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Letališča na Krasu v času soške fronte

IZVLEČEK

Prispevek opisuje gradnjo avstro-ogrskih letališč na Krasu v času prve svetovne vojne. Avstro-ogrška vojaška oblast je v letih 1916 in 1917 na neprimernem terenu zgradila tri letališča: Prosek, Divača in Sežana. S tem je hotela okrepiti obrambo Krasa in Trsta, kjer je italijanska vojska izvajala močan pritisk. Težave lokacij so bile predvsem neprimeren, valovit in kamnit teren, veter oziroma burja, prah in pomanjkanje vode. Zanimivo je, da kljub naravnim težavam še vedno delujeta dve od omenjenih lokacij: Divača in Prosek. Prispevek opisuje gradnjo in podaja seznam enot, ki so bile nastanjene na letališčih: lovske letalske stotnije, bombniška letalska enota, letalska delavnica in vremenska postaja.

KLJUČNE BESEDE

letalstvo, avstro-ogrsko letalstvo, letališča na Krasu, prva svetovna vojna, soška fronta, Prosek, Divača, Sežana

ABSTRACT

AIRFIELDS IN THE KARST DURING THE ISONZO FRONT

The article describes the construction of Austro-Hungarian airfields in the Karst during the First World War. In 1916 and 1917, the Austro-Hungarian military authorities built three airfields in an unsuitable terrain—Prosécco/Prosek, Divača and Sežana—to strengthen the defence of the Karst and Trieste, on which the Italian Army was putting an ever increasing pressure. The locations were problematic due to the unsuitable rugged and rocky terrain, strong bora, dust and shortage of water. Interestingly, however, two of the aforementioned airfields are still in operation today, despite the unfavourable natural conditions: Divača and Prosécco. The article describes the construction of the airfields and provides a list of units stationed there: fighter detachments, a bomber detachment, an aviation workshop, and a weather station.

KEY WORDS

aviation, Austro-Hungarian aviation, airfields in the Karst, First World War, Isonzo Front, Prosécco /Prosek, Divača, Sežana

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S U M M A R Y

Airfields in the Karst during the Isonzo Front

Between May 1915 and October 1917, the Karst held a considerable concentration of Austro-Hungarian troops who in the difficult terrain defended the monarchy against Italy's advances towards Trieste, Ljubljana and Vienna. The Austro-Hungarian land aviation was initially stationed in Vipavska dolina–Ajševica, Ajdovščina and Podnanos–and naval aviation in Trieste. A total of nineteen frontline airfields were set up. When in 1916 Italy stepped up its pressure on the Karst section of the battlefield, the Austro-Hungarian aviation was compelled to also set up airfields in a less suitable, uneven and rocky karst terrain, which allowed aviators little chance of safe emergency landing. Nevertheless, three airfields were built despite natural obstacles: first at Prosécco/Prosek, then at Divača and in 1917 at Sežana. Apart from the »usual« aviation detachments–Flik 23, 28 and 46–specific aviation units operated in the said airfields as well: the best Austro-Hungarian fighter detachments–Flik 41 and 42–and the bomber detachment FG 1, the largest single aviation unit in the monarchy at the time. After the successful breakthrough towards the west, which pushed the Battles of the Isonzo to the Piave River, the airfields were abandoned, as the aviation units moved closer to the front. On the disintegration of the dual monarchy in October and November 1918, some Austro-Hungarian airfields, e.g. Maribor, Ajdovščina and Klagenfurt/Celovec, were partially reopened. Among them was also Divača, where the retreating aircrafts and aviators landed. Later, the Divača airfield was used by the Italian Army and then abandoned in the 1930s. In the following decades, the Karst provided no taking-off and landing facilities. The situation remained unchanged until the second half of the 20th century, when the airfields at Prosécco and Divača were partially brought back to life.