway. **Fuel and Ammunition:** storage facilities existed for both. **Infrastructure:** a small hut at the SW corner may have been used as a workshop and a cluster of 12 barrack-type huts was off the N boundary. An additional group of buildings was under construction at the NW corner in Feb 44. The nearest rail connection was in Smederevska Palanka. **Dispersal:** there were no organized dispersal facilities.

[**Sources:** AFHRA A5264 p.197 (19 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sombor (YUGO) (45 43 20 N – 19 03 40 E)

General: airfield (Fliegerhorst) in the Bačka area of wartime Yugoslavia, which was under Hungarian occupation until Mar 44, 150 km NW of Belgrade and 7.7 km SW of Sombor.

History: construction of the airfield commenced at the beginning of 1943 under the Hungarians and was then accelerated by the Germans after occupying Hungary in late Mar 44. Still not completed in Aug 44 and apparently never became operational.

Dimensions: Jun 44 measured approx. 2000 x 1750 meters (2200 x 1900 yards).

Surface and Runways: grass surface.

Fuel and Ammunition: no information.

Infrastructure: 2 large double-bay hangars, admin buildings, stores buildings and barracks all under construction to the NE of the hangar area. A small cluster of huts to the E of the airfield buildings probably accommodates workers.

Dispersal: No organized dispersal areas.

Remarks:

c. 24 Mar 44: Hungarian airfield personnel strength - none; German Luftwaffe - 2 officers and officials and 90 NCOs and men.

c. 15 Aug 44: total Luftwaffe station strength this date: 19 officers, 288 NCOs and men, 1 civilian.

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28 Aug 44: leveling and drainage work was continuing; 1 of the large hangars was completed and a runway measuring approx. 1935 x 70 meters (2115 x 75 yards) with a NNW/SSE alignment was seen to be under construction.

20 Oct 44: airfield demolished and evacuated this date.

Operational Units: none identified.

Station Commands: Fl.PI.Kdo. A 36/VII (Feb-Mar 44); Fl.H.Kdtr. A(o) 103/XVII (Apr-Oct 44).

Station Units (on various dates – not complete): 8.(Tel.Bau)/Ln.-Rgt. 24 (Sep 44); 2./Ln.-Abt. 84 Flugmessstellung "Skorpion" (c.May-Aug 44); 1. and 2.(Feldfern kabel-Bau)/Ln.-Rgt. (mot) 12 (Jun, Aug 44); Flugmessstellung "Skorpion" (11./Ln.-Rgt. 218 (ex-2./Ln.-Abt. 84) (Aug-Oct 44); Ln.-Ausbau-Stab (mot) 9 (Aug 44).

[Sources: AFHRA A5264 p.198 (20 Jun 44) and p.450 (28 Aug 44); chronologies; BA-MA; NARA; PRO/NA]

Split (YUGO): see Divulje.

Sremska Mitrovica (YUGO) (44 59 10 N – 19 37 55 E)

General: landing ground (Landeplatz) in wartime Croatia 34 km SSW of Novi Sad and 2.5 km NE of Sremska Mitrovica. History: thought to have been laid out in 1942 and used only occasionally thereafter. Surface and Dimensions: grass surface measuring approx. 660 x 310 meters (720 x 340 yards) with a triangular shape. Infrastructure: had a small building in the W corner that may have been used as a workshop or for storage.

[Sources: AFHRA A5264 p.266 (6 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Staro Topolje (YUGO) (c. 45 11 N – 18. 14 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in wartime Croatia 18.5 km E of Slavonski Brod in the vicinity of the village of Staro Topolje. Exact location not found. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by tactical reconnaissance aircraft during the Axis invasion of April 1941. Inactivated and no evidence found of Luftwaffe units being based here during the war.

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

Stolac (YUGO) (43 04 40 N – 17 57 10 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 31 km SSE of Mostar and 1.2 km SW of Stolac. History: no information found. Surface and Dimensions: grass surface measuring approx. 550 x 275 meters (600 x 300 yards) and roughly rectangular in shape. Infrastructure: none.

[Sources: AFHRA A5264 p.223 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Surčin (YUGO) (44 47 10 N – 20 17 40 E)

General: landing ground (Landeplatz) in wartime Croatia (Syrmia) 14 km WSW of Belgrade city center and 1.5 km ESE of Surčin. History: no information found. Surface and Dimensions: prepared airstrip on undeveloped marshy pastureland measuring approx. 550 x 410 meters (600 x 450 yards) with a diamond shape. Infrastructure: had 1 small buildings WNW of the airstrip.

Remarks:

15 Jul 44: based on further examination and analysis, reclassified as a dummy or decoy landing ground.

[Sources: AFHRA A5264 p.232 (9 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sušak (YUGO) (45 22 45 N – 14 30 18 E)

General: landing ground (Landeplatz) at the head of the Adriatic in NW Croatia. Susak was 7.25 km NE of Rijeka (Fiume) and was incorporated into Rijeka after the war thereby losing its separate place name. History: a pre-war secondary civil airport that was used during the summer months. Taken over by the Luftwaffe in Sep 43 right after the

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surrender of Italy but used very little until it was finally abandoned at the end of December 1943. No record found of any Luftwaffe air units being stationed here. Surface and Dimensions: rough grass surface measuring approx. 1150 x 455 meters (1250 x 500 yards). No paved runway. Fuel and Ammunition: fuel was reportedly available.

Infrastructure: had 1 small hangar with a concrete apron off the E boundary along with a small workshop building. A number of barrack-type huts were next to the hangar. The nearest rail connection was in Sušak. Dispersal: no organized dispersal facilities.

Remarks:

19 Nov 43: some leveling work and limited construction of taxiways was seen to be in progress but subsequently abandoned.

4 Jan 44: the station command, E 14/VI, terminated activities there and departed for Zagreb by train in a strength of 5 officers with 140 NCOs and men, 36 motor vehicles and 9 trailers.

Station Commands: Fl.H.Kdtr. E 14/VI (c. Sep-Dec 43).

Station Units (on various dates – not complete): Ldssch.Zug d.Lw. 9/IV (Oct-Dec 43).

[Sources: AFHRA A5264 p.201 (1 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Sušičko Polje (YUGO) (??)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Serbia in the vicinity of Kraljevo and Knić. Exact location not found. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by fighters during the Axis invasion of April 1941.

Inactivated and no evidence found of Luftwaffe units being based here during the war.

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

Sveta Nedelja (YUGO): see Samobor.

Szombor (YUGO): see Sombor.

T

Tetovo (YUGO) (41 55 40 N – 20 57 15 E)

General: landing ground (Landepplatz) in Macedonia 35.5 km W of Skopje, 9.75 km S of Tetovo and 100 to 200 meters E of the railway line. History: reportedly used by Royal Yugoslav Air Force tactical reconnaissance aircraft and fighters in April 1941. No record found of Luftwaffe use. Surface and Dimensions: poorly drained grass surface on farmland measuring approx. 1280 x 775 meters (1400 x 850 yards). No paved runway.

Infrastructure: none.

[Sources: AFHRA A5264 p.202 (24 Mar 43) and p.457 (1 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Titograd (YUGO): see Podgorica.

Tuzla (YUGO) (44 32 20 N – 18 40 40 E)

General: emergency landing ground (Notlandeplatz) in wartime Croatia 76-77 km NNE of Sarajevo. Exact location of the landing ground not determined. History: reportedly in use in Apr 41. Surface and Dimensions: probable grass surface measuring approx. 730 x 730 meters (800 x 800 yards). Infrastructure: none.

[Sources: AFHRA A5264 p.230 (1943-44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

U

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Újvidék (YUGO): see Neusatz (Novi Sad).

Uroševac (YUGO) (a.k.a. Ferizović, Ferizaj) (42 23 00 N – 21 11 55 E)

General: landing ground (Landeplatz) in Serbia (today Kosovo) 47 km NNW of Skopje, 32 km S of Pristina, 3.25 km ENE of Uroševac and 1.5 km NNE of the village of Bibaj.

History: used by Royal Yugoslav Air Force fighters in April 1941. No record found of Luftwaffe units being based here and the landing ground fell into disuse and partly returned to cultivation. Surface and Dimensions: poorly drained grass surface measuring approx. 915 x 915 meters (1000 x 1000 yards) with a square shape. No paved runway. Fuel and Ammunition: probably brought in if and when needed. Infrastructure: none. The nearest rail connection was in Uroševac.

[Sources: AFHRA A5264 p.124 (26 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

V

Valandovo (YUGO) (a.k.a. Valandovo/West) (41 19 40 N – 22 35 40 E)

General: landing ground (Landeplatz) in Macedonia 122 km SE of Skopje, 14 km NW of Lake Doiran and 1 km W of the village of Valandovo. History: reportedly used by German fighters during the April 1941 Balkan Campaign, but no units are known to have been based here. Surface and Dimensions: no information found. Infrastructure: none.

[Sources: AFHRA A5264 p.460 (24 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Varaždin (YUGO) (46 18 N – 16 19 E)

General: landing ground (Landeplatz) in NE Croatia 62 km NE of Zagreb. Exact location not determined, but possibly 3.5 km ESE of Varaždin town center. History: circumstantial evidence suggests that this landing ground was used during 1944 by single-engine aircraft from the Croatian Air Force 1st and 11th Groups based at Zagreb-Borongaj (Agram-Stadt) to patrol the roads and rail lines around Koprivnica, Bjelovar and Varaždin. No further information has been found.

Station Commands: Fl.Pl.Kdo. C 135/XI (See) (Feb-Mar 45).

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

Veliki Radinci (YUGO) (c. 45 02 14 N – 19 39 35 E)

General: auxiliary airstrip and emergency landing ground (Notlandeplatz) in Sirmia 68 km WNW of Belgrade, c. 7 km NNE of Sremska Mitrovica and possibly 1.5 km SW of Veliki Radinci village center. Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by bombers and fighters during the Axis invasion of April 1941. Evacuated 12 Apr 41. Inactivated and no evidence found of Luftwaffe units being based here during the war.

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

Versecz (YUGO) (a.k.a. Vršac) (45 08 45 N – 21 19 00 E)

General: landing ground (Landeplatz) in the Serbian Banat (Vojvodina) 4 km NNE of Vršac.

History: pre-war school and practice ground for gliders. No record found of Luftwaffe use.

Surface and Dimensions: grass surface that was water logged from November to April.

Measured approx. 1280 x 550 meters (1400 x 600 yards). No paved runway.

Infrastructure: none.

[Sources: AFHRA A5264 p.205-06 (23 Mar 43 updated to 24 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

W

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Weisskirchen (YUGO) (a.k.a. Bela Crkva) (44 53 15 N – 21 25 20 E)

General: landing ground (Landeplatz) in the Serbian Banat (Vojvodina) 77 km E of Belgrade and 1.6 km SSW of the village of Bela Crkva. History: Bela Crkva was an old pre-war Yugoslav Air Force training base for bomber crews and navigator/observers that was abandoned at the beginning of 1941. It was dormant until reactivated by the Luftwaffe at the start of 1944. Surface and Dimensions: grass surface measuring approx. 1050 x 730 meters (1150 x 800 yards). No paved runways. Fuel and Ammunition: there was limited fuel and ammunition storage. Infrastructure: had 1 very small hangar with a concrete apron on the N boundary, and a cluster of barracks, messes and motor pool with garage facilities on the S outskirts of Bela Crkva. An additional 6 buildings with paved aprons had existed in the vicinity of the hangar but these had been dismantled in early 1941. There were also a few small huts on the N boundary near the hangar. The nearest rail connection was the Bela Crkva – Belgrade line just off the NW corner of the landing ground. Dispersal: No organized dispersals. Defenses: none observed or reported. Operational Units: none identified.

Station Commands: Fl.Pl.Kdo. C 40/XVII (c.Feb-Mar 44); Flugplatzkdo. Weisskirchen of Fl.H.Kdtr. E(v) 213/XVII Kovin (c.Apr-Sep 44).

Station Units (on various dates – not complete): Auffanglager Lw.-Kdo. Südost (Feb 44 - ?).

[Sources: AFHRA A5264 pp.0102-03 (25 Nov 43); chronologies; BA-MA; NARA; PRO/NA]

Z

Zadar-Nadine (YUGO) (a.k.a. Zadar-Nadin, Zadar-Prkos) (44 04 20 N – 15 27 00 E)

General: landing ground (Landeplatz) on the Dalmatian coast 18.5 km ESE of Zadar, 4 km W of Nadin and 2.25 km ESE of Prkos. History: no information found. Surface and Dimensions: grass surface with 2 intersecting unpaved airstrips measuring 1280 x 135 meters (1400 x 150 yards) aligned WNW/ESE and 1005 x 135 meters (1100 x 150 yards) aligned NNE/SSW. Fuel and Ammunition: no information found. Infrastructure: none. Dispersal: no organized dispersal facilities.

Remarks:

c. 26 Dec 43: landing ground destroyed by obstructing the intersection of the 2 airstrips and then abandoned due to German fear of Allied airborne landings there and in the immediate area. Zadar-Zemunik retained and kept open.

Operational Units: 3./St.G. 151 (Sep/Oct 43).

Station Commands: Fl.H.Kdtr. E 37/VI (Aug-Dec 43).

Station Units (on various dates – not complete): Trsp.Kol.d.Lw. 10/VIII (Oct 43).

[Sources: AFHRA A5264 p.211 (22 Mar 44); chronologies; BA-MA; NARA (T-120 roll 5794 frames H307043-49 for an interesting account of this airfield); PRO/NA; web site ww2.dk]

Zadar-Zemunik (YUGO) (a.k.a. Zara-Zemonico) (44 06 29 N – 15 20 47 E)

General: landing ground (Landeplatz) on the Dalmatian coast 9 km E of Zadar in present day Croatia. History: existed pre-war and enlarged in 1942 by the Italians who used it mainly as a base for reconnaissance aircraft. Used regularly by the Luftwaffe after the Sep 43 surrender of Italy but no air units were based here. Surface and Dimensions: grass surface of unknown dimensions. No paved runway. Fuel and Ammunition: both available. Infrastructure: none reported.

Remarks:

May 43: additional construction work underway by the Italians.

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Oct-Dec 43: Luftwaffe engaged in restoring serviceability to and/or salvaging numerous Italian aircraft captured here or brought here, e.g. CR 42, Macchi 200, BR 20 and Cant 1007.

24 Feb 44: low-level attacks by 6 and then 12 RAF fighters – 1 x SM 82 from 9. Staffel of TG 4 and 3 x He 46s from 1./NSGr. 7 burned and destroyed, plus 1 x Caproni 314, 1 x Cant 1007 and 1 x Fiat Br 20 severely damaged; most Italian aircraft awaiting cannibalization and salvage also destroyed; hangars and barracks shot up but no casualties (German sources).

23 Mar 44: attack by 6 Allied fighter-bombers destroyed 2 Luftwaffe aircraft on the ground (German sources).

26 May 44: dive-bombed and strafed by 24 P-38 Lightnings – claimed 4 aircraft destroyed or damaged, and damaged to nearby buildings.

Operational Units:

Italian: (Regia Aeronautica): 5^o Gruppo OA (Jul 42).

Luftwaffe: none identified.

Station Commands: Fl.Pl.Kdo. B 35/XVII (Nov 43 – Mar 44); Flugplatzkdo. Zadar-Zemunik of Fl.H.Kdtr. E(v) 215/XVII Zagreb-Lučko (Apr-Oct 44).

Station Units (on various dates – not complete): part of I/Feldwerftverband 10 (Oct-Nov 43); Nachschub-Kp. d.Lw. 19/XI (Nov 43); Trsp.Kol.d.Lw. 14/VI (Oct, Dec 43); detachment of 4./Lw.-Berge-Btl. IX (Oct-Nov 43).

[Sources: AFHRA A5264 p.210 (25 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zagreb (YUGO): see Agram.

Zalužani (YUGO): see Banja Luka – Zalužani.

Zara-Zemunik (YUGO): see Zadar-Zemunik.

Zelenika (YUGO): see Kotor.

Zemun (YUGO): see Belgrade-Semlin.

Zemunik (YUGO): see Zadar-Zemunik.

Zirkle (YUGO) (a.k.a. Zirkle-Rann, Cerklje, Brežice, Skopice, Dolenje Skopice, Cerklje ob Krki or Hrastje pri Cerkljah) (45 53 50 N – 15 32 15 E)

General: airfield (Fliegerhorst) in Slovenia (Steiermark) 35 km WNW of Zagreb/Croatia and 4 km W of the village of Brežice.

History: a Royal Yugoslav Air Force (JKRV) mobilization dispersal field used by tactical reconnaissance aircraft during the Axis invasion of April 1941, then said to have been enlarged and improved by the Germans in 1941 but relatively inactive until mid-1943 then in continuous use thereafter until the end of the war.

Dimensions: in January 1944 measured approx. 880 x 825 meters (960 x 900 yards) and roughly rectangular in shape.

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

Fuel and Ammunition: fuel and munitions storage existed and both readily available.

Infrastructure: had 2 medium hangars with concrete aprons, 3 workshop huts, 3 small admin buildings and 4 barracks, all at the S corner. The nearest rail connection was in the village of Brežice.

Dispersal: No organized dispersal area. Aircraft parked in the open on the landing area and off the NE and SE boundaries.

Defenses: none identified or reported, although light Flak was here during 1944-45.

Satellites and Decoys:

Brege (YUGO) (45 55 30 N – 15 30 25 E), alternate landing ground or satellite 3.5 km NW of Zirkle airfield and 750 meters NNE of the village of Brege. Grass surface measuring approx. 505 x 135 meters (550 x 150 yards). Aircraft were parked along the edge of a wood that formed the SE boundary in early Feb 45.

Luftwaffe Airfields 1935-45

Remarks:

Jan 44: estimated station Lw. personnel strength 800.

28 Aug 44: visible on the airfield - 5 Ju 87s and 3 DFS 230 gliders.

4 Nov 44: attacked by Balkan Air Force - 3 Ju 52s shot up and destroyed, another damaged and a Ju 87 damaged).

Operational Units: II./LLG 1 (Mar-Sep 44); II./JG 51 (May 44); NSGr. 10 (Sep-Oct 44); I./TG 4 (Oct-Dec 44); III./TG 2 (Dec 44); part of 15./Fliegerverbandungsgeschwader 2 (Dec 44 - ?).

School Units: Arbeitsplatz for Schule/FAR 14 then FFS A/B 14 (Klagenfurt).

Reserve Training & Replacement Units: III./St.G. 151 (Aug - Oct 43); III./SG 151 (Oct - Nov 43).

Station Commands: Fl.PI.Kdo. B 7/XVII (c.Nov 43 - Mar 44); Flugplatzkdo. Zirkle of Fl.H.Kdtr. A(o) 111/XVII Agram-Stadt (Apr-Sep 44); Fl.H.Kdtr. E(v) 210/XVII (Oct 44 - May 45).

Station Units (on various dates): 15./le.Feldwerft-Abt. V/70 (Jun 44 - 1945); 3. (Flum.Mess)/Ln.-Rgt. 248 (Jan-May 45); Ldssch.Zug d.Lw. 7/IV (1945); Ldssch.Zug d.Lw. 320/VI (Krško, 1945); Ldssch.Zug d.Lw. 361/XI (Krško, 1945);

[Sources: AFHRA A5264 p.194 (21 Mar 44) and 217 (2 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

Zrenjanin (SERB): see Gross Betschkerek.