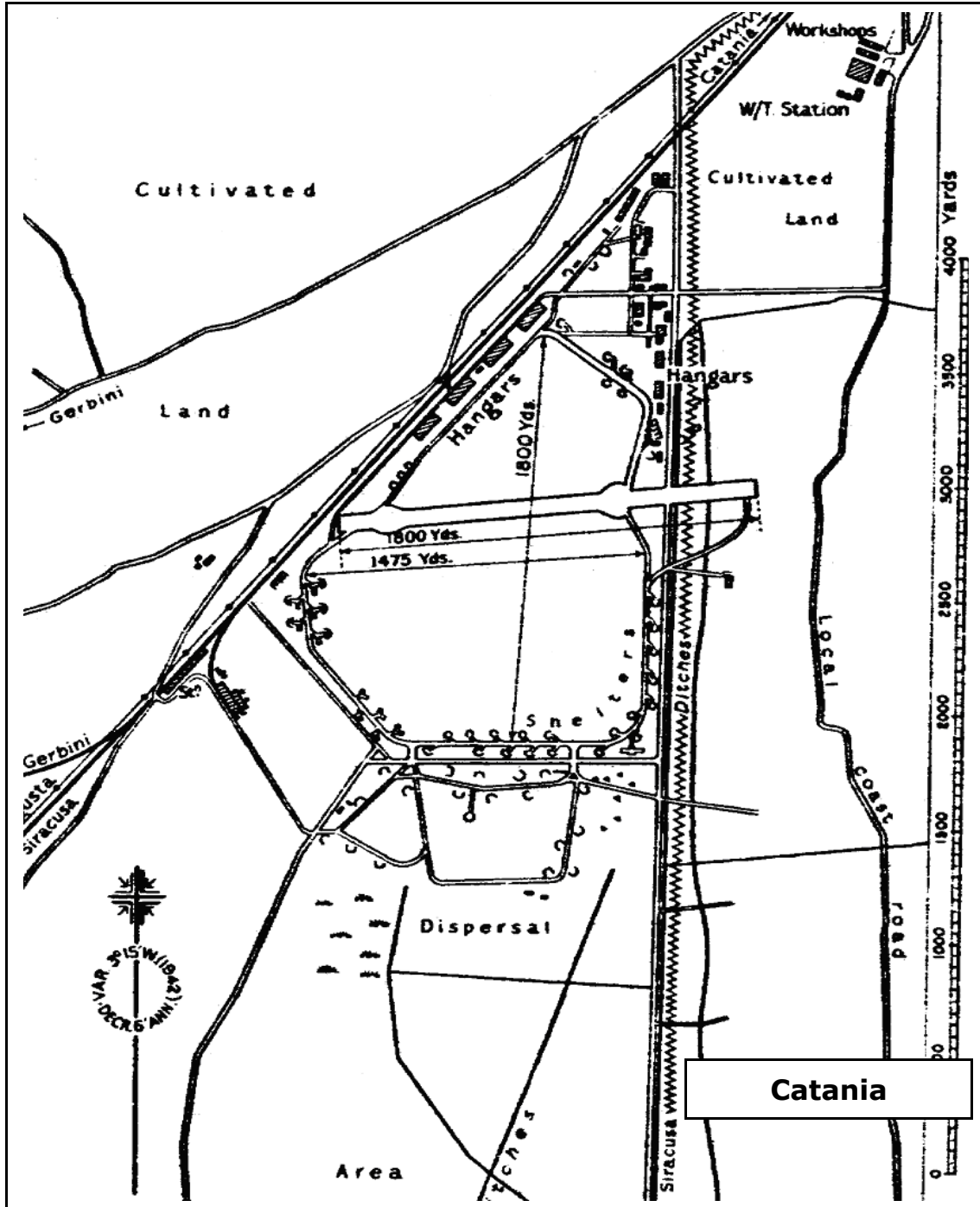


# Luftwaffe Airfields 1935-45 Italy, Sicily and Sardinia

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## **Luftwaffe Airfields 1935-45**

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# **Airfields**

## **Italy, Sicily and Sardinia**

### **Introduction**

#### Conventions

1. For the purpose of this reference work, "Italy, Sicily and Sardinia" generally means mainland Italy and the two islands at the beginning of World War II, and does not include Italian acquisitions and annexations in Africa, the Balkans and elsewhere. The territory occupied and acquired by Italy after the start of the war is not included either.
2. Airfields, landing grounds and airstrips built by the Allies in Italy are not included.
3. All spellings are as they appear in wartime German, Italian and Allied documents with the addition of alternate spellings where known.
4. It is strongly recommended that researchers use the search function because each airfield and place name has alternate spellings, sometimes 3 or 4. A search is best done by downloading this .pdf document and then performing the search.
5. See the General Introduction for matters concerning other conventions such as format, limitations of data, abbreviations, glossary, sources, etc.

#### Preface

In the mid-1930's, Italy had 52 airfields, 18 seaplane stations and 110 emergency landing grounds. By the beginning of Italian participation in the war on 10 June 1940, Italy had a total of nearly 5,000 aircraft, including 1,983 serviceable combat aircraft, operational reserves and trainers supported by a ground infrastructure of some 98 first class operational airfields and landing grounds, many of the former with concrete runways and ample hangar accommodations. Additionally, there were 287 emergency landing grounds ("Campo di Fortuna"), the majority built during the late 1930s. From mid-1940 to the first half of 1943, airfield activity on

## Luftwaffe Airfields 1935-45

the Italian mainland consisted mainly of training, transit, transport, sea reconnaissance, convoy escort, and limited bomber and torpedo-bomber operations from certain mainland bases. Only a moderate amount of development of existing airfields and relatively little construction of new airfields was carried out. Just the opposite was the case on Sicily, and to a lesser extent on Sardinia, where air operations and infrastructure development rapidly became intense and largely under German control.

Spring 1943 brought an Allied victory in Tunisia (14 May) and renewed effort by the Axis to expand the number of airfields, landing grounds and airstrips in S Italy. The massive Foggia complex with its huge number of satellites was partially built out and several dozen new fighter strips were constructed south of the line Naples – Foggia as well as on Sicily and Sardinia. This process was repeated in fall 1943 in the area north and northwest of Rome where a number of forward airstrips for single-engine aircraft were set up, in North Italy, especially around Udine in northeast Italy, and more forward airstrips and satellites in spring 1944 in the area around Ancona on the east coast as the Allied ground campaign slowly pushed northward on the Italian peninsula. The construction work of 1943-44 was under German supervision using Italian and other foreign labor. The building and improvement work for some 25 airfields in North and northeastern Italy was elaborate and included more concrete runways, large dispersal areas and nearby satellite airstrips. Most of the work on airfields ended in September 1944 when the Luftwaffe downgraded the Italian theater and redirected a considerable amount of its resources from there back to the Reich.

### Airfields Listed

A total of 341 airfields, landing grounds, airstrips, satellites and emergency landing grounds are listed below along with 36 seaplane stations and anchorages for a total of 377.

## A

**Aidussina** (ITAL) (a.k.a. Ajdovščina, Haidenschaft) (45 53 25 N – 13 53 20 E)

General: emergency landing ground/landing ground in wartime NE Italy 29 km NE of Trieste and 1.5 km W of Aidussina town center. History: said to be one of the many emergency landing grounds in existence by 1941. No

## Luftwaffe Airfields 1935-45

record found of any Italian or Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring 960 x 685 meters (1050 x 750 yards) with an irregular shape. No paved runway. Infrastructure: had 2 small buildings on the S boundary that may have been used as workshops. Personnel, when present, were accommodated in Aidussina. The nearest rail connection was in Aidussina. Dispersal: there were no organized dispersal facilities.

### Remarks:

30 Sep 44: listed as rendered unserviceable by exploded mines.

[Sources: AFHRA A5262 pp.1181 and 1640 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Aiello** (ITAL) (a.k.a. Aiello del Friuli) (45 51 40 N – 13 21 50 E)

General: landing ground in NE Italy 24 km SSE of Udine, 6.5 km SE of Palmanova, 5 km NNE of Cervignano del Friuli and 1 km SSE of the village of Aiello. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. Taken over by the Germans in fall 1943 and developed into a satellite or alternate landing ground for the Udine area airfields. Surface and Dimensions: artificially drained former marshland measuring approx. 1145 x 640 meters (1250 x 700 yards) with an irregular shape. No paved runway. Infrastructure: had a group of small buildings on the NE boundary. The nearest railhead was in Palmanova. Dispersal: an East dispersal with 34 medium aircraft shelters was in an advanced stage of construction in late March 1944.

Defenses: none seen or reported.

### Remarks:

6 Apr 44: aerial reconnaissance photos spotted 47 single engine aircraft and 12 small biplanes visible on the landing ground.

18 Apr 44: strafed by 15<sup>th</sup> AAF P-38 Lightnings and P-47 Thunderbolts – results unknown.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1182 (20 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Airasca** (ITAL) (a.k.a. Pinerolo) (44 54 55 N – 07 27 30 E)

General: operational airfield (Einsatzhafen) in N Italy 24 km SW of Torino (Turin) and 2 km W of Airasca town center.

History: built in 1936 but remained unused until May 1940 when fighters and tactical reconnaissance aircraft began arriving for the Italian attack on France. From summer 1940, it was relatively unused again until German bombers arrived in Jun 43. Large scale construction work under the Organisation Todt and Luftwaffe began right after the Sep 43 Italian surrender and included hard surface runways, dispersal areas with aircraft

## Luftwaffe Airfields 1935-45

shelters, fuel and ammunition storage facilities and a command and flight control bunker. Airasca airfield was demolished and evacuated by the Luftwaffe in Nov 44.

Dimensions: approx. 1690 x 915 meters (1850 x 1000 yards) with an irregular shape.

Surface and Runways: grass surface that was very soft in wet weather. There were 2 surfaced runways - (1) measuring approx. 750 meters (820 yards) in length and aligned ENE/WSW; and (2) concrete measuring approx. 1005 meters (1100 yards) in length and aligned N/S. Both were built by the Germans during 1943-44 and the second, longer runway was camouflaged. Equipped with boundary, obstruction and runway lighting for night landings.

Fuel and Ammunition: believed to have refueling points on the NW and NE boundaries. Ammunition and bombs were stored and available.

Infrastructure: no hangars at Airasca and repair shops were mobile. There were several small huts along the airfield perimeter and in the Southwest dispersal area. The nearest rail connection was on the N outskirts of Airasca.

Dispersal: had 2 dispersal areas - North and Southwest - with a total of 27 large and 19 small aircraft shelters, all of the open type. A network of taxiways connected the Southwest dispersal to the N/S runway. The Southwest dispersal in the vicinity of Viotto and San Bernardo was some 3 km distance from the airfield.

Defenses: no information found.

Remarks:

21 Dec 43: use severely restricted due to construction work on the runway.

28 Feb 44: reported construction work in progress on runway, taxiways and along airfield's E boundary.

1 Aug 44: attacked by 12<sup>th</sup> fighter-bombers.

27 Nov 44: landing area and both runways seen to having been rendered unserviceable by demolition mines.

Operational Units:

*Italian* (Regia Aeronautica): 1<sup>o</sup> Gruppo OA (Jun 40); 152<sup>o</sup> Gruppo CT (Jun-Dec 40).

*Luftwaffe*: Stab/KG 1 (Jun-Nov 43); I./KG 1 (Jun-Jul, Sep-Nov 43); II./KG 1 (Sep-Nov 43); II./JG 77 (Nov 43); Stab/SG 4 (May-Jun 44); I./SG 4 (Jun 44).

Station Commands: Fl.H.Kdtr. E 39/IV (Jun-Oct 43); Fl.H.Kdtr. E 36/IV (c. Oct 43 - Mar 44); Fl.H.Kdtr. E(v) 220/VII (May-Nov 44).

Station Units (on various dates - not complete): Jagdabschnittsführer West (Italien) (Pinerolo, Dec 43 - Sep 44); 1. Flugh.Betr.Kp./KG 1 (Sep-Nov 43); 2. Flugh.Betr.Kp./KG 1 (Sep-Nov 43); elements of schw.Flak-Abt. 163 (Sep, Nov 43); 1.(Flum.Mess)/Ln.-Rgt. 200 (Nov 43 - c.Oct 44); Lw.-Bau-Btl. 4/IV (Nov 43); Lw.-Bau-Gerätezug 10/IV (1944 - Jul 44); 4. Zug of Flieger-

## Luftwaffe Airfields 1935-45

Geräteausgabestelle 103/IV (Jun 44); Traktorenzug d.Lw. 1/XI (Oct 43); a Zug belonging to Kfz.Werkstatt-Kp.(o) d.Lw. 101/VII (Sep 43); Ldssch.Zug d.Lw. 372/XI (1943-44); Ldssch.Zug d.Lw. 373/XI (1943-44); Wach-Kp. I 102 (Ital.) (1944); Wach-Kp. I 103 (Ital.) (1944); Lw.-Jagdkdo. (mot) Airasca (1944); Wetterberatungsstelle 860 (Jul-Oct 44); Wetterberatungsstelle 860 (1944); Wetterberatungsstelle 871 (Jul-Oct 44); Lw.-Zahnstelle Airasca (1944); 21. Kw.-Kp./NSKK (1943-44).  
[Sources: AFHRA A5262 pp.1183-84 and pp.1641-42 (27 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Albano** (ITAL) (c. 45 26 42 N – 08 22 48 E?)

General: landing ground in NW Italy c. 20 km W of Novara. No information found. Mentioned in German records but not in Allied records. Used in fall 1943 but not after that.

Operational Units: Stab/JG 77 (Sep-Nov 43).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A 202/VII Piacenza (1943-44).

Station Units (on various dates – not complete): Nachschub-Kol.Abt.Stab d.Lw. 7/VI (Oct 43).

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

**Albenga** (ITAL) (a.k.a. Villanova, Villanova d'Albenga, Clemente Panero, Medaglia d'Oro Cam Pavo?, Flugplatz 200 or 206) (44 02 50 N – 08 07 30 E)

General: factory airfield/military airfield in NW Italy 77 km SW of Genova (Genoa), 7.25 km W of Albenga city center and 1.25 km WNW of the village of Villanova d'Albenga.

History: built in 1912 with a 900 meter grass runway. The Piaggio firm arrived in 1929 and set up an assembly factory and testing center. In 1937, a 1016 x 60 meter macadam runway was put down and completed in 1939, the first in Italy to use that substance. A hangar, a two-story barracks and an admin building were built between 1938 and 1940. In addition to the Piaggio firm, the airfield also was a major transit field for aircraft flying between Italy and France. The Luftwaffe took it over in Sep 43 and then demolished it in mid-summer 1944, probably around 15 August.

Dimensions: approx. 1190 x 730 meters (1300 x 800 yards).

Surface and Runways: firm grass surface. Had a single macadam runway approx. 1016 meters (1110 yards) in length and aligned E/W. A 1 km long macadam taxiway led from the W end of the runway to the hangar area.

Fuel and Ammunition: there were 5 fueling/refueling points fed from underground fuel tanks located in the vicinity of the hangars. Ammunition was stored in underground bunkers off the boundary.

Infrastructure: had 3 medium and 3 small hangars on the S boundary. The approx. 9 airfield buildings used for workshops, offices, barracks, stores and other services were dispersed behind the hangars. The nearest rail connection was in Albenga.

## Luftwaffe Airfields 1935-45

Dispersal: the 3 dispersals – North, Southeast and Southwest – had a total of 22 medium-size blast bays for aircraft.

Defenses: none noted.

Remarks:

8/9 Jan 44 (night): bombed by RAF Wellingtons – claimed 5 aircraft on the ground set on fire and hits on the hangars.

1 Aug 44: low-level attack by 12<sup>th</sup> AAF fighter-bombers – 5 x Cant Z.1007 bis bombers destroyed, 9 more that were being built were damaged, and 5 x Piaggio P.108Bs that were parked in a hangar were damaged.

16 Sep 44: aerial reconnaissance photos showed the runway, taxiway and landing area heavily cratered and unserviceable, and all hangars and other buildings destroyed.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units:

*Italian* (Regia Aeronautica): 23<sup>o</sup> Gruppo CT (Jun 40); 72<sup>o</sup> Gruppo OA (Jun 40); 120<sup>a</sup> Squadriglia OA (1941).

*Luftwaffe*: Stab/KG 6 (Jun 43).

Station Commands: Flugplatzkdo. C (Wartungskdo.) (under Koflug 9/VII Rome) (Mar 43); Flugplatzkdo. of Fl.H.Kdtr. E 36/IV (n.d.).

Station Units (on various dates – not complete): Wetternebenstelle 872 (Aug 44).

[Sources: AFHRA A5262 pp.1406-07 and 2050-52 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Alessandria** (ITAL) (44 45 30 N – 08 37 30 E)

General: emergency landing ground in NW Italy 63.25 km NNW of Genova (Genoa) in NW Italy and 2.25 km NNE of Alessandria town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of any Luftwaffe air units being based here. Surface and Dimensions: grass service measuring approx. 730 x 455 meters (800 x 500 yards). No paved runway. Infrastructure: none.

Remarks:

28 Jan 44: seen to be plowed up and unserviceable.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): II./Flak-Rgt. 37 (Aug/Sep 44); 1./le.Flak-Abt. 82 (Sep 44); schw.Flak-Abt. 287 (Oct 44); schw.Flak-Abt. 488 (Mar 44 – Apr 45); schw.Flak-Abt. 603 (Sep 44); Kfz.Instandsetzungszug d.Lw. 6/IV (Aug 44, Dec 44, Mar 45); Auffanglager "Göring-Programm" (Apr 44).

[Sources: AFHRA A5262 p.2072 (28 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Alghero** (ITAL/Sardinia) (a.k.a. Fertilia) (c. 40 38 10 N – 08 17 05 E)



## Luftwaffe Airfields 1935-45

General: airfield on the NW coast of Sardinia 9.3 km NNW of Alghero and sited between two recently constructed north-south roads. Mount Doglia (442 meters/1450 feet) is 4 km west of the airfield.

History: dates from at least 1937 and was one of the main Royal Italian Air Force airfields on Sardinia. Rated for all classes. The Luftwaffe arrived in January 1943 and began building improvements but only a few Luftwaffe units were based here before it was evacuated in mid-September 1943.

Dimensions: approx. 1555 x 1205 meters (1,700 x 1,320 yards).

Surface and Runways: well-drained grass surface. No paved runway. Equipped for night landings.

Infrastructure: fuel, water, ammunition, communications and other amenities were available, as well as full repairs to all types of aircraft. Had 3 large hangars on the SW boundary and 1 large hangar on the E boundary plus several additional workshop buildings. Barracks and supply buildings were behind the hangars at the SW corner and the station HQ building was between two of the hangars.

Dispersal: a dispersal area to the N of the airfield was still under construction in May 43.

Defenses: 3 Flak positions within 5 km of the airfield.

### Remarks:

4 Jan 43: Italians agree to immediate German construction of runways, taxiways and at least 9 blast bays for bombers at Alghero; later, an additional 21 earth blast bays for fighters were built.

10 Feb 43: no fuel or ammunition there and not yet occupied.

13 Mar 43: first Lw. operational sorties flown from Alghero.

19 Mar 43: reported Lw. station strength (excluding air units) of 5 officers and 146 NCOs and men.

14 May 43: low-level attack by RAF Mosquitos – 10 x Italian aircraft shot up and set on fire.

20 May 43: bombed by B-25 Mitchells – 1 x He 111 H-11 from Verbindungskdo. (S) 2 destroyed.

24 May 43: attacked by NAAF medium bombers and fighters – several aircraft damaged and 2 hangars hit.

4 Jun 43: Lw. station strength 7 officers, 253 NCOs and men.

28 Jun 43: bombed by 36 NASAF B-25s with fragmentation bombs inflicting slight to moderate damage to hangars, dispersals, barracks and admin buildings – 3 x Fw 190s from II./Schl.G. 2 destroyed and 1 x Ju 88 A-14 from Stab/KG 6 damaged and crew WIA (3 incl. the Geschwader Kommodore) and MIA (1).

3 Jul 43: bombed by NASAF B-17s and B-25s – 20 aircraft destroyed and 3 more damaged forcing the remnants of II./Schl.G. 2 to transfer to Ottana.

11 Jul 43: airfield reported stone and earth blast bays under construction – 21 completed so far.

## Luftwaffe Airfields 1935-45

26 Aug 43: 41 German and Italian construction personnel and 401 Slovene laborers still at work on the airfield.

11-14 Sep 43: airfield evacuated by Axis forces.

### Operational Units:

*Italian* (Regia Aeronautica): 8<sup>o</sup> Gruppo Complimentare (1941-43); 19<sup>o</sup> Gruppo Comb (Jun 40); 38<sup>o</sup> Gruppo BT (Nov 42); 50<sup>o</sup> Gruppo BT (Nov 42 – Jan 43); 51<sup>o</sup> Gruppo BT (Mar 41 – Jul 42), 65<sup>o</sup> Gruppo OA (Aug 42 – c.Jul 43); 88<sup>o</sup> Gruppo BT (May 43); 264<sup>a</sup> Squadriglia BT (Jun-Sep 43); 89<sup>o</sup> Gruppo BT (Nov 42).

*Luftwaffe*: III./St.G. 3 (Apr 43); II./Schl.G. 2 (Jun-Jul 43).

Reserve Training & Replacement Units: Erg.St./St.G. 3 (Apr 43).

Station Commands: Fl.H.Kdtr. E 17/XVII with Ln.-Stelle (mot Z) 17/XVII (Jan-Aug 43).

Station Units (on various dates – not complete): Wetterwarte Alghero (15 Mar 43); Bauleitung d.Lw. Alghero (15 Mar 43); Startbahnbauzug 7 (15 Mar 43); Startbahnbauzug 9 (15 Mar 43); Lw.-Standortältester (15 Mar 43).

[Sources: AFHRA A5263 pp.1756-59 (27 Oct 42, updated to 8 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Alghero – Porto Conte** (ITAL/Sardinia) (40 35 40 N – 08 12 25 E)

General: seaplane anchorage or alighting area in Porto Conte Bay 10 km NW of Alghero and 8 km SW of Alghero airfield. History: only occasional use by the Lw. Dimensions: Porto Conte Bay measures approx. 6.5 km x 1.6 km. Infrastructure: fuel, water, communications and other amenities were available. Had 2 buildings, one long and narrow and the other smaller, that were probably used as workshops. There was no purpose-built slipway but a landing stage was available for launching and recovering seaplanes. Nearest rail connection in Alghero. Defenses: unknown.

Remarks:  
23 Mar 43: Allied photo reconnaissance reported 7 aircraft there, probably Italian.  
22 Apr 43: 25 Lw. guard personnel arrived and over the next month a Seenotkdo. z.b.V. Porto Conte was set up with a single Do 24.  
Aug 43: no mention of Lw. use after August.

### Operational Units (Regia Aeronautica):

287<sup>a</sup> Squadriglia RM (Apr-Sep 43).

[Sources: AFHRA A5263 p.1761 (5 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Altire di Pola** (ITAL/Yugoslavia): see Pola.

**Amendola** (ITAL): see Foggia-Amendola (Foggia Nr. 9).

**Ampugnano** (ITAL) (a.k.a. Rosia, Siena/Süd, Siena-Ampugnano, Siena-Malignano, Gino Suali, Flugplatz 304) (43 15 25 N – 11 15 30 E)

General: airfield in north-central Italy 57 km S of Firenze (Florence), 9.25 km SW of Siena and 1.5 km S of the village of Ampugnano.

## Luftwaffe Airfields 1935-45

History: built as a military airfield in the mid-1930's and was operational by 1937. A flight school using Caproni Ca 100 biplanes was located here before and during the war. Bomber, dive-bomber and torpedo-bomber units were based here from February to September 1943. The Luftwaffe took it over in Sep 43 and used it for transports and cargo gliders assigned to the evacuation of Sardinia and Corsica.

Dimensions: approx. 1370 x 1005 meters (1500 x 1100 yards) with a rectangular shape.

Surface and Runways: artificially drained grass surface. Had a single concrete runway 1005 meters (1100 yards) in length and aligned NNW/SSE. Concrete turning circles at both ends of the runway were connected to the hangar area on the W boundary.

Fuel and Ammunition: both were stored and available.

Infrastructure: had 3 large rectangular hangars with paved aprons along the W boundary with several workshop-type buildings between them. Airfield admin buildings were to the N and W of the hangars. Additional buildings were under construction to the W of the center hangar in April 1943, and these were thought to be future barracks when completed. The nearest rail connection was the station in Siena.

Dispersal: there were no organized dispersal facilities in Apr 43 - aircraft generally parked in front of the hangars.

Defenses: none identified in Apr 43.

Remarks:

14 Sep 43: airfield taken over by the Germans; confiscated were 25 Savoia transports, 4 Ju 87s and 7 liaison and training aircraft, all in good condition. The transports along with 20-30 more confiscated at Marcigliana airfield were to be put into service by the Luftwaffe.

29 Jan 44: Siena/North and Siena/South bombed and strafed by 22 A-26 Invaders - claimed 6 aircraft destroyed on the ground and 10 more damaged.

6 Feb 44: low-level attack by approx. 11 P-51 Mustangs - 1 x Fw 56 and 1 x Cant 1007Z destroyed, plus 2 x Hs 126s damaged (incomplete German source).

2-3 Jul 44: liberated by French troops.

Operational Units:

Italian (Regia Aeronautica): HQ Raggruppamento Aerosilurante (Jun-Jul 43); 41<sup>o</sup> Gruppo BT (Jul-Sep 43); 89<sup>o</sup> Gruppo BT (Jun-Aug 43); 103<sup>o</sup> Gruppo BaT (Feb-May 43, Jul-Aug 43); 104<sup>o</sup> Gruppo BT (Jul-Sep 43); 131<sup>o</sup> Gruppo AS (Aug-Sep 43); 274<sup>a</sup> Squadriglia BGR (Feb-May 43).

Luftwaffe: part of IV./TG 3 (Sep-Oct 43); Savoia-Staffel (Sep-Oct 43); Einsatzgruppe III./LLG 1 (Nov 43 - Feb 44).

Station Commands: Fl.H.Kdtr. E 16/XVII (Oct 43 - ); Fl.H.Kdtr. E 38/XI (c.Feb-Mar 44); Fl.H.Kdtr. E(v) 225/VII (Apr-Jul 44).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): le. 4/Feldwerftverband 90 (Jan 44 - ?); Stab/3. Flak-Brig. (Siena, Jun 44); Ln.-Betr.Kp. 163 (Siena, Jun 44); Lw.-Baugerätzug 7/XII (Siena, ? – Jun 44); Kfz.Instandsetzungszug d.Lw. 6/IV (Jun 44); Erfassungstab Luftflotte 2 (Oct 43).

[Sources: AFHRA A5262 p.1368 (25 Feb 45) and p.1972 (4 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ancona** (ITAL) (43 37 00 N – 13 30 10 E)

General: seaplane station on the E coast of Italy at the S end of Ancona harbor. A huge railway marshalling yard was just S of the Station.

History: in use by seaplanes as early as 1923. No information found on its use by the Italian and German military aside from the Germans maintaining a small air-sea rescue command center here during 1944.

Dimensions: Ancona harbor afforded ample take-off and landing room for seaplanes.

Anchorage: the inner and outer harbor waters were well sheltered.

Fuel and Ammunition: fuel was readily available.

Infrastructure: had 1 small hangar. A small slipway with a light crane fronted the hangar.

Defenses: protected by the Ancona defenses which included 5 heavy and 1 light Flak positions.

Remarks:

23 Dec 42: aerial photos showed no aircraft present.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Seenotkdo. 30 (fall 43 – Aug 44).

[Sources: AFHRA A5262 p.1186 (1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Aosta** (ITAL) (45 44 15 N – 07 20 45 E)

General: landing ground in NW Italy 79 km NNW of Torino (Turin) and 2 km E of Aosta. History: believed to have been established before the war as a forward landing ground for defensive/offensive operations along the Franco-Italian border. No evidence found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring 1190 x 230 meters (1300 x 250 yards). No paved runway. Fuel and Ammunition: both made available when needed. Infrastructure: a building that may have been used as a small hangar was at the NW corner along with 3 other buildings for offices and accommodations. The nearest rail connection was in Aosta.

Remarks:

5 Apr 44: aerial reconnaissance photos showed the landing ground to be obstructed and prepared for demolition with mines.

30 Sep 44: listed as plowed up, trenched, or otherwise made unserviceable.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Italian* (Regia Aeronautica): 71° Gruppo OA (Jun 40).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1645 (25 Jan 43) and p.1187 (29 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Aquila** (ITAL) (a.k.a. L'Aquila, Degli Abruzzi, Vergilio Cianfarani) (c. 42 19 25 N – 13 25 50 E)

General: airfield in C Italy 90 km NE of Rome and 4 km SE of L'Aquila town center.

History: built in 1938 and officially inaugurated at the end of 1939 and named Aeroporto "Virgilion Cianfarani" in honor of an Italian pilot. Wartime use by the Italian AF not found, but may have been used as practice field for elementary flight training. No record found of any Luftwaffe air units being based here.

Dimensions: approx. 1005 x 505 meters (1100 x 550 yards) and roughly rectangular in shape.

Surface and Runways: rough grass surface. No paved runway. Equipped with boundary lighting.

Fuel and Ammunition: both made available as needed.

Infrastructure: had 1 medium hangar with a paved apron at the SW corner. Admin offices, accommodations and stores were in 1 large and several small buildings at the SW corner. The nearest rail connection was in L'Aquila.

Dispersal: there were no organized dispersal facilities in May 43.

Defenses: none identified.

### Remarks:

29 Apr 43: no aircraft visually present during Allied overflight of the airfield.

8 Dec 43: city and airfield bombed by 12<sup>th</sup> AAF B-25 Mitchells.

25 Jan 45: listed as abandoned.

### Operational Units:

*Italian*: none identified.

*Luftwaffe*: none identified.

### Station Commands:

Station Units (on various dates – not complete): elements of schw.Flak-Abt. 167 (L'Aquila, Feb 44); elements of schw.Flak-Abt. 334 (L'Aquila, Nov 43, Mar 44); le.Flak-Abt. 841 (L'Aquila, Jun 44); le.Flak-Abt. 945 (L'Aquila, Mar 44); Flak-Trsp.Bttr. 202/VII (L'Aquila, Feb 44); part of Lw.-Bau-Btl. 3/XIII (L'Aquila, Jan 44); Munitionsausgabestelle d.Lw. 12/VII (L'Aquila, Jan 44).

[Sources: AFHRA A5262 pp. 1646-47 (9 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Aquino** (ITAL) (c. 41 29 30 N – 13 43 10 E)

## Luftwaffe Airfields 1935-45

General: airfield in C Italy 111 km SE of Rome, 36 km ESE of Frosinone, 9 km W of Cassino and 1.6 km E of Aquino on the south side of the Rome-Naples railway.

History: dates from 1926 but was not built into a military airfield until Feb 37 (military airfield III class, according to Italian sources). It was used as a flight training school by the Italian AF through Dec 42. A Luftwaffe station command detachment arrived in Mar 43 and the first German unit here was a transport group operating flights back and forth from here to Tunisia and Sicily. It also became a base for German night fighters operating over central and south Italy. Aquino was forced to close in Oct 43 as Allied troops approached.

Dimensions: approx. 1325 x 1100 meters (1450 x 1200 yards) with an oval shape.

Surface and Runways: grass surface. A paved taxi track encircled the perimeter of the airfield. No paved runway.

Fuel and Ammunition: a refueling point was said to be on the NW boundary. The location and details of the ammunitions dump not determined.

Infrastructure: had 4 hangars on the N boundary, 1 of which was constructed in 1942 or early 1943, 3 large sheds to the W of the hangars and 4 additional huts in the NW corner behind the hangars. Several storage dumps were to the E and W of the landing area.

Dispersal: no organized dispersal areas - aircraft parked in fields NE and SE of the runway.

### Remarks:

15 May 43: reconnaissance photos showed 2 x Ju 52s, 1 x He 111, 7 x Ju 88s, 15 x Bf 110s and 1 x miscellaneous aircraft visible on the airfield.

19-20 Jul 43: bombed - 5 x Ju 88 C-6s from II./NJG 2 and 10 x Ju 52s from Transportstaffel II. Fliegerkorps destroyed (10) or damaged (5) on the ground in two separate raids.

23 Jul 43: bombed by NASAF B-26 Marauders - 1 x Ju 88 C-6 from II./NJG 2 and 1 x Fw 190 from I./Schl.G. 2 destroyed on the ground plus such heavy losses to Fw 190s belonging to II./Schl.G. 2 that the Gruppe's pilots had to be flown to Bari to pick up a large number of replacements. Several hangars were also destroyed.

25 Jul 43: air attack - 1 x Fw 190 from I./Schl.G. 2 and 1 x Fw 58 from III./SKG 10 destroyed, plus 1 x Fw 190 from IV./SKG 10 damaged.

29 Jul 43: bombed by NASAF B-26s.

12 Oct 43: attacked by NATAF aircraft.

15 Oct 43: airfield officially abandoned by order of Feldluftgaukdo. XXVIII.

22 Oct 43: attacked by NATAF aircraft.

Operational Units: IV./TG 1 (May 43); Stab, I., II./NJG 2 (May-Aug 43); half of III./TG 2 (May 43); Transportstaffel II. Fliegerkorps (Jul 43); Stab, IV./SKG 10 (Jul 43); Stab, I., II./Schl.G. 2 (Jul 43).

## Luftwaffe Airfields 1935-45

Station Commands: Flugplatzkdo. C of Fl.H.Kdtr. E 38/XI (Grosseto) (Mar-Oct 43).

Station Units (on various dates – not complete): 13. Flugh.Betr.Kp. z.b.V. (Jun 43); Frontreparaturbetrieb GL 2661 (Bachmann, von Blumenthal & Co.) (1943); Bauleitung d.Lw. (Mar 43); Kraftfahrbereitschaft Aquino (Mar 43); Lw.-Standortältester Aquino (Mar 43).

[Sources: AFHRA A5262 pp.1648-50 (16 Jun 43), A5264 p.896 (15 May 43); chronologies; BA-MA; NARA; PRO/NA; Jessen/Arthy – *Focke-Wulf Fw 190 in the Battle for Sicily.*]

**Arcore** (ITAL) (a.k.a. Milano-Arcore, ANR Aeroporto N. 8) (45 37 45 N – 09 20 10 E)

General: landing ground in N Italy 19 km NE of Milano (Milan) and 1 km ENE of Arcore. History: no information found prior to Sep 43 when it appears in German documents as an “*industrie-Flugplatz*”. Since no manufacturing was done here, it probably was used for the repair, overhaul or modifying of existing Italian aircraft taken over by the Germans. Surface and Dimensions: level, firm, dry, high quality grass surface measuring approx. 1005 x 620 meters (1100 x 680 yards). No paved runway. Fuel and Ammunition: both made available as needed. Infrastructure: had 1 large double bay hangar at the W corner and a large factory-type building just S of the hangar with adjoining smaller buildings. The nearest rail connection was in Arcore. Dispersal: there was no organized dispersal so aircraft parked on the landing ground.

Remarks:

2 Dec 43: reconnaissance photos showed 1 x SM 82, 6 x SM 81s, 4 x Ju 52s, 30 unidentified medium aircraft and 3 small aircraft visible on the landing ground.

3 Mar 44: reconnaissance photos showed 4 x Ju 52s, 1 x Ca 133, 25 x Ca 311 and 8 unidentified medium aircraft visible on the landing ground.

1945: Italian partisans claimed destruction of the landing ground.

Operational Units:

*Italian*: none identified.

*Luftwaffe*: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 203/VII Lonate Pozzolo (Aug 44 - Apr 45).

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

[Sources: AFHRA A5262 pp. 1651-52 (13 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Arezzo** (ITAL) (a.k.a. Ermanno Bartolini) (43 27 20 N – 11 50 50 E)

General: airfield in C Italy 62.5 km SE of Firenze (Florence) and 2.75 km WSW of Arezzo town center.

History: a wartime Italian AF training field. No record found of any Luftwaffe air units being based here although it was certainly used by individual aircraft.

## Luftwaffe Airfields 1935-45

Dimensions: approx. 770 x 465 meters (840 x 510 yards) with a rectangular shape.

Surface and Runways: grass surface. No paved runways.

Fuel and Ammunition: fuel was believed to have been stored near the station buildings at the N corner. No details found regarding ammunition storage.

Infrastructure: had 2 medium hangars, 1 very small hangar and some possible repair shop sheds, all on the NE boundary. Station HQ, admin offices and billeting were in a building between the hangars. The nearest rail connection was in Arezzo.

Dispersal: no organized dispersal facilities.

Defenses: protected by 4 AA machine gun positions, one on each boundary, in Apr 43.

Remarks:

22 Jan 44: good turf but soft, no craters or wheel ruts - serviceable for fighters.

6 Apr 44: low-level attack by 28 P-47 Thunderbolts - claimed 6 aircraft destroyed and 8 others damaged on the ground.

25 or 26 Jun 44: bombed by 9 A-20 Bostons and 11 A-30 Baltimores - claimed large fires in the hangars.

16 Jul 44: Arezzo taken by British forces.

25 Jan 45: listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): 1<sup>o</sup> Gruppo OA (Jun 40).

*Luftwaffe*: none identified.

Station Commands: Flugplatzkdo. of Perugia (Jan 44 - ?).

Station Units (on various dates - not complete): elements of schw.Flak-Abt. 334 (Arezzo, Jun 44); elements of le.Flak-Abt. 507 (Arezzo, Jun 44); 1./schw.Flak-Abt. 563 (Arezzo, Jun 44); elements of le.Flak-Abt. 841 (Arezzo, Jul 44); elements of le.Flak-Abt. 851 (Arezzo, Jul 44).

[Sources: AFHRA A5262 pp. 1653-55 (23 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ariano Irpino** (ITAL) (41 12 00 N - 15 08 00 E)

General: landing ground in S Italy 77 km NE of Naples, 26-27 km E of Benevento and 6.5 km NNE of Ariano Irpino. History: evidence of wartime use not found. Dimensions: approx. 825 x 275 meters (900 x 300 yards). Poorly drained grass surface.

[Sources: AFHRA A5264 p.896 (Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Arlena di Castro** (ITAL) (a.k.a. Arlena) (c. 42 28 13 N - 11 48 45 E)

General: airstrip or landing ground 84 km NNW of Rome in C Italy, 7.5 km NW of Tuscania, 5 km E of Canino and 1.25 km NW of the village of Arlena di Castro. History: one of the numerous airstrips built by the Germans N of



## Luftwaffe Airfields 1935-45

Rome in the Viterbo area in Latium Region during late 1943 and early 1944. No details found. The airstrip was apparently not detected by the Allies. Operational Units: III./JG 53 (Feb-Jun 44); Stab, 3./NAGr. 11 (May-Jun 44).

Station Commands: Fl.H.Kdtr. E(v) 228/VII (May-Jun 44)?

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

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

**Ascea** (ITAL) (40 09 00 N – 15 09 30 E)

General: landing ground in S Italy 110 km SE of Naples and on the coast between the sea and the railway line 2.8 km WNW of the village of Ascea.

History: wartime usage unknown. Dimensions: approx. 900 x 500 meters (980 x 540 yards).

[Sources: AFHRA A5264 p.896 (Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Asiago** (ITAL) (45 53 10 N – 11 30 50 E)

General: landing ground in NE Italy 39 km N of Vicenza and 1.2 km NNE of Asiago town center. History: a pre-war glider field that was used for this purpose during the war. Also used for flight training under winter conditions. No record found of any Luftwaffe air units being based here.

Surface and Dimensions: level grass surface measuring approx. 1070 x 410 meters (1170 x 450 yards) with a rectangular shape. No paved runway.

Fuel and Ammunition: both made available when needed. Infrastructure: had 1 small hangar and 3 sheds at the W end of the SSE boundary.

Accommodations were in nearby villages and farms. Dispersal: no organized dispersal facilities.

Remarks:

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 pp.1192-93 and p.1657 (25 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Augusta** (ITAL/Sicily) (a.k.a. Aeroporto Luigi Spagnolo) (37 14 20 N – 15 12 20 E)

General: seaplane station in Augusta harbor 32 km SSE of Catania/SE Sicily. The Station and its buildings were immediately N of Pila Point on the NW side of the Gulf of Augusta and 2 km NW of Augusta Island upon which the town was built.

History: built between November 1917 and 1920 with a reinforced concrete airship hangar for use as a bombing and gunnery training school and as a reconnaissance base. Converted into a seaplane station in 1925 and became Italy's main seaplane base on Sicily. During the war years, some 30 seaplanes were usually here at any one time including the types Cant Z.501, Cant Z.506B, Fiat R.S.14 and the Meridionali Ro 43.

## Luftwaffe Airfields 1935-45

Anchorage: the harbor was 6.5 km in length and well-protected by breakwaters with relatively shallow depths at the N end. Seaplane mooring buoys were reportedly located to the NE and SW of Pila Point.

Fuel and Ammunition: underground and other bulk fuel storage tanks were in several locations on and around the seaplane station. No information found on ammunition storage.

Infrastructure: had 2 large hangars at Pila Point, 1 large camouflaged hangar 550 meters NNE of Pila Point and a medium repair hangar close by. Both locations were fronted by slipways. Pila Point had a crane adjacent to a basin on the N side of the slipway and the other location 550 meters to the NNE had a stone quay and a crane. An old airship hangar some 425 meters NW of Pila Point together with some smaller buildings nearby were used for admin purposes. A rail line ran close to the hangars at Pila Point.

Defenses: the Station was protected by the Augusta harbor and town defenses which in late 1942 consisted of at least 8 to 13 Flak positions with 45-65 heavy Flak guns and 8 light Flak guns.

### Remarks:

13 May 43: bombed by 9<sup>th</sup> AAF B-25 Mitchells – results not found.

27/28 May 43: bombed by RAF B-24 Liberators operating under IX Bomber Command.

31 May 43: bombed by RAF heavies operating under IX Bomber Command – claimed hits on the harbor, the seaplane station and oil storage facilities.

### Operational Units

*Italian* (Regia Aeronautica): 83<sup>o</sup> Gruppo RM (Jun 40 – Jul 43); 85<sup>o</sup> Gruppo RM (Mar 42); 170<sup>a</sup> Squadriglia RM (Jun 40).

*Luftwaffe*: elements of Seenotstaffel 6 (Mar 41 – Jul 43).

Station Commands: none identified.

Station and Town Units (on various dates – not complete): Stab/schw.Flak-Abt. 454 (May 43 - ?); schw.Flak-Abt. 281 (May 43); Feldlufttanklager für Kw.Betr.St. Augusta (15 Mar 43).

[Sources: AFHRA A5263 pp.1830-31 (10 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Avellino** (ITAL) (c. 40 54 51 N – 14 47 05 E)

General: airstrip or landing ground 44 km E of Naples in S Italy. Exact location of the airstrip in relationship to the town of Avellino not determined.

History: no information found, but believed to have been one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of any Italian or Luftwaffe air units being based here but it was certainly in use during September 1943.

### Remarks:

9 Sep 43: 3 x Fw 190s from III./SKG 10 intentionally destroyed to prevent capture.

22-26 Sep 43: airstrip demolished and 9 abandoned Italian fighters blown up by elements of 26. Panzer-Div.

## Luftwaffe Airfields 1935-45

Operational Units: none identified.

Station Commands: none identified.

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

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

**Avezzano** (ITAL) (42.03.00 N – 13.24.30 E)

General: landing ground in C Italy 78 km E of Rome and 3.25 km NNW of Avezzano. History: no information found on wartime usage. Dimensions: approx. 1000 x 400 meters (1090 x 440 yards).

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): schw.Flak-Abt. 237 (May 44 - ?).

[Sources: AFHRA A5264 p.896 (Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Aviano** (ITAL) (a.k.a. Pagliano Gori, ANR Aeroporto N. 23, Flugplatz 455) (46 01 50 N – 12 36 25 E)

General: airfield (Flugplatz) 49.6 km W of Udine in NE Italy and 4 km SE of Aviano village on the W side of the Aviano to Roveredo in Piano road.

History: prior to September 1943, Aviano was an advanced training base for fighter and bomber pilots of the Italian Air Force. The Luftwaffe used it as a bomber base and as a stopover for aircraft in transit.

Dimensions: approx. 1645 x 1550 meters (1800 x 1700 yards) with a rectangular shape.

Surface and Runways: leveled grass surface with generally good drainage. No paved runway. Night landing facilities included the usual perimeter and landing strip lighting, a low powered radio blind landing beacon and visual Lorenz equipment.

Fuel and Ammunition: there was ample fuel stored in tanks surrounded by blast walls off the N corner of the airfield, an underground storage site near the nearby village of Roveredo in Piano, and possible additional storage in barrels or drums in trenches in the Southwest dispersal area. A large ammunition dump was 4.5 km SSW of the airfield and 2 small storage sites about 1200 meters off the N boundary.

Infrastructure: with 6 large aircraft hangars and 2 medium repair hangars. A cluster of admin buildings and billets were located at the center of the NE boundary, and additional barrack huts 3.2 km SE of the airfield and about 1 km E of the village of Roveredo in Piano. A railway line paralleled the N and NW side of the field.

Dispersal: 12 large aircraft shelters along the N side of the field, 43 large aircraft shelters E of the field, 18 medium aircraft shelters on the S side of the field, 39 large shelters in a dispersal area to the W of the field and 9 medium shelters in a smaller area on the NW side for a total of 94 large and

## Luftwaffe Airfields 1935-45

27 medium aircraft shelters. An extensive network of taxi tracks connected all of the dispersal areas with the take-off and landing area.

Defenses: no information found.

Remarks:

12 Oct 43: landing area being extended from current 1360 meters, all lighting and navigation aids have been installed and the airfield is now conditionally serviceable, according to a report from the station flying control officer (Flugleiter).

19 Nov 43: bombed by B-24 Liberators – outstanding results claimed.

28 Jan 44: hit by 64 15<sup>th</sup> AAF B-17s dropping 9,000 fragmentation bombs – *claimed* 1 x unidentified aircraft destroyed and 4 more damaged of the 56 seen there; destruction to buildings, hangars and landing areas; 1 German WIA; airfield temporarily unserviceable. Further, 27 dismantled aircraft stored in the North and South hangars were damaged.

30 Jan 44: bombed – 1 x Ju 88 A-10 from Stab/LG 1 destroyed on the ground.

31 Jan 44: bombed by 41 15<sup>th</sup> AAF B-24s – *claimed* good results against targeted aircraft repair and maintenance shops.

14 May 44: strafed by 16 P-38 Lightnings – claimed 4 aircraft destroyed on the ground.

30 Sep 44: reported to have been prepared for demolition.

11 Nov 44: bombed by 14 B-24s – admin building and dispersals hit and damaged.

18 Nov 44: bombed by 115 B-24s – at least 6 x Bf 109s belonging to 2<sup>o</sup> Gruppo Caccia destroyed and 14 more damaged; the landing area, dispersal areas, hangars and the admin building were all heavily cratered.

6 Dec 44: Allied reconnaissance photos revealed extensive damage to nearly all of the airfield's buildings from prior bombing.

23 Mar 45: strafed by P-47 Thunderbolts – claimed hits of Bf 109s, Fw 190s, Ju 52s and the base control tower.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo di Bombardamento (bomber school); 31<sup>o</sup> Gruppo BT (Jun 40 – Jun 41); 37<sup>o</sup> Gruppo BT (Jun-Dec 40, Apr-Oct 41); 158<sup>o</sup> Gruppo Assalto (Dec 42 – May 43); 159<sup>o</sup> Gruppo Assalto (May 42, Jan-May 43).

*Italian* (Aeronautica Nazionale Repubblicana): 2<sup>o</sup> Gruppo Caccia (II. Ital. Jagdgruppe) (Nov 44, Mar 45).

*Luftwaffe:* Stab/KG 76 (Sep 43 – Feb 44); II./KG 76 (Oct-Dec 43, Feb-Jun 44); Stab, I., III./LG 1 (Jan-Mar 44); detachment of Luftbeobachterstaffel 7 (May 44); Fliegerzielstaffel 20 (Jul-Dec 44); elements of 3./NSGr. 9 (Oct 44 – Mar 45).

## Luftwaffe Airfields 1935-45

Station Commands: Fl.H.Kdtr. A 201/VII (c. Oct 43 – Mar 44); Fl.H.Kdtr. E(v) 201/VII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Koflug 5/VII (Pordenone, Oct 43- ?); most of 130. Flugh.Betr.Kp. (Qu) (Sep, Oct 43 - ); schw.Feldwerft-Abt. IV/Feldwerftverband (mot) 70 (Dec 43); Feldwerft-Staffel (mot) 3/90 (Mar 45); le.Flak-Abt. 507 (Nov 43); le.Flak-Abt. 843 (May-Jun 44); 4./le.Flak-Abt. 985 (Apr 44); Flak-Trsp.Bttr. 37/XII (Nov-Dec 43); Ldssch.Zug d.Lw. 353/VI (Roveredo in Piano, 1945); 4.Kp./Lw.-Berge-Btl. VIII (Apr- May44); Wetterberatungsstelle (v) 861 (Mar 45); Fliegerbodengerätetrupp (v) 101/VII (Mar 45); kl.Feuerschutzstaffel 76/VII (Mar 45).

[Sources: AFHRA A5262 pp.1194-97 and 1659-61 (6 Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Azzano d’Asti** (ITAL) (44 53 30 N – 08 16 35 E)

General: landing ground in NW Italy 5.5 km ESE of Asti town center and 2 km NNE of Azzano d’Asti. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No evidence found of operational use. Surface and Dimensions: rough, overgrown grass surface measuring approx. 1005 x 730 meters (1100 x 800 yards) with an irregular shape. No paved runway. Infrastructure: had a few small buildings on the W boundary that might have been available for use if and when needed. The nearest rail connection was in Castello di Annone, 3.25 km ESE of the landing ground.

Remarks:

30 Sep 44: listed as returned to cultivation or overgrown and disused.

[Sources: AFHRA A5262 p.1198 (26 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Azzone** (ITAL) (c. 45 59 13 N – 10 06 44 E)

General: airstrip or landing ground 92 km NE of Milano (Milan) in N Italy and 1 km N of the village of Azzone. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No evidence found of operational use.

Operational Units: none identified.

Station Commands: none identified.

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

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

## B

**Bagnasco** (ITAL) (44 18 00 N – 08 02 50 E)

General: emergency landing ground in NW Italy 73 km W of Genova (Genoa), 34 km W of Savona and 550 meters E of Bagnasco. History:

## Luftwaffe Airfields 1935-45

believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of use.

Surface and Dimensions: rough grass and meadowland surface measuring approx. 550 x 230 meters (600 x 250 yards). No paved runway.

Infrastructure: had 1 small hut on the SE boundary and a few small buildings off the SW corner.

Remarks:

Jul 44: observed to have been rendered unserviceable with demolition mines.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 p.2071 (1940-44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Barco** (ITAL) (c. 44 41 00 N – 10 29 00 E)

General: landing ground in northern Italy 19.5 km SE of Parma, 11 km W of Reggio nell'Emilia, 3.25 km WSW of Cavriago and 640 meters WSW of Barco town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of use.

Operational Units: none identified.

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

**Barge** (ITAL) (a.k.a. Cavour?) (c. 44 43 00 N – 07 19 00 E)?

General: landing ground in NW Italy said to be 49 km SW of Torino (Turin) and 1.25 km SW of the town of Barge. There is a strong possibility that this is the same as Cavour (see there) or perhaps an alternate landing ground for Cavour. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of use, except that a small detachment from Lw.-Sicherungs-Rgt. Italien guarded it during summer 1944.

Operational Units: none identified.

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

**Bari** (ITAL) (a.k.a. Principe Umberto di Savoia, Palese Macchie) (41 08 25 N – 16 47 05 E)

General: airfield in SE Italy 7 km WNW of Bari.

History: an Italian Air Force base with a primary flying school that was largely taken over by the Luftwaffe in mid-1942 and became a high echelon maintenance center for the assembly and tropicalization of all Bf 109 fighters employed in the western Mediterranean. It was also the aircraft forwarding center for the Mediterranean area until the end of April 1943. See below for the devastating raids on Bari. Taken over by the Allies in fall 1943.

Dimensions: approx. 1100 x 1375 meters (1200 x 1500 yards).

## Luftwaffe Airfields 1935-45

Surface and Runways: grass surface of good quality but rough in the NW corner. No paved runway.

Fuel and Ammunition: both readily available.

Infrastructure: had 5 hangars, one of which had a paved apron, admin buildings and storage sheds in the SW corner. Personnel were accommodated in Bari and in nearby towns and villages. The S boundary was served by a narrow gauge railway.

Dispersal: no organized dispersal facilities - aircraft were parked in shelters and on paved strips along the S boundary and the E boundary.

Remarks:

26 Apr 43: bombed by 70 B-24 Liberators from IX Bomber Command/9<sup>th</sup> AAF - 2 x Bf 108s, 53 x Bf 109Fs/Gs, 7 x Fi 156s, 50 x Fw 190s, 5 x Hs 129s, 1 x Junkers W 34 and 24 x Ju 87s assigned to Flugzeugleitstelle Luftflotte 2 were destroyed or damaged on the ground; of the 141 aircraft, 56 were totally destroyed. Also, 3 hangars and a spare parts stores depot burned out, 3 tanker trucks and 8 motor vehicles destroyed, 20,000 rounds of 2-cm and 13-mm ammunition blown up, 16 killed, 5 missing and 30 wounded. (German report)

6 Jun 43: bombed (presumably by RAF) - 9 x Ju 88s, 1 x Ju 52 and 1 x Kl 35 destroyed, plus 1 x Ju 88, 1 x Fi 156 and 20 Jumo engines damaged. Additionally, spare parts depot 70% destroyed, 2 hangars and several barracks damaged. (German report)

16 Jul 43: bombed by IX Bomber Command B-24s.

14 Sep 43: Bari taken by British 8<sup>th</sup> Army.

Operational Units:

*Italian* (Regia Aeronautica): 5<sup>o</sup> Gruppo OA (Oct 40); 9<sup>o</sup> Gruppo CT (Apr-Jul 41); 21<sup>o</sup> Gruppo CT (Apr 41 - May 42); 66<sup>o</sup> Gruppo OA (Oct 41); 105<sup>o</sup> Gruppo BT (Jan 41 - May 42).

*Luftwaffe:* Stab/JG 27 (Dec 41); II./St.G. 3 (Apr-May 42); 4.(Pz.)/Schl.G. 2 (Nov 42 - Jan 43); 11./JG 26 (Nov 42); Stab, I./JG 77 (May-Jun 43); Flugzeugleitstelle OBS (Aug 42, to Apr 43); Verb.St. 400 (Jul 43).

Station Commands: Fl.H.Kdtr. E 11/VI (trop) (Nov 42 - Sep 43?); Fl.PI.Kdo. C 20/VII (1943 to Aug 43).

Lw. Station Units (on the airfield, in the town or nearby on various dates - not complete): remnants of Stab/19. Flak-Div. (Jul 43); Koflug 10/VII (May-Aug 43); elements of schw.Flak-Abt. 256 (May 43); Flieger-Techn.Gruppe (Mar 43); 1. Werkstattzug/Erg.Fl.H.Kdtr. Afrika (Mar 43); Stab III.(Tel.Bau)/Ln.-Rgt. 15 (Jan-Mar 42); rear elements of Stab III./Ln.-Rgt. 120 ( ? - Apr 42); Flugh.Ber.Ln.-Kp. z.b.V. 26 (Mar 43); Bauleitung d.Lw. (Mar 43); Nachschubleitstelle d.Lw. Bari (later 4/VII) (1941-42); Verladekommando d.Lw. Bari (Apr 42); Wetterwarte (Mar 43); Verwaltungslager d.Lw. 4/VII (Mar 43); Lw.-Sanitätsbereitschaft (mot) 3/II (Mar-Sep 43); Lw.-Standortältester Bari (Mar 43).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 pp.1199-1200 (15 May 45), pp.1662-63 (1 Nov 44) and A5264 p.896 (Jul/Aug 43); chronologies; BA-MA; NARA; PRO/NA; C.Dunning – *Courage Alone*; web site ww2.dk]

**Battipaglia – Torre Palladino** (ITAL) (40 33 35 N – 15 00 55 E)

General: airstrip in S Italy 25 km SE of Salerno, 6.25 km SSE of Battipaglia and on the NW outskirts of the hamlet of Torre Palladino. History: under construction in mid-August 1943. No evidence found of use. Surface and Dimensions: leveled agricultural land measuring approx. 1115 x 65 meters (1220 x 70 yards). No paved runway. Infrastructure: none.

Remarks: none.

[Sources: AFHRA A5264 p.1133 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Belluno** (ITAL) (46 10 05 N – 12 15 00 E)

General: emergency landing ground in NE Italy 77 km WNW of Udine and 4 km NE of Belluno town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of use. Surface and Dimensions: grass surface measuring approx. 550 x 45 meters (600 x 50 yards). No paved runway. Infrastructure: none identified.

Remarks: none.

[Sources: AFHRA A5262 p.2070 (1940-44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Benevento** (ITAL) (41 10 35 N – 14 44 15 E)

General: landing ground in S Italy 53 km NE of Napoli (Naples) and 6 km NNW of Benevento. History: established in 1939, it was in use in January 1943 by single-engine training aircraft, probably Italian. The Luftwaffe used it briefly from late Aug 43 to early Oct 43 following the retreat from Sicily. Dimensions: approx. 730 x 915 meters (800 x 1000 yards). Surface and Runways: had a good, well-drained grass surface. No paved runway. Infrastructure: there was a single medium hangar on the N boundary plus 3 sheds and 1 small aircraft shelter to the E of the hangar. The nearest rail connection was 2.75 km SW of the landing ground.

Remarks:

Jan 43: seen to be in use by small aircraft.

9 Sep 43: 1 to 3 Fw 190s from III./SKG 10 intentionally destroyed to prevent capture.

Operational Units: elements of III./SKG 10 (Sep-Oct 43).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1665 (27 Feb 43) and A5264 p.896 (28 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]



## Luftwaffe Airfields 1935-45

**Bergamo – Orio al Serio** (a.k.a. Bergamo/Süd, Bergamo/South, Bergamo-Seriate, Flugplatz 211, ANR Aeroporto N. 4) (45 40 18 N – 09 42 07 E)

General: airfield in N Italy 46 km NE of Milano (Milan), 3.5 km SE of Bergamo city center and adjacent to the E side of the village of Orio al Serio.

History: built by the Germans beginning at the end of 1942 and became operational as an important bomber and long-range reconnaissance base in September 1943 and continued through to April 1945.

Dimensions: approx. 1600 x 1510 meters (1750 x 1650 yards) with an irregular shape.

Surface and Runways: level farmland. Had a single concrete runway of 1490 meters (1630 yards) aligned WNW/ESE with a concrete platform at the WNW end giving it a total take-off and landing length of 1600 meters (1750 yards). A perimeter taxiway connected to assembly hardstands at both ends of the runway. Equipped with a beam approach system and a visual Lorenz system for night landings.

Fuel and Ammunition: there were fueling/refueling points near the NE boundary and in the South dispersal. Underground bulk storage tanks were off the S boundary and 4 additional storage dumps were located off the NW, WSW, E and SSE sides of the airfield. A bomb storage dump was off the NW boundary about 1 km NE of the village of Orio al Serio.

Infrastructure: had several workshop-type buildings on the NW boundary with another in the South dispersal area. Some 550 meters SW of the E end of the runway was a compound of 4 heavily camouflaged buildings protected by blast walls that were believed to house the station HQ, admin offices, flight control and other facilities. Personnel were billeted in buildings scattered around the surrounding area. The nearest rail connections were in Bergamo and Seriate.

Dispersal: there were 2 dispersal areas – North and South – with a total of 30 very large and 14 large aircraft shelters.

Defenses: no information found.

Remarks:

16 Sep 43: an E/W runway was under construction.

2 Aug 44: strafed by P-47 Thunderbolts – claimed 4 aircraft destroyed or damaged on the ground.

9 Aug 44: bombed by 12<sup>th</sup> AAF B-26 Marauders – 8 aircraft were destroyed on the ground, including radar-equipped Ju 88/188s from 6.(F)/Aufkl.Gr. 122, other aircraft damaged, scored 50 direct hits on the concrete runway, carpeted the South dispersal area with fragmentation bombs and started a number of fires.

12 Oct 44: strafed by P-47s – claimed “several” Me 410s, Ju 88s and a Do 217 destroyed or damaged on the ground.

20 Oct 44: listed as prepared for demolition with mines.

## Luftwaffe Airfields 1935-45

29 Jan 45: low-level attack by P-47 Thunderbolts – 1 x Ju 88 T-3 and 2 x Ju 188 D-2 from 4.(F)/Aufkl.Gr. 122 destroyed or damaged on the ground.

### Operational Units:

*Italian* (Aeronautica Nazionale Repubblicana): Comando Aerotrasporti (1943-45); Gruppo Aerotrasporti "Capitano Felice Terracciano" (Nov 43 – Jan 44, Nov 44); Gruppo Aerotrasporti "Trabucchi" (Jan-Jun 44, Oct 44 – Apr 45); 1<sup>a</sup> Squadriglia da Bombardamento "Ettore Muti" (Jul 44 – Apr 45).

*Luftwaffe*: Flieger-Kp./Ln.-Rgt. 2 (Sep 43 - ?); Stab/KG 54 (Sep-Nov 43); III./KG 54 (Sep-Oct 43); II./KG 54 (Oct-Dec 43); I./KG 30 (Feb 44); part of II./KG 30 (Feb 44); Stab/Aufkl.Gr. 122 (May 44 – Apr 45); 1.(F)/Aufkl.Gr. 123 (May-Jul 44); 2.(F)/Aufkl.Gr. 122 (May-Aug 44); Wekusta 26 (May-Jun 44); 6.(F)/Aufkl.Gr. 122 (Jun 44 – Apr 45); 4.(F)/Aufkl.Gr. 122 (Jul 44 – Apr 45).

Station Commands: Fl.H.Kdtr. E 11/VI (c. Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 211/VII (Apr-Jul 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 207/VII Ghedi I (Dec 44 - Apr 45).

Station Units (on various dates on the airfield, in Bergamo or nearby – not complete): Stab/Luftgaukdo. Süd (Sep 43); 3. Flugh.Betr.Kp./KG 54 (Sep 43); Stab/Feldwerftverband 20 (Dec 43, May 44); le.III/Feldwerftverband 20 (Nov 43); Feldwerft-Staffel (mot) 2/20 and 9/20 (Mar 45); 4. Zug/39. Flugzeugwartungs-Kp. (mot) (Mar 45); Instandsetzungszug für Bordflieger-Messgerät 3/VII (Mar 45); Instandsetzungszug (Bord-Funkmess) 41 (Mar 45); elements of Lufttorpedo-Betr.Kp. 8 (Jun 44); Stab/Flak-Rgt. 137 (Jul 44); schw.Flak-Abt. 287 (Aug, Nov 44, Mar 45); elements of schw.Flak-Abt. 534 (May 44 - ?); 3./le.Flak-Abt. 750(v) (Oct 43 - ?); le.Flak-Abt. 985 (Nov 44, Feb 45); Flak-Sondergerätwerkstatt B (mot) 2/VI (Mar 45); Flakwaffen-Instandsetzungwerkstatt (o) 102/VII (Mar 45); Stab I./Ln.-Rgt. 200 (Sep, Nov 43); Ln.-Abt. Italien (Oct 43); Startbahnbauzug 6 (Sep 43 - ); Flieger-Geräteausgabestelle (mot) 101/IV (Mar 45); Flieger-Geräteausgabestelle (mot) 103/IV (May 44 - ?); Munitionsausgabestelle d.Lw. 1/VI (Nov 44, Mar 45); Kfz.Beständelager d.Lw. 1/VII C (Mar 45); Kfz.Instandsetzungszug (mot) d.Lw. 4/VII (Ponte San Pietro, Dec 44, Mar 45); a Zug from Kfz.Werkstatt-Kp. d.Lw. 101/VII (Sep 43); Kfz.Werkstattzug d.Lw. 103/VII (Dec 44, Mar 45); Fahrkolonne d.Lw. 1/VII (Mar 45); Wach-Kp. (ital.) 106 (Mar 45); Ldssch.Zug d.Lw. 104/VI (Mar 45); Ldssch.Zug d.Lw. 149/XI (elements) (Mar 45); Lw.-Lazarett Bergamo (c.1942/43 – 1944); Feldlaboratorium (mot) d.Lw. 4 (1944-45); Lw.-Einsatzvermessungstrupp 4 (Mar 45); Meldekopf für Flugzeug-Bergung Mitte (Mar 45); Wetterberatungsstelle (v) 1605 (Mar 45); Wetternebenstelle 862 (Mar 45); [Sources: AFHRA A5262 pp.1202-03 and pp.1668-70 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bergamo – Ponte San Pietro** (ITAL) (a.k.a. Antonio Locatelli?) (45 42 40 N – 09 34 50 E)

## Luftwaffe Airfields 1935-45

General: factory airfield in N Italy 7.25 km WNW of Bergamo, 1.5 km NNW of Ponte San Pietro and 700 meters W of the W bank of the Brembo River.

History: home field for the Compagna Aeronautica Bergamaschi (CAB) airframe factory since 1938/39, a branch of the Caproni firm, that engaged mainly in design and prototype testing to 1943 and then repair work thereafter with Ju 88s being specifically mentioned. The airfield was also used for air transport training and operations.

Dimensions: approx. 1555 x 275 meters (1700 x 300 yards).

Surface and Runways: level, firm, dry grass surface except after a prolonged rain. No paved runway.

Fuel and Ammunition: fueling/refueling point in front of the hangars on the SE boundary with the main fuel dump at the S end of the E boundary.

Infrastructure: had 2 large hangars and 1 medium hangar at the S end of the W boundary, and 5 small hangars at the SE corner. The buildings belonging to the CAB factory were along the S boundary and included factory buildings, workshops, admin offices, technical offices, stores facilities, barracks, mess, guard room, etc., about 25 buildings in all. The nearest rail connection was in Ponte San Pietro.

Dispersal: there were 3 dispersals – North, East and West – with a total of 6 large aircraft shelters. An additional large shelter and a medium shelter were abandoned and left unfinished.

Defenses: no information found but believed to have been generally protected by the Flak defenses surrounding Bergamo.

Remarks:

Oct 44: operations essentially closed down and nearly all of the landing area demolished with mines with the possible exception of a narrow strip.

Operational Units:

*Italian* (Aeronautica Nazionale Repubblicana): Gruppo Aerotrasporti "Capitano Felice Terracciano" (1944).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1671-73 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bergamo-Seriato** (ITAL) (a.k.a. Flugplatz 212) (45 41 20 N – 09 42 35 E)

General: factory landing ground in N Italy 2.75 km ESE of Bergamo city center and 2.5 km N of Bergamo – Orio al Serio airfield. History: a pre-war and wartime factory landing ground operated by the Bergamo sub-division of the Caproni aircraft manufacturing firm. No evidence found of any

Luftwaffe air units being based here aside from a tiny detachment of 2 or 3 bombers used to drop agents behind enemy lines. Seriate is often treated as an a.k.a. of Orio al Serio or as a satellite of Orio al Serio. Surface and

Dimensions: artificially drained grass surface measuring approx. 1300 x 1100 yards). No paved runway. Infrastructure: had 1 large hangar at the

## Luftwaffe Airfields 1935-45

SW corner and 2 medium hangars at the SE corner. Factory buildings and workshops lined the S boundary. The nearest railhead was at Ponte San Pietro.

Operational Units: Einsatzkdo. *Carmen* of 2./Versuchsverband des. Ob.d.L. (Oct 43 – Apr 45).

Station Commands: none identified. All support and services provided by Bergamo – Orio al Serio airfield.

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

[Sources: AFHRA A5262 p.1666 (16 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bergamo-Zanica** (ITAL) (Zanica-Colognola) (45 38 55 N – 09 40 45 E)

General: landing ground/airstrip in N Italy 5.75 km S of Bergamo, 3.25 km SW of Bergamo – Orio al Serio airfield and 1 km NNW of Zanica village center.

History: although listed separately, believed to have been a satellite or alternate landing ground for Bergamo – Orio al Serio airfield.

Surface and Dimensions: cleared and leveled farmland measuring approx. 1100 x 55 meters) 1200 x 60 yards). No paved runway. Infrastructure:

none. Dispersal: aircraft parked off the S end of the landing ground.

Defenses: protected by the Flak at Bergamo – Orio al Serio airfield.

Remarks:

2 Dec 43: aerial photos showed a few small unidentified aircraft visible on the landing ground.

Apr 45: listed as a “Flugplatz” in Luftwaffe documents of this date.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 p.1205 and p.1674 (25 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bettola** (ITAL) (a.k.a. Sedena) (45 29 15 N – 10 27 05 E)

General: landing ground in N Italy 19.5 km ESE of Brescia, 7 km WNW of Desenzano sul Garda, approx. 2.4 km N of the Brescia-Desenzano main road and railway, 1.6 km W of the village of Sedena and 1.2 km N of the village of Bettola.

History: construction of a landing ground here dates from early June 1944. It was never developed much beyond an alternative landing ground, as evidenced by the fact that it never had its own airfield detachment and was simply looked after by a tiny custodial unit. Not used after Sep 44, according to Italian sources.

Dimensions: approx. 1465 x 730 meters (1600 x 800 yards) with an irregular shape.

Surface and Runways: agricultural land, the south portion of which was in the process of being leveled in July 1944. At the same time, a prepared strip was in an advanced stage of leveling on the north portion of the landing ground with a final probable length of approx. 1005 meters (1100 yards)

## Luftwaffe Airfields 1935-45

and width of 190 meters (210 yards) when completed, and having a NNE/SSW alignment.

Infrastructure: none in Jul 44. Nearest rail connection at Lonato, 4.5 km to the SE of the landing ground.

Dispersal: no organized dispersals.

Remarks: none.

Operational Units: Stab/JG 77 (30 Jun – 24 Aug 44).

Station Commands: Wachkdo. of Fl.H.Kdtr. E(v) 207/VII Ghedi I (Dec 44 - Apr 45).

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

[Sources: AFHRA A5262 pp.1365 and 1961 (22 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Bicinicco** (ITAL) (45 55 58 N – 13 15 50 E)

General: airstrip under construction in NE Italy 14.5 km S of Udine, 5 km NW of Palmanova and 1 km E of Bicinicco village center. History: under development by the Germans in early 1944 but evidently abandoned before it could be completed. Surface and Dimensions: leveled farmland with a 915 meter (1000 yard) airstrip that was in the process of being surfaced in March 1944. Fuel and Ammunition: a fuel dump was 2 km to the E at Santa Maria La Longa. Infrastructure: none, but a number of barrack-type huts had been erected for the construction workers. A branch rail line from Palmanova was being built to service the airstrip. Dispersal: no organized dispersal facilities yet developed.

[Sources: AFHRA A5262 p.1676 (29 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Biella** (ITAL) (45 31 50 N – 08 04 10 E)

General: emergency landing ground in north-central Italy 87.5 km W of Milano (Milan) city center and 3.5 km SSE of Biella town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of use.

Surface and Dimensions: level grass surface measuring approx. 825 x 290 (900 x 320 yards). No paved runway. Infrastructure: probably had a small double-bay hangar with a paved apron at the NE corner.

Remarks:

20 Mar 44: no aircraft or activity observed.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): 19./Ln.-Rgt. 200 (Oropa/9 km NW of Biella, Sep 44).

[Sources: AFHRA A5262 p.2072 (20 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Biscari** (ITAL/Sicily): see San Pietro.

**Bologna** (ITAL) (a.k.a. Borgo Panigale, Fausto Presce, Flugplatz 236, ANR Aeroporto N. 20) (44 31 50 N – 11 17 35 E)

General: airfield in northern Italy 5.75 km NW of this major city.

History: dates back to the early 1920's when a civil flying club and school were established here. Civil air service began in September 1933 and in 1935-36 the military arrived and built it into a joint military-civil airfield with 4 hangars, 13 addition new buildings aside from the hangars, barracks for 680 NCOs and men, and a motor pool and garage facilities for 60 motor vehicles. During the late 1930's and the war years, Bologna served mainly as a flight school for multi-engine aircrew who transitioned to bombers and transports after graduating. A school for Air Force mechanics was also located here.

Dimensions: approx. 1415 x 1415 meters (1550 x 1550 yards) with an "L" shape.

Surface and Runways: artificially drained grass surface that was extensively camouflaged with dummy roads and fake airfield boundaries. No paved runway. Equipped with a beam approach system.

Fuel and Ammunition: fuel was readily available as well as general purpose ammunition.

Infrastructure: had 1 large hangar and 2 medium hangars on the S boundary and 3 large hangars on the E boundary. The flight control building was on the SE corner and separate groups of admin buildings and billets were in the SE and SW corners.

Dispersal: no details found.

Defenses: protected by the Flak belt around the city of Bologna.

Remarks:

1943-45: while the Bologna marshalling yard and bridges in and around the city were heavily targeted by Allied bombers, the airfield was largely ignored.

5 Jun 44: bombed and strafed by P-38 Lightnings – 1 x Bf 109 G-6 from I./JG 77 destroyed on the ground.

30 Sep 44: listed as partially demolished with mines and a week or two later as fully demolished by mines.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units:

*Italian* (Regia Aeronautica): 27° Gruppo BT (Jul 43); 38° Gruppo BT (Sep 41 – May 42); 51° Gruppo BT (Mar-Jun 43); 67° Gruppo OA (Jun 40); 89° Gruppo BT (Sep 41 – May 42); 95° Gruppo BM (Jun-Sep 43); 108° Gruppo BT (Nov 40 – Sep 41); 109° Gruppo BT (Jun 40 – Sep 41).

*Luftwaffe*: Stab/JG 53 (Apr-Jun 44); I./JG 53 (Mar-May 44); I./JG 77 (Jun 44); Stab, 1./NAGr. 11 (Aug-Sep 44).

## Luftwaffe Airfields 1935-45

Station Commands: Fl.H.Kdtr. E 38/IV (c. Aug 43 – Mar 44); Fl.H.Kdtr. E(v) 221/VII (Apr-Jul 44); Fl.H.Kdtr. E(v) 224/VII (Aug-Sep 44).

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

*Commands* (Kommandobehörden, Stäbe): Stab/Jagdfliegerführer Oberitalien (Pontecchio, Dec 43 – Jul 44); Jagdabschnittsführer Mitte (Italien) (Pontecchio, Dec 43 – Jul 44); General der Flakartillerie Süd (Bologna, Oct 43 - ? ); Koflug 2/VI (Oct 43?, Apr-Aug 44).

*Servicing, Repair* (Wartungs, Instandsetzungs): 1.Werkstattzug of le.Abt. I./Feldwerftverband 90 d.Lw. (Jun 44 - ?).

*Antiaircraft* (Flak): Stab/25. Flak-Div. (Jun 44); Stab/22. Flak-Brigade (1944-45); Stab/Flak-Rgt. 57 (Feb 45); Stab/Flak-Rgt. 131 (1943-44); II./Flak-Rgt. 26 (c. Nov 44 – Jan 45); le.Flak-Abt. 88 (Feb/Mar 45); le.Flak-Abt. 99 (Jun/Jul 44); schw.Flak-Abt. 116 (Jan 44); schw.Flak-Abt. 182 (Nov 44, Jan 45); part of schw.Flak-Abt. 256 (Oct 44 – 1945); schw.Flak-Abt. 365 (Oct/Nov 44); schw.Flak-Abt. 485 (Sep-Oct 44); part of le.Flak-Abt. 507 (Aug 44); schw.Flak-Abt. 574 (Jun/Jul 44); part of le.Flak-Abt. 841 (Jun/Jul 44); part of le.Flak-Abt. 921 (Aug 44); part of le.Flak-Abt. 985 (May 44); Flak-Trsp.Battr. 201/XII (Jan 44).

*Air Force Signals* (Luftnachrichten): Stab/Ln.-Rgt. 200 (Oct 43 – Sep 44?); Stab III./Ln.-Rgt. 200 (Spilamberto then Altopianoro, Sep 43 – Sep 44); 13.(Betr.)/Ln.-Rgt. 200 (Sasso Marconi, Jan-Jul 44); Flugmelde-Funk-Abt. Bologna (Apr/May 44); Ln.-Betr.Kp. 145 (Jun 44).

*Construction* (Bau): Stab/Lw.-Bau-Btl. 6/VII (Jan 44 - ?); 3./Lw.-Bau-Btl. 3/XI (Jan 44); 4./Lw.-Bau-Btl. 3/XIII (Jan 44 - ?).

*Supply Services* (Nachschubdienste): Munitions-Ausgabestelle d.Lw. 6/XVII (Jun/Jul 44).

*Ground Transport* (Transportkolonnen): Trsp.Kol. d.Lw. 147/VII (Jun/Jul 44); Trsp.Kol. d.Lw. 157/VII (Jun/Jul 44); Kfz.Abschleppzug d.Lw. 4/VI (Jun 44).

*Ground Defense and Security, etc.* (Landeschützen, usw.): Ldssch.Zug d.Lw. 104/VI (? – Oct 43); Italienische Wach-Kompanie der Luftwaffe 117 (May 44).

*Medical Services* (Sanitätsdienste): Lw.-Sanitäts-Abt. 2/VI (1944).

*Other* (sonstige, verschiedene): Stab, 3./Lw.-Berge-Btl. VIII (Apr-May 44); 2./Lw.-Berge-Btl. VIII (Sep 44); Lw.-Verwaltungslager 13/VII (Jun/Jul 44); Wetterberatungszentrale B 853 (1944).

[Sources: AFHRA A5262 pp.1675, 1677 (24 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bolsena** (ITAL) (c. 42 39 00 N – 11 58 00 E)

General: landing ground in C Italy 93.5 NNW of Rome and 13 km SW of Orvieto. The exact location of the airstrip in relationship to the town of Bolsena has not been determined, but possibly on the N shore of Lake Bolsena 1.75 km WNW of Bolsena town center. History: believed to be one

## Luftwaffe Airfields 1935-45

of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government.

Operational Units: 1., 2./NSGr. 9 (Mar 44).

Station Commands: none identified.

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

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

**Bolzano** (ITAL): see Bozen.

**Borgo Val di Taro** (ITAL) (44 29 00 N – 09 45 45 E)

General: emergency landing ground in NW Italy 57 km SW of Parma and 1 km SW of Borgo Val di Taro town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of use. Surface and Dimensions: grass surface measuring approx. 505 x 145 meters (550 x 160 yards). No paved runway. Infrastructure: had 1 small building at the SE corner.

Remarks:

Jul 44: observed to have been plowed up and rendered unserviceable after demolition mines were set off.

[Sources: AFHRA A5262 p.2069 (Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Borizzo** (ITAL/Sicily): see Chinisia.

**Borore** (ITAL/Sardinia) (a.k.a. Macomer-Borore) (40 13 30 N – 08 48 50 E)

General: emergency landing ground in C Sardinia 5 km SE of Macomer and 1.2 km NNE of Borore. History: used by Italian fighters. Dimensions: 850 x 500 meters but extended to 875 x 700 meters by early 1043.

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

Infrastructure: had 1 hangar, an admin building and barracks. Nearest rail connect was a single-track line that ran along the W boundary of the field.

Dispersal: none. Defenses: unknown.

Remarks:

26 Jan 43: reconnaissance reported no activity observed.

15 Apr 43: the Luftwaffe intended to station III./St.G. 77 at Borore but two weeks later abandoned this plan in favor of II./JG 51. In practice, no units were stationed there except for a tiny guard detachment of 10 men provided by Nachschub-Kp. d.Lw. 15/III. The 10 men were still there two months later but ordered to leave on 1 July and move to Ottana II.

[Sources: AFHRA A5263 p.1760 (22 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Botricello** (ITAL) (c. 38 56 00 N – 16 50 00 E)

General: dispersal strip in S Italy 28 km SW of Crotona and 2 km W of Botricello town center. History: built by the Italians, probably by improving



## Luftwaffe Airfields 1935-45

a former alternate landing ground. Used by Italian AF fighter-bomber units based at Crotone during Jul-Sep 43.

### Operational Units:

*Italian* (Regia Aeronautica): 101<sup>o</sup> Gruppo BaT (elements); 102<sup>o</sup> Gruppo BaT (elements).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

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

**Bovolone** (ITAL) (a.k.a. Flugplatz 412) (45 16 25 N – 11 08 25 E)

General: airfield in N Italy 23 km SSE of Verona, 15.5 km NW of Legnago and 2.25 km NE of Bovolone town center.

History: built in 1930 as an emergency landing ground measuring 800 x 560 meters. A hangar was built on the NE (SE?) boundary in 1938. Until 1943, Bovolone was used as a glider training field. The Germans arrived in January 1944 and built the runway and other improvements such as the dispersal area. A few He 111s and Ju 88s used it from time-to-time during the spring and summer of 1944, and then a night nuisance unit with Ju 87 Stukas was based here during the fall.

Dimensions: approx. 1050 x 410 meters (1150 x 450 yards) and roughly rectangular in shape.

Surface and Runways: level grass surface in good condition. Had a single concrete runway approx. 1000 meters (1100 yards) in length and aligned NE/SW. The SW half of the runway was well camouflaged.

Fuel and Ammunition: both available with the fuel storage site in the SE corner.

Infrastructure: had 1 small hangar on the SE boundary with a small building nearby that was probably used as a workshop. Admin, signals facilities and accommodations were in Bovolone. The nearest rail connection was in Bovolone.

Dispersal: a single dispersal – designated West dispersal – had 8 large aircraft shelters.

### Remarks:

12 Jun 44: bombed.

30 Sep 44: reported to have been demolished and no longer usable by multi-engine aircraft.

25 Oct 44: bombed.

### Operational Units:

*Italian*: none identified.

*Luftwaffe*: 1./NSGr. 9 (Sep-Nov 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 2/VII (1943-44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 205/VII Villafranca (Mar 45).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): Wetternebenstelle (b) (Funk) 858 (Mar 45); 1. Zug/39. Flugzeugwartungs-Kp. (mot) (Mar 45); elements of le.Flak-Abt. 941 (Oct 44).

[Sources: AFHRA A5262 p.1211, p.1535 (31 Jan 45), p.1681 (7 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bozen** (ITAL) (a.k.a. Bolzano, Giovanni Sabelli) (46 27 35 N – 11 19 25 E)

General: airfield in NE Italy 5 km SSW of Bolzano.

History: officially opened to the public as a customs airport in 1938. The Italian AF used it as a bomber field during the early part of the war and then it became a maintenance facility that specialized in the repair of Caproni Ca 310 and 311 aircraft.

Dimensions: approx. 1190 x 550 meters (1300 x 600 yards) and nearly rectangular in shape. The N boundary was being extended in Apr 44 and when completed the overall dimensions would change to 1555 x 730 meters (1700 x 800 yards). Clearing and leveling work was nearly finished and rows of trees were being painted on the extension as camouflage.

Surface and Runways: grass surface that was soft after heavy rain. No paved runway.

Fuel and Ammunition: fuel was stored at the airfield and 2 ammunition storage bunkers were S of the hangars at the NW corner.

Infrastructure: had 4 medium hangars at the NW corner and 1 large hangar at the N end of the E boundary, all fronted with concrete aprons. Behind the hangars at both the NW and NE corners were 5 or so buildings used as workshops and for stores. Station HQ and admin offices were at the NE corner and some limited accommodations may have been there too. The nearest rail connection was 3 km S of the airfield at the village of Laives.

Dispersal: ?

Defenses: no information found.

Remarks:

1943-45: the city's marshalling yards were bombed a number of times but the airfield was basically ignored.

Operational Units:

*Italian* (Regia Aeronautica): 43<sup>o</sup> Gruppo BT (Jan-Apr 41).

*Luftwaffe*: 4.(F)/Aufkl.Gr. 122 (Apr-May 45); 6.(F)/Aufkl.Gr. 122 (Apr-May 45).

Station Commands: Fl.H.Kdtr. E(v) 222/VII (Aug/Sep 44 - Apr 45).

Station Units (on various dates at the airfield or in and around Bolzano – not complete): Fliegerbodengerätetrupp (v) 122/VII (Mar 45);

kl.Feuerschutzzug 89/VII (Mar 45); kl.Feuerschutzzug 527/VII (Mar 45);

Stab/Flak-Rgt. 39 (Sep 43); le.Flak-Abt. 99 (Feb/Mar 45); schw.Flak-Abt.

163 (Jan 45); schw.Flak-Abt. 363 (Dec 44 – Feb 45); schw.Flak-Abt. 547

(Aug 44 – May 45); Vo Messtrupp (mot) 68 (Mar 45); Luftschutz-Ers.Abt. 2

(c.Nov 44 – 1945); Stab/Ln.-Rgt. 200 (Jenesien, Apr 45); Stab I., 1.

## Luftwaffe Airfields 1935-45

(Flum.Mess) and 3.(le.Flum.)/Ln.-Rgt. 200 (1 Mar 45); Stab III./Ln.-Rgt. 200 (Dec 44, Feb 45); 9.(Tel.Bau)(mot)/Ln.-Rgt. 21 (Dec 44, Mar 45); 9.(RV-Betr.Pers.)/Ln.-Rgt. 110 (Dec 44, Mar 45); Stab III.(mot) and 21.(s.Flum)/Ln.-Rgt. 200 (Mar 45); 33.(le.Flum)/Luftgau-Nachr.Rgt. 7 (mid 43 – 1945); Trsp.Kol. d.Lw. 147/VI (Mar 45); Trsp.Kol. d.Lw. 163/VII (Nov 44, Mar 45); L.S.-Warnkdo. Bozen (Mar 45); Verwaltungslager d.Lw. 5/VII (Mar 45); Verpflegungsausgabestelle d.Lw. 2/VII (Mar 45); Strafvollstreckungszug d.Lw. 4/VII (Mar 45); Wetterberatungsstelle (mot) 859 (Mar 45); Wettermeldestelle 898 (Mar 45).

[Sources: AFHRA A5262 pp.1208-09 and pp.1678-80 (4 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bresso** (ITAL): see Milano-Bresso.

**Brindisi – Campo Casale** (ITAL) (a.k.a. Antonio Popolo) (40 39 20 N – 17 56 40 E)

General: airfield in S Italy 2.5 km NNE of this port city.

History: inaugurated 30 July 1933 as a military airfield but shortly after that it became a joint military-civil airfield shared with Ala Littoria airline.

Runway length was initially 600 meters (655 yards) then increased to 900 meters (985 yards) by 1940.

Dimensions: approx. 1280 x 1170 meters (1400 x 1280 yards) in 1943.

Surface and Runways: artificially drained grass surface. Had a 1005 meter (1100 yard) concrete runway aligned N/S built by the Germans that later may have been extended to 1370 meters (1500 yards). Equipped with perimeter track and boundary lighting, runway illumination and landing aids.

Fuel and Ammunition: both available.

Infrastructure: had 3 hangars in the S corner with buildings and barrack blocks to the S of them. Additional barrack-type buildings and barrack blocks off the NW and N sides of the landing area. The nearest rail connection was in Brindisi.

Dispersal: large and small aircraft shelters were along the perimeter.

Defenses: no information found.

Remarks:

3 Jun 43: continued runway construction with an assembly platform being built at the NE end. More barrack-type buildings were under construction off the W boundary. A Northwest dispersal with aircraft shelters was being built.

8 Aug 43: a landing strip 90 meters (100 yards) wide has been built parallel and next to the E side of the runway. A new dispersal area is under construction and the old dispersal facilities are being reorganized.

Operational Units:

*Italian* (Regia Aeronautica): 9<sup>o</sup> Gruppo CT (Mar 41); 41<sup>o</sup> Gruppo BT (Nov 40 – Jan 41); 50<sup>o</sup> Gruppo BT (Oct 40 – Apr 41); 86<sup>o</sup> Gruppo BM (Jun 40 – May 41, Dec 41); 95<sup>o</sup> Gruppo BM (Jun 40 – c.Apr 42?); 108<sup>o</sup> Gruppo BT

## Luftwaffe Airfields 1935-45

(Aug 43); 121<sup>o</sup> Gruppo BaT (Aug 43); 153<sup>o</sup> Gruppo CT (Nov 40 – Jun 41); 154<sup>o</sup> Gruppo CT (May-Jul 41).

*Luftwaffe*: Savoia-Staffel (Feb-Apr 42); III./KG z.b.V. 1 (Mar-Apr 42, Dec 42); KGr. z.b.V. 800 (Jul-Sep 42); KGr. z.b.V. 400 (Mar-Aug 42); KGr. z.b.V. 600 (Jun-Nov 42); KGr. z.b.V. 102 (Nov 42); Verbindungskdo. (S) 2 (Restkdo.); 1.(DFS)/Verbindungskdo. (S) 2 (Mar-May 43); 2. (DFS)/Verbindungskdo. (S) 2 (Mar-May 43); Stab, II./Schl.G. 2 (Mar-Apr 43); I./Schl.G. 2 (May-Jun 43); III./JG 27 (Jul 43).

Station Commands: Fl.H.Kdtr. E 13/III (trop) (Nov 41 – Sep 43).

Station Units (on various dates – not complete): Erprobungsstelle d.Lw. (Tropen) (1941 – Jun 43); 1. Flugh.Betr.Kp. z.b.V. (Aug, Nov 42); Stab/Flak-Rgt. 5 (Jun-Aug 43); Stab III./Ln.-Rgt. 2 (Sep 43); Startbahnbauzug 6 (Mar 43); Bauleitung d.Lw. (Mar 43); Verladekdo. d.Lw. 1/VII (Mar 43); Nachschub-Kp. d.Lw. 6/XIII (one Zug) (Mar 43); Munitions-Ausgabestelle d.Lw. Brindisi (Mar 43); Munitions-Ausgabestelle d.Lw. 22/VII (15 Mar, Sep 43); Stockierungstrupp Brindisi (Mar 43); Trsp.Kol. d.Lw. 30/XVII (Mar 43); Kfz.Sammelstelle d.Lw. 8/VII (Mar 43); Ldssch.Zug d.Lw. 149/XI (Feb-Mar 43); Frontleitstelle 39 (Mar 43); Verpflegungslager d.Lw. Brindisi (Mar 43); Bauhof d.Lw. Brindisi (Mar 43); Kurieraussonstelle Brindisi (Mar 43); Wetterberatungszentrale (B) (Mar 43); Dienstältester Offizier d.Lw./Wehrmachtstandort Brindisi-Lecce (Mar 43).

[Sources: AFHRA A5262 pp.1683-84 (1 Nov 44), A5264 p.1128 (8 Aug 43) and A5264 p.897 (22 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brindisi-Caputi** (ITAL) (40 41 00 N – 17 51 25 E)

General: landing ground/airstrip (under construction in Aug 43) on the coast in SE Italy 9 km NW of Brindisi city center and 1.5 km W of the village of Torre Rossa. The N end of the airstrip was just 90 meters (100 yards) from the shore. History: work thought to have started in July 1943 but abandoned just before the British took the Brindisi area 11-12 Sep 43. Probably intended as an alternate landing ground for the other Brindisi airfields. Surface and Dimensions: leveled farmland measuring approx. 1000 x 85 meters (1100 x 100 yards). No paved runway. Infrastructure: none specific to the landing ground.

[Sources: AFHRA A5262 p.1687 (5 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brindisi - San Vito dei Normanni** (ITAL): see San Vito dei Normanni.

**Brindisi (See)** (ITAL) (a.k.a. Brindisi – Orazio Pierozzi) (40 38 50 N – 17 57 10 E)

General: seaplane station in SE Italy on the W bank 400 meters N of the Pigonati Channel that separates Brindisi's port from the inner harbor. Brindisi – Campo Casale airfield was 1 Km NW of the seaplane station.

## Luftwaffe Airfields 1935-45

History: established in December 1914 and by the end of World War I there were 6 concrete and brick hangars along the waterfront. During 1923-25 a civil seaplane station was developed adjacent to the military one and both remained very active until the capitulation of Italy in September 1943. Although Luftwaffe seaplanes used Brindisi, no seaplane units are believed to have been based here.

Dimensions: approx. 1645 x 1190 meters (1800 x 1300 yards) of take-off and landing space in the inner harbor.

Anchorage: the inner harbor was protected by breakwaters and this provided calm conditions almost all of the time.

Fuel and Ammunition: fuel was reportedly stored at the N end of the station. Ammunition was stored in 7 huts protected by blast walls located W of the 6-bay hangar and to the N of the quay.

Infrastructure: had 1 very large hangar with 6 bays, 6 large hangars and 2 small hangars in a row along the quay facing the waterfront. A large block of barrack buildings was located immediately SW of the very large hangar. Along the quay in front of the hangars were 8 slipways and 1 jetty. The nearest rail connection was in Brindisi which had several stations.

Defenses: protected by the Flak defenses around Brindisi.

Remarks: Brindisi port and seaplane station were spared heavy Allied bombing.

Operational Units:

*Italian* (Regia Aeronautica): 141<sup>a</sup> Squadriglia RM (Jul 40); 145<sup>a</sup> Squadriglia RM (Jun 40); 171<sup>a</sup> Squadriglia RM (Jun 40).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1682-83 (1942) and pp.1212-13 (2 Mar 45), A5264 p.898 (Oct 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brolio** (ITAL) (a.k.a. Foiano della Chiana, Fattoria, Flugplatz 246) (43 17 20 N – 11 50 40 E)

General: landing ground in Tuscany 20 km S of Arezzo, 4.5 km NNE of Foiano della Chiana and 1.2 km W of the village of Brolio. Located on the Prati del Teso, a narrow strip of land between the Maestro della Chiano canal and the Montecchio canal, which runs more or less parallel N and S.

History: the landing ground dates from 1911 when it was established as a Campo di Aviazione, but there is no record of it having been used during World War II until it was taken over by the Luftwaffe in early 1944 and developed for use as a fighter strip. Surface and Dimensions: grass surface in good condition measuring approx. 1280 x 200 meters (1400 x 220 yards); German documents of Jan 44 state 1100 x 150 meters. No paved runways. Fuel and Ammunition: fuel stocks were believed to be maintained there but the availability of ammunition was unknown.

Infrastructure: no hangars, but a group of small buildings 1.6 km N of the

## Luftwaffe Airfields 1935-45

landing area may have been used as workshops. Accommodations in mid-February 1944 consisted of 1 building and 1 hut at the SW corner.

Additional personnel may have been billeted in Brolio village. The nearest rail connection was in La Selce 5.5 km SSW of the landing ground.

Dispersal: there were 2 areas – North dispersal 1.6 km off the NW corner with 2 small aircraft shelters and 3 dispersal points under construction, and South dispersal 685 meters (750 yards) off the SW corner with 7 dispersal points under construction.

Remarks:

17 Feb 44: 2 fighters were observed by Allied reconnaissance aircraft parked near the group of small buildings 1.6 km N of the landing ground.

30 Sep 44: Brolio still operational.

25 Jan 45: Brolio now listed as abandoned.

Operational Units: elements of II./JG 77 (3-9 Feb 44).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 38/XI (Siena/South) (Feb 44 - ).

Station Units (on various dates – not complete): le.Werkstattzug 7/Feldwerftverband 30 (Jun 44 - ?).

[Sources: AFHRA A5262 Sheet 18D, pp.1214-15 and p.1689 (4 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Brugnetto** (ITAL) (43 39 05 N – 13 08 00 E)

General: airstrip/landing ground in E Italy 31.5 km WNW of Ancona city center, 3.25 km SE of Ripe and 1.75 km SW of the village of Brugnetto.

History: construction work commenced about 1 March 1944 and by 14 May it had been cleared and leveled but it was not yet operational. Believed to have been overrun by advancing Allied forces in Jul 44 before it could be put to use.

Surface and Dimensions: leveled dirt surface measuring approx. 1100 x 230 meters (1200 x 250 yards) with a rectangular shape. No paved runway. Infrastructure: none specific to the strip but groups of farm buildings nearby appeared to have been requisitioned for use. The nearest rail connection was in Senigallia, 10 km to the NE. Dispersal: had 4 medium open aircraft shelters along opposing sides of the airstrip.

Remarks: none.

[Sources: AFHRA A5262 p.1210 (3 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Bruneck** (ITAL) (a.k.a. Brunico) (46 47 00 N – 11 55 00 E)

General: emergency landing ground in NE Italy 56 km NE of Bolzano (Bozen) and 2 km SW of Brunico. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government.

No record found of air units being based here. Surface and Dimensions: grass surface measuring approx. 550 x 275 meters (600 x 300 yards). No paved runway. Infrastructure: none identified.

Remarks: none.

Operational Units: none identified.

## Luftwaffe Airfields 1935-45

Station Commands: Fl.H.Kdtr. E(v) 224/VII (Oct 44); Wachkdo. of Fl.H.Kdtr. E(v) 222/VII Bozen (Oct 44 - Apr 45).

Station Units (on various dates – not complete): Flak-Sondergerätwerkstatt B (mot) 4/VII (Bruneck, Mar 45); Flak-Gerateausgabestelle (mot) 2/XI (Bruneck, Mar 45); Stab and Kolonne III.(Tel.Bau)(mot)/Ln.-Rgt. 21 (Bruneck, Dec 44, Mar 45); Ln.-Geräte-u.Rückföhrlager (Bruneck, Mar 45); Lager für Telegr.Baugeräte-u.Kabel (Bruneck, Mar 45).  
[Sources: AFHRA A5262 p.2070 (1940-44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## C

**Cagliari** (ITAL/Sardinia) (see Elmas and Monserrato airfields).

General: not an airfield but rather Lw. units stationed in and around this principal city in S Sardinia on a specific date other than on an airfield.

Garrison Units (on various dates on the Cagliari airfield, in the city or nearby – not complete): Koflug 2/VI (Sardinien) (15 Mar 43); le.Feldwerft-Abt. I/50 (en-route) (15 Mar 43); Hallenbauzug Ma 11/XI (15 Mar 43); Flakstab z.b.V. Sardinien (May 43); schw.Flak-Abt. 116 (in transfer from Naples) (15 Mar 43); Flak-Batterie z.b.V. 1559 (May 43); Feldbauamt d.Lw. Sardinien (15 Mar 43); Feldbauleitung (15 Mar 43); Nachschubleitstelle d.Lw. Sardinien (later 5/VII) (15 Mar, Jun 43); Flieger-Geräteausgabestelle Sardinien (Go 242) (15 Mar 43); Feld-Lufttanklager z.b.V. 1/VIII (Jun 43); Nachschub-Kp.d.Lw. 15/III (15 Mar 43); Nachschub-Kol.Abt.Stab (mot) d.Lw. 4/VII (15 Mar 43); Trsp.Kol. d.Lw. 113/VII (1943) (15 Mar 43); 9.Kp./Kw.Trsp.Rgt. 4 (Speer) d.Lw. (15 Mar 43); Kw.Werkstattzug d.Lw. 7/VIII (Feb, Jun 43); Flugbetriebsstoffausgabestelle 6/VI (15 Mar 43); Flugzeug-Bergungszug Sardinien (15 Mar 43); Tropenvermessungszug d.Lw.; Lw.-Zahnstation Cagliari (under Koflug 2/VI) (15 Mar 43); Verwaltungslager d.Lw. Sardinien (15 Mar 43).

**Cagliari-Elmas** (ITAL/Sardinia): see Elmas.

**Cagliari-Monserrato** (ITAL/Sardinia): see Monserrato.

**Caltagirone** (ITAL/Sicily) (a.k.a. San Pietro di Caltagirone?) (c. 37 14 00 N – 14 30 00 E)

General: airstrip or landing ground in SE Sicily 58 km SW of Catania. Exact location of the airstrip in relationship to the town of Caltagirone has not been determined, but it was possibly on level plateau 1.25 km WSW of Caltagirone town center. No mention of this airstrip has been found in either the Luftwaffe or Allied documents, even though it was just 15 km N of the busy Luftwaffe landing ground at San Pietro.

Operational Units:

Italian (Regia Aeronautica): 2<sup>o</sup> Gruppo CT (May-Jun 42); 3<sup>o</sup> Gruppo CT (May 43); 153<sup>o</sup> Gruppo CT (Sep-Oct 42).

## Luftwaffe Airfields 1935-45

*Luftwaffe:* none.

[Sources: C.Dunning – *Courage Alone*]

**Camerata** (ITAL) (a.k.a. Spezzano Albanese) (39 43 15 N – 16 15 30 E)

General: landing ground in the Prov. of Calabria/S Italy 7.25 km NW of Spezzano Albanese town center. History: no information – possibly set up as a dispersal field right after the 10 July invasion of Sicily. No evidence found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring approx. 395 x 90 meters (430 x100 yards) and roughly rectangular. No paved runway. Infrastructure: none specific to the landing ground. Dispersal: no organized dispersal facilities.

Remarks:

8 Aug 43: in use – 1 large and 1 small aircraft seen on the landing ground.

[Sources: AFHRA A5262 p.1688 (6 Sep 43) and A5264 p.1135 (8 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cameri** (ITAL) (a.k.a. Novara-Cameri, Natale E. Silvio Pali, Flugplatz 372, ANR Aeroporto N. 2) (45 32 00 N – 08 39 52 E)

General: airfield in N Italy 40 km WNW of Milano (Milan), 10.5 km NNE of Novara and 3.25 km N of Cameri.

History: established in 1909, Cameri was a pre-war civil and military flight training school that was taken over by the Italian Air Force shortly before the war began. From Jun 40 to Italy's capitulation in Sep 43, it served as one of the country's bomber bases, but in practice Cameri was mainly a repair and overhaul depot for the Italian Air Force that was operated since 1941 by Construzioni Aeronautiche Novaresi S.A. (CANSA), a subsidiary of Fiat. A Luftwaffe bomber group was based here in fall 1943, and the Germans brought in a Frontreparaturbetrieb (front repair workshop organization) to take over management from CANSA. Operations closed down at the end of summer 1944 and Cameri became a satellite of nearby Lonate Pozzolo airfield.

Dimensions: approx. 1690 x 1465 meters (1850 x 1600 yards).

Surface and Runways: sparse grass on dry dirt surface. Prior to the German takeover, the rolled dirt runway strip was 1000 x 120 meters. A German-built single paved runway measuring approx. 1235 meters (1350 yards) in length and aligned N/S was under construction in March 1944. Only a small part had been surfaced by that date. Equipped with boundary and obstruction lighting and almost certainly with a beam approach system.

Fuel and Ammunition: fuel was believed to be stored in underground tanks between the hangars at the SW corner of the airfield. The main ammunition dump consisted of underground bunkers off the S boundary supplemented by several small above ground storage sites off the W boundary and NW corner.

Infrastructure: had 2 large and 3 medium hangars along the W boundary plus a large double hangar and another medium hangar some 450 meters to the E. The hangars were camouflaged and had paved aprons. In the SW



## Luftwaffe Airfields 1935-45

corner were a number of large workshops belonging to the Construzioni Aeronautiche Novaresi S.A. There were other smaller workshops for minor aircraft repairs. About 1.5 km N of the airfield was a group of 6 recently constructed buildings that were connected to the landing area by a network of roads and taxiways. These buildings reportedly belonged to Aeronautica d'Italia Fiat. Station HQ, admin offices, quarters, barracks, messes and the station motor pool and garages were all behind the hangars off the SW corner.

Dispersal: the 3 dispersal areas – Northeast, East and Southeast – had a total of 10 very large and 6 medium open blast bays for aircraft. The dispersals were still under construction in Mar 44 and additional aircraft shelters were being built. The Organisation Todt supervised the construction activity which was carried out by local laborers.

Defenses: in Mar 43 there were 5 light Flak positions with sites for 9 guns.

### Remarks:

1943-44: no evidence found of heavy bombing by Allied aircraft, probably due to the airfield's low level of activity.

20 Oct 44: listed as prepared for demolition with mines.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

### Operational Units:

*Italian* (Regia Aeronautica): Nucleo Addestramento Volo (glider training center) (1942-43); 4<sup>o</sup> Gruppo BT (Jul 41 – Apr 42); 25<sup>o</sup> Gruppo BT (Jul 41 – c.Jun 42); 50<sup>o</sup> Gruppo BT (Aug-Sep 43); 98<sup>o</sup> Gruppo BT (Jun-Sep 40, Jan-May 43); 99<sup>o</sup> Gruppo BT (Jun-Sep 40, Jan-Apr 41); 116<sup>o</sup> Gruppo BT (May-Jun 43); 173<sup>a</sup> Squadriglia RST (Feb-Apr 43).

*Luftwaffe*: I./KG 54 (Oct-Dec 43); Abholkdo./NJG 1 (Apr/May 44); Umschulungskdo./JG 77 (Apr/May 44).

Station Commands: Fl.H.Kdtr. A 203/VII (c. Aug 43 – Mar 44); Fl.H.Kdtr. E(v) 203/VII (Apr-Jul 44); Wachkdo. of Fl.H.Kdtr. E(v) 203/VII Lonate (Aug 44 - Apr 45).

Station Units (on various dates – not complete): Werkstattzug 7/Feldwerftverband 20 d.Lw. (Jul/Aug 44); 105. Flugh.Betr.Kp. (Qu) (Sep 43); 112. Flugh.Betr.Kp. (Qu) (Jul/Aug 44); Frontreparaturbetrieb GL 2805 (Cansa) (Aug 44); elements of le.Flak-Abt. 507 (Aug 44); schw.Flak-Abt. 563 (Oct 43, Jan 44); 2./le.Flak-Abt. 985 (Oct-Dec 43); Traktorenzug d.Lw. 1/XI (Jul 44); Kfz.Sammelstelle d.Lw. (Jun 44); Wetterberatungszentrum 854 (? – Sep/Oct 44); Wetternebenstelle 902 (Aug/Sep 44).

[Sources: AFHRA A5262 pp.1690-93 (14 Mar 43 updated 17 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Camigliatello** (ITAL) (a.k.a. Cosenza-Camigliatello I and II, Camigliatello Silano) (39 22 05 N – 16 28 30 E)

General: twin airstrips or landing grounds in S Italy (Calabria) 50 km NNW of Cantanzaro and 17 km E of Cosenza. Exact location not determined but

## Luftwaffe Airfields 1935-45

likely just N of Camigliatello Silano. History: no information found, but believed to have been set up as a fighter strip in summer 1943, probably by the Germans. Surface and Dimensions: well-drained grass surface measuring approx. 1235 x 185 meters (1350 x 200 yards). Infrastructure: had 2 barrack-type buildings off the E boundary. Dispersal: aircraft parked in good concealment at the NW corner, SW corner and off the E boundary.

### Remarks:

1 Aug 43: in use by fighters.

### Operational Units:

*Luftwaffe*: Stab, II./JG 77 (Jul-Aug 43).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1732 (Aug 43) and A5264 p.1128 and 1133 (1 Aug 43 and 15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## **Campiglia Marittima** (ITAL) (43 01 20 N – 10 35 30 E)

General: landing ground on the W coast of C Italy 60 km SSE of Livorno, 50 km NW of Grosseto airfield, 16.25 km NNE of Piompino and 4.5 km SSW of Campiglia Marittima. History: dates from before the war, but little used by the Italian Air Force. Taken over by the Luftwaffe in Sep 43 and was one of the key airfields used for the evacuation of Sardinia and Corsica during September and October, especially for fighters flying escort for Ju 52 and Me 323 transport aircraft. Surface and Dimensions: level grass surface measuring approx. 1005 x 455 meters (1100 x 500 yards) with a rectangular shape. No paved runway. A perimeter road with at least 8 aircraft servicing stands was under construction in early April 1943. Fuel and Ammunition: available and/or brought in as needed. Infrastructure: had 3 rectangular hangar-type buildings with sites for 2 more, all in the NW corner, plus 2 small buildings. A number of barrack-type huts were also in the NW corner near the hangars. The nearest railhead with sidings and storage sheds was 300 meters off the S boundary. Dispersal: no organized dispersal facilities.

Remarks: none.

### Operational Units:

*Italian* (Regia Aeronautica): 7<sup>o</sup> Gruppo Comb (Jun 40).

*Luftwaffe*: none identified.

Station Commands: Platzkdo. of Fl.H.Kdtr. E 38/XI (Grosseto) (Sep, Oct 43).

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

[Sources: AFHRA A5262 pp.1694-95 (6 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Campoformido** (ITAL): see Udine-Campoformido.

**Camposanto** (ITAL) (44 47 05 N – 11 13 15 E)

## Luftwaffe Airfields 1935-45

General: landing ground in north-central Italy 40 km NNW of Bologna, 6 km E of Camposanto and 1.5 km SW of the village of Palata Pepoli. History: built by the Germans in summer 1944 as a forward operating field for single-engine aircraft. Surface and Dimensions: leveled grass in flat low-lying marshland measuring approx. 1100 x 365 meters (1200 x 400 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: at least 14 storage pits for fuel and ammunition had been dug along the W boundary. Infrastructure: none, but nearby farm buildings were available if needed. There was a railhead in Camposanto. Dispersal: there were 2 – East and South – with a total of 12 small aircraft shelters. Defenses: no information found.

### Remarks:

16 Sep 44: aerial photos showed it to be serviceable and in use but no aircraft visible.

[Sources: AFHRA A5262 p.1217 (23 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cancello** (ITAL) (a.k.a. Canello-Arnone, Neapel-Cancello, Napoli-Cancello, Naples-Cancello, Grazzanise Satellite No. 1) (41 04 45 N – 13 59 00 E)

General: satellite landing ground in S Italy 28 km NW of Naples, 10 km WSW of Grazzanise and 3.75 km WNW of Canello-Arnone. History: early history not found but in use by the Germans from 1941. Surface and Dimensions: grass surface measuring approx. 1005 x 320 meters (1100 x 350 yards) and roughly triangular in shape. No paved runway. Fuel and Ammunition: fuel was available in drums/barrels and ammunition brought in as needed. Infrastructure: none. Dispersal: aircraft were widely dispersed in open fields off the landing ground when photographed on 13 Aug 43 by Allied aerial reconnaissance.

### Remarks:

26 Aug 43: bombed by 100+ NASAF medium bombers – 11 x Bf 109 G-6s from II./JG 53 destroyed (5) and damaged (6) on the ground.

4 Sep 43: low-level attack – 3 x Bf 109 G-6s from II./JG 53 destroyed (2) and damaged (1) on the ground.

5 Sep 43: bombed – 4 x Bf 109 G-6s from II./JG 53 destroyed (2) and damaged (2) on the ground.

9 Sep 43: 5 x Bf 109 G-6s from III./JG 53 blown up at Canello and Grazzanise to prevent capture and by 12 September they had been abandoned.

### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: II., III./JG 53 (Aug-Sep 43).

Station Commands: none identified.

Station Units (various dates – not complete): part of Ie.Flak-Abt. 841 (Aug 43); Feldluftpark z.b.V. Neapel (1941-42); Feldluftpark 2/VII (with Ln.-

## Luftwaffe Airfields 1935-45

Instandsetzungswerkstatt) (Mar 43); Ln.-Frontreparaturbetrieb 2/VII (c.1942-43); Nachschub-Kp. d.Lw. 10/III (Mar 43); Nachschub-Kp. d.Lw. 7/VII (one Zug) (Mar 43); Ldssch.Zug d.Lw. 353/VI (Mar 43), Ldssch.Zug d.Lw. 258/XI (Mar 43).

[Sources: AFHRA A5262 p.1696 and 1699 (13 Aug 43 and 4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Canino – Plana del Diavolo** (ITAL) (a.k.a. Canino No. 7) (42 27 15 N – 11 40 27 E)

General: landing ground in west-central Italy 36 km WNW of Viterbo, 16.5 km WNW of Tuscania and 6.5 km WSW of the village of Canino. History:

set up by the Germans in late 1943 and early 1944. Surface and

Dimensions: level and usually dry meadowland measuring approx. 1370 x 110 meters (1500 x 120 yards). No paved runway. Infrastructure: none

aside from 2 huts which may or may not have belonged to the landing

ground. Dispersal: there were 2 – Northwest and Southeast – with a total of 15 small blast shelters, some of which were still being built in early 1944.

Remarks:

28 Feb 44: bombed by 18 B-25 Mitchells – results not reported.

24 Apr 44: low-level strafing attack by 24 A-26 Invaders – claimed 9 aircraft destroyed and 16 others damaged on the ground. Two more, an Fw 190 and a Bf 109, were destroyed while in the process of taking off.

16 May 44: low-level strafing attack by P-47 Thunderbolts – claimed 3 x Fw 190s, 3 x Ju 88s and 1 x Hs 126 destroyed on the ground along with 3 Flak positions.

25 May 44: low-level attack by P-47s or Sprifires – claimed 3 aircraft on the ground shot up and damaged.

25 Jan 45: listed as abandoned.

Operational Units:

Luftwaffe: II./JG 77 (Feb-Apr 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1701 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Capanne** (ITAL) (41 37 35 N – 12 28 20 E)

General: satellite field in west-central Italy 27 km S of Rome city center, 4 km SE of Pratica di Mare airfield and 1 km W of the hamlet of Capanne.

History: a satellite or dispersal for Pratica di Mare. Surface and

Dimensions: good grass surface measuring approx. 915 x 595 meters (1000 x 650 yards) and roughly rectangular in shape. No paved runway. Fuel

and Ammunition: made available by Pratica di Mare. Infrastructure: none.

Remarks:

16 Aug 43: photo reconnaissance spotted 4 Ju 52 transports parked here.

[Sources: AFHRA A5262 p. 1704 (16 Aug 43) and A5264 p.1133 (20 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Capodichino** (ITAL): see Neapel-Capodichino.

**Capoterra** (ITAL/Sardinia) (39 11 N – 08 59 E)

General: landing ground in S Sardinia 12 km WSW of Cagliari and 2 km NE of Capoterra. History: Capoterra did not become operational until spring 1943. No record found of any Luftwaffe air units being based here.

Dimensions: approx. 1740 x 685 meters (1,900 x 750 yards). Runway: a single strip on a grass surface that was essentially leveled agricultural land.

A perimeter track encircled the landing area. Infrastructure: none aside from 2 small buildings at the NE corner and a small shed at the SW corner.

A narrow-gauge rail line ran about 1 km from the SW boundary. Dispersal: none. Defenses: none identified on 26 May 43.

Remarks:

3 Jun 43: 26 single-engine fighters were observed parked on the field.

5 Jun 43: low-level attack by approx. 12-18 P-38 Lightnings – 2 Italian aircraft shot up and destroyed and 3 more damaged.

Operational Units:

*Italian* (Regia Aeronautica): 20° Gruppo CT (May-Jul 43); 46° Gruppo BT (May-Jul 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1769 (30 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Caprarola** (ITAL) (42 17 05 N – 12 17 00 E)

General: landing ground/airstrip in C Italy 49 km NNW of Rome, 21 km SE of Viterbo, 5.25 km ESE of Ronciglione and 3 km SE of Caprarola train station. History: still being built on 18 Mar 44 with leveling and drainage work underway. No aircraft ever spotted here and the airstrip probably never became operational. Surface and Dimensions: grass surface following the clearing of a wooded area at the WNW end. Measured approx. 640 x 90 meters (700 x 100 yards) and capable of being extended to 915 meters (1000 yards). No paved runway. Infrastructure: a single hut with a shelter trench was off the E corner. The nearest rail connection was the Caprarola train station. Dispersal: no organized dispersal facilities at the

end of Mar 44, but taxi tracks leading to a wood off the SE corner possibly suggested preparations to build aircraft shelters among the trees.

[Sources: AFHRA A5262 p. 1702 (18 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Capua** (ITAL) (a.k.a. Oreste di Salonone, Capua-Grazzanise) (41 06 50 N – 14 10 40 E)

General: airfield in south-central Italy 29 km NNW of Napoli (Naples) and 3.25 km WNW of Capua town center.

## Luftwaffe Airfields 1935-45

History: built before the war and used as a joint civil airport and a military airfield. The Italian Air Force maintained a flight training school here for cadets from the Royal Aeronautical Academy until operational units began arriving in fall 1942. A school for Air Force mechanics was also located here. The Luftwaffe began using the airfield as a base for transport aircraft in Jan 43 and the last Luftwaffe units departed in Sep 43.

Dimensions: approx. 1600 x 595 meters (1750 x 650 yards) with a rectangular shape.

Surface and Runways: located in a former stream bed that was dammed, leveled and extensively drained. No paved runway.

Fuel and Ammunition: no information found but both certainly available, as Capua was an Italian fighter field.

Infrastructure: had 9 hangars plus some 15 additional workshops, admin buildings, stores buildings and sheds, and possible barrack buildings, all grouped at the NE corner.

Dispersal: at the NE corner were c. 5 double aircraft shelters with more under construction in early Apr 43.

Defenses: at least 1 heavy and 2 light Flak positions protected the airfield.

Remarks:

4 Apr 43: a NE extension was under construction.

26 Aug 43: bombed - 3 x Fw 190 A-5s from III./SKG 10 moderately damaged on the ground.

6 Sep 43: hit by 60 to 70 bombers – landing area almost entirely destroyed.

9 Sep 43: 13 x Fw 190s and 2 x Fw 44s from III./SKG 10 intentionally destroyed to prevent capture; 2 x Ju 88s and 1 x Do 17 may also have been destroyed.

6 Oct 43: Capua taken by advancing Allied troops.

Operational Units:

*Italy* (Regia Aeronautica): 1<sup>o</sup> Gruppo APC (Jan-Sep 43); 8<sup>o</sup> Gruppo CT (Aug 43); 64<sup>o</sup> Gruppo OA (Oct 42); 155<sup>o</sup> Gruppo CT (Apr-May 43).

*Luftwaffe*: KGr. z.b.V. Wittstock (c. Jan-Mar 43); KGr. z.b.V. 172 (Apr 43); IV./TG 3 (May-Aug 43); III./SKG 10 (Jul-Sep 43).

Station Commands: Flugplatzkdo. C of Fl.H.Kdtr. E 52/XI (Capodichino) (Mar-Sep 43).

Station Units (on various dates – not complete): Wetterwarte (15 Mar 43); part of 1. Flugh.Betr.Kp. z.b.V. (Jun 43); 18. Flugh.Betr.Kp. z.b.V. (15 Mar 43); Lw.-Standortältester Capua (15 Mar 43).

[Sources: AFHRA A5262 pp. 1221 and 1703-04 (12 Feb 43 updated to 4 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Casabianca** (ITAL) (a.k.a. Chivasso, ANR Aeroporto N. 9) (45 13 30 N – 07 57 07 E)

General: landing ground in N Italy 25 km NE of Torino (Turin) and 1 km NE of the village of Casabianca. History: built in 1939-40 as one of the many auxiliary airstrips established by the Italian Air Force. Surface and

## Luftwaffe Airfields 1935-45

Dimensions: grass surface measuring approx. 1000 x 160 meters. Other, later sources state approx. 1280 x 550 meters (1400 x 600 yards) with a rectangular shape. Infrastructure: had 1 small hangar with a paved apron at the NE corner and a large building nearby that may have been a workshop. Personnel were billeted in 3 small buildings on the N boundary and in tents N of the hangar. The nearest rail connection was in Torrazza Piemonte, 2 km SE of the landing ground. Dispersal: a 700 x 40 meter area off the E boundary had been prepared for parking aircraft.

### Remarks:

31 Aug 43: under construction with 30 soldiers, 46 civilians, 5 trucks and 2 rollers for Luftwaffe use.

Oct 44: noted in Luftwaffe documents as an active Flugplatzkommando.

20 Oct 44: listed as having been demolished.

### Operational Units:

*Italian* (Regia Aeronautica): 151<sup>o</sup> Gruppo CT (Jun-Sep 40).

*Italian* (Aeronautica Nazionale Repubblicana): Fighter Training School (Jun 44).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp. 1705-06 (6 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Casale** (ITAL): see Rome-Casale.

**Casale Monferrato** (ITAL) (a.k.a. Francesco Cappa) (45 06 54 N – 08 27 05 E)?

General: landing ground in N Italy 60 km E of Torino (Turin), 38 km SSW of Novara and probably 2.5 km S of Casale Monferrato town center.

History: built in the mid-1930's for the Royal Italian Air Force for use as an aviation maintenance depot. It also served as a flight training school beginning in 1940. Surface and Dimensions: grass surface measuring either 1150 meters or 880 meters (1260 yards or 960 yards) on the longest side. No paved runway. Infrastructure: had 1 large hangar and several buildings.

### Remarks:

1945: partially demolished by the Germans.

Operational Units: none identified.

Station Commands: none identified.

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

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

**Casarsa** (ITAL) (a.k.a. Pordenone-Casarsa, Flugplatz 457) (45 57 15 N – 12 49 00 E)

## Luftwaffe Airfields 1935-45

General: airfield in NE Italy approx. 35.5 km WSW of Udine, 12.5 km E of Pordenone and 2 km W of Casarsa della Delizia.

History: pre-1943 history not found but believed to be one of the several hundred auxiliary landing grounds built by Italy during 1938-40. The Luftwaffe took it over in September 1943 and by October a Ju 52 transport Gruppe was based here.

Dimensions: approx. 1280 x 455 meters (1400 x 500 yards) with an irregular shape. This includes a 275 meter (300 yard) extension built in fall 1943.

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: both available.

Infrastructure: had 1 large hangar and a nearby workshop-type building on the N boundary. The foundations for another large hangar had been laid on the NE corner. In Oct 43 there were 15 large huts and 4 small huts on the N boundary, plus a group of barrack-type huts some 1200 meters NNE of the airfield. Just E of the landing area was a group of exceptionally large warehouse-type buildings that may or may not have been connected with the airfield. The nearest rail connection was in Casarsa della Delizia.

Dispersal: no organized dispersal facilities in Oct 43.

Defenses: none reported in fall 1943.

Remarks:

1944-45: there were frequent Allied air attacks on a railway bridge over the Tagliamento River at Casarsa but no mention found of the airfield being attacked.

30 Sep 44: airfield reported to have been prepared for demolition.

15 Apr 45: listed as rendered partially unserviceable by demolition, obstruction or plowing.

Operational Units:

*Italian*: none identified.

*Luftwaffe*: II./TG 2 (c. Oct 43 – Apr 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p. 1707 (13 Dec 43) and p.1224 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Casa Zeppara** (ITAL/Sardinia) (39 37 20 N – 08 40 20 E)

General: landing ground in S Sardinia 58 km NW of Cagliari and 5.2 km NW of the village of Pabillonis. History: rated for fighters and did not become operational until spring 1943. Dimensions: 1943 measured 1,400 meters by 600 meters. Surface and Runways: grass surface on leveled agricultural land. No paved runway. Infrastructure: a single small building on the SE side that was connected to the landing area by a rough track. Nearest rail connection 5.25 km ESE of the field. Dispersal: 5 small open aircraft shelters off the S boundary (5 Jun 43). Defenses: none identified (5 Jun 43).



## Luftwaffe Airfields 1935-45

### Remarks:

19 Apr 43: Italians granted the Luftwaffe permission to develop the airfield.

16 May 43: designated an alternative landing ground for Lw. fighters.

4 Jun 43: reported Luftwaffe station strength of 1 officer, 40 NCOs and men, but by 19 Jun this had increased to 15 officers, 296 NCOs and men, almost all from II./JG 51.

5 Jun 43: reconnaissance photos showed 2 medium and 1 small aircraft visible on the landing ground.

Jul-Aug 43: the Luftwaffe departed and airfield taken over by an Italian fighter unit.

11 Sep 43: demolitions carried out and airfield evacuated.

### Operational Units:

*Italian* (Regia Aeronautica): 20° Gruppo CT (Jul 43); 155° Gruppo CT (Aug-Sep 43).

*Luftwaffe*: elements of II./JG 51 (Jun 43); elements of 4.(H)/Aufkl.Gr. 12 (Sep 43)?

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1770 (30 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cascina Costa** (ITAL): see Gallarate-Malpensa.

**Cascina Vaga** (ITAL) (a.k.a. Castel San Giovanni, Flugplatz 229 and 214) (45 04 20 N – 09 22 25 E)

General: landing ground in NW Italy 21 km SE of Pavia city center, c. 20 km WNW of Piacenza, 5.25 km WNW of Castel San Giovanni and 700 meters SSW of the hamlet of Vaga. The Po River was about 3 km N of the landing ground.

History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly during the May-Jun 40 advance into France. Taken over by the Germans in September 1943, improved and used as a fighter field for several months.

Surface and Dimensions: high quality grass surface with good drainage measuring approx. 1370 x 915 meters (1500 x 1000 yards).

Fuel and Ammunition: either probably available or made available when needed. Infrastructure: no hangars or workshops but had a few buildings on the N and S boundaries. A main rail line ran within 1 km of the N boundary. Dispersal: there were 4 – North, East, South and West – with a total of 53 aircraft shelters.

### Remarks:

16 Sep 43: construction work on the landing area and dispersal areas underway.

30 Sep 44: listed as prepared for demolition with mines.

20 Oct 44: listed as rendered unserviceable by detonated mines.

### Operational Units:

*Italian* (Regia Aeronautica): 43° Gruppo BT (Jun-Sep 40).

## Luftwaffe Airfields 1935-45

*Italian* (Aeronautica Nazionale Repubblicana): part of 2<sup>o</sup> Gruppo C.T. (May-Jul 44).

*Luftwaffe*: 2./JG 77 (Nov 43 – Jan 44).

Station Commands: Fl.H.Kdtr. E 17/XVII (c.Dec 43 – Mar 44); Fl.H.Kdtr. E(v) 217/VII (Apr-Jul 44).

Station Units (on various dates – not complete): 1./le.Flak-Abt. 985 (May 44 - ?).

[Sources: AFHRA A5262 pp.1714-15 (2 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Caselle** (ITAL) (see Turin-Caselle).

**Casenuove** (ITAL) (a.k.a. Flugplatz 551) (43 28 55 N – 13 23 40 E)

General: landing ground in east-central Italy 18 km SW of Ancona, 13 km ESE of Iesi (Jesi) and 500 meters S of Casenuove village center. History: built early 1944 and assigned Luftwaffe airfield code number 551. No record found of any Luftwaffe air units being based here. Surface and Dimensions: cleared and leveled farmland measuring approx. 915 x 230 meters (1000 x 250 yards). No paved runway. Fuel and Ammunition: fuel storage tanks had reportedly been installed among farm buildings to the N and S of the landing area. Infrastructure: none directly related to the landing ground. The nearest rail connection was in Iesi. Dispersal: had 2 dispersal areas – North and South – with a total of 10 small open aircraft shelters.

Remarks:

26 May 44: seen to be still under construction and not yet operational.

[Sources: AFHRA A5262 p.1713 (8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cassandro** (ITAL) (43 55 55 N – 12 43 40 E)

General: landing ground on the E coast of Italy 15 km WNW of Pesaro city center, 3.5 km SSW of Cattolica town center and on the W bank of the Tavollo River. History: construction began in the weeks following 20 March 1944 and by 2 June the work was fairly well along. It is not believed to have been completed before being overrun by advancing Allied forces in mid-summer 1944. Surface and Dimensions: leveled farmland measuring approx. 1005 x 230 meters (1100 x 250 yards). No paved runway. Infrastructure: none, but farm buildings were available if needed. The nearest rail connection was in Cattolica. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks:

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1230 (19 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Castelnuovo** (ITAL) ( ? )

## Luftwaffe Airfields 1935-45

General: seaplane anchorage in Italy. Not located. History: no information found.

Operational Units:

*Italian* (Regia Aeronautica): 149<sup>a</sup> Squadriglia RM (Jul 43).

*Luftwaffe*: none identified.

[Sources: C.Dunning – *Courage Alone*]

**Castel San Giovanni** (ITAL): see Cascina Vaga.

**Castelvetrano** (ITAL/Sicily) (a.k.a. Vetrano, "Fontanelle") (37 40 25 N – 12 46 25 E)

General: airfield in W Sicily 45 km SE of Trapani and 1.5 km WSW of the town of Castelvetrano.

History: built in the late 1930's as a military air base and used mainly by bombers and transports of the Royal Italian Air Force. Luftwaffe use from Dec 42 to Jun 43.

Dimensions: approx. 1465 x 730 meters (1600 x 800 yards) with an oval shape.

Surface and Runways: artificially drained grass surface. Had a single concrete runway measuring approx. 1235 x 80 meters (1350 x 85 yards) with a N/S alignment. A concrete perimeter road encircled the landing area and connected both ends of the runway.

Fuel and Ammunition: there were at least 3 underground and above ground fuel storage sites and dumps on the SE and NE sides of the airfield.

Ammunition storage not located with certainty, but undoubtedly existed.

Infrastructure: had 1 small repair hangar, a group of small buildings and some huts about 730 meters off the SE boundary. A large building, a group of small buildings and huts, a motor pool and accommodations were located 1.2 km off the SE boundary. A further 21 barrack-type buildings and huts were 1.2 km off the E and SSE side of the airfield and the base flight control tower with adjacent huts was some 410 meters off the ENE side. Still more buildings were available on the western outskirts of Castelvetrano. The nearest rail connection was in Castelvetrano.

Dispersal: the airfield had a large dispersal labyrinth off the NW, N and NE sides plus along the SW and SE perimeter. In all, there were 24 large, 26 medium and 29 small aircraft shelters as well as 19 parking hardstands.

Defenses: had 6 heavy Flak positions with 24 gun emplacements and at least 8 light Flak positions with 15 gun emplacements.

Remarks:

Oct 41: was the principal Italian AF Savoia S 82 transport base for flights between Sicily and Tripoli.

Dec 42: Luftwaffe requests to use the airfield were refused by the Italian Air Ministry until Dec 42 when the Luftwaffe began using it to stage transport flights to the Tripoli area and Gabes/Tunisia.

17 Dec 42: low-level attack – 1 x Ju 52 from IV./KG z.b.V. 1 shot up by a fighter and damaged.

## Luftwaffe Airfields 1935-45

13 Apr 43: bombed by NASAF B-17s - 5(6?) x Me 323s from II./KG z.b.V. 323, 2 x Ju 52s from KGr.z.b.V. 800 and 2 x SM 82s from the Savoia-Staffel destroyed or damaged. A Genst.d.Lw. report the next day stated a total of 5 German a/c destroyed and 9 more damaged; additionally, the bulk of the remaining Italian transport a/c were destroyed or damaged.

14 Apr 43: Allied air attack – airfield cratered and closed for a day; 2 x Ju 88 C-6s and 1 x Junkers W 34 from I./NJG 2 destroyed or damaged.

28 May 43: bombed by NASAF medium bombers – 6 x Fw 190 and 2 x Ju 88 damaged; runway cratered and unserviceable for several days.

4 Jun 43: station occupancy report gave 40 aircraft at Castelvetrano.

11 Jun 43: bombed – 1 x Me 210 A-1 from III./ZG 1 destroyed.

12 Jun 43: bombed by approx. 26 NASAF B-26 Marauders – 19 x Fw 190s and 1 x Me 210 damaged by fragmentation bombs; 1 man KIA and 5 WIA.

15 Jun 43: bombed by approx. 40 heavies – 1 x Fw 190A, 1 x Junkers W 34 and 1 x Fi 156 from II./Schl.G. 2 plus 7 other German aircraft damaged, several Italian aircraft destroyed, runway cratered and out of service.

17 Jun 43: bombed – 1 x Fw 190 A-5 from III./SKG 10.

20 Jun 43: Castelvetrano was not again able to restore to full serviceability after this date.

### Operational Units:

*Italian* (Regia Aeronautica): 2° Gruppo CT (Jun-Aug 42); 4° Gruppo BT (Aug-Oct 42); 7° Gruppo Comb (Aug 40, May 43); 9° Gruppo CT (Apr 42); 12° Gruppo Assalto (May 43); 16° Gruppo Assalto (Jul 42, May 43); 20° Gruppo CT (Nov-Dec 42); 23° Gruppo CT (Apr 43); 25° Gruppo BT (Jul-Sep 42); 28° Gruppo BT (May 43); 33° Gruppo BT (Sep-Nov 42); 37° Gruppo BT (Nov 42); 55° Gruppo BT (Apr-May 42); 56° Gruppo BT (Nov 41 – May 43)?; 57° Gruppo T (Oct 41 – Feb 43)?; 88° Gruppo BT (May-Aug 42); 108° Gruppo BT (Jun-Nov 40); 109° Gruppo BT (Jun 40); 116° Gruppo BT (Jun-Jul 42); 131° Gruppo AS (Nov 42 – May 43); 132° Gruppo AS (Apr-Jun 42, Nov 42); 144° Gruppo T (Mar 42); 146° Gruppo T (Sep 41 – Jan 42, Mar-Apr 42, Oct 42); 147° Gruppo T (Oct 42 – Jul 43); 148° Gruppo T (Jan 42, Jul 42 – Apr 43); 149° Gruppo T (Dec 41 – Jan 42, Mar-Jul 42, Oct-Nov 42); 162° Gruppo Assalto (May 43); 278<sup>a</sup> Squadriglia Sil (Mar 42); 282<sup>a</sup> Squadriglia Sil (Dec 41 – Jan 42); 384<sup>a</sup> Squadriglia Assalto (Mar-Jul 43); *Luftwaffe*: 16./KG z.b.V. 1 (Dec 42 – Apr 43); I./NJG 2 (Feb-May 43); Savoia-Staffel (Mar-Apr 43); Stab/Schl.G. 2 (May-Jul 43); III./SKG 10 (May-Jun 43); II./Schl.G. 2 (Jun 43); I./Schl.G. 2 (Jul 43).

Station Commands: Fl.H.Kdtr. E 23/XI (Feb-Jun 43).

Station Units (on various dates – not complete): schw.Flak-Abt. 212 (Mar 43); le.Flak-Battr. z.b.V. 203 (Mar 43); 5.(Feldfern-kabel-Bau)/Ln.-Rgt. 32 (Jun 43); Bauleitung d.Lw. (Mar 43); Wetterwarte (Mar 43).

[Sources: AFHRA A5263 pp.1839-42 (5 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Castiglione del Lago** (ITAL) (a.k.a. Flugplatz 299) (43 08 15 N – 12 01 53 E)

General: landing ground in C Italy 27 km W of Perugia on the west shore of Lake Trasimeno and 2 km NW of Castiglione del Lago town center. History: believed to have been built in the early 1930s. Used by the Italian Air Force for fighter training to 1943 and then by the Luftwaffe as a forward fighter station from early 1944. Surface and Dimensions: artificially drained grass surface measuring approx. 1300 x 795 meters (1420 x 870 yards) with a pentagonal shape. No paved runway. Equipped with obstruction lighting. Fuel and Ammunition: no details found. Infrastructure: had 1 large and 2 medium hangars with paved aprons on the S boundary. Adjacent to the hangars were 2 medium and 3 small buildings that may have been used as workshops. A large admin block and barracks were near the hangars and a further group of buildings was off the S boundary. The nearest rail connection was in Castiglione del Lago. Dispersal: no organized dispersals – aircraft parked along the perimeter.

Remarks:

6 Apr 43: work was underway to extend the landing area to the north.

25 Jan 45: listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school); 161<sup>o</sup> Gruppo CT (Jul-Sep 43).

*Luftwaffe*: II./JG 77 (Feb 44); 3./NAGr. 11 (May-Jun 44); Stab, 2./NAGr. 11 (Jun 44); elements of NSGr. 9 (Jun 44).

Station Commands: Fl.H.Kdtr. E(v) 208/VII (Jun-Jul 44).

Station Units (on various dates – not complete): Ie.Feldwerftzug 9/20 (Mar 44 - ?); Ie.Werkstattzug 8/Feldwerftverband 30 (Jun 44 - ?); detachment of Lw.-Bau-Btl. 6/VII (Mar 44 - ?).

[Sources: AFHRA A5262 pp.1716-17 (6 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Castiglione del Lago (See)** (ITAL) (43 07 48 N – 12 02 45 E)

General: seaplane station in C Italy on the W shore of Lake Trasimeno 1 km NW of Castiglione del Lago.

History: a minor facility used mainly as a fueling stopover.

Anchorage: the lake afforded more than sufficient space for take-offs and landings.

Fuel and Ammunition: fuel was available.

Infrastructure: the station had 1 hangar and 2 small workshop buildings. A pier 100 meters (110 yards) in length extended out into the lake from a large triangular apron in front of the hangar. Accommodations for seaplane base personnel were available at Castiglione del Lago airfield. The nearest rail connection was 1190 meters W of the seaplane station.

Remarks:

Operational Units: none identified.

## Luftwaffe Airfields 1935-45

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1457 (2 Mar 45) and p.1717-18 (6 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Castrovillari** (ITAL) (c. 39 49 N – 16 11 E)

General: airstrip or landing ground in S Italy 114 km SW of Taranto. The exact location of the landing ground in relationship to the town of Castrovillari has not been determined.

Operational Units:

*Italian* (Regia Aeronautica): 9<sup>o</sup> Gruppo CT (Jul-Aug 43); 10<sup>o</sup> Gruppo CT (Aug 43).

*Luftwaffe*: none identified.

[Sources: C.Dunning – *Courage Alone*]

**Catania** (ITAL/Sicily) (a.k.a. Acquicella, Bicocca, Fontanarossa, Fontana Rossa, Ignazio Lanta di Trabia) (37 27 45 N – 15 03 30 E)

General: airfield in SE Sicily located 4.5 km SSW of the city.

History: dates from 1924. In January 1941, it became the principal Lw. airfield in Sicily and the main terminus for flights back and forth to North Africa, especially transport flights. Catania was almost exclusively Luftwaffe from 1942 to July 1943, although a single Italian aerial torpedo group continued to use it for much of that period.

Dimensions: approx. 1650 x 1350 meters (1800 x 1475 yards).

Surface and Runways: rocky soil surface. Had a 1650 meter (1800 yards) concrete runway aligned E/W with assembly hardstands at each end.

Fuel and Ammunition: there were refueling points and loops, bulk fuel storage tanks and several ammunition dumps.

Infrastructure: the airfield sketch plan (dated 8.11.42) shows Catania's 4 large main hangars all in a row along the NW boundary of the airfield and the other station buildings, including 3 small hangars and the flight control center with tower (Flugleitung) all in a row along the NE boundary. Several rail lines, sidings and a station were just off the N end of the airfield. Some accommodations were on the airfield but most personnel lived in buildings and huts outside the perimeter.

Dispersal: there was a concrete perimeter road that encircled the airfield and aircraft shelters were positioned along it except in the NW corner where the 4 large hangars were located. North of the runway were 4 large open shelters, 17 small shelters and 3 parking hardstands. South of the runway were 46 large shelters and 3 small shelters. Additional dispersal was available in the large open expanse to the south of the S boundary.

Defenses: Catania was surrounded by 12 heavy Flak positions within a radius of 5 km, each with 4 to 6 guns, and 15 light Flak positions closer in that had 3 or 4 guns each for a total of 56 heavy guns and 38 light guns provided all of the positions were active and manned. Ground defenses

## Luftwaffe Airfields 1935-45

consisted of at least 6 reinforced bunkers, trenches and barbed wire barriers.

### Satellites and Decoys:

**Torazzo** - satellite strip close to Catania. First mentioned 20 Jun 43 when III./JG 53 moved there from Sciacca.

### Remarks:

12 Jan 41: bombed by RAF Wellingtons – 6 x He 111s from II./KG 26 and 2 x Ju 52s from KGr.z.b.V. 9 destroyed (2) or damaged (6) on the ground.

15 Jan 41: bombed – 1 x Ju 88 A-5 from II./LG 1 and 1 x Ju 87 R-2 from I./St.G. 1 destroyed or damaged on the ground and 2 KIA.

10 May 41: low-level attack – 1 x Ju 52 from III./KG z.b.V. 1 strafed on the ground and moderately damaged.

12 Sep 41: plans to extend and expand Catania under discussion by Lw. and Italian AF.

8 Dec 41: bombed – 1 x Ju 52 from Flieger-Kp./Ln.-Rgt. 2 destroyed on the ground.

27 Jan 42: bombed by the RAF – 1 x Ju 88 A-4 from I./KG 54 damaged on the ground.

30 Jan 43: bombed – 2 x Ju 88 A-4s and 1 x Ju 88 C-6 from II./KG 54 destroyed or damaged on the ground.

4 Jun 43: station occupancy report gave 87 aircraft at Catania.

6 Jun 43: bombed – 1 x Fi 156 from Flugbereitschaft II. Fliegerkorps destroyed on the ground.

8 Jun 43: attacked continuously from this date forward to the Allied invasion of Sicily on 10 July with frequent curtailment of serviceability.

9 Jun 43: bombed by 20-30 B-24 Liberators – 1 x Ju 88 A-4 and 1 x Junkers W 34 from Stab III./KG 54 destroyed on the ground and 1 x Bf 109 G-4 from I./JG 53 damaged; also, all hangars damaged by shrapnel, 2 barracks, 1 munitions dump, 70 auxiliary fuel containers and several vehicles burned.

12/13 Jun 43: bombed – 1 x Ju 88 A-4 from 9./KG 54 and 1 x Fi 156 destroyed on the ground.

13 Jun 43: bombed by U.S. B-24s and RAF bombers – 1 x Ju 88 C-6 from II./NJG 2 destroyed and another damaged; buildings severely damaged, 2 munitions dumps blown up, aviation fuel set on fire, runway cratered, 2 passenger cars destroyed. Airfield unserviceable.

4 Jul 43: bombed – 1 x Ju 88 A-4 from III./KG 54 and 1 x Ju 88 C-6 from II./NJG 2 destroyed on the ground, and 1 x Bf 109 G-6 from I./JG 53 destroyed at the Torazzo satellite strip.

5 Jul 43: bombed – 1 x Ju 88 C-6 from II./NJG 2 and 1 x Fi 156 from Verbindungsstaffel II. Fliegerkorps destroyed on the ground, and 3 x Bf 109 G-6s from III./JG 53 damaged at the Torazzo satellite strip.

8 Jul 43: bombed - 1 x Bf 109 G-6 from III./JG 53 destroyed at the Torazzo satellite strip.

12-13 Jul 43: evacuated by the Lw.

## Luftwaffe Airfields 1935-45

13 Jul 43: bombed – 8 x He 111Hs from I./Luftlandegeschwader were destroyed or damaged on the ground along with 4 KIA and 8 WIA. Also, 4 x Bf 109 G-6s from 9./JG 53 were demolished at the Torazzo satellite strip to prevent capture.

### Operational Units:

*Italian* (Regia Aeronautica): 6° Gruppo CT (Jun 40 – Jun 41, May-Jun 43); 7° Gruppo Comb (Jun 41); 9° Gruppo CT (Jun 43); 31° Gruppo BT (Jun-Oct 41); 52° Gruppo BT (Jun–c.Dec 40); 53° Gruppo BT (Jun–c.Dec 40); 116° Gruppo BT (Oct-Nov 41); 130° Gruppo AS (Mar-Apr 42, Nov 42 – Feb 43); 148° Gruppo T (Jul-Oct 40); 149° Gruppo T (Jun-Jul 40); 279<sup>a</sup> Squadriglia Sil (Jan-Apr 41); 282<sup>a</sup> Squadriglia Sil (Nov-Dec 41).

*Luftwaffe*: 1.(F)/Aufkl.Gr. 121 (Dec 40 – May/Jul 41); Stab/LG 1 (Dec 40 – May 41); II./LG 1 (Jan-May 41, Mar-Jun 42, Oct-Nov 42, Mar-Apr 43); III./LG 1 (Jan-May 41); II./KG 26 (Jan 41 - ?); 2.(F)/Aufkl.Gr. 123 (Feb-Jun 41); II./KG z.b.V. 1 (May 41); III./KG z.b.V. 1 (May/Jul 41 – Mar 42); I./NJG 2 (Nov 41 – Sep 42); Stab/KG 54 (Dec 41 – May 43); KGr. 606 (Dec 41 – Sep 42); KGr. z.b.V. 400 (Jan-Mar 42); 1.(F)/Aufkl.Gr. 122 (Apr/May – Dec 42); I./KG 77 (Sep 42 – Mar 43)?; I./KG 54 (Sep-Dec 42, Feb-Jun 43); II./KG 54 (Oct 42 – May 43); III./KG 54 (Sep 42 – Feb 43); II./KG 100 (Oct-Nov 42); III./KG 100 (Nov-Dec 42); III./KG 30 (Nov 42); Sonderkommando Koch (Nov 42 – c.Feb 43); Stab/KG 76 (Dec 42 – May 43); I./KG 76 (Dec 42 – Mar 43); Wekusta 26 (elements) (Dec 42); Flugkdo./Luftdienstkdo. Italien (Mar 43); III./KG 76 (Mar-May 43); Sanitäts-Flugbereitschaft 6 (Apr-Jul 43); I./JG 53 (May-Jun 43); elements of Flugbereitschaft II. Fliegerkorps (Jun 43); Stab/JG 54 (Jul 43); 3./LLG 2 (Jul 43).

Reserve Training & Replacement Units: 11.(Erg.)/LG 1 (May 41 – 1942).

Station Commands: Fl.H.Kdtr. E 14/XI (Jan 41 – Jan 43); Fl.H.Kdtr. A 203/VII (Jan-Jul 43).

Station Units (on various dates on the airfield, in the town or close by – not complete):

*Commands* (Kommandobehörden, Stäbe): Stab/Fliegerführer Sizilien (Dec 41 – Jan 42); Luftgaustab z.b.V. 10 (Dec 41 – late 42/early 43); Koflug 10/III (Dec 41 – Apr 42); Koflug 5/VII (May 42 – Jul 43).

*Servicing, Repair* (Wartungs, Instandsetzungs): 7. Flugh.Betr.Kp./LG 1 (Jan 41); 8. Flugh.Betr.Kp./LG 1 (Jan 41); elements of Feldwerft-Abt. LE 4 (Jan, Jun 41); 8. Flugh.Betr.Kp./KG 28 (attached to I./LG 1) (to Jun 41); 4. Flugh.Betr.Kp./KG 26 (Jun 41); 3. Flugh.Betr.Kp./KG 76 (? – Jul 43); Res.Flugh.Betr.Kp. 1/VII (May 41); Res.Flugh.Betr.Kp. 2/III (May/Jul 41); 2. Res.Flugh.Betr.Kp. Luftgau XII (Stab/KG z.b.V. 1) (Jun 41); elements of le.I/Feldwerftverband 30 (Jun 43); schw.IV/Feldwerftverband 30 (Jun 43); Flugh.Betr.Kp. (S) 3 (mot) (Nov 42, Jul 43); Lufttorpedo-Betr.Kp. 2 (elements) (Sep 42 – Jul 43); Flieger-Techn.Gruppe Catania (15 Mar 43); 3. and 5. Werkstattzug d.Erg.Fl.H.Kdtr. Afrika (15 Mar 43); Lufttorpedo-Betr.Kp. 8 (Nov 42 – 1943); Luftminen-Zug 5 (1941 – Jul 43); 3.



## Luftwaffe Airfields 1935-45

Flugh.Betr.Kp./KG 76 (Jun 43); Instandsetzungswerkstatt für Flieger-Bodengerät 1/III (1942-43); Waffen-Instandsetzungswerkstatt Catania (15 Mar 43).

*Antiaircraft* (Flak): Stab/Flak-Brig. VII (c.Nov 41 – Aug 42); Stab/Flak-Rgt. 102 (Dec 40 – Apr 41); Stab/Flak-Rgt. 131 (15 Mar 43); 3./Flak-Rgt. 38 (c.Jan-May 41); Flak-Abt. 211 (Apr 42); Res.Flak-Abt. 237 (15 Mar 43); le.Flak-Abt. 507 (15 Mar 43); Musikkorps I./Flak-Rgt. 18 (15 Mar 43); Flak-Auswertezug (mot Z) (trop) 131 (15 Mar 43); Vo.Messtrupp (mot) 68 (15 Mar 43); Flak-Sondergerätwerkstatt A (mot) 3/VI (15 Mar 43); schw.Flak-Trsp.Battr. 46/XII (15 Mar 43).

*Air Force Signals* (Luftnachrichten): 2.(Betr.)/Ln.-Rgt. 2 (Apr 42); 2. (Feldfern kabel-Bau)/Ln.-Rgt. 14 (Dec 41); 4. and 6.(Feldfern kabel-Bau)/Ln.-Rgt. 32 (May 42); 1.(Betr.)/Ln.-Rgt. 40 (Jul 41); Ln.-Flugh.Betr.Kp. z.b.V. 17 (Nov 41 – Nov 42?); 2.(Tel.Bau)/Ln.-Abt. Italien (Sep 42, Feb 43); elements of 3.(Fspr.u.Fschr.Betr.Pers.)/Ln.-Abt. Italien (1942-43); Flugmeldemess-Kp. z.b.V. 6 (1942-43); Ln.-RV-Betr.Personal-Kp. z.b.V. 2 (c.Jan-Jul 43).

*Construction* (Bau): Feldbauamt d.Lw. Sizilien (15 Mar 43); Bauleitung d.Lw. Catania (15 Mar 43).

*Supply Services* (Nachschubdienste): Flieger-Geräteausgabestelle (Eisb.) 7 (Mar 41); Flieger-Geräteausgabe- und Sammelstelle 4/XII (1942-Jul 43); Nachschub-Kp. d.Lw. 5/VII (two Züge) (15 Mar 43); Nachschub-Kp. d.Lw. 5/XI (Jan 41 – Jul 43); Nachschub-Kol.Abt.Stab (mot) d.Lw. 5/VII (15 Mar, May 43).

*Ground Transport* (Transportkolonnen): m.Flieger-Betriebsstoff-Kolonnen 1/VI (Jan 41); Flug-Betr.St.Kol. 515/VI (15 Mar 43); Flug-Betr.St.Kol. 503/XVII (15 Mar 43); Trsp.Kol. d.Lw. 76/IV (15 Mar 43); Trsp.Kol. d.Lw. 39/VI (15 Mar 43); Trsp.Kol. d.Lw. 47/VI (15 Mar 43); Trsp.Kol. d.Lw. 8/XIII (15 Mar 43); Trsp.Kol. d.Lw. 34/XVII (15 Mar 43); Kw.Werkstatt-Abt. d.Lw. Sizilien (Stab) (15 Mar 43); Kw.Geräteausgabestelle (mot) d.Lw. 2/VII (15 Mar 43); Kw.Werkstattzug (mot) d.Lw. 7/VI (1942-43); Kw.Werkstattzug (o) d.Lw. 105/VII (Jul 42, 1943); Kw.Abschleppzug (mot) d.Lw. 2/VI (15 Mar 43).

*Ground Defense, etc.* (Landeschützen, usw.): Ldssch.Zug d.Lw. 377/VI (15 Mar 43); Ldssch.Zug d.Lw. 256/XI (Motta Sant'Anastasia, 15 Mar 43); Ldssch.Zug d.Lw. 257/XI (15 Mar 43); Ldssch.Zug d.Lw. 259/XI (15 Mar 43); Ldssch.Zug d.Lw. 260/XI (15 Mar 43); Ldssch.Zug d.Lw. 267/XI (15 Mar 43).

*Medical Services* (Sanitätsdienste): Lw.-Sanitätsbereitschaft (mot) 3/I (1942 – Jul 43); Lw.-Lazarett Catania (Feb/Mar 41 – Jul 43); Flieger-Untersuchungsstelle 6/VII (15 Mar 43); Feldlaboratorium (mot) d.Lw. 4 (1941 – Jul 43); Lw.-Sanitäts-Zweigpark (mot) 23 (15 Mar 43).

*Other* (sonstige, verschiedene): Wetterberatungszentrale Wz. (A) (15 Mar 43); Radiosondenzug (mot) K (15 Mar 43); Flugleitung z.b.V. 6 (1942-

## Luftwaffe Airfields 1935-45

43); Lw.-Kriegsberichter-Kp. 6 (Dec 41 – Jun 43); Lw.-Kriegsberichter-Abt. Luftflottenkdo. 2 (Jun-Jul 43); Kriegsberichter-Kp. 7 (May 41); Feldgendarmetrupp 498 (15 Mar 43); Verwaltungslager d.Lw. 2/VII (15 Mar 43); Kurierausstellenstelle Catania (15 Mar 43); Kartenlager Catania (15 Mar 43); Bauhof d.Lw. (15 Mar 43); Wehrmachtstandortoffizier Catania (15 Mar 43).

[Sources: AFHRA A5263 pp.1843-45 (12 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cavazzo** (ITAL) (46 18 30 N – 13 03 35 E)

General: emergency landing ground in NE Italy 11 km SSE of Tolmezzo at the S end of a small lake. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. Used occasionally during the war years. Surface and Dimensions: no information found. Infrastructure: none.

Remarks: none.

[Sources: AFHRA A5262 p.2073 (Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cavour** (ITAL) (a.k.a. Barge?) (44 44 10 N – 07 25 35 E)

General: landing ground in NW Italy 44 km SSW of Torino (Turin), 18 km SSE of Pinerolo, 7 km SE of Cavour and 1.75 km SE of the village of Crocera. History: built pre-war as an auxiliary field and advanced landing ground along the Franco-Italian frontier. No record found of any Italian or Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring approx. 915 x 455 meters (1000 x 500 yards). No paved runway. Infrastructure: no hangars or workshops but some small buildings on the SE boundary may have been property of the landing ground. The nearest rail connection was a single track line in the village of Barge, 8 km W of the landing ground. Dispersal: no organized dispersals.

Remarks:

May 40: empty and no sign of activity.

31 Jul 43: rough and overgrown with no sign of any activity.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 pp.1719-20 (24 Feb 43 updated to 31 Jul 43) and p.1234 (26 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cavriago/East** (ITAL) (a.k.a. Cavriago I, Flugplatz 509) (44 42 10 N – 10 32 45 E)

General: landing ground in N Italy 19 km SE of Parma, 6.5 km W of Reggio nell'Emilia city center and 2 km NE of Cavriago. History: believed built in spring 1944 as a satellite for nearby Reggio Emilia airfield. Surface and Dimensions: leveled farmland measuring approx. 870 x 320 meters (950 x 350 yards). No paved runway. Infrastructure: none. The nearest rail

## Luftwaffe Airfields 1935-45

connection was in Cavriago. Dispersal: aircraft parked in an olive grove off the NW boundary which afforded some concealment.

### Remarks:

23 May 44: photo reconnaissance showed 6 small aircraft in the olive grove.

5 Jun 44: in use by Italian ANR fighters.

Aug 44: had Luftwaffe Airfield Code 509 or 510.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units: 2., 3./NSGr. 9 (Jul-Sep 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1721 (5 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cavriago/Northwest** (ITAL) (a.k.a. Cavriago II, Flugplatz 510) (44 43 05 N – 10 30 00 E)

General: landing ground in N Italy 16.5 km SE of Parma, 10.5 km WNW of Reggio nell'Emilia city center and 3.5 km NW of Cavriago. History: believed built in spring 1944 as a satellite for nearby Reggio Emilia airfield. Surface and Dimensions: cleared and leveled olive groves measuring approx. 960 x 230 meters (1050 x 250 yards). No paved runway. Infrastructure: none. The nearest rail connection was in Cavriago. Dispersal: in late May 44, 5 small aircraft shelters were being constructed along a tree line that paralleled a drainage canal.

### Remarks:

28 May 44: construction work seen to be nearing completion.

20 Oct 44: listed as rendered unserviceable by plowing and/or trenching.

[Sources: AFHRA A5262 p. 1722 (7 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cecina** (ITAL) (a.k.a. Flugplatz 241) (43 17 00 N – 10 31 03 E)

General: landing ground/emergency landing ground in W Italy 45 km SSE of Pisa, 2.75 km S of Cecina town center and 860 meters inland from the coast. History: used by the Axis as an emergency landing ground until the end of Sep 43 when a Luftwaffe fighter group arrived for a week. Surface and Dimensions: grass surface measuring approx. 1000 x 640 meters (1150 x 600 yards in Nov 41). No paved runway. Infrastructure: no hangars but there were 3 small huts off the W boundary and a ground of small buildings off the NW corner. The nearest rail connection was 1 km off the E boundary. Dispersal: no organized dispersal facilities. Defenses: protected by 1 light Flak position at the NW corner with 2 guns, and 4 AA machine gun emplacements around the perimeter.

### Remarks:

28 Jun 44: Cecina taken by Allied troops.

Operational Units:

*Italian*: none identified.

## Luftwaffe Airfields 1935-45

*Luftwaffe*: I./JG 77 (Sep-Oct 43).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p. 1531 (17 Feb 45) and p.1723-24 (26 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Centocelle** (ITAL): see Rome-Centocelle.

**Cervere** (ITAL) (a.k.a. Fossano?) (44 37 30 N – 07 46 30 E)

General: landing ground in NW Italy 50 km S of Torino (Turin), 9.25 km ESE of Savigliano and 1.75 km SW of Cervere. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly during the May-Jun 40 advance into France. It was then inactive until May 43 when Italian bombers began arriving. *Luftwaffe* transports were based here Aug-Oct 43, and then in 1944 it was used by an Italian fighter school and replacement unit. Surface and Dimensions: artificially drained grass surface measuring approx. 1510 x 1145 meters (1650 x 1250 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: fuel was readily available and at least some munitions were stored here. Infrastructure: no hangars or workshops, but the nearby villages of Cervere and Grinzano had ample buildings for use as admin offices and for billeting. The nearest rail connections were 9 to 10 km from the landing ground in Savigliano, Bra and Fossano. Dispersal: a remote North dispersal area 3.25 km N of the landing ground was under construction in Jul 44.

Remarks:

4 Aug 43: Allied reconnaissance spotted no aircraft visible.

15 Sep 43: occupancy report - 48 aircraft on the airfield.

17 Sep 43: bombed - 4 x Ju 52s and 1 x Fi 156 from II./TG 1 were destroyed on the ground.

21 Jun 44: strafed by 3 P-47s – 1 x Fiat Br. 20 and several Cr. 42s destroyed on the ground.

20 Oct 44: listed as rendered unserviceable by detonated mines.

Operational Units:

*Italian* (Regia Aeronautica): 23° Gruppo CT (Jun 40); 98° Gruppo BT (May-Jun 43); 99° Gruppo BT (Jun 43).

*Italian* (Aeronautica Nazionale Repubblicana): Scuola di 3° Periodo (1944); Gruppo Complementare Caccia (1944).

*Luftwaffe*: II./TG 1 (Aug-Oct 43).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 36/IV (Venaria Reale) (1943-44).

Station Units (on various dates – not complete): 130. Flugh.Betr.Kp. (Qu) (Sep 43 - ?); 1. Kp. Lw.-Bau-Btl. 4/IV (Sep 43).

[Sources: AFHRA A5262 pp.1239 and 1726-27 (4 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Cerveteri** (ITAL) (a.k.a. Palo?, Appio Monti, Furbara?) (41 58 25 N – 12 04 00 E)

General: airfield on the coast in west-central Italy 35 km WNW of Rome, 4 km SW of Cerveteri and 2.5 km inland from the coast of the Tyrrhenian Sea.

History: used by the Italian Air Force since before the war as an observer training school, but use by the Luftwaffe not found.

Dimensions: approx. 1235 x 870 meters (1350 x 950 yards) and roughly rectangular in shape.

Surface and Runways: good grass surface but drainage questionable. No paved runway.

Fuel and Ammunition: fuel was reportedly stored on the NW corner of the airfield.

Infrastructure: had 2 hangars and other buildings (for admin, messes, barracks, motor pool and garages, power plant, etc.) on the NW side plus some huts on the NE side. The nearest rail connection was a track running 275 meters off the SW boundary and the train stations in Furbara and Palo.

Dispersal: no organized dispersal facilities – aircraft usually parked randomly off the perimeter.

Defenses: protected by 5 light Flak and/or AA machine gun emplacements sited around the perimeter.

Remarks: ?

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Osservazione Aerea (air reconnaissance school); 10° Gruppo CT (Jun 43); 18° Gruppo CT (Jun 43); 23° Gruppo CT (Jul-Sep 43); 173<sup>a</sup> Squadriglia RST (Apr-Jul 43).

*Luftwaffe*: none identified.

[Sources: AFHRA A5262 p.1728 (10 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Chiaravalle** (ITAL) (a.k.a. Flugplatz 515, Flugplatz 516) (43 36 40 N – 13 18 30 E)

General: landing ground under construction in east-central Italy 17 km W of Ancona and 2 km NW of Chiaravalle town center. There were 2 field airstrips designated Chiaravalle I and II.

History: no evidence that it was completed and no record found of any Italian or German air units being based here.

Surface and Dimensions: leveled farmland surface with a take-off/landing run of approx. 915 meters (1000 yards) that was aligned NNE/SSW. No paved runway. Infrastructure: no infrastructure but the landing ground was surrounded by farmsteads where accommodations could be had.

Remarks:

24 Apr 44: construction began Feb-Mar 44 and work was still underway at the end of April.

20 Jul 44: Chiaravalle taken by Allied forces.

Operational Units: none identified.

## Luftwaffe Airfields 1935-45

Station Commands: none identified.

Station Units (on various dates – not complete): elements of Ie.Flak-Abt. 941 (Chiaravalle, Jun 44); Kfz.Inst.Zug d.Lw. 9/III (Chiaravalle, Jul 44). [Sources: AFHRA A5262 p.1729 (9 May 44) and pp.1242, 1532 (17 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Chilivani** (ITAL/Sardinia) (40 36 40 N – 08 53 20 E)

General: landing ground in N Sardinia 60 km SW of Olbia and 4 km W of Chilivani. History: built in early 1943. Used briefly by German and Italian fighters. Dimensions: 1,650 x 1,150 meters. Surface and Runways: leveled agricultural land with construction work still underway in May 43. No paved runway. Infrastructure: an admin building and wooden barracks on the S boundary. Nearest rail connection in Chilivani. Dispersal: the area S of the landing ground was used for aircraft dispersal. Defenses: none identified on 10 May 43.

Remarks:

28 Apr 43: first use by Lw. or Italian aircraft (Ju 87s) as a base.

24 May 43: bombed by NAAF medium bombers with slight damage to the runway area.

4 Jun 43: reported Lw. station strength of 2 officers, 67 NCOs and men.

18 Jun 43: station strength 24 officers, 418 NCOs and men, most from III./JG 77.

14-16 Sep 43: demolitions carried out and Chilivani evacuated by the Lw. Operational Units:

*Italian* (Regia Aeronautica): 103<sup>o</sup> Gruppo BaT (May-Jul 43); 121<sup>o</sup> Gruppo BaT (Aug-Sep 43).

*Luftwaffe*: 8.(Pz)/Schl.G. 2 (May 43); III./JG 77 (Jun-Aug/Sep 43).

Station Commands: Fl.H.Kdtr. E 17/XVII (Sep 43 – withdrawing north).

Station Units (on various dates – not complete): part of III./Feldwerftverband 20 (Jun-Sep 43); Lw.-Bau-Gerätezug 7/VIII (Jul 43). [Sources: AFHRA A5263 p.1771 (7 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Chinisia** (ITAL/Sicily) (a.k.a. Baglio Rizzo, Bo Rizzo, Trapani-Adragna, Borizzo) (37 53 35 N – 12 32 25 E)

General: airfield in W Sicily 14.5 km NE of Marsala and 13 km S of Trapani.

History: a longtime satellite or alternate landing field for Trapani-Milo that was heavily used as a base by Royal Italian Air Force fighters and bombers. The concrete runway was built during fall 1942 and from December 1942 used mainly as an alternative landing ground by the Lw. until July 43.

Dimensions: 1942 measurements approx. 1,300 x 670 meters.

Surface and Runways: Artificially drained grass surface. Had a 1,200 meter (1310 yards) concrete runway aligned N/S with a width of 80 meters (90 yards) in Jan 43. Equipped with night landing facilities.

Fuel and Ammunition: a refueling point was reportedly on the S boundary. There was extensive ammunition storage in the form of 150 stacks and huts

## Luftwaffe Airfields 1935-45

surrounded by blast walls approx. 1.5 km S of the airfield. Other storage sites may have been dug into a rocky ridge about 1 km W of the airfield.

Infrastructure: no hangars but a shed on the W boundary may have been used for repairs. At least 25 large and small buildings were located off the W boundary and the NE corner, including 17 barrack-type huts, an accommodations building for officers and a flight control center. Additional buildings were seen to be under construction on 1 Mar 43. The nearest rail connection was believed to be 2.5 km WNW of the airfield.

Dispersal: the 2 dispersals – East Boundary and West Boundary – had a total of 25 aircraft shelters, 5 hardstands and 8 parking sites on 1 Mar 43. Additional construction in the dispersals was underway.

Defenses: there were 4 heavy Flak positions with 12 or more gun emplacements, and 16 light Flak positions with at least 35 gun emplacements. An additional 6 AA-machine gun positions were located off the W boundary.

### Remarks:

5 Apr 43: bombed by 36 B-25 Mitchells – 4 x Me 210 A-1s from III./ZG 1 damaged on the ground (incomplete German sources). The B-25s *claimed* some 80 to 90 planes were hit by the fragmentation bombs dropped.

10 May 43: bombed – 3 x Bf 109 G-6s from I./JG 77 destroyed on the ground.

22 May 43: bombed – 1 x Bf 109 G-4 from III./JG 53 damaged on the ground.

28 May 43: attacked by approx. 22 USAF bombers – 1 x Me 323 and 2 x Ju 88s destroyed, and 2 more fighters damaged.

15 Jun 43: bombed by B-24s and B-26s – 5 x German aircraft destroyed, barracks and fuel stores damaged.

30 Jun 43: Allied air attacks cratered the runway and landing area causing it to be unserviceable for a day. Repeatedly hit over the next two weeks with 2 Fw 190s damaged there on 8 July.

### Operational Units:

*Italian* (Regia Aeronautica): 2<sup>o</sup> Gruppo CT (Aug 42 – Jan 43); 3<sup>o</sup> Gruppo CT (Nov 42 – May 43); 10<sup>o</sup> Gruppo CT (Nov 41); 17<sup>o</sup> Gruppo CT (May 43); 20<sup>o</sup> Gruppo CT (May-Jun 42); 21<sup>o</sup> Gruppo CT (Jun-Jul 43); 29<sup>o</sup> Gruppo BT (Jun 41 – Jan 42, Jun 42 – May 43); 32<sup>o</sup> Gruppo BT (Apr 41 – Jun 42); 33<sup>o</sup> Gruppo BT (Aug 41 – Jan 42, May-Sep 42); 103<sup>o</sup> Gruppo BaT (Jul 43); 106<sup>o</sup> Gruppo BT (Aug-Oct 40); 107<sup>o</sup> Gruppo BT (Aug-Oct 40); 132<sup>o</sup> Gruppo AS (Dec 42 – Jan 43); 151<sup>o</sup> Gruppo CT (Nov 42 – May 43); 153<sup>o</sup> Gruppo CT (Oct-Nov 42, May-Jul 43); 155<sup>o</sup> Gruppo CT (Jul 43); 377<sup>a</sup> Squadriglia CT (Aug-Sep 41);

*Luftwaffe*: 11./ZG 1 (Dec 42); I./JG 77 (May 43); I./Schl.G. 2 (Jul 43).

Station Commands: Flugplatzkdo. C of Fl.H.Kdtr. E 14/III (1942-43).

Station Units (on various dates – not complete): none identified (see Trapani-Milo).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 pp.1836-38 (1 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ciampino** (ITAL): see Rome-Ciampino.

**Cisterna di Littoria** (ITAL) (a.k.a. Cisterna, Cisterna di Latina) (41 32 30 N – 12 54 50 E)

General: airfield in west-central Italy 51 km SE of Rome city center, 8.75 km SE of Cisterna di Latina, 8.5 km E of Littoria and 2 km ENE of the village of Borgo Carso.

History: built in 1937 as a probable replacement for the small Cisterna di Roma emergency landing ground located 5.75 km to the NW. During the war, the Italian Air Force reportedly used the airfield for light bombers and for instrument flight training. No record found of any Luftwaffe air units being based here.

Dimensions: approx. 1555 x 1370 meters (1700 x 1500 yards).

Surface and Runways: artificially drained turf surface. Had a single concrete runway approx. 1000 meters (1100 yards) in length and aligned NW/SE. Equipped with marker beacons and a beam approach system.

Fuel and Ammunition: no information found but both presumably available.

Infrastructure: there were 3 large hangars on the edge of a wood at the N corner with some smaller buildings nearby that may have been used as workshops. Station admin offices and quarters were in buildings in the wood behind the hangars, and another small group of buildings was off the SE corner. The nearest rail connection was the main Rome-Naples line that ran just off the NE boundary.

Dispersal: no organized dispersal facilities.

Defenses: protected by 4 AA machine gun posts around the perimeter.

Remarks:

Oct-Nov 43: airfield attacked several times but no results reported.

25 Jan 45: listed as abandoned.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): I./Flak-Rgt. 49 (Cisterna di Latina, Jan-Feb 44).

[Sources: AFHRA A5262 p.1243 (19 Feb 43) and p.1731 (8 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Cisterna di Roma** (ITAL) (41 35 20 N – 12 52 20 E)

General: emergency landing ground or landing ground 48 km SE of Rome and 3.5 km ESE of Cisterna di Littoria (Cisterna di Latina). History:

information on wartime use not found. Surface and Dimensions: approx. 500 x 365 meters (550 x 400 yards) with a rectangular shape. Had a grass surface that was usually overgrown and full of weeds. Infrastructure: none.



## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.1732 (Feb 43) and A5264 p.898 (mid-1943); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Cividate Camuno** (ITAL) (45 56 35 N – 10 15 45 E)

General: emergency landing ground in N Italy 53 km NE of Bergamo city center and 1.25 km W of the town of Cividate Camuno. History: a former private landing ground. Surface and Dimensions: grass surface measuring 915 x 410 meters (1000 x 450 yards). Infrastructure: none seen or reported.

#### Remarks:

1944: plowed up and returned to cultivation in 1943 or 1944.

[Sources: AFHRA A5262 p.2073 (Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Civita Castellana** (ITAL) (c.42 17 N – 12 22 E)

General: field airstrip or landing ground 43 km N of Rome city center, 9 km SE of Fabrica di Roma and probably 2 or 3 km W of Civita Castellana.

History: believed to consist of 1 or 2 prepared strips laid out in Sep-Oct 43 for operations close to the front. No record found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface, measurements not given. Infrastructure: none specific to the landing ground.

[Sources: AFHRA A5262 p.1732 (4 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Codogno** (ITAL) (c. 45 09 41 N – 09 42 02 E)

General: satellite or dispersal airstrip in N Italy 10.5 km N of Piacenza. Exact location around Codogno has not been determined. History: no information found.

#### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: none identified.

Station Commands: Fl.H.Kdtr. E(v) 225/VII (Sep-Oct 44).

Station Units (on various dates – not complete): elements of schw.Flak-Abt. 534 (mid-1944); le.Flak-Abt. 921 (Sep 44 - ?); part of Lw.-Bau-Btl. 20/III (mid-1944).

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

### **Colonna** (ITAL) (41 52 10 N – 12 45 15 E)

General: landing ground in C Italy 23 km E of Rome, 9 km NE of Frascati and 4 km N of Colonna. History: established winter 1943/44 as an emergency or forward landing ground for fighters. Surface and

Dimensions: leveled and drained meadowland measuring approx. 1830 x 275 meters (2000 x 300 yards). No paved runway. Fuel and Ammunition: trenches dug along the W boundary were probably for the storage of fuel drums. Infrastructure: no hangars or workshops but the tiny hamlet of Pallavicini bordering the landing ground had buildings that could be used.

## Luftwaffe Airfields 1935-45

The nearest rail connection was in Colonna. Dispersal: no organized dispersal facilities.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): part of Lw.-Bau-Btl. 2/VIII (c. Jan-Mar 44).

[Sources: AFHRA A5262 pp.1733-34 (8 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Comina** (ITAL): see Pordenone.

**Comiso** (ITAL/Sicily) (a.k.a. Vincenzo Magliocco) (36 59 30 N – 14 36 30 E)

General: airfield in SE Sicily 77 km SW of Catania, 6 km E of the town of Vittoria and 5.25 km N of the village of Comiso.

History: built between 1937 and 1939 for the Royal Italian Air Force.

Taken over by the Luftwaffe in January 1941, it served as one of the main airfields in the Central Mediterranean for attacks on Malta and convoys, as a transport hub during the first half of 1941, as a servicing and transit field for units operating in North Africa and for attacks in Algeria and Tunisia from Nov 42 to May 43.

Dimensions: approx. 1740 x 1100 meters (1900 x 1200 yards) with a slight oval shape.

Surface and Runways: dry soil and grass surface. Had a short (paved?) runway of 395 meters (430 yards) aligned NE/SW until late August 1942. The runway was then extended to the NE with a planned length of approx. 1645 meters (1800 yards). When photographed on 2 Oct 42, the work was c. 60% completed. Equipped with a beam approach system and a visual Lorenz system for night landings.

Fuel and Ammunition: either fuel, ammunition or both was believed to be stored at a site protected by blast walls 1.3 km off the E corner of the airfield and at another site in the West dispersal area. There was also a pipe line, probably for fuel, running to the hangar area from a point 775 meters to the S. There were two additional ammunition storage sites: (1) 1.5 km NNE of the airfield consisting of 2 huts and 5 underground bunkers; and, (2) in an orchard 1.3 km SW of the landing area.

Infrastructure: had 3 large hangars with adjoining workshops on the SE boundary, and a small repair hangar with adjacent workshops on the N boundary. The base admin buildings, quarters and motor pool were in a group directly behind the hangars, and another smaller group of buildings was located 1 km to the ENE of the landing area. An underground command, control and operations bunker was reportedly 900 meters SSW of the airfield. The nearest rail connection was in Comiso village.

Dispersal: the 2 main dispersals were Northwest and Southeast with 41 large and 21 small aircraft shelters in the former, and 27 shelters in the latter for a total of 89. Most of the small shelters were covered with

## Luftwaffe Airfields 1935-45

camouflage netting and all of the shelters were served by a network of taxi tracks.

Defenses: at the beginning of October 1942, Comiso had 6 heavy Flak positions with 26 gun emplacements, and 10 light Flak positions with emplacements or sites for 27 guns.

### Remarks:

Jan 41: one of the two airfields in Sicily to be used by the Lw., according to a German-Italian agreement, the other being Catania.

10 May 41: low-level attack - 2 x Ju 52s belonging to 2./KGr.z.b.V. 104 strafed and destroyed.

27 Aug 42: bombed and strafed - 1 x Bf 109 G-2 and 1 x Kl 35 from II./JG 53 destroyed (1) or damaged (1).

29 Aug 42: major construction work began on the runway and was still under way the following June.

29 Nov 42: bombed - 1 x Do 217 from II./NJG 2 damaged.

28 Feb 43: bombed - 5 x Ju 88 A-4s from II./KG 30 destroyed or damaged.

21 May 43: raids by NASAF bombers began and continued through June and the first 10 days of July forcing frequent closure of the airfield; this date, 1 x Fi 156 and 8 x Ju 88 C-6s from I./NJG 2 destroyed or damaged.

26 May 43: bombed and strafed by approx. 38 NASAF bombers and 22 P-38 Lightnings - 2 x Ju 88 C-6s from Stab and II./NJG 2 destroyed, 1 other Ju 88 destroyed, 4 x Bf 109s heavily damaged and 19 more lightly damaged; hangars, barracks, equipment and supply stores all hit and damaged.

4 Jun 43: station occupancy report gave 58 aircraft at Comiso.

15 Jun 43: bombed - 1 x Bf 109 G-6 from Stab/JG 77 destroyed.

17 Jun 43: bombed - 7 x Bf 109 G-4/G-6s from II./JG 53 destroyed (4) or damaged (3); hangars, barracks and runway all damaged. A revised report gives 5 x Bf 109s destroyed and 10 more damaged.

29 Jun 43: low-level attack by approx. 100 Spitfires operating from Malta in 3 waves - 2 x Bf 109 G-6s from II./JG 53 destroyed (1) or damaged (1) and hangars and dispersals hit and damaged.

6 Jul 43: bombed - 1 x Bf 109 G-6 from I./JG 53 destroyed.

8 Jul 43: bombed - 3 x Bf 109 G-6s from Stab/JG 53 and 1 x Ju 52 from Transportstaffel II. Fliegerkorps destroyed.

10-11 Jul 43: evacuated by the Luftwaffe and captured by U.S. forces on 11 July.

### Operational Units:

*Italian* (Regia Aeronautica): 3<sup>o</sup> Gruppo CT (Jun 43); 7<sup>o</sup> Gruppo Comb (May 41); 9<sup>o</sup> Gruppo CT (Jul 40, Sep-Nov 41); 10<sup>o</sup> Gruppo CT (Sep-Nov 41); 17<sup>o</sup> Gruppo CT (Nov 41); 23<sup>o</sup> Gruppo CT (Jul-Dec 40, Mar-Apr 41); 33<sup>o</sup> Gruppo BT (Jun 40); 34<sup>o</sup> Gruppo BT (Jun 40); 96<sup>o</sup> Gruppo BaT (Aug-Oct 40, Jan 41); 156<sup>o</sup> Gruppo CT (Jan-Apr 41); 239<sup>a</sup> Squadriglia BaT (May 41); 377<sup>a</sup> Squadriglia CT (Aug 41).

## Luftwaffe Airfields 1935-45

*Luftwaffe*: II./KG 26 (Jan-May 41); 2./KG 4 (Jan-May 41); elements of II./St.G. 1 (Feb-May 41); III./KG z.b.V. 1 (Feb 41 - ?); I./JG 27 (Mar 41); KGr.z.b.V 104 (Apr-Jun 41); 9./St.G. 1 (Apr 41); Sonderstaffel 172 (Apr 41); all or elements of KGr. z.b.V. 9 (Apr 41); KGr. z.b.V. 104 (elements) (Jun 41); Stab/JG 53 (Dec 41 – Nov 42, Apr-Jul 43); II./JG 53 (Dec 41 – Nov 42, May-Jun 43); III./JG 53 (Dec 41 – May 42); II./KG 77 (Dec 41 – May 42, Jul 42); Stab/KG 77 (Jan-Apr 42, Jul-Dec 42); III./KG 77 (Jan-May 42, Jul 42); I./KG 54 (May-Jul 42); part of 1.(F)/Aufkl.Gr. 122 (c. Jun-Dec 42); I./JG 77 (Jul-Oct 42); elements of II./LG 1 (Aug 42); I./Schl.G. 2 (Sep-Oct 42); Stab/ZG 2 (Nov-Dec 42); III./ZG 2 (Nov 42); II./NJG 2 (Nov 42 – May 43); Stab/KG 30 (Nov 42 – Feb 43); II./KG 30 (Nov 42 – May 43); III./KG 30 (Nov 42 – Feb 43); Erprobungsstaffel/KG 30 (Nov 42 – Mar 43); 11.(Höh.)/JG 2 (Nov 42); II./JG 77 (Dec 42); KGr. z.b.V. O.B.S. (Jan 43); I./JG 53 (Apr-May 43); Wüstennotstaffel (Apr-May 43).

Station Commands: Fl.H.Kdtr. E 15/VII (Feb – Jun 41); Fl.H.Kdtr. E 38/IV (c. Jul 41 – Jul 43).

Station Units (on various dates - not complete): Stab/Jagdfliegerführer Sizilien (May-Jul 43); 8. Flugh.Betr.Kp. ZG 26 (May 41); 4. Flgh.Betr.Kp. KG 26 (May 41); 3. Flugh.Betr.Kp. KG 30 (Jan-May 43); LM-Zug d.Lw. 10 (Apr-Jun 41); Res.Flak-Abt. 192 (Mar 43); elements of Res.Flak-Abt. 434 (Jan, Mar 42); Stab II./Ln.-Rgt. 200 (Apr-May 43); Ln.-Abt. 63 (Jan-Feb 43); schw.Flugmeldemess-Abt. z.b.V. 1 (Comiso and Donnafugata, Aug and Dec 42, Apr and Jun 43); Ln.-Flugsicherungshauptstelle z.b.V. 1 (Jun-Jul 43); Bauleitung d.Lw. (Mar 43); Aussenstelle/Flieger-Gerätausgabe-u.Sammelstelle 4/XII (Mar 43); Verpflegungslager d.Lw. (Mar 43); Nachschub-Kp. d.Lw. 6/VI (Feb 42, -Jul 43); 2.Kp./Kw.Trsp.Rgt. 4 (Speer) d.Lw. (Mar 43); Kw.Werkstattzug (mot) d.Lw. 6/IV (Jul 42, Mar 43); Ldssch.Zug d.Lw. 354/VI (Feb 42, Feb 43); Wetterwarte (Mar 43); Flakwettertrupp (mot) z.b.V. (Mar 43); Lw.-Standortältester Comiso (Mar 43).

[Sources: AFHRA A5263 pp.1846-48 (24 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Corleone** (ITAL/Sicily) (c. 37 49 N – 13 17 E)

General: airstrip or landing ground in W Sicily 35 km SSW of Palermo.

History: no information found. No evidence found of any Italian or Luftwaffe air units ever being based here. Probably served as an emergency landing ground or as a dispersal field.

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

### **Cosenza** (ITAL) (39 21 45 N – 16 15 00 E)

General: landing ground 8 km NNW of this principal town in the Italian "foot" of S Italy. History: short-term Luftwaffe use in August 1943.

Station Units (on various dates – not complete): Koflug 5/VII (Aug 43); III/Feldwerftverband 30 (Aug 43); 6./Ln.-Rgt. 32 (Aug-Sep 43).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5264 p.898 (mid-1943); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Crotone** (ITAL) (38 59 45 N – 17 05 55 E)

General: landing ground/airstrip in S Italy (Calabria) 50 km ENE of Catanzaro, 10.5 km SSW of Crotone and 4.5 km NNW of Isola Capo Rizzuto.

History: in use by Italian fighter units since at least October 1941. In late 1942/early 1943, the landing area was extended, the strip leveled and herring bone type drainage work undertaken. The first Luftwaffe ground units arrived in March 1943 and the first flying units in mid-July immediately after the Allied invasion of Sicily. The Allies never managed to locate the 4 satellite strips noted below where the aircraft were parked among trees and all the bombs fell on Crotone Main.

Dimensions: approx. 1650 x 915 meters (1800 x 1000 yards).

Surface and Runways: sod and earth airstrip measuring 1525 meters (1666 yards).

Fuel and Ammunition: brought up as needed.

Infrastructure: had 1 small hangar on the W boundary and some barrack huts at the NW corner.

Dispersal: there were no organized dispersal areas, but see the satellite fields noted below.

Defenses: in early May 43, protected by 6 heavy Flak positions with 24 gun emplacements and 6 light Flak positions with 13 guns.

Satellites and Decoys: these were all relatively short satellite strips in meadows and farm fields 5 to 16 kilometers from Crotone Main. The 4 satellites were partially bordered by woods in which the aircraft could be parked and camouflaged, an advantage not available at Crotone Main. There were no facilities at the satellites and the personnel resided in nearby tent encampments.

**Crotone – Basco Lago** (39 00 00 N – 17 01 35), 13 km SW of Crotone town and 5 km WNW of Crotone landing ground. Grass surface measuring approx. 1100 x 410 meters (1200 x 450 yards).

**Crotone-Giamiglione** (39 06 18 N – 17 04 05 E), 6 km NW of Crotone town and 12 km NNW of Crotone landing ground. Grass surface measuring approx. 825 x 90 meters (900 x 100 yards).

**Crotone – Rocca di Neto** (39 12 20 N – 17 02 15 E), 16 km NNW of Crotone town and 23 km NNW of Crotone landing ground. Leveled farmland measuring approx. 730 x 90 meters (800 x 100 yards).

**Crotone-Rositello** (38 58 40 N – 17 01 40 E), 16.5 km SW of Crotone town and 5.5 km WSW of Crotone landing ground. Level and firm grass surface measuring approx. 1280 x 550 meters (1400 x 600 yards).

Remarks:

13 Feb 43: bombed by IX Bomber Command B-24 Liberators.

16 Apr 43: N extension completed and now serviceable. Trenches had been dug along the W boundary.

## Luftwaffe Airfields 1935-45

8 Jul 43: urgent request from Luftflotte 2 that Italian Government turn over Crotone to the Luftwaffe.

13 Jul 43: bombed by IX Bomber Command B-24s - 1 x Ju 88 C-6 from II./NJG 2 destroyed on the ground.

23 Jul 43: bombed by 72 NASAF B-25 Mitchells with enough damage to the landing area to force Crotone Main to temporarily close.

7 Aug 43: bombed by NASAF B-25s.

8 Jul 43: the Luftwaffe asked the Italians to turn over Crotone for use by units being withdrawn from Sicily.

12 Aug 43: bombed by NASAF B-25s.

3 Sep 43: bombed by a mixed force of NATAF light bombers as British forces invaded the Italian mainland.

7 Sep 43: Crotone A, Crotone B and all Crotone area airfields blown up or about to be.

15 Sep 43: taken over by the USAAF 79<sup>th</sup> Fighter Group (P-40s) this date after being captured by British forces.

### Air Units:

*Italian* (Regia Aeronautica): 7<sup>o</sup> Gruppo Comb (Sep 42 – Mar 43); 9<sup>o</sup> Gruppo CT (Jul 43); 10<sup>o</sup> Gruppo CT (Jul 43); 16<sup>o</sup> Gruppo Assalto (Aug 42 – Feb 43); 97<sup>o</sup> Gruppo BaT (Jun-Jul 43); 102<sup>o</sup> Gruppo BaT (Jul-Aug 43); 154<sup>o</sup> Gruppo CT (Oct 41 – May 42); 158<sup>o</sup> Gruppo Assalto (Jul 43); 159<sup>o</sup> Gruppo Assalto (Jul 43).

*Luftwaffe*: I./JG 77 (Jul-Aug 43); Stab, II., IV./SKG 10 (Jul-Sep 43).

Station Commands: Flugplatzkdo. C (Mar 43); Fl.Pl.Kdo. C 21/VII (to Sep 43); Fl.H.Kdtr. E 37/XI (Aug-Sep 43).

Station Units (on various dates – not complete): 130. Flugh.Betr.Kp. (Qu) (Aug 43); le.Werftzug (mot) 6/30 (Aug-Sep 43); Werftzug d.Lw. 6/IV (Aug-Sep 43); Bauleitung d.Lw. Crotone (Mar-Sep 43); Nachschub-Kp. d.Lw. 8/VI (Aug-Sep 43); Lw.-Standortältester Crotone (Mar-Sep 43).

[Sources: AFHRA A5262 p.1245, p.1533 (17 Feb 45) and pp.1736-42 (Aug 43); chronologies; BA-MA; NARA; PRO/NA; Jessen/Arthy – *Focke-Wulf Fw 190 in the Battle for Sicily.*]

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**Decimomanu** (ITAL/Sardinia) (a.k.a. Decimo) (39 21 10 N – 08 58 20 E)

General: landing ground in S Sardinia 19.5 km NW of Cagliari and 5 km N of Decimomanu. History: a former satellite of Cagliari-Elmas that was upgraded to an independent airfield in 1942. Although it was heavily used by the Luftwaffe from Nov 42 to Jul 43, the base remained under Italian control.

Dimensions: 2380 x 1280 meters (2,600 x 1,400 yards). Surface and Runways: a naturally flat grass surface with soft ground due to poor

## Luftwaffe Airfields 1935-45

drainage. No paved runway. Infrastructure: fuel, water, ammunition, compass swing, communications and other amenities were available. There was a small hangar off the S boundary that was connected by taxi track to the landing area, admin offices and an officers' mess in the same location, and there were a number of small sheds on the W boundary and SE boundary that may have been used for minor repair facilities. Most personnel were billeted in the surrounding villages. Dispersal: 4 medium aircraft shelters on the W boundary, 5 more outside the SE boundary with more being built in both areas in mid-Jun 43. Other aircraft were parked around the perimeter. Defenses: 8 light Flak guns emplaced in two separate positions about 1 km to the S and W of the field. Trenches, weapon pits and automatic weapon strongpoints about 1 km to the SSE and NE.

### Remarks:

11 Nov 42: Luftwaffe began using Decimo to stage Ju 88 attacks on convoys and Algerian harbors, but no units stationed there.

4 Jan 43: Italians agreed to immediate German construction of runways and taxiways at Decimomanu, but by mid-March this had not yet begun.

7 Feb 43: 2 SM 79s destroyed on the ground during an Allied raid.

19 Mar 43: Luftwaffe station strength 2 officers and 12 men.

31 Mar 43: bombed by NASAF B-17s – 2 x He 111 H-6s from I./KG 26 badly damaged on the ground, runway cratered and runway lighting temporarily destroyed.

9 Apr 43: Luftwaffe station strength 4 officers and 114 men.

20-21 May 43: two attacks by NASAF B-25s and B-26s – 1 x Ju 88 of 1. (F)/Aufkl.Gr. 122 took a direct hit in its blast bay and burned out; airfield hard hit and mostly unserviceable for the next 10 days.

27 May 43: bombed by NASAF medium bombers escorted by approx. 20 Spitfires – 2 German aircraft badly damaged and 4 lightly damaged, 2 Italian aircraft destroyed, and 60 cbm (approx. 16,000 U.S. gallons) of aviation fuel hit and burned.

4 Jun 43: Luftwaffe station strength 30 officers and 899 NCOs and men.

28 Jun 43: strafed by NASAF fighters – 1 x Bf 109 G-6 from 4.(H)/Aufkl. 12 destroyed on the ground.

Mid-Jul 43: Decimo evacuated by the Luftwaffe.

### Operational Units:

*Italian* (Regia Aeronautica): 17<sup>o</sup> Gruppo CT (Nov 42 – Jan 43); 38<sup>o</sup> Gruppo BT (Jun 40 – Sep 41); 41<sup>o</sup> Gruppo BT (Apr-May 43); 55<sup>o</sup> Gruppo BT (Feb-May 43); 89<sup>o</sup> Gruppo BT (Jun 40 – Sep 41, Dec 42 – May 43); 103<sup>o</sup> Gruppo BaT (May 43); 104<sup>o</sup> Gruppo BT (Jun 42); 105<sup>o</sup> Gruppo BT (Aug 42, Nov 42 – May 43); 108<sup>o</sup> Gruppo BT (Sep 41 – Sep 42, Nov-Dec 42); 109<sup>o</sup> Gruppo BT (Sep 41 – Sep 42, Nov-Dec 42); 132<sup>o</sup> Gruppo AS (Nov-Dec 42, Jan-Mar 43); 153<sup>o</sup> Gruppo CT (Nov 42 – May 43); 160<sup>o</sup> Gruppo CT (Mar 43); 274<sup>a</sup> Squadriglia BGR (Jul 42 – Jan 43).

## Luftwaffe Airfields 1935-45

*Luftwaffe*: KG 25 (Nov 42); I./KG 26 (Jan-Apr 43); 1.(F)/Aufkl.Gr. 122 (Feb-May 43); part of III./KG 26 (Feb-Mar 43); 4.(H)/Aufkl.Gr. 12 (Apr-Jul 43); Stab/St.G. 3 (Apr 43); 8.(Pz)/Schl.G. 2 (Apr-Jul 43); I./LG 1 (May 43); I./KG 1 (May 43); III./KG 30 (May 43); III./KG 54 (Jun 43).

Station Commands: none identified.

Station Units (on various dates – not complete): le.Werkstattzug (mot) (trop) of 9/Feldwerftverband 20 (May, Jun 43); elements of Lufttorpedo-Betr.Kp. 8 (Mar 43).

[Sources: AFHRA A5263 pp.1772-76 (27 Oct 42 updated to 15 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Desenzano** (ITAL) (a.k.a. Desenzano sul Garda, ANR Aeroporto N. 21) (45 27 50 N – 10 33 20 E)

General: seaplane station on Lake Garda in N Italy 28.25 km ESE of Brescia and 1.5 km ESE of the town of Desenzano sul Garda at the SW end of the lake.

History: the Italian Air Force reportedly had a small seaplane training school here until September 1943. No evidence found of Luftwaffe units being based at this seaplane station.

Dimensions: the lake afforded ample take-off and landing space.

Anchorage: the water was shallow in front of the hangars out to a distance of 200 meters.

Fuel and Ammunition: fuel available.

Infrastructure: had 2 hangars and additional space for workshops. A slipway and 1 jetty fronted the hangars. The nearest rail connection was in Desenzano.

Remarks:

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of le.Flak-Abt. 99 (Nov 44); elements of le.Flak-Abt. 985 (Sep 44).

[Sources: AFHRA A5262 p. 1743 (23 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Desio** (ITAL) (c. 45 37 N – 09 12 E)

General: landing ground in N Italy 15.5 km N of Milano (Milan). History: no information found. May have been an alternate landing ground for the airfields in the Milan area with little use until the last few months of the war.

Operational Units:

*Italian* (Aeronautica Nazionale Repubblicana): 3<sup>o</sup> Gruppo Caccia (Nov 44 – Apr 45).

*Luftwaffe*: none identified.

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

**Diavolo** (ITAL): see Piana di Diavolo.



## Luftwaffe Airfields 1935-45

**Divaccia** (ITAL) (a.k.a. Divača) (45 40 55 N – 13 59 40 E)

General: landing ground/emergency landing ground in Axis occupied Slovenia 18 km ENE of Trieste and 2.5 km E of the village of Divača.

History: a low or no activity alternate landing ground that was laid out before the war. No record found of Italian or Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring approx. 870 x 870 meters (950 x 950 yards) with an "L" shape. No paved runway.

Infrastructure: had 1 small hangar on the W corner.

Remarks:

1943-44: demolished with mines, plowed up and rendered unserviceable.

[Sources: AFHRA A5262 p.1741 (3 Aug 43) and p.2073 (Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Dobbiaco** (ITAL): see Toblach.

**Domodossola** (ITAL) (46 05 30 N – 08 17 15 E)

General: emergency landing ground in N Italy 98 km NW of Milano (Milan) and 2.5 km S of Domodossola town center. Located in a narrow valley just 12 km SE of the Swiss border. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. Surface and Dimensions: rough leveled meadowland measuring 1190 x 295 meters (1300 x 320 yards). Infrastructure: none reported.

Remarks:

6 Nov 44: aerial photos showed no aircraft or activity here.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 p.2073 (6 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Dolceaqua** (ITAL) (c. 43 51 N – 07 36 E)

General: landing ground or emergency landing ground in NW Italy 19 km NE of Monaco along the Italian-French border. Exact location not determined. History: no information found. No evidence seen that any Italian or Luftwaffe air units were ever based here.

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

## E

**Eboli** (ITAL) (c. 40 36 N – 15 03 E)

General: airstrip or landing ground in S Italy 72 km ESE of Napoli (Naples) and 27 km ESE of Salerno. Exact location of the airstrip not determined, but possibly just S of the town of Eboli. History: either a former

## Luftwaffe Airfields 1935-45

emergency landing ground or an airstrip built by the Germans in summer 1943.

### Remarks:

9 Sep 43: 6 x Fw 190s from III./SKG 10 intentionally destroyed here to prevent capture. The Gruppe was dispersed on 5 widely scattered airfields on this date and forced to demolish 32 of its aircraft as U.S. troops poured ashore at Salerno.

### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: III./SKG 10 (Sep 43).

Station Commands: none identified.

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

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

**Elmas** (ITAL/Sardinia) (a.k.a. Cagliari-Elmas) (39 14 50 N – 09 03 20 E)

General: airfield in S Sardinia 6.5 km NW of Cagliari and 2.5 km S of Elmas.

History: dates from long before the war and was the principal air base on Sardinia. Normally occupied by a Gruppo of torpedo bombers, a Squadriglia of tactical recce aircraft and a section of biplane night fighters. A primary flying school was also located here. Luftwaffe bomber and long-range reconnaissance units were based here from Nov 42 to Feb 43 but used Elmas mainly as a forward staging field for attacks on convoys, ports in Algeria and targets in Tunisia.

Dimensions: approx. 1555 x 730 meters (1,700 x 800 yards).

Surface and Runways: grass surface in fair condition with a single concrete runway measuring c.1370 meters (1500 yards) after work began in fall 1942 to extend the existing 1,025 meter runway. There was a perimeter road and taxi tracks from the hangar area to the runway. Equipped for night landings.

Infrastructure: fuel, water, ammunition, communications and other amenities were available. Had 3 hangars at the SW corner and behind these were admin offices, operations room, photo lab, stores, fire station and transient quarters. The main barrack compound was in Cagliari. On the NE boundary were 2 large hangars used by the Caproni firm for all aircraft repairs on Sardinia except for engines. Nearest rail connection was less than a kilometer from the NE boundary.

Dispersal: 3 large double aircraft shelters, 5 medium double shelters and 2 small single shelters were dispersed around the perimeter of the landing area in Aug 42.

Defenses: at least 3 heavy Flak positions, 1 of 6 guns and the other two of 4 guns, and 4 light Flak positions with a total of 16 guns. Also, 5 separate defensive trench systems with weapon pits and machine gun emplacements outside the NE perimeter.

## Luftwaffe Airfields 1935-45

### Remarks:

Mar-May 41: small Lw. ground detachment arrived to support temporary use of Elmas by I./St.G. 1.

Aug 42: infrequent Lw. use started to become more frequent.

10 Oct 42: large-scale construction underway involving many hundreds of workers under the supervision of Baurat Pressel.

5-8 Nov 42: large buildup of Lw. torpedo bombers (KG 26, KSG 2, I./KG 60), bombers (KG 54, KG 77), dive bombers (St.G. 3) and fighters (JG 53) at Elmas in anticipation of Allied landings in North Africa. Elmas then continuously used over the following months as an intermediate launching platform by Lw. and Italian units based in Sicily and Italy for attacks on convoys and North African ports.

8 Jan 43: intention announced to build a new airfield 5 km SW of Elmas due to over-crowding and continual soft ground due to poor drainage.

22 Jan 43: bombed – 1 x Ju 88 A-4 from I./KG 60 destroyed on the ground.

24 Jan 43: air attack – 6 x Ju 88 A-4s from I./KG 60 destroyed (1) or damaged (5) on the ground.

7 Feb 43: bombed by 51 XII Bomber Command B-17s and B-26s – 4 Ju 88s and 2 He 111s destroyed on the ground, 18 more aircraft damaged, runway cratered, base communications knocked out and a number of personnel killed; 4 of the He 111s belonged to I./KG 26, 2 x He 111 H-11s to II./KG 26, 5 x Ju 88 A-4s to III./KG 26 and 2 x He 111 H-6s to Stab/KG 26.

10 Feb 43: Elmas declared partially serviceable, although unexploded bombs were still present.

26 Feb 43: bombed by XII Bomber Command B-17s – airfield buildings and workshops hit and numerous casualties. Elmas did not return to full serviceability until 12 March.

12 Mar 43: Lw. station strength 52 officers, 843 NCOs and men.

4 Apr 43: construction of 14 blast bays and taxiways in progress. A number of pre-fabricated barrack huts were completed a few days later raising the occupancy capacity to 1,200.

14 Apr 43: bombed by NASAF B-17s – several aircraft destroyed and damaged, and craters on the runway and taxiways. Airfield not restored to full serviceability.

Jun 43: Elmas runway and infrastructure mined for demolition and evacuated by the Lw. By 19 June only 2 officers and 30 men remained.

11 Sep 43: mines detonated and Elmas demolished.

### Operational Units:

*Italian* (Regia Aeronautica): 22<sup>o</sup> Gruppo CT (Jul-Sep 42); 24<sup>o</sup> Gruppo CT (Aug 42 – May 43); 130<sup>o</sup> Gruppo AS (Sep 41 – Mar 42, May-Nov 42); 124<sup>a</sup> Squadriglia OA (Jun 40); 280<sup>a</sup> Squadriglia Sil (Feb-Aug 41); 283<sup>a</sup> Squadriglia Sil (Jul 41).

*Luftwaffe*: I./St.G. 1 (Feb, May 41); II./St.G. 2 (Feb 41); detachment of III./KG 77 (Oct 42); elements of III./KG 26 (Nov 42 – Feb 43); I./KG 60

## Luftwaffe Airfields 1935-45

(Nov 42 – Feb 43); detachment of 1.(F)/Aufkl.Gr. 122 (Dec 42 – Feb 43); II./JG 51 (Feb 43); II./KG 26 (Feb 43).

Station Commands: Fl.H.Kdtr. E 16/XVII with Ln.-Stelle (mot Z) 16/XVII (c. Dec 42 – Jun 43).

Station Units (on various dates – not complete): Stab/Fliegerführer Sardinien (Jan-Feb 43); 2. Flugh.Betr.Kp. St.G. 1 ( ? – 15 Mar 41); one Zug of Flugh.Betr.Kp. (S) 3 (Nov 42 - ?); 7.Zug le.Feldwerft-Abt. (mot) (trop) III/20 (elements) (Mar 43); schw.Flak-Abt. 116 (Mar-May 43); 2.(Funk)/Ln.-Rgt. 32 (Nov-Dec 42); half of 8.(Flus.)/Ln.-Rgt. 32 (Feb 43); part of 14./Ln.-Rgt. 200 (May 43); Wetterberatungszentrale (B) Elmas (Mar 43); Bauleitung d.Lw. Elmas (Mar 43); Startbahnbauzug 9 (Mar 43); Trsp.Kol. Italuft 1 (Mar 43); Trsp.Kol. Italuft 2 (Mar 43); Lw.-Standortältester (Mar 43). A number of additional supply and transportation units serving Elmas were billeted in Cagliari. Base security and Flak defenses were provided by the Italians. [Sources: AFHRA A5263 pp.1762-64 (9 Dec 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Elmas-See** (Ital/Sardinia) (c. 39 14 30 N – 09 03 00 E)

General: seaplane station in S Sardinia 6.5 km NW of Cagliari and adjacent to Elmas airfield.

History: a pre-war joint civil and military seaplane station. Caproni factory repair shops were located there. At times, 40-plus seaplanes were stationed at Elmas, including Italian Cant Z 501s and Z 506s, these assigned to maritime reconnaissance, anti-submarine patrols and air-sea rescue duties.

Dimensions and Anchorage: the harbor area afforded a 3.25 km take-off and landing run.

Infrastructure: used the facilities and buildings at Cagliari-Elmas airfield. Equipped with 3 slipways, 2 cranes and one hangar.

Defenses: shared anti-aircraft defenses with Cagliari-Elmas airfield.

Remarks:

Mar 41: Do 24s of 6. Seenotstaffel based at Siracusa/Sicily began using this seaplane station as needed using the designation Seenotkdo. Elmas (renamed Seenotkdo. 14 in 1942).

7 Feb 43: 4 Cant Z506Bs destroyed in the harbor during an Allied raid. Not used by the Lw. after 11 Sep 43.

Operational Units:

*Italian* (Regia Aeronautica): 85<sup>o</sup> Gruppo RM (Jun 40 – Mar 41?, Jul 42); 93<sup>o</sup> Gruppo BM (Jun 40 – c.Feb 41); 94<sup>o</sup> Gruppo BM (Jun 40 – c.Feb 41); 146<sup>a</sup> Squadriglia RM (Jun 40); 183<sup>a</sup> Squadriglia RM (Jun 40); 188<sup>a</sup> Squadriglia RM (Jun 40, Jul 43); 287<sup>a</sup> Squadriglia RM (Jul 40 – Apr 43); 613<sup>a</sup> Squadriglia Soccorso (Jun 40 – 1943).

*Luftwaffe:* none identified.

Station Commands: none identified.

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): detachment of Seenotbereichskdo. XIV (Jun-Sep 43); Seenotkdo. 14 (May-Sep 43)?  
[Sources: AFHRA A5263 p.1765 (27 Oct 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Enna** (ITAL/Sicily) (a.k.a. Enna/Süd, Geracello) (37 36 00 N – 14 15 30 E)

General: emergency landing ground in C Sicily 73 km W of Catania 4 km NW of the old mountain town of Enna and 1.2 km NW of the small town of Calascibetta. History: no apparent Luftwaffe use prior to early 1943 when Fi 156 communications aircraft began using it on occasion. On 10 Jul 43, orders were issued to stock it up with fuel and ammunition for the expected arrival of aircraft from Schl.G. 2 and III./SKG 10. Last mentioned by the Luftwaffe just two days later on 12 July. The Enna area was taken by the Allies on 20 July. Surface and Dimensions: measured approx. 395 x 275 meters (430 x 300 yards). Infrastructure: none except for a small building near the W corner. The nearest rail connection was in Enna.

Operational Units: 2.(H)/Aufkl.Gr. 14 (May 43)?; II./Schl.G. 2 (Jul 43).

[Sources: AFHRA A5263 p.1849 (1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## F

**Fabriano** (ITAL) (c. 43 20 N – 12 54 E)

General: landing ground in west-central Italy (Marche) 34 km SW of Iesi (Jesi) near the town of Fabriano. Exact location not determined. History: used occasionally by Ju 88s from 1.(F)/Aufkl.Gr. 123 during winter 1943/44. Surface and Dimensions: no details – it was large enough for Ju 88 operations and was well concealed in olive groves. Fuel and Ammunition: brought in as needed. Infrastructure: none at the landing ground. Personnel were accommodated in Fabriano. The nearest rail connection was in Fabriano. Dispersal: aircraft were parked in the olive groves.

[Sources: AFHRA A5262 p.1744 (11 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Fabrica di Roma** (ITAL) (a.k.a. 416B) (42 17 35 N – 12 18 55 E)

General: landing ground in C Italy 51 km NNW of Rome, 8 km W of Civita Castellana and 5 km SSE of Fabrica di Roma town center. History: set up by the Germans in fall 1943 as an advanced landing ground. Surface and Dimensions: firm and dry meadowland with 2 joined airstrips – (1) approx. 915 x 150 meters (1000 x 165 yards) and aligned ENE/WSW, and (2) 1005 x 175 meters (1100 x 190 yards) and aligned WNW/ESE. No paved runways. Fuel and Ammunition: both were stocked and available.

Infrastructure: no permanent fixtures associated with the landing area.

Small huts and tents were concealed among the trees off the E end of the S

## Luftwaffe Airfields 1935-45

boundary. The nearest rail connection was in Fabrica di Roma. Dispersal: no organized dispersal facilities. Aircraft parked at the tree line along the perimeter.

### Remarks:

15 Jan 44: 15 fighters were visible on the landing ground.

23 Jan 44: serviceable for fighters - landing strip 1200 x 125 meters.

29 Jan 44: station personnel strength (excluding flying units) - 13 officers, 13 officials, 70 NCOs, 334 men.

9 Feb 44: 28 fighters were visible on the landing ground.

12 Feb 44: strafed by A-26 Invaders - claimed 1 x Bf 109 destroyed on the ground.

3 Mar 44: bombed by 30 B-24 Liberators - airstrips cratered in 8 to 10 places.

Operational Units: I./JG 77 (Oct-Nov 43); I./JG 4 (Jan-Mar, May 44); 1./NAGr. 11 (Nov 43 - Mar 44).

Station Commands: Fl.H.Kdtr. E 23/XI (Nov 43 - Mar 44); Fl.H.Kdtr. E(v) 208/VII (Apr-May 44).

Station Units (on various dates - not complete): 2. Zug/112.

Flugh.Betr.Kp. (Qu) (Jan/Feb 44 - ?); elements of le.Flak-Abt. 851 (Mar, May 44); Feldbauleitung d.Lw. 5/XII (Jan/Feb 44 - ?); part of Lw.-Bau-Btl. 2/VIII (Nov 43)?; one Kp. of Lw.-Bau-Btl. 3/XIII (Jan/Feb 44 - ?).

[Sources: AFHRA A5262 p.1745 (3 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Falconara** (ITAL) (a.k.a. Falconara Marittima) (43 37 15 N - 13 22 00 E)

General: airfield in east-central Italy on the Adriatic coast 82 km SE of Rimini, 12.5 km W of Ancona town center and 3 km WSW of Falconara Marittima.

History: built pre-war and used by the Italian Air Force for elementary flight training. No evidence found of any Luftwaffe air units being based here.

Dimensions: no information found.

Surface and Runways: no information found.

Infrastructure: no information found.

Remarks: none.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates - not complete): elements of le.Flak-Abt. 941 (1944); Nachschub-Kp. d.Lw. 15/III (Jan 44).

[Sources: AFHRA A5262 p.1248 (18 May 45) and p.1747 (1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Fano** (ITAL) (a.k.a. Flugplatz 527) (43 49 25 N - 13 01 40 E)

## Luftwaffe Airfields 1935-45

General: landing ground on the east coast of north-central Italy 43 km SE of Rimini and 1.5 km SSE of the town of Fano. History: built pre-war and considerably enlarged in 1941. The Italian Air Force used Fano as a flight training center and then as a dispersal field for Italian transport aircraft in Aug-Sep 43. No record found of any Luftwaffe air units being based here. Captured and used by the Allies in fall 1944. Surface and Dimensions: level grass surface measuring approx. 1465 x 915 meters (1600 x 1000 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: made available from other airfields in the vicinity as needed. Infrastructure: had 2 large hangars with paved aprons on the N boundary. One of the hangars was roofless in Jun 43 and still in Jan 45. Station admin offices, quarters, barracks, etc., were in a group of buildings at the NW corner. The nearest rail connection was in Fano. Dispersal: there were no organized dispersal facilities in Jun 43. Defenses: none observed in Jun 43. Remarks:

### Operational Units:

*Italian* (Regia Aeronautica): 144<sup>o</sup> Gruppo T (Sep 43); 148<sup>o</sup> Gruppo T (Sep 43).

*Luftwaffe*: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 214/VII (Viterbo) (Jun 44).

Station Units (on various dates – not complete): elements of le.Flak-Abt. 723 (Jun 44).

[Sources: AFHRA A5262 p.1506 (19 Feb 45), p.1101 and p.1748 (30 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ferrara** (ITAL) (a.k.a. Flugplatz 413 and 527, ANR Aeroporto N. 13) (44 48 30 N – 11 36 35 E)

General: airfield in NE Italy 43 km NNE of Bologna and 2.75 km SSW of Ferrara city center.

History: built pre-war. Used by Italian Air Force bombers and transports during the war. May also have been used as an aviation supply depot and/or repair center. After the Italian surrender in September 1943, the Luftwaffe used it mainly for fighters.

Dimensions: approx. 1500 x 1100 yards) and roughly rectangular in shape.

Surface and Runways: grass surface that was /very6 soft in wet weather. The well camouflaged concrete apron in front of the hangars on the N boundary measured 825 x 185 meters (900 x 200 yards), including 350 meters of wartime additions at each end, and served as a runway with an E/W alignment. Equipped with boundary and obstruction lighting.

Fuel and Ammunition: refueling points were believed to be at the center of the N boundary. Ammunition was possibly stored in 2 small buildings protected by blast walls on the N boundary.

Infrastructure: had 2 very large hangars, 1 medium hangar and a group of workshop buildings on the N boundary. The station buildings with admin

## Luftwaffe Airfields 1935-45

offices, quarters, barracks, etc., were also on the N boundary. The nearest rail connection was in Ferrara.

Dispersal: there were 2 dispersal areas – East and West – that in the initial stage of construction in Jan 44.

Defenses: protected by 1 heavy Flak position with 4 gun emplacements and 1 light Flak position with 2 guns in Jan 44.

Remarks:

16 May 44: low-level attack by 4 P-38 Lightnings – 3 x Bf 109 G-6s from I./JG 77 destroyed (1) or damaged (2) on the ground.

23 May 44: airfield strafed by 26 P-38s – 1 x Bf 109 G-6 (damaged) and 1 x Savoia S.82 (destroyed) from I./JG 77. On the other hand, the returning pilots claimed 4 aircraft destroyed, 1 probably destroyed and 3 damaged on the ground.

5 Jun 44: bombed by some 6 waves of B-24 Liberators dropping fragmentation bombs – 2 x Bf 109s from II./JG 77 damaged on the ground.

10 Jun 44: bombed by 140 B-24 Liberators – 13 x Bf 109 G-6s from II./JG 77 destroyed (7) or badly damaged (6); many casualties among the airfield Flak personnel and Italian civilians from the estimated 20,000 fragmentation bombs that were dropped. Additionally, there was heavy damage to the landing area and infrastructure.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Air Units:

*Italian* (Regia Aeronautica): 59° Gruppo BT (Apr-Dec 41); 60° Gruppo BT (Apr-Dec 41); 146° Gruppo T (Sep 43); 149° Gruppo T (Sep 43).

*Luftwaffe*: II./TG 2 (Sep-Oct 43); I./JG 4 (Mar-Apr 44); I./JG 77 (May 44); Stab, II./JG 77 (May-Jun 44); Stab, 1./NSGr. 9 (Sep 44).

Station Commands: Fl.H.Kdtr. E 37/XI (Oct 43 - Mar 44); Fl.H.Kdtr. E(v) 224/VII (Apr-Jun 44); Fl.H.Kdtr. E(v) 204/VII (Jul-Aug 44); Fl.H.Kdtr. E(v) 215/VII (Aug 44).

Station Units (on various dates – not complete): Koflug 2/VI (Sep 43 – Apr 44); Feldluftpark 2/VII (c. Sep-Nov 43); Stab/Flak-Rgt 57 (Jan-Mar 45); Stab/Flak-Rgt. 135 (Oct/Nov 44); elements of schw.Flak-Abt. 116 (Nov 43); elements of schw.Flak-Abt. 237 (Nov/Dec 44); schw.Flak-Abt. 334(v) (Sep 43); elements of schw.Flak-Abt. 523 (Jun 44 – Nov 44?); elements of le.Flak-Abt. 734 (Oct/Nov 44); le.Flak-Abt. 851 (Jul/Aug 44 – Apr 45); le.Flakbatterie z.b.V. 2024 (Oct-Nov 43); Flum-Funk-Kp. z.b.V. (mot) 32 (Mar 45); Flieger-Geräteausgabestelle 1/VII (Oct 43 - ?); Munitions-Ausgabestelle d.Lw. 4/VI (Mar 45); 5.Kp./Kw.Trsp.Rgt. 2 (Speer) (Mar 45); Kfz.Instandsetzungszug (mot) d.Lw. 7/VII (Mar 45).

[Sources: AFHRA A5262 pp.1749-51 (2 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Fiano Romano** (ITAL) (a.k.a. Flugplatz 418) (42 09 15 N – 12 36 00 E)

General: landing ground in C Italy 30-31 km NNE of Rome, 3 km SSE of Fiano Romano town center and 3 km W of the Tiber River. History:



## Luftwaffe Airfields 1935-45

Surface and Dimensions: leveled farmland with a prepared airstrip measuring approx. 1190 x 185 meters (1300 x 200 yards). No paved runway. Fuel and Ammunition: both available. Infrastructure: no hangars or workshop buildings, but there were 3 small huts off the SE corner and 3 more off the W boundary. Dispersal: there were 3 dispersal areas – Northwest, Northeast, Southeast – with 10 aircraft shelters. All 3 were still under construction on 1 Nov 43.

### Remarks:

31 Aug 43: under construction.

2/3 Nov 43 (night): bombed by 36 RAF Wellingtons – claimed damage to aircraft on the ground and the airfield dispersal areas.

23 Jan 44: serviceable for fighters and Ju 52s - landing strip 800 x 100 meters.

Operational Units: none identified.

Station Commands: operated as a Platzkdo. of the Fl.H.Kdtr. at Marcigliana.

Station Units (on various dates – not complete): elements of le.Flak-Abt. 99 (Nov-Dec 43).

[Sources: AFHRA A5262 pp.1752, 1754 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Finocchiara** (ITAL): see Gerbini-Finocchiara.

**Firenze** (ITAL): see Florenz.

**Fiume** (ITAL) (a.k.a. Rijeka) (45 20 05 N – 14 24 00 E)

General: seaplane station in NE Italy/NW Yugoslavia at the W end of Fiume (Rijeka) harbor approx. 3.25 km WNW of city center.

History: mainly used a stopover and refueling station for seaplanes operating along the Adriatic coast or en-route to and from Albania, Greece and the Aegean.

Dimensions: the Gulf of Fiume afforded ample take-off and landing room.

Anchorage: Fiume harbor in front of the hangars.

Fuel and Ammunition: both available.

Infrastructure: had 1 medium hangar with a quay running along in front of the hangar plus a mole and a jetty nearby. Accommodation were in Fiume.

### Remarks:

Nov 43 – Feb 45: torpedo factories, refineries, marshalling yards and port facilities at Fiume were all bombed, but the seaplane station is not specifically mentioned.

Operational Units:

*Italian*: none identified.

*Luftwaffe*: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 23/VII (Oct 43 – Mar 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 223/VII (Apr – Jun/Jul 44).

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

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 pp. 1752-53 (24 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Flaibano** (ITAL) (c. 46 03 28 N – 12 59 00 E)

General: satellite or dispersal airstrip in NE Italy 19.5 km W of Udine. Exact location around the town of Flaibano has not been determined.

History: no information found. No record found of any Italian or Luftwaffe air units being based here.

Station Units: Flugplatzkdo. of Fl.H.Kdtr. E(v) 213/VII Udine (1944-45).

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

**Florence** (ITAL): see Florenz).

**Florenz** (ITAL) (a.k.a. Firenze, Firenze-Peretola, Florence, Flugplatz 305, ANR Aeroporto N. 17) (43 48 35 N – 11 11 50 E)

General: airfield in C Italy on the northern outskirts of Firenze (Florence), about 6.5 km from the city center, and 1 km NNW of Peretola.

History: opened as a civil airport in June 1931, enlarged and upgraded by the military during 1938-39 with a paved runway and additional infrastructure and used by the Royal Italian Air Force as a training base during the war for elementary flight training and a school for engineer cadets from the Royal Aeronautical Academy. In German hands since Sep 43, the airfield was rarely a target for Allied aircraft.

Dimensions: overall measurements not found.

Surface and Runways: grass surface with a 1000 x 75 meter (1095 x 82 yards) concrete runway aligned NE/SW.

Fuel and Ammunition: ample fuel and ammunition stored and available.

Infrastructure: had at least 4 hangars as well as other buildings including the civil terminal building. Details lacking. The nearest rail connection was 1.5 km to the S of the airfield.

Dispersal: information lacking.

Defenses: generally protected by the Florence city Flak defenses.

Remarks:

28 Dec 43: bombed – 4 x Bf 109 G-6s, 1 x Fi 156 and 1 x Saiman 202 from I./JG 77 damaged on the ground.

31 Jan 44: 1000 x 75 meter concrete runway in good condition; landing and taxiing areas soft due to rain.

Operational Units:

*Italian* (Regia Aeronautica): 21° Gruppo CT (May-Jun 43); 46° Gruppo BT (Jul-Sep 43); 47° Gruppo BT (Jul-Sep 43).

*Italian* (Aeronautica Nazionale Repubblicana): CI Gruppo Caccia (Oct 43 - ?).

*Luftwaffe*: II./TG 1 (Sep/Oct 43); 10., 11./TG 1 (Sep 43); Stab/NAGr. 11 (Jun-Jul 44); 2./NAGr. 11 (Jun-Jul 44); 3./NAGr. 11 (Jun 44).

Station Commands: Fl.H.Kdtr. E 32/VI (Sep 43 - ?); Fl.H.Kdtr. E 12/IV (Feb 44 - ?).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): Komm.Gen.d.Dt.Lw. in Mittelitalien (Jun-Jul 44); Stab/22. Flak-Brigade (Jun 44); 4. Flugh.Betr.Kp. (Qu) (Oct 43); II./Flak-Rgt. 26 (Jun-Jul 44); schw.Flak-Abt. 212 (Florence, 1944-45); schw.Flak-Abt. 304 (Florence, 1944); schw.Flak-Abt. 365 (Florence, Jul 44); schw.Flak-Abt. 646 (Florence, 1944); le.Flak-Abt. 921 (Jun 44); le.Flak-Abt. 945 (Florence, 1944-45); Flak-Transportbatterie 151/IV (Dec 43); Flak-Transportbatterie 37/XII (Oct 43 - ?); 12. (Flum.Mess)/Ln.-Rgt. 200 (F-Moriano, 1943); 23.(m.Flum.Mess)/Ln.-Rgt. 200 (c. Jan 44 – Mar 45); Lw.-Bau-Btl. 3/XIII (Jan 44); Nachschubstab d.Lw. 3/VII (Mar 44); Flieger-Geräteausgabestelle 103/IV (Feb 44); Flieger-Geräteausgabe- u.Sammelstelle 1/VII (May/Jun 44); Trsp.Kol. d.Lw. 147/VI (May 44); Feldlaboratorium (mot) d.Lw. 4 (1943-44); Italienische Wach-Kompanie der Luftwaffe 130 (May 44).  
[Sources: AFHRA A5262 pp.1253 (19 Feb 45) and 1755; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Foggia (Complex)** (ITAL)

General: airfield complex in east-central Italy located around this important city and rail hub that is situated on a broad, marshy (in places) agricultural plain that was ideal for airfield construction. Satellite numbers 1 to 12 or so were assigned for identification purposes to the Axis-built fields in the complex. For example, Foggia-Lucera was Foggia Satellite No. 12.

Axis-built satellite landing grounds in existence prior to 27 Sep 43 and used by the Royal Italian Air Force and the Luftwaffe: Foggia-Lucera (Foggia Satellite No. 12), Foggia/Main, Foggia – San Nicola (Foggia/North, Foggia Satellite No. 1), Foggia – San Severo, Foggia-Schifara (Foggia Satellite No. 3), Foggia-Tortorella (Foggia Satellite No. 2) and Foggia-Zanotti (Foggia Satellite No.7 and No. 9).

Allied-built airfields and satellite landing grounds in the Foggia complex after 27 Sep 43: Foggia-Amendola, Foggia-Biferno, Foggia-Bovino, Foggia-Canne, Foggia-Castelluccio (Foggia Satellite No. 6), Foggia-Castiglione, Foggia-Celone (see Foggia – San Nicola), Foggia-Cerignola (Foggia Satellite No. 3?), Foggia-Fandetta (Foggia Satellite No. 4), Foggia-Giulia (see Foggia – San Nicola), Foggia-Giuliani, Foggia-Lesina, Foggia-Lupara, Foggia-Madna, Foggia-Morin (Foggia Satellite No. 5), Foggia-Nocelli, Foggia-Nuova, Foggia-Ortanova, Foggia-Palata, Foggia-Palmori, Foggia-Pantanella, Foggia – Passo Breccioso, Foggia-Pellegrini, Foggia – Posta Augello (Foggia Satellite No. 8?), Foggia-Radogna (Foggia Satellite No. 6?), Foggia-Ramitelli, Foggia-Regina, Foggia-Salsola (see Foggia-Schifara), Foggia – San Andrea (Foggia Satellite No. 10), Foggia – San Giovanni, Foggia – Santa Giusta, Foggia-Spinazzola, Foggia-Sterparone, Foggia-Stornara, Foggia – Torre dei Junchi, Foggia-Torremaggiore, Foggia-Torretto (Foggia Satellite No. 3?), Foggia-Trinitapoli (Foggia Satellite No. 8?), Foggia-Triolo, Foggia-Venosa, Foggia-Vincenzo (Foggia Satellite No. 11).

Remarks:

## Luftwaffe Airfields 1935-45

25-26 Sep 43: 8 x Bf 109 G-6s from IV./JG 3 blown up on the various satellite fields to prevent capture.

27 Sep 43: Foggia taken by British 8<sup>th</sup> Army.

### Operational Units:

*Italian* (Regia Aeronautica): 39<sup>o</sup> Gruppo BT (Apr-Jun 41); 40<sup>o</sup> Gruppo BT (Apr-Jun 41); 104<sup>o</sup> Gruppo BT (Apr 41 – May 42).

*Luftwaffe*: III./KG z.b.V. 1 (Dec 40 – Feb 41); II./KG 26 (Apr 41); II./KG z.b.V. 1 (Apr 41); I./KG z.b.V. 172 (Apr 41); KGr. z.b.V. 104 (May 41); KGr. z.b.V. Frankfurt (Nov 42 – Jan 43); part of 4./Minensuchgruppe 1 (Apr, May, Jul 43); Flugzeugleitstelle Luftflotte 2 (formerly OBS) (Apr-Jul 43); Kette from III./KG 100 (Jul 43); Gefechtsverband Foggia (same as Stab/KG 54?) (Aug-Sep 43); I., II./KG 1 (Jul-Sep 43); II./KG 30 (San Nicola?, Aug-Sep 43); III./JG 53 (Foggia, Sep 43).

School Units: Verbandsführerschule für Sturz Lehrgang (Kampffl.Ausb.) (Jan – Jul 42); Stab, I. and II./Stukaschule 2 (Jan 42 – Feb 43); St.G. 102 (Mar 43), Sturzkampfstaffel/KG 101 (Foggia/North, Jul 43).

Station Commands: Fl.H.Kdtr. E 10/XVII (Mar 41 – Dec 42); Fl.H.Kdtr. A 201/VII (Jan-Sep 43); Fl.H.Kdtr. E 62/XI (Aug-Sep 43).

Station Units (on various dates – not complete): Erprobungsstelle Süd d.Lw. (c.Oct/Nov 41 – May 42); Koflug 10/VII (Aug-Sep 43); 1. Flugh.Betr.Kp. (J) LG 1 (May 43); 1. Flugh.Betr.Kp./KG 76 (May 43); 3. Flugh.Betr.Kp./KG 76 (Jul 43); III./Feldwerftverband d.Lw. 30 (Aug 43); II./Feldwerftverband d.Lw. 60 (Aug 43); Werft-Kp. 22 (Feb 43); le.Flak-Abt. 851 (Aug-Sep 43); schw.Flak-Abt. 311 (May – c.Sep 43); schw.Flak-Abt. 167 (Sep 43); 2./schw.Flak-Abt. 243 (Sep 43); le.Flak-Abt. 851 (Sep 43); le.Flak-Battr. z.b.V. 2027 (2827?) (Mar 43); 6.(Flum.)/Ln.-Rgt. 200 (mid-1943); part of Ln.-Betr.Abt. z.b.V. (mot) 11 (Jun 43); Stab, 1., 3./Lw.-Bau-Btl. 20/III (Aug-Sep 43); 4.Kp. Lw.-Bau-Btl. 5/IV (Jul 43); Flieger-Geräteausgabestelle (Eis.) 51/IV (Jul, Sep 43); Nachschubkolonnen-Abt. d.Lw. 6/XI (Jul-Sep 43); Feldflugbetriebsgruppe (Flugleitstelle) Luftflotte 2 (1942-43); Wetterberatungsstelle (Mar 43); Flieger-Techn.Gruppe (Mar 43); Bauleitung d.Lw. Foggia (Mar 43); Flugzeug-Bergungszug 14/VI (Mar 43); Lw.-Sanitätsbereitschaft (mot) 3/II (Sep 43); Lw.-Standortältester Foggia (Mar 43).

**Foggia** (ITAL) (a.k.a. Foggia/City, Foggia/Main, Foggia – Gino Lisa) (41 26 10 N – 15 32 17 E)

General: airfield in west-Central Italy 3.25 km SSW of Foggia city center.

History: a joint civil and military airfield that existed long before the European war for Italy began in June 1940. An advanced flying school was located at Foggia. The Luftwaffe all but took it over in early 1941 and used it for fitting out aircraft with tropical equipment that were on the way to units in the Mediterranean and North Africa.

Dimensions: approx. 1890 x 760 meters (2065 x 830 yards).

## Luftwaffe Airfields 1935-45

Surface and Runways: dirt and grass surface that may have been unserviceable in wet weather. Had a prepared strip measuring approx. 1830 x 760 meters (2000 x 250 yards).

Fuel and Ammunition: both available.

Infrastructure: hangars, workshops, admin buildings and storage facilities were along the E boundary. Personnel were accommodated in Foggia. The nearest rail connection was in Foggia.

Dispersal: no organized dispersals - aircraft parked on the airfield and in open areas off the perimeter.

Defenses: no details found.

Remarks:

28 May 43: Foggia/Main bombed by IX Bomber Command B-24 Liberators - 9 x Ju 88 A-4s from I./KG 76 destroyed (3) or damaged (6) on the ground; 1 hangar and 8 barracks destroyed, runway cratered and out of service, 42 killed (including 8 German soldiers) and 78 wounded. (German report)

30 May 43: Foggia/Main bombed by approx. 36 IX Bomber Command B-24 Liberators - destroyed were 2 x Ju 88 A-4s from I./KG 76, 1 other Ju 88, 1 x He 111 and 1 x Fw 58; severely damaged were 2 x Ju 88s and 1 x Ju 52; lightly damaged were 8 x Ju 88s and 1 x He 111; considerable damage to buildings, power and water cut. (German report).

31 May 43: Foggia/Main bombed by approx. 125 NASAF B-17 Fortresses - 1 x Bf 109 G-6 from III./JG 77, 7 x Ju 88 A-4s from I./KG 76 and 2 x Ju 88As from Stab/KG 76 destroyed (5) or damaged (5), station HQ, hangars and all of the barracks hit hard and set on fire. (German report).

16 Jun 43: Foggia/Main bombed.

21 Jun 43: Foggia/Main bombed.

15 Jul 43: Foggia/Main bombed - 1 x Bf 109 G-6 from III./JG 77, 8 x Ju 88 A-4s from I./LG 1 and 1 x Ju 88 A-14 from III./KG 6 destroyed (8) or damaged (2) on the ground.

22 Jul 43: Foggia bombed by 100+ B-17 Fortresses - city devastated and 7,643 killed and over 700 injured. The airfield on the southern outskirts of the city was not specifically targeted.

19 Aug 43: Foggia marshalling yards bombed by 233 B-17s and B-24 Liberators - obliterating what was left of the city and killing another 9,581.

25 Aug 43: Foggia/Main, Foggia - San Nicola, Foggia-Tortorella and Schifara bombed and strafed by 136 B-17 Fortresses and 140 P-38 Lightnings that *claimed* 197(!) Axis aircraft destroyed or damaged on the ground, the majority at Foggia/Main and Tortorella - German losses, according to Luftwaffe sources, were 31 destroyed and 41 damaged, included 2 x Ju 88 A-4s from Flieger-Kp./Ln.-Rgt., 3 x Ju 88 A-4s from III./KG 54, 2 x Ju 88 A-4s from I./KG 76, 9 x Ju 88 A-4s from II./KG 76.

27 Sep 43: Foggia taken by British 8<sup>th</sup> Army.

Operational Units: see under Foggia (Complex).

Station Commands: see under Foggia (Complex).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): see under Foggia (Complex).

[Sources: AFHRA A5262 pp.17-60 (3 Jan 44) and 1254-55 (14 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foggia-Lucera** (ITAL) (a.k.a. Foggia Satellite No. 12) (41 29 50 N – 15 25 10 E)

General: satellite landing ground c. 11 km WNW of Foggia and 7 km E of Lucera town center. History: not mentioned prior to mid-summer 1943 and believed to have been set up by the Luftwaffe at about that time.

Taken over by the USAAF in early fall 1943 Surface and Dimensions:

leveled farmland of unknown dimensions. No paved runway. Fuel and

Ammunition: made available as needed. Infrastructure: none specifically related to the landing ground.

Remarks: none.

Operational Units: elements of II./LG 1 (Lucera, Aug 43); Stab, II./JG 77 (Lucera, Aug-Sep 43); II./JG 53 (Lucera, Sep 43); III./JG 53 (Lucera, Sep 43)?

Station Commands: Fl.Pl.Kdo. C 20/VII (Lucera, Aug-Sep 43).

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

[Sources: AFHRA A5262 p.1820 (5 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foggia – San Nicola** (ITAL) (a.k.a. San Nicola d'Arpi, Foggia/North, Capelli, Celone, Foggia Satellite No. 1) (41 32 20 N – 15 33 00 E)

General: satellite landing ground in E Italy 8.5 km N of Foggia town center and 2.75 km E of the Foggia – San Severo railway line. History: prepared by the Italian Air Force, probably prior to 1943 as a satellite of the main airfield at Foggia. Used by Luftwaffe Ju 88 bombers during May/June 1943.

Taken over by the Allies in September 1943 and built into a large bomber airfield with an 1830 meter (2000 yard) pierced steel plank runway and 106 aircraft dispersal hardstands. Surface and Dimensions: undrained grass surface measuring 1400 x 800 meters (1530 x 875 yards) in summer 1943.

No paved runway. Fuel and Ammunition: made available as needed.

Infrastructure: none specific to the landing ground, but several farm houses at the SW end were probably used by landing ground personnel. Further, a hut was under construction on the NE boundary in Jun 43. The nearest rail connection was the train station in Poppa, 2.5 km from the SW corner.

Dispersal: no organized dispersal facilities.

Remarks:

16 Jul 43: Foggia – San Nicola landing ground bombed.

6 Aug 43: aerial reconnaissance photos showed 51 Ju 52 transports and 1 He 111 bomber visible on the landing ground.

15 Aug 43: Foggia – San Nicola bombed.

## Luftwaffe Airfields 1935-45

16 Aug 43: bombed by 86 B-24s from IX Bomber Command – 2 x Ju 88 A-4s from II./KG 76 (San Nicola or Tortorella?) destroyed (1) or damaged (1) on the ground.

25 Aug 43: Foggia/Main, Foggia – San Nicola, Foggia-Tortorella and Schifara bombed and strafed by 136 B-17 Fortresses and 140 P-38 Lightnings that *claimed* 197(!) Axis aircraft destroyed or damaged on the ground, the majority at Foggia/Main and Tortorella – German losses, according to Luftwaffe sources, were 31 destroyed and 41 damaged, included 2 x Ju 88 A-4s from Flieger-Kp./Ln.-Rgt., 3 x Ju 88 A-4s from III./KG 54, 2 x Ju 88 A-4s from I./KG 76, 9 x Ju 88 A-4s from II./KG 76.

7 Sep 43: San Nicola and Tortorella satellites bombed by 123 B-17s – 3 x Mc 202s, 1 x Bf 109 and 7 x unidentified aircraft were claimed destroyed plus 1 more probably destroyed.

9 Sep 43: Foggia – San Nicola landing ground bombed by 41 B-24s – hits were seen in the southern half of the landing area, on the repair shops, admin buildings and quarters.

10 Sep 43: Foggia satellite landing grounds bombed by 24 B-24s – results not observed owing to cloud cover and haze.

18 Sep 43: low-level attack on several of the satellites around Foggia by 94 XII Fighter Command P-38 Lightnings – 2 x Bf 109 G-6s from IV./JG 3 and 6 x Ju 88 A-4s from Stab/KG 76 destroyed (3) or damaged (5) on the ground (San Nicola and Tortorella?).

25-26 Sep 43: 8 x Bf 109 G-6s from IV./JG 3 blown up to prevent capture.

Operational Units: I./LG 1 (Foggia/North, May-Aug 43); Stab/LG 1 (Foggia/North, Jul-Aug 43); II./LG 1 (Foggia/North, Jul-Aug 43); Stab/KG 6 (Foggia/North, Jul-Aug 43); I./KG 6 (Foggia/North, Jul-Aug 43); III./KG 6 (Foggia/North, Jul-Aug 43).

Station Commands: see Foggia (Complex).

Station Units (on various dates – not complete): see Foggia (Complex).

[Sources: AFHRA A5262 p.1700 (24 Jan 44), p.1102 and pp.1761 (30 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foggia - San Severo** (ITAL) (41 42 45 N – 15 25 48 E)

General: field airstrip in E Italy 28 km NW of Foggia and 5 km NE of San Severo town center.

History: laid out in the second half of 1942 as a training field for Luftwaffe Ju 87 dive bombers. Used for not more than 2 months and then inactive until July 1943 when Luftwaffe fighter units began arriving to counter the Allied advance up the east coast of Italy.

Dimensions: details not found.

Surface and Runways: leveled fields and farmland. No paved runway.

Fuel and Ammunition: made available as needed.

Infrastructure: unknown but not thought to be more than a few sheds and huts at the most on the airstrip itself. There was a compound of buildings

## Luftwaffe Airfields 1935-45

some 250 meters SW of the S end of the airstrip that may have been used by tenant units. Tents were used for accommodations in summer 1943.

Dispersal: no organized dispersal facilities.

Defenses: none noted.

Remarks:

25 Aug 43: bombed – 2 x Bf 109 G-6s from I./JG 77 destroyed (1) or damaged (1) on the ground.

28 Sep 43: demolitions carried and evacuated by the Germans.

Operational Units:

*Italian*: none identified.

*Luftwaffe*: IV./JG 3 (Jul-Sep 43); I./JG 53 (Jul-Sep 43); I./JG 77 (Aug-Sep 43); 2.(H)/Aufkl.Gr. 14 (Sep 43).

Reserve Training & Replacement Units: Erg.St./St.G. 3 (c. Oct-Nov 42).

Station Commands: none identified.

Station Units (on various dates – not complete): Koflug 10/VII (Sep 43).

[Sources: AFHRA A5262 pp. 1363 and 1528 (6 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foggia-Schifara** (ITAL) (a.k.a. Toretta?, Foggia Satellite No. 3) (c. 41 32 N – 15 26 E)

General: satellite landing ground in east-central Italy c. 12 km NW of Foggia city center and 4.5 km SW of the Rignano Garganico railway station.

History: built by the Germans in early 1943 and referred to as Foggia Satellite No. 3. Renamed Foggia-Salsola by the Allies. Surface and

Dimensions: leveled farmland of unknown dimensions. No paved runway.

Fuel and Ammunition: brought in as needed. Infrastructure: none.

Dispersal: no organized dispersal facilities.

Remarks:

25 Aug 43: Foggia/Main, Foggia – San Nicola, Foggia-Tortorella and Foggia-Schifara bombed and strafed by 136 B-17 Fortresses and 140 P-38

Lightnings that *claimed* 197(!) Axis aircraft destroyed or damaged on the ground, the majority at Foggia/Main and Tortorella – German losses,

according to Luftwaffe sources, were 31 destroyed and 41 damaged, included 2 x Ju 88 A-4s from Flieger-Kp./Ln.-Rgt., 3 x Ju 88 A-4s from

III./KG 54, 2 x Ju 88 A-4s from I./KG 76, 9 x Ju 88 A-4s from II./KG 76.

10 Sep 43: Foggia satellite landing grounds bombed by 24 B-24s – results not observed owing to cloud cover and haze.

18 Sep 43: low-level attack on several of the satellites around Foggia by 94 XII Fighter Command P-38 Lightnings – 2 x Bf 109 G-6s from IV./JG 3 and 6 x Ju 88 A-4s from Stab/KG 76 destroyed (3) or damaged (5) on the ground (San Nicola and Tortorella?).

25-26 Sep 43: 8 x Bf 109 G-6s from IV./JG 3 blown up to prevent capture.

Operational Units: part of III./KG 54 (Aug-Sep 43).

Station Commands: none identified.

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



## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.1358 (25 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foggia-Tortorella** (ITAL) (a.k.a. Tortorella, Foggia Satellite No. 2) (c. 41 29 20 N – 15 39 05 E)

General: satellite landing ground in E Italy 10 km ENE of Foggia and one of the numerous airfields comprising the Foggia complex. History: built or prepared during the 1941-43 period and completely taken over by the Luftwaffe in spring 1943 with the first operational units arriving in May.

Surface and Dimensions: rough grass surface measuring approx. 1510 x 825 meters (1650 x 900 yards). Had 2 prepared airstrips (unpaved) running NNW/SSE and ENE/WSW, the first of which was 1215 x 90 meters (1330 x 100 yards) in size. Fuel and Ammunition: both available.

Infrastructure: no hangars, workshops or other permanent buildings, but a relatively large encampment of huts had been set up off the SW corner of the landing area. Tortorella train station was just off the N boundary.

Dispersal: there were no organized dispersal facilities while in Axis hands.

Defenses: no details found.

Remarks:

17 Jun 43: aerial photos showed 5 Ju 52s, 27 Ju 88s and 28 small aircraft visible on the landing ground.

16 Jul 43: Foggia-Tortorella landing ground bombed.

15 Aug 43: Foggia-Tortorella landing ground bombed.

16 Aug 43: bombed by 86 B-24s from IX Bomber Command – 2 x Ju 88 A-4s from II./KG 76 (Tortorella or San Nicola?) destroyed (1) or damaged (1) on the ground.

25 Aug 43: Foggia/Main, Foggia – San Nicola, Foggia-Tortorella and Schifara bombed and strafed by 136 B-17 Fortresses and 140 P-38 Lightnings that *claimed* 197(!) Axis aircraft destroyed or damaged on the ground, the majority at Foggia/Main and Tortorella – German losses, according to Luftwaffe sources, were 31 destroyed and 41 damaged, included 2 x Ju 88 A-4s from Flieger-Kp./Ln.-Rgt., 3 x Ju 88 A-4s from III./KG 54, 2 x Ju 88 A-4s from I./KG 76, 9 x Ju 88 A-4s from II./KG 76.

7 Sep 43: San Nicola and Tortorella satellites bombed by 123 B-17s – 3 x Mc 202s, 1 x Bf 109 and 7 x unidentified aircraft were claimed destroyed plus 1 more probably destroyed.

8 Sep 43: Foggia-Tortorella satellite bombed by 46 B-24s – numerous hits seen on the landing area and dispersal. At least 1 aircraft claim destroyed on the ground and 3 others set on fire. According to German records, 1 x Ju 88 A-4 from III./KG 54 and 2 x Ju 88 A-4s from I./KG 76 were destroyed on the ground.

10 Sep 43: Foggia satellite landing grounds bombed by 24 B-24s – results not observed owing to cloud cover and haze.

18 Sep 43: low-level attack on several of the satellites around Foggia by 94 XII Fighter Command P-38 Lightnings – 2 x Bf 109 G-6s from IV./JG 3 and 6

## Luftwaffe Airfields 1935-45

x Ju 88 A-4s from Stab/KG 76 destroyed (3) or damaged (5) on the ground (San Nicola and Tortorella?).

25-26 Sep 43: 8 x Bf 109 G-6s from IV./JG 3 blown up to prevent capture.

28-29 Sep 43: taken over by Allied troops and immediately developed into a bomber base by the USAAF.

### Operational Units:

Luftwaffe: III./KG 76 (May-Jul 43); Stab/KG 76 (May-Sep 43); I./KG 76 (May-Sep 43); II./KG 76 (Jul-Sep 43); Stab/KG 54 (Aug-Sep 43); part of III./KG 54 (Aug-Sep 43).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. A 201/VII Foggia (c. Jan/Feb-Sep 43); Fl.H.Kdtr. E 23/VII (trop) (Sep 43).

Station Units (on various dates – not complete): see Foggia (Complex).

[Sources: AFHRA A5262 pp.1103, 1379, 1989, 1992, 1999 (May, 17 Jun 43, 30 Jul 43, 1 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foggia-Zanotti** (a.k.a. Triolo, Foggia Satellites No. 7 and No. 9) (41 37 30 N – 15 27 30 E)

General: satellite landing ground and dispersal field in E Italy 20 km NNW of Foggia and 9.25 km SE of San Severo. History: one of the numerous satellites surrounding Foggia main that were built during the war. This satellite was never a target of Allied air attacks nor can any Luftwaffe aircraft be traced to it in the available records. Accordingly, it may never have been completed and used by the Axis. Surface and Dimensions:

sandy loam soil with fairly good drainage. No paved runway while in Axis use. The Allies took it over in fall 1943 and built 2 runways, one of pierced steel planking and the other with an oiled surface, and dispersal sites for over 100 fighters. Fuel and Ammunition: both made available as needed.

Infrastructure: none noted.

[Sources: AFHRA A5262 pp.1385, 1514 (24 Feb 45) and p.2008 (6 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foiano della Chiana** (ITAL) (43 14 40 N – 11 50 55 E)

General: landing ground 22 km S of Arezzo, 5 km S of Brolio landing ground and 2.5 km ESE of the town of Foiano della Chiana. History: Surface and Dimensions: agricultural land which had been leveled and artificially drained and measured approx. 1100 x 137 meters (1200 x 150 yards). No paved runways. Fuel and Ammunition: brought in as needed. Infrastructure: no hangars, workshops or other buildings identified. There were several farm buildings in the vicinity that were probably used for accommodations. The nearest rail connection was a La Selce, 3.25 km W of the landing area.

Dispersal: there were 3 small open aircraft shelters in Apr 44 with 3 more being completed along the SW boundary and sites for 4 more prepared along the W boundary.

Remarks:

## Luftwaffe Airfields 1935-45

13 Apr 44: Allied intelligence noted that this was a recently prepared landing ground and that no aircraft had yet been seen there. Work was continuing at the time to improve the landing area.

Jul 44: taken over by 7 Wing (SAAF) with 5 Spitfire squadrons shortly after the Germans departed.

1 Nov 44: abandoned by the Allies this date.

Operational Units: 1., 2./NSGr. 9 (Jun 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1256, 1425, 1757-58 (9 May 44 and Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Foligno** (ITAL) (a.k.a. Giorgio Franceschi, Flugplatz 297) (42 56 10 N – 12 42 40 E)

General: airfield in C Italy 120 km NNE of Rome and 1.75 km SSE of Foligno town center.

History: in existence for some years before the war, Foligno was improved at the end of 1937 and became home to a Royal Italian Air Force trade school for ground personnel. It was also used for fighter training. How the airfield was used while in German hands is not certain, but apparently it was used as a forward supply depot in fall 1943 to the end of the year.

Dimensions: approx. 1325 x 685 meters (1450 x 750 yards). Markers for a planned 595 meter (650 yard) extension to the S were reported in April 1943.

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

Fuel and Ammunition: both believed to be available.

Infrastructure: had 2 large hangars, 1 small hangar and 2 buildings that were probably workshops or storage sheds near the NE corner. The hangars had paved aprons and there was also a rectangular paved servicing platform near the NW corner. The airfield admin buildings and barracks were at the NE corner. The nearest rail connection was a track running along the E boundary and the train station in Foligno.

Dispersal: there were no organized dispersal facilities in Apr 43.

Defenses: none seen or reported.

Remarks:

1943-44: the airfield was not a target of Allied air attacks. However, rail targets in the town were bombed frequently.

11 Dec 43: total station ground personnel strength: 1 officer, 9 officials, 44 NCOs and 127 men.

16 Jun 44: Foligno liberated by British forces.

25 Jan 45: airfield listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school); 20<sup>o</sup> Gruppo CT (Aug 43); 248<sup>a</sup> Squadriglia T (Aug-Sep 43); 274<sup>a</sup> Squadriglia BGR (Sep 43).

*Luftwaffe*: Transportstaffel II. Fliegerkorps (Oct-Nov 43).

## Luftwaffe Airfields 1935-45

Station Commands: Platzkdo. of Fl.H.Kdtr. E 6/IV (Perugia) (Oct 43, Jan/Feb 44).

Station Units (on various dates – not complete): part of Feldwerft-Abt. I/Feldwerftverband 90 (Nov 43); 2 Züge from Feldwerftverband 30 (Nov, Dec 43); part of Flieger-Geräteausgabestelle 103/IV (Nov, Dec 43); 2.Kp. Lw.-Bau-Btl. 4/IV (May/Jun 44); part of Nachschub-Kp.d.Lw. 8/VII (Nov 43); part of Nachschub-Kp.d.Lw. 5/VII (Dec 43); part of Verladekdo. d.Lw. 2/VII (Nov, Dec 43); part of Flug-Betr.St.Kol. 508/VII (Nov 43).

[Sources: AFHRA A5262 p.1762 (22 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Fontanarossa** (ITAL): see Catania.

**Forli** (ITAL) (a.k.a. Luigi Redolfe, Flugplatz 226, ANR Aeroporto N. 18) (44 11 35 N – 12 04 05 E)

General: airfield in C Italy 64 km SE of Bologna and 4 km SE of Forli.

History: existed pre-war and during the war as an Italian bomber base. The Germans took it over in Sep 43 and it was used mainly by Luftwaffe tactical reconnaissance and night nuisance aircraft.

Dimensions: approx. 1600 x 825 meters (1750 x 900 yards) with a rectangular shape.

Surface and Runways: level grass surface with partial drainage. Had a single 1370 meter (1500 yard) concrete runway aligned WNW/ESE. Four taxiways connected the ends and the middle of the runway with the NE boundary.

Fuel and Ammunition: both available.

Infrastructure: had 2 large hangars on the NE boundary plus 2 large and 2 medium hangars on the SW boundary. Additionally, 1 medium and 1 small hangar were at the E corner of the airfield. All 8 had paved servicing aprons. Admin offices and flight control were in a building between the hangars on the NE boundary. Accommodations were in Forli, on the campus of an aeronautical college 2 km N of the airfield or other nearby communities. The nearest rail connection was in Forli.

Dispersal: dispersal areas and sites existed but details lacking.

Defenses: no information found.

Remarks:

12 Sep 43: the runway was still being worked on this date but almost completed.

27 Mar 44: low-level attack by elements of 23 Kittyhawks – claimed aircraft and hangars set on fire.

28 Apr 44: strafed by 10 P-51 Mustangs – claimed 3 x Bf 109s and 1 x Ju 88 set on fire.

17 May 44: strafed by 15<sup>th</sup> AAF P-38 Lightnings.

30 Sep 44: listed as rendered unserviceable by exploded mines.

9 Nov 44: airfield taken by British forces.

Operational Units:

## Luftwaffe Airfields 1935-45

*Italian* (Regia Aeronautica): 25° Gruppo BT (Apr-Jul 41); 87° Gruppo BT (Aug 41 – Jun 42); 90° Gruppo BT (Sep 41 – Aug 42); 105° Gruppo BT (May-Jun 43).

*Luftwaffe*: 1./NAGr. 11 (Jun-Aug 44); 2./NSGr. 9 (Jun-Jul 44).

Station Commands: Fl.H.Kdtr. E 10/IV (Oct 43 – Mar 44); Fl.H.Kdtr. E(v) 210/VII (Apr-Jul 44); Fl.H.Kdtr. E 218/VII (Aug 44).

Station Units (on various dates – not complete): schw.Feldwerft-Abt. IV/Feldwerftverband 20 (Oct, Dec 43); part of Ie.Abt. II/Feldwerftverband 60 (Sep 43); Flieger-Bodengerätetrupp 106/VII (Jun 44); Rollfelderrichtungskolonnie 3 (Jun 44); Nachschub-Kp. d.Lw. 14/III (Sep 43); Nachschub-Kol.Abt. d.Lw. 6/XI (Sep 43); Flugbetriebsstoffkolonne 508/VII (Jun 44); Trsp.Kol. d.Lw. 144/III (Sep 43); Trsp.Kol. d.Lw. 106/VII (Sep 43); Kfz.Inst.Zug d.Lw. (mot) 2/VI (Sep 43); Kw.Werkstattzug d.Lw. (mot) 4/VII (Sep 43); one Kp. of Transport-Rgt. 2 Speer (Sep 43); Italienische Wach-Kompanie der Luftwaffe 103 (May 44).

[Sources: AFHRA A5262 p.1258 (16 May 45), p.1471 (1 Mar 45) and p.1763 (Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Fossano** (ITAL) (a.k.a. Cervere?) (c. 44 33 N – 07 42 E)

General: airstrip or landing ground in NW Italy 59 km S of Torino (Turin). Exact location in the vicinity of Fossano not determined, but possibly just W of the town. History: no information found.

School Units:

*Italian* (Aeronautica Nazionale Repubblicana): Squadriglia Addestramento "Francesco Baracca" (Jan-Nov 44).

*Luftwaffe*: see Cervere.

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

**Frascati** (ITAL) (c. 41 48 N – 12 40 E)

General: (landing ground)? in C Italy 20 km SE of Rome and 7 km E of Ciampino airfield. History: evidence suggests that this was not an airstrip or landing ground, but rather a town and suburb of Rome where the Luftwaffe set up its main headquarters and commands for Italy. The operational units listed below were probably based at nearby Rome-Ciampino.

Remarks:

8 Sep 43: Frascati bombed by some 130 XII Bomber Command B-17 Fortresses.

17 Feb 44: troop concentrations and supply dumps at Frascati and the adjoining town of Grottaferrata bombed by 15<sup>th</sup> AAF.

1 May 44: 12<sup>th</sup> AAF bombed dumps at Frascati, returning for four more attacks on 4, 5, 26 and 31 May.

Operational Units: Flugbereitschaft Luftflotte 2 (1942-43); I./JG 4 (Jan 44).

Station Commands: none identified.

## Luftwaffe Airfields 1935-45

Town Units (on various dates – not complete): Luftflottenkdo. 2 (a.k.a. Oberbefehlshaber Süd) (Dec 41 – Sep 43); Kampffliegerführer Mittelmeer (Grottaferrata, Jun-Oct 43); Jagdabschnittsführer Süd (Italien) (Torre Gaia, c.Oct 43 – Jun 44); Geleitzugführer Mittelmeer (Jul-Aug 43)?; Kommandierender General der deutschen Luftwaffe in Mittelitalien (Torre Gaia, Feb-May 44); General der Flakartillerie Süd (Rocca di Papa, Aug 43); II./Flak-Rgt. 5 (Mar 43); elements of schw.Flak-Abt. 212 (Sep 43); schw elements of schw.Flak-Abt. 264 (summer 43); Flak-Abt. 376 (May 44); Flak-Bergungstrupp 6/II (Sep 43); Stab, I. and III./Ln.-Rgt. 2 (c.Mar 43 – Sep 43); 24.(le.Flum.)/Ln.-Rgt. 200 (Grottaferrata, Nov 43 - ? ); Stab/Ln.-Rgt. Afrika (remnants) (Jun 43); 1./Ln.-RV-Abt. (mot) z.b.V. 1 (Grottaferrata, Sep 43); Flugmelde-Funk-Kp. z.b.V. 32 (Grottaferrata, c.Dec 43 – May 44); Funkstör-Kp. z.b.V. 1 d.Lw. (Sep 43); Lw.-Standortältester Frascati (Mar 43).

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

**Frosinone** (ITAL) (a.k.a. Gerolamo Moscardini, Flugplatz 259) (41 38 50 N – 13 17 40 E)

General: airfield in C Italy 75 km ESE of Rome, 61 km ENE of Anzio and 4 km W of Frosinone town center.

History: built pre-war and by 1930 Frosinone was a small Royal Italian Air Force landing ground that was also used by civil aircraft. The landing area was substantially expanded and buildings constructed in the late 1930's as the war approached. The Royal Italian Air Force used Frosinone mainly for training until the Luftwaffe took it over in April 1943. For the next 6 months it was the Luftwaffe's main long-range reconnaissance airfield in Italy and the Central Mediterranean.

Dimensions: approx. 1005 x 915 meters (1100 x 1000 yards) with an oval shape.

Surface and Runways: grass and rolled dirt. No paved runway.

Fuel and Ammunition: both available.

Infrastructure: had 3 medium hangars off the SE corner. Between and just behind the hangars were 5 or 6 workshops, station buildings and barracks. The nearest rail connection was the main Rome-Naples line that passed 1.5 km S of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: protected by 3 light Flak or AA machine gun emplacements on the perimeter.

Remarks:

c. 9 Sep 43: airfield bombed from high altitude without warning – 13 KIA and 18 WIA, all from units under Stab/Aufkl.Gr. 122.

12 Sep 43: airfield bombed by 12<sup>th</sup> AAF B-17 Fortresses.

25 Sep 43: airfield strafed – 1 x He 111 shot up and burned out.

13 Nov 43: airfield hit by USAAF and RAF fighter bombers.

## Luftwaffe Airfields 1935-45

26 Jan 44: closed to all classes.

1 Jun 44: Frosinone liberated by Allied troops.

### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: Stab/Aufkl.Gr. 122 (Apr-Nov 43); 2.(F)/Aufkl.Gr. 122 (Apr-Sep 43); Wekusta 26 (May-Oct 43); 1.(F)/Aufkl.Gr. 123 (Jun-Sep 43); Verb.St. 55 (Jul 43); 3.(F)/Aufkl.Gr. 33 (Jul-Sep 43); II./JG 53 (Sep 43); 2. (H)/Aufkl.Gr. 14 (Sep-Oct 43); Verbindungsstaffel 400 (Sep-Oct 43); elements of Sanitäts-Flugbereitschaft 2 (Oct 43)?

### Station Commands:

Station Units (on various dates – not complete): le.Feldwerft-Abt. (mot) II/30 (Aug-Sep 43); le.Werftzug 5/Feldwerftverband 70 (Aug-Sep 43); Feldwerft-Abt. dl.Lw. Tropen I (Sep-Oct 43); Stab and elements of schw.Flak-Abt. 386(v) (Oct 43 - ?); elements of schw.Flak-Abt. 534 (Jul-Sep 43); 3./le.Flak-Abt. 734 (May 44); part of le.Flak-Abt. 841 (May 44); Flakbatterie z.b.V. 1533 (Oct 43 - ?); Flakbatterie z.b.V. 1543 (Oct 43 - ?); Flak-Trsp.Battr. 202/VII (Mar 44); Stab/Ln.-Rgt. 200 ( ? – Sep 43).

[Sources: AFHRA A5262 pp.1764-66 (9 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Furbara** (ITAL) (a.k.a. Marina di Cerveteri?, Mario Ugo Gordesco) (41 59 35 N – 12 00 45 E)

General: airfield in west-central Italy c. 41 km WNW of Rome city center, 3.5 km WNW of Marina di Cerveteri and 1 km SW of the hamlet of Furbara. The airfield was directly on the coast of the Tyrrhenian Sea.

History: the airfield was built during World War I and in the 1920's a fighter training school was based here. During WW II it served as a weapons test center for the Royal Italian Air Force and had a bombing range located 1.5 km to the NW. In May 43, as Allied air attacks on the Italian mainland became more prevalent, fighter units were brought in and stationed at Furbara. The Germans based fighter bombers here during the first half of Oct 43, but after that date it was used as a forward airfield and emergency landing ground and no units were stationed here.

Dimensions: approx. 825 x 775 meters (900 x 850 yards) with a rectangular shape.

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

Fuel and Ammunition: fuel was reportedly stored off the E corner and a small ammunition dump was located 400 meters off the center of the NW boundary.

Infrastructure: had 2 medium hangars on the NE boundary. The station buildings were near the hangars included admin offices and barracks. The nearest rail connection was Furbara train station at the NE boundary. Additionally, an inlet with a small jetty was at the SE corner of the airfield that allowed it to be resupplied by sea.

## Luftwaffe Airfields 1935-45

Dispersal: no organized dispersal facilities - aircraft parked around the airfield perimeter, some in the 10 open aircraft shelters that were built in early spring 1943.

Defenses: consisted of 5 light Flak and/or AA machine gun positions around the perimeter in mid-January 1943.

Remarks:

21 Mar 43: 4 more open aircraft shelters seen to be under construction.

4 Nov 43: low-level attack on the airfield by Allied fighter bombers.

14 Nov 43: struck again by fighter bombers.

14 Feb 44: bombed and strafed by 71 A-26 Invaders - claimed hits in the aircraft shelters and 4 Bf 109s shot up on the ground and damaged.

Operational Units:

*Italian* (Regia Aeronautica): Italian AF Weapons Testing Center; 9<sup>o</sup> Gruppo CT (Jun 43); 10<sup>o</sup> Gruppo CT (May 43); 13<sup>o</sup> Gruppo CT (Jul 43).

*Luftwaffe*: elements of II., III./SKG 10 (Oct 43).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp. 1767-69 (11 Feb 43 updated to 21 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## G

**Gaeta – Porto Salvo** (ITAL) (41 13 15 N – 13 34 10 E)

General: seaplane station in west-central Italy 72 km NW of Naples and halfway between Gaeta and Porto Salvo on the Gulf of Gaeta.

History: a relatively minor pre-war and wartime Italian seaplane station used mainly for stopovers and maintenance of shipborne aircraft. No record found of complete Italian or German seaplane units being stationed here.

Dimensions: the Gulf of Gaeta offered unlimited take-off and landing space.

Anchorage: excellent conditions just S of the seaplane station.

Fuel and Ammunition: fuel storage facilities were present and ammunition made available as needed.

Infrastructure: had 1 small hangar with a concrete apron and 1 slipway (launch and retrieval ramp). Rail connections were available in Gaeta.

Remarks:

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1458 (2 Mar 45) and p.1770 (18 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Gallarate** (ITAL) (a.k.a. Gallarate-Malpensa, Cascina Malpensa, Cascina Costa, Vizzola Ticino, Gaspare Bolla, Adalberto Campacci, Luigi Bailo, Flugplatz 368, ANR Aeroporto N. 6) (45 38 25 N – 08 43 30 E)



## Luftwaffe Airfields 1935-45

General: airfield 40 km NW of Milano (Milan), 6 km SW of Gallarate town center and 1 km WNW of the village of Cascina della Costa. The airfield had 3 sides: the Malpensa side on the N, the Cascina Costa side on the E and the Vizzola Ticino side on the W. Each side had its own cluster of hangars and workshops and these were often referred to separately giving the impression that they were 3 different airfields.

History: built pre-war and used by the Italian Air Force for advanced flight training (air bombing and gunnery school). The Luftwaffe based transport units here until late August 1944. The Vizzola Ticino side of the airfield was a distribution and maintenance depot for Bf 109 fighters provided to the Aeronautica Nazionale Repubblicana.

Dimensions: approx. 3000 x 2200 meters (3280 x 2405 yards).

Surface and Runways: grass surface with 2 airstrips and 1 runway - (1) airstrip along the W boundary of the landing area measuring 1500 x 260 meters (1640 x 284 yards) and aligned NNW/SSE; (2) airstrip parallel to and 530 meters E of airstrip (1) measuring 2000 x 260 meters (2187 x 284 yards) and aligned NNW/SSE; (3) hard surface (paved?) runway parallel to and 365 meters E of airstrip (2) measuring 2100 yards) in length and aligned NNW/SSE.

Fuel and Ammunition: fuel was stored off the NW corner and on the W boundary, while a fueling point and underground fuel tanks were on the N boundary. Ammunition was stored in a site 180 meters off the NW corner.

Infrastructure: the Gallarate side had 3 large hangars on the N boundary with 1 large and 1 medium hangar on the W boundary. Station buildings, including admin offices, officers' quarters and barracks, were all located near the N end of the W boundary. The Vizzola Ticino side had 3 medium hangars and 5 other buildings used as repair shops and for stores. The Cascina Costa side had 2 medium hangars and 2 workshop buildings. The nearest rail connection was in Gallarate.

Dispersal: there were 4 dispersal areas by early 1945 - North, East, Southwest and Brughiera Grande - with a total of 80 large aircraft shelters completed. More shelters had been under construction in 1944 but subsequently abandoned in September before being finished.

Defenses: no information found.

Remarks:

31 Jul 44: strafed by Allied fighters - 3 x S. 82 transports belonging to II./TG 1 were destroyed along with 2 x Ca. 148s.

2 Aug 44: attacked by 24 P-47 Thunderbolts - claimed 33 x Ju 88s, S. 79s and Me 410s destroyed or damaged on the ground at Gallarate.

9 Jan 45: airfield assessment based on reconnaissance photos and other intelligence showed all of the landing area and airstrips rendered partially or totally unserviceable by demolition, obstructions and ditch digging; fuel and ammunition removed, all of the hangars dismantled or demolished, and access roads and taxiway prepared for demolition with mines.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Italian* (Aeronautica Nazionale Repubblicana): 1<sup>o</sup> Gruppo Caccia (Apr-May 45).

*Luftwaffe*: part of Überführungskdo. XIV. Fliegerkorps (mid-1943); IV./TG 3 (Sep – c. Dec 43); Savoia Staffel (Oct 43); II./TG 1 (Apr-Aug 44).

Station Commands: Fl.H.Kdtr. E 9/IV (c. Oct 43 – Mar 44); Fl.H.Kdtr. E(v) 209/VII (Apr-Aug 44); Fl.H.Kdtr. E(v) 219/VII (Aug-Nov 44); Flugplatz-Verbindungskdo. of Fl.H.Kdtr. E(v) 203/VII Lonate Pozzolo (Nov 44 - Apr 45); Fl.H.Kdtr. E(v) (Ital.) (Mar 45).

Station Units (on various dates – not complete): Stab/Koflug 18/XI (mid-43 – Oct 44); Feldwerft-Staffel (mot) 7/20 and 8/20 (Mar 45); schw.Feldwerft-Abt. d.Lw. 3/VIII (Jun 44)?; 112. Flugh.Betr.Kp. (Qu) (summer 1944); 115. Flugh.Betr.Kp. (Qu) (summer 1944); Fliegerbodengerätetrupp (v) (Ital.) (Mar 45); Lw.-Pi.Btl. 2 (Aug-Oct 44); Nachschub-Kp. d.Lw. 8/VII (Aug-Oct 44); Munitionsausgabestelle d.Lw. 14/VI (Busto Arsizio – Nov 44, Mar 45); kl.Feuerschutzstaffel (mot) (Mar 45); Flug-Betriebsstoff-Kolonne 505/VI (fall 1944); Flug-Betriebsstoff-Kolonne 501/VI (1944 – Feb 45); Flug-Betriebsstoff-Kolonne 510/VII (1944 – Feb 45); Trsp.Kol. d.Lw. 161/VII (Nov 44, Mar 45); 12.Kp./NSKK-Brigade Speer (spring 1944); 9.Kp./Kw.Trsp.Rgt. 2 (Speer) (Mar 45); Wach-Kp. (ital.) 110 (Mar 45); Ldssch.Zug d.Lw. 372/XI (Mar 45); Meldekopf für Flugzeug-Bergung West (Mar 45); Wetternebenstelle (? – Oct 44).

[Sources: AFHRA A5262 pp.1709-12 (2 Feb 45) and pp.1414, 2067 (18 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Gela** (ITAL/Sicily) (a.k.a. Ponte Olivo, Monte Lungo) (37 07 40 N – 14 19 00 E)

General: airfield in S Sicily 9.25 km NNE of the town and just SE of the Ponte Olivo Bridge over the Gela River.

History: early history not found but believed to have been in the late 1930's for the Royal Italian Air Force. It remained an Italian base during the war but the Luftwaffe used it during the first half of 1941 and the first half of 1942.

Dimensions: approx. 1830 x 1280 meters (2000 x 1400 yards).

Surface and Runways: sparse grass and agricultural land. The Luftwaffe began building a permanent paved runway in Sep 42 with a planned length of approx. 1280 meters (1400 yards) and aligned NE/SW. The new runway was scheduled to be completed before the end of 1942. Believed to have been equipped for night landings.

Fuel and Ammunition: fuel was stored in drums (barrels) in trenches dug behind blast shelters along the N boundary. Small ammunition storage sites were believed to be off the N corner, off the W boundary and possibly in an olive grove 2 km N of the airfield.

## Luftwaffe Airfields 1935-45

Infrastructure: had 3 small camouflaged hangars, one of which had a paved apron, and a number of small huts along the N boundary. An encampment of some 20 barrack-type huts and small buildings 1.2 km WNW of the landing area and a second encampment 2.5 km NW of the airfield. The nearest rail connection was in Gela.

Dispersal: there were a total of 54 medium and small open aircraft shelters around the perimeter of the airfield.

Defenses: in Nov 42, there were 2 heavy Flak positions with emplacements for 8 guns and 16 light Flak positions with emplacements or sites for 37 guns.

### Remarks:

Feb-Jun 41: moderate use by the Luftwaffe but very little use after that.

Sep 42: runway construction work in progress.

10-11 Jul 43: captured by U.S. invasion forces.

### Operational Units:

*Italian* (Regia Aeronautica): 16<sup>o</sup> Gruppo Assalto (Jun 41); 20<sup>o</sup> Gruppo CT (Jun-Nov 42); 22<sup>o</sup> Gruppo CT (Sep-Nov 42); 59<sup>o</sup> Gruppo BT (Jun-Oct 40); 60<sup>o</sup> Gruppo BT (Jun-Oct 40); 66<sup>o</sup> Gruppo OA (Feb-May 43); 102<sup>o</sup> Gruppo BaT (May-Oct 42); 106<sup>o</sup> Gruppo BT (May 43); 155<sup>o</sup> Gruppo CT (May-Dec 42); 159<sup>o</sup> Gruppo Assalto (Jun 43); 171<sup>o</sup> Gruppo Int. (Oct-Nov 41).

*Luftwaffe*: 7./JG 26 (Feb-May 41); 1./NJG 3 (Feb-May 41); III./JG 27 (May 41); I./JG 53 (Dec 41 – Apr 42); 10.(Jabo)/JG 53 (Apr-Jun 42).

Station Commands: none identified.

Station Units (on various dates – not complete): 5. Flugh.Betr.Kp./St.G. 2 (Feb-May 41); Bauleitung d.Lw. (Mar 43).

[Sources: AFHRA A5263 pp.1850-52 (25 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Genoa** (ITAL): see Genua.

**Genova** (ITAL): see Genua.

**Genua** (ITAL) (a.k.a. Genova, Genoa, Genoa-Sampierdarena) (44 24 25 N – 08 53 15 E)

General: landing ground in NW Italy 4.75 km W of Genoa city center and located on a quay 600 meters S of the center of the suburb of Sampierdarena. History: built after June 1940. Several Royal Italian Air Force fighter units were based here during the war but the Luftwaffe did not use it, except perhaps for emergency landings. Surface and Dimensions: hard surfaced, probably concrete, measuring approx. 1190 x 640 meters (1300 x 700 yards) with a "T" shape. Fuel and Ammunition: both made available as needed. Infrastructure: had 1 medium hangar with adjacent workshops at the center of the N boundary and another medium hangar at the SE corner. Admin offices were reportedly near the hangar on the N boundary, and 5 narrow buildings near the hangar at the SE corner may

## Luftwaffe Airfields 1935-45

have been barracks. Dispersal: there were 6 concrete hardstands for aircraft on the S boundary.

Defenses: protected by the 12 positions of heavy Flak and 14 positions of light Flak that defended the port.

### Remarks:

1943-45: the Genoa area was bombed or otherwise attacked more than 40 times by Allied aircraft during the war, but the landing ground was not intentionally targeted as far as can be determined.

30 Sep 44: landing ground listed as rendered unserviceable by exploded mines.

### Operational Units:

*Italian* (Regia Aeronautica): 2<sup>o</sup> Gruppo CT (May-Sep 43); 13<sup>o</sup> Gruppo CT (Jun-Oct 41).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (Lw. units stationed in and around this city and port in NW Italy on various dates – not complete): Flak-Rgt. 5 (Stab) (Mar 43); schw.Flak-Abt. 363 (Oct 43 - ?); schw.Flak-Abt. 574 (Sep 43); schw.Flak-Abt. 575 (Apr-Aug 44); schw.Flak-Abt. 603 (? – Aug 44); le.Flak-Abt. 843 (Jun/Jul 44 - ?); part of le.Flak-Abt. 921 (Oct 43, Feb 44); 7.(Tel.Bau)/Ln.-Rgt. 21 (Mar 43); 26.(m.Flum.)/Ln.-Rgt. 200 (c. Jul 44 – Apr 45); 35. (le.Flum.)/Ln.-Rgt. 200 (1944-45)?; Sanitätsbereitschaft (mot) d.Lw. 5/XIII (Feb 43); Verladekdo. d.Lw. Genua (Mar 43); Bauhof d.Lw. Genua (Mar 43), Wetternebenstelle 872 (Sep 44, Mar 45); L.S.-Warnkdo. Genua (Mar 45).  
[Sources: AFHRA A5262 pp.1771-73 (25 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Gerbini** (ITAL/Sicily) (a.k.a. Gerbini-Main) (37 28 05 N – 14 51 50 E)

General: airfield in SE Sicily 20.5 km W of Catania and 2 km E of the village of Gerbini. Situated on the Plain of Catania, Gerbini had 14 satellite fields numbered 1 to 14, some of which also carried names. For example, besides the numbered satellites already listed below, San Salvatore (Scordia), Finocchiaro, Spinasantà, etc.

History: early history not found but believed to have been built during the 1938-40 period. The concrete runway was started in Dec 41 and completed in Apr 42. It was a complex with 14 satellite fields and served as one of the 2 or 3 main airfields on Sicily.

Dimensions: approx. 2285 x 1645 meters (2500 x 1800 yards).

Surface and Runways: grass and agricultural land. Had a single concrete runway measuring 1645 x 55 meters (1800 x 60 yards) and aligned WNW/ESE. The runway was located in the southern part of the airfield. Equipped with runway lighting and a visual Lorenz system for night landings.

Fuel and Ammunition: fuel was stored in drums (barrels) in trenches and pits dug mostly off the NW side of the airfield. Ammunition and bombs

## Luftwaffe Airfields 1935-45

were reportedly stored in protected dumps 1.6 km WSW of the airfield and the other 1.3 km SSE of the airfield.

Infrastructure: had 1 medium and 1 small hangar on the S boundary and workshop buildings on the W boundary. Admin offices, accommodations and other base support and services were in a group of some 20 buildings and huts just off the W boundary. A smaller group of buildings and huts were concealed in a grove about 2 km W of the center of the airfield along with a few others S, E and NW of the landing area. The nearest rail connection was the Gerbini train station 1.5 km W of the airfield.

Dispersal: in late Jan 43, aerial photos showed 11 open aircraft shelters and 41 parking hardstands spaced around the perimeter track and in the North dispersal area that was still under development. Camouflaged sandbag blast shelters were used.

Defenses: in late Jan 43, Gerbini had 6 heavy Flak positions with emplacements for 24 guns, 12 light Flak positions with emplacements or stands for 37 guns plus 2 searchlight positions.

Satellites and Decoys:

**Gerbini-Finocchiara** (a.k.a. Catania-Finocchiara?) (c. 37 34 N – 15 05 E). General: satellite landing ground in E Sicily just north of Catania. Not located. Air Units (Regia Aeronautica): 17<sup>o</sup> Gruppo CT (May-Jun 43).

**Gerbini - San Salvatore (Scordia)** (c. 37 17 39 N – 14 50 34 E). General: satellite landing ground in E Sicily approx. 32 km SW of Catania and 18.5 km S of Gerbini.

**Gerbini-Spinasanta** General: not located, but believed to be the place name of one of the numbered satellites listed below.

**Gerbini Satellite No. 1** - (a.k.a. Gerbini/Nord) (37 29 00 N – 14 50 35 E). General: 2.5 km NW of Gerbini airfield. History: satellite airstrip built spring 1942. Surface and Dimensions: agricultural land measuring approx. 1555 x 365 meters (1700 x 400 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: had a few small buildings just off the NE corner. Remarks: initially used by the Royal Italian Air Force, but increasingly used by the Luftwaffe from fall 1942.

**Gerbini Satellite No. 2** - (a.k.a. Gerbini/Süd) (37 25 35 N – 14 53 55 E). General: 5.5 km SSE of Gerbini airfield. History: built at about the same time as Satellite No. 1. Surface and Dimensions: agricultural land measuring approx. 1555 x 410 meters (1700 x 450 yards). The unpaved airstrip was aligned WSW/ENE. Infrastructure: had a few huts at the NE and SE corners and along the road leading from the E end of Satellite No. 2 to Satellite No. 3. Defenses: protected by 3 light Flak positions with stands for 7 guns. Remarks: no use reported by mid-November 1942.

**Gerbini Satellite No. 3** - (a.k.a. Sigonella) (37 24 20 N – 14 55 20 E). General: 9 km SE of Gerbini airfield. History: built at about the

## Luftwaffe Airfields 1935-45

same time as Satellite No. 1. Surface and Dimensions: agricultural land measuring approx. 1645 x 410 meters (1800 x 450 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: surrounded on the N, NE, S and W sides by at least 12 small groups of huts. Remarks: no use reported by mid-November 1942.

**Gerbini Satellite No. 4** - (37 28 00 N – 14 49 30 E). General: 3.5 km W of Gerbini airfield. History: built in 1942. Surface and Dimensions: agricultural land measuring approx. 1415 x 190 meters (1550 x 210 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: none. Remarks: no use reported by mid-November 1942.

**Gerbini Satellite No. 5** - (37 27 45 N – 14 49 40 E). General: 3.5 km WSW of Gerbini airfield and 450 meters S of and parallel to Satellite No. 4. History: built in 1942. Surface and Dimensions: agricultural land measuring approx. 1145 x 165 meters (1250 x 180 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: none. Remarks: no use reported by mid-November 1942.

**Gerbini Satellite No. 6** - (a.k.a. Gerbini-Torazzo) (37 24 00 N – 15 01 37 E). General: 7.25 km S of Catania airfield and 16.25 km ESE of Gerbini airfield. History: built in 1942. Surface and Dimensions: agricultural land measuring approx. 1280 x 365 meters (1400 x 400 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: none. Remarks: no use reported by mid-November 1942.

**Gerbini Satellite No. 7** - (37 23 00 N – 14 52 45 E). General: 9.75 km S of Gerbini airfield and 3.75 km WSW of Gerbini Satellite No. 3. History: built late 1942 – early 1943. Surface and Dimensions: agricultural land measuring approx. 1370 x 410 meters (1500 x 450 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: none. Remarks: leveling work still underway in December 1942.

**Gerbini Satellite No. 8** - (37 23 46 N – 14 59 32 E). General: 13.75 km SE of Gerbini airfield, 9.25 km SW of Catania airfield and 3 km W of Gerbini Satellite No. 6. History: construction began in early 1943 and was still underway in March. Surface and Dimensions: agricultural land measuring approx. 1830 x 550 meters (2000 x 600 yards). The unpaved airstrip was aligned WNW/ESE. Infrastructure: none. Remarks: none.

**Gerbini Satellite No. 9** - (c. 37 24 N – 14 57 E). General: located 3.25 km E of Gerbini Satellite No. 3. The unpaved airstrip was aligned WNW/ESE. No further information.

**Gerbini Satellite No. 10** - (c. 37 22 N – 14 59 E). General: located 6.25 km ESE of Gerbini Satellite No. 3. The unpaved airstrip was aligned WNW/ESE. Built early July 1943. No further information.

## Luftwaffe Airfields 1935-45

**Gerbini Satellite No. 11** - (c. 37 23 N – 14 49 E). General: located c. 12.5 km E of Ramacca. The unpaved airstrip was aligned WNW/ESE. Built early July 1943. No further information.

**Gerbini Satellite No. 12** - (a.k.a. Ramacca) (c. 37 23 N – 14 41 E). General: located near the town of Ramacca, 14.75 km SW of Gerbini. The unpaved airstrip was aligned WNW/ESE. Built late June/early July 1943. Little or no activity there until late June or early July 1943 when a few Bf 109 fighters from II./JG 27, II./JG 53 and IV./JG 3 are known to have used this airstrip, especially the latter which was en-route to Ramacca from Lecce on 12 July with 24 Messerschmitts, 14 of these arriving the next day. They would not have been there very long because the field was captured a few days later. On 15 Jul 43, 3 x Bf 109 G-6s from IV./JG 3, 4 x Bf 109 G-6s from II./JG 53 and 3 x Bf 109 G-6s from II./JG 27 were blown up to prevent capture as Canadian forces approached the airstrip.

**Gerbini Satellite No. 13** - (c. 37 22 N – 14 52 E). General: located 1 km S of Gerbini Satellite No. 7. The unpaved airstrip was aligned WNW/ESE. Still under construction when overrun by advancing British forces 18-20 July 1943. No further information.

**Gerbini Satellite No. 14** - (c. 37 21 N – 14 59 E). General: located 1 km S of Gerbini Satellite No. 10. The unpaved airstrip was aligned WNW/ESE. Still under construction when overrun by advancing British forces 18-20 July 1943. No further information.

### Remarks:

16 Sep 41: planning underway to extend and expand the airfield but this construction work may not have started until Sep 42.

19 Nov 42: air attack – 3 x Ju 88 A-4s from II./KG 77 and 1 x Ju 52 from KGr.z.b.V. S-7 destroyed (3) or damaged (1) on the ground.

4 Jun 43: station occupancy report gave 25 aircraft at Gerbini, 42 aircraft at Gerbini/North and 14 more at an outlying satellite field by the name of Spinasanta that was located 3 km NNE of Gerbini.

9 and 13 Jun 43: two B-24 raids on Gerbini destroyed 15 aircraft on the ground, incl. 2 x Ju 88 A-4s from I./LG 1 and 8 x Italian aircraft, 4 additional Ju 88s damaged, 2 workshop hangars and some huts destroyed, a large stock of aviation fuel hit and ignited, 4 munitions bunkers full of 2-cm ammo blown up, and heavily cratered the runway and landing area.

3 Jul 43: bombed – 1 x Ju 52 from Transportstaffel II. Fliegerkorps destroyed on the ground.

4 Jul 43: bombed – 8 x Bf 109 G-6s from Stab and II./JG 77 destroyed (2) or damaged (6) on the ground.

5 Jul 43: hit by 27 B-17s dropping 3,240 fragmentation bombs – claimed 20 to 28 fighters destroyed or damaged and severe destruction to installations.

17 Jul 43: airfield readied for demolition which occurred over the next several days.

## Luftwaffe Airfields 1935-45

18-20 Jul 43: airfield captured by the British 51<sup>st</sup> Highland Division.

### Operational Units:

*Italian* (Regia Aeronautica): 9<sup>o</sup> Gruppo CT (Jun 43); 10<sup>o</sup> Gruppo CT (Sigonella, Jun 43); 16<sup>o</sup> Gruppo Assalto (Jul 41 – Jun 42); 55<sup>o</sup> Gruppo BT (May-Dec 41); 66<sup>o</sup> Gruppo OA (May-Jul 43); 88<sup>o</sup> Gruppo BT (Aug-Nov 42); 99<sup>o</sup> Gruppo BT (May 41 – Jul 42); 101<sup>o</sup> Gruppo BaT (Jul 42); 132<sup>o</sup> Gruppo AS (Jun-Aug 42, Mar-Apr 43); 146<sup>o</sup> Gruppo T (Dec 42 – Jul 43); 149<sup>o</sup> Gruppo T (Dec 42 – Jul 43); 282<sup>a</sup> Squadriglia Sil (Aug-Nov 41).

*Luftwaffe*: Stab/KG 30 (Feb 41 - ?); III./KG 30 (Feb-Jun 41); I./KG 54 (Dec 41 – May 42, Jul-Sep 42); 1.(F)/Aufkl.Gr. 122 (c. Feb-Apr 42); I./KG 77 (Sep 42); II./KG 77 (Oct-Dec 42); III./KG 77 (Oct-Dec 42, Mar-Jun 43); Stab/KG 6 (Nov 42 – Feb 43); 5./KG 6 (Nov 42 – Jan 43); II./KG 76 (Dec 42 – Apr 43); Stab/Schl.G. 2 (Gerbini/Nord, May-Jul 43); I./Schl.G. 2 (May, Jul 43); II./Schl.G. 2 (Gerbini/Nord, May-Jun 43); 2.(H)/Aufkl.Gr. 14 (at Spinasanta, Jun 43); Stab/SKG 10 (Jun-Jul 43); II./SKG 10 (Jun-Jul 43); IV./SKG 10 (Jun-Jul 43); III./SKG 10 (Gerbini/Süd, Jul 43); Gefechtsverband Tonne (Jul 43).

Station Commands: Fl.H.Kdtr. E E 27/XII (c. Jan-Jun 41); Fl.H.Kdtr. E 37/XI (trop) (c. Oct 41 – Jul 43).

Station Units (on various dates – not complete): 2. Flugh.Betr.Kp. KG 54 (Aug 42); 2. Flugh.Betr.Kp. KG 76 (Mar 43); elements of Ie.Feldwerft-Abt. III/70 (Jun 43); 3./schw.Flak-Abt. 237 (Apr 42); schw.Flak-Abt. 256 (Mar 43); Bauleitung d.Lw. (Mar 43); Nachschub-Kp. d.Lw. 8/VII (trop) (Mar 43); Trsp.Kol. d.Lw. 46/VI (Mar 43); Wetterwarte (Mar 43); Lw.-Standortältester Gerbini (Mar 43).

[Sources: AFHRA A5263 pp.1855-66 (1 Apr 43 updated to 1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ghedi I** (ITAL) (a.k.a. Luigi Olivari, Flugplatz 405, ANR Aeroporto N. 25) (45 26 25 N – 10 16 40 E)

General: airfield in N Italy 13 km SSE of Brescia and 3.5 km N of the town of Ghedi.

History: the airfield dates from 1909 and was an important military aviation field in World War I. The Royal Italian Air Force had a bomber school here during WW II until it was taken over by the Germans in September 1943. The para-military construction firm Organisation Todt quickly moved in and upgraded Ghedi by enlarging it, added a concrete runway, workshops, taxiways, dispersal areas, aircraft shelters, etc. It then became a major airfield for the Luftwaffe to the end of the war.

Dimensions: approx. 1690 x 730 meters (1850 x 800 yards) with an irregular shape.

Surface and Runways: level grass surface in good condition. No paved runway in Aug 43.



## Luftwaffe Airfields 1935-45

Fuel and Ammunition: fuel was believed to have been stored in front of the hangars on the SW boundary. No information found on ammunition storage.

Infrastructure: had 3 medium hangars with paved aprons plus 2 very large hangars on the SW boundary, 2 very large hangars with paved aprons on the SE boundary, and 3 large hangars at the S corner for a total of 10 hangars. Station admin buildings and quarters were off the S corner. The nearest rail connection was in Ghedi.

Dispersal: there were no organized dispersal facilities in Aug 43. Aircraft parked along the perimeter and in fields off the NNW side. In fall 1943, the Organisation Todt began building a large labyrinth of dispersals to the NW, NE and SE of Ghedi I and II that had at least 57 aircraft shelters.

Defenses: protected by 5 light Flak positions with 12 gun positions or emplacements.

Satellites and Decoys: see Ghedi II.

### Remarks:

17 May 44: airfield strafed by P-38 Lightnings from 15<sup>th</sup> AAF.

14 Jul 44: dive-bombed by 28 P-38s – claimed the destruction of a USAAF B-24 seen parked on the airfield.

30 Sep 44: listed as prepared for demolition with mines.

10/11 Nov 44: bombed by 12<sup>th</sup> AAF A-20 light bombers.

18/19 Nov 44: bombed by 12<sup>th</sup> AAF A-20 light bombers – 13 aircraft destroyed or damaged on the ground, 8 German and Italian personnel KIA, 11 German WIA and some 100 Italian civilians (mostly Organisation Todt workers) killed or severely wounded.

10 Mar 45: low-level attack – 1 x Me 410 A-3 from 2.(F)/Aufkl.Gr. 122 shot up and damaged on the ground.

### Operational Units:

*Italian* (Regia Aeronautica): Scuolo di Bombardamento (bomber school); Scuolo Assalto (ground-attack school); 106<sup>o</sup> Gruppo BT (Jun-Aug 40, Aug 42 – May 43); 107<sup>o</sup> Gruppo BT (Jun-Aug 40, Aug 42 – May 43).

*Luftwaffe:* Stab, I./KG 30 (Sep-Dec 43); III./LG 1 (Mar 44); Stab, I./LG 1 (Mar-Jun 44); 3./NAGr. 11 (Apr 44); II./NJG 6 (May-Jun 44); I./JG 4 (Jul 44); II./JG 77 (Ghedi I, Jul-Sep 44); 2.(F)/Aufkl.Gr. 122 (Aug 44 – Apr 45); 2./NSGr. 9 (Sep 44 – Apr/May 45).

Station Commands: Fl.H.Kdtr. E 52/XI (Oct 43 - Mar 44); Fl.H.Kdtr. E(v) 226/VII (Apr-Jul 44); Fl.H.Kdtr. E(v) 207/VII at Ghedi I (Dec 44 – Apr 45) with a Flugplatzkdo. at Ghedi II (a.k.a. Bettola?) (Dec 44 - Apr 45).

Station Units (on various dates – not complete): Feldwerft-Staffel (mot) 3/20 (Mar 45); 2. and 3. Zug/39. Flugzeugwartungs-Kp. (mot) (Mar 45); Flieger-Wintersondergerätetrupp 2/22 (Mar 45); Fliegerbodengerätetrupp (v) 107/VII (Mar 45); kl.Feuerschutzzstaffel 82/VII (Mar 45); half of Lufttorpedo-Betr.Kp. 8 (Jun 44); elements of le.Flak-Abt. 82 (May-Jun 44); elements of schw.Flak-Abt. 603 (Dec 43); Stab, 1., 2./le.Flak-Abt. 750(v) (Oct 43 - ?);

## Luftwaffe Airfields 1935-45

elements of le.Flak-Abt. 941 (Nov-Dec 44); elements of le.Flak-Abt. 985 (Oct-Nov 44); L.S.-Warnkdo. Brescia (Mar 45); Flak-Trsp.Bttr. 151/IV (Nov-Dec 43); Flak-Trsp.Bttr. 64/XII (Nov-Dec 43); 29.(le.Flum.)/Ln.-Rgt. 200 (Brescia, c.Aug 44 – Apr 45); 35.(le.Flum.)/Ln.-Rgt. 200 (Brescia, 1944-45); Startbahnbauzug 9 (Dec 43); Flieger-Geräteausgabestelle (mot) 101/IV (Nov 44); Munitionsausgabestelle d.Lw. 23/IV (Oct 43); Nachschub-Kp. d.Lw. 6/XIII (Oct 43); Trsp.Kol. d.Lw. 121/VII (Calcinato – Nov 44, Mar 45); Fahr-Kol. d.Lw. 2/VII (Mar 45); 5.Kp./Kw.Trsp.Rgt. 2 (Speer) (Oct 43); Aussenstelle d.Kfz.Werkstattzug (o) d.Lw. 104/VII (Mar 45); Ldssch.Zug d.Lw. 149/XI (elements) (1944-45); Ldssch.Zug d.Lw. 373/XI (1944-45); Ldssch.Zug d.Lw. 374/XI (1944-45?); Wach-Kp. (ital.) 105 (Mar 45); Wetterberatungsstelle (v) 891 (Mar 45).  
[Sources: AFHRA A5262 p.1774 (6 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ghedi II** (ITAL) (a.k.a. Ghedi-Vighizzolo) (45 25 45 N – 10 19 45 E)  
General: airfield in N Italy 15 km SSE of Brescia, 5.5 km NE of the town of Ghedi and 4 km ESE of Ghedi I airfield. Under construction on 31 Jan 44.  
History: first evidence of use was in summer 1943 when it was a simple expanse of open grassland. As the labyrinth of aircraft dispersals were being developed around Ghedi I in fall 1943, a taxiway was built over to the grassland and work began to lay the paved runway.  
Dimensions: approx. 1740 x 640 meters (1900 x 700 yards).  
Surface and Runways: grass surface. A paved runway with a planned length of approx. 2000 meters (2200 yards) and aligned NW/SE was in the process of being built in Jan/Feb 44. Each end of the runway was connected to Ghedi I by a taxiway. Other taxiways led to the extensive dispersals around both airfields.  
Fuel and Ammunition: used the fuel and ammunition stores at Ghedi I.  
Infrastructure: none reported or observed.  
Dispersal: see Ghedi I.  
Remarks: see Ghedi I.

Operational Units:

Luftwaffe: I./JG 77 (Ghedi II, Jul 44).

Station Commands: see Ghedi I.

Station Units (on various dates – not complete): see Ghedi I.

[Sources: AFHRA A5262 p.1775 (3 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ghemme** (ITAL) (45 35 30 N – 08 24 35 E)

General: landing ground in NW Italy 22.5 km NW of Novara and 1.2 km WSW of Ghemme town center. History: one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly during the May-Jun 40 advance into France, and possibly used for training after that. Became operational again in summer 1943 then inactivated in Jan 44 and returned to cultivation.

## Luftwaffe Airfields 1935-45

Surface and Dimensions: grass surface measuring approx. 1690 x 1050 meters (1850 x 1150 yards) with an irregular shape. No paved runway.  
Fuel and Ammunition: fuel was stored on site during use. Infrastructure: had a few small buildings near the center of the E and W boundaries. Personnel were accommodated in the town of Ghemme. The nearest rail connection was in Ghemme. Dispersal: no organized dispersal facilities. Aircraft parked on the W side of the landing area.

### Remarks:

Aug-Sep 43: in use by Italian bombers, an average of 16 being seen here on a given day.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

### Operational Units:

*Italian* (Regia Aeronautica): 25<sup>o</sup> Gruppo BT (Jun 40 – c. Apr 41).

*Luftwaffe*: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 203/VII Cameri (Sep 43 – c. Jul 44).

Station Units (on various dates – not complete): 3./Ln.-Rgt. 200 (Ghemme, 1943-44).

[Sources: AFHRA A526 p.1776 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Gioia del Colle** (ITAL) (a.k.a. Antonio Pamirez) (40 46 45 N – 16 55 40 E)

General: airfield in SE Italy 45.5 km NW of Taranto, 36 km S of Bari and 2.5 km SSE of the town of Gioia del Colle.

History: dates from 1915 and was occasionally used by bombers during World War I. It became an important Royal Italian Air Force airfield during WW II when it was used by fighters and bombers operating in the Central Mediterranean or in transit to or from the Balkans and North Africa. No record found of any Luftwaffe air units being based here. Taken over by the Allies in Oct 43.

Dimensions: approx. 1555 x 1005 meters (1700 x 1100 yards) but this was extended after it was taken over by the Allies in September 1943.

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

Fuel and Ammunition: limited on-site storage capacity for both fuel and ammunition.

Infrastructure: had 3 large hangars off the N boundary and a group of admin, stores and other buildings at the NE edge of the landing area. Barrack buildings may have been behind the hangars or at the NE corner. The nearest rail connection was in Gioia del Colle.

Dispersal: no organized dispersal facilities, but there were 4 aircraft shelters at the NE corner.

Defenses: no details found but probably none of any significance.

### Remarks:

## Luftwaffe Airfields 1935-45

11 Sep 43: bombed by Allied aircraft – no details.

### Operational Units:

*Italian* (Regia Aeronautica): 9° Gruppo CT (Aug 43); 11° Gruppo BT (Apr 41); 21° Gruppo CT (Aug 43); 38° Gruppo BT (May 42 – Jan 43); 39° Gruppo BT (Feb-Apr 41); 40° Gruppo BT (Feb-Apr 41); 41° Gruppo BT (Aug 43); 43° Gruppo BT (Apr 41); 86° Gruppo BM (Dec 42 – May 43?); 89° Gruppo BT (Aug-Nov 42); 95° Gruppo BM (Jan-Jun 43); 98° Gruppo BT (Jul-Sep 43); 376<sup>a</sup> Squadriglia Assalto (Sep 42 – May 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1264 and 1777-78 (1 Nov 44) and A5264 p.906 (20 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Gioia Tauro** (ITAL) (38 23 40 N – 15 59 10 E)

General: field airstrip or landing ground in SE Italy 43 km NE of Reggio Calabria and 8.5 km ESE of the town center of Gioia Tauro. History: prepared by the Axis in summer 1943 and believed to have been used by a few fighters since the middle of August. Surface and Dimensions: leveled farmland measuring approx. 1100 x 275 meters (1200 x 300 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: brought in if needed. Infrastructure: none. The nearest rail connection was a narrow gauge line 2 km to the SW. Dispersal: no organized dispersal facilities. [Sources: AFHRA A5262 p.1779 (6 Sep 43) and A5264 p.1130 (13 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Gorizia** (ITAL) (a.k.a. Görz, Gorica, Merna, Aeroporto D1, Flugplatz 467, ANR Aeroporto N. 30) (45 54 25 N – 13 36 05 E)

General: airfield in NE Italy 35 km NNW of Trieste, 33.5 km ESE of Udine and 4.5 km SSW of Gorizia. The airfield was 1.5 km from the E bank of the Isonzo River and bound on the E by the Gorizia – Merna main road. History: built in 1911 as a flight training and practice field for the Austro-Hungarian military. Taken over by Italy after World War I and gradually enlarged and developed into an important pre-war Italian Air Force base that was a center for aerial torpedo development, training and fighter training. At least 9 Italian bomber, torpedo bomber, fighter and tactical reconnaissance units were based here during the war. Gorizia was also a stopover field for aircraft in transit. The Luftwaffe did not use it very much, but a single group of Bf 109 fighters was based here in March 1944. The airfield was abandoned and demolished in August 1944. After the war, single-engine Stinson L-5's assigned to a U.S. infantry division used Gorizia for some months.

Dimensions: in 1924 measured 1150 x 520 meters. In 1944 measured approx. 1370 x 1075 meters (1500 x 1175 yards) and rectangular in shape. Surface and Runways: artificially drained grass surface. No paved runway. Almost certainly equipped with illumination and beacons for night flying.

## Luftwaffe Airfields 1935-45

Fuel and Ammunition: fuel was stored among the buildings at the NE corner. Ammunition was most likely stored in a building protected by blast walls c. 275 meters E of the road which formed the airfield's E boundary.

Infrastructure: had 5 hangars - (1) 1 large hangar, 1 medium hangar with adjacent workshops at the NE corner; (2) 3 medium hangars at the SE corner. The airfield buildings were all grouped at the NE corner and consisted of a large building most likely used for the HQ and admin offices, barrack accommodations, NCO quarters, dispensary, stores, guardroom, etc. The officers' accommodations and mess was reportedly located E of the Gorizia - Merna road which formed the E boundary. The nearest rail connection was in Gorizia.

Dispersal: a large dispersal area with 33 medium aircraft shelters was located between 1 and 3 km NE of the airfield and was connected to the landing area by roads and taxi tracks. Additionally, 4 large unfinished aircraft blast bays were on the S boundary.

Defenses: no information found.

Satellites and Decoys:

**Gorizia-Aisovizza** (a.k.a. Ajševica, San Pietro di Gorizia?) (45 56 30 N - 13 42 35 E) - a satellite and dispersal field for Gorizia located 6 km E of Gorizia town center.

Remarks:

9 Sep 43: airfield seized by Slovene partisans and thoroughly looted. The Germans arrived on 12 September, drove the partisans out and took over.

Sep/Oct 43: airfield designated a collection center for the repair of captured Italian aircraft.

Jan 44: the ANR (Air Force of the Italian Socialist Republic) torpedo-bomber group based at Gorizia began operations against Allied invasion shipping off Anzio.

18 Mar 44: hit by 72 15<sup>th</sup> AAF B-24s carrying thousands of 20-lb. fragmentation bombs - *claimed* a share of the 56 aircraft destroyed or damaged on the ground this date on 5 Luftwaffe airfields in NE Italy; among them were 7 x Bf 109 G-6s from I./JG 77 and 1 x Ju 52 from Flugbereitschaft Feldluftgaukdo. XXX destroyed (5) or damaged (3).

Apr 44: now inactive to the end of the war.

13 Apr 45: listed as rendered unserviceable by demolition, obstruction or plowing since August 1944.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school); Italian AF External Equipment Testing Center; 1<sup>o</sup> Nucleo Addestramento Silurante (Oct 40 - Sep 43); Reparto Sperimentale Aerosilurante (Aerial Torpedo Experimental Unit) (Jul-Aug 40); 9<sup>o</sup> Gruppo CT (Jun 40, Dec 40 - Apr 41, Jul-Sep 41, Dec 41 - Apr 42); 10<sup>o</sup> Gruppo CT (Jan-Apr 41, Dec 41 - Apr 42); 41<sup>o</sup> Gruppo BT (May-Jun 43); 61<sup>o</sup> Gruppo OA (Apr-May 41, Feb 43); 71<sup>o</sup> Gruppo OA (Jun 40); 132<sup>o</sup> Gruppo AS (Apr-Aug 43); 278<sup>a</sup> Squadriglia

## Luftwaffe Airfields 1935-45

Sil (Dec 40); 279<sup>a</sup> Squadriglia Sil (Dec 40 – Jan 41); 280<sup>a</sup> Squadriglia Sil (Feb 41).

*Italian* (Aeronautica Nazionale Repubblicana): 1<sup>o</sup> Gruppo Aerosiluranti "Buscaglia"/"Faggioni" (I. Ital. Kampfgruppe (LT)) (Oct 43 – Mar 44); Gruppo Trasporto Velivoli (? – Aug 44).

*Luftwaffe*: I./JG 77 (Mar 44).

Station Commands: Fl.H.Kdtr. E 23/VII (to Mar 44); Fl.H.Kdtr. E(v) 223/VII (Apr-Jul 44).

Station Units (on various dates – not complete): part of II./Flak-Rgt. 37 (Dec 44).

[Sources: AFHRA A5262 pp.1780-81 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk; web site <http://www.forgottenairfields.com/italy/friuli-venezia-giulia/gorizia/gorizia-s542.html>]

**Govone** (ITAL) (a.k.a. Flugplatz 205) (44 47 10 N – 08 06 25 E)

General: landing ground in NW Italy 47.5 km SE of Torino (Turin), 15 km SW of Asti and 2.25 km SSE of the village of Govone. History: a Royal Italian Air Force glider field that was taken over by the Luftwaffe in September 1943, but no record has been found of any Luftwaffe units being based here. In 1944 it was abandoned and returned to cultivation.

Surface and Dimensions: leveled farmland with some artificial drainage that in Oct 43 measured 1,500 x 1,100 meters (1640 x 1200 yards). No paved runway. Fuel and Ammunition: pits had been dug on the perimeter near the N corner for the storage of fuel drums. Infrastructure: none. Billeting was in nearby farm houses. The nearest rail connections were quite some distance away in Asti and Alba. Dispersal: no organized dispersal facilities.

Remarks:

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 pp.1267 and 1782 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Graffignano** (ITAL) (42 34 35 N – 12 14 45 E)

General: landing ground in C Italy 81 km NNW of Rome city center, 21 km NE of Viterbo and 4 km E of the town of Graffignano. Sits on the W bank of the Tiber River. History: still under construction in April 1944 and believed to be an alternate landing ground for Viterbo and other airfields and landing grounds in this area. No record found of use by the Luftwaffe. Surface and Dimensions: leveled and artificially drained farmland of unknown dimensions. Infrastructure: none. Local farm houses could have been used for both admin and accommodations. Dispersal: 5 open blast shelters were in the final stage of completion in mid-April 1944.

Remarks:

13 Apr 44: seen to be about mid-way through the construction phase with 8 tractors still busy with the leveling work.

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.1783 (10 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Gran Sasso** (ITAL) (42 28 08 N – 13 33 55 E) and (42 25 34N – 13 31 42 E)

General: improvised high altitude landing ground in C Italy 108 km NE of Rome. History: used on 12 September 1943 by DFS 230 gliders and a Fi 156 *Storche* during a risky commando operation by German paratroops to rescue Italian dictator Benito Mussolini from Campo Imperatore, a former ski resort prison beneath the Gran Sasso massif (ele. 2912 meters/9554 feet) in Italy's Apennine Mountains. Used once - no record found of further use.

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

**Grazzanise** (ITAL) (41 03 45 N – 14 05 35 E)

General: landing ground in south-central Italy 28 km NNW of Naples, 20 km W of Caserta and 3.25 km SSW of the town of Grazzanise. History: no record found of Axis air units being based here. Surface and Dimensions: artificially drained grass surface measuring approx. 1050 x 825 meters (1150 x 900 yards) with a rectangular shape. No paved runway.

Infrastructure: had a large workshop-type building and 2 small buildings on the E boundary. Dispersal: no organized dispersal facilities.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): elements of le.Flak-Abt. 841 (Aug 43).

[Sources: AFHRA A5262 pp.1268 and 1784-86 (2 Mar 43 updated to 21 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Grosseto** (ITAL) (a.k.a. Flugplatz 249) (42 46 00 N – 11 04 47 E)

General: airfield in west-central Italy 150 km NW of Rome; airfield 3 km WNW of Grosseto and 9.75 km in from the coast.

History: a pre-war Italian Air Force (Regia Aeronautica) airfield that served mainly as a bomber school. The Luftwaffe arrived in 1939 and Grosseto gradually developed into its main aerial torpedo training school for torpedo bomber crews. In 1943 it also was used as a mission staging and refueling hub for bombers and transport aircraft.

Dimensions: approx. 1150 x 1000 meters (1260 x 1100 yards) and rectangular in shape.

Surface and Runways: flat grass surface on loam sub-soil. Had a single prepared runway (not paved) measuring approx. 1740 meters (1900 yards) with an NE/SW alignment along the W side of the airfield. A perimeter track was under construction in Jan 43. Equipped with runway and boundary lighting for night landings.

## Luftwaffe Airfields 1935-45

Fuel and Ammunition: both available. The ammunition dump was possibly off the NE corner.

Infrastructure: there was 1 large hangar with paved apron, 4 small hangars with paved aprons, several workshops and a large complex of barrack buildings on the N boundary in Jan 43. Only minor repairs were carried out at Grosseto in 1942 and prior. The nearest rail connection was in the town of Grosseto.

Dispersal: a number of aircraft shelters were arranged in a row along the N boundary.

Defenses: unknown.

Remarks:

26 Apr 43: airfield bombed by NASAF B-17 Fortresses – 1 x He 111 destroyed, 3 x He 111s and 2 x Ju 88s badly damaged, runway cratered, hangar severely damaged, 4 barracks destroyed and several more badly damaged, 2 vehicles destroyed, 16 killed and 40 wounded.

20 May 43: airfield bombed by c.50 B-17 Fortresses - hangars and duty rooms were destroyed or badly damaged, ration stores, fuel and munitions stores badly burnt out, 15 aircraft were destroyed or several damaged, including 3 x Ju 88 A-4s from III./KG 54, 4 other Ju 88s, 1 x Bf 108 from III./KG 26 and 1 x Ju 90 from Lufttransportstaffel 290, plus 83 were killed and 160 wounded. The attack rendered Grosseto temporarily unserviceable and forced KG 102 to transfer to Riga-Spilve in Latvia.

20 Jul 43: reconnaissance photos showed a new West dispersal and South dispersal with aircraft shelters. Concrete parking hardstands had been built in the Northeast dispersal.

21 Jul 43: airfield bombed – 1 x Me 323 from I./TG 5, and 1 x Me 323 from II./TG 5 destroyed on the ground.

5 Sep 43: airfield bombed – 1 x Me 323 from II./TG 5 destroyed on the ground.

10 Sep 43: reported runway shortened from 1500 to 1300 meters owing to bomb craters at the NE end, and all perimeter, obstacle and artificial horizon lighting was out of commission.

4 Oct 43: airfield bombed – 1 x Fw 190A from II./Schl.G. 2 destroyed on the ground.

5 Oct 43: airfield bombed – 2 x Bf 109 G-6s from I./JG 53 and 1 x Ju 52 from III./TG 4 destroyed (1) or badly damaged (2) on the ground; station HQ building destroyed, runway and taxiways cratered and strewn with fragmentation bombs. A Luftflotte 2 report a day later states that 10 to 15 aircraft were totally destroyed on the ground.

7 Oct 43: airfield bombed – 1 x SM 82 from III./TG 1 badly damaged on the ground.

29 Nov 43: airfield and Grosseto marshaling yards bombed by 28 B-17 Fortresses and 70 B-26 Marauders. No casualties or aircraft hit, but runway, landing area and perimeter road destroyed – airfield unserviceable.



## Luftwaffe Airfields 1935-45

This was the last intentional attack on Grosseto airfield by Allied bombers, although bridges and rail targets in and around Grosseto continued to be hit until Jun 44.

15 Jun 44: U.S. 5<sup>th</sup> Army patrols entered Grosseto this date and the town and airfield were in Allied hands by the next day.

Operational Units (Regia Aeronautica): Scuolo di Bombardamento (bomber school).

Operational Units (Luftwaffe): part of II./KG 40 (Dec 41 – Apr 42); III./KG 26 (Feb-Apr 42, Nov 42 – May 43); part of KGr. 506 (May-Jun 42); Stab/KG 26 (Nov 42 – May 43); I., II./KG 26 (Nov 42 – Jan 43); Sonderkommando Koch (Feb – May/Jun 43); Lufttransportstaffel 290 (Mar-Sep 43); part of Überführungskdo. XIV. Fliegerkorps (mid-1943); Stab/TG 4 (Jun 43 - ? ); II./KG 76 (Jul 43); part of II./TG 5 (Jul-Sep 43); Savoia-Staffel (Aug-Sep 43).

School Units: Torpedoschule d.Lw. Grosseto (1939 – Jun 43);

Kampfschulgeschwader 2 (Nov 41 – Feb 43); Stab, I. and II./KG 102 (Mar – Jun 43).

Station Commands: Fl.H.Kdtr. E 38/XI (Nov 41? – c.Jan 44).

Station Units (on various dates – not complete): 1. Flgh.Betr.Kp. KG 26 (Jan 43); 2. Flgh.Betr.Kp. KG 26 (Jan, Apr 43); 4. Flugh.Betr.Kp. (Qu) (Sep 43); 112. Flugh.Betr.Kp. (Qu) (Sep, Dec 43); part of Werft-Kp. 2/XI (Sep, Oct 43); elements of 5. Flugh.Betr.Kp. (S) (Apr, Sep, Oct 43); Wetterberatungsstelle (15 Mar 43); Flieger-Techn.Gruppe (Mar, Sep 43); 1. and 2. Flugh.Betr.Kp./KG 102 (15 Mar 43); 7. Flugh.Betr.Kp. z.b.V. (Jul 43); 4. Flugh.Betr.Kp. z.b.V. (Sep 43); Lufttorpedo-Betr.Kp. 3 (Sep 42 – Jun 43); Luftminen-Zug 3 (Jul 43); Lufttorpedo-Betr.Kp. 8 (Sep, Oct 43 - ?); II./Flak-Rgt. 37 (Nov/Dec 43); Stab, 3. and 4./schw.Flak-Abt. 264 (15 Mar 43); Flugsicherungsberatungsstelle 21 (Sep, Oct 43); Bauleitung d.Lw. (15 Mar 43); Lw.-Baugerätezug 1/XVII (Sep, Oct 43); Lw.-Baugerätezug 5/VI (Oct 43); Flieger-Geräteausgabestelle (Eis.) 54/XI ( - Sep 43); Flugzeug-Bergungstrupp 13/VI (Sep, Oct 43); Erprobungsstelle für Unterwassermunition (1942-44); Feldlufttanklager für Kw.Betr.Stoff (15 Mar 43); Kw.Betriebsstoff-Ausgabestelle 5/VII (Sep 43); Traktorenzug d.Lw. 9/XI (Oct 43); Lw.-Standortältester Grosseto (15 Mar 43).

[Sources: AFHRA A5262 pp.1269 (14 Mar 45) and 1787-88 and A5264 (1943-45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Grottaglie** (ITAL) (a.k.a. Marcello Arlotta) (40 31 20 N – 17 24 20 E)

General: airfield in the Italian heel 14 km ENE of Taranto and 3.5 km SW of Grottaglie town center.

History: built 1915-16 as an airfield for airships and small aircraft.

Considerably expanded during the 1920's and 1930's for use as an advanced flight school by the Royal Italian Air Force. In 1939 it became one of the main airfields for operations between the mainland and Albania. From summer 1940 to 1943 it served fighters charged with protecting the ports of

## Luftwaffe Airfields 1935-45

Taranto and Brindisi, and bomber units operating over the Balkans and Central Mediterranean area. The Luftwaffe's presence at Grottaglie was quite limited until April-May 1943 when 2 bomber groups arrived. Depot-level repair work on Ju 88 bombers was carried out here during 1942-43.

Dimensions: approx. 1645 x 1270 meters (1800 x 1390 yards) with a rectangular shape.

Surface and Runways: good quality artificially drained grass surface. No paved runway. A perimeter track encircled the landing area. Equipped with a visual Lorenz system for night landings.

Fuel and Ammunition: both available.

Infrastructure: had 3 large hangars, 2 of which were former airship hangars, along the E side of the airfield with 30 to 40 smaller buildings in the general area that were a mix of workshops, admin offices, flight control, parts and storage, etc. The barrack compound was separate at the SE corner of the landing area and consisted of 17 buildings. The hangars and buildings on the E side of the airfield were served by a special branch line from Grottaglie.

Dispersal: there were no organized dispersal facilities. Aircraft parked in designated bays and parking sites along the perimeter. The bays numbered 8 but the sites were much more numerous.

Defenses: none noted in Jan 43.

Remarks:

Nov 42: considerable glider activity reported here.

30 May 43: low-level attack – 3 x Ju 88 A-4s from III./KG 54 destroyed or damaged on the ground.

3 Jun 43: aerial photos revealed several new buildings under construction on the E, NE and SE sides of the airfield, including a new hangar on the E boundary. Dispersal labyrinths, aircraft shelters and taxiways were being built off the E and W boundaries and Ju 88 bombers were seen parked in open fields adjoining the W side of the landing area.

4 Jun 43: bombed by approx. 18-23 B-24 Liberators – 5 x Ju 88 A-4s from II./KG 1, 3 x Ju 88 A-4s from III./KG 54, 1 x Ju 88 A-5 from 12./KG 54 and 1 x Ju 52 destroyed, plus 4 x Ju 88s damaged; the majority of the buildings, barracks and repair hangar destroyed, and the landing area cratered, 35 German soldiers and 24 Italian soldiers killed, 20 German soldiers wounded. Out of service for night landings. Additionally, 28 Italian aircraft were destroyed.

2 Jul 43: bombed by B-24s – 1 x Ju 88 A-4 from II./KG 54 destroyed on the ground.

30 Jul 43: bombed by B-17 Fortresses – 1 x Ju 88 A-4 from III./KG 54 damaged on the ground.

8 Sep 43: 1 x Bf 109 G-6 from IV./JG 3 blown up to prevent eventual capture. The same day or a day or two later, Grottaglie airfield was taken over by the RAF.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Italian* (Regia Aeronautica): 2° Gruppo CT (Jun-Dec 40); 24° Gruppo CT (Jun-Jul 41); 37° Gruppo BT (Dec 40 – Apr 41); 42° Gruppo BT (Nov 40); 64° Gruppo OA (Mar 42); 106° Gruppo BT (Oct 40 – Aug 41); 107° Gruppo BT (Oct 40 – Aug 41); 131° Gruppo AS (Aug 43); 154° Gruppo CT (Jul-Oct 41); 157° Gruppo CT (Jul-Sep 43); 161° Gruppo CT (May 42 – Mar 43); 281<sup>a</sup> Squadriglia Sil (Mar 41).

*Luftwaffe*: 7./JG 26 (Apr 41); KGr. z.b.V. 111 (Dec 41 – Feb 42); Flieger-Kp./Ln.-Rgt. 2 (Nov 42, May 43); part of 2.(F)/Aufkl.Gr. 122 (Apr-May 43); II./KG 1 (Apr-Jun 43); III./KG 54 (May-Jul 43); Stab/KG 54 (Jun-Jul 43).

Reserve Training & Replacement Units: IV./KG 54 (Mar 42 – May 43).

Station Commands: Fl.H.Kdtr. E 32/IV (trop) (c. Nov 41 – Jul 43);

Platzkdo. of Fl.H.Kdtr. E 13/III Brindisi (spring-summer 43).

Station Units (on various dates – not complete): Flieger-Techn.Gruppe (Mar 43); 5. Flugh.Betr.Kp./St.G. 2 (Apr 41); 3. Flugh.Betr.Kp./KG 54 (May-Jun 43); 10. Flugh.Betr.Kp./KG 54 (Mar 42 – Jan 43); Werft-Kp. 7/III (Jun 43)?; Flakkolonne I./Flak-Rgt. 33 (Mar 43); elements of schw.Flak-Abt. 182 (May-Jul 43); Bauleitung d.Lw. (Mar 43); Flugbetriebsstoffausgabestelle 3/VI (Mar 43); Wetterberatungsstelle (Mar 43); Lw.-Standortältester Grottaglie (Mar 43).

[Sources: AFHRA A5262 pp.1270 (13 Mar 45) and 1789-90 (20 Jan 43 and 1 Nov 44); A5264 pp.907-08 (22 Jan 43 and 3 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Grottazzolina** (ITAL) (43 07 35 N – 13 36 20 E)

General: field airstrip or landing ground in west-central Italy 54.5 km S of Ancona and 1.25 km N of the village of Grottazzolina. History: under construction on 18 May 1944. No evidence found of completion or use.

Surface and Dimensions: leveled farmland measuring approx. 1005 x 200 meters (1100 x 220 yards) with a rectangular shape. No paved runway.

Infrastructure: none specific to the landing ground but local farm buildings were available for admin offices and accommodations. Dispersal: trees along the Tenna River on the NW boundary could be used to conceal aircraft.

[Sources: AFHRA A5262 p.1972 (3 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Guidonia** (ITAL) (a.k.a. Tivoli, Flugplatz 255) (41 59 20 N – 12 44 10 E)

General: airfield in C Italy 25 km NE of Rome city center and bordered the E side of the town of Guidonia.

History: originally named Montecelio, it was supposedly renamed Guidonia in June 1939 in honor of General Guidoni, a former Director General of Experimental Studies. However, if so, then the village or town must have been renamed for him, too. It became the most important aeronautical experimental center in Italy complete with wind tunnel and laboratories. A Royal Italian Air Force dive bomber school was also here as well as

## Luftwaffe Airfields 1935-45

occasional operational units. The Luftwaffe moved in and used Guidonia for fighter-bombers from Sep 43 to Jan 44.

Dimensions: approx. 1740 x 915 meters (1900 x 1000 yards) with a triangular shape.

Surface and Runways: artificially drained grass surface of good quality. Had a single concrete runway 1000 x 60 meters (1095 x 65 yards) aligned N/S.

Fuel and Ammunition: no information found, but both presumably available.

Infrastructure: had an extensive line of 8 hangars and aircraft assembly workshops that was fronted by a continuous concrete apron along a run of approx. 915 meters (1000 yards) on the airfield's N boundary. Another 12 to 15 buildings immediately behind the hangars included additional workshops, wind tunnels, laboratories, offices and other facilities connected to the experimental center. Behind this tier of buildings was another row of 10 that included the main HQ and probably accommodations, garages and storage. The Rome-Tivoli railway line ran along the W side of the landing area and between the 2d and 3d tier of buildings.

Dispersal: no organized dispersal facilities and no taxiways. Aircraft parked in the open on the landing area.

Defenses: none noted in Jan 43.

### Remarks:

13 Sep 43: taken over by the Luftwaffe this date.

24 Oct 43: bombed - 6 x Fw 190 G-2s and G-3s from II./SG 4 plus 1 x He 111 from TGr. 30 destroyed on the ground.

28 Dec 43: bombed by 48 B-26 Marauders – claimed 5 aircraft destroyed on the ground and the airfield well covered with bursts.

13 Jan 44: hit by a mixed force of 12<sup>th</sup> and 15<sup>th</sup> AAF medium and heavy bombers during a knockout punch at German fighter fields in the Rome area as part of the preparations for the landings at Anzio (22 Jan 44).

20 Jan 44: bombed by 56 B-24s escorted by 28 P-38s – results not stated.

23 Jan 44: fully serviceable – landing strip 1000 x 60 meters.

27 Feb 44: low-level attack by elements of 36 A-26 Invaders – claimed near misses on hangars and aircraft.

28 Feb 44: low-level attack by elements of 34 A-26 Invaders – landing area and hangars hit.

30 May 44: attacked by part of a force of P-47 Thunderbolts, A-26 Invaders and Warhawks – claimed 2 x Ju 52 transports damaged.

Jun 44: captured by Allied forces in early June.

### Operational Units:

*Italian* (Regia Aeronautica): Centrale Sperimentale di Guidonia (aircraft test or experimental center) (pre-war – Sep 43); Scuolo Volo a Tuffo (dive-bomber school); 274<sup>a</sup> Squadriglia BGR (Feb-Jun 42, May-Jul 43); 310<sup>a</sup> Squadriglia CT (Jul-Sep 43); 615<sup>a</sup> Squadriglia T (Jun 40 – 1941);

## Luftwaffe Airfields 1935-45

*Luftwaffe*: 1.(F)/Aufkl.Gr. 123 (Sep-Oct 43); Stab/SKG 10 (Sep-Oct 43)?; II./SKG 10 (Sep-Oct 43); part of III./SKG 10 (Oct 43); I./SG 4 (Oct-Nov 43); II./SG 4 (Oct 43 – Jan 44).

Station Commands: none identified.

Station Units (on various dates – not complete): elements of Ie.Flak-Abt. 99 (Nov 43); 1./schw.Flak-Abt 256 (Nov 43 - ?); Trsp.Kol. d.Lw. 106/I (Jan 44); Trsp.Kol. d.Lw. 112/XI (Jan 44).

[Sources: AFHRA A5262 pp. 1791-93 (17 Jan 43 and 8 Feb 45); A5264 p.909 (17 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## I

**Iesi** (ITAL) (a.k.a. Jesi, Flugplatz 230 and 541) (43 32 15 N – 13 16 20 E)

General: airfield in west-central Italy 24 km WSW of Ancona near the Adriatic coast and 2.5 km NE of Jesi (Iesi) town center.

History: established 1913-14 for use by airships assigned to conduct patrols over the Adriatic. Later, it became a well-equipped airfield used by the Italian AF from early 1935-36 to Sep 43 to train bomber crews. Classified by the Luftwaffe as an alternate landing ground for fighters and used several times in 1943-44 for brief layovers by Bf 109 fighter and Ju 87 Stuka units. Tactical reconnaissance units were based here during the first half of 1944.

Dimensions: approx. 1370 x 825 meters (1500 x 900 yards) and roughly rectangular in shape.

Surface and Runways: worn grass surface in fair condition that was often unserviceable in wet weather. Had a single concrete runway approx. 1005 meters (1100 yards) long and aligned NE/SW. Each end of the runway had a turning circle and taxiways connected these to the hangars on the NW boundary. Equipped with boundary lighting.

Fuel and Ammunition: fuel was readily available but location of storage not determined. Ammunition was believed to have been stored in a bunker with blast walls at the S corner and connected to the hangar area by a service road.

Infrastructure: had 5 large hangars with concrete aprons in a row along the NW boundary, the most northerly of which was a double bay with a camouflaged roof. Several smaller buildings between the hangars were probably workshops. A group of 7 buildings at the W corner included admin offices, storage and other airfield services. Directly behind the second most northerly hangar on the NW boundary was an enclosed cluster of perhaps 25 buildings that almost certainly were for accommodating airfield personnel. The nearest rail connection was in Jesi (Iesi).

## Luftwaffe Airfields 1935-45

Dispersal: there were no organized dispersal facilities in late May 1943. Aircraft generally parked in the open area between the runway and the row of hangars.

Defenses: protected by several suspected Flak towers and at least 5 AA machine gun positions in late May 1943.

### Remarks:

29 May 43: An Allied reconnaissance plane spotted the following aircraft on the ground: 2 x SM 82, 4 x SM 84, 7 x SM 79, 1 unidentified large plane, 1 x Br 20, 4 x Ca 313, 7 x Ca 310, 5 x Go 242 gliders and 11 unidentified small planes.

29 Nov 43: construction in progress on the NE side of the airfield near the runway.

19 Jan 44: bombed in late morning by approx. 26 bombers in 3 waves – 4 hangars severely damaged and 18 hits on the runway, landing area and taxiway; power and telephones cut; no German casualties.

11 May 44: strafed – 1 x Fw 190 claimed destroyed on the ground.

c. 17 Jul 44: Iesi taken by units of Polish II. Corps during the advance on Ancona. There was little left of the landing area and infrastructure in the wake of Allied bombing and demolitions by the retreating Germans.

22 Aug 44: Allied construction work underway to build a tarmac runway of 1785 meters (1953 yards), supply dumps, dispersal hardstands for 90 aircraft and a tent camp for accommodations. The first tenant was a USAAF group of P-47 Thunderbolts that arrived in Oct 44.

### Operational Units:

*Italian* (Regia Aeronautica): Scuolo di Bombardamento (bomber school); 13° Gruppo CT (Feb-Jun 41); 30° Gruppo BT (Jun 43); 32° Gruppo BT (May-Sep 43); 33° Gruppo BT (Jun-Sep 43); 61° Gruppo OA (Jul-Sep 43); 68° Gruppo OA (Jul 43).

*Luftwaffe*: 3./NAGr. 11 (Feb-Apr 44); 1./NAGr. 11 (Mar-Jun 44).

Station Commands: Fl.H.Kdtr. E 14/III (1944); Fl.H.Kdtr. E(v) 204/VII (Apr-Jun 44).

Station Units (on various dates – not complete): elements of 130.

Flugh.Betr.Kp. (Qu) (? – Jan 44); elements of schw.Flak-Abt. 212 (Jun 44).

[Sources: AFHRA A5262 p.1508 (25 Feb 45) and pp.1794-96; chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Iesi – Piano Ameno** (ITAL) (a.k.a. Jesi - Piano Ameno) (43 34 00 N – 13 18 10 E)

General: field airstrip/landing ground in west-central Italy 18.5 km SSW of Ancona and 6.5 km NE of Iesi (Jesi) town center. History: construction began in late March or early April 1944 but it was never fully completed before the area was overrun by Allied troops in mid-July. Surface and Dimensions: leveled farmland measuring approx. 960 x 190 meters (1050 x 210 yards). No paved runway. Infrastructure: none. Personnel could be accommodated in tents, surrounding farms or local villages. The nearest

## Luftwaffe Airfields 1935-45

rail connection was a line that passed less than 1 km W of the landing ground. Dispersal: had 5 small open aircraft shelters scattered around the perimeter.

[Sources: AFHRA A5262 p.1801 (8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Isola Sant'Antonio** (ITAL) (a.k.a. Isola San Antonio) (45 01 30 N – 08 50 25 E)

General: landing ground in N Italy 55 km SSW of Milano (Milan), 31 km SW of Pavia and 1 km WSW of the village of Isola Sant' Antonio. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. In very limited use by small numbers of aircraft from mid-summer 1943 to early 1944 and then abandoned and returned to cultivation. No record found of any Luftwaffe air units being based here. Surface and Dimensions: grass/farmland surface measuring approx. 1100 x 775 meters (1200 x 850 yards) with an irregular shape. No paved runway. Fuel and Ammunition: brought in and made available as needed. Infrastructure: had a few sheds at the NW corner and on the S boundary. Personnel were accommodated in tents and in the neighboring villages. The nearest rail connection was in Castelnuovo, 6 km to the SSE of the landing ground. Dispersal: a planned dispersal site with at least 20 aircraft hardstands or parking sites was under construction at the beginning of 1944 but never completed.

Remarks:

20 Oct 44: listed as rendered unserviceable by plowing and/or trenching.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 30/VI (c. Jul-Aug 43); Fl.H.Kdtr. E 2/VII (Sep 43).

Station Units (on various dates – not complete): 1e.Feldwerftzug 3/Feldwerftverband 20 (? – Oct 43); part of Kfz.Werkstatt-Kp. (o) d.Lw. 101/VII (Sep 43).

[Sources: AFHRA A5262 pp.1272 and 1797-98 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ivrea** (ITAL) (45 28 00 N – 07 51 35 E)

General: emergency landing ground in NW Italy 46.5 km NNE of Torino (Turin) and probably 1.5 km W of Ivrea town center, although the exact location is uncertain. History: Surface and Dimensions: no details found. Infrastructure: unknown, but probably none.

Remarks: none.

[Sources: AFHRA A5262 p.2073 (Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## J

## Luftwaffe Airfields 1935-45

**Jesi** (ITAL): see Iesi.

### L

**Lagnasco** (ITAL) (a.k.a. Saluzzo, Flugplatz 203) (44 39 15 N – 07 32 40 E)

General: landing ground in NW Italy 47 km SSW of Torino (Turin), 30 km N of Cuneo, 4.25 km ENE of Saluzzo and 3.25 km NNW of Lagnasco. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and subsequently used by fighters. The Luftwaffe arrived in Sep 43 and based transports and fighters here during fall 1943. Large scale construction began in Dec 43 but evidently abandoned in spring 1944 before it could be completed. Surface and Dimensions: grass surface that was unserviceable after heavy rain, measuring approx. 1190 x 915 meters (1300 x 1000 yards) with a rectangular shape. Had 2 remote runways or prepared airstrips in a very early stage of construction on 1 Apr 44 - (1) 5 km N of the landing ground and measuring approx. 915 meters (1000 yards) with a N/S alignment; (2) 2.75 km ENE of the landing ground with an unknown length and alignment. Equipped with boundary lighting, obstruction lighting and a flare path. Fuel and Ammunition: a blast-protected dump at the NE corner of the landing ground was for fuel, ammunition or both. Infrastructure: had 1 long hut at the center of the E boundary with several other huts just N of it. Some 200 meters off the ESE side of the landing ground was a large compound of old brick and stone buildings referred to as La Grangia which may have been requisitioned for admin and billeting use. But Luftwaffe personnel at Lagnasco were accommodated in the village of Scarnafigi, 3.25 km to the NE. The nearest rail connection was in Saluzzo. Dispersal: an extensive remote dispersal labyrinth was under construction on 1 Apr 44 with 36 aircraft shelters of varying size completed and 2 more still being built.

Defenses: no details found.

#### Remarks:

11 Oct 43: station ration strength return - 279 flying unit personnel plus 349 station personnel.

19-22 Nov 43: station personnel took part in an unsuccessful anti-partisan operation 25 km SE of Mondovi where the partisans were holding out in a castle high in the mountains.

8 Dec 43: reported 1,089 construction workers employed on Lagnasco 3, of which 38 were Germans.

30 Sep 44: reported to have been demolished.

#### Operational Units:

*Italian* (Aeronautica Nazionale Repubblicana): 1º Gruppo Caccia (Nov 43 – Jan 44).



## Luftwaffe Airfields 1935-45

*Luftwaffe*: II./TG 1 (Sep-Oct 43); elements of II./TG 5 (Sep-Oct 43); II./JG 77 (Nov 43 – Jan 44); I./JG 77 (Jan 44).

Station Commands: Fl.H.Kdtr. E 13/VIII (Sep 43 – c.Mar 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 216/VII (Apr – c. Sep 44).

Station Units (on various dates – not complete): part of 2.

Flugh.Betr.Kp./TG 5 (Sep 43); 2./Lw.-Bau-Btl. 4/IV (Oct 43); Ldssch.Zug d.Lw. 371/XI (n.d.); Ldssch.Zug d.Lw. 374/XI (Aug-Oct 44); Lw.-Jagdkdo. (mot) Lagnasco (Apr 44); Lw.-Eingreifgruppe (mot) (Apr 44); Lw.-Strafvollstreckungsgruppe für Mannschaften (? - Sep 44).

[Sources: AFHRA A5262 pp.1944-46 (24 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Lampedusa-Land** (ITAL) (35 29 50 N – 12 36 55 E)

General: landing ground on the ESE outskirts of Lampedusa on Lampedusa Island off the east coast of Tunisia and 163 km WSW of Malta. History: used mainly as an emergency landing ground during the war. No record found of any Luftwaffe air units being based here. Surface and Dimensions: leveled rough surface measuring approx. 1000 x 230 yards) with an irregular shape. Infrastructure: none. Defenses: there were very heavy Flak defenses around Lampedusa harbor (see below).

Remarks:

11-12 Jun 43: bombed and the local garrison surrendered immediately followed by British infantry going ashore on 12 June.

Station Units (on various dates – not complete): Bauleitung d.Lw. (Mar 43).

[Sources: AFHRA A5263 pp.1869-70 (7 Dec 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Lampedusa-See** (ITAL) (35 29 50 N – 12 36 10 E)

General: seaplane anchorage in Lampedusa harbor on the south side of Lampedusa Island off the east coast of Tunisia and 163 km WSW of Malta. Seaplanes took off and landed in open sea outside the harbor entrance. In August 1941, the harbor was defended by 8 heavy Flak positions with emplacements for 23 guns, 2 light Flak positions with emplacements or stands for 5 guns, and 29 single AA machine gun positions. Cant Z.501 maritime patrol planes were regular users of the harbor.

[Sources: AFHRA A5263 pp.1867-68 (5 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**La Spezia** (ITAL) (a.k.a. La Spezia – Cadimare, Luigi Conti) (44 04 50 N – 09 49 20 E)

General: seaplane station in NW Italy located on the W shore of La Spezia harbor about 2.25 km S of La Spezia mole and docks.

History: the first seaplane activity here began just before World War I and continued to the end of World War II. La Spezia was Italy's principal naval base at the time.

## Luftwaffe Airfields 1935-45

Dimensions: ample room for take-offs and landings in the Gulf of La Spezia.

Anchorage: seaplane moorings were available on the S side of the mole protecting Cadimare Harbor on the west shore of the Gulf of La Spezia.

Fuel and Ammunition: provided by the nearby naval base.

Infrastructure: had 2 large hangars with 2 or 3 small workshops and/or stores buildings, and 2 large slipways. The hangars were fronted by a quay with 2 cranes. Admin and large barrack buildings were behind the hangars. The nearest rail connection was in La Spezia.

Defenses: there were 15 heavy Flak positions with 64 gun emplacements, and 21 light Flak positions with 23 guns protecting the naval base and harbor.

Remarks: La Spezia was attacked 40 to 50 times from 1943 to the end of the war, and no doubt some of these were directed at the seaplane station.

Operational Units:

*Italian* (Regia Aeronautica): 141<sup>a</sup> Squadriglia RM (Jun 40); 145<sup>a</sup> Squadriglia RM (Jan 43); 187<sup>a</sup> Squadriglia RM (Jun 40 – Sep 43).

*Luftwaffe*: 2./Bordfliegergruppe 196 (Sep-Nov 43); detachment of 6. Seenotstaffel (1944).

Station Commands: Flugplatzkdo. B 5/VII (See) (Sep, Nov 43).

Station Units (on various dates – not complete): part of schw.Flak-Abt. 287 (May 44); schw.Flak-Abt. 354 (Jul 44 - 1945); Seenotflottille 29 (Sep 43 – Aug 44).

[Sources: AFHRA A5262 pp.1974-76 (5 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Lavariano** (ITAL) (a.k.a. Risano, Flugplatz 464, ANR Aeroporto N. 24) (45 57 30 N – 13 12 20 E) or (45 58 08 N – 13 13 58 E)?

General: landing ground in NE Italy 11.75 km S of Udine, 1.5 km NNE of Lavariano and 1.5 km WSW of the village of Risano. History: originally, there were 2 separate fields identified as Lavariano and Risano, but they were undeveloped and used very little by the Royal Italian Air Force. In fall 1943, the Organisation Todt arrived and began laying down a concrete runway at Risano but changed the name to Lavariano. The runway was completed and construction of the dispersals and taxiways continued to August 1944 before all further work including damage repair was abandoned. Surface and Dimensions: farmland surface measuring approx. 1465 x 775 meters (1600 x 850 yards). A concrete runway some 1500 yards in length and aligned E/W was under construction in winter 1943/44.

To facilitate the building work, a light railway was laid down from the Risano railway station, where large quantities of cement and other supplies were accumulated, to the runway. Fuel and Ammunition: several storage sites were being excavated in winter 43/44 but had not yet been completed.

Infrastructure: had 2 medium double bay buildings plus 5 small huts at the SW corner. Additionally, an encampment of 18 barrack-type huts was located 3 km SSW of the landing ground. The nearest rail connection was

## Luftwaffe Airfields 1935-45

in Risano, 4.5 km ENE of the landing ground. Dispersal: 2 dispersal areas – East and Northwest – were under construction with the former being very large. A third dispersal – Southeast – was close to the East dispersal and had 10 large aircraft shelters under construction.

### Remarks:

30 Jan 44: bombed by 41 15<sup>th</sup> AAF B-17s – 1 x Bf 109 G-6 from I./JG 77 damaged (incomplete German sources). Considerable damage to the field *claimed* by returning crews, including numerous bomb craters in the landing area.

18 Mar 44: hit by 67 15<sup>th</sup> AAF B-24s carrying 20-lb. fragmentation bombs – *claimed* a share of the 56 aircraft destroyed or damaged on the ground this date on 5 Luftwaffe airfields in NE Italy.

Jun-Jul 44: still in use as a landing ground by Luftwaffe and Italian ANR Bf 109 fighters but 4 July was the last time mentioned as being in use.

13 Jul 44: strafed by 42 P-38 Lightnings – claimed 1 aircraft destroyed and another damaged on the ground along with damage to buildings. Pilots reported the landing area unserviceable due to unfilled craters.

30 Sep 44: listed as prepared for demolition with mines.

### Operational Units:

*Italian* (Regia Aeronautica): 68<sup>o</sup> Gruppo OA (Jul-Sep 43).

*Luftwaffe*: I./JG 4 (Dec 43 – Jan 44, Jun-Jul 44); I./JG 77 (Jan – Apr 44).

Station Commands: Fl.H.Kdtr. E 39/IV (1943 – Mar 44); Fl.H.Kdtr. E(v) 222/VII (Apr-Sep 44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 213/VII Udine (1944-45).

Station Units (on various dates – not complete): le.Werkstattzug 2/Feldwerftverband 90 (Jun 44 - ?); 3./le.Flak-Abt. 507 (Jan 44 - ?).

[Sources: AFHRA A5262 pp.1273-74 (8 Jan 45) and 1800 (1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Lecce** (ITAL) (a.k.a. Lecce-Galatina, Lecce – San Donato, Antinio Ramirez) (40 14 30 N – 18 08 00 E)

General: airfield in the Italian heel 79 km ESE of Taranto, 12.8 km SSW of Lecce and 5 km WSW of San Donato di Lecce.

History: constructed in the late 1930's for the Italian Air Force and remained a major Italian AF base to September 1943. Used by the Luftwaffe in 1942 as a base for ferrying supplies by transport aircraft and gliders to North Africa and then used by fighter units from May to July 1943.

Dimensions: approx. 1400 x 870 meters (1530 x 950 yards).

Surface and Runways: serviceable grass surface. Had a single concrete runway measuring approx. 1005 meters (1100 yards) and aligned NNW/SSE. There was a perimeter road around the landing area. Equipped for night landings.

Fuel and Ammunition: both stored and readily available.

Infrastructure: had 3 large and 1 medium hangars along the E boundary. Behind the hangars were some 20 small- and medium-size buildings

## Luftwaffe Airfields 1935-45

containing workshops, stores and other servicing and support facilities including a motor pool with garages. A group of 8 barrack buildings were in a group at the S end of the row of hangars. There were 10 other small buildings off the NW, SE and S sides of the perimeter but it could not be determined if these belonged to the airfield. The nearest rail connection was in San Donato di Lecce, 5 km NE of the airfield.

Dispersal: aircraft were dispersed on hardstands and parking sites just off the perimeter on all sides except for the E side. There were at least 43 of these hardstands and sites in January 1943.

Defenses: no information found.

Satellites and Decoys:

**Lecce/Nord** (40 22 00 N – 18 11 00 E). General: satellite or alternate landing ground 1.5 km N of Lecce. Had a very poor, rough surface measuring approx. 365 x 320 meters (400 x 350 yards). There was 1 small building on the NW side, another on the W side and a hut at the NE corner. No activity noted in Jun 42 or 3 May 43. Possibly used only in emergencies.

Remarks:

Nov 42: heavy glider activity observed at Lecce.

Dec 42: the Lw. pulled out of Lecce right after the campaign in Libya ended in late 1942, leaving behind a small custodial Flugplatzkommando until the airfield became important once again to the Lw. in May 43.

Jan 43: the runway was being extended at both ends.

15 Mar 43: there were no Luftwaffe ground servicing and support units at Lecce.

2 Jul 43: bombed by IX Bomber Command B-24s – 1 x Bf 109 G-4 and 1 x Do 215B from II./JG 27, plus 1 x Ju 52 from III./TG 1 destroyed.

23 Jul 43: see Leverano.

Operational Units:

*Italian* (Regia Aeronautica): HQ Raggruppamento Aerosilurante (Jul-Aug 43); 3<sup>o</sup> Gruppo CT (Sep-Nov 42); 18<sup>o</sup> Gruppo CT (Dec 41); 31<sup>o</sup> Gruppo BT (Oct 41); 37<sup>o</sup> Gruppo BT (Nov-Dec 41); 38<sup>o</sup> Gruppo BT (Jan-Mar 43); 40<sup>o</sup> Gruppo BT (Jun-Oct 40); 41<sup>o</sup> Gruppo BT (Jul 43); 54<sup>o</sup> Gruppo BT (Jun-Jul 40); 55<sup>o</sup> Gruppo BT (Jun 40 – May 41), Dec 41 – Apr 42, Jun-Nov 42); 89<sup>o</sup> Gruppo BT (Jul 43); 96<sup>o</sup> Gruppo BaT (Oct 40 – Jan 41); 97<sup>o</sup> Gruppo BaT (Jul 40 – May 41); 101<sup>o</sup> Gruppo BaT (Mar 41); 104<sup>o</sup> Gruppo BT (Jul-Aug 43); 116<sup>o</sup> Gruppo BT (Oct 40 – May 42, Aug-Sep 42); 121<sup>o</sup> Gruppo BaT (Jul-Aug 43); 146<sup>o</sup> Gruppo T (Nov-Dec 42); 147<sup>o</sup> Gruppo T (Mar-Oct 42); 149<sup>o</sup> Gruppo T (Nov-Dec 42); 150<sup>o</sup> Gruppo CT (Nov 42 – Apr 43); 209<sup>a</sup> Squadriglia BaT (May-Jun 41).

*Luftwaffe*: Kampfstaffel 111 (O.B.S.) (Mar 42); Savoia-Staffel (Apr 42 – Feb 43); Stab/Verbindungskdo. (S) 2 (Jun 42 – Mar 43); 1.(DFS)/Verb.Kdo. (S) 2 (Jun-Jul 42, III./KG 4 (Oct-Nov 42); Nov 42 – Jan 43); 2. (DFS)/Verb.Kdo. (S) 2 (Sep 42 – Jan 43); 1.(Go)/Verb.Kdo. (S) 2 (Aug-Sep

## Luftwaffe Airfields 1935-45

42); 2.(Go)/Verb.Kdo. (S) 2 (Jun 42 – Mar 43); 9./KG 40 (Nov 42 – Feb 43); elements of Luftverkehrsstaffel Tempelhof (Nov 42); Stab/KG z.b.V. 2 (Apr 43); Stab/TG 2 (May 43); III./JG 27 (May-Jun 43); Stab, II./JG 27 (Jun-Jul 43); II., III./JG 53 (Jul 43).

Station Commands: Flugplatzkdo. B of Fl.H.Kdtr. E 13/III Brindisi (Mar 43).

Station Units (on various dates – not complete): 11.(Flum.)/Ln.-Rgt. 200 (Jul-Sep 43).

[Sources: AFHRA A5262 pp.1275 (Mar 45), 1799 and 1802 (1 Nov 44); A5264 p.909 (Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Levaldigi** (ITAL) (a.k.a. Levaldigi-Centallo, Flugplatz 253, ANR Aeroporto N. 4) (44 32 45 N – 07 37 15 E)

General: airfield in NW Italy 59 km S of Torino (Turin), 18.5 km NNE of Cuneo, 8 km W of Fossano and 800 meters S of the village of Levaldigi.

History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly by a tactical reconnaissance unit during the May-Jun 40 advance into France. It was then used for fighter training until Italy's surrender in September 1943. The Luftwaffe arrived on the airfield in fall 1943 but it had very little subsequent use.

Dimensions: approx. 2745 x 1190 meters (3000 x 1300 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway. Equipped with boundary and obstruction lighting.

Fuel and Ammunition: both believed to be stored in bunkers and excavations along the NW perimeter.

Infrastructure: had 1 large hangar and 4 adjacent workshop-type buildings on the W boundary. Several long barrack-type buildings were just N of the hangar. The nearest rail connection was in Centallo, 6 km SSW of the airfield.

Dispersal: the 3 dispersal areas – Perimeter, East and South – had a total of 13 medium and small open blast shelters plus 10 aircraft parking sites. The East and South dispersal areas were still under construction at the end of May 1944.

Defenses: none found.

Remarks:

Nov 43: work underway to clear and open up the landing area.

28 May 44: aerial photos showed 25 single-engine aircraft visible on the airfield.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school); 69° Gruppo OA (Jun 40); 99° Gruppo BT (Jan-May 43).

*Luftwaffe:* 4./JG 77 (Jan 44); II./SG 4 (Jun 44).

## Luftwaffe Airfields 1935-45

Station Commands: Fl.H.Kdtr. E 16/XVII (Oct 43 – Mar 44); Fl.H.Kdtr. E(v) 216/VII (Apr – c. Sep 44).

Station Units (on various dates – not complete): Nachschub-Kp. I 204 (1944); Stab/Lw.-Sicherungs-Rgt. Italien (Jul 44); Ldssch.Zug d.Lw. 373/XI (1943-44); Ldssch.Zug d.Lw. 374/XI (Nov 43, Aug 44 - ?).

[Sources: AFHRA A5262 pp.1803-05 (4 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Leverano** (ITAL) (40 17 35 N – 17 59 00 E)

General: landing ground in the heel of the Italian boot 37.5 km S of Brindisi, 15.7 km WSW of Lecce and 1 km WSW of the village of Leverano. This was probably an alternate landing ground or a satellite of Lecce airfield.

History: said to have become operational as a 2d class airport in spring 1941 but there was very little activity here until the Germans began using it in June 1943.

Surface and Dimensions: artificially drained grass surface measuring approx. 915 x 595 (1000 x 650 yards) with an irregular shape.

No paved runway. Fuel and Ammunition: brought in when in use.

Infrastructure: no hangars or workshops. A group of 30 barrack-huts were just SE of the landing area. The nearest rail connection was in Copertino, 7 km ESE of the landing ground. Dispersal: no organized dispersal facilities.

Remarks:

23 Jul 43: bombed by USAF B-17 Fortresses – no aircraft losses, but IV./JG 3 had 30 KIA and 41 WIA. However, postwar sources claim 15 aircraft were destroyed and 12 damaged. If true, these must have been Italian a/c because they do not appear in the Luftwaffe loss reports.

Operational Units: 2.(H)/Aufkl.Gr. 14 (Jul 43); IV./JG 3 (Jul 43); II./JG 53 (Jul 43).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 23/VII (Lecce) (Jul-Aug 43).

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

[Sources: AFHRA A5262 p.1807 (29 Jun 43) and A5264 p.909 (3 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Licata** (ITAL/Sicily) (37 07 50 N – 13 54 30 E)

General: landing ground in S Sicily 25 km W of Gela. History: cleared and leveled and the airstrip laid out in mid-1942. No record found of any Luftwaffe air units being based here. Surface and Dimensions: leveled but rough surface measuring approx. 1465 x 365 meters (1600 x 400 yards).

Infrastructure: none aside from 3 barrack-type huts off the NE boundary and 2 more off the SW boundary.

Remarks: the landing ground was ignored by Allied air forces in Jun-Jul 43 since there was no enemy activity there. But a nearby Luftwaffe radar site was attacked.

[Sources: AFHRA A5263 p.1871 (28 Nov 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Lido di Roma** (ITAL) (a.k.a. Lido, Rom-Lido, Ostia, Carlo del Prete) (41 44 25 N – 12 14 35 E)

General: seaplane station on the west coast of C Italy 25 km SW of Rome on the S bank of the Tiber River.

History: opened 21 April 1928 as a civil customs seaplane station. Used mainly as an Italian air-sea rescue station during the war, but a primary flying school was also located here or nearby. No record found of any Luftwaffe seaplane units being based here.

Dimensions: approx. 1610 x 160 meters (1780 x 75 yards).

Anchorage: seaplanes used the mouth of the river for take-offs and landings but were cautioned to keep to the N bank because the waters along the S bank were quite shallow. The anchorage was in front of the hangars.

Fuel and Ammunition: fuel stored at the station.

Infrastructure: had 1 large and 3 small hangars with paved aprons. Additionally, 2 narrow rectangular buildings and a number of factory buildings belonging to the S.A.I.M.A.N. aircraft factory adjoined the W end of the seaplane station. A large open wind-shelter capable of protecting 4 seaplanes was available. The station had 1 small jetty 3 cranes and 2 slipways. Accommodations were in a low U-shaped building. The nearest rail connection was 3.25 km ESE in Ostia.

Remarks:

Operational Units:

*Italian* (Regia Marina): 612<sup>a</sup> Squadriglia Soccorso (Jun 40); 613<sup>a</sup> Squadriglia Soccorso (Jun 40); 614<sup>a</sup> Squadriglia Soccorso (Jun 40).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1459 (Mar 45), pp.1808-12 (22 May 43) and p.2074 (Dec 44?); A5264 p.918 (c. Jan/Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Linate** (ITAL): see Milano-Linate.

**Littoria** (ITAL) (a.k.a. Latina, Cisterna di Latina, Littoria/Nord, Enrico Comani) (41 32.30 N – 12.55.00 E)

General: airfield in C Italy 53 km SE of Rome; airfield 8.5 km NNE of Latina. History: a major Italian AF base and was used by the Luftwaffe in Sep 43. The Royal Italian Air Force had its instrument (blind) night flying school here. Dimensions: approx. 1650 x 1460 meters (1800 x 1600 yards). Surface and Runways: good quality grass surface with proper drainage. Had an approx. 915 meter (1000 yard) concrete runway aligned NW/SE with circular paved assembly areas at each end. Infrastructure: there were 3 hangars with paved aprons and other buildings in the NW corner. Dispersal: 1 large aircraft shelter was located along the SE boundary.

## Luftwaffe Airfields 1935-45

### Remarks:

16 Sep 43: bombed – 15 x Bf 109 G-6s from Stab and II./JG 53 destroyed (1) and damaged (14) on the ground.

Air Units (Regia Aeronautica): 3<sup>o</sup> Gruppo CT (Jul 43); 8<sup>o</sup> Gruppo CT (Sep 43); 41<sup>o</sup> Gruppo BT (Jan-May 41); 59<sup>o</sup> Gruppo BT (Jul 43); 130<sup>o</sup> Gruppo AS (Mar-Aug 43); 132<sup>o</sup> Gruppo AS (Apr 42, Aug-Sep 43); 147<sup>o</sup> Gruppo T (Jun 40); 148<sup>o</sup> Gruppo T (Jun 40); 167<sup>o</sup> Gruppo Int. (Jul-Sep 43); 282<sup>a</sup> Squadriglia Sil (Jun 41); Reparto Speciale Aerosilurante (Special Aerial Torpedo Unit) (Jun-Sep 43).

Operational Units (Luftwaffe): II./JG 53 (Sep 43).

Station Units (on various dates – not complete): Werftzug d.Lw. 6/IV (May 43);

[Sources: AFHRA A5264 p.898 (mid-1943) and p.910 (17 Jan 43); chronologies; BA-MA; NARA; PRO/NA; C.Dunning – *Courage Alone*; web site ww2.dk]

**Littorio** (ITAL) (same as Rome-Littorio): see Urbe.

**Livorno** (ITAL) (43 33 N – 10 18 E)

General: Lw. units stationed in and around this port city on the west coast of northern Italy on a specific date or as otherwise indicated other than on an airfield.

Lw. Garrison (on various dates): schw.Flak-Abt. 116 (Oct 43 - ?); schw.Flak-Abt. 446 (? – Oct 43); Ln.-Abt. 62 (Tirrenia, Sep-Oct 43); elements of Flieger-Geräteausgabestelle 1/VII (Aug 43); Flieger-Geräteausgabestelle 4/XII (Tombolo, Aug, Sep 43); Verladekdo. d.Lw. Livorno (Mar 43); Verladekdo. d.Lw. 4/VII (Jul 43); Feldlufttanklager für Kw.Betr.Stoff Livorno (Mar 43); Munitionsausgabestelle d.Lw. 8/VI (Feb, Sep 43); Nachschubkolonnen-Abt. d.Lw. 6/XI ( ? – Jul 43); Flug-Betriebsstoff-Kolonnen 509/VII (Jul 43); Trsp.Kol. d.Lw. 4/II; Trsp.Kol. d.Lw. 144/III (Jul 43); Trsp.Kol. d.Lw. 57/IV (Mar 43); Trsp.Kol. d.Lw. 59/IV (Feb 43); Trsp.Kol. d.Lw. 134/IV (Oct 43); Dienstältester Offizier d.Lw. des Wehrmachtstandort Livorno (Mar 43).

**Lonate Pozzolo** (ITAL) (a.k.a. Della Promessa, Flugplatz 371, ANR Aeroporto N. 7 and N. 12) (45 34 10 N – 08 43 47 E)

General: airfield in N Italy 37 km WNW of Milano (Milan) and 4.4 km SSW of Lonate Pozzolo.

History: dates from approx. 1916 and an established Italian Air Force base since well before the beginning of the war. Special overhaul and repair facilities and a training center for Ju 87 Stukas operated by the Italian AF had been set up at this airfield during the North African campaign. All or nearly all Italian AF dive bomber and ground attack groups and squadrons were based here at one time or another until Italy surrendered in Sep 43, and these made use of a nearby bombing range. With the exception of a



## Luftwaffe Airfields 1935-45

single Luftwaffe fighter group based here for a month in fall 1943, Lonate Pozzolo was an all-Italian airfield.

Dimensions: approx. 2010 x 1235 meters (2,200 x 1,350 yards).

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

Equipped with boundary and obstruction lighting for night landings.

Fuel and Ammunition: fuel, water, ammunition and communications were all available. Bulk fuel storage was reportedly between the northern group of hangars and the station buildings. The main munitions dump was in a blast protected site off the S end of the E boundary and was secured by armed guards and 4 concrete sentry boxes. Small arms ammo was in a separate hut closer to the hangar area.

Infrastructure: there were 4 large and 6 small hangars along with some additional small buildings that were probably used as workshops. Station HQ, admin buildings, the dispensary, officers' quarters, messes, barracks, a base swimming pool, tennis courts and a sports ground were located behind the group of hangars at the north end of the E boundary. Additional personnel were accommodated in Lonate Pozzolo, Gallarate and other nearby towns. The nearest rail connection was at Castano Primo, 4 km to the SE of the airfield.

Dispersal: one area off the N corner of the field and another off the NNW boundary. Taxi tracks existed but there were no aircraft blast shelters as of Dec 43. By Jan 45, there were 5 dispersal areas – North, North-Northwest, Northeast, Southeast and Southwest – with a total of 70 large, 4 medium and 3 small double aircraft shelters.

Defenses: none identified as of Dec 43.

Remarks: winter snow and fog disrupted flying operations. The Luftwaffe did not begin using Lonate Pozzolo until spring 1944, but even then it remained primarily an Italian base for its Independent Aerial Torpedo Group "Buscaglia" equipped with the Savoia Marchetti S.79 bomber.

30 Sep 44: listed as prepared for demolition with mines.

26 Dec 44: airfield attacked for 40 minutes by 4 P-47 Thunderbolt fighter-bombers that destroyed 14 x S.M. 79s.

Apr 45: all but 1 airstrip destroyed by demolition mines.

Operational Units:

*Italian* (Regia Aeronautica): Nucleo Addestramento Tuffatori (dive-bomber training center); 4<sup>o</sup> Gruppo BT (Jun 40 – Jul 41, Oct 42 – Jun 43); 6<sup>o</sup> Gruppo CT (Mar 43); 7<sup>o</sup> Gruppo Comb (Jun-Aug 40); 13<sup>o</sup> Gruppo CT (Jul 43); 17<sup>o</sup> Gruppo CT (Jan 43); 19<sup>o</sup> Gruppo Comb (Jul 40); 25<sup>o</sup> Gruppo BT (Oct 42 – Jun 43); 60<sup>o</sup> Gruppo BT (Oct 42 – Apr 43); 97<sup>o</sup> Gruppo BaT (Aug 43); 98<sup>o</sup> Gruppo BT (Jul 43); 99<sup>o</sup> Gruppo BT (Jul-Sep 43); 101<sup>o</sup> Gruppo BaT (Mar 41, Dec 41 – Jun 42, Dec 42 – Jul 43); 102<sup>o</sup> Gruppo BaT (May 42, Nov 42 – May 43); 103<sup>o</sup> Gruppo BaT (Aug-Sep 43); 121<sup>o</sup> Gruppo BaT (Jul 43); 158<sup>o</sup> Gruppo Assalto (Jul-Sep 43); 159<sup>o</sup> Gruppo Assalto (Aug-Sep 43); 209<sup>a</sup> Squadriglia BaT (Mar 42); 239<sup>a</sup> Squadriglia BaT (Dec 41 – May 42).

## Luftwaffe Airfields 1935-45

*Italian* (Aeronautica Nazionale Repubblicana): 1° Gruppo Aerosiluranti "Buscaglia"/"Faggioni" (I. Ital. Kampfgruppe (LT)) (Apr 44 - Mar 45); 1° Sq Bombardamento "E. Muti" (? - Jun 44); 1° Gruppo Caccia (Jan-Apr 45).

*Luftwaffe*: II./JG 77 (Sep-Nov 43).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 203/VII Cameri (Apr-Jul 44); Fl.H.Kdtr. E(v) 203/VII (Aug 44 - Apr 45).

Station Units (on various dates - not complete): Feldwerft-Abt. (mot) (ital.) (Mar 45); Fliegerbodengerätetrupp (v) 103/VII (Mar 45); Flieger-Wintersondergerätetrupp 1/22 (Mar 45); kl.Feuerschutzstaffel 78/VII (Mar 45); elements of schw.Flak-Abt. 534 (May 44 - ?); 3.Zug Flieger-Geräteausgabestelle (mot) 103/IV (Mar 45); Munitions-Ausgabestelle d.Lw. 14/VI (Mar 45); Ldssch.Zug d.Lw. 371/XI (1944-45); Ldssch.Zug d.Lw. 372/XI (Samarate, 1944-45); Sprengtrupp (mot) d.Lw. (Mar 45); Wetternebenstelle 902 (Mar 45);

[Sources: AFHRA A5262 pp. 1539-40 (25 Jan 45) and pp.1813-15 (1 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Loreto** (ITAL) (a.k.a. Luigi Olivi, Flugplatz 546) (43 27 25 N - 13 37 20 E)

General: landing ground in east-central Italy 19.25 km SSE of Ancona and 2 km NE of Loreto. History: believed to have been built by the Germans during the first half of 1944 but no record has been found of any Luftwaffe air units being based here. Taken over by the Allies in Jul 44. Surface and Dimensions: no information found. Infrastructure: had 1 medium hangar and a shed on the SW boundary. Personnel would have been accommodated in tents or in the surrounding farmhouses and villages. Loreto railway station was 900 meters S of the landing ground.

[Sources: AFHRA A5262 p. 1472(1 Mar 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Lucca** (ITAL) (a.k.a. Enrico Squaglia, Flugplatz 242, ANR Aeroporto N. 16) (43 49 35 N - 10 34 45 E)

General: airfield in C Italy 15.5 km NE of Pisa and 6 km ESE of Lucca. History: the airfield was laid out in 1928 and by 1935 the Royal Italian Air Force was using it as an elementary flight training field. Later, tactical reconnaissance units were based at this airfield but it was mainly used as a transit stopover. The Luftwaffe moved transport aircraft to Lucca in late May 1943 to move equipment, supplies and personnel back and forth between the mainland and Corsica and Sardinia, and fighters arrived in September to provide escort. The airfield was only used for forward staging purposes after Oct 43 and before it was totally demolished by the Germans in May 1944.

Dimensions: approx. 990 x 705 meters (1080 x 770 yards) with a rectangular shape.

Surface and Runways: artificially drained grass surface. No paved runway in Aug 43.

## Luftwaffe Airfields 1935-45

Fuel and Ammunition: both stored and available.

Infrastructure: had 1 large hangar with 1 to 3 separate workshops at the NW corner, and 1 small hangar at the SW corner. Station buildings, 4 to 6 in number, were also at the NW corner. The nearest rail connection was the S. Margherita train station near the NW corner.

Dispersal: no organized dispersal facilities, but in Aug 43 work was underway to clear trees and hedges off the E boundary and lay down taxiways for an apparent dispersal area.

Defenses: reconnaissance photos showed probable light Flak or AA machine gun positions at the four corners of the airfield.

Remarks:

18 Sep 43: reported total on-station ration strength: 924.

31 Jan 44: 1000 x 700 landing area serviceable for fighters and Ju 52s where marked; otherwise, leveling work underway.

18 May 44: airfield ordered permanently demolished by Feldluftgaukdo. XXVIII.

Operational Units:

*Italian* (Regia Aeronautica): 1° Gruppo OA (Jun 40); 5° Gruppo OA (Sep 42); 62° Gruppo OA (Jun 40).

*Luftwaffe*: III./TG 2 (May-Oct 43); II./JG 53 (Sep-Oct 43).

Station Commands: Fl.H.Kdtr. E 12/IV (Aug 43 – Mar 44); Fl.H.Kdtr. E(v) 212/VII (Apr-May 44).

Station Units (on various dates – not complete): 15. Flugh.Betr.Kp. z.b.V. (Jun 43); 3. Flugh.Betr.Kp./TG 2 (Sep 43); Stab/Flak-Rgt. 78 (Jul 44); schw.Flak-Abt. 192 (Jul/Aug 44); Verpflegungslager d.Lw. 12/VII (Jan 44); Flieger-Betr.St.Kol. 509/VII (Sep 43).

[Sources: AFHRA A5262 pp. 1816-18 (7 Mar 43 updated to 11 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Lucinico** (ITAL) (45 55 40 N – 13 33 00 E)

General: field airstrip or landing ground in NE Italy 29 km SE of Udine and 2 km WSW of the village of Lucinico. History: construction work began in late March or early April 1944 and was nearing completion by 16 May. No record has been found to indicate that the airstrip was ever completed or used. Surface and Dimensions: leveled farmland measuring approx. 1280 x 230 meters (1400 x 250 yards) and rectangular in shape. Infrastructure: none. The nearest rail connection was the Mossa train stop 1 km N of the landing ground. Dispersal: no organized dispersal facilities.

Remarks:

20 Oct 44: listed as rendered unserviceable by plowing and/or trenching.

[Sources: AFHRA A5262 p.1819 (6 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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## Luftwaffe Airfields 1935-45

**Macerata** (ITAL) (a.k.a. Filippo Mattioli) (43 14 50 N – 13 23 30 E)

General: landing ground in east-central Italy 36 km SSW of Ancona and 7.5 km SW of Macerata town center. History: believed to have been built pre-war. Little used, even though the Luftwaffe had an airfield command here from Feb/Mar to Jun 44. Surface and Dimensions: grass surface measuring approx. 915 x 365 meters (1000 x 400 yards). No paved runway. Fuel and Ammunition: no information found regarding on site storage of either. Infrastructure: no hangars or workshops, but a few small farm buildings off the N and S boundaries may have supported a few offices and limited accommodations. Dispersal: no organized dispersal facilities.

Remarks:

30 Jun 44: Macerata taken by British and Polish troops.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E 13/VIII (c.Feb-Mar 44); Fl.H.Kdtr. E(v) 215/VII (Apr-Jun 44).

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

[Sources: AFHRA A5262 p.1821 (24 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Macomer-Borore** (ITAL/Sardinia): see Borore.

**Mailand** (ITAL) (a.k.a. Milano, Milan) (45 28 N – 09 10 E)

General: Lw. units stationed in and around this principal city in N Italy on a specific date or as otherwise indicated other than on an airfield.

Lw. Garrison (on various dates in and around the city – specific airfield, if any, not identified):

*Commands* (Kommandobehörden, Stäbe): Stab/Kampffliegerführer Luftflotte 2 (M-Legnano, Sep-Oct 43); Stab/II. Fliegerkorps (M-Monza, Oct 43 - ?); Koflug 18/XI (M-Legnano, Oct 43);

*Servicing, Repair* (Wartungs, Instandsetzungs):

*Antiaircraft* (Flak): Stab/5. Flak-Div. (c.Feb-Nov 43); Stab/3. Flak-Brig. (Nov 43 – 1944); Stab/Flak-Rgt. 136 (15 Mar 43); Stab/Flak-Rgt. 137 (Sep 43); le.Flak-Abt. 99 (Nov 44); elements of schw.Flak-Abt. 165 (Sep 43); schw.Flak-Abt. 212 (Feb-May 44); schw.Flak-Abt. 256 (Nov 44 – Mar 45); schw.Flak-Abt. 603 (? – Dec 43); 2./le.Flak-Abt. 985 (? – Dec 43); Flak-Geräteausgabestelle (mot) 1/IV (20 Mar 45);

*Air Raid Protection/Civil Defense* (Luftschutz): Nebel-Abt. d.Lw. 8 (Aug 44); L.S.-Warnkdo. Mailand (20 Mar 45);

*Air Force Signals* (Luftnachrichten): Stab III.(Tel.Bau), 9., Ger.Kol. III./Ln.Rgt. 21 (Feb-Mar 43); III./Ln.Rgt. 21 (Aug 43); Stab IV./Ln.-Rgt. 200 (Feb, Mar 45); Stab V./Ln.-Rgt. 200 (Senago, Aug, Dec 44, Feb 45); Stab and I./Luftgau-Nachr.Rgt. 28 (Mar 44 - ? ); 4.(Fernverb.Betr.Pers.)(t mot)/Luftgau-Nachr.Rgt. 28 (20 Mar 45); Stab/Ln.-Abt. (H) (mot) 11 (Mar 43 - ? ); Ln.-Betr.Kp. 125 (c.Feb-Nov 43); Flugmelde-Res.Kp./5. Flak-Div.;

## Luftwaffe Airfields 1935-45

Sammel-u.Instandsetzungsstelle für Funkmessgerät 2/XI (15 Mar 43); Ln.-Fspr.u.Fschr.Betr.Pers.Zug (15 Mar 43); Ln.-Flugsicherungshauptstelle 16 (1944);

*Construction* (Bau):

*Supply Services* (Nachschubdienste): Feldlufttanklager für Kw.Betr.Stoff Mailand (15 Mar 43); Feldlufttanklager 6/VII (Jul, Oct 44); Lw.-Betr.Zug 10 für Kraftstoffbrücke (Apr 44); Munitionsausgabestelle d.Lw. 14/IV (Sep 43);

*Ground Transport* (Transportkolonnen): Trsp.Kol. d.Lw. 105/XII (Nov 44, Mar 45); Kw.Trsp.Rgt. 7 (Speer) d.Lw. (1945); Kfz.Werkstatt-Kp. (o) d.Lw. 101/VII (Dec 44, Mar 45); Kfz.Werkstattzug d.Lw. 109/VII (Dec 44, Mar 45);

*Ground Defense, etc.* (Landeschützen, usw.):

*Medical Services* (Sanitätsdienste): Lw.-Sanitäts-Abt./5. Flak-Div. (15 Mar 43); Lw.-Sanitätsbereitschaft (mot) 2/XI (Jan, Mar 43);

*Other* (sonstige, verschiedene): Verwaltungslager d.Lw. Italien-Nord (15 Mar 43); Verwaltungslager d.Lw. 11/VII (Sep/Oct 43 - 1945); Standortverwaltung d.Lw. (Aug 44); Frontaufklärungskdo. 190 (L) (20 Mar 45); Radiosondenbehelfsstelle Mailand (15 Mar 43); Wetterberatungszentrale (B) 854 (Oct 44); Wetterberatungszentrale (B) 852 (20 Mar 45); Wetter-Radiosendenstation (mot) IV 900 (Aug 44, 20 Mar 45); Berichtswetterwarte 857 (Sep 44); Beschaffungsgruppe (Luft) Mailand (20 Mar 45); Beschaffungskdo.d.Chefintendant d.Lw. Mailand (20 Mar 45); Rückführungskommando d.Lw. Mailand (Sep-Dec 44); Standortkasse d.Lw. (Oct 44); Kurierbereitschaft (mot) d.Komm.Gen.Dt.Lw.i.Italien (Dec 44); Lw.-Leitstelle (Oct 44); Stab/Rückfuhrlager d.Lw. (Aug 44); Auffanglager *Göring-Programm I* (Apr 44); Auffanglager *Göring-Programm II* (Apr 44).

**Malagrotta** (ITAL) (a.k.a. Flugplatz 419) (41 52 10 N – 12 20 00 E)  
General: field airstrip/landing ground in west-central Italy 12.25 km W of Rome and 1.5 km S of the hamlet of Malagrotta. History: early history not found. Used by German fighters in early 1944 for emergency purposes. Surface and Dimensions: artificially drained level meadow land measuring approx. 1280 x 90 meters (1400 x 100 yards). No paved runway. Fuel and Ammunition: trucked in and made available as needed. Infrastructure: no hangars, workshops or other buildings, but a number of newly erected huts were 2 km SSE of the landing ground. The nearest rail connection was 6.5 km SSE at Ponte Galeria.

Remarks:

23 Jan 44: serviceable for Bf 109 fighters only - construction work on airfield underway.

7 Feb 44: now classed by the Luftwaffe as an emergency landing ground without maintenance facilities or stocks.

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1823 (17 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Malcesine – Riva** (ITAL) (45 46 N – 10 48 E and 45 53 N – 10 49 E)

General: not an airfield as such but rather the Luftwaffe headquarters and command area at the north end of Lake Garda and along its east shore in northern Italy from Jul 44 to the end of the war.

Lw. Garrison (on various dates): Luftflottenkdo. 2 (Sep 43 – Sep 44); Kommandierender General der deutschen Luftwaffe in Italien (Sep 44 – May 45); Seenotverbindungskdo. 20 (1945); Wetterberatungsstelle (o) 1603 (1945); kl.Feuerschutzzug 524/VII (1945); kl.Feuerschutzzug 526/VII (1945); Ln.-Abt. (mot) 62 (1944-45); 5.(Tel.Bau)(mot)/Luftgau-Nachr.Rgt. 28 (1945); Ln.-Techn.Arbeitsstab 21 (1945); Ln.-Bau-Kp. (Ital.) 5 (1945); Feldlufttanklager 3/VII (1945); Flug-Betr.St.Ausgabestelle 6/VI (1945); Fahr-Kol. d.Lw. 3/VII (1945); Aussenstelle d.Kfz.Werkstattzug (o) d.Lw. 104/VII (1945); Ldssch.Zug d.Lw. 176/XI (1945); Ldssch.Zug d.Lw. 177/XI (1945); Ldssch.Zug d.Lw. 61/XII (1944-45); Lw.-Sanitäts-Abt./Komm.Gen.d.Dt.Lw. in Italien (1945); Lw.-Lazarett (o) 8/VII (1945); Sanitätszug (mot) d.Lw. 22 (L) (1945); Nebel-Kp. (o) d.Lw. 73 (1945); Nebel-Kp. (o) d.Lw. 93 (1945); Feldgericht d.Komm.Gen.d.Dt.Lw. in Italien (1945); Feldgericht d.Kdr.d. 25. Flak-Div. (1945); Lw.-Kriegsberichter-Einsatztrupp (1945); Kurierstelle des Komm.Gen.d.Dt.Lw. in Italien (1945); Kraftfahr-Ausbildungsstelle d.Lw. 18 (Dec 44, Apr 45).

**Manduria** (ITAL) (a.k.a. Oria Manduria) (40 26 20 N – 17 37 50 E)

General: airfield in SE Italy 34 km ESE of Taranto, 23 km SW of Lecce and 5 km N of Manduria.

History: built in the 1930's and served as a wartime Italian bomber base. Not used as a base by the Luftwaffe.

Dimensions: approx. 1510 x 1190 meters (1650 x 1300 yards)?

Surface and Runways: grass surface.

Fuel and Ammunition: both available.

Infrastructure: had 1 medium hangar, several workshop buildings, an admin building, 2 barracks buildings and 3 or 4 small buildings at the NE corner as well as a storage area with 7 small buildings and possibly 14 sheds at the SE corner. There were also 5 huts to the NE, 2 of which were still under construction in early 1943.

Dispersal: no organized dispersal facilities in early 1943, but taxi tracks were being built in and to an olive grove to the N of the landing area.

Defenses: no details found.

Satellites and Decoys:

**Manduria-Avetrana** (40 22 15 N – 17 41 35 E). Satellite airstrip 5.75 km SE of Manduria and 3.25 km NW of Avetrana. Consisted of leveled agricultural land with an airstrip measuring approx. 1465 x 90 meters (1600 x 100 yards). Unpaved. No infrastructure.

Remarks: none.

Operational Units:

## Luftwaffe Airfields 1935-45

*Italian* (Regia Aeronautica): Advanced Flight School (Jan-Jul 42); 8° Gruppo CT (Apr 41); 11° Gruppo BT (Jun 42 – Jan 43); 21° Gruppo CT (Jul 43); 27° Gruppo BT (May 43); 28° Gruppo BT (May-Jun 43); 38° Gruppo BT (Mar-Jun 43); 43° Gruppo BT (Jul 42 – Jan 43); 50° Gruppo BT (Jun-Oct 42); 101° Gruppo BaT (Jul-Sep 43); 102° Gruppo BaT (Jul-Sep 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1287 (14 Mar 45) and 1824 (1 Nov 44); A5264 p.910 (c. Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Maniago** (ITAL) (46 07 50 N – 12 43 45 E)

General: landing ground in NE Italy 40 km WNW of Udine and 5.2 km SSE of the village of Maniago. History: existed as an emergency landing ground during most of the war and then served as a Luftwaffe fighter base from January to July 1944. From Aug 44 to the end of the war, Maniago was relatively inactive. Dimensions: 2,000 x 1,100 meters. An extension off the NE boundary was under construction in Jan 45. Runway: well-drained grass surface. Infrastructure: limited availability of servicing and support facilities, but by Jan 45 fuel and ammunition storage sites had been constructed. 3 small buildings off the SW boundary and additional hut structures surrounding the landing area were possibly used as workshops and barracks. There was a railhead in Maniago village. Dispersal: the NW dispersal area had 6 medium and 7 small aircraft shelters; the SE area had 13 large, 16 medium and 25 small aircraft shelters with work underway to enlarge the small shelters in Aug 44; and W area had 9 large and 4 medium shelters being built in Aug 44. Defenses: light Flak positions around the landing ground.

Remarks:

30 Jan 44: bombed by 35 15<sup>th</sup> AAF B-17 Fortresses – claimed hits among parked aircraft and the starting of several fires.

18 Mar 44: 121 15<sup>th</sup> AAF B-24 Liberators dropped a huge number of 20-lb. fragmentation bombs on Maniago, at that time occupied by I./JG 53, but the unit did not report any aircraft lost on the ground; however 1 x Ca 309s, 1 x Fw 44 and 3 x Re 2005s from Luftdienstkdo. Italien were destroyed or damaged (incomplete German sources).

26 Mar 44: landing ground bombed by 27 B-24s carrying incendiaries – results not stated.

Operational Units: Luftdienstkdo. Italien (Sep 43 – Jun 44); I./JG 53 (Jan-Apr 44); III./JG 53 (Jun 44); Fliegerzielstaffel 20 (Jun-Jul 44); I./JG 4 (Jul 44).

Station Commands: Wachkdo. of Fl.H.Kdtr. E(v) 201/VII Aviano (1944-45).

Station Units (on various dates – not complete): 1e.Werkstattzug 3/Feldwerftverband 90 (Jun 44 - ?); 2./1e.Flak-Abt. 985 (Apr 44); Lw.-Jäger-Ausbildungs-Kp. z.b.V. 3 (Jan, Apr 45).

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 pp. 1536-37 (30 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Mantova** (ITAL) (a.k.a. Mantua) (45 08 10 N – 10 47 40 E)

General: emergency landing ground in north-central Italy 36.75 km SSW of Verona and 2.25 km S of Mantua town center. History: Surface and Dimensions: rough and uneven grass surface lying in low, wet terrain measuring approx. 550 x 160 meters (600 x 175 yards). No paved runway. Infrastructure: had 1 small hangar on the NW boundary.

Remarks:

18 Sep 44: aerial photos showed the landing area cratered by demolition mines and trenched.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/3. Flak-Brig. (Mantova, Mar 45); le.Flak-Abt. 88 (Mantova, Apr 45); elements of schw.Flak-Abt. 182 (Mantova, Jul 44); elements of schw.Flak-Abt. 212 (Mantua, 1944-45); Kfz.Geräteausgabestelle d.Lw. 4/VII (Mantova, Oct/Nov 43); Kfz.Abschlepp-Zug d.Lw. 4/VI (Mantova, Dec 44); Ausb.u.Ers.Kp. z.b.V. 4 (Mantova, Oct 43).

[Sources: AFHRA A5262 p.2071 (20 Jul 43) and p.2074 (18 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Marcigliana** (ITAL) (a.k.a. Rome-Marcigliana, Rom-Marcigliana, Marcigliana/Main, Flugplatz 254 and 254A) (42 01 35 N – 12 31 55 E)

General: landing ground in west-central Italy 17.25 km N of Rome city center and 2.25 km NNE of the village of Settebagni. History: Surface and Dimensions: grass surface that appeared very neglected in January 1943. Measured approx. 1005 x 685 meters (1100 x 750 yards). No paved runway. Infrastructure: had 1 medium hangar and a few huts near the center of the SE boundary. The nearest rail connection was in Settebagni. Dispersal: no organized dispersal facilities. Defenses: none noted in Jan 43.

Remarks:

20 Jan 43: no evidence of operational use.

15 Oct 43: bombed – 8 x Bf 109 G-6s from II./JG 53 destroyed (4) or damaged (4) on the ground.

16 Oct 43: evening raid by 40-50 Douglas A-20 Bostons – 2 x Bf 109 G-6s from I./JG 53 and 3 x Bf 109s from 2.(H)/Aufkl.Gr. 14 were destroyed on the ground out of a total of 6 Bf 109s destroyed and 18 more damaged by bomb splinters and strafing. The landing area strewn with delayed action bombs, 1 hangar badly damaged and 4 other buildings damaged.

20 Oct 43: bombed by XII Bomber Command medium and heavy bombers – 1 x Bf 109 G-6 from 2.(H)/Aufkl.Gr. 14 destroyed on the ground.

12 Nov 43: low-level attack – 1 x Bf 109 G-6 from 2.(H)/Aufkl.Gr. 14 damaged on the ground.



## Luftwaffe Airfields 1935-45

15 May 44: 1./le.Flak-Abt. 860 claimed a P-47 Thunderbolt during an attack on the airfield.

25 Jan 45: listed as abandoned.

### Operational Units:

*Italian* (Regia Aeronautica): 144<sup>o</sup> Gruppo T (Jul-Aug 43); 146<sup>o</sup> Gruppo T (Jul-Sep 43).

*Luftwaffe*: 1./JG 53 (Sep-Oct 43); III./JG 77 (Oct-Nov 43); 2.(H)/Aufkl.Gr. 14 (Oct-Nov 43); 1./NAGr. 11 (Nov 43); Stab/NAGr. 11 (Jan 44); detachment of 1./NSGr. 9 (Apr-May 44).

Station Commands: Fl.H.Kdtr. E 32/IV (Nov 43 – Mar 44); Fl.H.Kdtr. E 218/VII (Apr-May 44).

Station Units (on various dates – not complete): 3. Rollfeld-Herrichtungs-Kolonne d.Lw. (Oct-Nov 43); Flug-Betr.St.Kol. 503/XVII (Jan 44); Trsp.Kol. d.Lw. 112/XI (Jan 44); Trsp.Kol. d.Lw. 106/I (Jan 44).

[Sources: AFHRA A5262 p.1941 (1 Nov 44); A5264 p.920 (20 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Marcon** (ITAL) (45 33 55 N – 12 18 45 E)

General: emergency landing ground in NE Italy 13.75 km N of Venice city center and 2 km NNE of Marcon town center. History: built in fall 1917 as a major military airfield and used extensively by maritime reconnaissance aircraft, fighters and bombers to the end of World War I. Active for only 15 months, it was inactivated at the end of World War I. No record found of subsequent use. However, the existence of 5 hangars suggests that it must have been used for something, perhaps storage. Surface and Dimensions: grass surface measuring approx. 915 x 420 meters (1000 x 460 yards). Infrastructure: had 1 medium 4-bay hangar and 3 medium double-bay hangars on the E boundary along with a few small buildings and huts. The hangars and buildings were of brick, concrete and wood.

### Remarks:

3 Oct 44: aerial photos showed landing area abandoned and returned to cultivation.

[Sources: AFHRA A5262 p.2074 (3 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Marsala-Stagnone** (ITAL/Sicily) (a.k.a. Stagnone) (37 48 40 N – 12 27 20 E)

General: seaplane station on the western tip of Sicily 25 km SSW of Trapani and 3 km NE of Marsala city center on the shore of Stagnone Lagoon. There were two: Marsala-Stagnone was a seaplane station and Marsala Harbor was a seaplane anchorage.

History: built pre-war as the principal military seaplane station in S Sicily. No record found of any Luftwaffe seaplane units being based here.

Dimensions: the southern part of Stagnone Lagoon afforded a take-off and landing area of approx. 3.25 km x 1.6 km.

## Luftwaffe Airfields 1935-45

Anchorage: seaplanes were moored between Punta dell' Alga and the seaplane station.

Fuel and Ammunition: fuel and ammunition were reportedly stored in lava pits about 1800 meters S of the Station where some magazine galleries had been excavated.

Infrastructure: had 2 medium hangars and a group of 8 small buildings and several small huts. Two more buildings 225 meters SW of the Station may have been used as barracks. Also had a waterfront quay, a large servicing jetty with a cantilever gantry crane for lifting aircraft out of the water, and a smaller jetty at the NE end of the quay. The Marsala-Trapani railway line ran alongside the Station buildings.

Defenses: there were 5 light Flak positions in Jul-Aug 41.

Remarks:

Apr-Jul 43: Marsala harbor and docks bombed frequently.

1 Jun 43: low-level attack by approx. 12 P-40 Tomahawks – 1 x Do 24 badly damaged, 2 x Italian seaplanes destroyed, 4 x badly damaged and 5 x lightly damaged.

Operational Units:

*Italian* (Regia Aeronautica): 85<sup>o</sup> Gruppo RM (Jul 42 – Apr 43); 144<sup>a</sup> Squadriglia RM (Jun 40); 612<sup>a</sup> Squadriglia Soccorso (Jun 40 – 1943).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Seenotkdo. 15 (Dec 42 - 1943); part of Seenotflottille 10 (May 43); elements of schw.Flak-Abt. 304 (1942-43)?; 9.(Funkh.)/Ln.-Rgt. 32 (1943); 1.(Flum.Mess)/Ln.-Rgt. 200 (27 Apr 43); 9.(Funkh.)/Ln.-Rgt. Afrika (May-Jun 43); schw.Flugmelde-Kp. z.b.V. 4 (Jun 43)?; Führer der Transportflottilen im Bereich O.B.S. (Mar 43); Aussenstelle/Sonderkdo. Fähre (Mar 43); Einsatzstab Fähre Süd d.Lw. (Nov/Dec 42 - 1943); Fahren-Flotte 3 d.Lw. (c. Nov/Dec 42 – May/Jun 43); Fahren-Flotte 4 d.Lw. (c. Nov/Dec 42 – May/Jun 43); Fahren-Flotte 5 d.Lw. (c. Nov/Dec 42 – May/Jun 43); Flugbetriebsstoffausgabestelle 5/VI (Mar 43). [Sources: AFHRA A5263 pp1874-76 (16 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Massazza** (ITAL) (45 29 35 N – 08 09 45 E)

General: landing ground in N Italy 35.5 km WNW of Novara and 360 meters NW of the small village of Massazza. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and subsequently used as an emergency landing ground. No evidence found of any air units being based here. Surface and

Dimensions: grass surface measuring approx. 915 x 410 meters (1000 x 450 yards). No paved runway. Fuel and Ammunition: reportedly had an underground fuel storage tank. Infrastructure: none. Dispersal: no organized dispersal facilities.

Remarks:

## Luftwaffe Airfields 1935-45

20 Oct 44: listed as rendered unserviceable by plowing and/or trenching.  
Station Units (on various dates – not complete): 19.(Flum.Mess)/Ln.-Rgt. 200 (Aug 44).

[Sources: AFHRA A5262 pp.1288 (7 Feb 44) and 1825 (4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Metato** (ITAL) (a.k.a. Pisa-Albavola, Michele Allasia?, Flugplatz 240) (43 45 48 N – 10 21 28 E)

General: landing ground or emergency landing ground in Tuscany/west-central Italy c. 6 km NW of Pisa and 1.6 km SW of the village of Metato.

History: under construction in May 1940 but further details have not been found. Used by the Italian Air Force as a stopover field until May 1943 when bombers and fighters arrived and were based here. It became an important base for Luftwaffe transports and escort fighters during the evacuation of Sardinia and Corsica in fall 1943. No units were based here after late Oct 43.

Surface and Dimensions: level, dry grass and farmland surface measuring approx. 1100 x 1000 meters (1200 x 1095 yards) with an irregular shape. No paved runway. Fuel and Ammunition: both available.

Infrastructure: no hangars but a number of small buildings and huts on and near the S and SW boundaries may have contained workshops, offices and limited accommodations. The nearest rail connection was 1.2 km W of the landing ground. Dispersal: no organized dispersal facilities. Defenses: there were 4 heavy Flak guns and 3 light Flak guns within 1.5 km of the landing ground on 30 Aug 43.

### Remarks:

1 Aug 43: Allied reconnaissance photos showed 9 large, 4 medium and 18 small aircraft here.

9 Oct 43: total station complement (less flying units) - 24 officers, 9 officials, 189 NCOs and 746 men. At peak during Sep-Oct, there were as many as 55 aircraft on the landing ground at one time.

31 Jan 44: 1100 x 1000 meter grass landing area fully serviceable for fighters.

Sep 44: liberated by Allied forces during the first week of September.

### Operational Units:

*Italian* (Regia Aeronautica): 13<sup>o</sup> Gruppo CT (Jul 43); 24<sup>o</sup> Gruppo CT (Aug-Sep 43); 59<sup>o</sup> Gruppo BT (May-Jul 43).

*Luftwaffe*: III./JG 77 (Sep-Oct 43); 4.(H)/Aufkl.Gr. 12 (Sep-Oct 43); II./TG 2 (Sep 43); part of IV./TG 3 (Sep 43); part of III./TG 4 (Sep-Oct 43); part of II./TG 5 (Sep 43); detachment of Flieger-Kp./Ln.-Rgt. 2 (Sep-Oct 43).

Station Commands: Fl.H.Kdtr. E 23/XI (Sep-Oct 43); Fl.H.Kdtr. E 16/XVII (Sep-Oct 43); Fl.H.Kdtr. E 12/IV (Oct 43 - ?).

Station Units (on various dates – not complete): 116. Flugh.Betr.Kp. (Qu) (Sep-Oct 43); III./Feldwerftverband 20 (Oct 43); one Zug of 4.

Flugh.Betr.Kp. z.b.V. (Sep-Oct 43); Stab/schw.Flak-Abt. 283(v) (Oct 43 - ?); 1., 4./schw.Flak-Abt. 365(v) (Oct 43); 2.(or 3.?) Battr./Flak-Lehr- und

## Luftwaffe Airfields 1935-45

Versuchs-Abt. FAS II (Sep-Oct 43); Flakbatterie z.b.V. 1570 (Oct 43); Flakbatterie z.b.V. 1632 (Oct 43); Flakbatterie z.b.V. 1633 (Oct 43); part of Flieger-Geräteausgabestelle (mot) 103/IV (Sep-Oct 43); Flugzeugbergungstrupp 27/XII (Sep-Oct 43).

[Sources: AFHRA A5262 pp.1826-27 (1 Aug 43 updated to 13 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Mezzavia** (ITAL) (45 18 45 N – 11 48 35 E)

General: emergency landing ground in NE Italy 11 km SSW of Padua and 1 km S of the village of Mezzavia. History: early history not found. May also have been used as a satellite or dispersal field for Padua airfield.

Surface and Dimensions: level farmland and grass. Measurements unavailable. Infrastructure: none reported.

Remarks: none.

[Sources: AFHRA A5262 p.2074 (Dec 1944); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Miland** (ITAL): see Mailand (Milano, Milan).

**Milano-Bresso** (ITAL) (a.k.a. Bresso, Gian Pietro Clerici, ANR Aeroporto N. 3) (45 32 20 N – 09 12 20 E)

General: airfield in N Italy 7 km N of Milano (Milan).

History: built during World War I as a test field for the Ernesto Breda Mechanical Construction Works which started building military aircraft. The Royal Italian Air Force used it as a fighter field for the air defense of Milan before and during World War II. Breda also sponsored a military flight training school here. Bresso remained in Italian hands after 8 Sep 43 and the only Luftwaffe presence was the occasional arrival and departure of transport aircraft.

Dimensions: approx. 1555 x 1555 meters (1700 x 1700 yards) with a square shape.

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

Fuel and Ammunition: refueling points were in front of the 6 medium hangars on the S boundary. No information found regarding ammunition storage.

Infrastructure: on the SW side – 1 large twin bay hangar with a paved apron and 3 medium hangars; on the S side – 6 medium twin bay hangars. Buildings belonging to the Breda airframe factory projected on to the landing area on the S side just E of the hangars there. The airfield admin buildings, messes, NCO quarters, motor pool and garages were all in a group at the SW corner. The nearest rail connection was the Brusuglio station, 2.5 km W of the airfield.

Dispersal: the two – North and Southwest – were still under construction in early Sep 44 and only had 6 very large aircraft shelters, all of these in the Southwest dispersal.

Defenses: no details found.

## Luftwaffe Airfields 1935-45

### Remarks:

30 Apr 44: Breda plant and airfield bombed by 53 B-17 Fortresses – claimed 7 aircraft destroyed on the ground, cratered the landing area and damaged hangars, machine shops, assembly shops and workshops.

4 Sep 44: aerial reconnaissance photos disclosed the following aircraft on the ground at Bresso – 2 x Cant 1007, 3 x SM 79, 3 x SM 81, 3 x Ca 311/313, 1 x Ca 133 and 6 unidentified small a/c.

20 Oct 44: listed as having been prepared for demolition.

### Operational Units:

*Italian (Regia Aeronautica):* 9<sup>o</sup> Gruppo CT (Jan-May 43); 23<sup>o</sup> Gruppo CT (Jun 43); 30<sup>o</sup> Gruppo BT (Jun-Sep 43); 31<sup>o</sup> Gruppo BT (Oct 41 – Jan 42); 50<sup>o</sup> Gruppo BT (Jun-Jul 43); 64<sup>o</sup> Gruppo OA (Jun 42); 88<sup>o</sup> Gruppo BT (Apr 42); 99<sup>o</sup> Gruppo BT (Jul 42 – Jan 43, May-Jun 43); 172<sup>a</sup> Squadriglia BT (Jun 40).

*Italian (Aeronautica Nazionale Repubblicana):* 2<sup>o</sup> Gruppo Caccia (Dec 43 – Jun 44); Reparto Aereo Collegamento (R.A.C.) (Dec 43 – Apr 45).

*Luftwaffe:* none.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 209/VII Gallarate (c. Apr-Dec 44).

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

[Sources: AFHRA A5262 pp.1829-30 (13 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Milano-Linate** (ITAL) (a.k.a. Linate, Mailand-Linate, Costanzo Ciano, Enrico Forlanini, Flugplatz 209 and 252) (45 27 23 N – 09 16 10 E)

General: airfield in N Italy 6.5 km ESE of Milano (Milan) and 1.25 km N of the village of Linate. Adjacent to and just NE of the airfield was a man-made lake with a seaplane station (Idroscalo). The lake was a converted gravel pit that had a stream connected to it.

History: opened in 1937 to replace Milano-Taliedo as Milan's main airport. It was used during the war mainly as a transit airfield and in connection with the adjacent airframe plants. It remained in Italian hands after September 1943 and there was very little Luftwaffe presence.

Dimensions: approx. 1830 x 1465 meters (2000 x 1600 yards) with an irregular shape.

Surface and Runways: artificially drained all-weather grass surface. No paved runway. Equipped with landing area and obstruction lighting, a visual beacon and a beam approach system.

Fuel and Ammunition: fuel was reportedly stored near the largest hangar at the NE corner.

Infrastructure: had 5 hangars in all - 1 large hangar with a slipway, machine shop and workshop facilities at the NE corner that was used for both land planes and seaplanes, and this had additional workshops in separate buildings nearby. At the eastern end of the N boundary were 2 medium hangars, and on the SW boundary were 2 small hangars. A large

## Luftwaffe Airfields 1935-45

concrete servicing apron measuring approx. 595 x 70 meters (650 x 75 yards) was at the NE corner and another measuring approx. 350 x 18 meters (380 x 20 yards) was adjacent to the W boundary. The small Nardi airframe firm was located off the N boundary while the Caproni airframe factory was 1 km off the SW corner. Station buildings were grouped at the NE corner and consisted of a 3-storey airport passenger terminal, the former airport administrative offices, control tower, meteorological office and a dispensary and ambulance section. The airfield was surrounded by railway lines, the nearest 2 km to the N.

Dispersal: there was 1 large aircraft shelter on the N boundary with 2 more under construction (Aug 44).

Defenses: no details found.

Remarks:

1944: an average of 20 aircraft, all or mostly Italian, were seen here on any given day of 1944.

Operational Units:

*Italian*: none identified.

*Luftwaffe*: 4./Minensuchgruppe 1 (Oct-Nov 43).

Station Commands: Fl.H.Kdtr. E 9/IV (Sep 43); Flugplatzkdo. of Fl.H.Kdtr. E(v) 203/VII Lonate (Mar 45).

Station Units (on various dates – not complete): elements of le.Flak-Abt. 723 (Sep 43); Lw.-Bau-Kolonne (mot) 2 (Sep 43).

[Sources: AFHRA A5262 pp.1831-35 (20 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Milano-Taliedo** (ITAL) (a.k.a. Taliedo, Emilio Pensuti) (45 26 55 N – 09 12 30 E)

General: factory airfield in N Italy on the SE outskirts of Milano (Milan), specifically, 5 km ESE of Milan city center and 800 meters WSW of the Milan-Linate airfield boundary.

History: dates from 1910 as one of the first airfields in Italy. It was taken over by the Italian Royal Air Force in 1913 and the Caproni plant was built in 1915. It served as Milan's main civil airport until Milan-Linate was built a short distance to the E in 1937. A primary flying school was also located here. From 1937 to the end of the war in 1945, it was mainly a factory airfield for Caproni.

Dimensions: approx. 1345 x 795 meters (1470 x 870 yards) with a triangular shape.

Surface and Runways: grass surface. No paved runway. Equipped with a visual beacon.

Fuel and Ammunition: fuel was stored near the NW and SW corners of the airfield. Ammunition was likely stored just S of the northern-most hangar.

Infrastructure: had 5 large hangars on the W boundary, all of which were multi-bay, plus 1 large multi-bay hangar near the SW corner. A minor airframe factory was located on the S boundary along with 2 workshops, an

## Luftwaffe Airfields 1935-45

engine test shop and a 10-ton crane. Along the W boundary were 4 workshops, an engine test shop, a motor vehicle shed and some storage facilities. The large Caproni factory with some 25 large and small buildings sat at the NE corner and was fronted by a 455 meter (500 yards) concrete servicing hardstand. Station buildings were at the S end of the W boundary and included admin offices, barracks, bath house, guardroom and duty officer quarters. A branch rail line served the S boundary.

Dispersal: no organized dispersal facilities.

Defenses: no information found.

Remarks:

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units: none.

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 209/VII (Apr 44 - ).

Station Units (on various dates – not complete): 4./Lw.-Berge-Btl. 1 (1944); Rückführungslager d.Lw. (Oct 44).

[Sources: AFHRA A5262 pp.1836-38 (21 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Milazzo** (ITAL/Sicily) (38 13 00 N – 15 14 35 E)

General: seaplane anchorage in NE Sicily 28.5 km W of Messina and 1.2 km S of Milazzo. History: existed pre-war. Anchorage: seaplanes took off and landed in the bay outside the harbor. The harbor had at least 4 mooring buoys. Infrastructure: had hangars, workshops, a slipway, pontoons and fuel storage. Remarks: harbor and town repeatedly bombed in July and August 1943 during the fighting on Sicily, but the seaplane anchorage was not specifically singled out for an attack.

[Sources: AFHRA A5263 pp.1877-78 (5 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

[Sources: AFHRA A5263 pp.1877-78 (5 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Milis** (ITAL/Sardinia) (40 01 35 N – 08 37 25 E)

General: landing ground in W Sardinia 76 km S of Sassari and c.14.5 km N of Oristano. History: in use since mid-Nov 42. Dimensions: 1510 x 1100 meters (1,650 x 1,200 yards). Surface and Runways: grass surface with drainage problems. No paved runway. Infrastructure: see under Remarks, below. Nearest rail connection 5.7 km E of the field at Bauladu.

Dispersal: a total of 22 large open aircraft shelters were under construction in mid-May 43. Defenses: perimeter defense with trench systems and strongpoints. No Flak identified in May 43.

Remarks:

8 Nov 42: designated as an alternative landing ground for aircraft returned to Sardinia after operations.

10 Feb 43: no fuel or ammunition there and not yet occupied by the Luftwaffe. Milis only had 4 Italian huts that could accommodate 120 men.

19 Mar 43: there were now 16 Lw. personnel at Milis.

## Luftwaffe Airfields 1935-45

9 Apr 43: Lw. requests to develop the airfield refused by the Italians who wanted to retain it for their own use.

15-16 Apr 43: III./St.G. 77 arrived at Milis with 300 personnel but departed two weeks later.

19-20 May 43: bombed by NASAF medium bombers and strafed by 18 P-38 Lightning fighters – 3 Italian fighters destroyed on the ground but no other damage of mention.

4 Jun 43: Luftwaffe station strength 1 officer, 348 NCOs and men.

3 Jul 43: bombed by NASAF B-26s – 3 x Fw 190 A-5s from I./Schl.G. 2 destroyed on the ground, 6 or 7 more aircraft damaged, direct hit on a Flak emplacement and the runway so heavily cratered Milis was declared unserviceable for an extended period. Casualties were 10 KIA and 12 WIA. By mid-July, the Lw. had evacuated Milis and returned it to the Italians for Savoia 79 and Cant Z 1007 bomber operations.

### Operational Units:

*Italian* (Regia Aeronautica): 20° Gruppo CT (Aug 43); 55° Gruppo BT (Nov 42 – Jan 43); 88° Gruppo BT (Nov 42 – Jan 43); 89° Gruppo BT (May 43); 108° Gruppo BT (May-Jun 43); 109° Gruppo BT (May 43).

*Luftwaffe*: III./St.G. 77 (Apr 43); I./Schl.G. 2 (Jun-Jul 43).

Station Commands: none identified.

Station Units (on various dates – not complete): Bauleitung d.Lw. Milis (Mar 43); part of 13. Flugh.Betr.Kp. z.b.V. (May 43); Stab/Flak-Abt. 451 (May 43); Flieger-Geräteausgabe- und Sammelstelle 7/XII (Jun/Jul 43).

[Sources: AFHRA A5263 pp.1777-79 (24 Nov 42 updated to 14 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Minturno** (ITAL) (a.k.a. Sessa Aurunca) (41 14 10 N – 13 46 40 E)

General: landing ground in west-central Italy 132.5 km SE of Rome city center, 17.5 km ENE of Gaeta and 4.25 km SE of Minturno town center.

History: early history not found but probably one of the many emergency landing grounds established by the government of Italy before the war. No record found of Luftwaffe use.

Surface and Dimensions: rough farmland surface measuring approx. 960 x 525 meters (1050 x 575 yards) and roughly rectangular in shape.

Fuel and Ammunition: made available as needed. Infrastructure: had 1 small square building and a hut at the NE corner. The main railway line between Rome and Naples passed 1 km off the N boundary. Dispersal: there were no organized dispersal facilities. Defenses: none noted.

### Remarks:

Oct 43: landing ground rendered unserviceable by demolition mines.

Station Units (on various dates – not complete): elements of schw.Flak-Abt. 363 (Minturno, Oct 43).

[Sources: AFHRA A5262 pp.1366 and 1964-65 (4 Mar 43); A5264 p.920 (28 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Modena** (ITAL) (a.k.a. Flugplatz 554) (44 38 55 N – 10 54 30 E)



## Luftwaffe Airfields 1935-45

General: landing ground in north-central Italy 38.5 km NW of Bologna and 1 km W of Modena city center. History: a former civil landing ground dating from 1911 that was used by light courier, liaison and training aircraft during the war. Inactivated and demolished in summer 1944. The landing area was rendered unserviceable and the station buildings dismantled or blown up. Surface and Dimensions: excellent firm grass surface measuring approx. 860 x 475 meters (940 x 520 yards) with an "L" shape. No paved runway. Fuel and Ammunition: no details found. Infrastructure: had 1 small hangar and 2 small workshops at the NW corner. Admin offices also at the NW corner. The nearest rail connection was in Modena. Dispersal: no organized dispersal facilities.

### Remarks:

13 May 44: landing area cratered during bombing of the Modena marshalling yards by 67 B-24 Liberators.

17 May 44: airfield strafed by P-38 Lightnings from 15<sup>th</sup> AAF.

30 Sep 44: listed as plowed up, trenched, or otherwise made unserviceable.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): II./Flak-Rgt. 26 (Aug-Oct 44); schw.Flak-Abt. 212 (Sep 44); Kfz.Abschleppzug 4/VI (Jul 44); Kfz.Abschleppzug 5/VI (Jul 44); NSKK-Kw.Trsp.Abt. 21 (May 44).

[Sources: AFHRA A5262 p.1840 (27 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Mondovi** (ITAL) (44 24 30 N – 07 49 15 E)

General: airfield in NW Italy 90 km W of Genova (Genoa), 22 km E of Cuneo and 2 km N of Mondovi town center.

History: built pre-war as a western air defense airfield along the border with France. Used mainly for training during the war by the Royal Italian Air Force. No record of use by the Luftwaffe found.

Dimensions: approx. 1075 x 1005 meters (1175 x 1100 yards) with an irregular shape.

Surface and Runways: leveled farmland with partial artificial drainage. No paved runway. Wide, unpaved perimeter roads surrounded the airfield on the NW, SW and SE sides.

Fuel and Ammunition: a refueling loop off the N boundary was connected to the airfield was a concrete taxiway.

Infrastructure: had 1 medium and 2 small hangars with connecting concrete aprons on the NE boundary along with several nearby workshop buildings, admin buildings and accommodations. The nearest rail connection was in Mondovi.

Dispersal: there were 2 dispersals – Northeast and Northwest – with a total of 9 medium open aircraft shelters. Both dispersals and their aircraft shelters were still under construction in late May 44.

Defenses: no details found.

## Luftwaffe Airfields 1935-45

### Remarks:

30 Sep 44: reported to have been prepared for demolition.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

### Operational Units:

*Italian* (Regia Aeronautica): 18° Gruppo CT (pre-war); 61° Gruppo OA (Jun 40 – Apr 41).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1302-03 and 1841-42 (8 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Monserrato** (ITAL/Sardinia) (a.k.a. Cagliari-Monserrato) (39 14 50 N – 09 08 40 E)

General: airfield in S Sardinia 3.3 km NNE of Cagliari and adjacent to the SE side of Monserrato.

History: in use since before the war as a Royal Italian Air Force fighter field and usually home to a Gruppo of fighters. Had very limited Luftwaffe use in spring 1943.

Dimensions: approx. 960 x 730 meters (1,050 x 800 yards).

Surface and Runways: consisted of a poorly drained grass surface. No paved runway.

Infrastructure: fuel, water, ammunition, communications and other amenities were available as needed. Had 2 large hangars, 1 medium double hangar and 3 small hangars. The airfield buildings and barracks were in the hangar area on the NE side of the field. A branch rail line served the airfield.

Dispersal: 38 small open aircraft shelters arranged in pairs along the NE boundary.

Defenses: 12 light Flak emplacements in a line off the E boundary and numerous trenches, weapon pits and machine gun positions around the field at a distance of 1 km (12 Aug 42).

### Remarks:

7 Nov 42: designated an alternative airfield for Lw. fighters.

Feb 43: Lw. began rotating in 5./JG 51, 4./JG 27 and a Staffel from III./JG 53 for a week or so at a time to help provide fighter cover over the Cagliari area.

19 Mar 43: Lw. station strength 58.

20 Apr 43: 8 blast bays under construction.

19 May 43: bombed by NASAF medium bombers and Lw. operations from Monserrato ceased shortly after that.

4 Jun 43: Lw. station strength 11 officers and 174 men.

## Luftwaffe Airfields 1935-45

5 Jun 43: early afternoon low-level attack by approx. 12-24 P-38 Lightnings – 1 x Italian aircraft (an S.M. 79) destroyed, 6 more aircraft damaged and 2 hangars damaged.

14 Sep 43: O.B. Süd ordered the immediate destruction of all Italian aircraft remaining here.

### Operational Units:

*Italian* (Regia Aeronautica): 3<sup>o</sup> Gruppo CT (Jun 40 – Jul 41); 16<sup>o</sup> Gruppo Assalto (Jun 42); 22<sup>o</sup> Gruppo CT (Nov-Dec 42); 24<sup>o</sup> Gruppo CT (Jul 41 – Aug 42); 155<sup>o</sup> Gruppo CT (May-Aug 43); 377<sup>a</sup> Squadriglia CT (Sep-Dec 41).

*Luftwaffe*: 9./JG 53 (Mar-May 43).

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.1766-68 (10 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Montecchio** (ITAL) (a.k.a. Flugplatz 556) (43 51 30 N – 12 46 50 E)  
General: field airstrip/landing ground in west-central Italy 65.5 km WNW of Ancona, 12.5 km SW of Pesaro and 1.75 km ENE of the village of Montecchio. History: under construction in mid-May 1944 with leveling work nearly completed. No record found of this airstrip becoming operational or of its use by the Luftwaffe. Surface and Dimensions: leveled farmland measuring approx. 960 x 185 meters (1050 x 200 yards). No paved runway. Infrastructure: none. Personnel could be accommodated on nearby farms. The nearest rail connection was in Pesaro. Dispersal: no organized dispersal facilities.

### Remarks:

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1846 (7 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Montecorvino Rovella** (ITAL) (40 37 15 N – 14 54 50 E)

General: airfield in SW Italy 60 km ESE of Napoli (Naples), 14 km SE of Salerno, 10 km SSW of Montecorvino Rovella and 5.75 km WNW of Battipaglia.

History: dates from 1926 and was used during the pre-war years by military reconnaissance units and as a glider school. From 1938 to 1943, an elementary flight school for powered aircraft was here. The Luftwaffe took over Montecorvino in June 1943 and used it operationally until the Allied landings in S Italy during the first half of September.

Dimensions: approx. 1370 x 775 meters (1500 x 850 yards) with a wedge shape.

Surface and Runways: artificially drained, firm sandy surface. No paved runway.

Fuel and Ammunition: both available and/or brought in as needed.

Infrastructure: had 1 large, 1 medium and 2 small hangars on the NW perimeter. The medium hangar and 1 of the small hangars had paved

## Luftwaffe Airfields 1935-45

aprons. Station buildings (28 in all) consisted of 1 rectangular main building, a group of barrack-type buildings and several small buildings on the NW boundary between the hangars and the river or stream bank. Several blocks of new buildings and 1 "L" shaped building were being built in Corvinia just across the river from the airfield in Jan 43. It is not known if these were of used by the airfield. The nearest rail connection was just off the NE boundary.

Dispersal: no organized dispersal facilities in Jan 43.

Defenses: no information found.

Remarks:

12 Jul 43: bombed – a Bf 110 C-1 or a Bf 110 G-2 from II./ZG 1 destroyed and 13 more Bf 110s damaged on the ground along with an Fw 190; several buildings damaged and power and telephone cables cut.

13 Jul 43: bombed – 1 x Bf 108, 8 x Bf 110 G-2s and 1 x Fi 156 from II./ZG 1 destroyed (9) or damaged (1) on the ground.

20 Jul 43: bombed – 4 x Bf 110 G-2s from II./ZG 1 destroyed on the ground.

9 Sep 43: 7 x Fw 190s and 1 x Fw 44 from III./SKG 10 plus 1 x Ju 52 from II./TG 2 intentionally destroyed to prevent capture.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: II./ZG 1 (Jun-Aug 43); 2.(H)/Aufkl.Gr. 14 (Aug-Sep 43); III./SKG 10 (Sep 43).

Station Commands: Fl.Pl.Kdo. B 32/VII (summer 1943).

Station Units (on various dates – not complete): schw.Flak-Abt. 376(v) (Sep 43);

[Sources: AFHRA A5262 pp.1847-48 (26 Feb 43); A5264 p.912 (21 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Montemaggiore Al Metauro** (ITAL) (a.k.a. Flugplatz 557) (43 45 35 N – 12 56 05 E)

General: field airstrip/landing ground in west-central Italy 50 km WNW of Ancona, 17 km S of Pesaro and 2.75 km WNW of the village of Montemaggiore Al Metauro. History: in the process of being built in mid-May 1944. No record found of any Luftwaffe units being based here.

Surface and Dimensions: leveled farmland measuring approx. 960 x 200 meters (1050 x 220 yards). No paved runway. Infrastructure: none.

Personnel could be accommodated on local farms. The nearest rail connection was in Calcinelli, 1.5 km to the SW. Dispersal: 2 small dispersals – Northwest and Southeast – were under construction in mid-May 1944.

Remarks:

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1850 (7 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Monterado** (ITAL) (a.k.a. Flugplatz 558) (43 43 00 N – 13 05 20 E)  
General: field airstrip/landing ground in west-central Italy 36.75 km WNW of Ancona, 25.5 km SSE of Pesaro and 2.25 km N of the village of Monterado. History: in the process of being built in mid-May 1944. No record found of any Luftwaffe units being based here. Surface and Dimensions: leveled farmland measuring approx. 960 x 185 meters (1050 x 200 yards). No paved runway. Infrastructure: none. Local farm buildings could be used for accommodations. The nearest rail connection was in Mondolfo Marotta, 7 km to the NE. Dispersal: a Northwest dispersal with 3 small open aircraft shelters was under construction in mid-May 1944.

Remarks:

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1851 (7 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Montesano** (ITAL) (a.k.a. Montesano sulla Marcellana) (40 16 N – 15 41 E)

General: airstrip or landing ground in S Italy 136 km SE of Napoli (Naples). History: early history not found. Elements of I./JG 53 were transferred from Canello to Montesano early on 9 Sep 43 where they landed, topped off their tanks, and then flew a patrol mission. After landing back at Montesano, they gassed up and then transferred to San Severo at 1100 hours. A small Restkommando (rear detachment) with three Messerschmitts were still at Montesano on 10 Sep when Allied fighters strafed the landing ground and either destroyed or damaged all 3 of the Bf 109 G-6s (Werknummern: 18740, 18894 and 20392). Montesano, variously referred to as a Landeplatz (landing ground) and a Absprungplatz (advanced landing ground), was not used again because the landing ground was compromised in that the Allies now knew of its existence and were keeping a close eye on it. So it appears that Montesano was only used for two days (9 and 10 Sep) and no units were ever based or stationed there. The Germans hoped they could use it to stage attacks on the Salerno invasion area, but these plans fell through when it was quickly discovered by Allied fighters. Surface and Dimensions: no information. Infrastructure: none.

Remarks:

15 Sep 43: after being in use for just 2 weeks, the airfield was abandoned.

Operational Units: elements of I./JG 53 (Sep 43); II./SKG 10 (Sep 43).

Station Commands: none identified.

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

[Sources: Prien, Jochen. *Pik-As: Geschichte des Jagdgeschwaders 53*. 3 Teile (volumes). Eutin: Struve-Druck, c. 1989-90. Teil 1 (Aufstellung des Geschwaders-Vorkriegszeit-Sitzkrieg-Frankreichfeldzug-Einsatz gegen England-Russlandfeldzug-Holland-Einsatz gegen Malta: März 1937 – Mai 1942). Teil 2 (Mai 1942 bis Januar 1944, ISBN: 3-923457-14-6). Teil 3

## Luftwaffe Airfields 1935-45

(1943-1945, ISBN: 3-923457-16-2). Hb (oversize). Dj. 1,721p. Heavily illus. Maps. Dwgs. Tables. Numerous appendices incl. loss and victory lists. Name index. See Teil 2 pages 978, 983 and 1056.chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Motta di Livenza** (ITAL) (45 47 00 N – 12 38 20 E)

General: emergency landing ground in NE Italy 56 km SW of Udine, 46 km NNE of Venice and 1.5 km ENE of the town of Motta di Livenza. History: believed to have been designated an emergency landing ground in 1938-40. No Axis units known to have been based here. Surface and Dimensions: soft grass and farmland surface measuring approx. 1100 x 230 meters (1200 x 250 yards) and roughly triangular in shape. Infrastructure: had a few small huts on the NW boundary. The nearest rail connection was in Motta di Livenza.

Remarks:

20 Oct 44: listed as rendered unserviceable by plowing and/or trenching. [Sources: AFHRA A5262 p.1849 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

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**Naples** (ITAL) (a.k.a. Napoli, Neapel) (40 50 N – 14 16 E)

General: Luftwaffe units stationed in and around this principal city in S Italy on a specific date or as otherwise indicated other than on an airfield.

Lw. Garrison (on various dates):

*Commands* (Kommandobehörden, Stäbe): Jagdabschnittsführer Italien (Jul-Aug 43).

*Flak* (Antiaircraft) - Flak-Rgt. 57 (Stab) (Mar 43); part of schw.Flak-Abt. 116 (May 43); 1. and 2./schw.Flak-Abt. 243 (Mar 43); part of schw.Flak-Abt. 256 (1943); part of schw,Flak-Abt. 372 (Dec 42); 2./schw.Flak-Abt. 403 (Dec 42, Mar 43); Stab, 1., 2., 4./schw.Flak-Abt. 452 (Mar, Apr 43); gem.Flak-Abt. 511 (Dec 42); Stab and 2./schw.Flak-Abt. 523 (Mar 43); schw.Flak-Abt. 542 (1942 – Oct 42); le.Flak-Abt. 841 (Sep 43); 4./Flakscheinw.Abt. 149 (Mar 43); Stab and 4./Flakschweinw.Abt. 259 (Mar 43); 3./Flakscheinw.Abt. 809 (Mar 43); Flakscheinw.Battr. z.b.V. 2514 and 2515 (Mar 43); Flak-Erg.Abt. 2 (Mar 43); schw.Flak-Erg.Battr. z.b.V. 1., 2. and 3. (Mar 43); Flak-Auswertezug (mot Z) (trop) 66 (Mar 43); Flak-Sondergerätwerkstatt B (mot) 2/VII (Mar 43); Flak-Bergungstrupp 1/XI (Sep 43).

*Luftnachrichten* (Air Force Signals) - Stab III./Ln.-Rgt. 200 (Jul-Sep 43); 15.(Flum.Mess)/Ln.-Rgt. 200 (Camaldoli, c.Jun-Sep 43); Flugmeldemesszug z.b.V. 10 (Mar 43); elements of 3.(Fspr.u.Fschr.Betr.Pers.)/Ln.-Abt. Italien (1942-43); Ln.-Gerätelager/Höh.Nachr.Führer Luftflottenkdo. 2 (1941-42).

## Luftwaffe Airfields 1935-45

*Nachschubdienste* (Supply/Logistics Services) - Feldluftzeuggruppe Italien (Mar 43); Aussenstelle Süd/Nachschubamt OBS (Mar 43); Nachschubkdo./XI. Fliegerkorps (Mar 43); Feldlufttanklager z.b.V. 3/VII (Mar 43); Flug-Betr.St.Untersuchungsstelle Neapel (Mar 43); Feldlufttanklager für Kw.Betr.Stoff Neapel (Mar 43); Sauerstoffgerät-Instandsetzungstrupp 2/I (Mar 43); Nachschub-Kp. d.Lw. 6/XIII (two Züge) (Mar 43).

*Bau* (Construction units) - Bauleitung d.Lw. (Mar 43); Aussenstelle/Sonderkdo. Fähre im Bereich O.B.S. (Mar 43); Baustab/Sonderkdo. Fähre (Mar 43); Fahrenbauzug/Sonderkdo. Fähre (Mar 43).

*Transportdienste* (Transportation Services) - Kdr.d.Kraftfahrtruppen d.Lw. 2/VII (May 43); Kdr.d.Kfz.Beständelager d.Lw. 12/VII (May 43); Kraftfahrtechn.Nachschub-Kp. d.Lw. 101/VII (Mar 43); Nachschub-Kol.Abt.Stab d.Lw. 2/XII (N-Caserta - Jul 42, Mar 43); Flug-Betriebsstoff-Kolonnie 514/VI (Feb 43); Trsp.Kol.d.Lw. 21/VI (N-Caserta - Mar 43); Trsp.Kol.d.Lw. 101/VI (N-Caserta - Mar 43); Trsp.Kol.d.Lw. 77/XII (or 77/III?) (Mar 43); Restkdo./Kw.Trsp.Rgt. 4 (Speer) d.Lw. (Mar 43); Kw.Werkstattzug (mot) d.Lw. 6/VI (Mar 43); Kw.Werkstattzug (o) d.Lw. 103/VII (Nov 42, Mar 43); Kw.Werkstattzug (o) d.Lw. 104/VII (Jul 42, Mar 43); Kfz.Sammelstelle d.Lw. 11/VII (Mar 43); Kfz.Abschleppzug d.Lw. 3/VII (1943); Kfz.Verbindungsstelle d.Lw. 4/VII (Mar 43).

*Sicherungs* (Security) - Ldssch.Zug d.Lw. 43/III (Mar 43); Ldssch.Zug d.Lw. 215/VI (Mar 43); Ldssch.Zug d.Lw. 353/VI (N-Cancello, Feb 43); Ldssch.Zug d.Lw. 256/XI (N-Caserta, Sep 43); Ldssch.Zug d.Lw. 4/XII (Mar 43).

*Medical Services* (Sanitätsdienste): Sanitätsbereitschaft (mot) d.Lw. 13/XI (Sep 43).

*Verschiedenes* (Miscellaneous) - Luftzeugstab 108 (Aug, Sep 43); Verladestab d.Lw. Italien (Feb-Mar 43); Verladekdo. d.Lw. 2/VI (Mar 43); Verwaltungslager d.Lw. 1/VII (Mar 43); Lw.-Propagandazug (mot) 2 (Mar 43); Bauhof d.Lw. Neapel (Mar 43); Offizier d.Lw. bei d.Frontleitstelle 29 (Mar 43); Dienstältester Offizier d.Lw. des Wehrmachtstandort Neapel (Mar 43).

**Naples-Capodichino** (ITAL) (a.k.a. Capodichino, Napoli-Capodichino; Neapel-Capodichino, Ugo Niutta) (40 52 50 N - 14 17 05 E)

General: airfield in SE Italy 3.5 km NNE of Naples city center.

History: dates from 1910 when it was established at a civil airfield on an old military training/exercise ground. Between the two world wars, the Royal Italian Air Force based fighters and reconnaissance units at Capodichino as well as trade and specialty schools for ground personnel. An Air Force NCO school was also set up here. Operational units were here during the war, particularly fighters for the air defense of the port of Naples and torpedo-bomber units. The Luftwaffe arrived in 1941 and used Capodichino mainly

## Luftwaffe Airfields 1935-45

as repair and overhaul center and as a supply hub for transport aircraft until Sep 43.

Dimensions: approx. 1510 x 1100 meters (1650 x 1200 yards) with a rectangular shape.

Surface and Runways: grass surface subject to unserviceability in wet weather. No paved runway.

Fuel and Ammunition: both available with refueling points on the SW, NW, SE and N sides of the landing area.

Infrastructure: had 30 to 35 buildings along the NW, SW and SE sides of the airfield, including 3 hangars with paved aprons on the NW boundary, 3 hangars (only 1 with a paved apron) on the SW boundary and 1 hangar in the S corner. A barrack block, workshops and assorted huts were off the S corner.

Dispersal: there were 10 large aircraft shelters at the N and S corners of the landing area.

Defenses: no information found.

Remarks:

Nov 42: a great deal of glider activity reported here.

4 Apr 43: bombed – 1 x Ju 52 from Flieger-Kp./Ln.-Rgt. Tunis and 1 x Ju 52 from KGr.z.b.V. 800 destroyed, 10 more German aircraft, mainly Ju 52s, damaged, 11 Italian fighters destroyed, and several fuel dumps destroyed.

30 May 43: bombed – 2 x Do 17Zs from Luftdienstkdo. Italien damaged on the ground.

15 Jul 43: bombed – 1 x Ju 52 from III./TG 2 destroyed on the ground.

16 Jul 43: bombed by 59 RAF Wellingtons.

1 Aug 43: bombed by NASAF B-17s – 2 x Bf 109 G-6s from III./JG 53, 10 x Ju 52s from II./TG 2, 5 x Ju 52s from III./TG 1, 2 x Ju 52s from IV./TG 3, 2 x Ju 52s from II./TG 4, 1 x Me 323 from II./TG 5, 1 x Ju 52 from III./TG 2 plus 1 x Ju 52 from II./TG 1 and 1 x Fi 156 from San.Flugbereitschaft 6 all destroyed (21) or damaged (4) on the ground.

14 Aug 43: bombed - 2 x Ju 52s from III./TG 4 badly damaged on the ground.

4 Sep 43: bombed – 1 x Ju 52 from I./TG 1 destroyed on the ground.

25 Sep 43: unserviceable aircraft destroyed to prevent capture and evacuation of the airfield underway.

1 Oct 43: Naples liberated by Allied forces after 4 days of civil insurrection against the Germans that cost many lives.

Operational Units:

*Italian* (Regia Aeronautica): 2<sup>o</sup> Nucleo Addestramento Silurante (Nov 40 – 1943); 17<sup>o</sup> Gruppo CT (Jan 43); 21<sup>o</sup> Gruppo CT (Aug 40 – Apr 41); 22<sup>o</sup> Gruppo CT (Dec 42 – Sep 43); 66<sup>o</sup> Gruppo OA (Jun 40, May 42); 69<sup>o</sup> Gruppo OA (Jul 42); 89<sup>o</sup> Gruppo BT (Jun-Aug 42); 147<sup>o</sup> Gruppo T (Jun-Nov 40); 149<sup>o</sup> Gruppo T (Jun 40); 376<sup>a</sup> Squadriglia Assalto (Nov 41 – Sep 42).



## Luftwaffe Airfields 1935-45

*Luftwaffe*: KG z.b.V. "N" (Neapel) (Nov 42 - Apr 43); KGr. z.b.V. Frankfurt (Jan-Mar 43); KGr. z.b.V. 800 (Jan-May 43); Luftdienstkdo. Italien (Feb-Sep 43); KGr. z.b.V. 106 (Mar-Apr 43); III./KG z.b.V. 1 (Apr 43); Savoia-Staffel (Apr-May 43); Stab/TG 5 (May-Jul 43); III./TG 1 (May 43); II./TG 2 (May, Aug-Sep 43); all then part of III./TG 2 (May-Aug 43).

Station Commands: Fl.H.Kdtr. E 52/XI (Jan-Sep 43).

Station Units (on various dates – not complete): Flieger-Techn.Gruppe (Mar 43); 1. Flugh.Betr.Kp. z.b.V. (Mar 43); Werft-Kp. 2 (Mar 43); le.Feldwerft-Abt. IV/20 (mot) (trop) (Restkdo.) (Mar 43); le.Feldwerft-Abt. I/30 (mot) (trop) (Restkdo.) (Mar 43); Instandsetzungswerkstatt für Flieger-Bodengerät 1/VIII (Mar 43); Frontreparaturbetrieb GL 2661 (Bachmann) (Feb 42 – 1943); Frontreparaturbetrieb GL 3259 (Jumo) (1942-43); Frontreparaturbetrieb GL 3658 (Daimler Benz) (1941-42); Frontreparaturbetrieb GL 3755 (Mar 42); Flugsicherungs-Bereichsstelle 23 Neapel-Capodichino (Mar 43); Wetterberatungszentrale (B) 23 Neapel (Mar 43). Also see above under **Naples – Lw. Garrison**.

[Sources: AFHRA A5262 pp.1310-11 (15 Mar 45) and 1852-53 (1 Nov 44); A5264 p.912 (Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Naples-See** (ITAL) (a.k.a. Napoli-Pisida, Neapel-See, Cesario Console) (40 50 30 N – 14 16 20 E)

General: seaplane station in Naples harbor in south-central Italy just E of the commercial port and on the W side of the Cesario Console mole.

History: The station facilities were used by Air France before the war. The Italians used it as an air-sea rescue center before and during the war.

Luftwaffe seaplanes and flying boats used it frequently but no complete units are believed to have been based here.

Dimensions: approx. 1740 x 825 meters (1900 x 900 yards).

Anchorage: protected harbor waters.

Fuel and Ammunition: both available.

Infrastructure: had 1 medium hangar and one small hangar-type building that may have been used as a workshop. Accommodations and offices were in Naples. The station was served by a railway that ran along the harbor quay. Reportedly equipped with a crane for removing and installing seaplane engines.

Defenses: protected by the Flak belt around Naples.

Remarks: none.

Operational Units:

*Italian* (Regia Marina): 182<sup>a</sup> Squadriglia RM (Jun 40 – Sep 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1460 (2 Mar 45) and p.1855 (Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Naples-Nisida** (ITAL) (a.k.a. Napoli-Nisida, Neapel-Nisida, Luigi Bresciani) (40 47 50 N – 14 09 50 E)

General: seaplane station in south-central Italy 10 km SW of Naples on the N shore of the tiny island of Nisida which is on the S side of the Gulf of Pozzuoli.

History: a pre-war Regia Marina seaplane station that was used during the war by aircraft on convoy escort and anti-submarine patrols over the Tyrrhenian Sea.

Dimensions: the Gulf of Pozzuoli provided unlimited space for take-offs and landings.

Anchorage: a stone causeway connected the island to the mainland and this provided shelter for seaplane moorings.

Fuel and Ammunition: fuel was readily available.

Infrastructure: had 1 large hangar with a nearby crane, several buildings on the SW boundary of the station, a long waterfront quay that extended from the station to the causeway, a jetty at the W end of the quay and 1 concrete slipway. The nearest rail connection was in Bagnoli, 2 km N of the station.

Defenses: protected by the Flak belt around Naples.

Remarks: none.

Operational Units:

*Italian* (Regia Marina): none identified.

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1461 (2 Mar 45) and 1857 (7Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Naples-Vigliena** (ITAL) (a.k.a. Napoli-Vigliena, Neapel-Vigliena) (40 50 15 N – 14 17 25 E)

General: seaplane station in south-central Italy at the Calata Vigliena quay at the E end of Naples harbor.

History: little information found, except that it was used by Italian seaplanes, such as the Cant 501 and 506. Luftwaffe use unknown.

Dimensions: approx. 1740 x 825 meters (1900 x 900 yards).

Anchorage: protected harbor waters.

Fuel and Ammunition: fuel readily available.

Infrastructure: had 1 large hangar fronted by the Naples harbor quay and a large pier. A railway ran along the quay.

Defenses: protected by the Flak belt around Naples.

Remarks: none.

Operational Units:

*Italian* (Regia Marina): none identified.

*Luftwaffe*: none identified.

Station Commands: none identified.

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

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.1462 (2 Mar 45) and pp.1860-61 (8 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Nettuno** (ITAL) (41 27 10 N – 12 41 30 E)

General: landing ground in west-central Italy 52.5 km SSE of Rome and 2.25 km ESE of Nettuno. History: early history not found. No evidence found of any Luftwaffe air units being based here. Surface and Dimensions: serviceable grass surface measuring approx. 730 x 455 meters (800 x 500 meters). No paved runway. Infrastructure: no hangars or workshops but barrack buildings were off the NW corner.

#### Remarks:

17 Jan 43: observed to be in use.

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5264 p.914 (17 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Nocera Terinese** (ITAL) (39 00 00 N – 16 07 45 E)

General: landing ground in Catanzaro in SW Italy 2 km SSE of Nocera Scalo and just in from the beach. History: no information found. No Luftwaffe air units were ever based here. Surface and Dimensions: good firm surface measuring approx. 640 x 185 meters (700 x 200 yards). No paved runway. Infrastructure: had 1 small building to the SE and 2 huts to the S.

#### Remarks:

[Sources: AFHRA A5264 p.914 (5 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Novi Ligure** (ITAL) (44 46 40 N – 08 47 05 E)

General: airfield in NW Italy 41 km NNW of Genova (Genoa) and 1.75 km N of Novi Ligure town center.

History: dates from 1916 as a joint civil and military airfield and then became a totally military airfield in 1932. The Royal Italian Air Force stationed fighters, tactical reconnaissance aircraft and gliders here before and during the war. No Luftwaffe air units were based here.

Dimensions: approx. 1235 x 825 meters (1350 x 900 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway. Equipped with boundary lighting.

Fuel and Ammunition: there were 8 refueling points, 4 underground fuel storage tanks and 1 dump for lubricants in various locations around the airfield. The ammunition dump was believed to be a blast-protected site on the E boundary.

Infrastructure: had 1 medium and 2 small hangars on the E boundary, and 1 medium hangar at the SW corner. Other buildings along the E boundary included storage facilities, power station, a motor vehicle shed and an engine test shed. The flight control building and a 3-storey barrack building

## Luftwaffe Airfields 1935-45

were also on the E boundary. The nearest rail connection was in Novi Ligure.

Dispersal: the 2 dispersal areas – Northwest and Southwest – had a total of 6 medium aircraft shelters.

Defenses: no information found.

Remarks:

21 Jun 44: low-level attack by 24 P-47 Thunderbolts and 12 Spitfires – claimed damaged to hangars and landing area.

Jun 44: landing area rendered unserviceable by plowing.

Operational Units:

*Italian* (Regia Aeronautica): 18° Gruppo CT (Jun 40); 66° Gruppo OA (Jul-Aug 43); 67° Gruppo OA (Feb 42); 69° Gruppo OA (Jan 41); 73° Gruppo OA (Apr 42, May 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete):

Flugbetriebsstoffausgabestelle 3/VI (? – Aug 44).

[Sources: AFHRA A5262 pp.1863-65 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## O

**O'Gjubbeleia** (ITAL) (a.k.a. Castel Guibileo) (41 59 14 N – 12 30 19 E)

General: possible emergency landing ground or seaplane anchorage in C Italy approx. 10 km N of Rome. Not located. History: no details found in the primary and secondary source material.

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

**Olbia-Land** (ITAL/Sardinia) (a.k.a. Terranova Pausanta, Fausto Noce) (40 55 40 N – 09 29 50 E)

General: emergency landing ground/landing ground in NE Sardinia 1 km SE of Olbia town center. History: existed pre-war. Surface and Dimensions: very rough grass surface that was frequently soft and measured approx. 730 x 145 meters (800 x 160 yards). Fuel and Ammunition: limited quantities of fuel were probably available. Infrastructure: no infrastructure except for one small hangar and a group of small buildings (some still under construction) off the SE corner of the landing area. A railway ran along the E boundary of the landing area. Dispersal: none. Defenses: protected by the Flak defenses around Olbia harbor.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5263 pp.1783-85 (27 Oct 42 updated to 16 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Olbia-See** (ITAL/Sardinia) (a.k.a. Venafiorita, Terranova Pausanta, Ettore Anfossi) (40 55 35 N – 09 30 30 E)

General: seaplane station in the harbor of this port in NE Sardinia with the station buildings just N of the base of the long breakwater called La Bianca Mole.

History: existed pre-war and served as the most important seaplane station in N Sardinia.

Dimensions: the bay was approx. 3.25 km x 1.2 km in size.

Anchorage: well sheltered except for easterly winds.

Fuel and Ammunition: fuel was reportedly stored at the end of the small jetty.

Infrastructure: had 1 large hangar with a concrete apron that extended to the water's edge N of the breakwater. There was a small jetty on the N side of the apron. Several sheds and a few small buildings that reportedly included a repair shop and probably admin offices and operations room. Equipped with a slipway and a crane.

Defenses: protected by the heavy Flak defenses that surrounded the harbor, which consisted to 7 heavy Flak positions with emplacements for 26 guns and 3 light Flak positions with emplacements and stands for 6 guns.

Remarks:

15 Sep 43: 5 x Italian seaplanes set on fire and destroyed by the Germans.

Operational Units:

*Italian* (Regia Aeronautica): 138<sup>a</sup> Squadriglia RM (Aug 42).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): detachment of Seenotbereichskdo. XIV (Jun-Sep 43).

[Sources: AFHRA A5263 pp.1780-82 (27 Oct 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Oratel** (ITAL/Sicily) ( ? )

General: said to be a landing ground in Sicily. Not located. History: no details found in the primary and secondary source material.

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

**Orbetello** (ITAL) (a.k.a. Agostino Brunetta, Italo Balbo?) (42 26 25 N – 11 13 00 E)

General: seaplane station on the west coast of C Italy 121 km NW of Rome and 640 meters E of Orbetello town center on the S side of the narrow peninsula.

History: built just prior to World War I, the Italians used Orbetello for air-sea rescue and for training purposes. A naval aviation observers' school

## Luftwaffe Airfields 1935-45

was here as well as a reserve training unit (Gruppo Complementare). The Luftwaffe used it for convoy escort and anti-submarine patrols over the Tyrrhenian Sea.

Dimensions: approx. 6.5 km x 1.6 km, which were the measurements of the southern half of Orbetello Lagoon.

Anchorage: placid waters for take-offs and landings.

Fuel and Ammunition: fuel was stored and available.

Infrastructure: had 4 very large hangars, all but one of these with a paved apron, and 5 small workshops. Admin buildings and barrack blocks were behind the hangars. A large quay fronted the aprons of the 2 central hangars. A 75 meter long jetty and 2 more 30 meter jetties extended out from the quay, and 2 wide slipways afforded the launching and removal of seaplanes from the water. The nearest rail connection was in Orbetello.

Defenses: none identified.

Remarks:

16 Sep 43: evacuated by the Luftwaffe with all units and personnel transferred to La Spezia.

27 May 44: all remaining Luftwaffe installations and facilities at Orbetello ordered demolished by Luftflotte 2.

Operational Units:

*Italian* (Regia Marina): 144<sup>a</sup> Squadriglia RM (May-Sep 43); 183<sup>a</sup> Squadriglia RM (Jul 42).

*Luftwaffe*: half of 2./Bordfliegergruppe 196 (Aug-Sep 43).

Station Commands: Fl.Pl.Kdo. B 5/VII (to Sep 43).

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

[Sources: AFHRA A5262 p.1463 (2 Mar 45) and pp.1866-67 (6 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Orio al Serio** (ITAL): see Bergamo.

**Oristano-Land** (ITAL/Sardinia) (a.k.a. San Giusta) (39 53 30 N – 08 38 30 E)

General: airfield in W Sardinia 81 km NW of Cagliari, 4 km ESE of Oristano and 3.25 km E of Stagno di Santa Giusta.

History: constructed in 1942 but very little information found.

Dimensions: approx. 1510 x 915 meters (1,650 x 1,000 yards) and roughly rectangular in shape.

Surface and Runways: 915 meter (1000 yard) concrete runway on a field of very rough grass that was wet in the winter months. The runway had concrete turning circles at each end.

Infrastructure: no hangars, but had barrack huts along the north boundary and off the SW corner. A small cluster of buildings was under construction in Apr 43. Nearest rail connection in Oristano.

Dispersal: none identified in Nov 42.

Defenses: a trench system with automatic weapon strongpoints around the perimeter.

## Luftwaffe Airfields 1935-45

### Remarks:

Nov 42: taxi tracks/taxiways seen to be under construction.

### Operational Units:

*Italian* (Regia Aeronautica): 47<sup>o</sup> Gruppo BT (May-Jul 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): half of 8.(Flus.)/Ln.-Rgt. 32 (Feb 43); Ln.-Kp. z.b.V. 17 (Jul-Aug 43); Kfz.Instandsetzungs-Zug d.Lw. 7/VIII (May 43).

[Sources: AFHRA A5263 pp.1787-88 (26 May 43?); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Oristano-See** (ITAL/Sardinia) (a.k.a. San Guista) (39 52 20 N – 08 36 20 E)

General: seaplane anchorage/alighting area in W Sardinia 88 km NW of Cagliari and 4 km S of Oristano on the E shore of the Stagna di Santa Giusta. History: had occasional use 1941 but use increased after that date.

Dimensions: the Stagna di Santa Giusta afforded a take-off and landing run of 3.25 km. Infrastructure: limited fueling and servicing facilities. No hangars, but had a few huts and a small curved mole (20 Apr 43). Nearest rail connection in the village of Santa Giusta. Dispersal: none – seaplanes were anchored in a protected area within the curvature of the mole.

Defenses: unknown.

Remarks: none.

### Operational Units:

*Italian* (Regia Aeronautica): 146<sup>a</sup> Squadriglia RM (Apr 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1786 (26 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Orvieto** (ITAL) (a.k.a. Flavio T. Baracchini, Flugplatz 298) (42 44 05 N – 11 59 30 E)

General: airfield in C Italy 49 km SW of Perugia, 10 km WNW of Orvieto town center and 9.75 km NNE of Lake Bolsena.

History: the airfield dates from 1937 and from then to 1940 it was home to an advanced flight training school. Bomber and transport units used it from 1940 to Sep 43. The Luftwaffe used the airfield as an advanced fighter field from fall 1943 to Jun 1944.

Dimensions: approx. 1370 x 1100 meters (1500 x 1200 yards) with an oval shape.

Surface and Runways: artificially drained grass and farmland surface sitting on a flat plateau. No paved runway. Equipped with boundary lighting.

Fuel and Ammunition: there were 4 refueling points in front of the hangars on the N boundary.

## Luftwaffe Airfields 1935-45

Infrastructure: had 2 large hangars on the N boundary with a separate workshop behind them, and 2 large hangars on the SW boundary. Two of the hangars here were of reinforced concrete. Station buildings were off the N boundary behind the hangars and included a block of offices, 2 large barrack blocks and a few buildings for stores. The nearest rail connection was in Orvieto.

Dispersal: 12 aircraft shelters were along the NE, SW and S sides of the landing area.

Defenses: no information found.

Remarks:

23 Jan 44: ground soft but serviceable for all classes.

8 Feb 44: bombed by 40 15<sup>th</sup> AAF B-24s – claimed 3 aircraft destroyed on the ground, 3 more damaged, 2 hangars damaged and the landing area cratered in 115 places.

7 Mar 44: bombed by 28 B-24s – landing area cratered.

14 Jun 44: Orvieto liberated by British forces.

25 Jan 45: airfield listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): 42<sup>o</sup> Gruppo BT (Jun 40); 56<sup>o</sup> Gruppo BT (May-Sep 43); 57<sup>o</sup> Gruppo T (Feb-Sep 43); 248<sup>a</sup> Squadriglia T (Jun 43).

*Luftwaffe*: III./JG 53 (Jan-Feb 44).

Station Commands: Fl.H.Kdtr. E 35/IV (Nov/Dec 43 - Mar 44); Fl.H.Kdtr. E(v) 219/VII (Apr-Jun 44).

Station Units (on various dates – not complete): II./Flak-Rgt. 26 (Jun 44); Ie.Flak-Abt. 851 (Jun 44); Nachschub-Kp. d.Lw. 1/VIII (Jun 44).

[Sources: AFHRA A5262 pp.1318-19 (26 Jan 44) and 1868-69 (Oct 43); A5264 p.915 (c. Jan/Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Osa** (ITAL) (a.k.a. Rome-Lunghezza, Flugplatz 421) (41 54 30 N – 12 41 30 E)

General: landing ground in west-central Italy 18 km ENE of Rome city center and 2.5 km SE of Lunghezza train station. History: an emergency landing ground built by the Italians and used by the Luftwaffe for the same purpose and as a dispersal field for fighters. Surface and Dimensions: grass surface measuring approx. 775 x 320 meters (850 x 350 yards). No paved runway. Fuel and Ammunition: made available as needed.

Infrastructure: none. Nearby farm buildings and tents were used. The nearest rail connection was in Lunghezza. Dispersal: aircraft parked in concealment along the edge of a wood 900 meters NW of the landing area and in 10 well-camouflaged shelters along the WSW boundary. Defenses: no information.

Remarks:

15 Jan 44: Allied reconnaissance photos showed 6 single-engine fighters on the ground here.



## Luftwaffe Airfields 1935-45

23 Jan 44: serviceable, but no airfield detachment and no stocks.

26 Jan 44: ordered dismantled and evacuated.

25 Jan 45: listed as abandoned.

Operational Units: none identified.

Station Commands: none.

Station Units (on various dates – not complete):

[Sources: AFHRA A5262 pp.1872-73 (25 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Osoppo** (ITAL) (a.k.a. Flugplatz 459) (46 13 45 N – 13 03 45 E)

General: airfield in NE Italy 23.5 km NNW of Udine and 3.5 km SSW of Osoppo town center.

History: dates from mid-1935 as a landing ground that in late 1941 became a fighter school of the Royal Italian Air Force. When the Germans took over in fall 1943, Osoppo was turned into an airfield complex with a detached concrete runway built 4.5 km NNE of the landing ground and 1.2 km NE of the Osoppo. A large dispersal labyrinth with extensive taxiways connected the runway to the dispersals to the landing ground with the hangars in the middle.

Dimensions: approx. 2010 x 915 meters (2200 x1000 yards) and roughly rectangular in shape.

Surface and Runways: rough grass surface with spongy conditions along the E side. Had a detached concrete runway measuring 960 meters (1050 yards) in length and aligned NNE/SSW that was started in Dec 43.

Demolition mines were buried in holes made in the concrete before it was completed in late spring/early summer 1944. The Allies thought this was a separate airfield and incorrectly referred to it as **Taboga Airfield** (46 15 50 N – 13 05 25 E).

Fuel and Ammunition: fuel was believed to have been stored in drums in small excavations and pits off the N boundary. A large ammunition dump was located 2.75 km NE of the airfield, not far from the Osoppo train station.

Infrastructure: had 1 medium and 1 small hangar 1 to 1.5 km N of the N boundary. An encampment of huts at the SE corner may have included one or more workshops. A large complex of barrack-type buildings was 1 km NE of Osoppo. Two railway stations and a main railway line were within 1.5 km of the airfield.

Dispersal: the 4 dispersal areas – Northwest, North, East and South – had a total of 43 medium aircraft shelters, of which 7 were still under construction in mid-August 1944.

Defenses: none noted.

Remarks:

16 Jan 44: bombed by 27 B-24 Liberators – little or no damage done to the airfield, although the returning aircrews claimed hits on admin and barrack buildings.

30 Sep 44: listed as prepared for demolition with mines.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school) (Nov 41 – Sep 43); 6° Gruppo CT (Jul 43); 17° Gruppo CT (Jul 43); 158° Gruppo Assalto (May-Jul 43); 159° Gruppo Assalto (May 43); 160° Gruppo CT (Dec 42 – Mar 43).

*Italian* (Aeronautica Nazionale Repubblicana): 5./ital.Jagdgruppe (Mar 45).  
*Luftwaffe*: Sonderkdo. Sommer (Feb 45).

Station Commands: Fl.H.Kdtr. E 32/VI (Oct 43 - ); Flugplatzkdo. of Fl.H.Kdtr. E(v) 213/VII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): schw.Feldwerft-Abt. 1/VII (1944); Feldwerft-Staffel (mot) 1/90 (Mar 45); part of le.Flak-Abt. 843 (Sep/Oct 44); part of le.Flak-Abt. 945 (Mar 45); 1./le.Flak-Abt. 985 (Apr 44); part of Nachschub-Kp. d.Lw. 3/XIII (Mar 45); Flugzeugleitstelle Osoppo (Dec 43)?; Alpenleitstelle Osoppo (Mar 44 - ? ); Wetterberatungsstelle (v) 869 (Mar 45).

[Sources: AFHRA A5262 pp.1870-71 and 1981 (5 Sep 44 and 3 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ottana** (ITAL/Sardinia) (40 17 20 N – 09 02 00 E)

General: landing ground in C Sardinia 112 km N of Cagliari, 68 km SE of Sassari and 6.5 km N of Ottana. History: built May-Jun 43 for use by fighters, ground attack and reconnaissance aircraft. Surface and

Dimensions: consisted of two grass strips, **Ottana I** and **Ottana II**, about 2.4 km apart, one measuring 1280 x 135 meters (1,400 x 150 yards) and the other 870 x 135 meters (950 x 150 meters). Fuel and Ammunition:

Infrastructure: no infrastructure except for two small huts. Nearest rail connection 3.6 km to the NW of the field. Dispersal: several small open aircraft shelters SE of the landing area (11 Jun 43). Defenses: unknown.

### Remarks:

21 May 43: the Luftwaffe expressed an interest in Ottana for the first time and began limited work on the field.

31 May 43: orders issued to burn off the grass on the landing area and then camouflaged with sand as far as possible. Work to be done by an Italian labor company. A stream had to be filled in to create the landing area.

4 Jun 43: Lw. station strength 2 officers and 28 men.

7 Jun 43: a detachment of 1.(F)/Aufkl.Gr. 122 began arriving.

11 Jun 43: a reconnaissance photo showed 4 x Ju 88s visible on the field.

24 Jun 43: 5 blast bays under construction, and dispersal strips designated **Ottana III**, **Ottana IV** and **Ottana V** set up to accommodate a large transfer of aircraft from the mainland in the event Sardinia invaded by the Allies.

Jul-Aug 43: heavy Luftwaffe occupancy with as many as 68 aircraft there at one time.

11 Sep 43: airfields demolished and evacuated following Italy's surrender and the German decision to abandon Sardinia.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: 1.(F)/Aufkl.Gr. 122 (Jun 43); 3.(F)/Aufkl.Gr. 33 (Jun-Aug 43); Stab/Schl.G. 2 (Jul-Sep 43); II./Schl.G. 2 (Jul-Sep 43); 4.(H)/Aufkl.Gr. 12 (Jul-Aug 43).

Station Commands: none identified.

Station Units (on various dates – not complete): Stab/Fliegerführer Sardinien (Bolotana, Mar-Jun 43); Fliegerführer 2 (Luftflotte 2) (Bolotana, Jun-Sep 43); part of Ie.III/Feldwerftverband 20 (Ottana II, Jul 43); 2.Zug/116. Flugh.Betr.Kp. (Qu) (Jul-Aug 43).

[Sources: AFHRA A5263 pp.1789-94 (2 Jul 43 updated to 12 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## P

**Pabillonis** (ITAL/Sardinia): see Casa Zeppara.

**Pachino** (ITAL/Sicily) (36 42 40 N – 15 04 30 E)

General: landing ground on the southeastern tip of Sicily 87.5 km S of Catania, 7.25 km NW of Cape Passero and 1.5 km W of the town of Pachino.

History: built during spring and summer 1942 as a fighter field. Surface

and Dimensions: leveled agricultural land measuring approx. 1100 x 640 meters (1200 x 700 yards). Consisted of 2 airstrips that formed the letter

“T”. Not paved. Fuel and Ammunition: both were reportedly stored in a dump partially concealed in a wooded area 900 meters N of the landing

area. Infrastructure: no hangars or workshops. A few groups of huts and 1 large building were at or off the NE corner. The nearest rail connection

was on the S side of Pachino. Dispersal: had 2 dispersal areas – North and South – with a total of 13 large double open aircraft shelters. Defenses: in

Nov 42, there were 1 heavy Flak position for 4 guns, and 5 light Flak positions for 15 guns.

Satellites and Decoys:

**Pachino-Maucini** (36 40 57 N – 15 04 37 E). A dummy landing ground 3.25 km S of Pachino landing ground. Complete with 17 small decoy aircraft. First noticed by Allied reconnaissance aircraft on 13 Feb 43.

Remarks: none.

Operational Units: I./JG 27 (Oct 42).

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.1879-82 (27 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Padua** (ITAL) (a.k.a. Padova, Gino Allegri, ANR Aeroporto N. 11) (45 23 50 N – 11 50 50 E)

General: airfield in NE Italy 2.5 km SW of the city of Padova.

## Luftwaffe Airfields 1935-45

History: dates from World War I. Fighter units were stationed here between the wars and it is said to have been mainly used for bomber training and as a transit field during the war. Aside from being a transit field and a courier station, its use after Oct 43 to the end of the war while in German hands remains unclear, but it was not used as a base for operational units after Oct 43.

Dimensions: approx. 915 x 640 meters (1000 x 700 yards) with an irregular shape. In Apr 44, the measurements were given as 1145 x 550 meters (1250 x 600 yards).

Surface and Runways: grass surface that was camouflaged with 6 fake roads painted E to W across it and a phony sports ground painted adjacent to the NW corner. No paved runway but did have a concrete starting platform at the SW end of the airfield that was 300 meters (330 yards) in length. Equipped with an airfield beacon.

Fuel and Ammunition: refueling points were thought to be in from of the hangars on the E and NE sides. Ammunition storage was believed to be off the E boundary as well.

Infrastructure: had 1 large triple bay hangar and 1 medium hangar at the NE corner, and 2 medium hangars with adjacent workshop buildings on the E boundary. All of the hangars except for the large triple bay had paved aprons. Station buildings including a group of large barracks were behind the hangars on the E and NE sides of the airfield. Luftwaffe aircrew were said to have been billeted in the nearby villages of Abano and Montegrotto. The nearest rail connection was 1.2 km off the NW boundary.

Dispersal: no organized dispersal facilities in Jul 43, but by Apr 44 a dispersal with 14 medium-size open blast shelters was under construction between the E boundary of the airfield and the west bank of the Bacchiglione River.

Defenses: a few AA machine gun positions were sited around the perimeter.

### Remarks:

1944-45: Allied bombers attacked the Padua marshalling yard a number of times but ignored the airfield.

30 Sep 44: airfield reported to have been demolished.

### Operational Units:

*Italian* (Regia Aeronautica): 65° Gruppo OA (Jun-Jul 40, Jun 41).

*Luftwaffe*: III./KG 30 (Oct 43).

Station Commands: Fl.H.Kdtr. E(v) 219/VII (Jul 44).

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

Nahkampfführer Luftfotte 2 (Feb-Mar 44); le.Flak-Abt. 82 (1945); schw.Flak-Abt. 304 (1945); elements of schw.Flak-Abt. 334 (1944-45); schw.Flak-Abt. 354 (Apr-May 44); 7.(Fernverb.Betr.Pers.)/Ln.-Rgt. 120 (Abano Terme, Oct 43); 22.(m.Flum)/Ln.-Rgt. 200 (1945); 2.(Fernverb.Betr.)(mot)/Ln.-Betr.Abt. z.b.V. 11 (1945); Zahnstation (mot) d.Lw. 4 (1945); Kleine Zahnstation d.Lw. 3/VII (Nov 43); Wetternebenstelle 882 (1945); L.S.-

## Luftwaffe Airfields 1935-45

Warnkdo. Padua (1945); Kurierstelle des Komm.Gen.d.Dt.Lw. in Italien (1944-45); Offz.d.Lw. b.d.Frontleitstelle 19 (1944-45).

[Sources: AFHRA A5262 pp.1323-24 (26 Apr 44) and 1874-75 (8 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Palata Pepole** (ITAL) (c. 44 48 N – 11 13 E)

General: airstrip or landing ground in N Italy 89 km NW of Ravenna, 34 km NNW of Bologna and 30 km W of Ferrara. Exact location in the vicinity of the hamlet of Palata Pepole has not been found. History: either a former Italian emergency landing ground or built by the Germans in summer 1944. No record found of any Luftwaffe air units being based here.

#### Remarks:

25 Jan 45: listed as abandoned.

Station Commands: Fl.H.Kdtr. E(v) 204/VII (c. Sep-Dec 43).

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

### **Palazzo San Gervasio** (ITAL) (40 56 50 N – 15 59 15 E)

General: landing ground in S Italy 76 km WSW of Bari and 2.5 km N of the village of Plazzo San Gervasio. History: Surface and Dimensions: rough but serviceable surface measuring approx. 860 x 560 meters (940 x 610 yards). No paved runway. Infrastructure: had 1 building in the SE corner.

#### Remarks:

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5264 p.915 (20 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Palermo – Bocca di Falco** (ITAL/Sicily) (a.k.a. Palermo-Boccadifalco) (38 06 50 N – 13 18 50 E)

General: airfield in N Sicily 4.5 km W of Palermo city center and immediately NE of the suburban district or village of Bocca di Falco.

History: dates from 1925 but did not become operational as primarily a civil airport until July 1931. Gradually taken over by the military beginning in 1934, it was expanded and improved to meet the standards of the Royal Italian Air Force which considered it one of the principal airfields on Sicily. From Feb to Jun 41, it was in regular use by the Luftwaffe but then this fell off drastically until utilization picked up again in Nov/Dec 42 when transports began flying cargo and passengers to the Tripoli area and Tunisia. After heavy Allied bombing during the spring and summer of 1943, the Luftwaffe evacuated in mid-July destroying all remaining infrastructure.

Dimensions: approx. 1005 x 640 meters (1100 x 700 yards) and roughly rectangular in shape.

Surface and Runways: solid grass surface of good quality. No paved runway. A concrete perimeter road surrounded the airfield.

Fuel and Ammunition: a refueling loop and underground bulk fuel storage existed at the airfield, as well as ammunition stores. Another underground

## Luftwaffe Airfields 1935-45

fuel storage facility (once owned by the Shell Oil Co.) was 2 km SE of the airfield and further fuel and ammunition storage was reported to be in 4 tunnels excavated into the hillside SW of Bocca di Falco.

Infrastructure: had 3 hangars on the W boundary and 3 more at the SW corner. Well-equipped workshops were inside the hangars. Admin offices, quarters, supply stores, photo lab and base armory were in the main group of buildings at the SW corner. Accommodations were in barrack buildings – some built in 1941-42 – 1 to 1.5 km S of the airfield on the S side of a sports ground. The nearest rail connection was in Palermo.

Dispersal: there were 3 – Northeast, Northwest and Southwest – with a total of 52 aircraft blast shelters, at least half made of concrete, and more shelters were under construction in Sep 42. All of the dispersals were located in olive groves and all were accessed by concrete taxiways connected to the perimeter road.

Defenses: the airfield was mainly protected by the Palermo Flak defenses, with 4 Flak positions in the vicinity of the landing area.

### Remarks:

21 Feb 43: bombed -3 x Ju 52s from KGr.z.b.V. 600 destroyed on the ground.

5 Apr 43: bombed by 22 B-17s dropping 20-lb. frags - 3 x Ju 52s from KGr.z.b.V. 600 destroyed and 9 more damaged on the ground. A Genst.d.Lw. report states a total of 3 aircraft destroyed, 20 damaged and a fuel dump destroyed. The returned B-17 crews *claimed* hits on the 100 to 150 planes dispersed around the edge of the airfield.

18 Apr 43: bombed by 75 NASAF B-17s – hangars and barrack huts burned out, landing area heavily cratered and unexploded bombs scattered about. Airfield out of commission for several days.

May 43: the Italian and German multi-engine units departed leaving just fighter units at the airfield.

4 Jun 43: station occupancy report stated just 4 aircraft there.

12 Jun 43: bombed by NASAF B-26 Marauders – 1 x Me 323 destroyed and 1 x Ju 87 damaged; several trucks damaged and aviation fuel burned.

14/15 Jun 43: bombed – 3 x Italian aircraft destroyed, assembly hangar and 2 trucks destroyed.

Jun 43: airfield largely unserviceable.

22 Jul 43: Palermo taken by Allied forces.

### Operational Units:

*Italian* (Regia Aeronautica): 3<sup>o</sup> Gruppo CT (Jul 43); 9<sup>o</sup> Gruppo CT (Jul 43); 10<sup>o</sup> Gruppo CT (Jul 43); 13<sup>o</sup> Gruppo CT (Feb-May 43); 17<sup>o</sup> Gruppo CT (Jun-Sep 40); 23<sup>o</sup> Gruppo CT (Jun-Dec 41); 30<sup>o</sup> Gruppo BT (Jun-Aug 42, Nov 42 – May 43); 32<sup>o</sup> Gruppo BT (Jun 42 – May 43); 66<sup>o</sup> Gruppo OA (Nov-Dec 42); 76<sup>o</sup> Gruppo OA (Jun 40); 151<sup>o</sup> Gruppo CT (May-Jun 43); 162<sup>o</sup> Gruppo Assalto (Mar-Apr 43); 173<sup>a</sup> Squadriglia RST (Jul 41 – c.Jan 43); 377<sup>a</sup> Squadriglia CT (May-Sep 42, Feb-May 43); an Advanced Flight School.

## Luftwaffe Airfields 1935-45

*Luftwaffe*: III./ZG 26 (Dec 40 – Jan 41); 1., 2./KGr. z.b.V. 172 (Nov-Dec 42); KGr. z.b.V. 600 (Dec 42 – Apr 43); I./TG 2 (May 43).

Station Commands: Fl.H.Kdtr. E 12/XIII (c. Feb-Jun 41); Fl.H.Kdtr. E 11/VI (trop) (Jul 41 – Nov 42)?; Teilkdtr. C Palermo Fl.H.Kdtr. E 23/XI (Castelvetrano) (Nov 42 – Jul 43?); Fl.Pl.Kdo. B 18/VII (Apr 43 – ?).

Station Units (on various dates on the airfield and in Palermo – not complete): Wetterwarte (15 Mar 43); 7. Flugh.Betr.Kp./ZG 26 (May 41); 7. Flugh.Betr.Kp. z.b.V. (15 Mar, – Jun 43); II./Flak-Rgt. 52 (Nov 42); elements of schw.Flak-Abt. 212 (Feb/Mar 43); schw.Flak-Abt. 287 (Mar/Apr 43); all or elements of schw.Flak-Abt. 334 (Nov 42 – Jul 43); 3./schw.Flak-Abt. 403 (15 Mar 43); 1./schw.Flak-Abt. 523 (15 Mar 43); elements of schw.Flak-Abt. 525 (Nov 42); elements of schw. Flak-Abt. 644 (Dec 42); 3./le.Flak-Abt. 734 (15 Mar 43); Flakscheinw.Abt. 809 (Mar 43 – ?); Flak-Battr. z.b.V. 2023 and 2315 (15 Mar 43); schw.Flak-Trsp.Battr. 47/XII (15 Mar 43); 4./Ln.-Rgt. 40 (Feb-Mar 41); Bauleitung d.Lw. (15 Mar 43); Nachschubleitstelle d.Lw. Palermo (15 Mar 43); Weiterleitungsstelle/Feldluftpark 2/VII (15 Mar 43); Sonderkdo./Feldluftpark 2/VII (15 Mar 43); Nachschub-Kp. d.Lw. 13/XVII (Jan-Jul 43); Flieger-Geräteausgabestelle (Eisb.) 9 (Mar 41); Munitionsausgabestelle d.Lw. 22/VI (15 Mar 43); Flug-Betr.St.Fasslager Palermo (15 Mar 43); Trsp.Kol. d.Lw. 37/VI (15 Mar 43); Trsp.Kol. d.Lw. 76/VI (15 Mar 43); Trsp.Kol. Italuft 4 (15 Mar 43); Verwaltungslager d.Lw. 3/VII (15 Mar 43); Bevollmächtigter Verladungsoffizier d.Lw. Reggio (15 Mar 43); Bauhof d.Lw. Palermo (15 Mar 43).

[Sources: AFHRA A5263 pp.1883-85 (3 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Palermo-See** (ITAL/Sicily) (a.k.a. Palermo-Port) (38 07 30 N – 13 21 50 E)

General: factory seaplane station in Palermo harbor.

History: existed to serve the Aeronautica Sicula SA seaplane factory which license-built more than 200 Cant Z.501 maritime patrol seaplanes during the war, and test them at the seaplane station after they came off the production line. The factory also repaired and overhauled the S.M. 79 bomber. No seaplane units of the Italian military were based here.

Dimensions: take off and landings were in the open sea outside the harbor due to insufficient space in the latter.

Anchorage: enclosed by 2 moles and a breakwater, the inner harbor area provided a good anchorage with adequate depth.

Fuel and Ammunition: fuel was readily available from local stores. No information found regarding ammunition storage.

Infrastructure: had a hangar, a repair shed, a crane and reportedly a slipway. The nearest rail connection was 600 meters N of the seaplane station.

## Luftwaffe Airfields 1935-45

Defenses: protected by the Flak defenses assigned to the city and port. An estimate of June 1942 gave a total of 17 Flak batteries in and around Palermo.

Remarks: Palermo city, harbor and airfield were heavily bombed during 1943.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: detachment of 1./Bordfliegergruppe 196 (Jan-Mar 43).

Station Commands: Fl.Pl.Kdo. B 5/VII (See) (c. Oct 42 – Jul 43).

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

[Sources: AFHRA A5263 pp.1886-87 (5 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Palidoro I** (ITAL) (41 55 40 N – 12 08 40 E)

General: field airstrip/landing ground in west-central Italy 28.5 km WNW of Rome city center, 2.75 km W of the village of Palidoro and 1.25 km inland from the coast. History: believed to have been built in summer 1943. No record found of any Axis air units being based here. Surface and Dimensions: leveled farmland measuring approx. 1100 x 365 meters (1200 x 400 yards). No paved runway. Infrastructure: none. Local farm buildings were located off the N and S boundaries of the airstrip. The nearest rail connection was 2 km to the NW.

Remarks:

16 Aug 43: not in use.

[Sources: AFHRA A5262 p.1878 (18 Oct 43) and A5264 p.1135 (16 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Palidoro II** (ITAL) (41 55 35 N – 12 09 50 E)

General: field airstrip/landing ground in west-central Italy 1.5 km E of Palidoro I (see above) and 2.25 km inland from the coast. History: believed to have been built in summer 1943. No record found of any Axis air units being based here. Surface and Dimensions: leveled farmland measuring approx. 1280 x 210 meters (1400 x 230 yards). No paved runway. Infrastructure: none. Local farm buildings were located 1.5 km SW of the airstrip. The nearest rail connection was a line parallel to and just off the N boundary of the airstrip.

Remarks:

16 Aug 43: not in use.

[Sources: AFHRA A5262 p.1879 (18 Oct 43) and A5264 p.1135 (16 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Palo** (ITAL) (41 56 25 N – 12 06 55 E)

General: field airstrip/landing ground in west-central Italy 32 km WNW of Rome city center and 1.25 km NE of the seaside town of Palo Laziale.

History: built summer 1943 and as of 14 Sep 43 had yet to be put to use. No record found of any Luftwaffe units being based here. Surface and



## Luftwaffe Airfields 1935-45

Dimensions: partially leveled farmland measuring approx. 1235 x 275 meters (1350 x 300 yards) with a narrow rectangular shape. No paved runway. Infrastructure: none. The nearest rail connection was in Palo Laziale. Dispersal: 15 small aircraft blast shelters had been built 1 km N of the airstrip, some of these being cut into a hillside. Defenses: none reported.

Remarks:

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1327 (17 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pantelleria** (ITAL) (a.k.a. Marghana) (36 48 45 N – 11 57 45 E)

General: airfield on Pantelleria Island 72 km E of the northeastern tip of Tunisia and halfway between Tunisia and SW Sicily with the airfield lying 3 km SE of Pantelleria Port and 1.5 km W of Lake Bagno dell'Acqua (salt water).

History: Royal Italian Air Force base used by maritime patrol, convoy escort and anti-shipping units and aircraft. Pantelleria was used by the Luftwaffe from Feb 41 to Nov 42 as a refueling stopover only. From Dec 42 to May 43, it was designated an alternative landing ground for Lw. aircraft flying back and forth between Sicily and North Africa, but no Luftwaffe units were stationed there except for a few servicing personnel and a radar site. Finally, from 8 May to 11 Jun 43, there were almost daily Allied air attacks that rendered the airfield mostly unusable until the island was finally invaded on 11 June and the airfield captured.

Dimensions: approx. 1235 x 730 meters (1350 x 800 yards) with an irregular shape.

Surface and Runways: stony grass surface on a hard volcanic subsurface. No paved runway.

Fuel and Ammunition: much of the fuel and ammunition was stored in underground chambers excavated into the base of Mount San Elmo on the W side of the landing area. Other fuel was in drums (barrels) on the SW and SE boundaries, and a secondary ammunition dump with 6 well dispersed storage huts was in a ravine some 1350 meters along a road S of the landing area.

Infrastructure: had 2 large underground hangars on the SW boundary, each containing workshops. Both hangars were built into the base of a hillside and then covered over with a thick blanket of dirt for concealment and protection. Additional tunnels N of the hangars led to underground chambers for accommodations and possibly more workshops, including some for motor vehicle repairs. The main group of above ground buildings, 2 large and 5 small, was c. 150 meters N of the hangars and included admin offices and other airfield service and support amenities. About 775 meters N of the main group were 4 medium buildings of unknown usage. The

## Luftwaffe Airfields 1935-45

airfield barracks compound with 2 large and 3 small buildings was 1.5 km SSW along a road leading to the base.

Dispersal: aircraft were parked around the perimeter of the landing area.

Defenses: there were 5 Flak positions with emplacement and stands for 20 guns in August 1942.

Remarks:

11-12 Jun 43: British infantry invaded and took the island.

Operational Units:

*Italian* (Regia Aeronautica): 2° Gruppo CT (Jun 42); 6° Gruppo CT (Dec 42, Apr 43); 7° Gruppo Comb (Jun 41 - Jul 42); 17° Gruppo CT (Nov 42, Apr 43); 23° Gruppo CT (Apr-Jun 41); 96° Gruppo BaT (Jun 40); 130° Gruppo AS (Apr-May 42); 132° Gruppo AS (Aug-Nov 42); 145° Gruppo T (May-Jun 43 - elements); 151° Gruppo CT (May 43); 278<sup>a</sup> Squadriglia Sil (Feb 41 - Mar 42).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates - not complete): all or elements of schw.Flugmelde-Kp. z.b.V. 5 (Nov 42, Jun 43).

[Sources: AFHRA A5263 pp.1888-90 (5 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Parma** (ITAL) (a.k.a. Natale Palli, Flugplatz 411 and 565) (44 49 10 N - 10 17 40 E)

General: airfield in N Italy 56 km SE of Piacenza and 3.25 km NW of Parma city center.

History: completed in 1923 for use by the Italian Royal Navy as an airship base but sold to the Italian Royal Air Force a short time later due to the obsolescence of the airship as a weapon. An observers' school and tactical reconnaissance units were located here before and during the war. The Luftwaffe made very limited use of Parma airfield during 1944-45. The large-scale construction work underway in early 1944 suggests the Germans intended to turn Parma into a major airfield complex.

Dimensions: approx. 915 x 455 meters (1000 x 500 yards) with a rectangular shape.

Surface and Runways: grass and leveled farmland. No paved runway in Jul 43. By Mar 44, 3 remote runways were under construction: (1) 5 km NW of the airfield, (2) 6.5 km NNE of the airfield and, (3) 5 km NNE of the airfield with taxi tracks connecting them to the main airfield.

Fuel and Ammunition: underground fuel storage tanks were at the SW corner.

Infrastructure: had 2 large airship hangars, 2 medium hangars and a large workshop-type building at the S end of the airfield. The station building were in a group behind the airship hangars and included admin buildings, classrooms, barracks and a base dispensary. The airfield motor pool and a

## Luftwaffe Airfields 1935-45

supply dump were at a farm approx. 4 km NNW of the airfield. The nearest rail connection was the Parma train station, 2.75 km ESE of the airfield.

Dispersal: no organized dispersal facilities in mid-July 1943. However, by Mar 44 an extensive labyrinth of interconnected dispersals was under construction to the N of the airfield.

Defenses: none noted in Jul 43.

Remarks:

1943-45: Parma marshalling yard and bridges were bombed frequently by the Allies but there were few if any attacks on the airfield.

20 Jul 43: extensive leveling work seen to be underway W of the landing area.

25 Mar 44: leveling work W of the landing area seen to be still underway.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units:

*Italian* (Regia Aeronautica): 61<sup>o</sup> Gruppo OA (Jun 40).

*Luftwaffe*: Wekusta 26 (Jan-Jun 44).

Station Commands: Platzkdo. of Fl.H.Kdtr. E 14/III (Reggio Emilia) (Oct 43)?; Fl.H.Kdtr. E 23/XI (Jul 43 – Mar/Apr 44)?; Fl.H.Kdtr. E(v) 208/VII (Sep-Oct 44).

Station Units (on various dates – not complete): le.Werkstattzug 9/Feldwerftverband 30 (Sep 44); Stab/Flak-Rgt. 137 (May 44); schw.Flak-Abt. 287 (Jul 44); le.Flak-Abt. 507 (Aug 44); Flieger-Geräteausgabestelle 103/IV (Sep 44); part of Feld-Lufttanklager 4/VII (Sep 44); Kfz.Werkstatt-Kp. 106/VII (Sep 44); Kfz.Instandsetzungs-Zug 6/IV (Jul 44); Lw.-Jäger-Btl. z.b.V. 6 (Jun 44); 2., 4./Lw.-Jäger-Btl. z.b.V. 9 (Jun/Jul 44); 2./Lw.-Berge-Btl. VIII (Sep 44); Wetternebenstelle 883 (Mar 45).

[Sources: AFHRA A5262 pp.1328-29 (5 Apr 44) and 1882-83 (8 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Passignano** (ITAL) (43 11 10 N – 12 07 55 E)

General: factory seaplane station in C Italy at Passignano Sul Trasimeno on the N shore of Lake Trasimeno.

History: existed pre-war. Served as a manufacturing and test facility for Fiat-made seaplanes. No record found of use by the Luftwaffe.

Dimensions: the lake afforded all the space needed for take-offs and landings.

Anchorage: no information found.

Fuel and Ammunition: fuel available.

Infrastructure: had 1 medium hangar with a paved apron. Adjacent and behind were 2 large quadruple bay assembly buildings belonging to the Fiat aircraft factory. At the W end of the seaplane station were an admin building, 2 jetties and a small quay. Personnel were reportedly accommodated in Passignano. The nearest rail connection was just 185 meters N of the seaplane station.

## Luftwaffe Airfields 1935-45

Defenses: none identified.

Remarks:

17 Apr 43: reconnaissance photos showed 1 Cant Z. 501 and 3 small seaplanes here.

[Sources: AFHRA A5262 pp.1330 (2 Mar 45) and 1884 (20 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pavullo** (ITAL) (a.k.a. Giulo Paolucci) (44 19 10 N – 10 49 45 E)

General: field airstrip/landing ground in north-central Italy 45 km SW of Bologna and 2.5 km S of Pavullo Nel Frignano. History: established in 1925 as a pre-war glider training field that was used during the war years as a landing ground and logistical base for the Italian Royal Air Force. No Luftwaffe air units are known to have been based here. Surface and Dimensions: grass surface measuring approx. 915 x 90 meters (1000 x 100 yards). No paved runway. Fuel and Ammunition: made available as needed. Infrastructure: had 1 small hangar with an adjacent workshop at the SW corner. A small group of station buildings were positioned around the hangar. The nearest rail connection was at Sassuolo, 29.5 km to the N. Dispersal: no organized dispersal facilities. Defenses: none noted in Aug 44.

Remarks:

Jun-Jul 44: reconnaissance photos showed 6 single-engine fighters on the ground here, all of which were thought to be damaged.

8 Aug 44: landing area rendered unserviceable by the detonation of demolition mines this date.

[Sources: AFHRA A5262 pp.1331 and 1885 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Perugia** (ITAL) (a.k.a. San Egidio, Flugplatz 296) (43 05 50 N – 12 30 35 E)

General: airfield in C Italy 133 km N of Rome, 26 km E of Lake Trasimeno, 10.5 km E of Perugia and 1.6 km N of the Perugia-Bastia railway.

History: construction completed at the end of 1938 and a bomber school established here. Italian operational bomber units arrived in Jun 43 and remained until Italy's surrender on 8 Sep 43. The Luftwaffe took over Perugia in Oct 43 and turned it into the main airfield in Italy for long-range reconnaissance units.

Dimensions: approx. 1740 x 915 meters (1900 x 1000 yards) with an irregular shape.

Surface and Runways: grass surface on clay subsoil. Had a single concrete runway on the E side of the airfield measuring approx. 1260 meters (1375 yards) and aligned NNE/SSW. Turning circles existed at the S end of the runway and 275 meters (300 yards) south of the N end. A wide taxiway connected the S turning circle with the hangars on the W boundary, and a perimeter road was under construction along the W boundary in Apr 44.

## Luftwaffe Airfields 1935-45

Fuel and Ammunition: 2 pairs of refueling points were off the W perimeter. The munitions dump was at the NW corner and connected to the hangar area by a service road.

Infrastructure: there were 3 large hangars with paved aprons along the W boundary, and these were reportedly used for minor repairs and overhauls. A large workshop-type building adjoined the W side of the center hangar. A compass swing base was beside the hangar on the S end of the row. Several blocks of station buildings and 7 barrack-type buildings were off the W boundary. Flying personnel were billeted in a school building in Assisi, in Bastia and in Bastiola. Villas and cottages in the vicinity of the airfield were also used for quarters. The nearest rail connection was in Bastia, 4 km SE of the airfield.

Dispersal: the East dispersal was still under construction in Apr 44, but already had 4 large aircraft shelters and 1 medium open shelter nearing completion. The Southwest dispersal had 2 medium open aircraft shelters and a number of aircraft parking stands.

Defenses: number and location of Flak positions unknown.

Remarks: Perugia was attacked more than 20 times by 12<sup>th</sup> and 15<sup>th</sup> AAF bombers between 12 Nov 43 and 15 Jun 44, plus an unknown number of times by USAAF and RAF bombers and fighters. The airfield was the target in about a third of these attacks.

17 Apr 43: reconnaissance photos showed 2 x SM 81, 1 x BR 20, 4 x Ca 133, 2 x Ca 111 plus 5 small unidentified aircraft on the airfield.

7 Jan 44: bombed by 36 USAAF medium bombers from approx. 3000 meters altitude – 1 x Ju 88 and 1 x Italian Cant 1007(?), 6 x Ju 88, 1 x Ju 52, 1 x Me 410, 1 x Fi 156 and 1 x Fw 44 damaged, station HQ building destroyed, 1 hangar damaged, refueling facilities damaged and slight damage to the runway; 7 Germans KIA and 18 WIA, 3 Italian workers killed and 12 injured.

13 and 19 Jan 44: airfield hit hard by a mixed force of 12<sup>th</sup> and 15<sup>th</sup> AAF medium and heavy bombers during a knockout punch at German airfields as part of the preparations for the landings at Anzio (22 Jan 44). It took 590 personnel to repair the airfield to serviceability by 20 January.

19 Jan 44: commando sabotage raid by 2 British parachutists – 1 Ju 88 and 1 Fi 156 blown up, and explosive charges planted on 9 other aircraft, including 6 Ju 88s; the planted charges were removed by German personnel before they could go off; one saboteur (a Capt.) was killed while the second (a Lt.) was wounded and captured.

21 Jan 44: airfield unserviceable with 200 heavy bomb craters on taxiways and landing area - repairs delayed due to lack of heavy equipment, i.e., rollers, etc.

6 Apr 44: bombed by 36 B-25 Mitchells – claimed hits on both ends of the runway and on the taxiways.

27 May 44: all Flak defenses ordered withdrawn from the airfield and resident flying units transferred to Bergamo. Only a skeleton staff was to

## Luftwaffe Airfields 1935-45

remain so Perugia could continue to be used as a forward staging field (Absprunghafen).

19 Jun 44: Perugia captured by British 8<sup>th</sup> Army forces.

### Operational Units:

*Italian* (Regia Aeronautica): HQ Raggruppamento Bombardamento (Jun-Sep 43); 28<sup>o</sup> Gruppo BT (Jun-Sep 43); 86<sup>o</sup> Gruppo BM (Jun-Sep 43); 88<sup>o</sup> Gruppo BT (Jun-Sep 43); 106<sup>o</sup> Gruppo BT (Jun-Sep 43).

*Italian* (Aeronautica Nazionale Repubblicana): elements of 1<sup>o</sup> Gruppo Aerosiluranti "Buscaglia"/"Faggioni" (I. Ital. Kampfgruppe (LT)) (Apr 44).

*Luftwaffe*: 3.(F)/Aufkl.Gr. 33 (Oct-Nov 43); Stab/Aufkl.Gr. 122 (Oct/Nov 43 – Apr 44); 2.(F)/Aufkl.Gr. 122 (Oct 43 – Apr 44); 1.(F)/Aufkl.Gr. 123 (Oct 43 – Apr 44); Wekusta 26 (Oct 43 – May 44); Transportstaffel XI.

Fliegerkorps (Feb 44); part of NSGr. 9 (Jun 44).

Station Commands: Fl.H.Kdtr. E 6/IV (Oct 43 - Mar 44); Fl.H.Kdtr. E(v) 206/VII (Apr-Sep 44).

Station and Town Units (on various dates – not complete): Koflug 3/VII (Oct 43 – Jun 44); Koflug 9/VII (Jun-Aug 44); Stab III and Ie.Werkstattzug 9/Feldwerftverband 30 (Jun 44 - ?); Stab/Flak-Rgt. 37 (mot); II./Flak-Rgt. 37 (Jan 44); Stab/Flak-Rgt. 39 (Nov 43); elements of schw.Flak-Abt. 365 (Feb, May 44); elements of Ie.Flak-Abt. 860 (Apr-May 44); Stab III. (Tel.Bau)/Ln.-Rgt. 21 (Jun 44); 18.(Flum.Mess)/Ln.-Rgt. 200 (Jan 44); Lw.-Bau-Gerätezug 5/IV (Jun 44); Rollfeldherrichtungs-Kol. 3 (Dec 43); Flieger-Geräteausgabestelle 101/IV (Jan 44); Nachschub-Kp. d.Lw. 5/VII (Feb 44); Feldlufttanklager z.b.V. 5/VII (1943-44); Flug-Betr.St.Kol. 508/VII (Jun 44); Flug-Betr.St.Kol. 509/VII (Jan 44).

[Sources: AFHRA A5262 pp.1509-10 (21 Feb 45) and pp.1886-87 (26 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pescara** (ITAL) (a.k.a. Pasquale Liberi, Flugplatz 567) (42 26 13 N – 14 11 18 E)

General: landing ground on the east coast of C Italy 156 km ENE of Rome and 3.5 km SW of Pescara city center. History: established in 1917 as a fighter field for the defense of Pescara and surrounding area. In 1933 it became a secondary civil airport with connections to Rome. From 1936 to September 1943, Pescara was home to a pilot training school for officers. No record found of any Luftwaffe air units being based here. Surface and Dimensions: good quality and well drained grass surface measuring approx. 505 x 230 meters (550 x 250 yards). No paved runway. Infrastructure: had 2 large and 3 medium hangars with paved aprons on the SE boundary? Dispersal: no details found.

### Remarks:

27 Sep 43: Luftflotte 2 notified by Koluft 10/VII that the airfield had 36+ serviceable and 25 unserviceable Italian aircraft parked on it and that these were scheduled to be destroyed on 30 September.

## Luftwaffe Airfields 1935-45

29 Nov 43: classified by the Luftwaffe as an alternate landing ground for fighters.

28 Feb 44: airfield and all buildings demolished and Luftwaffe personnel withdrawn.

25 Jan 45: listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): 21° Gruppo CT (Jul-Aug 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1333 and 1891 (1 Nov 44); A5264 p.915 (c. Jan/Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pescocostanzo** (ITAL) (41 53 37 N – 14 04 41 E)

General: landing ground in C Italy 135 km E of Rome, 63 km SSW of Pescara and 1 km ENE of the mountain village of Pescocostanzo. History: believed to be one of the many emergency landing grounds set up just before the war. No record found of any Axis air units being based here.

Surface and Dimensions: grass surface measuring approx. 1200 x 350 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: no details found. Infrastructure: had a small hangar with a round roof on the W boundary along with 4 long narrow buildings that may have belonged to the landing ground. Tents and local accommodations were used for billeting. Dispersal: there were 3 T-shaped aircraft shelters on the W boundary. Defenses: no details found.

Remarks: none.

[Sources: AFHRA A5262 p.1892 (1943); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Piacenza** (ITAL) (a.k.a. San Damiano, Antonio Mazza, Flugplatz 215 and 564, ANR Aeroporto N. 14) (44 54 50 N – 09 43 05 E)

General: airfield in N Italy 75 km SE of Milano (Milan/Mailand), 15.25 km SSE of Piacenza city center and on the eastern outskirts of the village of San Damiano.

History: built in 1936 as an Italian Royal Air Force bomber base and training field and opened on 28 Mar 38. The Luftwaffe largely took over control of the airfield in fall 1941 for use as a training and transit base for aircraft flying to and from the Mediterranean theater of operations. At the end of 1942, it became the principal rest, refit and re-equipping field for Luftwaffe bombers in Italy, and from fall 1943 a major operational airfield for bombers. Three large Allied air attacks in May 1944 so devastated Piacenza that the Luftwaffe air formations based here had to depart with their remaining aircraft.

Dimensions: approx. 1465 x 915 meters (1600 x 1000 yards) and roughly oval in shape.

## Luftwaffe Airfields 1935-45

Surface and Runways: grass surface subject to seasonal dustiness and wet conditions. Had a single concrete runway 1235 meters (1350 yards) long and aligned E/W across the landing area. A perimeter road encircled the airfield on the W, S and E sides and connected the ends of the runway with the hangar area on the S boundary. Equipped with perimeter lighting, a flare path and a VHF beacon.

Fuel and Ammunition: fueling points were on the apron at the eastern end of the row of hangars. The base ammunition dump was 600 meters SE of San Damiano off the SW side of the airfield and had at least 9 large stacks or storage shelters with blast wall protection.

Infrastructure: had 4 large hangars in a row on the S boundary fronted with a continuous paved apron. To the rear of the hangars were some 14 smaller buildings that included workshops, offices, fire station, photographic section, quarters for senior officers, stores and other base support and service facilities. One of the large hangars was used for servicing and light repairs, another for airframe repairs, and another for maintenance and light repairs. The base motor pool and garages was about 500 meters behind the westernmost hangar. The flight control building was situated between the 2 easternmost hangars. Some 300 to 500 meters to the rear of the hangars were 4 barrack blocks, 2 of which were very large. The nearest rail connection was at Podenzano, 6 km NNW of the airfield.

Dispersal: the 2 dispersal areas – Northeast and West – were still being developed in early Oct 43.

Defenses: there were at least 3 light Flak positions with emplacements for 9 guns in Oct 43.

### Remarks:

11 Jun 43: Lw. personnel station strength this date - Fliegertruppe 85/1159, Flak 2/5, Luftnachrichten 8/231 and Sanitäts 4/19 for a total of 99 officers with 1,414 NCOs and men.

14 Sep 43: had an occupancy of 61 aircraft this date.

16 Oct 43: runway open only at night as construction work underway during the day.

12 May 44: bombed by 75 B-24 strafed by 31 P-38 Lightnings from 15<sup>th</sup> AAF – claimed 5 aircraft destroyed on the ground.

14 May 44: heavily bombed by 75 B-24 Liberators and 66 B-17 Fortresses escorted by 47 P-51 Mustangs – claimed 6 aircraft destroyed on the ground, the runway cratered and several buildings damaged. A German raid report stated that the airfield was closed due to losses among the parked aircraft and bomb craters on the landing area.

25 May 44: bombed by 150 B-24s escorted by 42 P-38s – 1 x Fw 190 and 1 x He 111 destroyed, 10 x Fw 190s medium to heavy damage and 8 x Fw 190s slight to medium damage. All were aircraft from SG 4. Additionally, the bombers claimed destruction of the airfield's dispersal areas.

30 Sep 44: listed as prepared for demolition with mines.



## Luftwaffe Airfields 1935-45

20 Oct 44: listed as rendered unserviceable by detonated mines.

Mar 45: German engineer troops detonated charges that completely destroyed what remained of the runway and other infrastructure.

### Operational Units:

*Italian* (Regia Aeronautica): 11° Gruppo BT (Jun-Sep 40, Jan-Apr 41, Apr-Jun 42); 43° Gruppo BT (May-Jul 41).

*Luftwaffe*: I./KG 54 (Dec 42 – Feb 43); Stab/KG 77 (Dec 42 – Jul 43); II./KG 77 (Dec 42 – Sep 43); III./KG 77 (Dec 42 – Mar 43); III./KG 54 (Feb-May 43); I./KG 77 (Mar – May/Jul 43); Flugkdo./Luftdienstkdo. Italien (Mar 43); Stab/KG 6 (Jun 43)?; I./KG 1 (Jun-Jul 43); Stab/Schl.G. 2 (Sep-Oct 43); II./Schl.G. 2 (Sep-Oct 43); Stab/SG 4 (Oct 43 – Jan 44); I./SG 4 (Dec 43 – Jun 44); part of III./KG 26 (Jan 44); Verbindungsstaffel 3 (Apr 44)?; II./SG 4 (May-Jun 44); 2./NAGr. 11 (Aug 44).

School Units: Stukavorschule 2 (Oct 41 – Nov 42).

Reserve Training & Replacement Units: Erg.St./St.G. 3 (Feb 42 – Jan 43).

Station Commands: Fl.H.Kdtr. A 202/VII (c. Jan 43 – Mar 44); Fl.H.Kdtr. E(v) 202/VII (Apr-Oct 44).

Station Units (on various dates – not complete): 2. Flugh.Betr.Kp./KG 77 (Jan 43 - ?); 3. Flugh.Betr.Kp./KG 77 (Jan 43 - ?); 1. Flugh.Betr.Kp./KG 30 (Sep 43); Flieger-Techn.Gruppe (Mar 43); Werft-Kp. d.Lw. 27 (Jun 43); Werft-Kp. d.Lw. 22 ( - Aug 43); le.9./Feldwerftverband 20 (Aug-Sep 43); LM-Zug d.Lw. 3 (Oct 43 - ); Stab/3. Flak-Brig. (Sep 44); schw.Flak-Abt. 212 (Jul-Aug 44); schw.Flak-Abt. 603 (Jul 44 - ?); le.Flak-Abt. 921 (Sep 44); le.Flak-Abt. 985 (May, Jul 44); Flak-Erg.Abt. 2 (Jul 44); part of 19./Ln.-Rgt. 200 (Aug 43); Ln.-Betr.Kp. 163 (Sep 44); Bauleitung d.Lw. (Mar 43); Rollfelderrichtungs-Kol. 3 (Sep 44); Nachschub-Kp. d.Lw. 15/III (Nov 44, Mar 45); Munitions-Ausgabestelle d.Lw. 8/VI (Mar 45); Trsp.Kol. d.Lw. 157/VII (Sep 44); Traktorenzug 1/VI (Sep 44); Wach-Btl. d.Lw. (trop) O.B.S. (1943 – early 1944); 4./Lw.-Berge-Btl. VIII (Sep 44); Wetterberatungszentrale (B) (Mar 43); Wetternebenstelle 885 (Mar 45); Lw.-Standortältester Piacenza (Mar 43).

[Sources: AFHRA A5262 pp.1334-35 and 1893-96 (20 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Piana del Diavolo** (ITAL) (a.k.a. Montalto di Castro) (c. 42 21 N – 11 36 E)

General: airstrip or landing ground in C Italy 87 km NW of Rome and 62 km SE of Grosseto. Exact location in the vicinity of the village of Montalto di Castro not determined. History: either a former Italian emergency landing ground or built by the Germans in late 1943 or early 1944. No record found of any Luftwaffe air units being based here.

### Remarks:

25 Jan 45: listed as abandoned.

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

## Luftwaffe Airfields 1935-45

**Pian del Lago** (ITAL) (a.k.a. Siena/North, Siena/Nord) (43 20 35 N – 11 15 20 E)

General: landing ground in north-central Italy 6.75 km NW of Siena town center. History: built before the war and used as a practice field until 1943. The Luftwaffe took it over in Sep 43 and used it for the next 6 months as a dispersal field for Siena/South (Ampugnano). Surface and Dimensions: grass and farmland measuring approx. 1005 x 365 meters (1100 x 400 yards). No paved runway. Fuel and Ammunition: brought in from Siena/South airfield as needed. Infrastructure: had 1 small hangar and several admin, stores and accommodation buildings. The nearest rail connection was in Siena. Dispersal: no organized dispersal facilities.

Remarks:

29 Jan 44: Siena/North and Siena/South bombed and strafed by 22 A-26 Invaders – claimed 6 aircraft destroyed on the ground and 10 more damaged.

[Sources: AFHRA A5262 p.1973 (25 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pianosa** (ITAL) (42 34 40 N – 10 04 10 E)

General: emergency landing ground on Pianosa Island off the W coast of Italy between Elba and the NW coast of Corsica. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. Surface and Dimensions: level dry rocky soil measuring approx. 1100 x 130 meters (1200 x 140 yards). Infrastructure: had a few barrack-type buildings 350 to 400 meters off the NE side.

Remarks: none.

[Sources: AFHRA A5262 p.2074 (Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pinerolo** (ITAL): see Airasca.

**Pisa** (ITAL) (a.k.a. San Giusto, Arturo dell 'Oro, Flugplatz 245, ANR Aeroporto N. 19) (43 41 10 N – 10 23 20 E)

General: airfield in NW Italy 4 km S of Pisa on the E side of the Pisa-Livorno railway line.

History: in existence since 1911 and a joint Regia Aeronautica and civil field before the war, it served as a pilots' school and aircraft test center until it was extended and developed in 1939 for use mainly as a torpedo bomber bases and a training airfield. It was taken over by the Luftwaffe in Sep 43 and turned into a transport hub for the evacuation of German personnel from Sardinia and Corsica.

Dimensions: approx. 1370 x 915 meters (1500 x 1000 yards) and roughly rectangular in shape.

Surface and Runways: situated in an area of reclaimed marshland, extensive artificial drainage was put in to produce a good but rather soft grass surface that still became waterlogged at times during November and

## Luftwaffe Airfields 1935-45

December. Had a single concrete runway approx. 1000 x 75 meters (1100 x 80 yards) aligned NE/SW with turning circles at each end. Concrete taxi tracks lead from the N turning circle to the hangars in the NW corner of the airfield as well as from both turning circles to the concrete perimeter road that ran along the E boundary. Believed to have been equipped with night landing facilities.

Fuel and Ammunition: 5 large and 3 smaller fuel storage tanks were reportedly in the vicinity of the hangars and buildings in the NW corner of the airfield. No information available on ammunition storage.

Infrastructure: at the NW corner were 3 large hangars with paved aprons and 2 small hangars with paved aprons along with 1 small two-bay hangar. The most northerly of the 3 large hangars was said to have been used as a repair shop. A group of buildings N of the hangars in the NW corner included the officers' mess, NCO quarters, mess and club, 3 barracks for lower ranking personnel, fire station and garage, guard room, photographic section, stores and transformer station. Down the road 1.2 km to the N of the hangar area were 2 rectangular buildings that were used as the station cinema and as a workshop. The nearest rail connection was in Pisa.

Dispersal: there were no organized dispersal facilities.

Defenses: in Jan 43, the airfield was protected by 12 light anti-aircraft guns on the N and E sides of the airfield, plus 7 anti-aircraft machine guns.

Remarks:

1 Sep 43: airfield bombed – 1 x He 111 from TGr. 30 severely damaged on the ground.

23 Sep 43: airfield bombed at night by approx. 50 heavies, probably RAF - 4 x Me 323s from II./TG 5 destroyed (2) or very badly damaged (2) (incomplete German sources). Subsequent German report stated 2 x Me 323s, 2 x Ju 52s, 1 x SM 82 and 6 x SM 72s (SM 75s?) destroyed, plus 2 x Me 323s, 2 x Ju 52s, 1 x Fw 58 and 6 x ground vehicles damaged.

25 Sep 43: airfield bombed by 12<sup>th</sup> AAF B-25 Mitchells and B-26 Marauders.

18 Jan 44: bombed by 49 B-24 Liberators – claimed hits on airfield buildings.

24 Jan 44: strafed by 2 U.S. Spitfires – claimed 1 x Ju 88 destroyed on the ground.

31 Jan 44: 1000 x 60 meter concrete runway in good condition and serviceable for all classes; landing and taxiing areas otherwise soft.

14 Feb 44: airfield bombed by 15<sup>th</sup> AAF B-24 Liberators.

30 Aug 44: listed as rendered unserviceable by exploded mines.

2 Sep 44: Pisa liberated by Allied forces.

Operational Units:

*Italian* (Regia Aeronautica): HQ Raggruppamento Aerosilurante (Aug-Sep 43); 3<sup>o</sup> Nucleo Addestramento Silurante (Jan 42 – Jun 43); 18<sup>o</sup> Gruppo CT (Jan 41); 41<sup>o</sup> Gruppo BT (Aug 42 – Apr 43); 104<sup>o</sup> Gruppo BT (Jun-Nov 40, Jun 42); 105<sup>o</sup> Gruppo BT (Jun-Oct 40, May-Nov 42); 108<sup>o</sup> Gruppo BT (Sep-

## Luftwaffe Airfields 1935-45

Oct 42, Dec 42 – May 43, Aug-Sep 43); 109<sup>o</sup> Gruppo BT (Sep-Oct 42, Dec 42 – Aug 43); 131<sup>o</sup> Gruppo AS (May-Aug 43); 133<sup>o</sup> Gruppo AS (Nov-Dec 42); 274<sup>a</sup> Squadriglia BGR (Jun 41).

*Luftwaffe*: Stab/TG 5 (Sep 43); part of I./TG 5 (Sep 43); part of II./TG 5 (Sep 43); part of II./TG 2 (Sep 43); part of III./TG 2 (Sep 43); part of IV./TG 3 (Sep 43); part of III./TG 4 (Sep 43); part of Savoia-Staffel (Sep 43); II./TG 1 (Sep-Oct 43); 4.(H)/Aufkl.Gr. 12 (Oct 43); Elements of NSGr. 9 (Jun 44).

Station Commands: Fl.H.Kdtr. E 17/XVII (Sep 43 - )?

Station Units (on various dates – not complete): Stab/Fliegerführer Luftflotte 2 (Sep-Oct 43); 116. Flugh.Betr.Kp. (Qu) (Sep 43); 20. (m.Flum.Mess)/Ln.-Rgt. 200 (Sep 43).

[Sources: AFHRA A5262 p.1336 and p.1511 (25 Feb 45), A5262 pp.1897-99 (22 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Piscina Mendola** (ITAL/Sardinia) (39 16 50 N – 09 32 30 E)

General: airstrip in SE Sardinia 1.5 km SE of Piscina Mendola (Camisa or Olia Speciosa?) and 4 km inland from the coast. History: no information found. Possibly set up by the Germans as an emergency landing ground for aircraft flying between Sardinia and Sicily or the Italian mainland. Surface and Dimensions: leveled agricultural land in good condition measuring approx. 640 x 90 meters (700 x 100 yards). No paved runway.

Infrastructure: none, but buildings off the WSW and NE sides of the landing area could be used for accommodations and other purposes.

Remarks:

Jul-Aug 43: fighters seen here.

[Sources: AFHRA A5264 p.1142 (15 Aug 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pistoia** (ITAL) (a.k.a. Flugplatz 243) (43 55 15 N – 10 54 05 E)

General: airfield in north-central Italy 31 km NW of Firenze (Florence) and 1.25 km SW of Pistoia city center.

History: existed pre-war. Used mainly as a training field for fighters by the Italian Royal Air Force and adjacent to the airfield was an aircraft construction and repair facility. The Luftwaffe arrived in July 1943 and began using Pistoia as a transport hub for flights between the mainland and the islands of Corsica and Sardinia. These operations ended in October and the airfield was used very little after that.

Dimensions: approx. 1100 x 1005 meters (1200 x 1100 yards).

Surface and Runways: thin grass on soil. No paved runway.

Fuel and Ammunition: fuel was stored at the NW corner.

Infrastructure: had 1 long narrow hangar at the center of the N boundary that housed workshops and behind this there was 1 large and 1 small factory building. On the W boundary were 2 medium hangars, 3 small hangars and a small workshop or storage building. Adjacent to the medium hangars on the W boundary were 10 small station buildings for admin offices, quarters,

## Luftwaffe Airfields 1935-45

messes and other airfield services and support facilities. The nearest rail connection was a line running along the N boundary.

Dispersal: there were no organized dispersal sites in Mar 43 and almost no room to build any.

Defenses: the airfield came under the general Flak defenses of Pistoia, if any.

Remarks:

8 Sep 43: there were 16 Fiat G 50s, CR 42s, SM 79s and SM 81s at Pistoia undergoing repairs and a further 10 SM 81s being built. The Luftwaffe contingent on the airfield numbered approx. 300 officers and men, nearly all from TG 5.

24 Oct 43: bombed by 46 RAF Wellingtons – little damage to the airfield.

18 Jan 44: bombed by 39 B-17 Fortresses – landing area cratered.

31 Jan 44: 1100 x 900 landing area serviceable for fighters where marked; otherwise, bomb craters and leveling work underway.

Operational Units:

*Italian* (Regia Aeronautica): 50° Gruppo BT (May-Jun 43); 55° Gruppo BT (May 43); 159° Gruppo Assalto (Jun-Jul 43).

*Luftwaffe*: part of I./TG 5 (Jul, Sep-Oct 43); II./TG 5 (Aug-Sep 43); III./TG 1 (Sep 43); 4./Minensuchgruppe 1 (Sep-Oct 43);

Station Commands: Fl.H.Kdtr. E 12/IV ( - Mar 44); Fl.H.Kdtr. E(v) 212/VII (May-Jul 44).

Station Units (on various dates – not complete): le.Flak-Abt 88 (Jul 44); schw.Flak-Abt. 212 (Jul-Aug 44); le.Flak-Abt. 921 (Jun 44).

[Sources: AFHRA A5262 pp.1900-01 (7 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Plan del Lago** (ITAL) (a.k.a. Siena – Plan del Lago, Siena/North, Flugplatz 303) (43 20 35 N – 11 15 20 E)

General: landing ground in C Italy 47.25 km S of Florence, 6.5 km WNW of Siena and 1.75 km WSW of the village of Fornacelle. History: in existence before the war, Plan del Lago was mostly used as a practice field for trainers. It probably also served as an occasional alternate landing ground and dispersal field for the much larger and more developed Siena/South (Ampugnano, Siena-Malignano). Surface and Dimensions: grass and leveled agricultural land surface measuring approx. 1005 x 365 meters (1100 x 400 yards). No paved runway. The landing ground was badly situated in a hollow with rising terrain all around. Infrastructure: had 1 small hangar and a few small admin buildings. The nearest rail connection was 4 km E of the landing area. Dispersal: there were no organized dispersal facilities.

Remarks:

25 Jan 45: listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): none identified (see Ampugnano).

## Luftwaffe Airfields 1935-45

*Luftwaffe*: none identified (see Ampugnano).

Station Commands: none identified (see Ampugnano).

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

[Sources: AFHRA A5264/Sheet No. 113 (25 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Plezzo** (ITAL) (46 19 45 N – 13 33 00 E)

General: emergency landing ground in NE Italy 37.5 km NE of Udine city center and 1 km S of the town of Plezzo (today Bovec in Slovenia). History: early history not found. Surface and Dimensions: grass surface measuring approx. 915 x 365 meters (1000 x 400 yards). Infrastructure: had 2 small buildings on the NE side of the field.

Remarks:

26 Aug 44: aerial photos showed the landing area to be cratered by demolition mines and further obstructed with ditches. Totally unserviceable.

[Sources: AFHRA A5262 p.2074 (26 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Poggio Renatico** (ITAL) (a.k.a. Giuseppe Veronesi, Flugplatz 568 and 570) (44 47 30 N – 11 29 35 E)

General: airfield in north-central Italy 31 km NNE of Bologna, 13 km SW of Ferrara and 3.25 km NNE of the small town of Poggio Renatico.

History: built in 1918 as a bomber base with a grass landing area of 800 x 550 meters (875 x 600 yards), 11 hangars, 3 sheds, a warehouse and ample accommodations for officers and men. In the mid-1930's it became a glider training center. Its use during the 1940-43 war years is unclear but one source states that it was a transit field, a depot and the site of an Italian Royal Air Force technical school. The Luftwaffe took it over in fall 1943 and tried to develop it into an airfield complex with 2 remote airstrips. A few units were based here from May to August 1944 but none after that.

Dimensions: approx. 1160 x 595 meters (1270 x 650 yards) with an irregular shape.

Surface and Runways: firm and level grass surface. In late March 1944, 2 remote paved runways or prepared airstrips were under construction - (1) an estimated 1370 meters (1500 yards) in length, aligned NNE/SSW, and located approx. 4.5 km E (or 3.25 km SE?) of Poggio Renatico airfield; (2) an estimated 1190 meters (1300 yards) in length, aligned WNW/ESE, and located approx. 1.2 km NE of Poggio Renatico airfield. The first of these was referred to by the Germans as Poggio Renatico/Ost or Poggio Renatico I.

Fuel and Ammunition: fuel was available but storage details not found. A large ammunition dump with 51 completed storage bunkers was reportedly 3.25 km SE of the airfield, and a second dump with 12 blast-protected storage huts was just off the airfield's E boundary.

## Luftwaffe Airfields 1935-45

Infrastructure: had 6 triple bay hangars and 1 double bay hangar on the NW boundary with a very long rectangular shed directly behind the central hangar. Station buildings included a large admin building with 11 adjacent huts near the N corner of the airfield, and 3 large barrack blocks with 3 wings each behind the southernmost of the hangars. A light rail system connected the W boundary of the airfield with the train station in Poggio Renatico.

Dispersal: a remote dispersal area 3.6 km E of the landing area was under construction in Mar 44.

Defenses: details lacking.

Remarks:

5 Jun 44: low-level attack by 25 P-38 Lightnings – 2 x Bf 109 G-6s from 6./JG 77 destroyed (1) or damaged (1) on the ground.

22 Jun 44: bombed by 19 B-24 Liberators.

29 Jun 44: bombed and strafed by elements of 153 P-47 Thunderbolts – 1 x Fi 156 belonging to Luftdienstkdo. Italien damaged on the ground (German report), while returning pilots claimed a further 2 x Bf 109s destroyed and 5 other aircraft damaged on the ground.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: 4.(H)/Aufkl.Gr. 12 (Oct-Nov 43); 1., 3./JG 77 (May 44); 6./JG 77 (May-Jun 44); Stab/NAGr. 11 (Jul-Aug 44); 2./NAGr. 11 (Aug 44).

Station Commands: Fl.H.Kdtr. E(v) 224/VII (Jul-Sep 44).

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

[Sources: AFHRA A5262 pp.1338-39 and 1902-05 (27 Jan 44, 28 Apr 44 and 24 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pola** (ITAL/YUGO) (a.k.a. Altire di Pola, Pula) (44 53 45 N – 13 54 50 E)

General: landing ground at the foot of the Istrian Peninsula at the north end of the Adriatic 80 km S of Trieste and 7 km NE of the port city of Pola (Pula).

History: established as an emergency landing ground prior to the war and then used by Italian twin-engine reconnaissance aircraft from the beginning of the war to Sep 43. Used occasionally by Luftwaffe

minesweeping Ju 52s and other aircraft from Sep 43 to May 44 and then inactive after that until demolitions were carried out in Aug 44.

Surface and Dimensions: grass on sandy soil that was subject to softness during the winter months. Measured approx. 1280 x 1100 meters (1400 x 1200

yards) after wartime extensions. Fuel and Ammunition: fuel was readily available and the base ammunition dump was believed to be approx. 1.5 km

N of the landing ground. Infrastructure: had 1 small hangar and several workshop buildings near the NW corner on the W boundary. A group of some 30 barrack-type huts were off the NW corner. The nearest rail and port connections were in Pola.

Dispersal: there were 8 large "U" shaped aircraft shelters in front of the buildings at the N end of the W boundary.

## Luftwaffe Airfields 1935-45

### Remarks:

Aug 44: landing area cratered by demolition mines this month and now unserviceable.

### Operational Units:

*Italian* (Regia Aeronautica): 73<sup>o</sup> Gruppo OA (Apr-May 42).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): schw.Flak-Abt. 281 (Jan 44 - ?); 9.(s.Flum.)/Ln.-Rgt. 200 (Dec 43, Dec 44); 11.(Flum.)/Ln.-Rgt. 200 (c.Dec 43 – fall 44); 14.(s.Flum.Mess)/Ln.-Rgt. 200 (May 43 – Apr 45).

[Sources: AFHRA A5262 p.1643 (1 Jan 45) and p.1906 (6 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pola-Pontisella** (ITAL/YUGO) (Pula-Ponticelli, Pola-Puntisella, Pier Luigi Penzo) (44 54 05 N – 13 48 35 E)

General: seaplane station at the SE end of the Istrian Peninsula where it juts into the N Adriatic and 5 km NW of Pula (Pola) city center.

History: existed pre-war. A large and well equipped seaplane base that was usually home to a squadron assigned to maritime patrols in the north Adriatic.

Dimensions: take-off and landing runs were limited to 1830 meters (2000 yards) due to overhead obstructions.

Anchorage: not well protected from north/south winds and storms.

Fuel and Ammunition: a fuel dump and ammunition storage were located on Cosada Is. just W of the seaplane station.

Infrastructure: had 5 large corrugated iron hangars with adjacent workshops and 3 cranes. Ample barrack accommodations were available.

Remarks: Pola was bombed at least 10 times during the war, but damaged (if any) to the port's seaplane stations is not known.

### Operational Units:

*Italian* (Regia Aeronautica): 184<sup>a</sup> Squadriglie/82<sup>o</sup> Gruppo RM (Sep 43); 149<sup>a</sup> Squadriglia RM (Aug 42).

*Luftwaffe*: detachment of 6. Seenotstaffel (Nov/Dec 43 – Jul/Aug 44); detachment of 2./Bordfliegergruppe 196 (Nov/Dec 43 – Jul 44).

Station Commands: Fl.Pl.Kdo. C 139/XI (See) (Nov 43 – Dec 44).

Station Units (on various dates – not complete): Seenotbereichskdo. XIV (Sep 43 – Mar 44); Seenotkdo. 14 (Sep/Oct 43 – Aug 44); schw.Flak-Abt. 281 (1945); part of 9.(s.Flum.)/Ln.-Rgt. 200 (Dec 43 - ?); 11.(Flugm.Ausw.-u.Betr.)/Ln.-Rgt. 200 (Oct-Dec 43); 14.(s.Flum.)/Ln.-Rgt. 200 (1943-45); part of 19./Ln.-Rgt. 200 (Aug 43).

[Sources: AFHRA A5262 pp.1340 and 1906 (6 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pola – Santa Caterina** (ITAL) (a.k.a. G. Garassini) (44 52 30 N – 13 49 20 E)



## Luftwaffe Airfields 1935-45

General: seaplane station in SE Istria 2.25 km NW of Pola (Pula) city center and located on Santa Caterina Island in Pola harbor.

History: existed pre-war. Santa Caterina was the lesser of the two seaplane stations at Pola with Pontisella taking over from at least late 1942 on to the end of the war. It was completely exposed to air attacks on Pola harbor and this may have been behind the decision to move operations to Pontisella.

Dimensions: take-off and landing runs of 3.25 km were possible in the harbor.

Anchorage: protected waters in the harbor with depths ranging from 2 to 27 meters (6 – 90 feet).

Fuel and Ammunition: both available.

Infrastructure: had 2 large hangars and 2 small hangars. Concrete quays surrounded the entire island and there was a jetty at the NE corner. Station buildings consisted of an admin building and 2 barrack blocks. The nearest rail connection was at the naval yard on the mainland 250 meters WNW of the island.

Defenses: protect by the Flak defenses of Pola.

Remarks: Pola was bombed at least 10 times during the war, but damaged (if any) to the port's seaplane stations is not known.

Operational Units: see Pola-Pontisella.

Station Commands: see Pola-Pontisella.

Station Units (on various dates – not complete): see Pola-Pontisella.

[Sources: AFHRA A5262 pp.1907-08 (7 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Polonghera** (ITAL) (44 46 30 N – 07 35 25 E)

General: landing ground in NW Italy 33.25 km SSW of Torino (Turin) and 3 km SSW of the village of Polonghera. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of any Italian or German air units being based here. Surface and Dimensions: artificially drained level grass surface measuring approx. 1280 x 550 meters (1400 x 600 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: a fuel storage site was believed to have been along the E boundary.

Infrastructure: No hangars or workshops reported, but there was a small group of buildings outside the S boundary and some huts concealed in trees off the E boundary. The nearest rail connection was in Moretta, 4.5 km WSW of the landing ground. Dispersal: no organized dispersal facilities.

Remarks:

27 Dec 43: reconnaissance photos showed some 38 Italian medium and small aircraft on the landing ground, about half of which were damaged or dismantled.

20 Apr 44: landing area rendered unserviceable.

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.1909 (27 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pomigliano d'Arco** (ITAL) (a.k.a. Naples – Pomigliano d'Arco, Francesco Calazzo) (40 55 40 N – 14 23 20 E)

General: factory airfield in SE Italy 13.25 km NE of Napoli (Naples) city center and 2 km NNE of Pomigliano d'Arco town center.

History: dates from 1938 with the building of the Alfa Romeo aero engine plant. From 1942, the factory also license built German Daimler-Benz engines used in the Messerschmitt fighters. The Luftwaffe move in with transport aircraft and gliders in November 1942 and turned Pomigliano into a major air transportation hub for supplying Tunisia, Sicily and Sardinia.

Dimensions: almost a perfect circle with a diameter of approx. 1370 meters (1500 yards).

Surface and Runways: sandy soil with minimally sufficient drainage. Had a single concrete runway approx. 1205 meters (1320 yards) in length that was aligned NE/SW.

Fuel and Ammunition: fuel storage was reportedly SE of the airfield.

Infrastructure: had 2 hangar-type buildings with concrete aprons and 13 or 14 smaller buildings, all grouped on the S boundary near the SW end of the runway. The Alfa-Romeo factory buildings were also grouped on the S and SE sides of the airfield and included 9 large buildings and 11 to 15 small ones. A housing or accommodations development for the factory works was located about 700 meters directly S of the factory buildings. The nearest rail connection was special sidings just S of the factory on a main line into Naples.

Dispersal: there were no organized dispersal facilities in Jan 43. But by 5 Jun 43, aircraft shelters had been built along the perimeter road and taxi tracks extending to the SW were under construction.

Defenses: no information found.

Remarks:

30 May 43: bombed by USAF B-17 Fortresses – 3 x Me 323s from I./TG 5, 1 x Bf 110 G-2 (trop) and 1 x Fi 156 from II./ZG 1 destroyed (3) or damaged (2) on the ground. A Luftflotte 2 report issued the next day gave a total of 8 x Me 323s and 10 x Bf 110s damaged, a hangar and some barracks severely damaged, and the nearby Alfa-Romeo aero engine factory 70% destroyed and knocked out of production for the remainder of the war.  
10 Jul 43: bombed – 1 x He 111 H-4 from KGr.z.b.V. 25 badly damaged on the ground.

15 Jul 43: bombed – 5 x Ju 52s from I./TG 2 and 5 x Ju 52s belonging to FFS C 1 destroyed on the ground – the latter were temporarily attached to XI. Fliegerkorps to help transport paratroops to Italy; also, 1 x Ju 88 A-14 from III./KG 6 damaged, 1 x He 111H from GS-Kdo. 1 destroyed on the ground.

## Luftwaffe Airfields 1935-45

16 Jul 43: bombed - 4 x Me 323s from I./TG 5, 1 x Ju 52 from I./TG 1 and 1 x Ju 88 C-6 from II./NJG 2 destroyed (2) or badly damaged (4) on the ground.

17 Jul 43: bombed - 1 x Me 323 from I./TG 5, 1 x Me 323 and 1 x Ju 52 from II./TG 5, 1 x He 111 from KGr.z.b.V. 25 plus 1 x Ju 52 from I./TG 2 destroyed (3) or badly damaged (2) on the ground.

9 Sep 43: runway prepared for demolition.

1 Oct 43: Allied troops entered Naples and liberated the surrounding area.

### Operational Units:

*Italian* (Regia Aeronautica): none.

*Luftwaffe*: KGr. z.b.V. 800 (Nov 42 - Jan 43); 1.(DFS)/Verb.Kdo. (S) 2 (Jan-Mar 43); 2.(DFS)/Verb.Kdo. (S) 2 (Jan-Mar 43); Stab/Verb.Kdo. (S) 2 (Mar-Jun 43); 1.(Go)/Verb.Kdo. (S) 2 (Mar-Jun 43); 2.(Go)/Verb.Kdo. (S) 2 (Mar-Jun 43); I./KG z.b.V. 323 (Nov 42 - Apr 43); 2./KGr. z.b.V. 106 (Apr 43); II./KG z.b.V. 323 (Apr 43); I./TG 5 (May-Jul 43); II./TG 5 (May 43); II./ZG 1 (May-Jun 43); part of I./Luftlandegeschwader 2 (Jul 43); KGr. z.b.V. 25 (Jul 43)?; 1. Go-Staffel 242.

Station Commands: Flugplatzkdo. C of Fl.H.Kdtr. E 52/XI (Capodichino) (Mar 43).

Station Units (on various dates - not complete): III/Feldwerftverband 20 (Jan 43); elements of schw.Feldwerft-Abt. IV/20 (May-Jun 43); 26.

Flugh.Betr.Kp. z.b.V. (15 Mar, Jun 43); le.Werkstattzug 8/Feldwerftverband 20 (Mar 43); 6. Werkstattzug/Erg.Fl.H.Kdtr. Afrika (Mar 43);

Frontreparaturbetrieb GL Jumo - Techn.Kp. (Mar 43); Bauleitung d.Lw. (Mar 43); Wetterwarte (Mar 43); Lw.-Standortältester Pomigliano (Mar 43).

[Sources: AFHRA A5262 pp.1313-14 (18 May 45), 1858-59 (20 Jan 43 and 1 Nov 44); A5264 p.913-4 (Nov 42 and 5 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pomposa** (ITAL) (a.k.a. Flugplatz 567) (44 50 25 N - 12 10 20 E)

General: emergency landing ground in NE Italy 43.5 km E of Ferrara and on the southern outskirts of Pomposa. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of any Italian or German air units being based here. Surface and Dimensions: rough grass and farmland surface measuring approx. 1100 x 440 meters (1200 x 480 yards) with a rectangular shape. No paved runway. Infrastructure: had a few small buildings and huts in the SE corner. The nearest rail connection was in Codigoro, 5.5 km WSW of the landing ground. Dispersal: no organized dispersal facilities.

### Remarks:

3 Aug 43: believed to be inactive and no longer considered an emergency landing ground.

Jan-Feb 44: larding area and buildings camouflaged by the Germans using phony roads and paint.

## Luftwaffe Airfields 1935-45

15 Jul 44: aerial photos showed the landing ground to have been demolished with mines and the remainder plowed.

[Sources: AFHRA A5262 pp.1343 (1 Jan 45) and 1910 (10 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pontecagnano** (ITAL) (c. 40 38 N – 14 52 E)

General: landing ground along the west coast of S Italy 57 km ESE of Naples and 11.5 km SE of Salerno. History: early history not found. Possibly set up in 1943 as the Allies began threatening the Italian mainland. Surface and Dimensions: no details found. Infrastructure: very little or none.

Remarks: none.

Operational Units:

*Italian* (Regia Aeronautica): 69° Gruppo OA (Sep 43).

*Luftwaffe*: none identified.

[Sources: AFHRA A5262 pp.1152ff (1943-44); chronologies; BA-MA; NARA; PRO/NA; C.Dunning – *Courage Alone*; web site ww2.dk]

**Pontecchio** (ITAL) (a.k.a. Pontecchio Marconi) (44 26 06 N – 11 15 50 E)

General: small landing ground for single-engine liaison aircraft in north-central Italy 9.5 km SW of Bologna. History: used occasionally by Fi 156 Storch and similar aircraft. Surface and Dimensions: grass surface with unknown dimensions. Infrastructure: none.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Jagdfliegerführer Oberitalien (Dec 43 – Aug 44); Jagdabschnittsführer Mitte (Dec 43 - Aug 44).

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

**Pontecorvo** (ITAL) (c. 41 27 N – 13 39 E)

General: airstrip or landing ground in south-central Italy 84 km NW of Napoli (Naples). Exact location in the vicinity of Pontecorvo not determined. History: early history lacking but no record found of either Italian or German use. Surface and Dimensions: no details found. Infrastructure: none.

Remarks:

Nov 43 – 1944: bridges and road junctions around the town heavily bombed. No mention made of an airstrip.

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

**Pontedera** (ITAL) (43 39 15 N – 10 37 12 E)

## Luftwaffe Airfields 1935-45

General: airfield and industrial airfield in north-central Italy 19.5 km ESE of Pisa and 1.5 km SW of the town of Pontedera. History: dates from 1913 when it was built for airships by the Regia Marina. It was taken over by the Piaggio firm and used as a factory airfield that was later shared with the Italian Air Force as a base for fighters and bombers. Used by Luftwaffe Ju 52 transports during the Sep 43 evacuations of Sardinia and Corsica.

Surface and Dimensions: overall dimensions not found but had a concrete runway 1240 meters (1355 yards) in length. Fuel and Ammunition: both available. Infrastructure: had 2 hangars, workshops and several buildings belonging to the Piaggio aircraft manufacturing firm at the E end of the N boundary. A railway line with sidings was off the NE corner of the airfield.

Dispersal: information not found.

Remarks:

6 Jan 44: bombed by 24 B-26 Marauders – claimed hits on the Piaggio factory.

14 Feb 44: bombed by 5 B-17 Fortresses – claimed many hits on the airfield and the Piaggio factory.

18 May 44: airfield ordered permanently demolished by Feldluftgaukdo. XXVIII.

Operational Units:

*Italian* (Regia Aeronautica): 17<sup>o</sup> Gruppo CT (Nov 42); 22<sup>o</sup> Gruppo CT (Jun 40); 46<sup>o</sup> Gruppo BT (Jul 43); 47<sup>o</sup> Gruppo BT (Jul 43); 274<sup>a</sup> Squadriglia BGR (Jul-Sep 43).

*Luftwaffe*: II./TG 2 (Sep 43).

Station Commands: none identified.

Station Units (on various dates – not complete): Kfz.Beständelager d.Lw. 12/VII (Capannoli, Oct 43); Trsp.Kol. d.Lw. 101/VII (Jan 44); Kfz.Inst.Zug d.Lw. 7/VII (Camugliano, Sep 43).

[Sources: AFHRA A5262 p.1473 (1 Mar 45) and pp.1911-12 (27 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Pordenone** (ITAL) (a.k.a. Comina) (45 59 35 N – 12 39 03 E)

General: landing ground in NE Italy 45 km WSW of Udine, 6 km SE of Aviano airfield, and 3.25 km NNW of Pordenone city center. History: the landing ground existed to support the depot facility with transport aircraft in and out on a fairly frequent basis. Surface and Dimensions: leveled farmland in good condition measuring approx. 1235 x 870 meters (1350 x 950 yards) with a rectangular shape. No paved runway.

Fuel and Ammunition: no information found. Infrastructure: had 2 large hangars on the W boundary, one a 4-bay and the other a 3-bay. Pordenone and surrounding villages were believed to have been used for accommodations. A large storage depot with adjacent rail sidings was located off the S end of the W boundary and more stores (supplies) were often seen stacked up in front of the hangars. Dispersal: no organized dispersal facilities in Oct 44.

Defenses: none noted.

## Luftwaffe Airfields 1935-45

Remarks: while there were numerous Allied air attacks on bridges at and near Pordenone, the landing ground was apparently spared.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Koflug 5/VII (Aug 43 – Apr 45); detachment of Feldluftpark 2/VII (Oct 43 - 1945)?; detachment of Ln.-Frontreparaturbetrieb 2/VII (c.1944-45)?; Ln.-Kp. z.b.V. 29 (Dec 44, Mar 45); Flug-Betr.St.Kol. 504/XVII (Mar 45); Trsp.Kol. d.Lw. 159/VII (Mar 45); 2.Kp./Kw.Trsp.Rgt. 2 (Speer) (Mar 45); Fahrkolonne d.Lw. 3/VII (Mar 45); Kfz.Auffanglager (Mar 45); Generator-Einbauwerk I d.Lw. (Mar 45); Generator-Einbauwerk II d.Lw. (Mar 45); Lw.-Sanitäts-Abt. (o) 5/VII (Mar 45); Sprengtrupp (mot) d.Lw. (Mar 45).

[Sources: AFHRA A5262 p.1244 (1 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Portorose** (ITAL) (a.k.a. Portorož) (45 31 00 N – 13 34 30 E)

General: seaplane station in NW Istria 22 km SW of Trieste city center and 1.25 km W of Portorose town center.

History: served mainly as an advanced seaplane flying school by the Italian military. Portorose was used by the Luftwaffe during 1944 but only a few men were on duty here.

Dimensions: sitting on the N shore of a large bay, there was plenty of room for take-offs and landings.

Anchorage: protected moorings between two parallel jetties.

Fuel and Ammunition: a fuel storage tank was reportedly located just E of the repair workshop.

Infrastructure: had 3 hangars on each of the two jetties with a repair workshop located on the mainland adjacent to the mooring area. The jetties were large, each measuring some 150 x 80 meters (165 x 90 yards), and accordingly replaced the need for a quay. Admin buildings and barracks were located N of the hangars on the N side of the coastal road.

Defenses: none noted in Feb 43.

Remarks: none.

Operational Units: none identified.

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

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

[Sources: AFHRA A5262 p.1913 (7 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Portovecchio** (ITAL) (a.k.a. Portovecchio di Piombino) (c. 42 56 N – 10 32 E)

General: seaplane station or anchorage on the west coast of north-central Italy 70 km SSE of Livorno. History: existed pre-war, but details not found. No record found of any Luftwaffe seaplane units being based here.

Remarks:

25 Jan 45: listed as abandoned.

## Luftwaffe Airfields 1935-45

### Operational Units:

*Italian* (Regia Aeronautica): 138<sup>a</sup> Squadriglia RM (Jun 43); 188<sup>a</sup> Squadriglia RM (Sep 43).

*Luftwaffe*: none identified.

[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; C.Dunning – *Courage Alone*; web site ww2.dk]

### **Postunia** (ITAL) (45 45 25 N – 14 11 35 E)

General: emergency landing ground in NE Italy (presently W Slovenia) 34.5 km ENE of Trieste city center and 2.25 km SSW of Postunia (Postojna) town center. History: dates from at least early 1941 and probably some years before that. Surface and Dimensions: grass surface measuring approx. 870 x 320 meters (950 x 350 yards). Infrastructure: none noted.

### Remarks:

6 Nov 44: aerial photos showed the landing area cratered by demolition mines, plowed and unserviceable.

[Sources: AFHRA A5262 p.2075 (6 Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Povoletto** (ITAL) (46 07 40 N – 13 16 35 E)

General: landing ground in NE Italy 7 km NE of Udine city center and 6.25 km SE of Tricesimo town center. History: in existence as an emergency landing ground since at least the beginning of the war. The Germans began developing and extending it in late 1943, and leveling work and other construction was still underway in late July 1944. Surface and Dimensions: leveled farmland with some artificial drainage measuring approx. 1465 x 730 meters (1600 x 800 yards) and roughly rectangular in shape. A prepared strip measuring 1005 x 145 meters (1100 x 160 yards) was being built in Jul 44. Fuel and Ammunition: fuel storage was off the NE corner in a blast-protected hut. Infrastructure: none aside from a small hut at the NW corner. The nearest rail connection was 6 km SSE of the landing ground. Dispersal: there were 6 small open aircraft shelters off the NE corner. Defenses: no details found.

### Remarks:

13 Mar 44: bombed – 2 x Fw 58s and 2 x Saiman 202s from Stab/JG 77 destroyed (2) or damaged (2) on the ground.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units: Stab/JG 77 (Jan-Apr 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1345 and 1919-20 (21 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Praia a Mare** (ITAL) (39 54 25 N – 15 46 25 E)

## Luftwaffe Airfields 1935-45

General: landing ground in SE Italy 165 km SE of Naples, 10.5 km N of Scalea, 1.75 N of Praia a Mare town center and 420 meters inland from the shore. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No record found of any Axis air units being based here. Surface and Dimensions: sandy surface measuring approx. 1235 x 275 meters (1350 x 300 yards). No paved runway. Fuel and Ammunition: brought in as needed. Infrastructure: no hangars but there was 1 small building off the SE corner that may have been used as a workshop. The nearest rail connection was a station with sidings 825 meters to the SE. Dispersal: no organized dispersal facilities. Defenses: none noted.

### Remarks:

21 Jan 43: overflown by Allied reconnaissance and no aircraft were visible. [Sources: AFHRA A5262 p.1916 (15 Feb 43); A5264 p.916 (21 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Pratica di Mare** (ITAL) (41 39 10 N – 12 26 10 E)

General: landing ground in west-central Italy 25 km S of Rome, 3.25 km WSW of the village of Pratica di Mare and parallel to and 1.5 km inland from the coast. History: built in 1937 and used as a training field by the Italian Royal Air Force. It was considerably enlarged and improved during the early war years and in December 1942 it became home to an instrument flight school. The Luftwaffe began using it in May 1943 as a supply and passenger hub with transports and gliders shuttling between the mainland and Sicily, Sardinia and Corsica. Although Pratica di Mare remained in Axis hands until the beginning of June 1944, it was too close to the front to be of use. Surface and Dimensions: partially drained grass surface measuring approx. 1520 x 1465 meters (1660 x 1600 yards) with a circular shape. No paved runway. Fuel and Ammunition: fuel was available. Infrastructure: no hangars or workshops, but there were a few huts off the E and S boundaries. Three barrack blocks E of the landing ground could be used for accommodations. Dispersal: a field off the E boundary had 1 single and 7 double aircraft shelters. Defenses: had 2 Flak positions with a total of 8 heavy Flak guns in mid-June 1943.

### Satellites and Decoys:

**Pratica di Mare – C. del Piano** (41 39 50 N – 12 28 35 E): satellite or dispersal field 2 km ENE of Pratica di Mare landing ground. No infrastructure, no improvements. Used by Fi 156s and gliders during summer 1943.

### Remarks:

17 Jun 43: photographed on the ground were 8 Ju 52, 7 Ju 88, 1 He 111, 3 Bf 110, 4 Fw 58, 1 Junkers W 34, 10 Fi 156, 6 unidentified medium and 11 unidentified small aircraft for a total of 51.

29 Jul 43: bombed – 1 x Me 323 from II./TG 5 severely damaged on the ground.



## Luftwaffe Airfields 1935-45

30 Jul 43: bombed – 1 x Ju 52 from III./TG 4 destroyed on the ground.

17 Sep 43: bombed by XII Bomber Command – 1 x He 111 from TGr. 30 badly damaged on the ground.

18 Sep 43: bombed by B-25 Mitchells and B-26 Marauders from IX Bomber Command – 1 x Ju 52 from II./TG 1. 1 x Ju 52 from I./TG 2 plus 7 x Avia B 534s, 57 x DFS 230 gliders, 4 x Do 17s and 3 x He 126s from Sondergruppe/Luftlandegeschwader 1 were destroyed or damaged on the ground.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: part of III./TG 2 (May-Jun 43); part of III./TG 1 (Jun-Jul 43); TGr. 30 (Jul – c.Oct 43); Stab/LLG 1 (Aug-Oct 43).

Station Commands: Fl.H.Kdtr. E 6/IV (c. May – Sep 43).

Station Units (on various dates – not complete): Stab/XI. Fliegerkorps (Sep 43); 1. Flugh.Betr.Kp. z.b.V. (May 43 - ?); 11. Flgh.Betr.Kp. z.b.V. (May 43 - ?); Lw.-Bau-Gerätzug 1/XVII (Sep 43); Nachschub-Kp. d.Lw. 1/VIII (Sep 43).

[Sources: AFHRA A5262 pp.1914-18 (17 Jun 43, 30 Jul 43 and 10 Dec 43); A5264 pp.916-17 (17 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Q

**Quarto d'Asti** (ITAL) (c. 44 54 N – 08 17 E)

General: airstrip or landing ground in NW Italy 52 km ESE of Torino (Turin) and 7 km E of Asti. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly during the May-Jun 40 advance into France.

Operational Units:

*Italian* (Regia Aeronautica): 65° Gruppo OA (Jun-Jul 40).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Stab I./Ln.-Rgt. 200 (Asti, Aug, Oct 44);

[Sources: chronologies; AFHRA, BA-MA; NARA; PRO/NA; C.Dunning – *Courage Alone*; web site ww2.dk]

## R

**Ragusa** (ITAL/Sicily) (c. 36 55 N – 14 43 E)

General: town in SE Sicily and a possible a.k.a. for nearby Comiso airfield.

**Ramacca** (ITAL/Sicily): see Gerbini Satellite No. 12.

## Luftwaffe Airfields 1935-45

**Ravenna** (ITAL) (a.k.a. Gastone Novelli, Flugplatz 234 and 577) (44 21 50 N – 12 13 15 E)

General: airfield in north-central Italy near the Adriatic coast 21.5 km NE of Forli and 6.25 km SSE of Ravenna city center.

History: dates from 1916 when it was established as a small field for a few fighters to use in the air defense of Ravenna then followed by a long period of relative inactivity. Expanded and improved with a new hangar and other buildings in 1937. The Italian Royal Air Force setup a ground-attack school here during the war and retrained pilots on Re 2001 fighters, but it was used for little else. The Germans arrived in fall 1943 and the Organisation Todt constructed bunkers, aircraft shelters and other infrastructure.

Dimensions: approx. 1510 x 1005 meters (1650 x 1100 yards) and rectangular in shape.

Surface and Runways: artificially drained grass surface. No paved runway in Aug 43. But in late Mar 44 a remote runway approx. 1280 meters (1400 yards) in length with a NNW/SSE alignment was being built some 3 km S of the airfield.

Fuel and Ammunition: there were 4 refueling points on the W boundary near the SW corner. A small blast-protected ammunition dump was located off the S boundary.

Infrastructure: had 1 or 2 medium hangars with adjacent workshops at the SW corner. The airfield admin buildings were in the vicinity of the hangars. The nearest rail connection was 2.5 km NNE of the field.

Dispersal: no organized dispersal facilities. Aircraft parked in the open at the northern end of the landing area.

Defenses: none identified in Aug 43. By late Mar 44 there were two – Northwest and Southwest – under construction with a total of 15 large and medium aircraft shelters.

Remarks:

1943-44: no record found of the airfield being attacked by Allied aircraft.

20 Oct 44: listed as rendered unserviceable by detonated mines.

4 Dec 44: Ravenna liberated by Canadian I Corps.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Assalto (ground-attack school); 16<sup>o</sup> Gruppo Assalto (Apr-Jun 41).

*Luftwaffe:* 1./NSGr. 9 (Jul-Aug 44).

Station Commands: Fl.H.Kdtr. E(v) 204/VII (Aug 44); Fl.H.Kdtr. E(v) 210/VII (?).

Station Units (on various dates – not complete): 115. Flugh.Betr.Kp. (Qu) (? – Dec 43); Ie.Flak-Abt. 851 (Ravenna, Aug 44); 15./Ln.-Rgt. 200 (Ravenna-Savio, Oct/Nov 43); Seenotkdo. 30 (Ravenna, Oct 43 – Aug 44).

[Sources: AFHRA A5262 pp.1347-48 (18 May 44) and 1921 (9 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Reggio di Calabria** (ITAL) (a.k.a. Reggio-Calabria) (38 04 20 N – 15 38 45 E)

General: airfield in S Italy 11.5 km SE of Messina/Sicily and 4.25 km S of Reggio di Calabria city center. The airfield was parallel to and 200 meters inland from the shore line.

History: said to have been built in 1935-36 as a secondary civil airport and then turned into a military airfield in 1939. The Italian Royal Air Force used it mainly as a transit field until summer 1943 when the war arrived on Italy's doorstep. Luftwaffe use began at the start of 1941, mainly as a base for transport aircraft, and this continued through Aug 43.

Dimensions: approx. 1280 x 775 meters (1400 x 850 yards).

Surface and Runways: grass surface. No paved runway.

Fuel and Ammunition: 2 fuel tanks were located near the center of the E boundary. Ammunition storage was thought to be in a wood off the S boundary. Additionally, trenches dug around the perimeter may have contained ready ammunition and/or fuel drums.

Infrastructure: had 1 medium hangar made of bricks with a metal roof in the center of the E boundary and 1 small repair hangar at the SE corner. Some 10 sheds ran along the E boundary and at least some of these were workshops. Station buildings used for offices and accommodations were brick, had several stories, and there also a number of requisitioned and converted houses and wooden sheds off the E boundary that were used for stores, a firehouse, base guard room, base post office, etc. The main railway for Calabria formed the W boundary of the airfield.

Dispersal: there were 32 or more open aircraft shelters along all sides of the perimeter with some of the shelters large enough to house 3 small aircraft each.

Defenses: had at least 1 heavy Flak position with 6 gun emplacements and another for 4 guns.

Remarks:

4 Jun 43: station occupancy report gave 12 aircraft here.

10 Jun 43: bombed at dusk by 15 to 20 Allied aircraft - 2 x Ju 52s from Transportstaffel II. Fliegerkorps destroyed (1) or damaged (1) on the ground.

11 Jul 43: bombed - 1 x Ju 52 from III./TG 1, plus 1 x Do 217 E-4 and 1 x He 111 from Verbindungsstaffel II. Fliegerkorps destroyed on the ground. This was the heaviest bombing of the airfield with a large number of MC 202, G 50 and captured Dewoitine 520 fighters being destroyed. (Italian report)

12 Jul 43: bombed - 1 x Bf 109 G-6 from I./JG 53 destroyed on the ground.

4 Sep 43: liberated by British forces.

Operational Units:

*Italian* (Regia Aeronautica): 7<sup>o</sup> Gruppo Comb (Jun 42); 158<sup>o</sup> Gruppo Assalto (Jul 43); 159<sup>o</sup> Gruppo Assalto (Jul 43); 161<sup>o</sup> Gruppo CT (May-Jul 43); 384<sup>a</sup> Squadriglia Assalto (Jul 43).

## Luftwaffe Airfields 1935-45

*Luftwaffe*: 10.(Flieger)/Ln.-Rgt 40 (Jan 41 – fall 1941); KGr. z.b.V. 9 (Feb-May 41); II./KG z.b.V. 1 (Apr-May 41); Transportstaffel/II. Fliegerkorps (Dec 41, Mar 43, Jun/Jul 43); Nachrichten-Flugkdo./Ln.-Rgt. 32 (Jan 42 – Jul/Aug 43); KGr. z.b.V. S-11 (Nov-Dec 42)?; KGr. z.b.V. S-7 (Nov 42 – Jan 43); IV./KG z.b.V. 1 (Dec 42 – Apr 43); part of II./St.G. 3 (Apr-May 43); IV./TG 1 (May 43); Stab/SKG 10 (Jul 43); Verb.St. 55 (Jul 43); Verb.St. II. Fliegerkorps (Jul 43).

Station Commands: Fl.H.Kdtr. E 17/VI (trop) (Mar-Jun 41); Fl.H.Kdtr. E 36/IV (1942-43); Fl.H.Kdtr. E 23/XI (Jun-Aug 43).

Station Units (on various dates – not complete): 10. Flugh.Betr.Kp. z.b.V. (Mar 43); le.Werkstattzug (mot) 4/Feldwerftverband 30 (May, Jun 43); schw.Flak-Abt. 167 (Mar 43); schw.Flak-Abt. 182 (Jul-Aug 43); elements of le.Flak-Abt. 507 (May 43); Stab/le.Flak-Abt. 914 (Jun 43); schw.Flak-Battr. z.b.V. 1540 (Mar 43); I.(Betr.)/Ln.-Rgt. 32 (Messina, Jan 42 – Feb/Mar 43); 9.(Funkh.)/Ln.-Rgt. 32 (Messina, 1942-43); 2. and 3./Ln.-RV-Abt. (mot) z.b.V. 1 (c.Mar-Aug 43); Wetterwarte (Mar 43); Bauleitung d.Lw. (Mar 43); Nachschub-Kp. d.Lw. 1/XIII (Dec 42 - ?); Nachschub-Kp. d.Lw. 4/VII (two Züge) (Mar 43); Flug-Betr.St.Fasslager Reggio-Calabria (Mar 43); Trsp.Kol. d.Lw. 145/III (Jul 43); Trsp.Kol. d.Lw. 10/XVII (Jul 43).

[Sources: AFHRA A5262 pp.1922-23 (12 Feb 43); A5264 p.917 (Aug 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Reggio nell'Emilia** (ITAL) (a.k.a. Reggio Emilia, Flugplatz 239 and 576, ANR Aeroporto N. 10) (44 41 45 N – 10 39 30 E)

General: joint airfield and factory airfield in north-central Italy 58 km WNW of Bologna and 2.5 km E of Reggio nell' Emilia city center.

History: dates from 1916 as a simple grass strip that was used only occasionally. It was purchased by the Caproni aircraft firm in 1935 and developed into a factory airfield for the Reggiane subsidiary of Caproni. The Italian Royal Air Force made extensive use of it during the war as a bomber training field. The Luftwaffe based fighters here in fall 1943 but demolished it in Sep 44 due to its proximity to the front following the rapid Allied advances that summer.

Dimensions: approx. 1550 x 825 meters (1700 x 900 yards).

Surface and Runways: artificially drained grass surface. A single concrete runway approx. 1005 meters (1100 yards) in length was aligned WNW/ESE. The runway had concrete turning circles at each end. Equipped for night landings.

Fuel and Ammunition: refueling points were located at the NE corner.

Infrastructure: had 3 large and 1 medium hangar on the NE boundary, and 2 medium hangars at the SW corner. The flight control building was on the N boundary between the two western most hangars, and the station admin buildings, some accommodations, stores facilities, etc., were directly behind the row of hangars on the N boundary. The Reggiane aircraft factory was at the W end of the airfield and included various assembly buildings, engine

## Luftwaffe Airfields 1935-45

shops, test benches and an experimental shop. A rail line with sidings served the factory and the S boundary of the airfield.

Dispersal: there were 4 large open aircraft shelters at the NE and SW corners.

Defenses: protected by 5 heavy Flak positions and 1 light Flak position within 3.25 km of the airfield and factory in Nov 43.

Remarks:

7/8 Jan 44 (night): bombed by 23 RAF Wellingtons – claimed a number of direct hits on the factory.

8 Jan 44: airfield and factory bombed by 110 B-17 Fortresses – claimed serious damaged to 11 buildings including the factory and the airfield cratered.

30 Apr 44: bombed by 59 B-17s – claimed 12 aircraft destroyed on the ground and damage to hangars, workshops, the factory and the landing area.

14 May 44: bombed by 75 B-24 Liberators – claimed 15 aircraft destroyed on the ground by fragmentation bombs and damaged to hangars and workshops.

17 May 44: airfield strafed by P-38 Lightnings from 15<sup>th</sup> AAF.

5 Jun 44: strafed by P-38 Lightnings – 3 x Fiat G.55s destroyed on the ground and another damaged according to Italian ANR sources.

27 Jun 44: strafed by 34 Spitfires – claimed 3 fighters destroyed and 2 others damaged on the ground.

12 Jul 44: bombed by elements of 131 B-25 Mitchells – claimed destruction of airfield buildings.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Operational Units:

*Italian* (Regia Aeronautica): 11<sup>o</sup> Gruppo BT (Jun 42); 43<sup>o</sup> Gruppo BT (Mar-Jul 42); 55<sup>o</sup> Gruppo BT (Nov 42); 98<sup>o</sup> Gruppo BT (Dec 41 – 1942); 102<sup>o</sup> Gruppo BaT (May-Jun 43); 116<sup>o</sup> Gruppo BT (Sep 42 – May 43); 173<sup>a</sup> Squadriglia RST (Jan-Feb 43); 377<sup>a</sup> Squadriglia CT (Mar-May 42).

*Italian* (Aeronautica Nazionale Repubblicana): 1<sup>o</sup> Gruppo C.T. (Apr-Aug 44); Squadriglia Complementare Autonoma "Montefusco" (later "Bonet") (May 44-Jun 45); 2<sup>o</sup> Gruppo C.T. (Jun-Sep 44).

*Luftwaffe*: III./JG 53 (Sep-Dec 43).

Station Commands: Fl.H.Kdtr. E 14/III (1943); Fl.H.Kdtr. E(v) 228/VII (Sep-Oct 44).

Station Units (on the airfield or nearby on various dates – not complete):

schw.Flak-Abt. 354 (Feb 45); le.Flak-Abt. 985 (May, Jul 44); 12.

(m.Flum)/Ln.-Rgt. 200 (Dec 44, Apr 45); 25.(le.Flum.)/Ln.-Rgt. 200 (c.Aug 44 – Apr 45); Kfz.Instandsetzungszug d.Lw. 6/VI (1944-45).

[Sources: AFHRA A5262 pp. xxx (xxxxxx); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Rieti** (ITAL) (a.k.a. Giuseppe Ciuffelli, Flugplatz 288) (42 25 30 N – 12 51 05 E)

General: airfield in C Italy 63.5 km NE of Rome, 25 km SE of Terni and 2.25 km N of Rieti town center.

History: built 1936 to spring 1938 and used as a training field during the war years. Not used by the Luftwaffe until Mar 44, and then evacuated and demolished in Jun 44.

Dimensions: approx. 1100 x 730 meters (1200 x 800 yards).

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

Fuel and Ammunition: both available.

Infrastructure: had 2 large hangars on the E boundary fronted by a 440 meter (480 yards) paved servicing platform that could also serve as a short runway, although it was very narrow (18.25 meters/20 yards). Between the two hangars were 2 buildings for workshops, and 5 or 6 more buildings in a row running S from the southernmost hangar. Along the S boundary were 5 more buildings that were believed to house admin offices, some accommodations and other service and support facilities.

Dispersal: there were no organized dispersal facilities in Apr 43.

Defenses: none noted in Apr 43.

Remarks:

19 Jan 44: airfield bombed by 65 12<sup>th</sup> AAF B-25 Mitchells – claimed hits on hangars, workshops, buildings and a high tension cable.

23 Jan 44: bombed by 34 B-24 Liberators – airfield hit and then immediately closed by the Germans owing to bomb craters.

8 Apr 44: bombed by 24 Baltimores (Martin A-30) and 24 Kittyhawks – claimed fires and explosions among the hangars and buildings.

20 Apr 44: dive-bombed by 24 Kittyhawks – claimed 10 x Fw 190s and 1 unidentified aircraft destroyed on the ground.

21 Apr 44: strafed by P-47 Thunderbolts - 5 x Cr 42s from 2./NSGr. 9 destroyed on the ground.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: I./SG 4 (Mar-Jun 44); part of 2./NSGr. 9 (Apr 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 1e.Flak-Abt. 851 (Apr 44).

[Sources: AFHRA A5262 pp.1927-28 (18 May 44); A5264 p.916 (c. Jan/Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rimini** (ITAL) (a.k.a. Miramare, Gianetto Vassura, Flugplatz 578, ANR Aeroporto N. 15) (44 01 10 N – 12 36 50 E)

General: airfield in C Italy on the Adriatic coast 4.8 km SE of Rimini near the seaside village of Miramare.

History: wartime fighter school and training base here. Large numbers (30 to 50) of Italian aircraft were gathered here during fall 1943. Used very little by the Luftwaffe.

## Luftwaffe Airfields 1935-45

Dimensions: approx. 1510 x 960 meters (1650 x 1050 yards).

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

Fuel and Ammunition: fuel was believed to be stored on the NW boundary.

Infrastructure: had 4 medium hangars and 1 small double bay hangar along the NE boundary, all with paved aprons. Near the medium hangars were 8 small rectangular buildings that were thought to be workshops. The nearest rail connection was a line that passed close to the NE boundary.

Dispersal: the 2 dispersals – West and Southwest – had a total of 7 large and 10 medium aircraft shelters.

Defenses: no information found.

Remarks:

27 Mar 44: low-level attack by elements of 23 Kittyhawks – claimed aircraft set on fire.

8 Jul 44: strafed by RAF Spitfires – claimed 1 aircraft destroyed on the ground.

Sep 44: listed as rendered unserviceable by exploded mines.

21 Sep 44: Rimini taken by Allied forces.

Operational Units:

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school); 147<sup>o</sup> Gruppo T (Jul-Sep 43).

*Luftwaffe*: 2., 3./NSGr. 9 (Jul 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 115. Flugh.Betr.Kp. (Qu) (Sep 43); part of schw.Flak-Abt. 256 (Rimini, 1944)?

[Sources: AFHRA A5262 pp.1350 and 1512 (24 Feb 45) and p.1929 (22 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Risano** (ITAL): see Lavariano.

**Riva** (ITAL) (a.k.a. Riva – San Tomaso) (45 54 10 N – 10 51 50 E)

General: emergency landing ground/landing ground in N Italy 26 km SW of Trento and 2.25 km NE of Riva del Garda. History: no information found.

Surface and Dimensions: level grass surface measuring approx. 230 x 32 meters (250 x 35 yards) making it a very narrow rectangular airstrip.

Infrastructure: had 2 small buildings off the NE end of the airstrip.

Remarks:

1944: Fi 156 liaison aircraft seen here on more than a few occasions.

[Sources: AFHRA A5262 p. 2075 (Nov 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rivis** (ITAL) (a.k.a. Flugplatz 456) (45 59 50 N – 12 55 40 E)

General: landing ground in NE Italy 25 km WSW of Udine and 1.75 km SW of the village of Rivis. History: no information found prior to mid-1943.

Possibly an emergency landing ground prior to that. The Luftwaffe used it as a dispersal field during the first half of 1944. Surface and Dimensions: relatively level meadowland surface measuring approx. 1005 x 640 meters

## Luftwaffe Airfields 1935-45

(1100 x 700 yards). No paved runway. Infrastructure: no hangars or workshops. There was a long shed and farm buildings near the SE corner. The nearest rail connection was the train station in Codroipo, 5.5 km to the SE. Dispersal: no organized dispersal facilities. Aircraft parked in the open around the perimeter. Defenses: none reported in late Jan 44.

### Remarks:

Jul/Aug 43: in use.

Jan 44: extensive munitions storage reported to be located just S of the landing ground.

30 Sep 44: reported to have been prepared for demolition.

20 Oct 44: listed as having been demolished.

Operational Units: 4./Minensuchgruppe 1 (Feb 44 - ?).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1932 (11 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rivolto** (ITAL) (a.k.a. ANR Aeroporto N. 29) (45 58 46 N – 13 02 57 E)

General: airfield in NE Italy 17.5 km SW of Udine city center, 3.75 km NE of Rivolto-Ionca and 2 km S of Villaorba airfield.

History: dates from either 1923 when the land was purchased or 31 May 1940 when it was described as a "grassy expanse" that was looked after and mowed by a caretaker. To September 1943, it was used as a dispersal or alternate landing ground by units based at other airfields in the area. The Germans arrived that month and by the end of 1943 had begun construction of the 2 hard surface runways, the dispersal areas with aircraft shelters and the taxiways. No Luftwaffe air units are recorded as having been based here but it was used by aircraft based at Villaorba, mainly for dispersal purposes. Construction work ceased in Aug 44. The last aircraft here were a few being used during nearby anti-partisan operations in the second half of Oct 44.

Dimensions: approx. 1280 x 915 meters (1400 x 1000 yards) until fall 1943 when it was extended for the construction of runways.

Surface and Runways: grass surface. There were 2 runways built during 1943-44 - (1) 2010 meters (2200 yards) in length aligned NE/SW and almost completed by the end of 1944; and (2) 1006 meters (1100 yards) in length aligned NNW/SSE and abandoned after being only partly completed. Both had taxiways connecting them to the South and Southwest dispersals. Equipped with a visual Lorenz system for night landings.

Fuel and Ammunition: made available from Villaorba airfield.

Infrastructure: no hangars, workshops or other infrastructure. The nearest rail connection was in Basiliano, 6 km to the NE.

Dispersal: had a Southwest dispersal area with 24 large aircraft shelters. Rivolto also had taxiway access to the dispersal areas belonging to Villaorba airfield.



## Luftwaffe Airfields 1935-45

Defenses: no information found.

Remarks:

30 Sep 44: listed as prepared for demolition with mines.

5 Jan 45: landing area seen to be obstructed with poles and runways mined in preparation for demolition.

Operational Units:

*Italian*: none identified as being based here.

*Luftwaffe*: none identified.

Station Commands: Wachkdo. of Fl.H.Kdtr. E(v) 213/VII Udine (1944-45).

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

[Sources: AFHRA A5262 pp.1544-45 (20 Jan 45) and p.1933 (29 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rome** (ITAL) (Rom, Roma) (41 53 N – 12 28 E)

General: Lw. units stationed in and around the capital of Italy on a specific date that cannot be identified with a specific airfield. Not complete.

Lw. Garrison and Station Units: General der deutschen Luftwaffe beim Oberkommando der Königlich Italienischen Luftwaffe (Italuft) (Jun 40 – Jul 43); Stab/Luftgaukdo. Süd (c.Apr-Sep 43); Lufttransportführer Mittelmeer (Feb 42 – Apr 43); Transportfliegerführer 1 (c.Apr-Sep 43); Stab/22. Flak-Brig. (Sep/Oct 43 - ? ); Koflug 9/VII (Oct 41 – Jan 44); Ausbildungs- u. Verbindungsstab d. Deutschen Flakartillerie zur Kgl.Ital.Wehrmacht (Mar 43); Verbindungsstelle GL Italien (Mar 42, Mar 43); Kdo.Zug/Feldwerftverband 20 (Mar 43); Ln.-Abt. Italien (1942 – c.Sep 43); Ln.-RV-Betr.Personal-Kp. z.b.V. 2 (Vellini, Sep 43); Ln.-Ausbau-Stab 12 (May 42 – c.Sep 43); Ln.-Ausbau-Kp. 12 (May 42 – c.Sep 43); feste Sonderfunküberwachungsstelle Rom (spring 43 – fall 43); Baubeschaffungsamt d.Lw. Rom (Mar 43); Feldbauamt d.Lw. Italien (Mar 43); Feldlufttanklager für Kw.Betr.Stoff Rom (Mar 43); Verwaltungslager d.Lw. 5/VII (Mar 43); Ldssch.Zug d.Lw. 266/XI (Mar 43); Lw.-Lazarett Rom ( ? – c.Sep 43); Zahnstation (mot) d.Lw. 12 (Mar 43); Lw.-Sanitäts-Abt. d.Gen.d.Dt.Lw. bei Italuft (Mar 43); Hauptkartenlager d.Lw. Rom (Mar 43); Feldgericht d.Gen.d.Dt.Lw. bei Italuft (Mar 43); Luftattaché Rom (1930s – Jul 43); Kurierstelle Rom (Mar 43); Musikkorps III./Luftgau-Nachr.Rgt. 11 (Mar 43); Verbindungsoffizier (R) d.Lw. bei O.Qu. (Heer) (Mar 43); Offizier d.Lw. bei d.Frontleitstelle 19 Rom (Mar 43); Dienstältester Offizier d.Lw. des Wehrmachtstandort Rom (Mar 43).

**Rome-Bufaloria** (ITAL) (42 06 50 N – 12 37 00 E)

General: landing ground in west-central Italy 29 km NNE of Rome city center and 6.5 km SSE of the village of Fiano Romano. History: probably built winter 1943/44 as a dispersal field for fighters. No record found of completion or use. Surface and Dimensions: farmland surface measuring 1190 x 275 meters (1300 x 300 yards) with an 825 meter (900 yard) airstrip in preparation. Infrastructure: none. Some farm buildings were 2

## Luftwaffe Airfields 1935-45

km WNW along the road to Fiano Romano. Dispersal: had 7 aircraft parking bays along a line of bushes near the N boundary.

### Remarks:

17 Jan 44: still under construction and not yet operational.

[Sources: AFHRA A5262 p.1934 (24 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Rome-Casale** (ITAL) (42 02 55 N – 12 32 55 E)

General: field airstrip/landing ground in west-central Italy 20 km NNE of Rome city center and on the W bank of the Tiber 2.5 km NE of Rome-Marcigliana. History: built late summer 1943 and used by the Luftwaffe as a forward fighter strip. No record found of any Luftwaffe air units being based here. Surface and Dimensions: grass surface measuring approx. 1005 x 135 meters (1100 x 150 yards). No paved runway. Fuel and Ammunition: both available. Infrastructure: none.

### Remarks:

20 Oct 43: bombed by XII Bomber Command during an attack on airfields and landing grounds in the Rome area.

3 Dec 43: bombed by 35 B-24 Liberators from 15<sup>th</sup> AAF – claimed bursts on the entire landing area.

30 Sep 44: listed as plowed up, trenched, or otherwise made unserviceable.

[Sources: AFHRA A5262 p.1935 (Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Rome-Centocelle** (ITAL) (a.k.a. Centocelle, Roma-Centocelle, Rom-Centocelle, Francesco Baracca, Flugplatz 284) (41 52 10 N – 12 33 30 E)

General: airfield in west-central Italy 7.3 km E of Rome.

History: dates from 1908 to April 1909 and is said to have been Italy's first airfield. The Italian Royal Air Force took over all or part of it in November 1923. It was used mainly by reconnaissance and transport aircraft during the war and by a primary flying school until the Germans seized it in fall 1943 and began using it as a fighter field.

Dimensions: approx. 1280 x 730 meters (1400 x 800 yards) in the shape of a pear.

Surface and Runways: scruffy thin grass surface with artificial drainage. Had a paved starting platform measuring 350 x 55 meters (385 x 60 yards) aligned NE/SW.

Fuel and Ammunition: both available.

Infrastructure: had 1 large 5-bay hangar, 1 large hangar and 1 medium hangar with 4 adjacent workshop buildings in the SE corner, and 1 large 3-bay hangar and 2 medium hangars in the NW corner. Some 5 or 6 station admin and other buildings were in a group on the W boundary. A rail line paralleled the N boundary.

Dispersal: no organized dispersal facilities in Nov 43 aside from 14 horseshoe-shaped aircraft parking sites along the NE, S and SW perimeter.

## Luftwaffe Airfields 1935-45

Defenses: there were 3 heavy Flak positions and at least 1 light Flak position in Apr 43.

Remarks:

13 Jan 44: hit by a mixed force of 12<sup>th</sup> and 15<sup>th</sup> AAF medium and heavy bombers during a knockout punch at German fighter fields in the Rome area as part of the preparations for the landings at Anzio (22 Jan 44).

19 Jan 44: bombed by 37 B-17s escorted by 15 P-38s – claimed fair results.

20 Jan 44: bombed by 66 B-17s escorted by 19 P-38s – claimed 2 x He 111s destroyed and direct hits on hangars, workshops, stores and numerous bursts on the NE and SW edges of the airfield.

23 Jan 44: closed owing to bomb craters.

26 Jan 44: ordered dismantled and evacuated.

25 Jan 45: listed as abandoned.

Operational Units:

*Italian* (Regia Aeronautica): 144<sup>o</sup> Gruppo T (Mar-Oct 42); 148<sup>o</sup> Gruppo T (Mar-Jul 42, Jul-Aug 43).

*Luftwaffe:* part of I./JG 77 (Nov 43 – Jan 44); I./JG 53 (Nov 43 – Jan 44); 3./JG 4 (Feb 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 119. Flugh.Betr.Kp. (Qu) (Dec 43);

[Sources: AFHRA A5262 pp.1930-31 (15 Dec 43), pp.1352-53 and 1935-37 (18 Feb 43 and 4 Apr 43); A5264 p.918 (17 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rome-Ciampino** (ITAL) (a.k.a. Rom-Ciampino, Roma-Ciampino, Ciampino/Süd, Ciampino/Nord, Ciampino 3, Giovan Battista Pastine, Luigi Sella, Flugplatz 257, 257A, 258) (41 47 50 N – 12 35 30 E)

General: airfield in west-central Italy 13.75 km SE of Rome city center on the NE side of the Rome to Albano road and 3.25 km SSE of the race track (Ippodromo di Capannelle). Consisted of two adjoining airfields – North and South - and a satellite landing strip.

History: dates from 1916 when it was built for the Italian Royal Navy as an airship station. In 1924 it was split in half with the Navy at the North field and the Italian Royal Air Force on the South field where it based reconnaissance and liaison units. In the 1930's, Ciampino was home field for mainly fighters but it also served as a civil airport. It continued as a base for fighters assigned to the air defense of the Rome area during the war years and there were also transport units here. Ciampino was also the location of the Italian Air Force's central depot for fuel and lubricants, a special flight equipment depot, and an aviation and automotive spare parts depot. The Germans arrived in mid-summer 1943 and based mainly fighters at Ciampino until January 1944 when the Allied landings at Anzio brought the front too close for operations. Prior to its capture by Allied

## Luftwaffe Airfields 1935-45

forces, Ciampino was extensively damaged by bombings and most of the infrastructure was destroyed.

Dimensions: approx. 1370 x 915 meters (1500 x 1000 yards) for Ciampino/Nord (North) and 1280 x 730 meters (1400 x 800 yards) for Ciampino/Süd.

Surface and Runways: grass surface. In mid-1943, a prepared strip was being graded and readied for surfacing by the Italians and Germans. At the end of 1944 while in Allied hands and following much extension work, had a single prepared runway measuring 2390 x 45 meters (2616 x 50 yards) of oiled gravel.

Fuel and Ammunition: both available.

Infrastructure: had 6 hangars – 3 on the North field and 3 on the South field - plus workshops, flight control and tower, civil terminal, admin offices, stores, dispensary and barracks all along the W boundary. In all, there were some 37 buildings and other structures aside from the hangars. The nearest rail connection was a branch line that served both the North and South fields. A train station was just off the E boundary.

Dispersal: aircraft parked around the perimeter in some 30 horseshoe-shaped bays on the North field and 24 on the South field.

Defenses: heavily protected by Flak but details not found.

Remarks:

19 Jul 43: bombed by a large force of B-25 Mitchells and B-26 Marauders escorted by P-38 Lightnings - 12 x Do 217 K-1, 3 x Do 217 E-4, 1 x Ju 88 A-4, 1 x He 111 H-3, 3 x Ju 52 and 1 x Fi 156 from Flugbereitschaft Luftflotte 2 plus 5 x Ju 88 A-4s from II./KG 77 destroyed or damaged on the ground (German sources). Additionally, buildings and facilities were destroyed and landing areas and dispersals left heavily cratered.

17 Sep 43: bombed – 14 x Bf 109 G-6s from III./JG 53, 1 x Ju 52 from III./TG 2 and 1 x Ju 52 from Flieger-Kp./Ln.-Rgt. 2 destroyed (9) or damaged (7) on the ground.

22/23 Nov 43 (night): bombed by 43 RAF Wellingtons – 4 x Bf 109 G-6s from 3./JG 77 damaged on the ground (Ciampino/South); the aircrews reported bursts among 30 aircraft, 1 hangar destroyed and other buildings damaged.

28/29 Nov 43 (night): bombed by 52 RAF Wellingtons – claimed hits on hangars and dispersal areas.

28 Dec 43: bombed by 69 B-25 Mitchells – claimed hangars, buildings, South and East dispersals hit and a number of fires and secondary explosions seen.

13 Jan 44: hit by a mixed force of 12<sup>th</sup> and 15<sup>th</sup> AAF medium and heavy bombers during a knockout punch at German fighter fields in the Rome area as part of the preparations for the landings at Anzio (22 Jan 44).

19 Jan 44: bombed by 116 B-17s escorted by 32 P-38s – good results claimed.

## Luftwaffe Airfields 1935-45

20 Jan 44: bombed by 75 B-17s escorted by 37 P-38s – claimed hits on hangars, workshops, admin buildings, the billeting area and bursts on the landing area from the SE end to the NW end.

22-23 Jan 44: Ciampino/South, Ciampino/North and Ciampino 3 all closed due to bomb craters; preparations underway to evacuate following the Anzio landings.

### Operational Units:

*Italian* (Regia Aeronautica): 2° Gruppo CT (Mar-May 42); 3° Gruppo CT (Jun-Sep 42); 9° Gruppo CT (Sep 41, May-Jun 43); 10° Gruppo CT (Dec 42 - Aug 43); 13° Gruppo CT (Jan 42, Jun 43); 17° Gruppo CT (Nov 41); 18° Gruppo CT (Oct-Dec 41, Jun 43); 20° Gruppo CT (Jun-Oct 40, Dec 41 – May 42, Dec 42 – May 43)); 21° Gruppo CT (Jun-Aug 40); 22° Gruppo CT (Jun 40 – Mar 41, May-Jul 42); 41° Gruppo BT (Jun 40, Aug 40, Feb-Aug 42); 97° Gruppo BaT (Mar-Jun 43); 147° Gruppo T (Nov 40 – Mar 42); 148° Gruppo T (Nov 40, Jan-Mar 42); 150° Gruppo CT (Jul 43); 155° Gruppo CT (Sep 40 – Jan 41, Mar-May 42, Dec 42 – Mar 43, May 43); 157° Gruppo CT (Feb-Jul 41); 167° Gruppo Int. (May 42 – Jul 43); 173<sup>a</sup> Squadriglia RST (Jul 41); 283<sup>a</sup> Squadriglia Sil (Jul 41); 284<sup>a</sup> Squadriglia Sil (Nov 41); 300<sup>a</sup> Squadriglia CT (1941-42); 376<sup>a</sup> Squadriglia Assalto (May 41).

*Luftwaffe*: Flugbereitschaft Luftflotte 2 (1942-43); Luftdienstkdo. Italien (Mar 43); Savoia-Staffel (May-Jun 43); III./ZG 26 (Jun-Jul 43); II./TG 1 (Jul-Aug 43); Flieger-Kp./Ln.-Rgt. 2 (Sep-Oct 43)?; Stab/JG 53 (Sep 43 – Jan 44); III./JG 53 (Sep 43); 2., 3./JG 77 (Nov 43 – Jan 44?).

Station Commands: Flugplatzkdo. C of Fl.H.Kdtr. E 38/XI (Grosseto) (Mar 43); Fl.H.Kdtr. E 39/IV (May – Sep 43)?; Fl.H.Kdtr. E 32/IV (Sep 43 – Jan 44?).

Station Units (on various dates – not complete): Flugzeug-Instandsetzungsgruppe Ciampino with 7. Werkstattzug/Erg.Fl.H.Kdtr. Afrika and Flugzeug-Bergungszug 12/VI (Mar 43); 2.Zug/109. Flugh.Betr.Kp. (Qu) (Nov, Dec 43); one Zug of 122. Flugh.Betr.Kp. (Qu) (Sep 43); Flugzeug-Wartungstrupp Ciampino (Mar 43); schw.Flak-Abt. 446 (Sep 43); 2./schw.Flak-Abt. 452 (Sep 43); Flak-Bergungstrupp 2/II (Sep 43); Stab IV./Ln.-Rgt. 200 (Jul 43); 24.(le.Flum.)/Ln.-Rgt. 200 (Grottaferrata, Nov 43 - ? ); Ln.-Flugsicherungshauptstelle 16 (? - Jan 44); Flieger-Betriebsstoff-Kol. 504/XVII (Aug 43 - ? ); Wetterbezirkszentrale Rom (Mar 43 - ?).

[Sources: AFHRA A5262 p.1354 (14 Mar 45), p.1445 (1945) and p.1939 (14 Dec 44); A5264 p.918 (17 Jan 43, 28 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rome-Marcigliana** (ITAL): see Marcigliana.

**Rome-Urbe** (ITAL) (a.k.a. Urbe, Roma-Urbe, Rom-Urbe, Aeroporto di Roma-Urbe, Rome-Littorio, Flugplatz 285) (41 57 15 N – 12 29 55 E )

General: airfield on the northern outskirts of Rome (c. 6.5 km N of Rome), located between the Tiber and the Via Salaria.

## Luftwaffe Airfields 1935-45

History: became operational in April 1928 as Italy's main civil airport and home to the national airline (Ala Littoria). It remained so until the start of the war when the Italian military took it over and stationed a flight training school and transport units here. The Breda aircraft factory adjoined the airfield. Limited use by the Luftwaffe in fall 1943 and early 1944.

Dimensions: approx. 1220 x 760 meters (1333 x 833 yards) with an irregular shape.

Surface and Runways: level grass surface subject to unserviceability in heavy rain. No paved runway. A perimeter track or road encircled the landing area.

Fuel and Ammunition: fuel was readily available and presumably ammunition, too.

Infrastructure: had 3 large, 1 medium and 2 small hangars plus workshops and admin buildings, all on the E boundary. The nearest rail connect was a main line with extensive sidings just E of the airfield.

Dispersal: located on the SW boundary with 1 large aircraft shelter.

Defenses: protected by the Flak belt around Rome.

Remarks:

Oct 42: substantial glider activity observed here.

23 Jan 44: serviceable for fighters and Ju 52s.

27 and 28 Feb 44: airfield attacked by 12<sup>th</sup> AAF A-36 fighters.

7 Mar 44: low-level attack by elements of 36 A-26 Invaders – claimed 1 x Ju 88 destroyed and 2 transports and 5 single-engine aircraft shot up and damaged.

11 May 44: strafed – 1 x Ju 52 claimed destroyed on the ground.

Operational Units:

*Italian* (Regia Aeronautica): 145<sup>o</sup> Gruppo T (Jan-Sep 43); 146<sup>o</sup> Gruppo T (Mar-Sep 41, Jan-Mar 42, May-Jul 42); 149<sup>o</sup> Gruppo T (Jul 40 – Apr 41, Jan-Mar 42, Jul-Aug 43); 616<sup>a</sup> Squadriglia T (Jun-Jul 40).

*Luftwaffe*: Flugbereitschaft Italuft (Mar 43); 2./NAGr. 11 (Dec 43 - ?).

Station Commands: none identified.

Station Units (on various dates – not complete): elements of le.Flak-Abt. 851 (Mar 44).

[Sources: AFHRA A5262 p.1355 and p.1940 (1 Nov 44); A5264 p.918 (17 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ronchi dei Legionari** (ITAL) (a.k.a. Monfalcone-Ronchi) (45 49 30 N – 13 29 00 E)

General: factory airfield in NE Italy 33 km SE of Udine, 29 NW of Trieste, 4 km WNW on Monfalcone and 1 km W of the town of Ronchi dei Legionari.

History: dates from the end of 1935 and subsequently used as a civil aviation school and as an aircraft test and evaluation center for the C.A.N.T. factory at nearby Monfalcone. It remained a factory airfield throughout the war to August 1944 and the Luftwaffe only had a tiny presence here.

## Luftwaffe Airfields 1935-45

Dimensions: a roughly circular airfield with a diameter of 1280 meters (1400 yards).

Surface and Runways: grass surface that was quite muddy in wet weather. No paved runway.

Fuel and Ammunition: believed to have had a refueling point near the E boundary.

Infrastructure: had 2 large camouflaged hangars on the S boundary and a small building that was probably a workshop at the SE corner. Personnel were believed to have been accommodated in the town of Ronchi dei Legionari. The nearest rail connection was in Ronchi dei Legionari.

Dispersal: there were 2 dispersals – North and Southeast – with a total of 2 pairs of large aircraft shelters and 2 medium aircraft shelters.

Defenses: no details found.

Remarks:

20 Apr 44: C.A.N.T. factory bombed by 66 B-24 Liberators – damage to several buildings claimed.

25 May 44: 62 B-24s bombed the C.A.N.T. factory – slight damage reported.

17-25 Aug 44: airfield rendered unserviceable by demolition mines.

Operational Units:

*Italian* (Regia Aeronautica): 6° Gruppo CT (Jul 43); 10° Gruppo CT (Apr-Jun 41); 17° Gruppo CT (Jul 43); 63° Gruppo OA (Jul 42); 68° Gruppo OA (Feb 43); 71° Gruppo OA (May 43); 98° Gruppo BT (Aug 42 – Jan 43?).

*Luftwaffe*: Stab/KG 76 (Feb-Jun 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1843-45 (27 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Rovasenda** (ITAL) (45 32 N – 08 18 E)

General: landing ground in N Italy 25 km WNW of Novara. Exact location in the vicinity of the village of Rovasenda not determined. History:

believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly during the early war years. No record found of any Luftwaffe air units being based here.

Operational Units:

*Italian* (Regia Aeronautica): 43° Gruppo BT (Jun-Jul 41).

*Luftwaffe*: none identified.

[Sources: chronologies; BA-MA; NARA; PRO/NA; C.Dunning – *Courage Alone*; web site ww2.dk]

## S

**Sacile** (ITAL) (45 57 20 N – 12 30 05 E)

## Luftwaffe Airfields 1935-45

General: satellite or dispersal airstrip in NE Italy 12 km SW of Aviano.

History: thought to have been laid out by the Germans in early 1944.

Surface and Dimensions: grass surface large enough to accommodate single-engine aircraft. No paved runway. Infrastructure: none.

Remarks: not known to have been attacked by Allied aircraft.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 201/VII Aviano (1944).

[Sources: AFHRA A5262 p.1357 (12 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Salemi** (ITAL/Sicily) (37 49 N – 12 47 E)

General: landing ground or emergency landing ground in W Sicily 33 km SE of Trapani. Exact location in the vicinity of the village of Salemi not determined. History: no information has been found concerning this landing ground which seems to have had little or no use. It seems to have been out in the middle of nowhere all by itself which tends to corroborate its function as an emergency landing ground.

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

**San Giuliano** (ITAL) (a.k.a. Canino No. 3) (42 24 25 N – 11 46 50 E)

General: airstrip/landing ground in in west-central Italy 27 km W of Viterbo, 7.5 km WSW of Tuscania and 300 meters S of the hamlet of San Giuliano Vecchio. History: construction work began in the second half of February 1944 and was still in its initial stages a month later. Intended as a dispersal satellite for Viterbo and Tuscania. Surface and Dimensions: dry level farmland measuring approx. 1005 x 135 meters (1100 x 150 yards). No paved runway. Fuel and Ammunition: made available as needed.

Infrastructure: none. Several farm buildings were located 400 meters off the N boundary. The nearest rail connection was in Viterbo. Dispersal: no organized dispersal facilities. Defenses: none noted.

Remarks: none.

[Sources: AFHRA A5262 p.1951 (29 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**San Giuliano/Südwest** (ITAL) (a.k.a. San Giuliano/Southwest, Canino No. 5) (42 23 40 N – 11 44 50 E)

General: airstrip/landing ground in in west-central Italy 30 km W of Viterbo, 10.5 km WSW of Tuscania and 3.25 km SW of the hamlet of San Giuliano Vecchio. History: believed to have been built by the Germans in fall 1943 and used as a dispersal satellite for Viterbo and Tuscania. Surface and Dimensions: partially drained grass surface with 2 prepared airstrips measuring - (1) 730 x 135 meters (800 x 150 yards) and aligned NE/SW, (2) 455 x 135 meters (500 x 150 yards) and aligned NNE/SSW. No paved runways. Fuel and Ammunition: made available as needed.

Infrastructure: no hangars or workshops, but had 5 huts. Dispersal:



## Luftwaffe Airfields 1935-45

dispersal was along the NW and SW perimeter where 30 blast shelters and 18 parking sites had been built. Defenses: no information found.

### Remarks:

24 Mar 44: aerial photos showed 19 single engine fighters and 1 multi-engine aircraft on the ground here.

[Sources: AFHRA A5262 p.1952 (6 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **San Giuliano Vecchio** (ITAL) (42 25 25 N – 11 47 05 E)

General: airstrip/landing ground in west-central Italy 26.5 km W of Viterbo, 7 km W of Tuscania and 1 km NNE of the hamlet of San Giuliano Vecchio.

History: built by the Germans in late 1943 and used as a dispersal satellite for Viterbo and Tuscania. Surface and Dimensions: dry level meadowland measuring approx. 915 x 155 meters (1000 x 170 yards). No paved runway.

Fuel and Ammunition: made available as needed. Infrastructure: none. Tents had been erected in the trees off the N and S boundaries and farm buildings were off the S boundary. The nearest rail connection was in Viterbo. Dispersal: none - aircraft parked along the edge of woods at the N and S ends of the landing area, these offering some degree of concealment. Defenses: no information found.

### Remarks:

17 Feb 44: aerial photos showed 23 single engine fighters on the ground here.

[Sources: AFHRA A5262 p.1950 (11 Mar 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **San Giuliano Vecchio/West** (ITAL) (a.k.a. Canino No. 4) (42 25 20 N – 11 46 50 E)

General: airstrip/landing ground in west-central Italy 27 km W of Viterbo, 7.5 km W of Tuscania and 1.5 km N of the hamlet of San Giuliano Vecchio.

History: under construction in mid-March 1944. Intended as a dispersal satellite for Viterbo and Tuscania, but no record found of Luftwaffe use.

Surface and Dimensions: leveled farmland and meadowland measuring approx. 825 x 135 meters (900 x 150 yards). No paved runway. Fuel and Ammunition: made available as needed. Infrastructure: none. A group of farm buildings were off the S end of the landing ground that could be used for accommodations and other purposes. The nearest rail connection was in Viterbo. Dispersal: no organized dispersal facilities.

Remarks: none.

[Sources: AFHRA A5262 p.1953 (6 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **San Leonardo** (ITAL) (38 57 50 N – 16 56 45 E)

General: fighter airstrip in SW Italy 20.25 km SW of Crotona and 1.75 km back in from the coast. History: believed to have been prepared by the Germans in May-June 1943. Surface and Dimensions: leveled agricultural

## Luftwaffe Airfields 1935-45

land measuring approx. 1005 x 110 meters (1100 x 120 yards). No paved runway. Fuel and Ammunition: made available as needed. Infrastructure: none. Dispersal: aircraft were well hidden in scrub to the E and N of the landing area. Defenses: none observed.

Remarks: none.

Operational Units: none identified.

[Sources: AFHRA A5264 p.1130 (26 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **San Lorenzo** (ITAL) (41 33 25 N – 12 32 55 E)

General: landing ground in C Italy 40 km SSE of Rome, 13.5 km NNW of Anzio and 1 km NE of Marina di Ardea town center. History: early history not found. Used by a few Luftwaffe transport aircraft during August and September 1943 and by fighters in September. No evidence of use after the end of September. Surface and Dimensions: grass surface measuring approx. 1370 x 1100 meters (1500 x 1200 yards) with a "V"-shape.

Infrastructure: none, but numerous farm buildings in the vicinity were available. The nearest rail connection was the Campo di Carne station 6.5 km E of the landing area. Dispersal: no organized dispersal facilities, but surrounding fields could be used.

Remarks:

20 Oct 43: reconnaissance photos showed it as disused and unserviceable.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: I./JG 53 (Sep 43).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1948 (4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **San Lorenzo In Campo** (ITAL) (a.k.a. Mazzalaio) (43 36 50 N – 12 57 40 E)

General: airstrip/landing ground in west-central Italy 45 km W of Ancona, 2 km NE of San Lorenzo In Campo and 750 meters NW of the hamlet of Mazzalaio. History: construction by the Germans began in early 1944 but not completed in time for use. Surface and Dimensions: leveled farmland measuring approx. 960 x 230 meters (1050 x 250 yards) with a rectangular shape. Had an unpaved prepared strip down the center. Infrastructure: none. Local farm buildings were available for accommodations. The nearest rail connection was in Pergola, 13 km to the SW. Dispersal: the 2 dispersals – Northwest and Southeast – had a total of 5 small open aircraft shelters in mid-May 1944 with construction work still underway.

Remarks:

18 May 44: aerial photos showed work well advanced with the center airstrip in the final stages of leveling and grading.

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.1949 (6 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**San Pancrazio** (ITAL) (a.k.a. San Pancrazio Salentino, Sanpan) (40 26 10 N – 17 51 00 E)

General: airfield in SE Italy 28 km WNW of Lecce, 23.5 km SSW of Brindisi and 2.25 km NE of San Pancrazio Salentino town center.

History: early history not found but it was developed into an airfield by the Germans during the latter part of 1941.

Dimensions: approx. 1465 x 1005 meters (1600 x 1100 yards) with an irregular shape.

Surface and Runways: poor quality grass surface. No paved runway.

Fuel and Ammunition: stored on site and readily available.

Infrastructure: had 4 hangar-type buildings of canvass construction and admin buildings on the E boundary. Workshops and accommodations were on the S boundary. Barrack-type huts were on the S and SE boundaries and in the NE corner.

Dispersal: no organized dispersal facilities in 1942. By January 1943, a North dispersal with aircraft shelters was being developed.

Defenses: no details found.

Remarks:

14 Jan 43: the Italian Army turned over to the Germans 200 South African POWs for use as laborers at San Pancrazio airfield.

22 Jan 43: a large number of gliders seen here.

3 Jun 43: 1 hangar being built on S boundary and runway construction in progress. The North dispersal was still being worked on and a West dispersal with aircraft shelters was under construction along the W boundary. Both dispersals were connected to the perimeter road by taxi tracks.

2 Jul 43: bombed by 9<sup>th</sup> AAF B-24 Liberators – results unknown but probably not significant.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: II./St.G. 2 (Jan 42); III./St.G. 3 (Jan-Mar 42); III./KG 4 (Oct-Dec 42); 1.(Go)/Verbindungskdo. (S) 2 (Dec 42 – Mar 43);

4./Minensuchgruppe 1 (Dec 42 – Feb 43); II./KG 1 (Jun-Jul 43).

Station Commands: Flugplatzkdo. C of Fl.H.Kdtr. E 32/IV (trop) (Grottaglie); Fl.H.Kdtr. E 23/VII (trop) (c. May-Sep 43).

Station Units (on various dates – not complete): Stab/Feldwerftverband 30 (Jul 43); 27. Flughafenbetriebskompanie z.b.V. (May-Jun 43); elements of schw.Flak-Abt. 327 (Jul 43); Startbahnbauzug 5 (Mar 43); Bauleitung d.Lw. (Mar 43); Lw.-Standortältester San Pancrazio (Mar 43).

[Sources: AFHRA A5262 p.1362 (14 Mar 45) and p.1954 (1 Nov 44); A5264 p.920-21 (22 Jan 43 and 3 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**San Pietro** (ITAL/Sicily) (a.k.a. Biscari, Santo Pietro) (37 05 45 N – 14 29 40 E)

General: landing ground in SE Sicily 68 km SW of Catania, 21 km NNW of Comiso, 8 km N of Biscari and immediately SW of the village of San Pietro.

History: a little-used emergency landing ground, it was extended and developed between Oct 41 and Apr 42 and became a major operational landing ground for Luftwaffe fighters and dive-bombers from Jan 42 to the Allied invasion of Sicily in July 1943. Surface and Dimensions: leveled agricultural land and fields measuring approx. 1280 x 730 meters (1400 x 800 yards). No paved runway (Jan 43). Fuel and Ammunition: underground fuel and ammunition storage was possibly located at the E corner of the landing ground. Infrastructure: had a small repair hangar with a paved apron at the N corner and a canvass hangar in the S corner. The repair facilities handled fighters and dive-bombers. A number of small buildings and huts were at the NE corner, a large building 180 meters N of the N corner and 2 long barrack-type huts adjacent to the large building. The nearest rail connection was in Caltagirone, 15 km N of the landing ground. Dispersal: the 4 dispersal areas – Northeast, Southwest, South and Northwest – had a total of approx. 51 open aircraft shelters. Defenses: at the beginning of Feb 43, there were 4 heavy Flak positions with 16 gun sites and 17 light Flak positions with 54 gun sites. There were also 2 searchlight positions and 2 AA-machine gun positions.

Remarks:

Jan 42: II./JG 3 and I./St.G. 1 were ordered here - this was possibly its first use by the Luftwaffe.

Nov 42: runway construction work underway.

19 Apr 43: JG 27 ordered to train pilots belonging to Italian AF 150<sup>o</sup> Gruppo C.T. on the Bf 109 E and F models at San Pietro.

26 May 43: bombed by NASAF bombers – no damage reported.

4 Jun 43: station strength report gave 82 aircraft at San Pietro.

17 Jun 43: bombed by IX Bomber Command B-24s – results unknown.

5-8 Jul 43: attacked daily by Allied aircraft – results unknown.

9 Jul 43: bombed – 1 x Bf 109 G-6 from I./JG 77 damaged on the ground.

14 Jul 43: San Pietro (Biscari) captured by U.S. invasion forces.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: elements of I./JG 53 (Jan-Feb 42, Oct-Dec 42); III./St.G. 3 (Mar-May 42); elements of III./JG 53 (Nov 42 – May 43); 10.(Jabo)/JG 53 (Feb-Apr 42); II./JG 3 (Feb-Apr 42); detachment of II./JG 27 (Feb-Apr 43); Jabostaffel/JG 3 (Mar-Apr 42); part of III./JG 27 (Apr-May 43); Stab/JG 27 (Feb-Jun 43); III./SKG 10 (Apr-Jul 43); II./JG 51 (Apr-May 43); II./Schl.G. 2 (Apr-May 43).

Station Commands: Fl.H.Kdtr. E 12/IV (Apr 42, Feb 43); Flugplatzkdo. of Fl.H.Kdtr. E 32/IV (Feb 43, May 43).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): 8.Zug of le.III/Feldwerftverband 30 (Mar 42); 4./Flak-Abt. 192 (Jan 42); part of le.Flak-Abt. 507 (Apr 43); Bauleitung d.Lw. (Mar 43); Wetterwarte (Mar 43); Lw.-Standortältester San Pietro (Mar 43).

[Sources: AFHRA A5263 pp.1832-35 (1 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**San Severo** (ITAL): see Foggia – San Severo.

**San Vito dei Normanni** (ITAL) (a.k.a. Brindisi – San Vito dei Normanni, Maurizio Gallo) (40 38 40 N – 17 50 20 E)

General: landing ground in SE Italy 8.75 km W of Brindisi. History: existed as an airship station for many years prior to the war. Not believed to have been used by the Italian Air Force due to the field's limited size at the time. The old airship hangars were dismantled at the beginning of 1943 and the new buildings and huts noted below under Infrastructure were built over the next 4 or 5 months. A Luftwaffe fighter group then arrived at the beginning of July. Surface and Dimensions: grass surface. No paved runway. Fuel and Ammunition: fuel was probably stored in some buildings on the E boundary. Ammunition dumps were 1 km NE of the landing ground and roughly 2 km E of the NE corner. Infrastructure: had 1 small hangar-type building and some separate workshops on the W boundary. Numerous new barrack huts and stores buildings were along the E and W boundaries. The nearest rail connection was 2.5 km W of the landing ground. Dispersal: no organized dispersal facilities.

Remarks:

5 Jul 43: aircraft seen here for the first time – reconnaissance spotted 16 fighters visible on the landing ground.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: II./JG 27 (Jul 43); II./JG 51 (Jul 43).

Station Commands: Platzkdo. of Fl.H.Kdtr. E 13/III (spring-summer 43).

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

[Sources: AFHRA A5262 pp.1685-86 (29 Jun 43) and A5264 p.899 (20 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sarrocciano/West** (ITAL) (a.k.a. Sarrocciano No. 1) (43 16 20 N – 13 32 05 E)

General: airstrip/landing ground in west-central Italy 38 km S of Ancona, 7.25 km ESE of Macerata and 550 meters N of the Chienti River. History: construction began about 1 Mar 44 and it was in use by early May 44. No record found of any Luftwaffe air units being based here. Surface and Dimensions: leveled and graded farmland measuring approx. 1005 x 210 meters (1100 x 230 yards) with a rectangular shape. No paved runway. Fuel and Ammunition: fuel in drums reportedly stored and camouflaged with netting and straw. Infrastructure: no hangars, workshops or other

## Luftwaffe Airfields 1935-45

buildings. Officer and other accommodations were in the hamlet of Sarrocciano on the E side of the landing ground. The nearest rail connection was in Pausula (Viale Pausula, Piediripa), 5 km to the WNW.

Dispersal: no organized dispersal facilities as of late Apr 44.

Remarks:

30 Jun 44: Macerata and the nearby landing ground liberated by Italian paratroops and Polish forces.

[Sources: AFHRA A5262 p.1955 (20 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sarzana** (ITAL) (a.k.a. Giorgio Fiastri?) (44 05 15 N – 09 59 15 E)

General: landing ground in NW Italy 13.25 km E of La Spezia city center and 3.25 km SE of the town of Sarzana. History: built in 1918 as a military airfield. Fighter units were subsequently based here for the protection of the big La Spezia naval base. No record found of Luftwaffe use. Surface and Dimensions: grass surface measuring approx. 1050 x 365 meters (1150 x 400 yards). No paved runway. Fuel and Ammunition: there were 4 refueling points at the N end of the landing area. Infrastructure: had 2 medium hangars with 1 on the SE boundary and the other (a double-bay) on the NE boundary. Some sheds at the E corner were probably workshops. Admin offices, stores and limited accommodations were at the E corner. The nearest rail connection was a railway line off the NE boundary.

Dispersal: there were 6 aircraft shelters on the SE boundary. Defenses: no details found.

Remarks:

14 Apr 44: landing area had been obstructed and rendered unserviceable by demolition mines, according to aerial photos and ground reports.

Operational Units:

*Italian* (Regia Aeronautica): 1<sup>o</sup> Gruppo FF.NN (Apr-Sep 43); 2<sup>o</sup> Gruppo CT (May 43); 8<sup>o</sup> Gruppo CT (May-Aug 43); 24<sup>o</sup> Gruppo CT (Jun-Oct 40).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1364 and 1957-58 (27 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Savigliano** (ITAL) (44 39 25 N – 07 40 10 E)

General: landing ground in NW Italy 49.5 km S of Torino (Turin) and 1.25 km NNE of Savigliano town center. History: built pre-war. Although some training may have been done here, Italian Royal Air Force aircraft were sent here primarily for factory-level repair and maintenance. Surface and Dimensions: all weather grass surface measuring approx. 1190 x 300 meters (1300 x 330 yards) with a rectangular shape. No paved runway.

Infrastructure: had 1 very long hangar with 9 or 10 sections or compartments along the S boundary. Small groups of buildings that may have been used by the landing ground and assigned personnel were at the

## Luftwaffe Airfields 1935-45

NW and SE corners. Just off the S boundary were the buildings of a large factory area. The nearest rail connection was 185 meters W of the SW corner. Dispersal: there were no organized dispersal facilities. Aircraft parked in front of the factory buildings at the S and SE ends of the landing area. Defenses: none seen in Aug 43.

### Remarks:

20 Oct 44: listed as rendered unserviceable by detonated mines.

[Sources: AFHRA A5262 p.1959 (10 Oct 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Scalea** (ITAL) (39 47 20 N – 15 48 20 E)

General: landing ground in SE Italy 130 km SE of Salerno, 70 km NNW of Cosenza and 3 km SSE of Scalea town center. The coast was just 450 meters to the W.

History: early history not found but Scalea is believed to have been an emergency landing ground until the Luftwaffe made it operational in summer 1943 as German forces began pulling back from Sicily.

Surface and Dimensions: artificially drained grass on sandy soil measuring approx. 915 x 870 meters (1000 x 950 yards) and roughly square in shape. No paved runway. Fuel and Ammunition: made available as needed.

Infrastructure: had 2 small buildings on the N boundary. The nearest rail connection was a single track line 800 meters E of the landing ground.

Dispersal: there were no organized dispersal facilities. Defenses: had 2 machine gun strongpoints and trenches protected by barbed wire.

### Remarks:

20 Mar 43: aerial photos showed no aircraft present.

27 Jul 43: bombed – 9 x Bf 109 G-6s from II./JG 53 and 1 x SM 82 from the Savoia-Staffel destroyed (3) or damaged (7) on the ground.

### Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: II./JG 53 (Jul 43); 2.(H)/Aufkl.Gr. 14 (Jul 43).

Station Commands: none identified.

Station Units (on various dates – not complete): Feldlufttanklager 6/VII (Aug 43).

[Sources: AFHRA A5262 p.1960 (6 May 43); A5264 p.920 (20 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

### **Schluderns** (ITAL) (a.k.a. Sluderno) (46 39 30 N – 10 34 30 E)

General: landing ground in the mountains of N Italy 61 km WNW of Bolzano (Bozen), 44 km W of Merano and 1 km SW of Sluderno town center.

History: an inactive emergency landing ground for years, it was activated by the Luftwaffe in fall 1944 and used mainly as a stopover for aircraft flying back and forth to Germany and Austria.

Surface and Dimensions: grass surface measuring approx. 550 x 455 meters (600 x 500 yards).

Infrastructure: no hangars or buildings.

### Remarks:

5 Sep 44: no record of activity.

## Luftwaffe Airfields 1935-45

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E(v) 202/VII (Oct 44 - Apr 45).

Station Units (on various dates – not complete): Wetternebenstelle 904 (Mar/Apr 45); Fliegerbodengerätetrupp (v) 102/VII (Mar/Apr 45); kl.Feuerschutzstaffel 77/VII (Mar/Apr 45); Feld-Ln.-Geräteausgabe- u.Instandsetzungsstelle 1/VII (Mar/Apr 45); Ln.-Gerätelager d.Komm.Gen.d.Dt.Lw. in Italien (Mar/Apr 45); Ln.-Frontreparaturbetrieb (GL) 5/VII (Mar/Apr 45); Ln.-Nachschubsammelstelle 5/VII (Mar/Apr 45); Rollfeldherrichtungs-Kol. 3 (Mar/Apr 45).

[Sources: AFHRA A5262 p.2075 (5 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sciacca** (ITAL/Sicily) (37 34 40 N – 13 04 15 E)

General: landing ground in SW Sicily 73 km SE of Trapani and 8 km N of the town of Sciacca. History: dates from before the war and an Italian Air Force air depot was located here with extensive shops for overhauling aircraft, mainly Savoia S 79s. Although Luftwaffe fighter units were here for short periods during 1942 and 1943, Sciacca remained an Italian Air Force base. Surface and Dimensions: level surface of sparse grass measuring approx. 1280 x 685 meters (1400 x 750 yards) with a pear shape. No paved runway. Equipped for night operations. Fuel and Ammunition: both available but storage details lacking. Infrastructure: had 2 small repair hangars at the W corner just off the S boundary. The 5 or 6 admin buildings and 15 to 20 small barrack-type huts were along the SW boundary and partially hidden in olive groves. The nearest rail connection was in Sciacca. Dispersal: aircraft parked in some 26 large open shelters along the SW boundary, with many of the aircraft shelters concealed in the olive groves. Defenses: there were 3 heavy Flak positions with emplacements for 12 guns and 13 light Flak and AA machine gun positions.

Remarks:

Jan 42: first mention of use by the Luftwaffe.

4 Jun 43: station strength report gave 43 Lw. aircraft there.

May – 10 Jul 43: attacked almost daily by Allied aircraft.

21 May 43: bombed – 7 x Bf 109 G-4/G-6s from III./JG 53 destroyed (1) or badly damaged (6); accommodations area hit, 50 Italian and 6 German soldiers killed and 30 wounded.

15 Jun 43: bombed and strafed by approx. 46 medium bombers and 40 P-38 Lightnings – 6 x Bf 109 G-6s from III./JG 53 destroyed (1) or damaged (5) on the ground. Later revised to 4 x Bf 109s destroyed, 7 x badly damaged and 1 x lightly damaged.

11 Jul 43: Sciacca declared so completely destroyed by enemy action that it was to be abandoned and not repaired.

Operational Units:



## Luftwaffe Airfields 1935-45

*Italian* (Regia Aeronautica): 4<sup>o</sup> Gruppo BT (Apr-Aug 42); 6<sup>o</sup> Gruppo CT (Jan 43); 10<sup>o</sup> Gruppo CT (Apr 42); 12<sup>o</sup> Gruppo Assalto (May 43); 17<sup>o</sup> Gruppo CT (Feb-Apr 43); 25<sup>o</sup> Gruppo BT (Jul 42); 30<sup>o</sup> Gruppo BT (Apr 41 – Jun 42, Aug-Oct 42); 50<sup>o</sup> Gruppo BT (Feb-Jun 42); 87<sup>o</sup> Gruppo BT (Jun 40 – Aug 41); 90<sup>o</sup> Gruppo BT (Jun 40 – Sep 41); 102<sup>o</sup> Gruppo BaT (Oct-Nov 42); 106<sup>o</sup> Gruppo BT (May 43); 148<sup>o</sup> Gruppo T (Apr-Jul 43); 150<sup>o</sup> Gruppo CT (Apr-Jul 43); 377<sup>a</sup> Squadriglia CT (Sep 42 – Feb 43); 600<sup>a</sup> Squadriglia T (Jan-Feb 43).

*Luftwaffe*: II./JG 3 (Jan-Feb 42); III./JG 77 (May 43); III./JG 53 (May-Jun 43); I./JG 77 (Jun-Jul 43); elements of 2.(H)/Aufkl.Gr. 14 (Jun-Jul 43)?

Station Commands: none identified.

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

[Sources: AFHRA A5263 pp.1892-94 (4 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sedena** (ITAL): see Bettola.

**Senorbi** (ITAL/Sardinia) (39 31 40 N – 09 05 55 E)

General: airstrip/landing ground in S Sardinia 34.5 km N of Cagliari, 21 km NE of Decimomannu airfield and 2.8 km W of the village of Senorbi.

History: quickly built by the Germans in early summer 1943. See under Remarks. Surface and Dimensions: firm dry grass surface measuring approx. 1145 x 100 meters (1250 x 110 yards). No paved runway.

Infrastructure: none. Dispersal: none. Defenses: unknown.

Remarks:

Jun 43: first use by the Lw.

15 Jul 43: Allied photo reconnaissance identified 1 Fw 58, 1 Fi 156 and 10 fighters visible on the landing ground.

28 Aug 43: airstrip ordered demolished this date and all bomb craters camouflaged.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Luftwaffe*: part of II./JG 51 (Jul 43).

Station Commands: Fl.H.Kdtr. E 32/VI (trop) after moving from Villacidro (Jul-Aug 43).

Station Units: part of Werft-Kp. d.Lw. 27 (Jul 43); LM-Zug 3 (Jul 43).

[Sources: AFHRA A5263 p.1795 (15 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sessa Aurunca** (ITAL): see Minturno.

**Sesto Calende** (ITAL) (a.k.a. Santa Anna) (45 43 35 N – 08 36 20 E)

General: factory seaplane station at the S end of Lake Maggiore in N Italy 54.25 km NW of Milano (Milan), 5 to 6 km SE of Arona city center and 2 km W of Sesto Calende.

History: established during World War I as part of the seaplane manufacturing arm of the Savoia Marchetti firm located in Sesto Calende.

## Luftwaffe Airfields 1935-45

No record has been found of any operational units of the Italian Royal Air Force or the Luftwaffe being based here.

Dimensions: Lake Maggiore afforded more than ample take-off and landing room for seaplanes.

Anchorage: A single jetty ran out into the lake from the hangar area as well as 8 slipways.

Fuel and Ammunition: fuel was stored and available.

Infrastructure: had 4 hangars and several workshops. The nearest rail connection was in Sesto Calende.

Defenses: none noted.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1966-67 (11 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sezze** (ITAL) (a.k.a. Sezze Romano, Enrico Comani) (41 29 10 N – 13 01 45 E)

General: airfield in west-central Italy 66 km SE of Rome, 34.5 km E of Anzio and 1.75 km SW of Sezze town center.

History: in existence since at least 1930 and used during the pre-war years as a glider training field run by Reale Unione Nazionale Aeronautica (Royal Union for National Aeronautics or Aviation). It was not used by operational units of the Italian Royal Air Force after March 1938 when the military moved to nearby Littoria airfield. No record found of Luftwaffe use.

Dimensions: approx. 1050 x 550 yards) with a rectangular shape.

Surface and Runways: grass surface that was subject to unserviceability in rainy weather. No paved runway.

Fuel and Ammunition: fuel was said to be stored at the N end of a group of buildings on the SE boundary.

Infrastructure: had 5 small hangars near the center of the SE boundary and a few barrack buildings just N of the hangars. The nearest rail connection was the Sezze train station some 730 meters off the N boundary.

Dispersal: there were no organized dispersal facilities in Jan 43.

Defenses: none noted in Jan 43.

Remarks:

4 Oct 43: reconnaissance photos showed the landing area had been rendered completely unserviceable by plowing.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1968-70 (13 Feb 43); A5264 p.910 (17 Jan 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Surgola** (ITAL) (41 40 10 N – 13 08 55 E)

## Luftwaffe Airfields 1935-45

General: landing ground in west-central Italy 60.25 km ESE of Rome city center, 16.5 km WNW of Frosinone and in closed proximity of the village of Sgurgola. Exact location not identified. History: used by Luftwaffe Ju 52 transports in September 1943, but no record of activity after that. Surface and Dimensions: no information found. Infrastructure: no information found.

Remarks: none.

[Sources: AFHRA A5262 p.1971 (4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk.]

**Siena/North** (ITAL): see Plan del Lago.

**Siena/South** (ITAL): see Ampugnano.

**Sigonella** (ITAL): see Gerbini Satellite No. 3.

**Sluderno** (ITAL): see Schluderns.

**Spoletto** (ITAL) (42 45 10 N – 12 44 00 E)

General: emergency landing ground in C Italy 48 km SSE of Perugia and 1.5 km N of Spoleto town center. History: no information and no evidence of use. Surface and Dimensions: grass surface measuring approx. 405 x 250 meters (445 x 275 yards). No paved runway. Infrastructure: reportedly had several hangars but this cannot be confirmed.

Remarks: none.

[Sources: AFHRA A5264 p.922 (c. Jan/Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Stanghella** (ITAL) (45 08 00 N – 11 45 20 E)

General: landing ground or emergency landing ground in NE Italy 7.5 km NNW of Rovigo. Exact location not determined. History: existed but details lacking. No record found of any Italian or Luftwaffe air units ever being based here. Surface and Dimensions: no information.

Infrastructure: none specific to the landing ground.

Remarks: none.

[Sources: AFHRA A5262 p.1956 (12 Jul 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Sterzing** (ITAL) (a.k.a. Vipiteno) (46 53 10 N – 11 26 30 E)

General: landing ground in NE Italy 45 km N of Bolzano (Bozen) and 1.5 km SSE of Vipiteno/Sterzing. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. Used as an emergency landing ground during the war. The Germans activated it in October 1944 and it received some use from then to the end of the war in May 1945. Surface and Dimensions: level grass surface measuring approx. 1190 x 475 meters (1300 x 520 yards) with an irregular shape. Fuel and Ammunition: fuel available. Infrastructure: none specific to the landing ground, but buildings on the N and NW sides of the field could be used if needed. The nearest rail connection was in Vipiteno/Sterzing. Dispersal: no organized dispersal facilities. Defenses:

## Luftwaffe Airfields 1935-45

Remarks: railway bridges at Vipiteno bombed several times in 1945 but the landing ground was apparently too minor to warrant an attack.

Operational Units: none identified.

Station Commands: Wachkdo. of Fl.H.Kdtr. E(v) 222/VII Bozen (Oct 44 - Apr 45).

Station Units (on various dates on the airfield and in the nearby area – not complete): Wetternebenstelle 877 (Mar 45); 7.(Tel.Bau)(mot)/Ln.-Rgt. 21 (Mar 45); Kfz.Gerätelager (Mar 45).

[Sources: AFHRA A5262 p.2062 (23 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Syracuse** (ITAL/Sicily): see Syrakus.

**Syrakus** (ITAL/Sicily) (a.k.a.Siracus, Siracusa, Syracuse) (37 03 50 N – 15 16 50 E)

General: seaplane station in SE Sicily at the N end of Siracusa harbor approx. 640 meters WNW of the prominent San Antonio mole.

History: existed pre-war. Used mainly by air-sea rescue aircraft, including Cant Z.506, Meridionali Ro 43 and Ro 44 seaplanes, Dornier Do 24 flying boats, etc.

Dimensions: the natural harbor measured approx. 3.25 km x 1.6 km (2 miles x 1 mile).

Anchorage: seaplanes were moored S of the Station buildings and just off shore.

Fuel and Ammunition: both available but details lacking.

Infrastructure: had 1 medium hangar at quayside with some workshops believed to be to the rear of it. A small quay with a narrow jetty fronted the hangar. Each end of the quay had a slipway with a crane near the slipway at the E end. Near the hangar were 6 small buildings for admin offices, a meteorological station office and other Station services. The nearest rail connection was some 300 meters NNE of the seaplane station.

Defenses: there were 3 heavy Flak positions within 4.5 km of the Station.

Remarks:

1941-43: generally 4 seaplanes and flying boats were based at Syracuse. The city and port were frequently attacked by Allied aircraft during the war.

Operational Units: 6. Seenotstaffel (Mar 41 – Jul 43).

Station Commands: Seeflugleitung Syrakus (Mar 43).

Station Units (on various dates – not complete): Seenotbereichskdo. X (Jun 42 – Jul 43); Seenotflottille 10 (Jun 42 – Jul 43); Feld-Flak-Instandsetzungswerkstatt 2/XI (Mar 43); 10.(Funkh.)/Ln.-Rgt. 2 (1942-43); Stab II.(Feldfern kabel-Bau)/Ln.-Rgt. 32 (1942-43); 8.(Flus.)/Ln.-Rgt. 40 (Mar 41); Feldlufttanklager 6/VII (Mar 43); Flug-Betr.St.Untersuchungsstelle Syrakus (Mar 43); Deutsches Kdo. bei d.ital.Flugsicherungshauptstelle (Mar 43); Lw.-Standortältester Syrakus.

[Sources: AFHRA A5263 pp.1895-97 (18 Nov 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

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**Taliedo** (ITAL): see Milano-Taliedo.

**Taormina** (ITAL/Sicily) (37 51 20 N – 15 17 37 E)

General: emergency landing ground and seaplane station in E Sicily 42 km NNE of Catania and 44 km SW of Messina. The airstrip was located on top of a small plateau next to the coast 1.2 km ENE of Taormina. History: early history not found. Used by liaison aircraft or similar flying back and forth between the several headquarters located in Taormina and elsewhere in the C Mediterranean area. Surface and Dimensions: rough grass surface measuring approx. 275 x 55 meters (300 x 60 yards). No paved runway. Infrastructure: had 1 building at the NW corner and 4 small huts at the SW corner. Personnel were accommodated in Taormina.

Remarks: none.

Operational Units: used by a few liaison aircraft (Fi 156 Storch, etc.) and an occasional seaplane (He 59), but no units are known to have been permanently stationed here.

Station Units (on various dates – not complete): Stab/X. Fliegerkorps (Jan-Jun 41); elements of Stab/II. Fliegerkorps (Jan 42 – Aug 43); Seenotzentrale (L) Sizilien (Mar-May 41); Seenotberichskdo. X (Jun 42 – Jul 43); Seenotdienstführer 2 (Dec 41 – Jul 43); Seenotflotille 10 (Mar 41 – Jul/Aug 43); Gefechtsstand/Oberbefehlshaber Süd (Mar 42); Stab, I., III. and IV./Ln.-Rgt. 2 (Dec 41 – c.Feb 43); Horch-Leitstelle W 2/Ln.-Rgt. 2 (Dec 41 – c.Feb 43); Stab/Ln.-Rgt. 32 (Jan 42 – 1943); Ln.-Abt. 40 (Jan-Apr 41); Stab and I.(Betr.)/Ln.-Rgt. 40 (Apr-May 41); Aussenstelle/Feldgericht d.Gen.d.Dt.Lw. bei Italuft (Mar 43); Lw.-Kriegsberichter-Kp. 7 (Jan-Jun 41); Lw.-Standortältester Taormina (1941-43).

[Sources: AFHRA A5263 p. 1898 (2 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Taranto-Land** (ITAL) (a.k.a. Tarent-Land, Taranto – Salina Grande, San Vito) (40 25 40 N – 17 17 25 E)

General: landing ground in SE Italy 5.5 km SE of this port city. Grottaglie airfield was 14.5 km to the NE. History: under construction in February 1943 and not believed to have been completed by the time British forces seized the area. Surface and Dimensions: grass and farmland surface with a planned measurement of approx. 1740 x 160 meters (1900 x 175 yards). No paved runway. Infrastructure: none.

Remarks:

14 Feb 43: evidence of clearing and leveling work - not yet serviceable.

3 Jun 43: extension of landing area still underway.

19 Jul 43: still in the preliminary leveling stage and not yet serviceable.

## Luftwaffe Airfields 1935-45

9 Sep 43: Taranto taken by British airborne forces that arrived aboard ships.

25 Jan 45: listed as abandoned.

[Sources: AFHRA A5262 p.1986 (9 Sep 43); A5264 p.922 (14 Feb 43 and 3 Jun 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Taranto (Sea)** (ITAL) (a.k.a. Tarent-See, Luigi Bologna, Luigi Galio) (40 28 10 N – 17 16 45 E)

General: seaplane station in SE Italy 3.25 km E of this port city on the S shore of the E basin of the Mare Piccolo.

History: the principal seaplane station covering the lower Adriatic and the Ionian Sea. The Italian units based here flew convoy escort, maritime reconnaissance and anti-submarine patrols. A training school for observers was also located here. Luftwaffe flying boats used it in 1942 to fly personnel and supplies back and forth between here and Tripoli/Libya.

Dimensions: the E basin of the Mare Piccolo was circular in shape and measured roughly 3.25 km in diameter, which provided ample size for take-offs and landings.

Anchorage: the E basin of the Mare Piccolo was well sheltered with an average depth of c. 7.3 meters (24 feet) with much shallower waters close to the N and E shores.

Fuel and Ammunition: both readily available.

Infrastructure: had 4 large hangars and 1 large double hangar with a number of separate workshops along the waterfront near the hangars. Admin offices and accommodations were in buildings along the waterfront. Another group of buildings c. 180 meters S of the hangars may also have belonged to the station. The 1190 meter (1300 yard) frontage had quays, 5 jetties and 5 slipways. A rail line connected the seaplane station with the Taranto dockyard.

Defenses: protected by the Flak belt around the port of Taranto. Within 5 km of the seaplane station were 9 heavy Flak positions with 49 gun emplacements, and 8 light Flak positions with 27 guns. Ground defenses consisted of 2 fortified strongpoints.

Remarks:

9 Sep 43: Taranto taken by British airborne forces that arrived aboard ships.

Operational Units:

*Italian* (Regia Aeronautica): 83<sup>o</sup> Gruppo RM (Jul 43); 85<sup>o</sup> Gruppo RM (Apr-Sep 43); 142<sup>a</sup> Squadriglia RM (Jun 40); 171<sup>a</sup> Squadriglia RM (Jun 40); 288<sup>a</sup> Squadriglia RM (1940-43).

*Luftwaffe*: part of Lufttransportstaffel (See) 222 (Jan, Aug 42).

Station Commands: Flugplatzkdo. B 5/VII (See) (under Fl.H.Kdtr. E 32/IV Grottaglie) (Mar 43).

Station Units (on various dates – not complete): Verladekdo. d.Lw. 3/VII (Taranto, Mar 43); Feldlufttanklager 4/VII (Taranto, Mar 43); Flug-

## Luftwaffe Airfields 1935-45

Betr.St.Untersuchungsstelle Tarent (Taranto, Mar 43); Dienstältester Offizier d.Lw. des Wehrmachtstandort Tarent (Taranto, Mar 43).

[Sources: AFHRA A5262 pp.1375-76, 1464-65 (2 Mar 45) and pp.1982-85 (11 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tarquinia** (ITAL) (a.k.a. Amerigo Sospegni) (42 13 05 N – 11 44 05 E)

General: airfield in west-central Italy near the coast 72 km NW of Rome and 4.5 km SSW of Tarquinia town center.

History: initially established in 1913 as a naval airship station and from October 1939 was the home to Italy's first paratroop training school and the first two paratroop battalions. After the training came to any end in early Jul 43, Targuinia was used by dive bomber units until Italy surrendered on 8 Sep 43. No record found of Luftwaffe use.

Dimensions: approx. 915 x 505 meters (1000 x 550 yards).

Surface and Runways: good grass surface. Had a prepared runway but it is not known if this was paved. The runway measured some 1325 meters (1450 yards) in length and was aligned NNE/SSW. Its N end was located 185 meters off the SE corner of the landing area and it was still under construction in spring 1943.

Fuel and Ammunition: no details found.

Infrastructure: had 3 medium hangars on the NW boundary, barracks plus paratroop jump tower(s). Photographic evidence shows at least one of the old airship hangars being used to dry and pack parachutes. The nearest rail connection was 2.5 km NNW of the airfield.

Dispersal: no organized dispersal facilities.

Defenses: none noted.

Remarks:

10 Jul 43: paratroop training at Tarquinia ordered closed this date.

19 Oct 43: attacked by 12<sup>th</sup> AAF aircraft – results unknown.

25 Oct 43: bombed by 12<sup>th</sup> AAF – results unknown.

4 Nov 43: low-level attack by 12<sup>th</sup> AAF fighters and fighter-bombers - results unknown.

6 Nov 43: strafed by 15<sup>th</sup> AAF escort fighters - results unknown.

14 Nov 43: strafed by 12<sup>th</sup> AAF fighters - results unknown.

24 Jan 44: low-level attack by 4 bomb-carrying U.S. Spitfires.

8 Feb 44: bombed by 30 15<sup>th</sup> AAF B-24s – scored hits on the runway and a barracks.

12 May 44: bombed by elements of 33 15<sup>th</sup> AAF B-17 Fortresses – landing area, runway and barracks damaged.

Jun 44: airfield captured by advancing U.S. forces and it was in use by an RAF Spitfire squadron by 16 June.

Operational Units:

*Italian* (Regia Aeronautica): 1° Scuola Paracadutisti d'Italia (1940-43); 97° Gruppo BaT (Jul-Aug 43); 102° Gruppo BaT (Jun-Jul 43).

*Luftwaffe*: none identified.

## Luftwaffe Airfields 1935-45

Station Commands: none identified.

Station Units (on various dates – not complete): 16.(Flugm.)/Ln.-Rgt. 200 (Tarquinia, 1943-44).

[Sources: AFHRA A5262 pp.1377 and 1987 (1 Nov 44); A5264 pp.922-23 (spring 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Termini** (ITAL/Sicily) (a.k.a. Termini Imerese) (37 58 15 N – 13 47 20 E)

General: landing ground on the north coast of Sicily 34 km ESE of Palermo and 8.5 km E of Termini. History: no information found. No record found of any Luftwaffe air units being based here. Surface and Dimensions: cleared, leveled airstrip parallel to the coastline and measuring approx. 960 x 55 meters (1050 x 60 yards). No paved runway. Fuel and Ammunition: made available as needed. Infrastructure: none. Dispersal: none. Defenses: none up to Oct 42.

Remarks:

18 Oct 42: aerial photos showed no signs of activity.

Jul 43: Termini town and harbor were bombed several times by Allied aircraft.

[Sources: AFHRA A5263 p. 1899 (15 Feb 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ternate** (ITAL) (a.k.a. Alfredo Carrara) (45 46 50 N – 08 41 35 E)

General: seaplane station in N Italy 52 km NW of Milano (Milan) and 500 meters SW of Ternate town center at the N end of Lake Comabbio.

History: began operations in 1917 as a military seaplane station. It had only limited use by the Royal Italian Air Force during the war and none at all by the Luftwaffe.

Dimensions: the 3.25 x 1 km lake afforded ample room for take-offs and landings.

Anchorage: seaplanes tied up at the head of the lake in front of the station.

Fuel and Ammunition: fuel was stored and available.

Infrastructure: had 1 large 6-bay hangar and 1 medium 2-bay hangar. A small jetty and a slipway were in front of the hangars. The nearest rail connection was in Varano Borghi, just SE of the seaplane station.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.1988 (7 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Thiene** (ITAL) (a.k.a. Villaverla) (45 40 42 N – 11 29 46 E)

General: landing ground in N Italy 17.5 km NNW of Vicenza, 3.5 km SSE of Thiene and 2.5 km N of Villaverla. History: first mentioned in December 1943 and almost certainly built or improved by the Germans that September



## Luftwaffe Airfields 1935-45

and October. Used as a dispersal field for Vicenza and later occupied mainly by elements the Italian ANR II<sup>o</sup> Gruppo Caccia equipped with Bf 109 fighters. Surface and Dimensions: leveled farmland measuring approx. 2240 x 185 meters (2450 x 200 (yards)). No paved runway. Fuel and Ammunition: both available. Infrastructure: had 1 medium hangar in the Southwest dispersal area. Admin offices and accommodations were almost certainly in huts and farm buildings near the hangar in the Southwest dispersal. The nearest rail connection was in Thiene. Dispersal: the only dispersal area – designated Southwest dispersal – was approx. 1.5 km SW of the SW boundary but had no aircraft shelters. Aircraft also parked in open fields S of the landing ground.

### Remarks:

Sep 43: San.Flugbereitschaft 2 flying air-evac cases to the local hospital here.

c. 10-12 Jan 44: aerial reconnaissance photos showed 30 aircraft on the ground, including Bf 109s, Ju 52 ambulance aircraft and some Fi 156s.

1 Apr 44: aerial photos showed 6 large and 2 medium aircraft on the ground.

20 Oct 44: listed as prepared for demolition with mines.

Dec 44: planning began to build 20 camouflaged blast bays for Italian fighters at Thiene, but it is not known if these were completed.

24 Dec 44: bombed and strafed by 8 USAAF P-47 fighter-bombers – approximately 14 Bf 109 G-14s destroyed on the ground, runway cratered and hangars hit; the remnants of II<sup>o</sup> Gruppo Caccia relocated to Aviano. There was little use of the airfield after this date until late Apr 45.

27 Apr 45: demolitions carried out and base evacuated.

### Operational Units:

*Italian* (Aeronautica Nazionale Repubblicana): part of 3<sup>o</sup> Gruppo Caccia (Aug-Oct 44); part of 2<sup>o</sup> Gruppo Caccia (Dec 44).

*Luftwaffe*: San.Flugbereitschaft 2 (Sep 43); Stab, 1.-3./NSGr. 9 (Apr-May 45).

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 2/VII (1943-44); Wachkdo. of Fl.H.Kdtr. E(v) 205/VII Villafranca (Mar-Apr 45).

Station Units (on various dates on the landing ground or in Thiene – not complete): Feldwerft-Abt. IV/FWV 30 (Jun 44 - ?)?;

Stab/Kdr.d.Flakinstandsetzung (v) 101/XII (Jan, 20 Mar 45); Flak-Sondergerätwerkstatt B (mot) 4/VII (elements) (20 Mar 45); Flakwaffen-Instandsetzungswerkstatt (o) 101/XI (Jan, 20 Mar 45); Flakwaffen-Instandsetzungswerkstatt 103/XII (o) (1945); Nachschub-Kp. d.Lw. 8/VII (20 Mar 45); Sanitätsbereitschaft (mot) d.Lw. 2/VII (20 Mar 45); Flieger-Untersuchungsstelle 6/VII (Nov 43).

[Sources: AFHRA A5262 pp.1411 and 1474 (2 Mar 45) and pp.2060-61 (20 May 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tivoli** (ITAL): see Guidonia.

## Luftwaffe Airfields 1935-45

**Toblach** (ITAL) (a.k.a. Dobbiaco) (46 43 40 N – 12 13 45 E)

General: landing ground (Landeplatz) in NE Italy 87 km SE of Innsbruck, 72.5 km ENE of Bolzano and 1.25 km SSW of Dobbiaco. History: built by the Austrians during World War I as a military airfield. After WWI, it was used mainly as an emergency landing ground with an important weather station as its primary tenant. The Luftwaffe paid little attention to it until October 1944. Surface and Dimensions: leveled grass surface measuring approx. 960 x 365 meters (1050 x 400 yards). No paved runway.

Infrastructure: had 1 small hangar on the S boundary near the SW corner with a small barracks and other buildings off the SW corner. A hotel in Misurina some 16 km to the S was reportedly used for accommodation. The nearest rail connection was about 135 meters off the SW corner. Dispersal: there were no organized dispersal facilities. Defenses: none noted.

Remarks: none.

Operational Units: Stab, 1., 2./NSGr. 9 (Apr-May 45).

Station Commands: Wachkdo. of Fl.H.Kdtr. E(v) 222/VII Bozen (Oct 44 - Apr 45).

Station Units (on various dates – not complete): Wetternebenstelle 886 (Mar-Apr 45); kl.Feuerschutzzug 528/VII (Mar-Apr 45); 1.(Fernverb.Betr.) (mot)/Ln.-Betr.Abt. (mot) z.b.V. 11 (Mar-Apr 45); 9.(RV-Betr.Pers.)/Ln.-Rgt. 130 (Mar-Apr 45); Verwaltungslager d.Lw. 10/VII (Mar-Apr 45).

[Sources: AFHRA A5262 p.1247 (1943-44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Torazzo** (ITAL): see Catania.

**Torrazza** (ITAL): see Gerbini Satellite No. 6.

**Torre del Lago** (ITAL) (a.k.a. Torre del Lago Puccini) (43 49 55 N – 10 18 25 E)

General: seaplane station in west-central Italy on the W shore of Lake Massaciuccoli 16.5 km NW of Pisa and 1.5 km E of Torre del Lago town center.

History: existed pre-war and was an active military seaplane station during the war years. No Luftwaffe seaplane units are known to have been based here but it was used occasionally by seaplanes in transit.

Dimensions: the small lake (3.6 km x 2.85 km) afforded ample room for take-offs and landings.

Anchorage: seaplanes tied up just N and S of the station in sheltered water protected by breakwaters.

Fuel and Ammunition: fuel was stored and available.

Infrastructure: had 1 large hangar, a repair hangar, a quay, a wooden slipway and a few small buildings 640 meters (700 yards) SW of the seaplane station that were probably part of it and used as workshops. Also had some limited barrack accommodations. A branch rail line from the Torre del Lago train station to the seaplane station.

## Luftwaffe Airfields 1935-45

Defenses: a possible 4-gun Flak position was E of the quay and main buildings.

Remarks:

Sep 44: the hangars and boat sheds were demolished by the retreating Germans and the remaining buildings damaged.

Operational Units:

*Italian* (Regia Aeronautica): 84<sup>o</sup> Gruppo RM (Sep 43); 140<sup>a</sup> Squadriglia RM (Aug 42); 145<sup>a</sup> Squadriglia RM (Jun 43).

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1989-91 (10 Mar 43 updated to 13 Apr 43) and 1378 (4 Apr 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Torre di Faro** (ITAL/Sicily) (a.k.a. Torre Faro) (c. 38 16 N – 15 38 E)

General: landing ground and/or seaplane anchorage in NE Sicily 12 km NE of Messina. Exact locations not determined. History: only one mention found - 16 Go 242 gliders from I./LLG 2 landed here 20-22 Jul 43 carrying heavy equipment for the 1. Fallschirmjäger-Div. The gliders were then destroyed, presumably because the small landing area could not be used by towing aircraft.

Operational Units: none identified.

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

**Tortoli** (ITAL/Sardinia) (39 56 40 N – 09 40 15 E)

General: seaplane anchorage or alighting area on the east coast of central Sardinia 90 km NNE of Cagliari and 2.5 km NE of Tortoli. History: used occasionally by Italian aircraft. No record found of any Luftwaffe seaplane units being based here. Dimensions and Anchorage: the Stagno di Tortoli, a small lake 3 km NNE of Tortoli, afforded a take-off and landing run of approx. 2.4 km. Infrastructure: no infrastructure, jetties or slipways, just a simple lakeshore anchorage. Nearest rail connection in Tortoli.

Dispersal: none. Defenses: none.

Remarks:

2 May 43: Allied photo reconnaissance identified two Cant Z.501s there.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5263 p.1796 (1 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tortorella** (ITAL): see Foggia-Tortorella.

**Tortoreto** (ITAL) (a.k.a. Andrea Constantini) (42 50 30 N – 13 55 20 E)

General: landing ground or emergency landing ground in east-central Italy 91 km SSE of Ancona, 49 km NW of Pescara and 1.75 km NNW of Alba Adriatica. Just 700 meters inland from the Adriatic coast. History: no

## Luftwaffe Airfields 1935-45

information found. No record found of any Italian or Luftwaffe air units being based here. Surface and Dimensions: artificially drained grass surface measuring approx. 960 x 915 meters (1050 x 1000 yards) with a roughly square shape. No paved runway. Infrastructure: no hangars or workshops, but there were 2 small buildings off the NW and SW corners. Dispersal: no organized dispersal facilities.

### Remarks:

28 Jun 43: aerial photos revealed no aircraft present and no record of any activity.

[Sources: AFHRA A5262 p.1099 and pp.1997-98 (21 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Trapani-Adragna** (ITAL/Sicily): see Chinisia.

**Trapani-Milo** (ITAL/Sicily) (c. 38 00 15 N – 12 34 45 E)

General: airfield in W Sicily 4.8 km ESE of Trapani on the S side of the main Trapani-Calatafini road. Mount St. Giullano rises to 750 meters just N and NE of the airfield.

History: an Italian Air Force base built in the late 1920's, it was all but taken over by the Luftwaffe at the beginning of 1941 for use by long-range maritime reconnaissance, convoy escort and dive bomber units. In Nov 42 it became an air supply hub for the defensive campaign in Tunisia with transport aircraft flying in and out daily. Allied air attacks on T-Milo began in earnest in April 1943 and continued into July.

Dimensions: triangle shaped measuring approx. 1280 x 1190 x 1370 meters (1,400 x 1,300 x 1,500 yards).

Surface and Runways: uneven grass surface marred by potholes. Had a single concrete runway measuring approx. 1100 x 70 meters (1,200 x 75 yards) and aligned NE/SW. A crude separate fighter strip was on the WSW side of the field. Rudimentary night landing capability using lamps that reportedly had to be placed out each night by hand.

Fuel and Ammunition: the airfield was served by a pipe line running from an underground fuel storage dump approx. 1.6 km NNW of the landing area. Fuel bowsers (fuel trucks) were filled from the pipe line and then delivered the fuel to the aircraft. Ammunition dumps and storage sites were located to the N, SW, NE and SE end of the field.

Infrastructure: full service and support facilities. There were 3 medium hangars grouped together on the NE side of the field, all with concrete aprons and connected by taxi tracks. Two of the hangars were used by the Lw. for aircraft repairs and the other used by the Italian AF for the same purpose. Additional buildings in the same area served as workshops, vehicle garages and supply storage. The station HQ, admin offices and several billets were located close to the hangar area while the accommodations area was off the NW corner of the airfield and consisted of 22 barracks. The nearest rail connection and siding was 400 meters past the airfield's S boundary.

## Luftwaffe Airfields 1935-45

Dispersal: 26 large open aircraft shelters, 27 blast wall shelters and 7 small v-shaped shelters divided among 3 separate dispersal areas located S, SW and N of the airfield. A fourth dispersal area was under construction in Mar 43.

Defenses: on 1 Mar 43, there were 3 heavy Flak positions, each of 4 or 6 guns, 13 light and medium Flak positions with a total of at least 47 guns.

Remarks:

7-11 Nov 42: huge buildup of aircraft at Trapani in response to the 8 November Allied invasion of Morocco and Algeria. It then became the main transit field and fueling stop for units moving to Tunisia, Tripoli and Sardinia, and base for aircraft assigned to escort convoys and transport aircraft flying across the Sicilian Straits to North Africa.

Mar 43: noted as being in full use by the Lw. as a departure and arrival airfield for aircraft operating between Sicily and North Africa.

5 Apr 43: bombed and strafed by 28 B-17s and 16 P-38s – 3 x Ju 88 A-4s from II./KG 54, 1 x Bf 109 G-6 from Stab/JG 77, 3 x Bf 110 G-2s from II./ZG 1, 5 x Bf 110s from III./ZG 26, 2 x Ju 52s from KGr.z.b.V. 600, 1 x Ju 52 from IV./KG z.b.V. 1, 4 x Ju 52s from KGr.z.b.V. 106, 1 x Do 17Z and 4 x Ju 88 C-6s from 10./ZG 26, plus 1 x Fw 58 from Verbindungsstaffel 55 destroyed or damaged on the ground. A Genst.d.Lw. report the next day stated a total of 10 German aircraft destroyed and another 50 damaged.

13 Apr 43: bombed by approx. 26 NASAF B-17s – 1 x Bf 109 G-4 (trop) from 7./JG 53, 9 x Bf 110 F-2s and G-2s from III./ZG 26, 2 x Ju 88 C-6s from 10./ZG 26 and 2 x Ju 52s from KGr.z.b.V. 106 destroyed or damaged. A Genst.d.Lw. report the next day stated a total of 8 German a/c destroyed and 30 to 40 more damaged.

10 May 43: bombed by 45 B-17s from NAAF – runway cratered, illumination for night landings destroyed, heavy damage to buildings, base communications knocked out, fuel dump set on fire and landing area strewn with unexploded bombs. Among aircraft destroyed or badly damaged were 2 x Bf 109 G-4s from II./JG 27, a Me 323 from I./TG 5, a SM 82 from the Savoia-Staffel and a Do 217E belonging to Luftdienstkdo. Italien.

19 May 43: bombed – 1 x Me 323 and 1 x Bf 109 destroyed, plus several more Bf 109s damaged.

22 May 43: bombed – 1 x Me 323 from I./TG 5 destroyed on the ground.

4 Jun 43: station strength report stated 82 aircraft at Trapani-Milo this date.

4 Jun 43: low-level attack by approx. 25 P-38 Lightnings – 2 x Bf 109 G-4s from 5./JG 27 and 1 x Ju 52 damaged, 5 x Italian aircraft destroyed. Italian repair hangar damaged.

12 Jun 43: bombed by NASAF B-26s – 1 x Me 410 and 1 x He 111 damaged; radio transmitter destroyed.

20 Jun 43: attacked by B-26s and P-38s – direct hits on the technical admin building, station dispensary and the runway.

## Luftwaffe Airfields 1935-45

30 Jun 43: bombed by B-26s – 1 x Ju 88 destroyed and 9 x Bf 109s lightly damaged; repair shop gutted, a hangar damaged, runway and landing area cratered. Serviceability not restored until 3 July.

3 Jul 43 : bombed – 1 x Ju 52 from IV./TG 3 destroyed on the ground.

7 Jul 43: bombed – 1 x Bf 109 G-6 from II./JG 53 destroyed on the ground.

9 Jul 43: Allied medium bombers and fighters destroyed the stations barrack huts and damaged what few buildings had remained undamaged from previous raids.

10 Jul 43: bombed – 6 x Bf 109 G-6s from Stab and II./JG 77 destroyed (1) or damaged (5) on the ground.

11 Jul 43: further attacks, including one by approx. 36 B-26s, put the airfield permanently out of service and the Lw. demolished what little was left at 2200 hours 13 July and then withdrew on 17-18 July. For example, on 13 July 13 x Bf 109 G-6s from Stab and II./JG 77 were either destroyed by bombs (1) or blown up (12) to prevent capture along with other Geschwader equipment.

### Operational Units:

*Italian* (Regia Aeronautica): 10<sup>o</sup> Gruppo CT (Jun-Sep 41); 17<sup>o</sup> Gruppo CT (Sep 40 – Jun 41); 33<sup>o</sup> Gruppo BT (Jun-Aug 41); 37<sup>o</sup> Gruppo BT (Oct-Nov 41); 101<sup>o</sup> Gruppo BaT (Jun-Dec 41); 106<sup>o</sup> Gruppo BT (Aug 40); 157<sup>o</sup> Gruppo CT (Jun-Dec 40); 239<sup>a</sup> Squadriglia BaT (Nov 41); 377<sup>a</sup> Squadriglia CT (Aug 41, Dec 41 – Mar 42).

*Luftwaffe*: I./St.G. 1 (Dec 40 – Feb 41); II./St.G. 2 (Dec 40 – Feb 41); Stab/St.G. 3 (Jan-Feb 41); III./ZG 26 (Jan 41 – May 42, Nov 42 – Jun 43); Stab, II., III./St.G. 1 (Feb-Mar 41); KGr.z.b.V. 104 (one Staffel) (May 41); Stab/Aufkl.Gr. 122 (Dec 41 – Jul 43); Wekusta 26 (Jan 42 – May 43); 2. (F)/Aufkl.Gr. 122 (Jan 42 – Jun 43); 3./KGr.z.b.V. 400 (Jan-Mar 42); I./St.G. 3 (Aug 42); III./ZG 1 (Oct 42 – Jun 43); 11./JG 26 (Nov 42); 10./ZG 26 (Nov 42 – Jun 43); II./JG 51 (Nov 42, Feb 43, Jul 43); Sanitätsflugbereitschaft 2 (Dec 42); detachment of 1./Bordfliegergruppe 196 (Trapani harbor, Dec 42); Sonderkommando Koch (Jan-Feb 43); 7./JG 53 (Jan-Apr 43); II./JG 27 (Mar-Jun 43); KG z.b.V. (S) (Sizilien) (Nov 42 - Apr 43); III./JG 27 (Mar 43); II./ZG 1 (Apr-May 43); Stab/TG 4 (May-Jun 43); 1. Wüstennotstaffel (May-Jun 43); Stab, II./JG 77 (May-Jul 43).

Station Commands: Fl.H.Kdtr. E 25/XI (c. Jan-Jul 41); Fl.H.Kdtr. E 14/III (c. Nov 41 – Jul 43).

Station Units (on various dates at the airfield, in Trapani or nearby – not complete): Befehlsstelle/Lufttransportführer Mittelmeer (Nov 42 – Apr/May 43); Stab/Fliegerführer Sizilien (Apr - ? 43); Stab/Jagdfliegerführer Sizilien (Apr-May 43); 2. Flugh.Betr.Kp./St.G. 1 (Jan-Jun 41); Feldwerft-Abt. d.Lw. LE 9 (Mar 41); III./Feldwerftverband 30 (May, Jun 43); 3/ Feldwerftverband 30 (Jul 42); 9/Feldwerftverband 30 (Sep 42); 5. Flugh.Betr.Kp. z.b.V. (Mar 43); 27. Flughafenbetriebskompanie z.b.V. (to May 43); Werftzug d.Lw. 2/VII (Aug 42); Stab/Flak-Rgt. 135 (Jun 43); III./Flak-Rgt. 33 (Sw. mot.)

## Luftwaffe Airfields 1935-45

(less 12.Battr.) (Mar 43); schw.Flak-Abt. 212(v) (May 43); schw.Flak-Abt. 304 (Mar 43); 4./Res.Flak-Abt. 354 (Mar 43); Flak-Geräteausgabestelle 3/XI (Feb 43); elements of Flughafenbereichs-Ln.-Kp. z.b.V. 11 (Jun 43); elements of Flugmeldemess-Abt. z.b.V. 1 (May 43); elements of Flugmeldemess-Kp. z.b.V. 4 (May 43); Flieger-Geräteausgabestelle (Eisb.) 6 (Mar 41); Bauleitung d.Lw. (Mar 43); Nachschub-Kp. d.Lw. 8/VI (Mar 43); Feldlufttanklager z.b.V. 5/VII (Mar 43); Flug-Betr.St.Untersuchungsstelle Trapani (Mar 43) ; Munitionsausgabestelle d.Lw. 12/VII (Mar 43) ; Flug-Betr.St.Kol. 504/XVII (Mar 43) ; Trsp.Kol. d.Lw. 23/XII (Mar 43) ; Trsp.Kol. d.Lw. 24/XVII (Mar 43) ; Trsp.Kol. d.Lw. 25/XVII (Mar 43); Trsp.Kol. Italuft 3 (Mar 43); Trsp.Kol. Italuft 5 (Mar 43); Kw.Werkstattzug (mot) d.Lw. 2/VII (1942-43); Kw.Werkstattzug (mot) d.Lw. 4/VII (1942-43); Ldssch.Zug d.Lw. 75/XI (Mar 43); Wetterberatungsstelle (D) (Mar 43); Bergetrupp 4/Luftzeugstab 108 (Mar 43); Lw.-Sanitätsbereitschaft (mot) 2/VII (Feb, Jun 43); Verpflegungslager d.Lw. Trapani (Mar 43); Kurieraussonstelle Trapani (May 41, Mar 43).

[Sources: AFHRA A5263 pp.1900-03 (1 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Trevi** (ITAL) (a.k.a. Foligno – Pietra Rossa, Flugplatz 247) (42 53 15 N – 12 42 40 E)

General: airstrip/landing ground in C Italy 36 km SE of Perugia, 7 km S of Foligno, 4 km NW of Trevi and 1.25 km W of the village of Pietrarossa.

History: construction began in fall 1943 under German supervision and used by single-engine aircraft to early June 1944. Surface and Dimensions:

good quality grass surface measuring 915 x 185 meters (1000 x 200 yards).

No paved runway. Fuel and Ammunition: there was an underground fuel

storage tank near the NW boundary. Infrastructure: none, but there were a number of farm buildings a short distance off the W, N and E sides of the landing area that could be used when the airstrip was in use. The nearest rail connection was in Trevi. Dispersal: no organized dispersal facilities in

Nov 43. Defenses: no details found.

Remarks:

18 Jan 44: aerial photos showed no aircraft present and construction of a paved taxiway in progress to connect the landing area at the SW corner to a planned dispersal area.

Jun 44: taken by Allied troops in mid-June.

Operational Units: 2./NAGr. 11 (May-Jun 44).

Station Commands: none identified.

Station Units (on various dates – not complete): 3./Lw.-Bau-Btl. 20/III (Jun 44).

[Sources: AFHRA A5262 p.2003 (15 Feb 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Treviso** (ITAL) (a.k.a. St. Angelo, Giannino Ancilotto, Flugplatz 222, ANR Aeroporto N. 22) (45 39 00 N – 12 11 30 E)

## Luftwaffe Airfields 1935-45

General: airfield in NE Italy 26 km NNW of Venezia (Venice) and 4.5 km WSW of Treviso.

History: believed to have been built in 1936 and became one of the more important Royal Italian Air Force airfields in NE Italy as home to a night fighter training center and an ever-changing number of operational bomber, fighter and reconnaissance units. It was also a transit field for aircraft en-route to and from Greece, Albania and Yugoslavia. Luftwaffe fighters were stationed here in August and September 1943 but it was used by operational aircraft only occasionally after that.

Dimensions: approx. 1465 x 530 meters (1600 x 580 yards) with a rectangular shape.

Surface and Runways: good grass surface. No paved runway in Apr 44. Equipped for night landings with boundary and obstruction lighting and had a beam approach system.

Fuel and Ammunition: both stored at the airfield and available, with underground fuel storage tanks in front of the hangars.

Infrastructure: had 1 medium hangar by itself at the NE corner, while in a row along the S boundary were 2 very large hangars and 2 large hangars. The S boundary hangars all had paved aprons and adjoining workshops. The control tower was located between the hangars on the S side of the field and the base photographic laboratory was in the same area. The station buildings, including admin offices, officer and aircrew quarters, barracks and various support and service facilities, were all in a group 300 meters behind the hangars on the S bank of the Sile River and connected to the airfield by a bridge. The nearest railway station was in Treviso.

Dispersal: no organized dispersal facilities in Aug 43. Aircraft parked along the perimeter and in open fields to the NW. By Apr 44, a remote Northwest dispersal with 11 medium aircraft shelters and 2 parking hardstands was completed and a remote West dispersal with 3 large aircraft shelters was under construction.

Defenses: none identified in Aug 43.

Remarks:

1943-45: airfield not bombed – just the Treviso marshalling yard.

19 Feb 44: total personnel strength of the Platzkdo. and signals detachment was 1 officer, 7 NCOs and 18 men.

30 Sep 44: listed as prepared for demolition with mines.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units:

*Italian* (Regia Aeronautica): Nucleo Addestramento Intercettori (night fighter interceptor training center); 2° Gruppo CT (Jul 41?, Jan-May 43); 7° Gruppo Comb (Nov 40 – May 41); 11° Gruppo BT (Jan-Aug 43); 59° Gruppo BT (Dec 41 – Jan 43); 60° Gruppo BT (Dec 41 – Oct 42); 68° Gruppo OA (Nov 42); 152° Gruppo CT (Dec 40); 153° Gruppo CT (Nov 40).



## Luftwaffe Airfields 1935-45

*Luftwaffe*: III./ZG 26 (Dec 40); part of KGr. z.b.V. 111 (Feb-Mar 42)?; II./JG 51 (Jul-Aug 43).

Station Commands: Flugplatzkdo. C (under Koflug 9/VII Rome) (Mar 43); Flugplatzkdo. of Fl.H.Kdtr. A 202/VII Piacenza (1943-44); Flugplatzkdo. of Fl.H.Kdtr. E(v) 201/VII Aviano (1944-45).

Station Units (on various dates, including the immediate surrounding area – not complete): Stab/Feldluftgaukdo. XXVIII (c.Sep 43 – Sep 44); Ln.-Frontreparaturbetrieb (GL) 5/VII (1944); Ln.-Funk-Kp. z.b.V. 1 (Preganziol, Jan 44); Kdr. d.Kraftfahrtruppen 2/VII (Oct 44); Kfz.Werkstattzug d.Lw. 110/VII (Dec 44, Mar 45); Wetterberatungsstelle (v) 868 (Mar 45); Sprachmittler-Kp. (Ital.) Luftflotte 2 (Oct 43); Lw.-Standortältester Treviso (Mar 43).

[Sources: AFHRA A5262 pp.1383-84 (6 Jul 44) and 2004-05 (17 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tricesimo** (ITAL) (c. 46 10 N – 13 12 E)

General: landing ground in NE Italy 11 km N of Udine. Its exact location in the vicinity of Tricesimo could not be determined. History: Tricesimo and Povoletto (46 07 40 N – 13 16 35 E) were satellites or alternate landing grounds within 7 or 8 kilometers of each other and belonged to the large number of landing grounds of this sort that were built by the Germans in the greater Udine area between fall 1943 and summer 1944. Surface and Dimensions: no details. Infrastructure: probably none.

Remarks:

12/13 Feb 44: night partisan attack on the airfield and barracks – 2 x Fi 156s, 1 x Fw 58 and 1 x Saiman 202 from Stab/JG 77 destroyed (3) or damaged (1) on the ground.

Operational Units: Stab/JG 53 (Feb-Apr 44).

Station Commands: none identified.

Station Units (on various dates – not complete): Jagdabschnittsführer Ost (Italien) (Dec 43 – Sep 44); elements of le.Flak-Abt. 843 (Jul 44); Stab II./Ln.-Rgt. 200 (Dec 44); 7.(Betr.)/Ln.-Rgt. 200 (Oct, Dec 44).

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

**Trient** (ITAL) (a.k.a. Trento, Flugplatz 402) (46 06 25 N – 11 05 42 E)

General: airfield in a narrow valley in NE Italy 50 km SSW of Bozen (Bolzano) and 5 km NNW of Trento. The Adige River paralleled the W boundary of the airfield.

History: built by the Austrians in 1914. Before and during the war, it served as a Caproni factory airfield where experimental work was carried out and as a military transit field.

Dimensions: approx. 990 x 455 meters (1080 x 500 yards) with a rectangular shape.

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

Fuel and Ammunition: fuel was stored at the airfield. No information found regarding ammunition storage.

## Luftwaffe Airfields 1935-45

Infrastructure: had 1 large and 3 medium hangars along the S end of the E boundary. The 4 or 5 station buildings were just N of the hangars and included offices and possibly transit quarters for aircrew passing through. A main rail line running N to Bolzano and S to Verona paralleled the airfield's E boundary.

Dispersal: no organized dispersal facilities.

Defenses: no details found.

Remarks: while the Trento marshalling yard and bridges were bombed heavily, 80 raids according to some sources, little if any attention was paid to the airfield.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Italian* (Aeronautica Nazionale Repubblicana): none identified.

*Luftwaffe*: none identified.

Station Commands: Wachkdo. of Fl.H.Kdtr. E(v) 222/VII Bozen (Oct 44 - Apr 45).

Station Units (on various dates at the airfield or in the nearby area – not complete): Wetternebenstelle 889 (Mar 45); schw.Flak-Abt. 192 (1944); schw.Flak-Abt. 363 (Nov 44); schw.Flak-Abt. 534 (Nov 43 - 1945); 2. (mittl.Flugm.Leit)/Ln.-Rgt. 200 (Oct 44); 33.(Flum-Funk)(besp.)/Ln.-Rgt. 200 (c.Aug 44 – Apr 45); Ln.-Flugmeldemess-Kp. (mot) 61 (Mar 44); Kfz.Beständelager d.Lw. 1/VII B (Mar 45); Zweigstelle d. Kfz.Werkstattzug (o) d.Lw. 105/VII (Mar 45); Motorenwerkstatt d.Kfz.Werkstattzug (o) d.Lw. Kfz.Gerätelager (Mar 45); 104/VII; Nebel-Kp. (o) d.Lw. 94 (1944-45); Nebel-Kp. d.Lw. 95 (Lavis, 1944-45); Nebel-Kp. d.Lw. 96 (Mezzocorona, 1944-45); L.S.-Warnkdo. Trient (Mar 45).

[Sources: AFHRA A5262 pp.1381-82, 1994-95 (22 Sep 44) and 2000-02 (6 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Triest-Noghera** (ITAL) (a.k.a. Trieste-Noghera, Noghere) (45 35 35 N – 13 48 00 E)

General: emergency landing ground in NE Italy 6.5 km SSE of Trieste city center and 1 km WNW of the industrial suburb of Noghera (Noghere).

History: early history not found. Surface and Dimensions: grass surface measuring approx. 870 x 455 meters (950 x 500 yards). Infrastructure: had 2 medium hangars.

Remarks:

20 Oct 44: serial photos showed the landing area cratered by demolition charges and returned to cultivation. The 2 hangars had been dismantled or demolished.

[Sources: AFHRA A5262 p.2075 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Triest (See)** (ITAL) (a.k.a. Trieste) (45 39 15 N – 13 46 00 E)

## Luftwaffe Airfields 1935-45

General: seaplane station in Trieste harbor at the north end of the Adriatic, 1 km of Trieste city center and 200 meters NW of where the Canal Grande di Trieste (Grand Canal of Trieste) flows into the harbor.

History: built 1924-26 for commercial seaplanes. The Italian military carried out seaplane training here before and during the war but no operational units are believed to have been based here. It was used by the Germans as a seaplane transit station for rest and refueling.

Dimensions: the harbor and gulf had ample space for take-offs and landings.

Anchorage: a quay, a crane and a slipway were adjacent to the hangar area.

Fuel and Ammunition: both available.

Infrastructure: had 1 large hangar and possibly two others. Admin offices and accommodations were located in a block of buildings at the S end of the large hangar. A large train station was 460 meters to the N of the station.

Defenses: protected by the Flak defenses surrounding the port of Trieste.

Remarks: Trieste was bombed many times during the war but it is doubtful whether the seaplane station was specifically targeted.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Italian* (Aeronautica Nazionale Repubblicana): none identified.

*Luftwaffe*: none identified.

Station Commands: Fl.Pl.Kdo. (See) C 134/XI (Sep 43 – Dec 44).

Station Units (on various dates and includes Trieste city – not complete): elements of Föhren-Werkstatt-Kp./Sonderkdo. d.Lw. Siebel (Sep 43 - 1944);

Nachschubleitstelle d.Lw. Triest (later 6/VII) (Mar, Oct 43);

Flugbetriebsstoffausgabestelle 10/VII (c.Oct 44); Bauhof d.Lw. Triest (Mar 43); Lw.-Standortältester Triest (Mar 43).

[Sources: AFHRA A5262 pp.2006-07 (10 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Triolo** (ITAL): see Foggia-Zanotti.

**Turin** (ITAL) (a.k.a. Torino) (45 04 N – 07 40 E)

General: Luftwaffe units stationed on the airfields around Turin, in the city or nearby on various dates – not complete):

Lw. Garrison (on various dates): Stab/Flak-Rgt. 131 (Oct 44); Stab/Flak-Rgt. 137 (Aug 44); Stab/Flak-Rgt. 149 (Mar 43); I./Flak-Rgt. 12 (Sep 44); II./Flak-Rgt. 26 (Aug-Oct 44); Flak-Abt. 99 (Aug-Oct 44); elements of schw.Flak-Abt. 165 (Jan 43); part of Flakscheinw.-Abt. 259 (May 44 – Jan 45); Flak-Abt. 287 (May 44); Flak-Abt 363 (Jul 44); Flak-Abt. 486 (Mar/Apr - Sep 44); Stab/schw.Flak-Abt. 573 (Dec 43); schw.Flak-Abt. 575(o) (Sep 43); 2./Flak-Abt. 876 (Dec 42); Flak-Abt. 921 (Dec 43); 2./le.Flak-Abt. 985 (Jan 44 - ?); Flak-Sondergerätwerkstatt B (mot) 2/IV (15 Mar 43); Flak-Instandsetzungswerkstatt/Feldluftpark 2/VII (15 Mar 43); L.S.-Warnkdo. Turin (20 Mar 45); 28.(le.Flum.)/Ln.-Rgt. 200 (c.Aug 44 – Apr 45); Zug of

## Luftwaffe Airfields 1935-45

Flieger-Geräteausgabestelle 103/IV (mot) (Caselle, Aug 44); Munitionsausgabestelle d.Lw. 2/IV (Sep 43); Ldssch.Zug d.Lw. 371/XI (Aug 44); elements of Lw.-Berge-Btl. VII (1944-45); Verwaltungslager d.Lw. 2/VII (Camagnola) (Oct 43 - ); Wetterberatungsstelle (mot) 858 (Sep 44); Wetternebenstelle 860 (20 Mar 45); Lw.-Standortältester Turin (15 Mar 43).

**Turin-Aeritalia** (ITAL) (a.k.a. Torino-Aeritalia) (45 05 00 N – 07 35 50 E)

General: factory airfield in NW Italy 6 km W of Torino (Turin) and 3 km ENE of the suburb of Collegno.

History: dates from 1916 with the initial manufacturer being the firm Pomilio followed by Ansaldo in 1918 and then Fiat in 1927. Fiat produced airframes here before and during the war. No operational units were based here and it was not used by the Luftwaffe. Torino and its airfields, including Aeritalia, were heavily bombed during the war.

Dimensions: approx. 2010 x 825 meters (2200 x 900 yards).

Surface and Runways: level grass surface. Had a single 1100 meter (1200 yards) concrete runway aligned NW/SE.

Fuel and Ammunition: fuel was stored and readily available.

Infrastructure: had 1 large 3-bay hangar at the SE end of the runway. The 6 to 10 Fiat factory buildings, some of which were very large, were in a group at the SE corner of the airfield. Two square-shaped barrack complexes were at the NE corner. The nearest rail connection was 2 km WSW of the airfield in Collegno.

Dispersal: no organized dispersal facilities.

Defenses: protected by the Flak belt around Torino.

Remarks:

25 Apr 44: airfield and factory bombed by 118 B-24 Liberators escorted by 38 P-47 Thunderbolts – claimed hits on the airframe assembly buildings, hangars and the landing ground.

20 Oct 44: listed as having been demolished.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

*Italian* (Aeronautica Nazionale Repubblicana): none identified.

*Luftwaffe*: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.2009-10 (21 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turin-Caselle** (ITAL) (a.k.a. Caselle Torinese, G. Mario Bertrami, Flugplatz 353, ANR Aeroporto N. 1) (45 11 35 N – 07 39 05 E)

General: airfield in NW Italy 14 km NNW of Torino (Turin) city center and 2 km N of Caselle Torinese town center. Used by Luftwaffe fighters, tactical reconnaissance and night harassment units from Jan 44 to the end of the summer of 1944. Deactivated and demolished at the end of Nov 44.

## Luftwaffe Airfields 1935-45

History: built 1936-37 as a joint military-civil airfield and served throughout the war as the main fighter field responsible for the air defense of Turin and the surrounding area.

Dimensions: approx. 1510 x 1235 meters (1650 x 1350 yards).

Surface and Runways: grass surface. No paved runway in Jan 44.

Fuel and Ammunition: refueling points were reportedly in front of the hangars with bulk fuel storage at the NW corner. A blast-proof storage unit with 3 bunkers at the NW corner was believed to be for ammunition.

Infrastructure: had 3 large hangars on the W boundary, a 5-bay shed just N of these and another shed of the same size next to it. The airfield HQ building was between the hangars and 2 large barrack blocks were to the rear of the hangars. Several smaller buildings were along the W and S sides of the landing area and were said to be used as officers' quarters, for storage, etc. A rail line paralleled the W boundary running S to Turin (Torino).

Dispersal: there were 3 dispersal areas – Perimeter, North and Southeast. While the latter two were still under construction in Jan 44, the Perimeter dispersal was active and had 21 aircraft parking hardstands on the N, E and SE boundaries.

Defenses: no details found but presumably protected by the Flak belt around Turin.

Remarks:

1943-45: no record found of Allied attacks on the airfield. The numerous bombings of Turin were aimed at ball bearing plants, the marshalling yard, the Fiat airframe factory, the Fiat Mirafiori aero-engine and aircraft components factory, a tank repair facility and other war-industrial targets.

30 Sep 44: listed as prepared for demolition with mines.

30 Nov 44: airfield blown up and rendered unserviceable by demolition charges.

Operational Units:

*Italian* (Regia Aeronautica): 3<sup>o</sup> Gruppo CT (Jul-Aug 43); 6<sup>o</sup> Gruppo CT (Jun 43); 8<sup>o</sup> Gruppo CT (Jan-Nov 41, May 41); 13<sup>o</sup> Gruppo CT (Oct 41 – Jan 42, Feb 43, May-Jun 43); 17<sup>o</sup> Gruppo CT (Jun 43); 18<sup>o</sup> Gruppo CT (Aug-Oct 41, Apr 43); 23<sup>o</sup> Gruppo CT (Apr-Jun 43); 59<sup>o</sup> Gruppo BT (Jan-May 43); 150<sup>o</sup> Gruppo CT (Jun-Oct 40, Aug-Sep 43); 151<sup>o</sup> Gruppo CT (Jan-Jul 42, Jul-Sep 43); 153<sup>o</sup> Gruppo CT (Dec 41 – Aug 42, Jul-Sep 43); 157<sup>o</sup> Gruppo CT (Dec 40 – Feb 41, Dec 41); 173<sup>a</sup> Squadriglia RST (Jul 41); 376<sup>a</sup> Squadriglia Assalto (Apr 41).

*Italian* (Aeronautica Nazionale Repubblicana): none identified.

*Luftwaffe*: 6./JG 77 (Jan 44); NSGr. 9 (Feb-Jun 44); 2./NSGr. 2 (Jun-Jul 44); 1./NAGr. 11 (Aug-Sep 44)?

Station Commands: none identified.

Station Units (on various dates – not complete): see under Turin.

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 pp.1387, 2012-13 (5 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turin-Mirafiori** (ITAL) (a.k.a. Torino-Mirafiori) (45 00 45 N – 07 38 40 E)

General: airfield in NW Italy 7.25 km SSW of Torino (Turin) city center, 2.75 km W of the Po River and 1.25 km E of the city district of Mirafiori. The airfield was surrounded by the city of Turin.

History: dates from 1910-11 as Turin's first airport and military airfield. A flight school was established here and testing and experimental work carried out. The Ali Littoria airline was established here by Fiat in 1926. Mirafiori served as a fighter field during the war, but the Germans showed little interest in it following Italy's surrender in September 1943. It was decided to demolish the airfield in 1944 after it had suffered considerable damage from Allied air attacks on Turin.

Dimensions: approx. 1325 x 775 meters (1450 x 850 yards) with a rectangular shape.

Surface and Runways: naturally drained grass surface. No paved runway.

Fuel and Ammunition: bulk fuel was said to be stored at the S end of W boundary.

Infrastructure: had a total of 6 hangars - (1) on the N boundary was 1 large 4-bay hangar and a large shed that was believed to be a workshop; (2) at the SE corner was 1 medium 3-bay hangar that was used as a parking garage by Fiat; (3) on the W end of the S boundary was 1 4-bay medium hangar; (4) on the W boundary was 1 large 3-bay hangar, 1 medium 3-bay hangar and 1 medium 2-bay hangar with workshop and storage buildings at both end of these. The Fiat Mirafiori aero-engine and aircraft components factory was located off the NW corner of the airfield. There was a barrack-type building to the N of the hangars on the W boundary that may have served as admin offices and limited quarters.

Dispersal: there were no organized dispersal facilities.

Defenses: no details found but presumably protected by the Flak belt around Turin.

Remarks:

27 Aug 44: observed to be obstructed by trenches and detonated by mines - totally unserviceable.

Operational Units:

*Italian* (Regia Aeronautica): 8° Gruppo CT (Dec 40); 9° Gruppo CT (Jun 40); 15° Gruppo OA (Jun 40); 18° Gruppo CT (Jul-Oct 40, Oct 41, May-Jul 42); 23° Gruppo CT (Jun-Jul 40, Dec 41 – Jul 42); 71° Gruppo OA (Jul-Aug 43).

*Italian* (Aeronautica Nazionale Repubblicana): 1° Gruppo Caccia (Oct 43); CI Gruppo Caccia (? – Mar 44).

*Luftwaffe*: none identified.

Station Commands: none.

## Luftwaffe Airfields 1935-45

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

[Sources: AFHRA A5262 pp.1014-15 (22 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turin-Orbassano** (ITAL) (45 00 50 N – 07 31 05 E)

General: airstrip/landing ground in NW Italy 14.5 km WSW of Turin and 1.5 km NW of the Turin suburb of Orbassano. History: construction began in March 1944 as an alternate landing ground for the Turin area. No evidence found of completion or use. Surface and Dimensions: leveled farmland measuring approx. 1050 x 185 meters (1150 x 200 yards). No paved runway. Infrastructure: none associated with the landing ground.

Dispersal: no organized dispersal facilities in May 44.

Remarks:

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

Operational Units: none identified.

Station Commands: Fl.H.Kdtr. E(v) 36/IV (1944)?

Station Units (on various dates – not complete): elements of I./Lw.-Sicherungs-Rgt. Italien (Jul 44).

[Sources: AFHRA A5262 p.2016 (8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turin-Rivalta** (ITAL) (45 02 25 N – 07 32 30 E)

General: airstrip/landing ground in NW Italy 12 km WSW of Turin city center and 2.25 km NE of Rivalta di Torino town center. History: construction began in the second half of March 1944 as an alternate landing ground for the Turin area. No evidence found of completion or use.

Surface and Dimensions: leveled farmland measuring approx. 1145 x 135 meters (1250 x 150 yards). No paved runway. Infrastructure: none associated with the landing ground. Dispersal: no organized dispersal facilities in May 44.

Remarks: none.

[Sources: AFHRA A5262 p.2017 (8 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Turin – Venaria Reale** (ITAL) (a.k.a. Torino – Venaria Reale, Mario Sante) (45 08 05 N – 07 36 35 E)

General: airfield in NW Italy 9.25 km NW of Torino (Turin) city center and 1.75 km WNW of Venaria town center. Turin-Aeritalia airfield was 5.25 km to the S.

History: dates from 1912 when it was established as a flying school for the Royal Italian Air Force, continuing in that capacity through World War II. It also served as an important base for tactical reconnaissance units. No record has been found indicating the basing of any Luftwaffe air units here. However, the Luftwaffe had an aircraft maintenance unit and some sort of a small salvage operation on the airfield in spring 1944.

## Luftwaffe Airfields 1935-45

Dimensions: approx. 1370 x 1225 meters (1500 x 1340 yards) with an irregular shape.

Surface and Runways: grass surface. No paved runway as of Feb 44.

Fuel and Ammunition: both stored and available but details lacking.

Infrastructure: had 1 large and 4 medium hangars on the N side of the E boundary. Station buildings, possibly 10 in all, were grouped together in the area immediately behind the hangars and provided space for offices, stores, barracks and probably a few workshops. The nearest rail connection was in Venaria.

Dispersal: there were 2 in Feb 44 – North and West – with just 3 aircraft shelters and 2 more under construction.

Defenses: none noted.

Remarks:

29 Mar 44: aerial photos showed 21 single-engine fighters and 3 small biplanes parked on the airfield.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Operational Units:

*Italian* (Regia Aeronautica): 5° Gruppo OA (Jun 40); 64° Gruppo OA (Jan 43); 68° Gruppo OA (Mar 42); 71° Gruppo OA (Jul-Sep 43); 73° Gruppo OA (Jun 42 – c. May 43); 76° Gruppo OA (Jul 42).

*Italian* (Aeronautica Nazionale Repubblicana): Squadriglio Complementare Autonoma "Montefusco" (Oct 43 – Jun 44); Squadriglia Addestramento "Francesco Baracca" (Oct-Dec 43); Scuola di 2° Periodo (1943-44).

*Luftwaffe*: none identified.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E 36/IV (Jul 43 – Apr 44)?; Fl.H.Kdtr. E 17/XVII (Nov 43)?; Fl.H.Kdtr. E(v) 220/VII (Apr-May 44).

Station Units (on various dates – not complete): part of Ie.Abt. III/Feldwerftverband 20 d. Lw. (Apr 44); part of Auffanglager d.Göring-Programm (Apr 44).

[Sources: AFHRA A5262 p.2019 (5 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Tuscania** (ITAL) (a.k.a. Viterbo-Tuscania, Viterbo Satellite No. 2, Drago?, Flugplatz 251B and 251C) (42 22 10 N – 11 52 35 E)

General: landing ground in C Italy 76 km NW of Rome and 19.2 km WSW of Viterbo and 5.6 km S of the village of Tuscania. History: used by Luftwaffe fighter units from Sep 43 to Mar 44 and then by a night harassment group to the first week of Jun 44. Dimensions: 2,000 x 1,250 meters. Runway: firm and well-drained grass surface. Infrastructure: dependent on Viterbo for fuel, ammunition and communications support.

There were no hangars or buildings, but 2 small huts had been erected on the N boundary. Dispersal: no organized areas. Aircraft parked just outside the E and N boundaries of the landing area. Defenses: no details.

Remarks:



## Luftwaffe Airfields 1935-45

19 Oct 43: low-level attack by 8 P-51 Mustangs – 3 x Bf 109 G-6s from 2./JG 77 shot up and destroyed. As a result of this attack, 21 barrels of 2 cm Flak were to be moved from Grosseto to Tuscania.

23 Jan 44: serviceable for Bf 109 fighters - landing strip 1000 x 100 meters.

17 May 44: bombed and strafed – 2 x Bf 109 G-6s from I./JG 77 destroyed (1) or damaged (1) on the ground.

Operational Units: I./JG 77 (Sep 43, Feb, May-Jun 44); II./JG 51 (Jan-Mar 44); part of 1./NSGr. 9 (Apr-Jun 44).

Station Commands: none identified (satellite of Viterbo).

Station Units (on various dates – not complete): Werftzug d.Lw. 7/VII (Nov 43 - ); 112. Flugh.Betr.Kp. (Qu) (May 44); Flak-Abt. 99 (Sf) (Oct 43); le.Flak-Abt. 851 (Sf) (May 44); Verwaltungslager d.Lw. 13/VII (summer 44).  
[Sources: AFHRA A5262 p.2066 (4 Jan 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## U

**Udine-Campoformido** (ITAL) (a.k.a. Udine, Campoformido, Ferdinando Bonazzi, Luigi Gabelli, Flugplatz 460, ANR Aeroporto N. 28) (46 02 00 N – 13 10 40 E)

General: airfield in NE Italy 8.5 km SW of Udine and 2.25 km NE of the village of Campofor mido.

History: built in 1912, it was an important Italian AF field before and during the war with a fighter school and from mid-1941 an ever-changing array of tenant fighter units. The airfield was extensively developed in 1944 and that August several Luftwaffe units moved in and remained to the end of the war.

Dimensions: (1) original military or West Side - wedge-shaped between the railway and the main road with a take-off and landing run of approx. 1830 meters (2000 yards) aligned NE/SW; connected to the east side by level crossings over the main road. (2) newer civil or East Side - on the SE side of the main road and measured approx. 1465 x 1465 meters (1600 x 1600 yards).

Surface and Runways: grass surface on both the East Side and the West Side. There were 2 concrete runways - (1) 1510 meters (1650 yards) aligned NE/SW on the East Side that was equipped with a visual Lorenz system for instrument landings; (2) 2745 meters (3000 yards) aligned WNW/ESE and located 9 km SW of Campoformido airfield and 230 meters N of the village of Galleriano. This imposing runway – if it existed – was said to be in the early stage of construction in Aug 44 and reportedly completed or near completion on 5 Jan 45. Confirmation of this runway has not been

## Luftwaffe Airfields 1935-45

found, but if it existed it would have been for use by jet units such as *Sonderkommando Sommer*.

Fuel and Ammunition: refueling points were near the hangars and there were underground fuel tanks at 3 sites around the airfield and a large fuel dump in a part 7 km NNE of the landing area. Ammunition was stored in an underground dump on the NW boundary on the West Side, and another dump with open storage 4.5 km E of the airfield.

Infrastructure: had at least 3 large and several smaller hangars along with workshop buildings at the NE corner of the West Side along with admin buildings, barracks and other service and support facilities. Additionally, there was a workshop in the South dispersal area and an aircraft engine repair workshop near the train station in Basillano, 6.25 km WSW of the airfield. The nearest rail connection was along the N boundary of the West Side of the airfield.

Dispersal: there were 3 dispersal areas – Perimeter, South and Southwest – with a total of 49 large and 49 small aircraft shelters.

### Remarks:

30 Jan 44: hit by 63 15<sup>th</sup> AAF B-24s loaded with thousands of fragmentation bombs – claimed saturation of the hangar and landing area with some bursts among the approx. 40 aircraft parked there.

31 Jan 44: bombed by 70 15<sup>th</sup> AAF B-17s – *claimed* good results against targeted aircraft repair and maintenance shops; all but 1 hangar and many buildings used for accommodations were destroyed.

18 Mar 44: hit by 15<sup>th</sup> AAF B-17s carrying 20-lb. fragmentation bombs – *claimed* a share of the 56 aircraft destroyed or damaged on the ground this date on 5 Luftwaffe airfields in NE Italy.

5 Sep 44: low-level attack by RAF fighters – 2 x Bf 109s from 2./NAGr. 11 destroyed on the ground.

30 Sep 44: listed as prepared for demolition with mines.

18 Nov 44: bombed - 10 x Bf 109s from 1. and 2./NAGr. 11 destroyed or damaged on the ground along with 1 x Fi 156 destroyed and another damaged.

5 Jan 45: aerial reconnaissance photos showed several of the hangars had been dismantled and taken away, several others never completed and nearly all of the remaining buildings in ruins or heavily damaged from bombings.

17 Jan 45: the runways on both sides of airfield reportedly prepared for demolition with mines.

20 Mar 45: strafed by P-47 Thunderbolts – claimed 3 aircraft destroyed on the ground and 19 more damaged.

5 Apr 45: bombed by 168 B-24 Liberators – 3 x Bf 109s destroyed, 9 x Bf 109s damaged, 2 x Fw 190s and 3 x Fi 156s damaged with 1./NAGr. 11 suffering the majority of these losses.

### Operational Units:

## Luftwaffe Airfields 1935-45

*Italian* (Regia Aeronautica): Scuolo Caccia (fighter school); 6° Gruppo CT (Jun-Nov 41, Jun-Dec 42); 8° Gruppo CT (Dec 42 – May 43); 9° Gruppo CT (Apr-May 42); 10° Gruppo CT (Apr-May 42); 15° Gruppo OA (Jun 40); 17° Gruppo CT (Jun-Nov 41, Jun-Nov 42); 63° Gruppo OA (Jun-Sep 40); 71° Gruppo OA (Apr 41).

*Italian* (Aeronautica Nazionale Repubblicana): 1° Gruppo Caccia (Jan-Apr 44); 2° Gruppo Caccia (Jan-Apr 45).

*Luftwaffe*: Gefechtsverband *Sigel* (Aug-Oct 43); 1./NSGr. 9 (Dec 43 – Feb 44); II./JG 51 (Dec 43 – Jan 44); Jägerleitstand Ost (Apr 44); Seenotstaffel 20 (c. Aug 44 – Apr 45); Stab, 1., 2./NAGr. 11 (Sep 44 – Apr 45); Kommando "Götz" (Mar 45); Sonderkdo. *Sommer* (Mar-Apr 45).<sup>2</sup>

Station Commands: Fl.H.Kdtr. E 13/III (1943 – Mar 44); Fl.H.Kdtr. E 14/IV; Fl.H.Kdtr. E(v) 213/VII (Apr 44 - Apr 45).

Station Units (on various dates – not complete): Feldwerft-Staffel (mot) 2/90 (Mar 45); Fliegerbodengerätetrupp (v) 113/VII (Mar 45); kl.Feuerschutzstaffel 88/VII (Mar 45); Stab/Flak-Rgt. 37 (mot) (Dec 44); Stab/Flak-Rgt. 149 (Dec 43 – Apr 45); II./Flak-Rgt. 26 (mot) (Jun 44); Flak-Abt. 163 (Aug 44); schw.Flak-Abt. 354 (Nov 43 – Mar 44); elements of le.Flak-Abt. 507 (1944-45); schw.Flak-Abt. 603 (Dec 43 - ?); le.Flak-Abt. 843 (Sep 44, Mar 45); Flak-Abt. 921 (Nov, Dec 44); le.Flak-Abt. 945 (Mar-May 45); Stab II., 6., 7.(Betr.) and 16.(le.Flum.)/Ln.-Rgt. 200 (1943-45); 11.(Flum.Ausw.u.Betr.)/Ln.-Rgt. 200 (Feb-Apr 45); 15.(le.Flum.)/Ln.-Rgt. 200 (c.Dec 44 – Apr 45); 1.(le.RV)(mot)/RV-Abt. z.b.V. 2 (Dec 44, Mar 45); Ln.-Kp. z.b.V. (Ital.) (Dec 44, Mar 45); 1.Zug Flieger-Geräteausgabestelle (mot) 103/IV (Mar 45); Fahr-Kol. d.Lw. 3/VII (one Zug) (Mar 45); Zweigstelle d.Kfz.Werkstattzug (o) d.Lw. 109/VII (Mar 45); part of Lw.-Jäger-Btl. z.b.V. 4 (Sep 44); Sanitätsbereitschaft (mot) d.Lw. 5/XIII (Mar 45); Meldekopf für Flugzeug-Bergung Ost (Mar 45); L.S.-Warnkdo. Udine (Mar 45); Offz.d.Lw. b.d.Frontleitstelle 29 (Mar 45); Wetterberatungsstelle (v) 870 (Mar 45).

[Sources: AFHRA A5262 pp.2021-23 (9 Sep 43) and pp.1392, 1541-42 (17 Jan 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Ulzio** (ITAL) (a.k.a. Oulx) (45 02 30 N – 06 49 10 E)

General: emergency landing ground in NW Italy 68 km W of Torino (Turin) city center and 1.5 km NW of Ulzio (Oulx) town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government and used briefly during the May-Jun 40 advance into France. Surface and Dimensions: grass surface measuring approx. 595 x 230 meters (650 x 250 yards). Infrastructure: had 1 small hangar and a few buildings on the E boundary.

Remarks:

2 Sep 44: aerial photos showed it abandoned and returned to cultivation.

[Sources: AFHRA A5262 p.2075 (2 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

## Luftwaffe Airfields 1935-45

**Urbe** (ITAL): see Rome-Urbe.

## V

**Vacile** (ITAL) (46 09 00 N – 12 53 00 E)

General: emergency landing ground in NE Italy 28.5 km WNW of Udine, 3.75 km NNW of Spilimbergo and 1.2 km NNW of the village of Vacile.

History: nothing is known of this ELG other than it probably existed.

Surface and Dimensions: no information found. Infrastructure: none noted.

Remarks: none.

[Sources: AFHRA A5262 p.2075 (Dec 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Varano** (ITAL) (a.k.a. San Nicola) (41 52 30 N – 15 41 00 E)

General: seaplane station in east-central Italy 59 km ESE of Termoli, 4.5 km S of the seaside village of Capoiale on the W shore of Lake Varano.

History: built before the war, but its history during the war years is unclear. No record found of any Italian or Luftwaffe seaplane units being based here.

Dimensions: Lake Varano measures 9.75 x 5.75 km (6 x 3.5 miles).

Anchorage: the lake is well sheltered with depths of 2 – 5 meters (6 – 15 feet).

Fuel and Ammunition: fuel was available.

Infrastructure: had 2 hangars without roofs and 13 other buildings (7 usable, 6 to be refurbished) on a small promontory probably housed admin offices, accommodations and stores. A narrow stone quay c. 400 meters in length ran along the S boundary of the station and supported 1 slipway. The nearest rail connection was 1.5 km SW of the station.

Defenses: no information found.

Remarks: none.

Operational Units: none identified.

Station Commands: none identified.

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

[Sources: AFHRA A5262 pp.1393 (4 May 45), 1466 (2 Mar 45) and p.2024 (24 Jun 43); A5164 p.924 (19 Apr 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Varese** (ITAL) (45 48 10 N – 08 46 37 E)

General: seaplane station at the SE end of Lake Varese in north-central Italy 49.25 km NW of Milan (Milano) and 4.25 km SW of Varese city center.

History: existed pre-war and is believed to have been used for limited training purposes before and during the war. No seaplane units were based here according to available evidence.

Dimensions: the lake afforded a take-off and landing area of 7.75 x 3.25 km.

## Luftwaffe Airfields 1935-45

Anchorage: seaplanes were moored in the shallow waters in front of the station.

Fuel and Ammunition: fuel was available.

Infrastructure: had 1 medium hangar, 1 small double-bay hangar and a small nearby building connected to the hangars by a taxi track that was believed to be a workshop. A medium-size slipway served the medium hangar. No evidence seen of any jetties, moles, quays or cranes. The nearest rail connection was in Varese.

Defenses: none identified.

Remarks:

4 Apr 43: aerial photos showed no seaplanes visible at or near the station and no signs of activity.

Operational Units: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Lw.-Sanitätsbereitschaft 1/XVII (Varese, Oct 44).

[Sources: AFHRA A5262 p.2025 (3 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Venafiorita** (ITAL/Sardinia) (a.k.a. Vena Fiorita, Olbia-Venafiorita) (40 52 05 N – 09 29 50 E)

General: landing ground in NE Sardinia 6.25 km S of Olbia city center and 2.5 km N of the village of Loiri (Loiri Porto San Paolo). History: developed by the Germans in spring 1943 as a major air transport and refueling hub for the delivery of troops and supplies into Sardinia and then their evacuation a few months later. No Luftwaffe air units are believed to have been based here. Surface and Dimensions: artificially drained grass surface measuring approx. 1190 x 1100 meters (1300 x 1200 yards) and roughly rectangular in shape. No paved runway. Fuel and Ammunition: as a transit hub for German transport aircraft, large quantities of fuel were on hand in summer 1943. Infrastructure: no hangars or workshops, but there were a few small buildings at the SE corner. The nearest rail connection was in Olbia.

Dispersal: an East dispersal area was built in late spring 1943 where aircraft could park among trees and shrubs. Defenses: none seen in mid-May 43.

Remarks:

15-17 Apr 43: inspected by Lw. for possible use and personnel began arriving on 22 April in the form of an 11-man guard detachment.

6 May 43: designated an intermediate refueling stop and for the next four months handled as many as 50 Ju 52, Me 323, Ju 90, Ju 290 and Savoia 82 transports daily loaded with fuel, ammunition, equipment, guns, tractors, motor vehicles and personnel. Many of these flights were made by aircraft belonging to III./TG 4.

9 May 43: one Staffel from JG 77 ordered to move here.

10 May 43: aerial photos showed 11 aircraft parked in the East dispersal area.

## Luftwaffe Airfields 1935-45

4 Jun 43: Lw. station strength 2 officers and 82 men.

19 Jun 43: station strength now 6 officers and 98 men.

24 Jun 43: attacked by approx. 32 B-25s and 40 P-38s – fuel supplies destroyed.

28 Jun 43: bombed by 31 NASAF B-25 Mitchells dropping fragmentation bombs – 1 x Ju 52 from IV./TG 3 and 1 x Italian aircraft destroyed at Venafiorita; hangars, dispersals, barracks and admin buildings all damaged.

15 Sep 43: 35 Italian aircraft parked here were set on fire by the Germans, the airfield rendered unusable and the last Lw. personnel departed aboard 4 Ju 52s.

### Operational Units:

*Italian* (Regia Aeronautica): 24° Gruppo CT (May-Aug 43); 160° Gruppo CT (Apr-Sep 43).

*Luftwaffe*: none identified.

Station Commands: Fl.H.Kdtr. E 32/VI (trop) (Jun-Sep 43).

Station Units (on various dates – not complete): detachment of Lufttransportführer 1 (May-Jun 43); detachment of 13. Flugh.Betr.Kp. z.b.V. (May-Jun 43); elements of Lufttorpedo-Betr.Kp. 8 (Jul-Aug 43); Luftminen-Zug 3 (May-Jun 43); elements of schw.Flak-Abt. 116 (May 43)?; elements of gem.Flak-Abt. 259 (Jun 43); Stab/Flak-Abt. 451 (Jul-Aug 43); Flak-Batterie z.b.V. 1560 (May 43); schw.Flak-Batterie z.b.V. 1581 (Jun 43); Flak-Geräteausgabestelle 1/IV (Jun 43); 1./Ln.-RV-Abt. (mot) 1 (Jun 43); elements of Flughafenbereichs-Ln.-Kp. z.b.V. 11 (May 43); Lw.-Baugerätezug 2/XI (15 Mar 43); Feld-Lufttanklager 1/VIII (Jul 43); Nachschubleitstelle d.Lw. Sardinien (elements) (15 Mar 43); Nachschubleitstelle d.Lw. 1/VII (Jul 43); Munitionsausgabestelle d.Lw. 13/VI (15 Mar 43); Munitionsausgabestelle d.Lw. 22/IV (or 22/VI?) (May, Jun 43); Flugbetriebsstoffausgabestelle 2/VI (15 Mar 43); 9./Kw.Trsp.Rgt. 4 (Speer) (elements) (15 Mar 43); Bauhof d.Lw. Olbia (15 Mar 43).

[Sources: AFHRA A5263 p.1797 (8 Jul 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Venaria Reale** (ITAL): see (Torino (Turin) – Venaria Reale).

**Venedig – San Nicolò** (ITAL) (a.k.a. Venezia - San Nicolò, Venice - San Nicolò, Giovanni Nicelli, Flugplatz 229) (45 25 50 N – 12 23 05 E)

General: airfield and seaplane station in NE Italy 4.5 km ESE of Venice. Located on the N end of Lido Island.

History: San Nicolo was built in 1909 as a military airfield while the seaplane station was established a little later in 1912. Commercial passenger aircraft began using San Nicolo in 1926. No record found of Royal Italian Air Force or Luftwaffe air units being based on the airfield, but the Luftwaffe is known to have used it as a transit field for transport aircraft from 1941 to 1943/44. On the other hand, the seaplane station was used as a base by both.

## Luftwaffe Airfields 1935-45

Dimensions: airfield approx. 960 x 500 meters (1050 x 550 yards) with an irregular shape.

Surface and Runways: level grass surface in good condition. No paved runway. Equipped with a radio beacon and flood lights to facilitate night landings.

Fuel and Ammunition: there were 3 large fuel storage tanks on the edge of the water at the NW side of the airfield.

Infrastructure: had a large repair hangar and a multi-bay flight hangar off the SE corner. The flight control building (surrounded by earthen berms) and 2 blocks of admin buildings were off the W boundary. An "H"-shaped barrack block was off the SW corner and a long rectangular (barrack?) block was off the SE corner. Ferries and motor boats were used for transportation back and forth to Venice.

Dispersal: there were no organized dispersal facilities due to space limitations on the island.

Defenses: none identified.

Remarks:

1943-44: no record found of Allied bombing. Airfield destroyed with demolition mines prior to mid-September 1944 while the seaplane station remained operational until the beginning of 1945.

Operational Units:

*Italian* (Regia Aeronautica): 143<sup>a</sup> Squadriglia RM (Apr 43).

*Luftwaffe*: half of 2./Bordfliegergruppe 196 (Aug 43 – Aug 44); 6. Seenotstaffel (Oct 43 – Aug 44).

Station Commands: Wachkdo. from Fl.H.Kdtr. A 202/VII (Piacenza) (Mar 43 - ?); Fl.Pl.Kdo. B 6/VII (See) (Feb 44 – Feb 45).

Station Units (on various dates – not complete): Frontreparaturbetrieb GL 3158 (BMW) (Mar 42); Seenotdienstführer 2 (Oct 43 – Aug 44); Seenotflotille 10 (Nov 43 – Aug 44); Ln.-Flugsicherungshauptstelle 3 (1944); Wetterwarte (Mar 43); Wetterberatungsstelle (v) 856 (Mar 45); L.S.-Warnkdo. Venedig (Mar 45).

[Sources: AFHRA A5262 pp.2029-31 (19 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Venegono** (ITAL) (a.k.a. Venegono Inferiore, ANR Aeroporto N. 5) (45 44 30 N – 08 53 15 E)

General: airfield in north-N Italy 36 km NW of Milano (Milan), 10 km SSE of Varese and along the W side of the towns of Venegono Superiore and Venegono Inferiore.

History: built in the second half of the 1930's and used for torpedo-bomber training by both the Royal Italian Air Force and its successor, the ANR. No record found of Luftwaffe units being based here.

Dimensions: approx. 1465 x 775 meters (1600 x 850 yards).

Surface and Runways: rough grass surface. Had a single concrete runway 1005 meters (1100 yards) in length and aligned N/S. Small concrete

## Luftwaffe Airfields 1935-45

turning circles at each end were connected to the perimeter road and the N dispersal by 5 taxi tracks. Equipped for night landings.

Fuel and Ammunition: a large fuel storage tank was located on the E boundary and there was an addition storage site at the SE corner. Limited ammunition storage was also at the SE corner.

Infrastructure: had 1 medium hangar and the airfield control tower at the SE corner along with 2 buildings for admin and stores. Venegono was also said to have some minor workshop facilities. Personnel were said to be billeted in nearby Venegono and Tradate. The main Milan – Varese rail line paralleled the E boundary.

Dispersal: there were 2 aircraft dispersals – North and Southeast – with a total of 9 blast shelters in Aug 44.

Defenses: no information found.

Remarks:

20 Oct 44: listed as having been prepared for demolition.

15 Apr 45: listed as rendered partially unserviceable by demolition mines.

Operational Units:

*Italian* (Regia Aeronautica): 59° Gruppo BT (Aug-Sep 43); 60° Gruppo BT (Apr-Sep 43).

*Italian* (Aeronautica Nazionale Repubblicana): Squadriglia Complementare Addestramento Silurante/1° Gruppo Autonomo Aerosiluranti "Buscaglia" (1944).

*Luftwaffe*: none identified.

Station Commands: none identified.

Station Units (on various dates – not complete): Feldwerft-Abt. (mot) (ital.) (Mar 45).

[Sources: AFHRA A5262 pp.1395-96 and 2027-28 (8 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vercelli** (ITAL) (45 18 40 N – 08 24 55 E)

General: landing ground in NW Italy 62.5 km WSW of Milan (Milano) city center and 1 km S of Vercelli town center. History: dates from 1928 when a flight training school was established here and believed to be one of the several hundred auxiliary landing grounds and emergency landing grounds built during the inter-war period. Continued to be used for flight training during the war. No evidence found of use by the Luftwaffe. The purpose of the factory buildings is unclear but wartime documents suggest that small aircraft components may have been made there. Surface and Dimensions: grass surface measuring approx. 825 x 320 meters (900 x 350 yards) with a wedge shape. No paved runway. Probably equipped with a beacon and obstruction lighting for night landings. Infrastructure: had 5 very small hangars at the E end of the N boundary and 3 groups of factory buildings on the N bank of a small stream that ran along the N boundary immediately behind the hangars. Accommodations were in Vercelli. Dispersal: there were no organized dispersal facilities. Defenses: none noted.



## Luftwaffe Airfields 1935-45

### Remarks:

29 Mar 44: landing ground being used as a storage park or salvage dump for single-engine Italian trainers, there being 78 of them here on this date.

27 Aug 44: the number of trainers parked here had dwindled to 23.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

[Sources: AFHRA A5262 pp.2032-33 (20 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vergiate** (ITAL) (45 42 50 N – 08 41 55 E)

General: factory airfield in N Italy 46 km NW of Milano (Milan) and 9.5 km NNW of Gallarate-Malpensa airfield. Heavy pine forests had to be cleared to make space for the airfield.

History: the airfield and factory were built in 1937-38 and from then to Sep 43 turned out airframes for Savoia Marchetti medium bombers and transport aircraft. It also served as an aircraft test center for the firm. It was taken over by the Germans in fall 1943 but no Luftwaffe air units are known to have been based here. Instead, the factory was used for overhauls on Savoia Marchetti aircraft.

Dimensions: approx. 1580 x 1060 meters (1725 x 1160 yards) with a "Y" shape.

Surface and Runways: grass surface camouflaged with fake roads. Had a single concrete runway 785 meters long (860 yards) and aligned NNW/SSE. A taxiway connected the N end of the runway to the apron in front of the main hangar.

Fuel and Ammunition: fuel stored and available.

Infrastructure: had 2 long, parallel, reinforced concrete buildings along the SW boundary with a railway immediately behind them. The one closest to the rail line was a Savoia Marchetti assembly building and the other was a triple-bay hangar. Directly S of these were a shop for moldings, 4 other main workshop buildings, a few small workshops and an engine test bed. The Savoia Marchetti admin and technical buildings were in Sesto Calende, 5 km WNW of Vergiate airfield. There were no accommodations on the airfield. The nearest rail connection was at the N end of the W boundary.

Dispersal: aircraft parked off the E boundary where a dispersal area was under construction in early Sep 44 and in front of the hangar.

Defenses: none noted.

Remarks: no Allied air attacks of any significance were flown against Vergiate or the airfield.

Operational Units:

*Italian* (Regia Aeronautica): 153<sup>o</sup> Gruppo CT (Jun-Nov 40).

*Luftwaffe:* none.

Station Commands: Flugplatzkdo. of Fl.H.Kdtr. E(v) 203/VII Lonate Pozzolo (Aug 44 - Apr 45).

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

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 pp.1400-01 and 2034-35 (22 Sep 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Verona** (ITAL) (45 26 N – 10 59 E)

Lw. Garrison and Station Units (on the airfields (mainly Villafranca), in the city or nearby on various dates – not complete):

*Commands* (Kommandobehörden, Stäbe): Stab/Jagdfliegerführer Oberitalien (Aug 44 – Apr 45); Koflug 10/VII (Sep 43 – Apr 45).

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

*Antiaircraft* (Flak): Stab/25. Flak-Div. (Affi, Jan, Apr 45); Stab/Flak-Rgt. 5 (as Flakgruppe Verona, c.fall 43 – fall 44); Stab/Flak-Rgt. 39 (Oct 43); Stab/Flak-Rgt. 137 (Mar 45); III.(Sf)/FAS 2 (Dec 44); I./Flak-Rgt. 37 (1945); le.Flak-Abt. 99 (Sf) (Nov 44); Flakscheinw.Abt. 160 (1943-45); schw.Flak-Abt. 182 (Jul 44); 7./schw.Flak-Abt. 246 (Nov/Dec 43); part of Flakscheinw.-Abt. 259 (1944-45); schw.Flak-Abt. 264 (1944-45); schw.Flak-Abt. 327 (1944); schw.Flak-Abt. 365 (Oct 43, Jan 45); 2./schw.Flak-Abt. 483 (Apr 45); schw.Flak-Abt. 487 (Apr 44); elements of schw.Flak-Abt. 523 (1943-44); schw.Flak-Abt. 547 (1944-45); schw.Flak-Abt. 575 (Nov 44 – Jan 45); elements of le.Flak-Abt. 723 (Mar 45); le.Flak-Abt. 734 (Jul, Nov 44); Flakscheinw.-Abt. 809 (1943-45); elements of le.Flak-Abt. 914 (Apr 45); elements of le.Flak-Abt. 921 (Mar 44)?; I./Ital.Flak-Rgt. 1 (1944-45).

*Air Raid Protection/Civil Defense* (Luftschutz): Nebel-Abt. d.Lw. 8 (Apr 45); L.S.-Warnkdo. Verona (Mar/Apr 45).

*Air Force Signals* (Luftnachrichten): Stab IV.(Flus.), 11., 12./Ln.-Rgt. 2 (Oct 43 - ?); 12.(Flugs.)(mot)/Ln.-Rgt. 2 (Mar 45); 9./Ln.-Rgt. 21 (Apr 45); 8.(Fernverb.Betr.Pers.)/Ln.-Rgt. 120 (Oct 43 - ?); Stab/Ln.-Rgt. 200 (Grezzana, c.Oct 44 – Apr 45); Stab III./Ln.-Rgt. 200 (Mar 45)?; Stab VI. (mot)/Ln.-Rgt. 200 (c.Jul 44 – Apr 45); 13.(Betr.)/Ln.-Rgt. 200 (c.Aug 44 – Apr 45); 17.(s.Flum)/Ln.-Rgt. 200 (c.Oct 43 – Apr 45); 24.(le.Flum)/Ln.-Rgt. 200 (1944 – Apr 45); Stab, 3.(Fernverb.Betr.) and 4.(Tel.Bau)/Ln.-Betr.Abt. (mot) z.b.V. 11 (Mar/Apr 45); Ln.-RV-Abt. (mot) z.b.V. 1 (Jul 44); Stab and 3.(le.RV)(mot)/RV-Abt. z.b.V. 2 (V-Fumane, Dec 44, Mar 45); Ln.-Betr.Kp. 145 (Affi, Jan, Apr 45); Flugmelde-Funk-Kp. z.b.V. 32 (Nov 43, fall 44); Ln.-Verbindungs-Kp. (mot) 15 (fall 44 – Apr 45); Ln.-Kp. z.b.V. 28 (Chievo, Dec 44, Mar 45); Zug Italien/Ln.-Funküberwachungs-Kp. z.b.V. 1 (Apr 45); Instandsetzungszug (Boden-Funkmess) 3/VII (Mar 45); Funkzug/Seenotflottille 20 (Mar 45).

*Construction* (Bau): Bauhof d.Lw. Verona (Mar 43).

*Supply Services* (Nachschubdienste): Nachschub-Kp. d.Lw. 5/XI (Nov 44, Apr 45).

*Ground Transport* (Transportkolonnen): Stab/Kdr.d.Kraftfahrtruppe (v) d.Lw. 2/VII (Mar 45); Flug-Betriebsstoff-Kolonnie 508/VII ( ? – Feb 45); Trsp.Kol. d.Lw. 116/I (Mar 45); Trsp.Kol. d.Lw. 101/VII (Mar 45); Trsp.Kol. d.Lw. 160/VII (Nov 44, Mar 45); Trsp.Kol. d.Lw. 162/VII (Nov 44, Mar 45); Kfz.Beständebezirk d.Lw. 1/VII (Mar 45); Kfz.Instandsetzungszug (mot)

## Luftwaffe Airfields 1935-45

d.Lw. 6/IV (Mar 45); Kfz.Abschleppzug (mot) d.Lw. 2/VII (Mar 45);  
11.Kp./Kw.Trsp.Rgt. 2 (Speer) (Mar 45).

*Ground Defense and Security, etc.* (Landeschützen, usw.): Ldssch.Zug  
d.Lw. 104/VI (Oct 43 - ?); Ldssch.Zug d.Lw. 375/XI (1944-45)?

*Medical Services* (Sanitätsdienste): none identified.

*Other* (sonstige, verschiedene): Seenotflottille 20 (Aug 44 - Mar 45);  
Wetterberatungszentrale (A) 851 (Mar 45); Wetter-Betr.Stelle (o) A 906  
(Mar 45); Ausbildungs-u.Sammel-Btl. d.Komm.Gen.d/Dt.Lw. in Italien (Mar  
45); Kurierbereitschaft (mot) u.Kurierstelle des Komm.Gen.d.Dt.Lw. in  
Italien (Mar 45); Druckvorschriften-Zug d.Komm.Gen.d.Dt.Lw. in Italien  
(Mar 45); Beschaffungsgruppe/Feldluftgaukkdo. 28 (Apr 45); Lw.-  
Kriegsgefangenen-Weiterleitstelle Italien (Mar 45); Lw.-Betr.Zug (mot) 2  
(Apr 45); Offz.d.Lw. b.d.Frontleitstelle 119 (Mar 45).

**Verona** (ITAL) (a.k.a. Verona/Nord, Verona-Boscomantico, Angelo  
Berardi) (45 28 20 N – 10 55 40 E)

General: airfield in NE Italy 6.25 km NW of Verona city center and 2 km  
NNW of Chievo.

History: built in 1916 and used mainly by civil aviation after World War I.  
The Italian military treated it mainly as a satellite of Villafranca di Verona, 9  
km to the SSW, and used it for flight training and as a practice field. No  
record has been found indicating that any Luftwaffe air units were based  
here, but individual courier and liaison aircraft did use it.

Dimensions: approx. 1005 x 275 meters (1100 x 300 yards) with an  
irregular shape.

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

Fuel and Ammunition: fuel was stored and available. Ammunitions storage  
was thought to be in a small building protected by blast walls that was  
located on the E boundary.

Infrastructure: had 3 small curved roof hangars with adjacent workshops on  
the E boundary, and 1 medium double-bay hangar with an adjacent  
workshop on the S boundary. Additionally, a group of 3 buildings SW of the  
double-bay hangar may have been used as workshops. The airfield's admin  
buildings and barracks were off the E boundary. A main rail line ran 1.25  
km off the NE side of the airfield.

Dispersal: there were no organized dispersal facilities in Jul 43.

Defenses: none noted in Jul 43.

Remarks: Verona was bombed numerous times by the Allies because it was  
one of the principal German command, control and logistics centers in Italy,  
but this small and virtually unoccupied airfield was essentially left alone.

30 Sep 44: listed as rendered unserviceable by exploded mines.

Operational Units:

*Italian* (Regia Aeronautica): 68<sup>o</sup> Gruppo OA (Jun 40).

*Luftwaffe*: none identified.

Station Commands: none identified.

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): none identified specific to the airfield.

[Sources: AFHRA A5262 p.2036 (9 Sep 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vibo Valentia** (ITAL) (a.k.a. Luigi Razzi) (38 38 15 N – 16 02 45 E)

General: airfield in S Italy 71 km NE of Messina, 14.5 km SW of the coastal town of Pizzo and 6 km SW of Vibo Valentia town center.

History: early history not found but in 1942 it was described as of minor importance and little used. In September of that year (1942), a flight training school was set up here and then the Germans arrived in Feb 43 and began using it as an air transport hub for the transporting of supplies and personnel to Tunisia, Sicily and Sardinia. It was evacuated and abandoned during the first week of Sep 43.

Dimensions: approx. 1050 x 870 meters (1150 x 950 yards) with a circular shape.

Surface and Runways: grass surface that could be soft in wet weather. No paved runway.

Fuel and Ammunition: fuel was readily available. Ammunition was thought to be stored in 3 buildings just off the E boundary that were surrounded with blast walls.

Infrastructure: had 3 large hangars with concrete aprons on the NE boundary. Airfield admin buildings, barracks and other service and support facilities were in a group of 11 buildings arrayed in 4 rows behind the hangars. There were 2 railway stations or stops within less than 1 km of the airfield.

Dispersal: no organized dispersal facilities in Jan 43.

Defenses: protected by at least one 4-gun battery of light Flak in Jan 43.

Remarks:

10 Jul 43: bombed – 1 x Ju 52 from III./TG 1 destroyed on the ground.

11 Jul 43: bombed – 2 x Bf 109 G-6s from I./JG 53 damaged on the ground.

12 Jul 43: bombed – 1 x Ju 52 from III./TG 2 destroyed on the ground.

13 Jul 43: bombed – 1 x Ju 52 from III./TG 1 and 2 x Ju 52s from III./TG 2 destroyed on the ground.

16 Jul 43: bombed – 21 x Bf 109 G-6s from I./JG 53, 1 x Ju 52 from III./TG 1, 1 x Ju 52 from III./TG 2, 1 x Ju 52 from Flieger-Kp./Ln.-Rgt. 2 and 1 x Fw 58 from Verbindungsstaffel II. Fliegerkorps destroyed (24) and damaged (1) on the ground. Airfield rendered unusable and orders issued to cease supplying it with fuel, ammo, etc.

17 Jul 43: bombed – 1 x Bf 109 G-6 from Stab/JG 53 destroyed on the ground.

20 Jul 43: bombed – 4 x Bf 109 G-6s from Stab/JG 53 destroyed on the ground.

Operational Units:

*Italian* (Regia Aeronautica): none identified.

## Luftwaffe Airfields 1935-45

*Luftwaffe*: KGr. z.b.V. 106 (Apr 43); III./TG 2 (May-Jul 43); part of III./TG 1 (Jul 43); Stab, I., II./JG 77 (Jul 43); I./JG 53 (Jun-Jul 43); Stab/JG 53 (Jul-Aug 43).

Station Commands: Flugplatzkdo. C (Mar 43); Flugplatzkdo. B 5/VII (See) (1943); Fl.Pl.Kdo. C 22/VII (Jul-Aug 43);

Station Units (on various dates – not complete): Stab/22. Flak-Brig. (May-Aug 43); Stab/Jagdfliegerführer Sizilien (Jul 43); Koflug 5/VII (Jul-Aug 43); schw.Feldwerft-Abt. V/20 (Feb 43 - ?); 11. Flugh.Betr.Kp. z.b.V. (assigned to KGr. z.b.V. 600) (to Apr 43); 13. Flugh.Betr.Kp. z.b.V. (assigned to KGr. z.b.V. 800) (Mar 43); Werft-Kp. 38 (Mar 43); 15. Flgh.Betr.Kp. z.b.V. (May 43 - ?); Stab/Flak-Rgt. 135 (? – Sep 43); Flieger-Betriebsstoff-Kol. 504/XVII (to Aug 43); Lw.-Standortältester Vibo-Valentia (Mar 43).

[Sources: AFHRA A5262 pp.2037-39 (12 Feb 43); A5264 p.924 (May 42); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vicenza** (ITAL) (45 32 N – 11 32 E)

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

*Commands* (Kommandobehörden, Stäbe): Koflug 3/VII (Jul-Aug 44).

*Servicing, Repair* (Wartungs, Instandsetzungs):

*Antiaircraft* (Flak): I./Flak-Rgt. 37 (mot) (Sep 43); elements of Ie.Flak-Abt. 82 (May-Jun 44); schw.Flak-Abt. 237 (Apr 45); schw.Flak-Abt. 354 (Jan/Feb-Apr 44); schw.Flak-Abt. 446 (Nov 43 - ?); Ie.Flak-Abt. 941 (Nov 44); Stab and 3./Ie.Flak-Abt. 985 (Apr 44); Flak-Erg.Abt. 2 (Bassano, Sep 43 - ?); Flak-Trsp.Battr. 151/IV (Sep 43 - ?); Flak-Trsp.Battr. 36/XII (Sep 43 - ?); Flak-Trsp.Battr. 64/XII (Sep 43 - ?).

*Air Raid Protection/Civil Defense* (Luftschutz): Nebel-Kp. d.Lw. 8(o) (Nov 43).

*Air Force Signals* (Luftnachrichten): Stab/Ln.-Rgt. 200 (Nanto, Mar 44)?; Ln.-Flugsicherungsberatungsstelle (o) 22 (20 Mar 45); Ln.-Gerätezug (mot)/Ln.-Geräteausgabestelle 1/VII (20 Mar 45).

*Supply Services* (Nachschubdienste): Zweigstelle/Feldluftzeuggruppe Italien (Jul-Aug 43); Führungstrupp Flieger-Geräteausgabestelle (mot) 103/IV (20 Mar 45); Munitionsausgabestelle d.Lw. 4/VI (Nov 44).

*Ground Transport* (Transportkolonnen): Flug-Betriebsstoff-Kolonne 514/vii (1944 – Feb 45); Trsp.Kol. d.Lw. 156/VII (Nov 44, Mar 45); Trsp.Kol. d.Lw. 104/XVII (Nov 44, Mar 45); Trsp.Kol.(Kom) d.Lw. 301/VII (Nov 44, Mar 45); 6.Kp./Kw.Trsp.Rgt. 2 (Speer) (Nov 43); Traktorenzug d.Lw. 4/VIII (Sep 43).

*Ground Defense and Security, etc.* (Landeschützen, usw.): Wach-Kp. (ital.) 155 (one Zug) (20 Mar 45); Ldssch.Zug d.Lw. 258/XI (1945).

*Medical Services* (Sanitätsdienste): Sanitätsbereitschaft (mot) d.Lw. 2/VII (Caldogno, 1944-45).

*Other* (sonstige, verschiedene): Flugzeug-Bergungszug 13/VI (15 Mar, Jun 43); 4./Lw.-Berge-Btl. VIII (Jan 44); Wetterwarte (15 Mar 43);

## Luftwaffe Airfields 1935-45

Alpenleitstelle Vicenza (20 Mar 45); Wetterberatungsstelle (o) 854 (20 Mar 45); Lw.-Standortältester Vicenza (15 Mar 43).

**Vicenza** (ITAL) (a.k.a. Villa Verlia, Tomaso del Molin, Flugplatz 223, ANR Aeroporto N. 26) (45 34 30 N – 11 31 45 E)

General: airfield in NE Italy 3.25 km NNW of Vicenza city center.

History: built in 1921 with a 500 meter (545 yard) grass runway by the city of Vicenza. Subsequently, it was taken over by the Royal Italian Air Force and rebuilt into a military airfield with a paved runway, hangars and other infrastructure. It served as a bomber base during the war until Italy surrendered on 8 September 1943. The Germans moved in and extended the runway and built the aircraft dispersal areas between late fall 1943 and summer 1944.

Dimensions: approx. 1645 x 640 meters (1800 x 700 yards) and roughly rectangular in shape.

Surface and Runways: artificially drained grass surface that was still soft in wet weather even though the drainage work had been extensive. Had a single concrete runway approx. 1415 meters (1550 yards) in length and aligned N/S. The southern-most 410 meters (450 yards) was an extension. The original 1005 meter (1100 yard) runway had concrete turning circles at both ends. Equipped for night landings.

Fuel and Ammunition: there were fueling points on the W and S boundaries, and underground fuel storage tanks were located on the W boundary and at the NE corner. Several additional dumps for fuel in drums were near villages 1.5 to 2.5 km from the airfield.

Infrastructure: had 5 hangars on the W boundary and 1 on the E boundary. The flight control building and tower were between the two hangars at the S end of the W boundary. The 7 airfield admin buildings and barracks were grouped behind the hangars off the W boundary. The nearest rail connection was in Vicenza.

Dispersal: there were 2 aircraft dispersals – Perimeter and East – with Perimeter having 15 completed aircraft shelters and 2 more under construction. The East dispersal had 25 aircraft shelters under construction. The shelters were of all three sizes: large, medium and small.

Defenses: no details found.

Remarks:

16 Sep 43: runway repair work in progress.

25 Dec 43: bombed by 20 B-24 Liberators – claimed 1 aircraft destroyed on the ground and barrack buildings damaged.

18 Nov 44: bombed by 147 B-24s – claimed 9 aircraft destroyed on the ground, damaged buildings and cratered the runway and landing area.

26 Dec 44: airfield bombed by 12<sup>th</sup> AAF A-20 Havocs.

30 Jan 45: aerial photos showed the airfield to be in a state of near-total destruction. All 6 hangars had been dismantled, all the buildings had been destroyed or severely damaged and the northern part of the runway and the

## Luftwaffe Airfields 1935-45

landing area were full of unrepaired bomb craters. What was left had been mined in preparation for demolition.

28 Feb 45: low-level attack on the airfield by 12<sup>th</sup> AAF fighter-bombers.

15 Apr 45: listed as rendered partially unserviceable by demolition mines.

### Operational Units:

*Italian (Regia Aeronautica):* 46° Gruppo BT (Apr 41 – 1942, Jan-May 43); 47° Gruppo BT (Apr 41 – 1942, Jan-May 43); 50° Gruppo BT (Jun-Oct 40, Sep 41 – Feb 42); 51° Gruppo BT (Jun 40 – Feb 41); 70° Gruppo OA (Mar 41); 107° Gruppo BT (May-Sep 43).

*Italian (Aeronautica Nazionale Repubblicana):* 3° Gruppo Caccia (Aug-Oct 44).

*Luftwaffe:* Flugzeugleitstelle Luftflotte 2 (formerly OBS) (Jul 43 - ? ); IV./JG 3 (Sep 43); Sanitätsflugbereitschaft 6 (Sep-Oct 43); Einsatzkdo. I./SG 152 (Mar-Apr 44); Flugbereitschaft I. Fallschirmkorps (May 44).

Station Commands: Flugplatzkdo. C (Mar 43); Flugplatzkdo. of Fl.H.Kdtr. A 202/VII Piacenza (Mar-Aug 43); Fl.H.Kdtr. E 13/III (Sep 43); Fl.H.Kdtr. E 30/VI (Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 207/VII (Apr-Nov 44); Flugplatzkdo. Vicenza of Fl.H.Kdtr. E(v) 205/VII Villafranca (Dec 44 - Apr 45).

Station Units (on various dates – not complete): Stab/Feldwerftverband (mot) 30 (20 Mar 45); Feldwerft-Abt. (mot) IV/30 (20 Mar 45); le.Feldwerft-Abt. II./Feldwerftverband (mot) 70 (Dec 43); Waffenprüfzug (mot) 3 (20 Mar 45); Frontreparaturbetrieb GL 3654 (Daimler-Benz) (Feb 43 - ? ); Rollfeldherrichtungs-Kol. 2 (20 Mar 45).

[Sources: AFHRA A5262 p.1105 (15 Jul 43) and pp.2040-42 (8 Feb 45); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vigatto** (ITAL) (a.k.a. Flugplatz 602) (44 42 25 N – 10 19 20 E)

General: airstrip/landing ground in north-central Italy 10 km S of Parma and 1 km SSW of the village of Vigatto. History: built by the Germans in mid-1944. Surface and Dimensions: leveled meadowland measuring approx. 1100 x 230 meters (1200 x 250 yards). No paved runway.

Infrastructure: none specific to the landing ground, but 4 farm buildings just W of the landing area were believed to be requisitioned and in use.

Dispersion: aircraft parked off the W boundary using spaces cut into a tree line along with 4 open aircraft shelters. Defenses: no details found.

Remarks:

Remarks:

27 Jul 44: although leveling work was still underway, aerial photos spotted 2 Ju 87 Stukas and 1 single-engine fighter on the ground.

15 Apr 45: listed as rendered completely unserviceable by demolition, plowing or obstruction.

26 Apr 45: Parma area liberated by Brazilian and partisan forces.

Operational Units: 3./NSGr. 9 (Jul-Sep 44).

Station Commands: Platzkdo. of Fl.H.Kdtr. E(v) 208/VII (Jul-Sep 44).

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

## Luftwaffe Airfields 1935-45

[Sources: AFHRA A5262 p.2043 (23 Aug 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vigna di Valle** (ITAL) (a.k.a. Luigi Bouriot) (42 05 05 N – 12 13 10 E)

General: seaplane station in west-central Italy on Lake Bracciano 28.5 km NW of Rome and 4 km ESE of the town of Bracciano.

History: a pre-war seaplane experimental station that during the war was used by armed maritime reconnaissance aircraft of the Regia Marina. The German air-sea rescue service set up command and control center here after the evacuation of Sicily. A Luftwaffe transport unit equipped with Ju 52 floatplanes was based here for several weeks in Oct 43.

Dimensions: Lake Bracciano afforded more than ample space for take-offs and landings.

Anchorage: Lake Bracciano, circular and c. 8 km in diameter, did not have much protection from fierce storms with high winds.

Fuel and Ammunition: fuel was available along with limited quantities of small arms ammunition.

Infrastructure: had 5 metal hangars – 3 medium and 2 small – along with separate workshop and stores buildings, admin and barrack buildings. A 1830 meter (2000 yard) quay ran along the waterfront and this had 2 jetties and 2 slipways. The nearest rail connection was in Bracciano.

Defenses: no information found.

Remarks: none.

Operational Units:

*Italian* (Regia Marina): 148<sup>a</sup> Squadriglia RM (Jun 40, Nov 42).

*Luftwaffe*: Seetransportstaffel 2 (Oct 43).

Station Commands: none identified.

Station Units (on various dates – not complete): Seenotdienstführer 2 (Aug-Nov 43).

[Sources: AFHRA A5262 pp.1404, 1467 (2 Mar 45) and pp.2044-45 (27 Jan 44); A5264 p.924 (21 Mar 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vignanello** (ITAL) (a.k.a. Flugplatz 420) (42 23 20 N – 12 18 45 E)

General: fighter airstrip/landing ground in west-central Italy 56 km NNW of Rome city center, 17.25 km ESE of Viterbo and 3 km ENE of the village of Vignanello.

History: one of a number of forward fighter airstrips and dispersal fields built by the Germans in the Latium region to the N of Rome in late fall 1943 and early 1944. The area was liberated by Allied troops in early June 1944. Surface and Dimensions: leveled farmland surface measuring approx. 1200 x 80 meters (1310 x 85 yards). No paved runway.

Fuel and Ammunition: fuel was reportedly stored at the SE end of the landing ground, and ammunition was also stored close to the landing ground.

Infrastructure: no hangars or workshops, but 2 huts were under construction at the SE end in Mar 44. There was a railhead in nearby Vignanello.

Dispersal: a dispersal off the SW corner was still being



## Luftwaffe Airfields 1935-45

developed in Mar 44 when it already had aircraft parking sites in a wood off both sides of a taxi track. Defenses: none noted.

Remarks: none.

Operational Units: 1./JG 4 (Feb 44).

Station Commands: none identified.

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

[Sources: AFHRA A5262 p.2049 (19 Apr 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Villacidro** (ITAL/Sardinia) (39 25 30 N – 08 49 10 E)

General: landing ground (Landeplatz) in S Sardinia 32.5 km NW of Cagliari and 5.5 km E of Villacidro town center. History: in use by Royal Italian Air Force bomber units since at least early 1940. The Luftwaffe used it mainly as a staging, fueling and bombing-up field for raids on targets in North Africa and the Western Mediterranean during the first half of 1943. Dimensions:

measured approx. 1,785 x 1,690 meters (1950 x 1850 yards). Surface and Runways: grass surface with operations frequently hampered by soft ground and poor drainage. No paved runway. Equipped for night operations. Fuel and Ammunition: large supplies of both were available.

Infrastructure: no hangars, but had a few barracks at the NE corner and 4 small groups of huts scattered around the perimeter. Nearest rail connection at Samassi, 8.25 km ENE of the field. Dispersal: NW and SW dispersal areas under construction with 34 medium aircraft shelters and blast bays plus 11 additional parking sites (12 May 43). Defenses: 4 heavy Flak positions within 3 km of the field and 9 light Flak positions within 2 km of the field (12 May 43). A network of 3 defensive trenches with machine gun strongpoints protected the N and W boundaries.

Remarks:  
10-11 Nov 42: runway flood lights set up and the Lw. began using Villacidro for staging attacks on North African convoys and ports by units based in Italy and Sicily, mainly KG 26 and KG 30, and later KG 1, KG 6, KG 54, KG 76 and KG 77. Large stocks of fuel and aerial torpedoes were brought in.

4 Jan 43: Italians agree to immediate German construction of runway lighting and accommodations at Villacidro.

15 Feb 43: Italian AF ordered to evacuate Villacidro and turn it over to the Luftwaffe which then brought in tents to accommodate 400 to 500 men.

Mar 43: unserviceable for most of the month due to heavy rains.

19 Mar 43: Lw. station strength 57 officers, 1,226 NCOs and men.

31 Mar 43: bombed by NASAF B-17s – runway lighting, artificial horizon and other equipment knocked out, perimeter track cratered.

4 Apr 43: urgent construction of blast bays and taxiways began.

9 Apr 43: Lw. station strength 63 officers, 1,453 NCOs and men.

27 Apr 43: afternoon raid by approx. 15 RAF Sterlings – 5 x Ju 88s and 3 x He 111s damaged, runway cratered and several tents used to store ammunition were detonated.

## Luftwaffe Airfields 1935-45

19 May 43: bombed by NASAF B-25 Mitchells – 6 x Ju 88s from II./KG 1 and 1 x Ju 88 A-4 from III./KG 76 destroyed or damaged. As a result, two batteries of heavy Flak were immediately ordered to Villacidro.

21 May 43: bombed by NASAF B-25s and B-26s – 1 x Ju 88 A-4 from III./KG 26 destroyed.

28 May 43: night raid by bombers – 2 x Italian aircraft destroyed, 5 x German aircraft damaged, fuel dump hit and burned.

29 May 43: issued all points notice that landing area closed due to presence of delayed action bombs.

Jun 43: declining use after early June.

4 Jun 43: Lw. station strength 14 officers and 1,478 NCOs and men.

10 Sep 43: airfield demolished and last Lw. personnel evacuated.

### Operational Units:

*Italian* (Regia Aeronautica): 27° Gruppo BT (Jun 40 – Apr 41); 28° Gruppo BT (Jun 40 – Apr 41); 51° Gruppo BT (Jul 42 – Mar 43); 55° Gruppo BT (Jan-Feb 43); 89° Gruppo BT (Aug 42).

*Luftwaffe*: II./KG 26 (Feb-May 43); I./KG 60 (Feb 43); II./Schl.G. 2 (Aug 43).

Station Commands: Fl.H.Kdtr. E 32/VI (trop) with Ln.-Stelle (mot Z) 32/VI (Jan – Jul 43).

Station Units (on various dates – not complete): Stab/Fliegerführer Sardinien (Apr/May, Jun 43); Koflug 2/VI (Collinas May-Aug 43); 116. Flugh.Betr.Kp. (Qu) (Feb-Aug 43); 3. Flugh.Betr.Kp. KG 26 (Apr 43); 7. Flugh.Betr.Kp. KG 26 (Jan 43 - ? ); le.Werkstattzug 7/Feldwerftverband 20 (elements) (15 Mar 43); le.Werkstattzug 7/Feldwerftverband 30 (Jun 43); 4. Flugh.Betr.Kp. z.b.V. (Jul 43); 1. Zug/3. Flugh.Betr.Kp. (S) (mot) (Jul 43); elements of Lufttorpedo-Betr.Kp. 8 (Jan/Feb - Jul 43); LM-Zug 3 (Jul 43); II./Flak-Rgt. 5 (May, Jul 43); 1./Ln.-Abt. 62 (May 43); Ln.-RV-Betr.Personal-Kp. z.b.V. 5 (elements) (Mar 43); Flugmeldemess-Kp. z.b.V. 2 (May-Jun 43); Startbahnbauzug 7 (Apr 43); Startbahnbauzug 9 (May 43); San.Bereitschaft d.Lw. (mot) 5/XIII (Mar-Apr 43); Wetterwarte Villacidro (15 Mar 43); Bauleitung d.Lw. Villacidro (15 Mar 43); Wartungs- u.Bewachungszug Sardinien (15 Mar 43); Lw.-Standortältester Villacidro (15 Mar 43).

[Sources: AFHRA A5263 pp1798-1801 (22 Nov 42 updated to 12 May 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Villafranca di Verona** (ITAL) (a.k.a. Ganfardine, Caselle, Flugplatz 407, ANR Aeroporto N. 27) (wartime 45 22 10 N – 10 51 25 E) and (postwar 45 23 41 N – 10 53 15 E)

General: airfield in NE Italy 13.75 km SW of Verona and 2.5 km NNE of Villafranca di Verona.

History: first became operational in spring 1943. Aside from an Italian fighter group that was based here in fall 1944, Villafranca was one of the

## Luftwaffe Airfields 1935-45

busiest and most important Luftwaffe bases in North Italy from September 1943 to the end of the war.

Dimensions: approx. 1610 x 1610 meters (1760 x 1760 yards) with an irregular fan shape.

Surface and Runways: leveled farmland. Had an independent paved runway 3.5 km NE of the airfield that measured approx. 1920 meters (2100 yards) in length with a NE/SW alignment. Taxiways connected both ends of the runway with the North dispersal area. Equipped with a visual Lorenz system for night operations.

Fuel and Ammunition: refueling points were believed to be on the S boundary. There was an ammunition dump with 18 bunkers, another with 8 bunkers, another in an old fort 8 km NE of the airfield and additional storage in caves dug into mountains 3.5 to 6.5 km NW and W of the airfield.

Infrastructure: had 2 camouflaged medium double-bay hangars on the S boundary. The flight control building was between the hangars. The station HQ was said to be off the NE perimeter. Construction of 13 station buildings off the SW boundary behind the hangars appeared to have been abandoned when photographed in mid-January 1945, although some of them had been completed. Personnel were billeted behind the hangars, off the airfield in well dispersed farm buildings and huts, as well as in the village of Sommacampagna, 4 km NNW. Other construction work on infrastructure projects that began in Sep 44 were at a standstill by Jan 45. The nearest rail connection was in Villafranca di Verona.

Dispersal: there were 3 areas – Perimeter, North and Northeast – with a total of 32 large, 10 medium and 4 small aircraft shelters along with 26 aircraft parking hardstands.

Defenses: no details found.

Remarks:

17 May 44: airfield strafed by P-38 Lightnings from 15<sup>th</sup> AAF – claimed 2 x Ju 88s destroyed on the ground.

28 Aug 44: bombed by 12<sup>th</sup> AAF B-26 Marauders – claimed several aircraft destroyed on the ground.

20 Oct 44: listed as prepared for demolition with mines.

11 Nov 44: bombed by 12<sup>th</sup> AAF medium bombers.

18 Nov 44: bombed by 94 B-24 Liberators – 1 x Fw 190 and 4 x Ju 87s ignited and burned out, 5 x Fw 190s and 5 x Ju 87s damaged by fragmentation bombs. Damage to the runway and a hangar rendered the airfield unserviceable for at least 24 hours.

Jan-Feb 45: bombed frequently by 12<sup>th</sup> AAF.

Operational Units:

*Italian* (Regia Aeronautica): 30<sup>o</sup> Gruppo BT (May 43).

*Italian* (Aeronautica Nazionale Repubblicana): 2<sup>o</sup> Gruppo Caccia (Sep-Dec 44).

## Luftwaffe Airfields 1935-45

*Luftwaffe*: II./KG 30 (Sep-Dec 43); II./LG 1 (Apr-Jun 44); Stab/JG 77 (Aug-Sep 44); 3./NSGr. 9 (Oct 44 – Apr 45); Sonderstaffel *Einhorn*/KG 200 (Oct-Nov 44); 13./KG 200 (Nov-Dec 44); Stab, 1./NSGr. 9 (Nov 44 - Apr 45).

Station Commands: Fl.H.Kdtr. E 2/VII (Sep 43 – Mar 44); Fl.H.Kdtr. E(v) 205/VII (Apr 44 – Apr 45).

Station Units (on various dates – not complete): Stab/Kdr.d.Stabstruppen des Komm.Gen.d.Dt.Lw. in Italien (Mar 45); Feldgericht d.Kdr.d.Stabstruppen des Komm.Gen.d.Dt.Lw. in Italien (Mar 45); Wetternebenstelle 873 (Mar 45); 2. Flugh.Betr.Kp./KG 30 (Sep 43); 109. Flugh.Betr.Kp. (Qu) (Jun 44); 130. Flugh.Betr.Kp. (Qu) (Apr 45); Feldwerft-Staffel (mot) 1/20 (Mar 45); Fliegerbodengerätetrupp (v) 105/VII (Mar 45); kl.Feuerschutzstaffel 80/VII (Mar 45); Ln.-Funknavigationstrupp (K) (mot) 1 (Mar 45); elements of le.Flak-Abt. 82 (May-Jun 44); elements of schw.Flak-Abt. 363 (Jun 44); elements of schw.Flak-Abt. 365 (Oct 43); elements of schw.Flak-Abt. 523 (May-Jun 44); elements of le.Flak-Abt. 914 (Apr 45); elements of le.Flak-Abt. 941 (Mar-Nov 44); 2.Zug Flieger-Geräteausgabestelle (mot) 103/IV (Mar 45); Nachschub-Kp. d.Lw. 8/VI (Nov 44, Mar 45); Munitionsausgabestelle d.Lw. 23/IV (Sommacampagna – Nov 44, Mar 45); Trsp.Kol. d.Lw. 116/I (Nov 44, Mar 45)?; Trsp.Kol. d.Lw. 105/XII (Mar 45); 4.Kp./Kw.Trsp.Rgt. 2 (Speer) (Mar 45); Wach-Kp. (ital.) 155 (Mar 45); Sprengtrupp (mot) d.Lw. (Mar 45); Lw.-Einsatzvermessungstrupp 2 (Mar 45); Lw.-Sanitätsstaffel (Apr 45).

[Sources: AFHRA A5262 pp.1405, 1543 (24 Jan 45) and pp.2046-48 (28 Jun 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Villanova d'Albenga** (ITAL): see Albenga.

**Villaorba** (ITAL) (a.k.a. Flugplatz 462) (46 00 00 N – 13 03 20 E)

General: airfield in NE Italy 14 km WSW of Udine and 1.5 km SW of the village of Villaorba.

History: originally established before the war as an auxiliary or alternate landing ground for Udine-Campoformido, it became autonomous in 1939-40. No further development occurred until the Germans took it over in September 1943 and began building an asphalt runway and making other improvements. The airfield was used by Luftwaffe bombers and fighters from Oct 43 to Jun 44 when constant Allied air attacks made it no longer usable for more than 3 or 4 aircraft at a time. Construction came to a halt and dummy aircraft were put out as decoys.

Dimensions: measured approx. 1645 x 1005 meters (1800 x 1100 yards) in Oct 43 with little if any change to Jan 45. The shape was rectangular.

Surface and Runways: grass surface on leveled agricultural land. A partly constructed runway measuring approx. 1005 meters (1100 yards) in length and aligned NE/SW was 4 km NW of the Villaorba landing area and 1.2 km W of the village of Pantianicco. It was connected to the Northwest dispersal

## Luftwaffe Airfields 1935-45

area by taxi tracks. All work had stopped by the end of 1944 and it was abandoned. Equipped for night landings.

Fuel and Ammunition: refueling points probably existed in the Northwest dispersal area. The ammunition dump was 3 km N of the airfield near a small crossroad.

Infrastructure: had 2 medium hangars, one of which had triple bays, 2 small twin-bay and 1 small single-bay hangars, and c. 20 barrack huts in Oct 43. By the end of 1944, all 5 hangars were gone, either destroyed or dismantled and hauled away to be used elsewhere. The remaining infrastructure had been reduced to 1 building and several huts at the NE corner on the outskirts of Villaorba village. The nearest rail connection was in Basiliano, 4 km to the E.

Dispersal: there were 3 – Northwest, South and Southeast – with a total of 29 large aircraft shelters and 8 small ones.

Defenses: no information found.

Remarks:

8 Jan 44: air attack – 6 x Bf 109 G-6s destroyed and 21 x Bf 109 G-6s damaged, most of them severely, all from III./JG 53; a tent full of technical equipment also destroyed.

16 Jan 44 (day): bombed by 61 B-17 Fortresses – airfield hit but details not given.

16 Jan 44 (night): bombed by 42 RAF Wellingtons – claimed bursts across the landing area and among buildings.

16 Jan 44: airfield closed to all classes due to bomb craters.

30 Jan 44: low-level attack by 60 15<sup>th</sup> AAF P-47s and bombed by 76 B-17s with 10,988 fragmentation bombs – *claimed* some 38 aircraft that were on the ground or had just taken off along with damaged to base infrastructure.

18 Mar 44: hit by 15<sup>th</sup> AAF B-17s carrying 20-lb. fragmentation bombs – *claimed* a share of the 56 aircraft destroyed or damaged on the ground this date on 5 Luftwaffe airfields in NE Italy.

14 May 44: strafed by 32 P-38 Lightnings – claimed 15 aircraft destroyed on the ground.

30 Sep 44: listed as prepared for demolition with mines.

5 Jan 45: landing area seen to be plowed up and obstructed with concrete blocks and all aircraft shelters and taxiways had been prepared for demolition with mines.

Operational Units:

*Italian:* none identified as being based here.

*Luftwaffe:* I./KG 76 (Oct 43 – Mar 44); III./JG 53 (Dec 43 – Jan 44); elements of II./KG 30 (Jan-Mar 44); III./KG 76 (Jan-Jun 44); detachment of Luftbeobachtungsstaffel 7 (Mar-Sep 44).

Station Commands: Fl.H.Kdtr. E 62/XI (Sep 43 - Mar 44); Fl.H.Kdtr. E(v) 227/VII (Apr-Nov 44); Wachkdo. of Fl.H.Kdtr. E(v) 213/VII Udine (Nov 44 – Apr 45).

## Luftwaffe Airfields 1935-45

Station Units (on various dates – not complete): part of Feldwerftverband 70 (Jun?-Sep 44); le.Flak-Abt. 507 (Jan, Mar 44); schw.Flak-Abt. 454 (Mar, Sep 44); Wetterberatungsstelle (v) 855 (? - Sep 44).

[Sources: AFHRA A5262 pp.1408, 1544-45 (20 Jan 45), pp.2053-54 (29 Jun 44) and pp.2055-56 (Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Vipacco** (ITAL) (a.k.a. Flugplatz 454) (45 49 50 N – 13 57 05 E)

General: located in Italian-occupied western Slovenia 24.5 km NE of Trieste and 2 km SSW of the village of Vipava. Little if ever used. History: thought to have been in existence since 1940 and served as an emergency landing ground during the war years. No aircraft known to have been based here. Surface and Dimensions: grass surface measuring approx. 1050 x 550 meters (1150 x 600 yards) with a wedge shape. No paved runway. Fuel and Ammunition: underground fuel storage reportedly at the NW corner of the landing ground. Infrastructure: had 2 small hangars or hangar-type buildings with paved aprons at the NW corner. Additionally, there were 3 camouflaged buildings on the E boundary and 3 huts off the NW corner. Dispersal: no organized dispersal facilities due to space limitations. Defenses: none noted.

Remarks:

Jun 44: plowed up and ditches dug rendering the landing ground unserviceable.

[Sources: AFHRA A5262 pp.1410 (1 Jan 45) and 2058-59 (14 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Viterbo** (ITAL) (a.k.a. Tomasso Fabri, Flugplatz 251) (42 26 10 N – 12 03 35 E)

General: landing ground in C Italy 66 km NNW of Rome and 4 km WNW of Viterbo. History: built for the Italian Air Force in 1937. It was usually occupied during the war by a bomber group and a bomber training group. Parachute training was also carried out at Viterbo in 1942. The Luftwaffe began using Viterbo about Jun 43 and after that it became one of the Luftwaffe's main airfields in C Italy to May 1944. Dimensions: 1,550 x 1,200 meters. Runway: a firm, well-drained grass surface. Infrastructure: well stocked with full service and support facilities. Three hangars with concrete aprons were located along the SE boundary, a large barracks with 4-floors just E of the center hangar, and a number of other buildings that served as admin offices, supply storage and garages. The nearest rail connection was 5 km SE at Viterbo. Dispersal: 35 large single-bay blast shelters ranged along the SE boundary and outside the NW boundary and W corner. Defenses: no details.

Remarks: repeatedly bombed and strafed by Allied bombers and fighters from Jul 43 to May 44 - the USAAF alone attacked it at least 30 times, and the RAF an unknown number of times.

## Luftwaffe Airfields 1935-45

29 Jul 43: bombed by B-17 Fortresses - 4 x Ju 88 A-4s from I./KG 30 and 3 x Ju 88 A-4s and A-5s from III./KG 30, 2 x He 111Hs from TGr. 30, plus 1 x He 111 P-2 from KGr.z.b.V. 25 destroyed or damaged on the ground.

16 Aug 43: bombed - 2 x Ju 88 A-4s from I./KG 30 destroyed on the ground in another Allied bombing.

5 Sep 43: bombed at noon by 130+ B-17s from 12<sup>th</sup> AAF - landing area and taxiways heavily cratered, but these had been filled in and rolled by noon the next day.

15 Sep 43: bombed - 1 x Ju 52 from II./TG 2 badly damaged on the ground.

19 Sep 43: night bombing by RAF Wellingtons - 2 x He 111Hs from TGr. 30 severely damaged on the ground.

27 Sep 43: airfield strafed at dawn - 1 x Ju 52, 1 x Savoia transport and 2 x Ju 88s completely destroyed.

19 Jan 44: airfield attacked 3 times during the day but only the runway was hit.

23 Jan 44: fully serviceable for all classes and stocked up for fighters and ground attack aircraft - landing strip 1000 x 60 meters but bomb craters outside of the strip.

2 Feb 44: low-level attack by A-26 Invaders - claimed 1 x Ju 52, 1 x Fw 190 and 1 x unidentified trainer damaged on the ground.

8 Feb 44: bombed by 40 B-24 Liberators from 15<sup>th</sup> AAF - claimed hangars and other infrastructure were left burning.

29 Feb 44: bombed by 60 B-26 Marauders - claimed hits in the dispersal areas and 3 aircraft set on fire.

3 Mar 44: bombed by 30 B-24 Liberators.

29 Mar 44: bombed by 47 B-25 Mitchells - claimed numerous hits in the dispersal areas and 6 aircraft destroyed on the ground.

14 Apr 44: bombed by 74 B-25 Mitchells - claimed bursts near the hangars, in the dispersals and on the landing area.

17 May 44: bombed by 35 B-25 Mitchells and strafed by 42 P-47 Thunderbolts - claimed hits on the landing area.

9 Jun 44: Viterbo liberated by U.S. 5<sup>th</sup> Army troops.

25 Jan 45: listed as abandoned.

### Operational Units:

*Italian* (Regia Aeronautica): 26<sup>o</sup> Gruppo BT (Jun 40, Jan 41, 1942); 27<sup>o</sup> Gruppo BT (Dec 41 - May 43?); 28<sup>o</sup> Gruppo BT (Dec 41 - May 43?); 29<sup>o</sup> Gruppo BT (Jun-Sep 40, Dec 40 - Jun 41, Jan-Jun 42, May-Sep 43); 30<sup>o</sup> Gruppo BT (Sep 40 - Apr 41); 32<sup>o</sup> Gruppo BT (Sep 40 - Apr 41); 33<sup>o</sup> Gruppo BT (Dec 40 - Jun 41, Jan-May 42, Nov 42 - Jun 43); 37<sup>o</sup> Gruppo BT (Dec 41 - Nov 42); 50<sup>o</sup> Gruppo BT (Feb-May 43); 51<sup>o</sup> Gruppo BT (Jul-Sep 43); 88<sup>o</sup> Gruppo BT (Feb-May 43); 172<sup>a</sup> Squadriglia BT (Jun 43); 248<sup>a</sup> Squadriglia T (Apr 43).

*Luftwaffe*: III./KG 30 (May-Oct 43); I./KG 1 (Jul 43); Stab, I./KG 30 (Jul-Sep 43); Stab, II./SKG 10 (Sep-Oct 43); II./SG 4 (Oct 43? - Apr 44);

## Luftwaffe Airfields 1935-45

Stab/JG 53 (Jan-Feb 44); Stab, I./SG 4 (Jan-Mar/Apr 44); detachment of 2./NSGr. 9 (Apr 44); Stab, 3./NAGr. 11 (Jun 44).

Station Commands: Fl.H.Kdtr. E 14/VII (Jul 43 – Mar 44); Fl.H.Kdtr. E(v) 214/VII (Apr-Jun 44).

Station Units (on various dates – not complete): Stab/Kommandierender General der deutschen Luftwaffe in Mittelitalien (May-Jun 44); Stab/Fliegerführer 2 (Luftflotte 2) (Oct 43 – Feb 44); Koflug 9/VII (Montefiascone Jan-Jun 44); part of 27. Flughafenbetriebskompanie z.b.V. (May 43 - ?); le.Werkstattzug 6/Feldwerftverband 30 (Jun 43); le.Werkstattzug 5/Feldwerftverband 30 (Sep 43 - ?); 1.Zug (le.)/Feldwerft-Abt. d.Lw. (mot.) Tropen I (Sep 43); part of 112. Flugh.Betr.Kp. (Qu) (Dec 43 - ); 2.Zug/LT-Betr.Kp. 2 (Aug 43 - ); LM-Zug d.Lw. 3 (Sep 43); Instandsetzungswerkstatt für Flieger-Bodengerät 1/III (Sep 43); Stab/Flak-Rgt. 39 (Jan 44); Stab/Flak-Rgt. 149 (Jun, Nov 43); Flakwaffen-Instandsetzungswerkstatt (mot) 2/IV (Sep 43); elements of 2.(Betr.)/Ln.-Rgt. 2 (Jan 44); elements of 7.(Betr.)/Ln.-Rgt. 200 (Oct 43); Stab and elements/Ln.-Abt. 62 (Oct-Nov 43); Ln.-RV-Abt. (mot) z.b.V. 1 (Sep 43 – May 44?); elements of Ln.-RV-Abt. (mot) z.b.V. 2 (Soriano nel Cimino, Jan 44); Nachschubleitstelle d.Lw. 4/VII (Jan 44); Verpflegungslager d.Lw. 10/VII (Jan 44); Nachschub-Kolonnen-Abt. d.Lw. 2/XII (Montefiascone, Jan 44); Kfz.Instandsetzungszug d.Lw. 2/XI (Sep 43); Flugzeug-Bergungstrupp 5/Luftzeugstab 108 (Sep 43); Ldssch.Zug d.Lw. 75/XI (? – Nov 43).  
[Sources: AFHRA A5262 pp.1413, 2063-64 (23 Jan 43) updated to 24 Oct 43; A5264 p.924 (1939);chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Viterbo-Cordigliano** (ITAL) (a.k.a. Viterbo Satellite No. 1, Viterbo/West, Flugplatz 251A) (42 25 00 N – 12 00 05 E)

General: a landing ground and satellite field 8.4 km W of Viterbo and 5.6 km WSW of Viterbo airfield. History: built by the Germans and used by Luftwaffe fighter units from fall 1943 to spring 1944. Dimensions: 1,100 x 500 meters. Runway: grass surface. Infrastructure: dependent on Viterbo for fuel, ammunition and communications support. Had a single shed with a concrete apron on the NE boundary. Dispersal: no organized dispersal areas. Aircraft parked just outside the NE and SE boundaries of the landing area. Defenses: no details found.

Remarks:

23 Jan 44: closed due to soft ground.

Operational Units: see under Viterbo.

Station Commands: see under Viterbo.

Station Units (on various dates – not complete): see under Viterbo.

[Sources: AFHRA A5262 p.2065 (17 Dec 43); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]

**Volpiano** (ITAL) (45 13 40 N – 07 42 05 E)



## Luftwaffe Airfields 1935-45

General: landing ground in NW Italy 17.5 km N of Torino (Turin), 9 km NE of Caselle airfield and 6.5 km WNW of Volpiano town center. History: believed to be one of the several hundred auxiliary landing grounds built during 1938-40 by the Italian Government. No information has been found to suggest that any air units were ever based here. Surface and Dimensions: very rough farmland measuring approx. 1370 x 275 meters (1500 x 300 yards). No paved runway. Infrastructure: no hangars or workshops, but a group of huts were along a road just E of the landing ground. The nearest rail connection was in the village of San Benigno Canavese, 6.5 km to the E. Dispersal: no organized dispersal facilities. Defenses: no information found.

### Remarks:

30 Sep 44: listed as returned to cultivation or overgrown and disused.

[Sources: AFHRA A5262 p.2068 (18 Oct 44); chronologies; BA-MA; NARA; PRO/NA; web site ww2.dk]