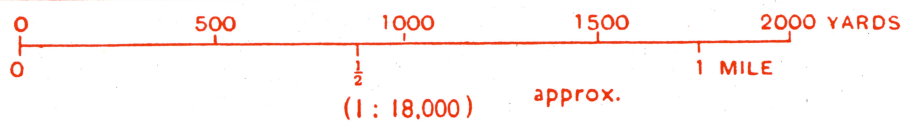


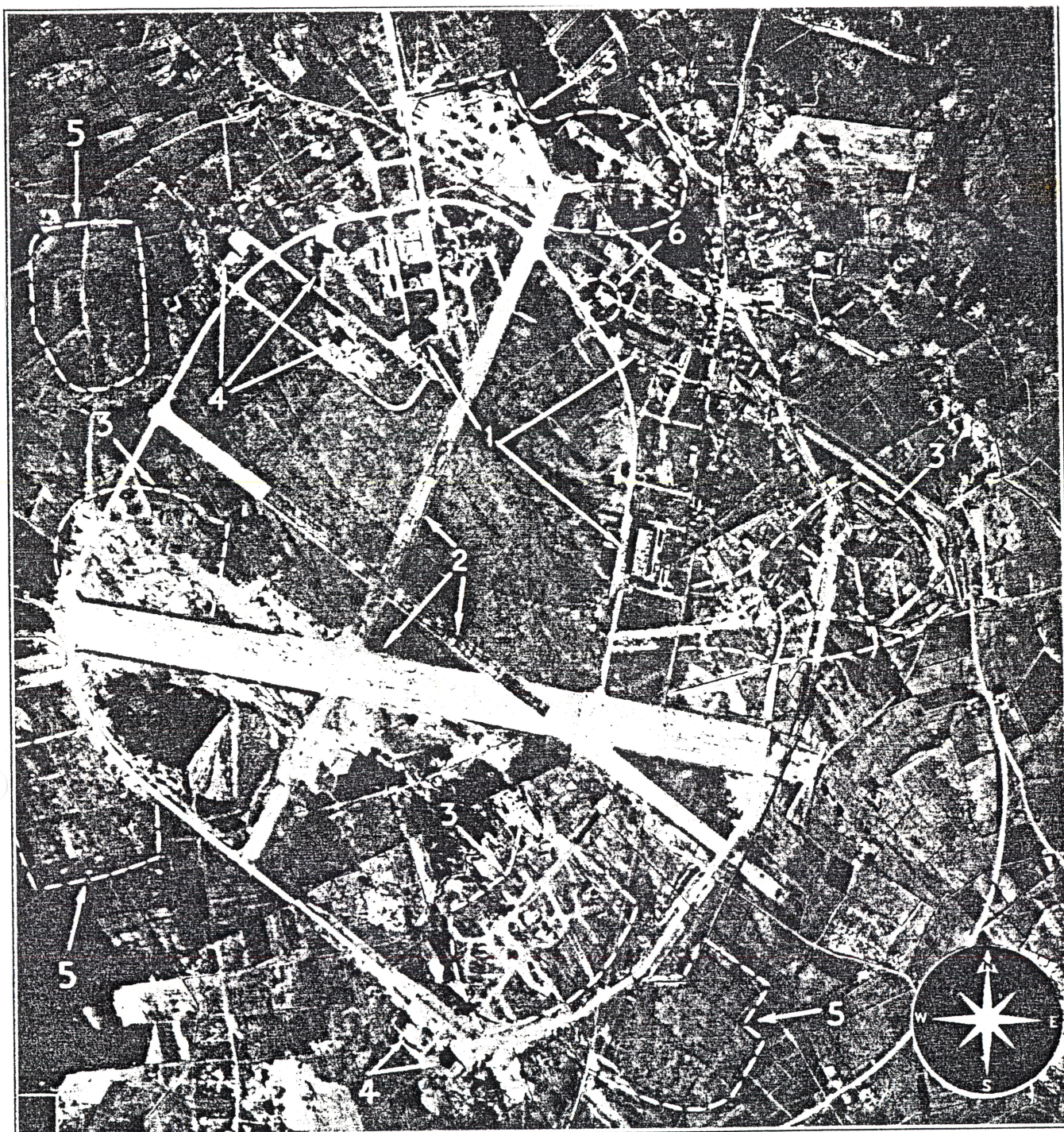
NORWAY

STAVANGER/SOLA

B. AIRFIELD



Photographed 3 March 1943



A.I.3c (1) Illustration No. S. 605 5

1. Hangars
2. Runways.
3. Dispersal Areas
4. Small Repair Hangars.
5. Ammunition Dump.
6. W T Station and reported Watch Office and Control Tower.

GAUSDAL

SHEET NO. 50.

NORWAY.STAVANGER/SOLAAIRFIELD.

CO-ORDINATES: 58°52'45"N.
5°38'00"E.

ALTITUDE: 28 ft.

MAG. VARIATION:

ANNUAL CHANGE:

MAP REFERENCE: G.S.G.S. 4090. NORWAY 1:100,000. Sheet B.38 West. (STAVANGER W.)
Grid Reference: 782840 (Intersection of NE/SW and NW/SE runways).

LOCAL POSITION AND LANDMARKS: Centre of Airfield is 1 mile SE. by S. of SOLA village. 7 miles SSW of STAVANGER. SOLA Bay lies $\frac{1}{2}$ mile W. of the West boundary, and the head of HAVS FJORD $\frac{1}{2}$ mile N. of the North boundary of the landing area.

OBSTRUCTIONS: N: Hangars and buildings inside perimeter. A/C shelters of N. dispersal.
NE: Hangar and numerous buildings on, and immediately beyond, perimeter.
E: Hangar on boundary.
S: Repair Hangars at S. corner (perimeter).

Hills rise gradually to the SW, reaching 320 ft. within 2 miles. Isolated hilly outcrops (up to 300 ft.) surround the A/D except to the W.

DIMENSIONS: The area within the perimeter track is roughly circular, with a diameter of approx. 2000 yds.

SURFACE: Extensive levelling and drainage has been carried out, but large portions of the landing area still appear rough and wet. Only a small part of the area enclosed by the perimeter track is likely to be serviceable, and movement is probably restricted to the runways and elaborate taxi-track systems.

RUNWAYS: 3 intersecting concrete runways, as follows:-

- (1) NW/SE 2330 x 44 yds.
- (2) NE/SW 2330 x 44 yds, with small assembly tarmac at N. end.
- (3) ESE/WWN 2230 x 130 yds.

A wide concrete perimeter track encloses the landing area, linking up runways, dispersal areas and Hangars.

FACILITIES: (a) Fuel and oil: Buried Fuel tanks are situated in pairs (i) off N. boundary, between perimeter track and N. dispersal area; (ii) on E. boundary, to N. of East Hangar; (iii) in S. dispersal area; (iv) in W. dispersal area. There is also a line of refuelling points to S. of the East Hangar, along the S. side of the taxi-track leading to the E. dispersal area.
Some fuel is said to be stored in drums in the woods to N. of the Airfield.

(b) Water: Available.

(c) Telephone, W/T. etc: 2 W/T Stations on perimeter near NE. corner. Another reported 2400 yds. ESE. at Grid 800826.
D F Stations (i) $1\frac{1}{2}$ miles NE: (ii) $1\frac{3}{4}$ miles NW, at KOLNES. Met. Station. Telephone.
The former Norwegian Broadcasting Station at TJENSVOLD ($1\frac{1}{2}$ miles SW. of the centre of STAVANGER town) is also said to be used as a communications centre for the Airfield.
A Radar Station, with associated Sound Locators, is

The dispersal areas are served by 'grid' pattern taxi-tracks, and the open shelters are merely pairs of widely spaced blast-walls disposed along the tracks. One of the large shelters in the N. dispersal area is subdivided to take 2 small a/c. Construction of taxi and/or perimeter tracks is in progress in the E. dispersal area.

N.B. Fighter aircraft at 'readiness' are dispersed just inside the N. boundary, on short taxi-tracks leading off No.2 runway.

DEFENCES: See attached Appendix.

ACCESS: (a) Road: Main STAVANGER/EGERSUND road, which formerly formed E. boundary, has now been diverted and runs in a wide curve from SKADBERG to GIMRE, skirting the E. dispersal area and the S. ammunition dump.

(b) Rail: STAVANGER/EGERSUND railway runs N/S approximately 4 miles to the E. Stations at GAUSEL, FORUS and LARA, roughly equidistant from A/D.

(c) Water: Seaplane Station and small anchorage in HAVS FJORD. to N.

REMARKS: Formerly a Norwegian Civil Airport. The Germans have built additional Hangars and Workshops, more than doubled the length of the existing runways, and added a 3rd runway (No.3) 130 yards wide. The landing area has been very considerably extended, and the Airfield developed generally into a first-class operational base - the best in Norway.

A high standard of operational activity has been consistently maintained since the occupation, and at peak periods over 100 aircraft have used the Airfield. In the past it has been used extensively by Bomber and Bomber Reconnaissance units operating against this country and against shipping in the North Sea, and (since the virtual cessation of activity at FORUS) has become increasingly important as the pivotal base in South Norway.

Installations and facilities are constantly being improved, and at one time or another the A/D has been used by almost every type of G.A.F. aircraft, including F.W. Condors. Recently about 15 single-engined Fighters have been based at SOLA, in addition to a fluctuating complement of Bombers, Bomber Reconnaissance a/c, and a Weather Reconnaissance unit. The Airfield is also regularly used by Transport aircraft operating in Norway, and between Norway and Germany.

PHOT (30.6.43.)

A.I.2.(b).
6.8.43.

NORWAYSTAVANGER/SOLA(Sea)SEAPLANE STATION

CO-ORDINATES: 58°53'55"N.
5°38'05"E.

ALTITUDE: Sea level.

MAG. VARIATION:

ANNUAL CHANGE;

MAP REFERENCE: G.S.G.S. 4090 NORWAY 1:100,000. Sheet B 38W (STAVANGER W.)
Grid Reference: 789860.

LOCAL POSITION AND LANDMARKS: Anchorage is in the bay at extreme S. end of HAFS FJORD.
Station buildings are on W. shore of bay, $\frac{3}{4}$ mile N. of the North boundary of SOLA Airfield.

OBSTRUCTIONS: N.: Scattered Islands.
E.: Ground up to 250 feet at 1 mile.
S.: Buildings of SOLA A/D.
W. & NW.: Hangar. Isolated hills up to 200 feet.

DIMENSIONS: Ample room.

SEA CONDITIONS AND ANCHORAGE: Sheltered water. Sandy bottom. Shallow water to S. of the base. Moorings in bay.

SLIPWAYS: A sloping concrete strip has been laid down along the curve of the foreshore, on which a number of aircraft can be drawn up at a time. This has replaced the former slipway at the S. end of the strip, which has been built up to form a Jetty for motor launches. A concrete taxi-track connects the strip with the Hangar to S.

FACILITIES:

(a) Fuel and oil:

(b) Water: Available.

(c) Telephone, W/T., etc. W/T Station reported at S. end of bay. See also under STAVANGER/SOLA A/D (Sheet No.50).

(d) Hangars and Workshops: 1 large Hangar, with tarmac apron, on W. shore of bay. Workshops and engine repair shops immediately to N. of Hangar.

(e) Ammunition: See under STAVANGER/SOLA A/D.

(f) Night-landing facilities:

(g) Accommodation: Barracks, Offices and Stores to N. and S. of Hangar.

(h) Jetties, quays and cranes: Small Jetty at N. end of concrete strip; miniature Harbour for small boats at S. end of strip, with T-shaped Jetty to S. (in front of Hangar.) 2 small Jetties on E. shore of bay, opposite base.

DEFENCES:

FLAK: There is a suspected Light gun on the hill to W. of the N. end of the concrete strip, and suspected M/G positions near the foreshore in the same area. For main defences of Sea Stn. see under STAVANGER/SOLA A/D (Sheet No.50).

ACCESS:

(a) Road: } As for STAVANGER/SOLA A/D (Sheet No.50).
(b) Rail: } A wide road, along which aircraft can be taken, connects the Seaplane Str. with the Airfield

GAUSDAL

SECRET.

SHEET NO. 51
(Continued)

METEOROLOGICAL
CONDITIONS:

REMARKS:

Formerly a Civil Seaplane Stn. Has been much developed by the G.N.F., and in constant use since 1940. Coastal Units engaged on reconnaissance, shipping protection and anti-submarine patrols, as well as Torpedo-carrying a/c, operate regularly from here. Upwards of a dozen aircraft are usually to be seen on photographs, and seldom less than 6 are present. Between the end of December and beginning of April the anchorage freezes up and the aircraft are transferred to STAVANGER PORT. (See Sheet No: 49)

PHOT. (22.7.43.)

A.I.2.(b).
26.8.43.

- (d) Hangars and Workshops: 3 main Hangars, with tarmac aprons, as follows:- 1 medium Hangar inside N. boundary (Norwegian Hangar).
1 large Hangar at NE. corner.
1 large Hangar on E. boundary.
In addition there are 5 small hangars for repairs, of which 3 are in the NW. corner and 2 off the perimeter at the extreme S. end of the A/D. The roofs and walls of the 2 large Hangars are reported to be lined with fire-proof material.
Workshops are situated to N. of the Norwegian Hangar, and immediately behind the East Hangar. Some of the numerous buildings off the NE. corner are probably also Workshops. Compass swinging base to N., on W. side of road to Sea. Stn.

M/T Park at cross-roads off NE. corner.

- (e) Ammunition: The main ammunition dump, which probably serves the whole area, is situated $1\frac{1}{2}$ miles E. by N. of the centre of the A/D. It is composed of a very large number of units dispersed in the fields on either side of the road between Grid 805848 and 813834 - a distance of 1 mile.

Additional dumps are situated as follows:-

- (i) Beyond NW. boundary, just S. of the demolished Church.
- (ii) Off E. boundary, 300 yds. NE. of East Hangar.
- (iii) Off S. corner, to SE. of South dispersal area.
- (iv) Outside SW. corner.
- (v) Further SW. in woods, between road to OLBOR and S. shore of SOLA Bay (12 miles WSW. of centre of A/D.)

Ammunition is possibly also stored in the woods to N. of the Airfield.

M/G. testing range off N. boundary.

The presence of Gas Bombs at SOLA has been reported on several occasions.

- (f) Night-landing Facilities: Runways No. 1 and 3, and probably No. 2, are illuminated. All 3 runways are equipped with Visual Lorenz Systems. Boundary and obstruction lights.

- (g) Accommodation: Main concentration of buildings is at NE. corner and round the adjacent cross-roads, and includes Watch Office, Admin. buildings, Barracks, stores, Fire Station etc. Additional stores huts to N. of Norwegian Hangar. Crew rooms just inside N. boundary. Numerous huts in small isolated groups to N. and S. of the Airfield.

DISPERSAL:		Large	Small	Standing
<u>North</u>	(outside N. boundary)	4 open	14 covered	9
<u>East</u>	(to E. of East Hangar)	11 open	-	-
<u>South</u>	(outside S. corner)	15 open	-	-
<u>West</u>	(outside W. boundary)	10 open	-	-