

## Target Recon Data - Occupied Europe - Luftwaffe Airfields

**Abbeville** (50 06N and 1 50E - France) - Abbeville was home to the fourteen Bf 110's of I/ZG 26 of Luftflotte 2. Later, it was home to the yellow-nosed squadrons of Goring's finest fighter pilots, known as the Abbeville kids/boys. In the summer of 1942 this field was home to II/JG 26 and their FW 190's. In May of 1943, 2/JG 2 was based here with the same type of aircraft. Liberated by the Allies in the summer of 1944. A medium field with no hard runways - Bomber use restricted to 'emergency' landings only. (WB F12)

**Amiens** (49 54N and 2 18E - France) - A small town with airfield, home to ZG2 and its Bf 110s during BoB. A prison was here and some of the unwilling tenants were resistance fighters interned by the Germans during the occupation. This was the target for a British precision-bombing raid on the 18th of February 1944. The objective of the raid was to release French resistance workers in preparation for the Normandy landings. Although 87 prisoners were killed during the bombing, more than 250 escaped. Other historical targets included a small railyard and two bridges. The importance of this target increased just before the landings at Normandy, as it then became vital to sever all lines of advance for German reinforcements to the beachhead area. A medium field with 1 hard runway.

**Antwerp** (51 13N and 4 25E - Holland) - This port city in the Netherlands was home to Do 17s of KG 3 during BoB. During German occupation, the Ford and General Motors plants here were heavily bombed by the Eighth Air Force in May of 1943. The city became the Allies' main port for supply in Europe after it was recaptured in 1944. Primary targets included an aircraft plant, a large railroad marshaling yard, the aforementioned automotive industrial complex, multiple shipyards, and several extensive warehouse facilities. Secondary targets included three major bridges that facilitated the flow of war materials in and out of the city. (WB F17)

**Arras** (50 17N and 2 47E - France) - Home to KG2s Ju 88s during the BoB. A battle between Allied tanks and German aircraft took place here while the Allies were attempting to break out of the trap at Dunkirk. This was also the site of an airfield while occupied by the Germans. Arras was never a major industrial site, but some small arms assembly was accomplished there. As such, Arras was only targeted occasionally. Accordingly, the air defenses were relatively light. A medium field with 1 hard runway.

**Audembert** (50 53N and 1 51E - France) - This airfield near Calais, was very close to the English Channel at its narrowest point. The distance to England after takeoff from this airfield is less than thirty miles. Naturally, the field had its heyday during the Battle of Britain, but it remained a viable German facility until after the Normandy invasion in 1944. It primarily served Bf 109 squadrons, but other sorties flew out of this field from time to time. A medium field with 1 hard runway.

**Beaumont-le-Roger** - In the spring of 1944, Allied commanders commenced planning of Operation Overlord. By the beginning of May, airfields and usable landing grounds in an arc 130 miles around Caen, code named Area I, were marked for destruction by the Eighth Air Force, the AEF, and the RAF Bomber Command. On the 11th of May, the Ninth Air Force bombed the city, located at 0 48E and 49 07N, with 37 B-26s. It was also home to Bf 109s of JG2 during the BoB. A medium field with 1 hard runway.

**Beauvais** - The primary formation that used Beauvais was I Gruppe of Kampfgeschwader 76, which flew Do-17's. One of the fields of Luftflotte 2, which was under the command of Field Marshall Albert Kesselring. A medium field with no hard runways. (WB F13)

**Brest** (48 24N and 4 29W - France) The airfield here was home to a large portion of KGr 606's 29 Do 17 bombers of Luftflotte 3 and Bf 109s of JG 53 on the 7th of September, 1940. This Atlantic port was the home of some German U-boats, and as such was a priority target for bombing from October of 1942 till the spring of 1943. The French naval installation here also berthed the German Battle Cruiser "Gneisenau" during 1941. The German ships "Prinz Eugen" and the "Scharnhorst" were also here in early 1942 before their escape. Other targets included numerous fortified bunkers and coastal defenses, as well as petroleum storage facilities and a warehouse complex. Flak concentrations were moderate to heavy. Large airfield with multiple hard runways.

**Caen** (49 11N and 0 21W) - This French city in the northern portion of the country and lies close to the English Channel. The airfield here contained elements of two German squadrons on the 7th of September, 1940. A portion of LG1's ten Bf 110's were stationed here, along with a portion of KGr 806 and their 18 Ju 88's replacing the Ju 87's of StG 77. Later, in the summer of 1942, it was home to 10 (Jabo)/JG 2 and their Bf 109F-4's. Caen's tactical significance increased once plans for the Normandy invasion were approved. The airfield is more well known as Carpiquet to Canadians. A large field with multiple hard runways. (WB F14)

**Caffiers** (50 45N and 1 42E - France) - This airfield located in the northern corner of France lies very close to the English Channel. It was used by the Germans in the Battle of Britain and in the defense of the continent until its liberation by the Allies in 1944 after the invasion at Normandy. Several Bf 109 squadrons rotated through this field at different times. Caffiers was also a significant fuel and ammunition dump. At the time of the BoB, it was home to Bf 109s of JG 26. Medium field with no hard runways.

**Calais** (50 57N and 1 50E - France) - This port city at was attacked by German Stukas during the invasion of France and then surrendered later that day after attack by German ground forces. This city's proximity to the English Channel made it the perfect spot for launching the V-1's. Late in the war, the Germans built six V-1 launching ramps in this area, which became an important target for bombing and strafing runs by fighters. As with many other port cities, Calais contained significant coastal defense sites as well, most of which were heavily fortified. These were attacked routinely prior to the Normandy invasion, primarily as a diversion to mask the location of the actual landing sites. Several airfields ringed this city including Calais-Marck with Bf110s of LG2 and Calais with Bf110s from Erpr 210. Calais is a medium field with 1 hard runway, while Calais-Marck is a medium field with no hard runways.  
( *WB F10* )

**Cambrai** (50 10N and 3 14E - France) - This small French town in the northern part of the country near the border with Belgium was the scene of a battle between German aircraft and Allied tanks trying to break out of the trap at Dunkirk. The airfield here was used by the Germans after the town's capture in 1940. Both Me-109 and Fw-190 squadrons were stationed at Cambrai. A medium field with 1 hard runway.

**Chartres** (48 27N and 1 30E - France) - This town lies in the middle northern portion of France between Le Mans and Paris. On the 7th of September, 1940, the airfield here contained 22 He 111's from II/KG55 of Luftflotte 3. These light bombers were used in the Battle of Britain against English targets. A medium field with 1 hard runway.

**Chaumont** (48 7N and 5 8E - France) - This city is in the mountainous eastern portion of the country. The airfield here was used by the Germans during the time the city was occupied from 1940 through 1944. Me-110 squadrons were the primary occupants of the field but other flights staged out of Chaumont preparatory to certain specific operations.

**Cherbourg** (49 39N and 1 39W - France) This port city on the English Channel south of Portsmouth at. During the war the Germans planned to invade England, with this city as one of the major staging points. It was also the home of an airfield. On the 7th of September, 1940, it contained half of the Do 17's that were part of KG 606 also stationed at Brest and Bf 109s of JG 27. In addition to the airfield, targets included dry-docks and ship repair facilities, coastal defense forts and warehouses. AAA concentrations were moderate. Medium field with 1 hard runway.

**Cormeilles** (49 15N and 0 23E - France) - Actually Cormeilles-en-Vexin, this airfield was the home of German day fighters (specifically the Bf 109G-10's of I/JG 2) in 1944. This field is located south of Le Havre and east of Caen. On the 3rd of June, 1944, this unit's strength was 23 aircraft, of which 15 were serviceable. FW-190's were present later in the war. A medium field with 1 hard runway.

**Creil** (49 16N and 2 29E - France) - This city lies north of Paris on a tributary of the Seine River. It was targeted by bombers due to the large railyards there. On the 7th of September, 1940, its airfield contained the 21 JU-88's from II/KG76 of Luftflotte 2. On the 3rd of June, 1944, it contained the three Bf 109G-10's of Stab JG 2. A medium field with 1 hard runway.

**Cuxhaven** (50 15N and 3 30E - France) - This was an airfield operated by the Germans in the northern corner of France near the Belgian border at. It was liberated in late 1944 by the Allied forces. Cuxhaven is also the name of a small German city on the North Sea coast of the country.

**Deelen** (52 03N and 6 06E - Holland) - Actually called Deelen-Arnhem, this airfield was the headquarters of the German Third Fighter Division while occupied. On the 3rd of June, 1944, this base was a haven for German night-fighter aircraft. On this date 32 night-fighters, mostly Ju 88G-1's and Bf 110G-4's, of four different German squadrons were here. A medium field with 1 hard runway.

**Eindhoven** (51 26N and 005 30E - Holland) - This industrial center and rail junction at was liberated in September 1944 in Operation Market-Garden. This major Allied effort succeeded, while the simultaneous landing at Arnhem failed. During the BoB, it was home to JU 88s of KG 30. Large field with multiple hard runways. (*WB F18*)

**Évreux** (49 03N and 001 11E - France) This northwestern city on the Iton River is 55 miles west of Paris. The city's cathedral—noted for its fine stained glass windows and carved Renaissance altar screens—was badly damaged. It is on the Western Railway line between Paris and Cherbourg. During the BoB, it was home JU 88s of KG 54. Medium field with 1 hard runway.

**Florennes** (50 15N and 4 35E - Belgium) On the 3<sup>rd</sup> of June, 1944, the airfield here was home to the night-fighters of I/NJG4. At that time this squadron was outfitted with 19 Ju 88's and Bf 110's. Fw 190 Rottes operated out of this airfield on an attachment basis from time to time as well.

**Guyancourt** (48 45N and 2 05E - France) This airfield lies to the southwest of Paris. After the fall of France in the spring of 1940, the Luftwaffe set up operations here in preparation for the Battle of Britain. On the 7<sup>th</sup> of September, 1940, it was home to a portion of II/ZG

2's ten Bf 110's. Medium field with no hard runways.

**Jever** (53 35N, 007 54E - Holland) Home of a Luftwaffe air base. JU 88's, Bf 109's and FW 190's operated out of this field at various points during the war. Jever was insignificant to German wartime production, so it was not targeted by the Allied strategic bombing campaign.

**Juterbog** (51 59N and 13 5E - Germany) This city lies in the eastern portion of the country south and west of Berlin. The Luftwaffe operated an airfield here during the war. This field was manned by Bf 110 and Fw 190 squadrons.

**Le Culot** - During the last week of April 1944, this French city and airfield was heavily strafed in preparation of D-Day. Approximately 100 B-17s were active in this pre-invasion campaign. During the BoB, home to Do17s of KG3. Medium field with 1 hard runway.

**Le Havre** (49 30N and 0 08E - France) Located where the English Channel and the Seine River meet. The airfield here contained the 19 Bf 109 fighters of III/JG 2 and Bf110s of Egr 210 during the BoB. These were mainly used to protect the bombers going over to Britain and for fighters sweeps against Fighter Command. Other targets here consisted of a small armaments factory, three V-1 launching ramps, two forts, a stone road bridge and a wooden rail bridge. Medium field with no hard runways.

**Le Mans** - This French city lies in eastern portion of the country north of the Loire River. It was an industrial target during its occupation by the Germans. It also contained an airfield. It is now famous for the race that occurs there yearly. On the 7th of September, 1940, it was home to 12 Bf 110 fighters from II/ZG 76 of Luftflotte 3. The targets in this city were the one aircraft plant and the many bridges. Medium field with no hard runways.

**Lille** (50 38N and 3 04E - France) This city at was an Allied industrial target while occupied by the Germans. It contained a steel works and a locomotive and freight car factory. Its location in the north of France close to Britain also made it the home of a large airfield, on the 7th of September, 1940, it was home to 33 He 111's of KG 53 and 9 reconnaissance Do 17's and Bf 110's of ZG 26. First attacked by the USAAF in late 1942. Known as Lille and Lille-Nord, was a large field with multiple hard runways. (*WB F11*)

**Marquise-Ost** (50 49N and 1 42E - France) In Aug. 1940 it was home to the Bf109s JG51 and later to JG 26. The field was the closest one the Germans had to England and lay almost right on the English Channel. Bf 109's conducted fighter sweeps and intercept missions out of this facility from the fall of France in 1940 until after the Allied landings at Normandy. Small field with no hard runways and not useable by multi-engined bombers.

**Nantes** (47 13N and 1 33E - France) - Town located in the northern portion of the country along the Loire River. The airfield here contained the other half of KGr 806 Ju 88's and were split between here and Caen during the Battle of Britain. The Ju87s of the LrStuG also resided here during the BoB. Medium field with 1 hard runway.

**Ostermoor** - A Luftwaffe air base that was used for a short period of time by Luftflotte 2 units, primarily flying Ju 88's.

**Poix** (49 47N and 1 59E - France) This airfield located just west of Amiens. In September of 1942 it contained the Fw 190's of III/JG 2. In April of 1943 this field contained the Bf 109G's of I/JG 27.

**Rosieres** (49 49N and 2 43E - France) An airfield in the northern portion of the country inland from Abbeville at. On the 7<sup>th</sup> of September, 1940, this airfield was the home of five He 111's of Stab KG1, who were participating in the Battle of Britain. Medium airfield with no hard runways.

**St. Omer** - This French town contained an airfield used by the British until its capture by the Germans during the battle for France. Thereafter, St. Omer-Wizernes field was used by the Germans. In the autumn of 1942 this field was the home of 10(Jabo)/JG 26 and their Fw 190's. The actual location of the field is 50 45N and 2 15E in the very north of the country and close to Belgium. During the BoB Bf 109s of JG 51 and the Ju87s of StG 2 were here until their withdrawal from combat ops. Large airfield with multiple hard runways.

**St. Trond** - A Luftwaffe airfield located in occupied France. St Trond was periodically used by He-111's of KG3 and Ju 87's during the BoB, but it was primarily a Bf 109 field. St. Trond was heavily bombed by tactical aircraft prior to the Normandy invasion in 1944. Medium field with one hard runway.

**Tours** (47 23N and 0 41E - France) This town is located in the northwest portion of the country on the Loire River. The airfield here was, on the 7th of September of 1940, the home of 17 He 111's of Stab KG 27 and I/KG 27. Medium field with 1 hard runway.

**Twente** (52 25N, 006 30E - Holland) A Luftwaffe airfield that was home to units of Jagddivision 3 until liberated by the Allies in 1944.

**Vannes** (47 40N; 002 44W - France) This port city and its airfield lies on the Atlantic coast or western side of the country. On the 7<sup>th</sup> of Sept, 1940, this airfield was manned by the men and machines of KGr 100. At this time the unit consisted of seven He 111's. Bf 109's occasionally used the field as well. During Operation Cobra, General Omar Bradley's master plan for the whole Brittany campaign, General Patton's 4th Armored Division was assigned the central thrust to liberate Vannes and Lorient. XIX Tactical Air Command was assigned close air support duties in support of this advance. Flying Thunderbolts and Mustangs, these pilots were so adept at finding and taking out enemy targets that Patton's men literally began to complain that they had nothing left to fight. Medium airfield with 1 hard runway.

**Villacoublay** ( 48 45N and 2 10E - France) Home to He 111s of KG 55 during BoB. The field actually lies to the southeast of Paris. Medium airfield with 1 hard runway. (*WB F16*)

**Vitry** (50 20N and 2 59E - France) This airfield lies in the northern tip of the country near the border with Belgium. Vitry based Bf 109's, but many of these squadrons later converted to Fw-190's.

**Wissant** (50 52N and 01 40E - France) Home field of Jagdeschwader 51. Two of the three Gruppen of JG-51 were based at this air strip. The third was based at St. Omer. All of the Gruppen flew the Bf 109e. JG-51 was commanded by the famous Luftwaffe Ace, Major Werner Molders. Molders was instrumental in the development of many Luftwaffe Schwarm and Staffeln tactics during the Spanish Civil War. A German Freya radar was also situated here and was used to monitor both air and naval traffic in and over the Channel. This was the only German Radar unit used during the BoB.