INFORMATION REPORT

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1. Soon after the end of hostilities in 1945, Yugoslav technicians were sent to Albania to restore airports destroyed or damaged by the Germans during their retreat. The work of restoration was carried out effectively, and most of the airports were once again put in usable condition. After the Tito-Cominform crisis of 1948, Soviet technicians were sent to replace the Yugoslavs and to continue the work begun by the latter.

2. The restoration of the Albanian airports is clearly being carried out for military purposes, since the airports potentially useful to the Albanian economy even under pre-war conditions of free trade, are limited to those in existence before the Italian occupation, i.e., those at Shkoder, Kukes, Tirana, Peshkopi, Berat, Korce North, Gjinokaster, and Vlone South. Under the Soviets, however, the airfields of Vlone North and Devoli are also being restored. Present critical economic conditions do not justify reconstruction of the new airports, nor do Albania's prospects seem to favor a renewal of her international trade.

3. In connection with information received concerning the construction of launching platforms for V-type missiles in the Vlone region, it is possible that the informants have misunderstood the purpose for which runways, either of concrete or asphalt, have been constructed. Because the Vlone airport is very readily identifiable and therefore easily open to attack, such runways may have been constructed to make possible the dispersion of aircraft.

4. Of all the airports of the Balkans, those of Albania are most advantageous, not only because of their proximity to the central Mediterranean, but also because of favorable climatic and atmospheric conditions; the majority of them are free of snow during most of the year. By using them, the Soviets could carry on aerial offensive into the Mediterranean; supply Markos' guerrillas by air; and, in case of Italy's participation in a war against the Soviet Union, furnish supplies to the Communist guerrilla groups which would certainly spring up in that country.

5. In view of the importance of the Albanian airports, the present report will

therefore first cover all information on them as of 8 September 1943; secondly, their present condition; and, finally, the possibilities for improvement and use in the future.

Tirana Airport.

6. Location: Latitude 41° 19' 55" North; longitude 19° 47 ' 30" East of Greenwich. The airport is west of the city, and south of the Tirana-Vorre-Durres highway.

7. Dimensions:

a. In size, it is approximately 1,400 x 500 meters. In form, it is irregular with the longest side on the east, where it borders the Tirana-Vorre-Durres highway. The shortest side is to the northwest.

b. The runway is laid out from northwest to southeast, is 1,000 meters long and 70 meters wide. In 1943, considerable progress had been made toward increasing the length of the runway to 1,200 meters, and in completing the joining strip between the runway and the hangars.

8. Terrain: The ground is clayey, but the natural slop of the ground as well as drainage projects make the field usable in all seasons.

9. Directions of landing and take-off: Because of the single runway, it is only possible to land and take off in northwest-southeast or southeast-northwest directions.

10. Highway connections: The airport is connected with Tirana and Durres by means of two asphalt highways.

11. Facilities:

a. Three large hangars are located along the side bordering the Tirana-Vorre-Durres highway, One hangar is located in the southeast portion of the field.

b. Also along the side bordering the Tirana-Vorre-Durres highway are various masonry buildings for offices, and sheet-iron barracks for troops.

c. Outside the limits of the field, along the Tirana-Vorre-Durres highway, are located the quarters of the officers and non-commissioned officers.

d. Further masonry buildings exist in the southeast section of the field.

12. Lighting: No fixed lighting equipment was available in 1943, but mobile spotlights were used for night flights.

13. Water supply: Water is supplied for the most part by the Tirana aqueduct.

In times of drought, water is obtained from the Sh'Gjin spring located at the southeastern end of the field.

14. Sanitary conditions: These are good for the most part, with a low incidence of malaria.

15. Prevailing winds: Northwest and southeast.

16. Weather: Rain is abundant during the winter, summer, and autumn. Snow is rare. Weather is generally suitable for night flights.

17. Dispersion: Dispersion of aircraft is difficult. However, at the cost of considerable modification (including the construction of a bridge over the Lana stream), it would be possible to disperse planes to the northwest and southwest of the field.

18. Caves: Natural caves are located in the vicinity of the airfield.

19. Woods: Woods exist in the vicinity of the field.

20. Previous use: This airport, until September 1943, had been used for the following types of planes:

a. Bombers: S.81, S.79, Br. 20;

b. Fighters: Cr. 42, G. 50, M.200, Ro. 41;

c. Dive Bombers: Ju. 87;

d. Transports: S.82, G. 12;

e. Reconnaissance Planes: Ro. 37.

21. Present conditions: Since 1945, the field and the runway have been in sufficiently good condition for departure and arrival of aircraft. Recent information indicates that the hangars and buildings have been in part restored.

22. Future usefulness: In case of war with a power possessing strong airpower, the usefulness of this airport would be small unless the following modifications were made (such modifications would, however, be very difficult because of the clayey character of the hills):

a. Construction of bridges over the Lana stream in order to allow dispersion of aircraft.

b. Construction of hangars in the sides of the hills which bound the field on the west, and connection of these hills with the runway by means of a connecting strip.

Shkoder Airport.

23. Location: Latitude 42° 6' 22" North; longitude 19° 32' 00" East of Greenwich. The field is located four kilometers northeast of Shkoder.

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24. Dimensions:

a. In size, it is 1400 x 1400 meters, and could easily be enlarged.

b. No runway exists.

25. Terrain: The ground is basically gravel, with excellent drainage, so that the field is usable in all seasons and even after long periods of rain. The excellence of the terrain made unnecessary the construction of a runway.

26. Directions of landing and take-off: Possible in all directions, although the north-south, south-north directions are best because of complete freedom from obstacles.

27. Highway connections: The airport is connected to the city by the Shkoder-Ura e Mesit road.

28. Facilities: The terminal building of the airport is of masonry construction. There are also various buildings of wood used as offices and quarters for personnel.

29. Lighting: Mobile spotlights only.

30. Water supply: In winter, spring, and autumn, most of the water supply is obtained from the pumping station located near the Kiri stream. In the summer, however, this stream is dry and water is brought from Shkoder in tank trucks.

31. Sanitary conditions: Excellent. There is no malaria here.

32. Prevailing winds: North, northeast, and southeast. Winds from the north and northeast are strong.

33. Weather: Rain is abundant in winter, spring, and autumn. Heavy snows also occur at times. Generally good weather makes night flights possible.

34. Dispersion: Excellent facilities for dispersion exist, especially on the plains to the north and east of the field.

35. Caves: There exist no natural caves in the vicinity. The calcareous hills northeast of the field could, however, be used for the construction of shelters for personnel and material.

36. Woods: About one kilometer north of the field a zone of high but not dense trees begins.

37. Previous use: The airport, until September 1943, had been used by the following types of planes:

a. Bombers: S.79, S.81, Br. 20;

b. Fighters: Cr. 42, G.50;

c. Dive Bombers: Ju 87;

d. Reconnaissance Planes: Caproni.

38. Present conditions: The airport is at present in perfect operating condition.

39. Future usefulness: The Shkoder airport is in all respects the best in Albania. The only negative consideration is its closeness to Yugoslavia; it is, in fact, within artillery range of Tarabosh.

Shijak Airport

40. Location: Latitude 41° 19' 35" North; Longitude 19° 32' 20" East of Greenwich. This airport is situated about 400 meters south of the Durres-Shijak highway and west of the Shijak-Reti crossroad.

41. Dimensions:

a. In size, the field is approximately 1200 x 1200 meters. Between its northwestern and southeastern extremities there is a distance of about 1400 meters.

b. The length of the runway, laid out in a north-south direction, is about 1000 meters; it is 70 meters wide.

42. Terrain: The soil is clayey, and the airport is consequently unusable in winter. To improve the airport, it would be necessary to construct drainage works, a taxi strip, and supplementary strips for dispersion of aircraft. In summer, the field is excellent.

43. Directions of landing and take-off: Although the runway is laid out in north-south direction, the field is dry and hard from May to October; landing and take-off are therefore possible in all directions during these months. Because of existence of hills nearby, take-offs for night flights are advisable in a southerly direction.

44. Highway connections: The improved Shijak-Reti crossroad connects the airport with the two asphalted Tirana-Durres highways. In addition, the northwest section of the field is directly connected with the asphalted Tirana-Shijak-Durres road.

45. Facilities: The headquarters of the field, some of the quarters for personnel, the kitchens, and the messes are situated east of the Shijak-Reti crossroad in a small woods. Only one of these buildings is of masonry construction; the others are wooden barracks. In addition, three wooden barracks were constructed one kilometer east of the Shijak-Reti crossroad. Still another group of barracks was constructed northwest of the field in a small grove of trees located 300 meters from the 8.5 kilometer point of the Tirana-Shijak-Durres road. Two small hangars were constructed on the eastern side of the field, as well as one in the northwest corner.

46. Lighting: Mobile spotlights only.

47. Water supply: Water is supplied by the Durres aqueduct. During the flood season of the Arzan river, the detritus cannot be filtered, and the water supply is therefore interrupted.

48. Sanitary conditions: Good. The incidence of malaria is low.

49. Prevailing Winds: North, northwest, and southeast.

50. Weather: Abundant rain in the winter. Snow is rare.

51. Dispersion: On basis of conditions existing in 1943, it can be categorically stated that airpraft cannot with present facilities be dispersed during the winter. In summer, dispersion would be possible beyond the limits of the airport if a bridge were constructed over the canal which borders the field.

52. Caves: No caves exist in the vicinity.

53. Woods: Vegetation is scarce except for the two woods mentioned in paragraph 44 above.

54. Previous use. Until September 1943, the following types of planes had used the airport:

a. Bombers: Br. 20;

b. Reconnaissance Planes: Ca. 114;

c. Fighters: C.42.

55. Present conditions: Nothing precise is known concerning the present condition of this airport.

56. Future usefulness: The location of the field and the favorable weather give good reason for believing that this airfield will be put in condition for use in winter weather. The field's present lack of usefulness in winter could be corrected by the construction of strips for dispersion of aircraft. For this purpose, the areas in the northern section of the field and north of the Durres-Shijak highway could be used. The hills west and west-southwest of the field could be used for the construction of subterranean hangars and depots. However, because of the clayey character of the hills considerable work would be necessary for the latter constructions.

Devoli Airport (also known as Ura Hasan Beut Airport).

57. Location: Latitude 40° 46' 15" North; Longitude 19° 52' 30" East of Greenwich. The field, which is an approximate square, is located about 300 meters east of Ura Hasan Beut bridge. The NW and SE sides are bounded respectively by the Ura Hasan Beut-Kucove and the Ura Hasan Beut-Berat roads.

58. Dimensions:

a. The field is approximately 1200 x 1200 meters square.

b. The runway is 1000 meters long and 70 meters wide.

59. Terrain: Clayey.

60. Directions of landing and take-off: During the winter, planes could take off and land only from the runway. From May to October, take-off and landing were possible in all directions without use of the runway. With heavily-laden planes, it was inadvisable to take off in a southerly direction, because of the hills located on the south side of the Ura Hasan Beut bridge.

61. Highway connections: The airport is located on the asphalt Ura Hasan Beut-Berat road.

62. Facilities: The only constructions on the field were wooden barracks.

63. Lighting: No lighting facilities are known to have existed.

64. Water supply: Water is available from the Osum River.

65. Sanitary conditions: Malaria is not known to have existed.

66. Prevailing winds: North, northwest, and southeast.

67. Weather: Heavy rains in winter, spring, and autumn. Snow is rare.

68. Dispersion: During the winter dispersion was impossible. At moderate cost, it would, however, be possible to make improvements necessary for the dispersion of aircraft to the east, southeast, and north of the field.

69. Caves: None. They could, however, be constructed in the calcareous hills located east of the field.

70. Woods: None.

71. Previous use: Until September 1943, the airport had been used by:

a. Bombers: S. 81.

b. Reconnaissance Planes: Ca. 114.

72. Present condition: Russian technical advisers have supervised the work of reactivating this airport. The runway is known to have been repaired.

73. Future usefulness: Favorable climatic conditions make this airport of great potential usefulness if the improvements necessary for dispersion are made.

Vlone North Airport.

74. Location: Latitude 40° 28' 20" North; Longitude 19° 29' 30" East of Greenwich.

75. Dimensions:

a. Size of field is 1200 x 1200 meters.

b. The runway is 1000 meters long, 70 meters wide, and laid out in a northwest-southeast direction.

76. Terrain: Because this airport was constructed on swampland, it was necessary to construct, in addition to drainage works and a runway, a circular connecting strip. The ground between the connecting strip and the runway is fairly hard, and it was possible for fighter planes to take off from it in emergencies.

77. Directions of landing and take-off: In winter, take-off was possible only

from the runway. At other seasons, take-off and landing were, however, possible in all directions. No important obstacles exist except for the hills located east of the field.

78. Highway connections: The airport is connected to the city by a hard-surfaced road.

79. Facilities: In 1943, two or three hangars had been constructed, and construction of barracks and administration buildings was under way.

80. Lighting: Mobile spotlights only.

81. Water supply: Water had to be brought to the field by tank trucks.

82. Sanitary conditions: Very bad. Malaria was prevalent.

83. Prevailing winds: North, northwest, and southeast.

84. Weather: Abundant rain in winter. Snow is rare.

85. Dispersion: Impossible in winter. In dry months, it was possible to disperse planes to the west of the runway and on an area of the field immediately outside the connecting strip.

86. Caves: In the immediate vicinity of the field there are no natural caves. However, the Italian Navy built air raid shelters to the south of the city of Vlone.

87. Woods: Outside the field, to the east, olive groves exist, which were used to conceal ammunition. The areas outside the field to the west, southwest, and north are almost entirely lacking in vegetation.

88. Previous use; Until September 1943, the airport was used for the following types of planes:

a. Bombers: S. 81;

b. Fighters: Cr. 42, G. 50;

c. Dive Bombers: Ju. 87;

d. Transports: S. 82;

e. Reconnaissance: Ro. 37.

89. Present conditions: The airport has been restored to operating condition, with both the runway and the connecting strip repaired.

90. Future usefulness: Geographic position and favorable weather make this field one of great potential usefulness.

Vlone South Airport.

91. Location: Latitude 40° 26' 20" North; Longitude 19° 29' 15" East of Greenwich. The field is situated three kilometers south of Vlone, and east of the coastal highway.

92. Dimensions:

a. 700 x 120 meters approximately.

b. No runway existed in 1943, and none is believed to exist at present.

93. Terrain:: Clayey. Because the land slopes, the field is always usable.

94. Directions of landing and take-off: Only possible in north-south and south-north directions. To the east, the field is bounded by hills. Trees situated at the northern end of the field make landing difficult from straight north, and hangars located at the southern end of the field must be taken into consideration in landing from this direction.

95. Highway connections: The airport is connected to the city by means of the coastal highway.

96. Facilities: A berth for hydroplanes is located on the water.

97. Lighting: No lighting facilities. The dimensions of this field do not permit its use for night flying.

98. Water supply: Water used to be brought to the field in tank trucks.

99. Sanitary conditions: Very bad. Malaria is prevalent.

100. Prevailing winds: North, northwest, and southeast.

101. Weather: Rains are heavy in winter. Snow is rare.

102. Dispersion: An unimportant consideration, since the field is only usable for small liaison planes.

103. Previous use: Used by small liaison planes only.

104. Present condition: The field is at present in operating condition.

105. Future usefulness: This field is virtually useless for military purposes.

Durres Airport.

106. Location: Latitude 41° 19' 40" North; Longitude 19° 26' 15" East of Greenwich. The field is situated one kilometer north of Durres on the road to Porta Romana.

107. Dimensions:

a. The field is 700 x 400 meters in size.

b. No runways existed in 1943.

108. Terrain: Clayey. Because of the lack of a runway, the field used to be unusable in winter.

109. Direction of landing and take-off: Due to the dimensions of the field, landing and take-off were possible in only the north-south and south-north directions.

110. Highway connections: A hard-surfaced road connects the airport with the city.

111. Facilities: The only building on the field itself was a masonry administration building. On the other side of the road from the airport were located about ten barracks of corrugated iron, used for garaging vehicles or for housing of airport personnel.

112. Lighting: No facilities for lighting known to have existed.

113. Water supply: Source of water supply in 1943 is unknown. It would be possible, however, to connect the airport with the Durres aqueduct.

114. Sanitary conditions: Conditions were in general satisfactory. Malaria is prevalent, however.

115. Prevailing winds: North, northeast, and southeast.

116. Weather: Rain is frequent in winter. Snow is rare.

117. Dispersion: Only during the summer is it possible to disperse planes along the northern edge of the field. The area east of the field is always useless because partially swampy. The southern edge of the field lies next to the city's outskirts, while to the west there begins a hilly region.

118. Caves: Near the airport are natural caves. In the hills west of the field were constructed subterranean depots for fuel and munitions. These hills are of clayey soil.

119. Woods: No woods are located near the airport.

120. Previous use: Before September 1943, the airport had been used by the following types of planes:

a. Bombers: S.81;

b. Fighters: Cr. 42.

121. Present condition: This airport is known to be in operating condition at the present time.

122. Future usefulness: In view of the dimensions of this airfield, the limited possibilities of dispersion, the nature of the terrain, and the closeness of the airport to Shijak, this field is not expected to be greatly developed in the future. In order to give it greater usefulness in time of war, it would be necessary to construct a runway and connecting strip, and to build hangars in the hills on the west side of the field.

Korce North Airport.

123. Location: Latitude 40° 37' 50" North; Longitude 20° 46' 50" East of Greenwich. The field is situated 1 kilometer north-northeast of the city, east of the Korce-Dishnice highway.

124. Dimensions:

a. The field is approximately 800 x 800 meters in size, although its shape is irregular rather than a perfect square.

b. No runway existed in 1943.

125. Terrain: Clayey. The old portion of the field is good in most weather because of a strong slope which provides good drainage.

126. Directions of landing and take-off: Because the field slopes downward strongly to the northwest, it is not possible to take-off in an easterly or southeasterly direction. For the same reason, landing is impossible in a northwesterly, westerly, or southwesterly direction.

127. Highway connections: The airport is connected with Korce by means of the Korce-Dishnice highway.

128. Facilities: An administration building of masonry construction exists at the airport. Near the field there exist barracks for housing personnel.

129. Lighting: No lighting facilities. The slope of the field makes night landings inadvisable even were lighting available.

130. Water supply: Water available from the nearby barracks mentioned in paragraph 128. The source of such water is not known.

131. Sanitary conditions: Good. The incidence of malaria is low.

132. Prevailing winds: North and southeast.

133. Weather: Rains are frequent in winter, as is snow.

134. Dispersion: In summer, dispersion is possible to the northwest and west of the field.

135. Caves: Near the field, natural caves exist. In the clayey hills which lie east and southeast of the field, the construction of shelters for personnel and material would be possible.

136. Woods: No woods exist in the vicinity, and vegetation is in general scarce.

137. Previous use: Until September 1943, this field had been used regularly by Ro. 37 reconnaissance planes, and only occasionally by bombers of unspecified type.

138. Present conditions: The field is at present in operating condition.

139. Future usefulness: In order for this field to serve any useful purpose in a future war, it would be necessary to construct a runway, as well as dispersion strips in the north and northwest corners of the airport. In view of unfavorable weather conditions and the existence of Korce South Airport, an airport of much great potentialities, it would not seem worthwhile to attempt such major constructions.

Korce South (or Drenova) Airport.

140. Location: Latitude 40° 35' 20" North; Longitude 20° 45' 45" East of Greenwich. The field is situated two and a half kilometers south of Korce, on the plain between Drenova and Teqe, at approximately 900 meters above sea-level.

141. Dimensions: The field is approximately 1200 x 1200 meters square.

142. Terrain: Clayey but fairly hard.

143. Directions of landing and take-off: Both landing and take-off are possible in all directions.

144. Highway connections: The field is situated just off the hard-surfaced Korce-Drenova highway.

145. Facilities: No buildings existed at this airport in September 1943.

146. Lighting: None.

147. Water supply: Water must be brought from Korce in tank trucks.

148. Sanitary conditions: Good. The incidence of malaria is low.

149. Prevailing winds: North and southeast.

150. Weather: Rains and snows are frequent during the winter.

151. Dispersion: Since the airport is located on an open plain, the possibilities of dispersion are excellent in all directions.

152. Caves: No natural caves exist near the airport. They could, however, be excavated in the hills which lie east and southeast of the field.

153. Woods: There are no woods in the vicinity. Trees and vegetation of all types are scarce in this region.

154. Previous use: This field, up until September 1943, was used regularly by Ro. 37 reconnaissance planes and occasionally by S. 81 bombers.

155. Present conditions: Nothing definite is known about the present condition of this airport.

156. Future usefulness: It is obvious that in order to fit this field for wartime use, extensive constructions, including a runway and dispersion strips, would be necessary. It is conceivable, however, that such constructions might prove worthwhile; the Russians might, for instance, find this field useful as a base from which to supply Communist guerrillas fighting in the Kastoria and Florina regions.

Berat Airport.

157. Location: Latitude 40 44' 30" North; Longitude 19 55' 35" East of Greenwich. The field is located about three kilometers north of Berat and east of the Berat-Ura Hasan Beut road.

158. Dimensions:

a. The field is approximately 900 x 500 meters in size.
b. No runway existed in 1943.

159. Terrain: The soil is clayey, and the field has only a slight slope with little drainage. It is therefore largely unusable in winter. In addition, it is often submerged twice in the same year by floods of the Osum (Luni Beratit) River, which coers it with water to a depth of 50 centimeters.

160. Directions of landing and take-off: Landing and take-off are possible only in the southeast-northwest and northwest-southeast direction. The eastern side of the field is bordered by hills.

161. Highway connections: The field is connected with Berat by the asphalted Berat-Ura Hasan Beut road.

162. Facilities: An administration building of masonry construction exists at this airport.

163. Lighting: None.

164. Water supply: Water is available from the Osum river.

165. Sanitary conditions: Good. The incidence of malaria is low.

166. Prevailing winds: North, northwest, and southeast.

167. Weather: Rains are frequent in winter, but snow is rare.

168. Dispersion: In good weather, dispersion of aircraft is possible to the north, northwest, and southeast of the field.

169. Caves: There are no natural caves in the area. Caves could, however, be constructed in the clayey hills which border the field on the south.

170. Woods: There are no woods in the vicinity and vegetation is scarce.

171. Previous use: Until September 1943, this airport was used by the following types of planes:

a. Bombers: S.81;

b. Fighters: Cr. 42, G.50, M. 200.

172. Present conditions: The airport is at present in operating condition.

173. Future usefulness: To ensure the usefulness of this airport in winter, the construction of a dyke to protect it against floods would be necessary, as well as construction of a runway and dispersion strips.

Gjinokaster Airport.

174. Location: Latitude 40° 5' 15" North; Longitude 20° 8' 30" East of Greenwich. The field is situated on the right bank of the Drin River, about 2 kilometers northeast of Gjinokaster.

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175. Dimensions:

a. In size, the field is about 1000 x 500 meters.

b. No runway existed in 1943.

176. Terrain: The soil is clayey, and the field,is, therefore, often unusable in winter.

177. Directions of landing and take-off: Landing and take-off are possible only in the northwest-southeast and southeast-northwest directions, due to the fact that the field stretches lengthwise along a river valley bordered by hills.

178. Highway connections: A single bridge across the Drin River connects the airport with the Gjinokaster-Tepelene highway.

179. Facilities: The only building of masonry construction which existed in 1943 was the administration building.

180. Lighting: None.

181. Water supply: By use of pumps, water can be obtained from the Drin River.

182. Sanitary conditions: Good. The incidence of malaria is low.

183. Prevailing winds: Northwest and southeast.

184. Weather: Rains are frequent in winter. Fog is frequent in the valley.

185. Dispersion: During dry weather dispersion is possible lengthwise along the valley.

186. Caves: No natural caves exist in the vicinity.

187. Woods: No woods exist in the vicinity.

188. Previous use: Until September 1943, this field had been used by the following types of planes:

a. Bombers: S. 81;

b. Reconnaissance Planes: Ro. 37.

189. Present condition: The airport is at present in operating condition.

190. Future usefulness: For war-time use, it would be necessary to construct runways, dispersion strips, and hangars. Except as a possible base from which to supply Greek Communist guerrillas, this airport would not appear to be of great potential value.

Kukes Airport.

191. Location: Latitude 42° 2' 20" North; Longitude 20° 24' 45" East of Greenwich. The field is situated about six kilometers south of Kukes, and about five kilometers north of Bicaj. The Drin valley, in which the airport is located, is surrounded by high mountains which limit the possibilities of take-off with heavy loads.

192. Dimensions:

a. The field is approximately 900 x 400 meters in size.

b. No runway exists.

193. Terrain: The soil is clayey, but a strong slope to the land provides good drainage in all seasons, and the field is therefore always usable.

194. Directions of landing and take-off: Because of the surrounding mountains, landings and take-offs are possible only in the south-north and north-south directions.

195. Highway connections: An unimproved road connects the airport with Kukes.

196. Facilities: A masonry-constructed administration building exists at the airport.

197. Lighting. None.

198. Water supply: Water is available from the Drin River.

199. Sanitary conditions: Good. Malaria is not known to exist here.

200. Prevailing winds; North, northeast, and south.

201. Weather: Rain and snow are frequent in winter. Fogs are frequent in all seasons.

202. Dispersion: Dispersion of aircraft is possible to the north and south of the field.

203. Caves: No natural caves exist in the vicinity.

204. Woods. No woods exist in the vicinity.

205. Previous use: Until September 1943, this airport had been used occasionally by the following types of planes.

a. Bombers: S.81;

b. Liaison planes: Breda 44.

206. Present condition: This field is at present in operating condition.

207. Future usefulness: The presence of high mountains, which make night flights inadvisable, plus unfavorable climatic conditions, militate against any extensive future use of this airport for military purposes.

Peshkopi Airport.

208. Location: Latitude 41° 43' 15" North; Longitude 20° 21' 30" East of Greenwich.

209. Dimensions: The field of this airport is only some 270 x 120 meters in size.

210. The limited size of this airport, together with the impossibility geographically of enlarging it, make this airport of absolutely no use for military purposes.

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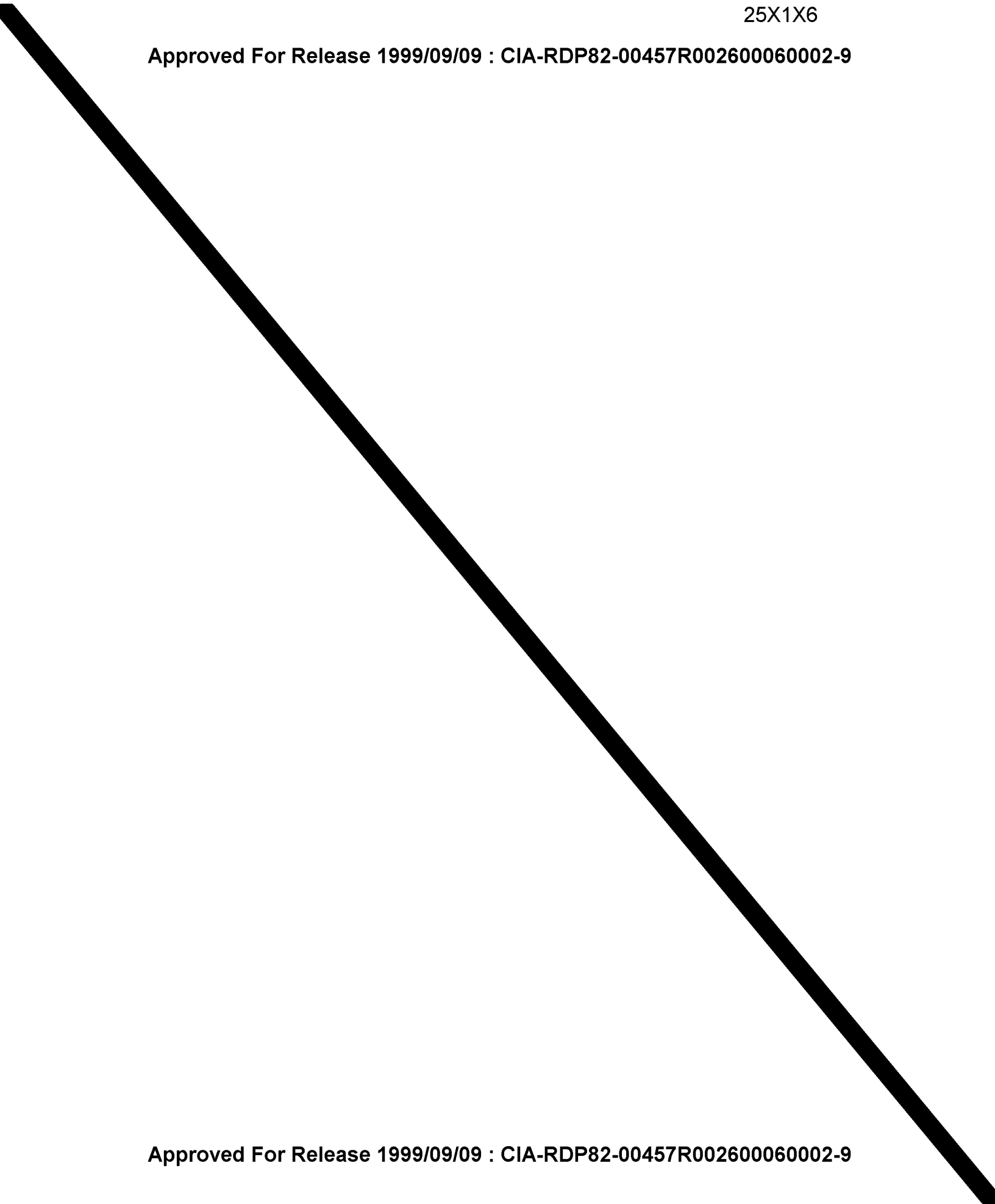

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