

## AA around the JV44

## Salzburg Maxglan Airfield and how to Spawn-FLAK in KoTA

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## 2 Intro and Caveat

This is a short and quick summary of AA emplacements around Salzburg Airport during the JV44 late WW2 timeline.

While it attempts to be thorough and proper methodology has been applied this short summary does not qualify to fulfil any academic or scientific standards, and cannot be viewed as a historically correct reference summary.

This happened simply due to time constraints and most proper sources not being electronically and online available to me at the time.

Please also note that while JV 44 is a problematic research subject as it was both the “Ritterkreuz-Staffel” and a ME-262 unit, while not only being part of the “Raumverteidigung Alpenfestung” and on top of that near Berchtesgaden (Berghof, Eagle’s Nest aso) it can still be used as a typical example for the subject of WW2 AA deployment around airports.

The AA units present were largely “Heimatflak” units with varying equipment pools and operational sizes, manned by local workforce and teenagers.

I chose this example because a skin for the unit is present in-game, some material is available while not being overly documented or biased by being a historic focal point - and simply because I never get to fly blue... I better choose blue to not be accused of communicating an agenda.

Also the concept applies to all airfields on all sides ☺ !

## 3 Subject and Object

The KoTA Sever has recently moved airfield closer to the interaction areas.

“Vulching” is allowed on the server, stemming from the realism approach on the server and the original concept of longer approach legs for diverse attack angles for groups and single players and making the air battlefield less controllable. This policy can not be changed as to not hinder growing a server population while having the usual problems with a “realistic tactic” having lost its “balance trade-off” (time investment for longer approach) and technical difficulties (AA tracking is currently struggling with fast targets, engine limitations, nature on mission-time based map gameplay).

**Subject** of this short summary is a look a realistic emplacement and a possible translation within the game environment.

The focus is player spawn-fields, while also having potential applications for PvE targets.

**Object** for this brief look is the Salzburg Maxglan airfield up to and during its brief JV 44 era.



## 4 FLAPS - Frequently Losing Aircraft PartS

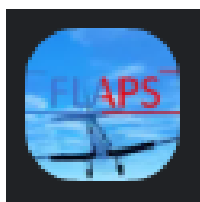
FLAPS is a squadron flying Allied and Axis.

Our mission statement is simple: "bring balance to multiplayer servers" - and to occasionally make it home.

We are open to all players with the right attitude and especially seek players who prefer or still prefer attacking and bombing to have coordinated CAP and strike package gameplay.

This sim is what we make of it and playing the objective results in enriched gameplay – for pure dogfighting there is always Berloga – right?

We try to further teamplay and team experience – the most intense map battles and the most fun missions are always the ones where a team plays against a team!

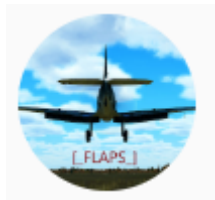


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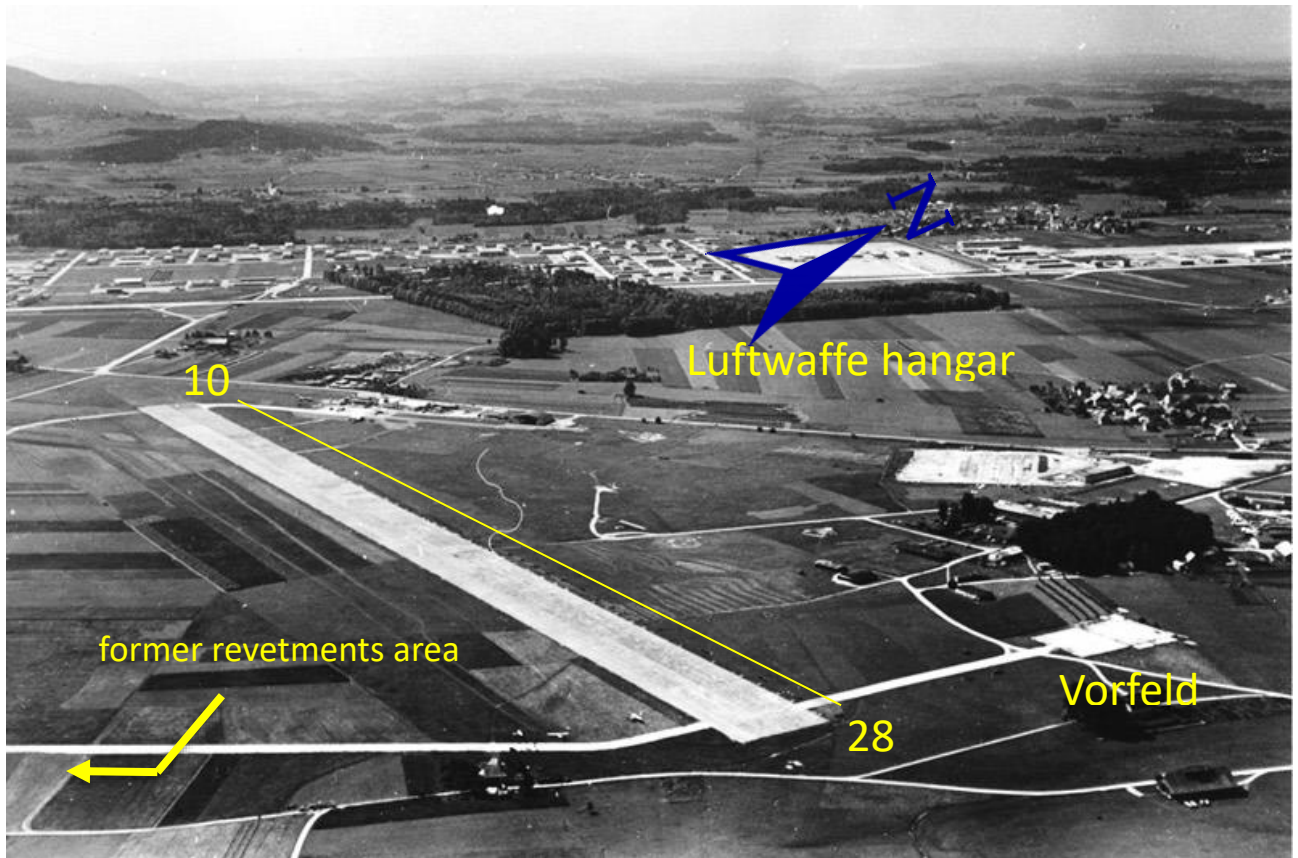
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## 5 Luftwaffe Units present at Salzburg Maxglan Airport

Salzburg Airport was part of the airfields available in Austria, then named “Gau Ostmark”.

It was classified as “Fliegerhorst, Einsatzflugplatz, Platz mit befestigter Piste”, having received a concrete runway (10/28) in 1944 with a lengths of 1200m and being 60m wide.<sup>1</sup>

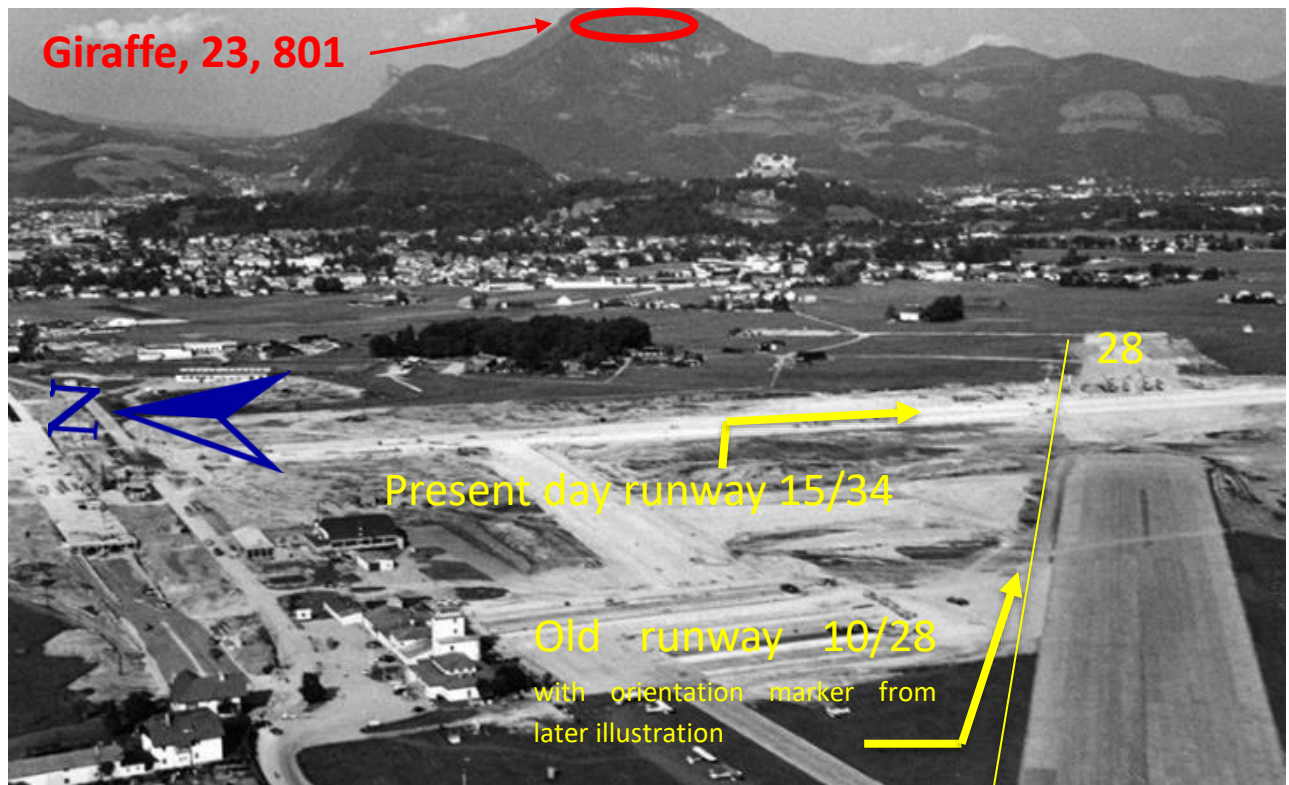


*Illustration 1 - Salzburg Maxglan with Luftwaffe built runway 10/28 as seen in 1956 before start of construction works.*

While a width of 60m may read excessive of seemingly lacks credibility this is – in fact – a fact.

North of the runway a hangar was also erected that managed, like the airport itself to miraculously survive the bombing raids unscathed.

<sup>1</sup> (Schmitzberger, 2019)



*Illustration 2 - orientation towards the East with Gaisberg peak visible, during 1960s construction*

This runway differed from the post-war runway 15/33 in orientation and width with 15-33 being only 45m wide.

The old runway is now not even present as a remnant and the area it once occupied is now completely redesigned within the airport area. A remnant can be seen by ground colouring and some of the service ways and utility areas.

While it was a busy wartime hub it garners interest even within IL2 as Adolf Gallands "Jagdverband 44" operated its Me-262 out of Salzburg Maxglan for a mere duration of 4 days and one single sortie.



*Illustration 3 -questionable online-source, picture claiming to show a Me-262 arriving in Salzburg Maxglan*

In relations the 262s operating in Tirol did outpace Salzburg heavily... but remain of higher interest to modellers due to the picturesque condition in which American troops found the inoperable aircraft.

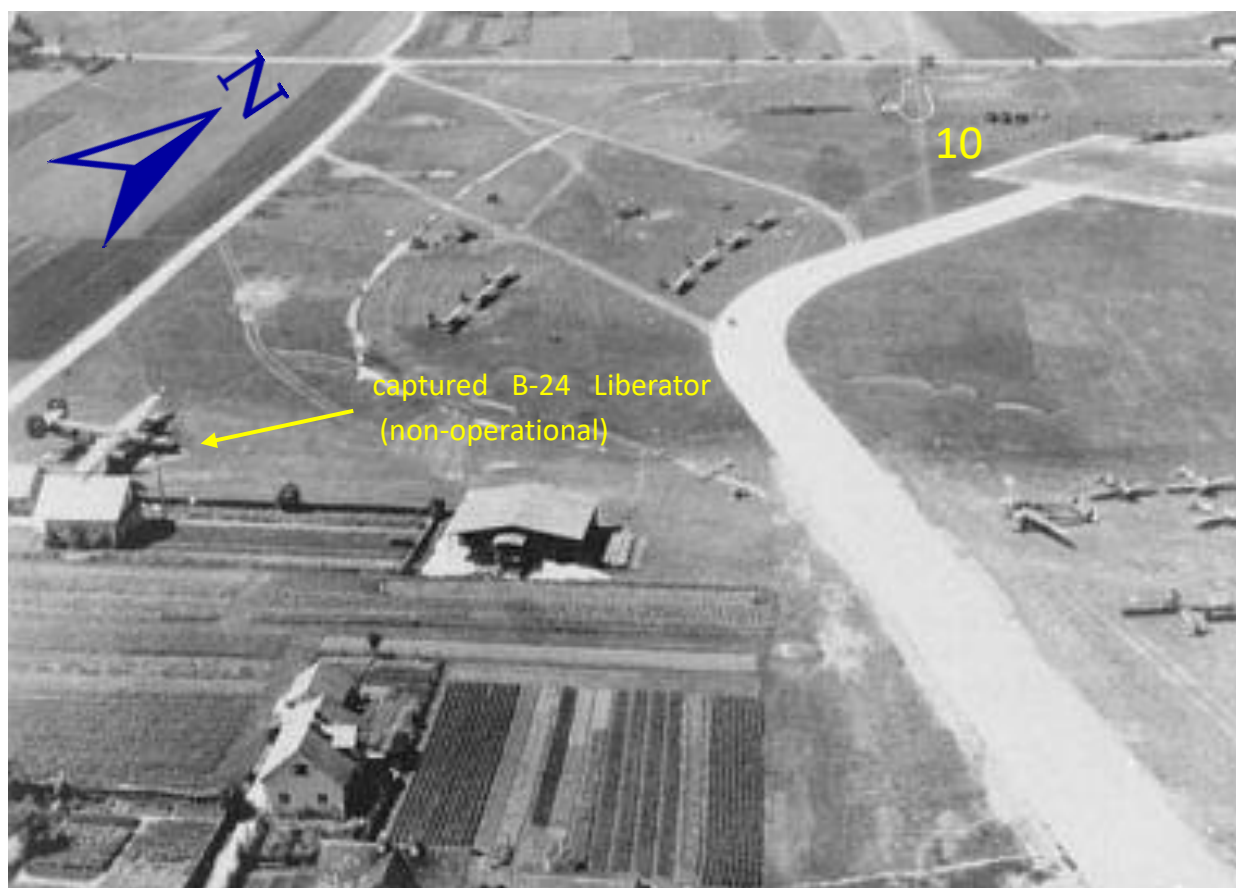
There even is a photo online available claiming to show a JV44 Me-262 arriving in Salzburg Maxglan.

While the plane itself does not show the typical Unigreen overspray most of the JV 44 Schwalben showed to blend into the lush dark green of south Bavarian, Tirolese and Salzburg fields in early summer of 1945 this would not hinder authenticity... as "most" means not all.



The hangar type would also fit, as placement, the building in the background and the hangar type would match as well as the plane on the ground present in the image.

But as the hangar was a “Regelbau”, one cannot be certain. More so since there is an image online claiming to be one of the destroyed 262s in the hangar at Salzburg (the groundcrews destroyed all airframes by throwing grenades into the intakes) that is actually a b/w filterimage of a modelling diorama.



*Illustration 4 - Salzburg Maxglan including captured B-24 , (varying dating on this picture)*

The complete list of all Fliegerhorste, Einsatzflugplätze including Ausweichflugplätze (basically grass fields with maybe a telephone connection) in Austria at the time is shorter than one would believe:

Aigen im Ennstal, Allentsteig, Bad Vöslau, Deutsch Wagram, Enns, Feuersbrunn bei Fels am Wagramm, Götzendorf, Graz-Thalerhof, Hörsching, Innsbruck, Kirchham, Klagenfurt-Annabichl, Markersdorf, Münchendorf, Parndorf, Raffelding, Retz, Salzburg-Maxglan, Seyring, Steinakirchen, Tulln-Langenlebarn, Wels, Wien-Aspern, Wien-Schwechat, Wiener Neustadt, Zell/See, Zeltweg, Zwölfaxing<sup>2</sup>

deployment	Unit	note
1941 – (not during April 1941 Balkans campaign) – May 1945 (dissolved)	Führerkurierstaffel	(under command of Reichsregierung, not LW) / Verbindungsstaffel 7

<sup>2</sup> (Airpower.at, 2016)



Feb 1943 – May 1945	Fliegerstaffel des Führers	(F.d.F, Reichsregierung incl. Parts of Flugbereitschaft Reichsmarschall, Flugbereitschaft Speer – partly offsite in Feldflugplatz Ainring )
July 1944 (est.)	Stab/JG 76	
02.12.1944 – 10.01.1945	Stab/Fliegergeschwader z.b.V. 7 (crew quartering in Salzburg-Gnigl)	
Winter 1944 – January 1945	15. kroatisches KG 53 (Teile - Jagdfliegerausbildung)	
29.04.1945 - 03.05.1945	JV 44	commanded by Adolf Galland then Oskar Heinrich Bär. The Me-262s touched down as JV-44 on April 28 <sup>th</sup> 1945
29.04.1945 - 03.05.1945	Erprobungskommando He-162 (Ekdo 162)	est. in Rechlin, relocation to München-Riem, relocation to Salzburg-Maxglan. Questionable if ever physically present in Salzburg)
30.04.1945 - ?	2./FAGr 5	
April 1945 - May 1945	Stab/JG 300 (on paper - from 01.05.1945 part of Luftwaffen-Division „Nordalpen“)	(on paper - from 01.05.1945 part of Luftwaffen-Division „Nordalpen“)
April 1945 - May 1945	I./JG 300	(on paper - from 01.05.1945 part of Luftwaffen-Division „Nordalpen“)
April 1945 - May 1945	IV./JG 300	(on paper - 01.05.1945 part of Luftwaffen-Division „Nordalpen“)
01.05.1945 – 03.05.1945 (dissolved)	III./JG 27	
28.04.1945 – 04.05.1945	TGr 30	
01.05.1945 – 03.05.1945 (dissolved)	I./JG 27	
03.05.1945 – 07.05.1945 (dissolved)	IV./JG 7 (aus JV 44)	

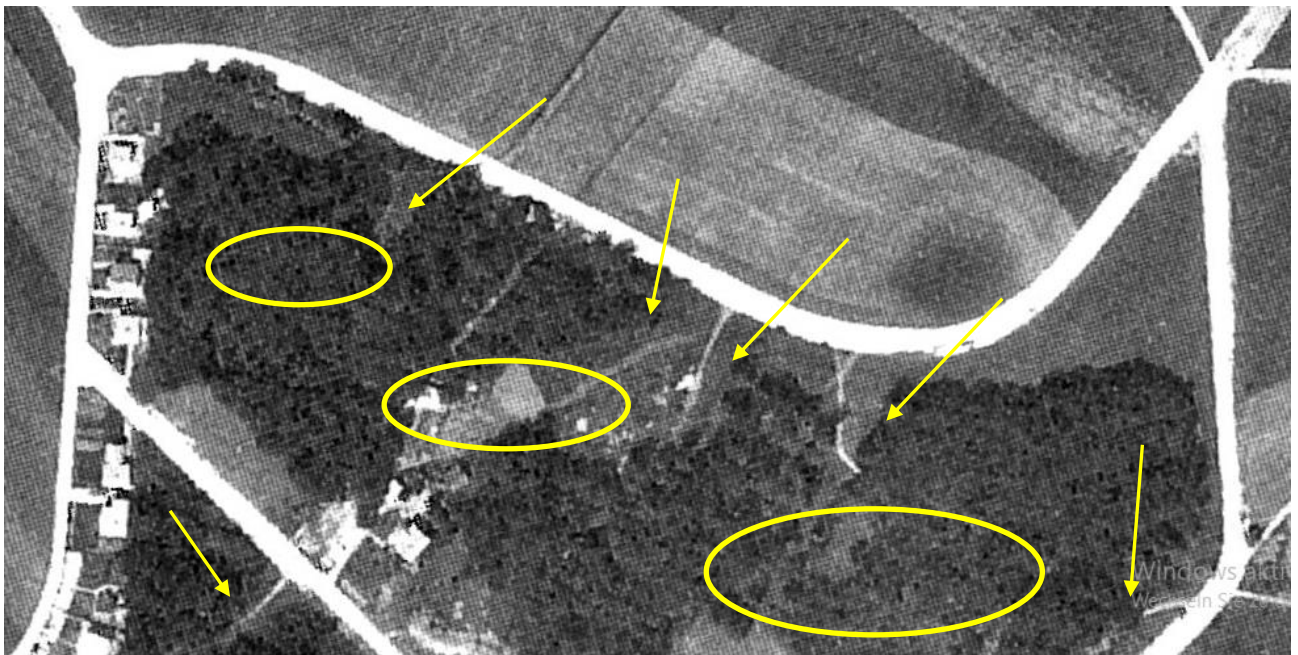
Table 1- units operational Salzburg Maxglan Airport<sup>3</sup>

Please also note that Heinz Sachsenberg's "Platzschuttschwarm" (FW 109 D9, D11) was part of JV44, and that every other designation than "Platzschuttschwarm" is pop-cultural or at best undocumented.

During wartime operations the most valuable planes were hidden in camouflaged revetments in the "Scherzinger Forest"

<sup>3</sup> (Schmitzberger, 2019)





*Illustration 5 - Scherzinger forest, partial view of northern end with, last remnants of wartime revetments and concrete taxiways*

The main taxiways crisscrossing the forest became normal roads, while a few seemed to have been deconstructed and relegated to forest roads.

Some of the revetments actually became the initial building site of private housing.

## 6 AAA -Detection

The radar /detection deployment (“**FunkMessGerät**”, “**FunkSendeAnlage**”, aso) around Salzburg Airport

### 6.1 Salzburg (city proper)

tactical acronym	codename	emplacement	operated by	noteworthy equipment	classification
FuMG	GIRAFFE	Gaisberg (1287m ASL)	III./LNRgt 227	1 x FuSE 39G (fB) FREYA	Funkmeßstellung 3. Ordnung
FuSAn	23	Gaisberg (1287m ASL), separate emplacement		short wave transmitter	
FuSAn	801	Gaisberg (1287m ASL), separate emplacement	LnRgt Reich	long range, Richtfunk - Funk-Relais-Stelle	
FuSAn		Gaisberg (1287m ASL), separate emplacement	Ferdinand Braun - Institut für Funkmessforschung	Panoramagerät ROTTERDAM (captured), 1x PENDANT BERLING	trials of ROTTERDAM-Gerät

Table 2 - detection equipment and deployment Salzburg<sup>4</sup>

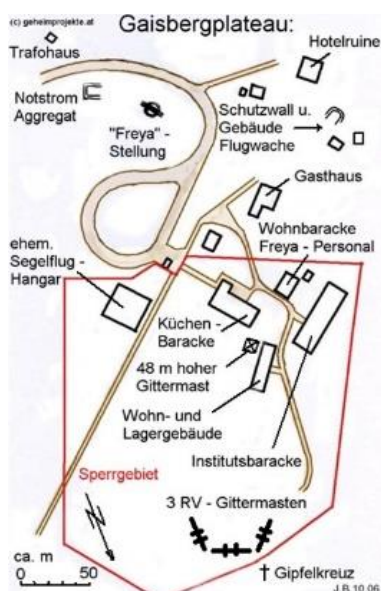


Illustration 7 -GIRAFFE, site layout

Please note that GIRAFFE was documented as being NOT operational in mid 1944 while other sources it to have been in operation before the war ended.

I have visited the site quite often for various purposes and you do stumble upon the foundations quite easily, and they are in way better shape than the exemplary picture here suggests.

The summit houses ATC relevant equipment to this day while its role as terrestrial relay for TV, telephony and postal wireless is diminishing.



Illustration 6 - Gaisberg, AA gun emplacement, concrete foundation

### 6.2 Salzburg (county)

The radar /detection deployment (“**FunkMessGerät**” aso) in the wider Salzburg Area

<sup>4</sup> (Lippmann, 2019)

tactical acronym	codename	emplacement	operated by	noteworthy equipment	classification
FuMG	HUND	Hochtor a. Großglockner	Funkmelde-Messzug		Funkmessstellung 3. Ordnung
FuMG	HENNE	Zell am See			
FuMG	SCHIMMEL (HEKTOR)	Schmittenhöhe (1.965m ASL), Zell am See	Funkmelde-Messzug, later IFlugmeldeLeitKp III./LnRgt 227		Funkmessstellung 3. Ordnung

Table 3 - deployment of detection equipment in wider Salzburg (county) area<sup>5</sup>

## 6.3 “Funkmeßstellung” - definition

A short overview of the capabilities of detection units classified from rank 1 to rank 3.

Please note that late in the war these units operated understrength, equipment could not be replaced and some units existed “on paper” only.

### 6.3.1 “Funkmeßstellung 1. Ordnung”

- 250 personnel
- 300 personnel if site was rated for “nightfighting”
- 1x JAGDSCHLOSS
- 1 x WASSERMANN
- 1-2 “FuSE WÜRZBURG RIESE” for target acquisition – in reality also prototypes, differing numbers or captured equipment

### 6.3.2 “Funkmeßstellung 2. Ordnung”

- 200 personnel
- 2 x FREYA FuMG, one Freya supposed to be equipped with IFF and AN classification equipment
- 2 “FuSE WÜRZBURG RIESE” for target acquisition – in reality also prototypes, differing numbers or captured equipment

### 6.3.3 “Funkmeßstellung 3. Ordnung”

- 150 personnel
- 2 x FREYA FuMG, one Freya supposed to be equipped with IFF and AN classification equipment
- In reality one Freya replaced with a WASSERFALL or MAMMUT due to availability
- 1-2 “FuSE 62 WÜRZBURG D” or “FuSE WÜRZBURG RIESE” for target acquisition – in reality also prototypes, differing numbers or captured equipment

<sup>5</sup> (Lippmann, 2019)

## 7 AAA - deployment

Salzburg in general and the Airport in particular in regard to AA fell under the operational authority of the 24<sup>th</sup> Flak Division.

This remained until the end of the war, even as the eastern part of the Ostmark's AA defence fell under the operational authority of the "Flak Brigade VII" (formed by portioning units off of the 24<sup>th</sup> Division.)<sup>6</sup>

On paper these units had proper training in key functions.

Type	origin	availability	ratio
Flaksoldaten	dislocated	Permanent	27,21%
Luftwaffenhelfer (schoolchildren and apprentices, teenaged 16-18)	local	Permanent	<b>27,21%</b>
RAD -men	dislocated	Permanent	12,24%
Flakwaffenhelferinnen	local	Permanent	13,61%
RAD – women	dislocated	Permanent	10,20%
Flakwehrmänner, local workforce, men	local	<b>On alert</b>	<b>5,44%</b>
Stabshelferinnen, women in administration	local	Permanent	4,08%

Table 4 - service ration in AA units<sup>7</sup>

Towards the end of the war almost all units present in Salzburg would be classified as "Heimatflak", with the service ratio of children and women far higher, and actual AA-soldiers only present in command functions.



Illustration 8 - teenaged Luftwaffenhelfer of Heimatflak unit (227/VII?) in Morzg Flakstellung, source dated between 1943 und 1945

At least this was not as bad as in Eastern Austria, where personnel was replaced with "Flak-V" Soldaten (shellshocked soldiers unfit for front duty, disabled personnel) who nonetheless died in infantry fighting right in their batteries towards the end of the war.

In Salzburg, due to its sparse and dispersed industry (exception Hallein) Heimatflak units were staffed by women, children and local workforce and due to the availability and the necessity to keep a semblance of production going

emplacements sometimes might have been chosen due to reaction times and availability of on-alert personel.

<sup>6</sup> (Wurziner, 2016)

<sup>7</sup> (Airpower.at, 2016)

As most of the regularly staffed units of the 24<sup>th</sup> Flak Division seem to have surrendered after heavy losses due to infantry fighting in the wider Vienna area too it is likely that the AA batteries consisted entirely of Heimatflak units under the command of “Flak Brigade VII” while the “24<sup>th</sup> Flak Division” was trying to protect the Linz-Wels-Steyr industrial cluster until surrendering in-situ after infantry defense of their batteries or thrown into the Vienna meatgrinder.

And all this while the Salzburg airspace was on-paper under the operational command of the 26<sup>th</sup> Flak Division from May 1944 to May 1945 (due to this Division defending the Berchtesgaden airspace).

We know of the following emplacements in Salzburg (“ortsfest”, non-mobile):

unit	emplacements in
schwere Heimatflak-Batterie 226/VII (heavy)	Glanhofen/Walserberg (WSW of and at Salzburg Airport) or Wels
schwere Heimatflak-Batterie 227/VII <sup>8</sup> (heavy)	Gneisfeld between Kommunalfriedhof and Dorf Morzg
mittlere Heimatflak-Batterie 34/VII <sup>9</sup> (mixed)	at Gaswerk, at Robinghof beim Flughafen, in Scherzhausen, im Nonntal, in der Riedenburg
Stellung der Scheinwerfer und Horchgeräte	in Kleßheim; beim Gaswerk; (partly on wooden tower structures)
zbV-Batterie 10555	in Hallwang; in Itzling

Table 5 - AA emplacements around Salzburg airport

The firepower ratio reads quite interesting.

type	ratio
calibre 88 (Acht-Acht)	32,92%
calibre 105 (10 komma 5)	6,67%
calibre 128	2,08%
small calibre 37 and 20	58,33%

Table 6 - firepower and firing profile ratio



Illustration 9 - gun emplacement of Heimatflak unit (34/VII ?) in Salzburg Nonntal <sup>1</sup>

Please note that the small calibre firepower was extremely type-diverse and included anything available, including captured equipment that had somehow found its way into the Salzburg area.

Please also note the high percentage of small calibre weapons that were explicitly designated for “Tieffliegerabwehr” in their firing profile.

While data for Salzburg are only available via proper sources we can easily get numbers for the eastern Austria.

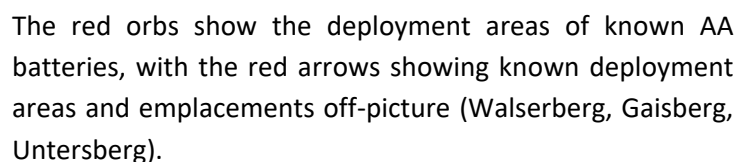
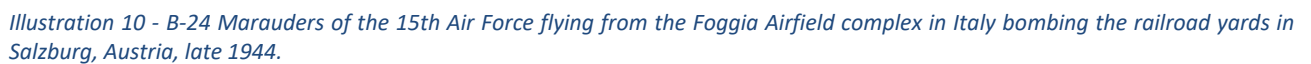
<sup>8</sup> (H. Maurer, 2019) <http://www.aeiou.at/aeiou.history.docs/50527.htm>

<sup>9</sup> (H. Maurer, 2019) <http://www.aeiou.at/aeiou.history.docs/50537.htm>



As so often we tend to forget that describing a deployment area and even emplacement often does not justice on how dispersed units were.

The location of the Airport and the revetments are highlighted as are the actual targets.



*Illustration 11 - destroyed Salzburg railyard*





The target was hit by the way, proper sources and aerial pictures show both railyards with not a single track left in operable state.

## 8 Relevancy for IL2 KoTA Server

Taking this historic example – how is this relevant for the KoTA server to make gameplay work.

Well, we know of the following technical and situational challenges:

- The engine still struggles with a higher amount of rendered objects
- The engine struggle with a low cap of AI targets
- AA currently has problems tracking fast objects at all (ME-262)
- Spawned or active AI currently bugs with initial tracking
- Spawn airfields get vulched, regardless of teamstack
- Spawn airfields have not approach trade-off
- Current AA does not hinder or prevent recurring spawncamp-success

The KoTA server has made several passes at increasing player comfort, such as

- Exchanging historic weather data for gameplay-related weather (ceiling)
- Shorter legs to interaction zones
- “frontline” style grindzone

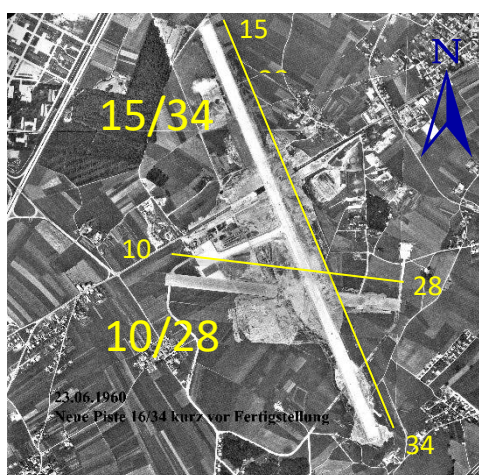


Illustration 12 - aerial view of Salzburg runways with WW2 runway being deconstructed

So while there are things that cannot be changed or changed back to not endanger server population – gameplay must be made viable under the current influences and factors:

- BoBPD early access assets coming off the line in asymmetric fashion
- Teamstacks in the servers prime timezone see a large preference for blue, often in resulting in 34:7 teamstacks for entire maps
- The afformented bugs and the engine struggling and some core code is in a transitional phase
- The presence of high-power assets like the Me-262 causing technical troubles (AA cannot acquire its track in time)
- The presence of high power assets in larger numbers not a problem save for players using it for vulching (spawn camping) instead of engagement gameplay.

So as gamemaster the server must try to translate the constant knowledge imperfection and fog-of-war onto the mission map in order to keep gameplay interesting in all Ux-loops (attackers, bombers, fighters) and to keep players playing even when outnumbered.

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*Vulching is spawn camping and yes, it is allowed and happened in real life all the time - in the game it must be made viable without breaking the overall loop and it has to be reinstated with a trade-off (formerly approach time)*

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## 8.1 Technical map goal and gameplay impact

So what are the technical goals then:

- Act within the current DServer realities
- Put less strain on the engine
- Deal with current AA tracking and reaction problem
- More use of less impacting assets (dispersed emplacement not always spawned aso)

We also pursue gameplay impact:

- Instead of and outgoing concentrated fireblob dispersed tracking and fire fields with an effective overlapping firezone over the spawnfields where you have a mix of all calibre and guns already tracking, acquiring, already firing resulting in better spawn protection and vulcher risk/reward tradeoff
- Cohesion withing the “realistic feel” of the server
- Better passive battlefield indication for pilots (warning, AA puffs) aso when spawnvulchers inbound and outbound

On the following page I have tried to create an overview of the historic deployment around the Salzburg Maxglan Airfield up until May 45.

This airfield represents almost all of the spawn-airfields in use – a strip near a town with varying terrain and vegetation.

As for shown emplacements and dispersion - some sources show guns emplacements and at least “Beobachterstellungen” in the Untersberg Area to the right (SSW) off the pictured area.

These could not be documented and have been omitted.

Also: the map would not have fit otherwise.

Note how the changed perspective changes deployment dispersal and the far-off distance of most AA to the actual targets (railyards, airfield)



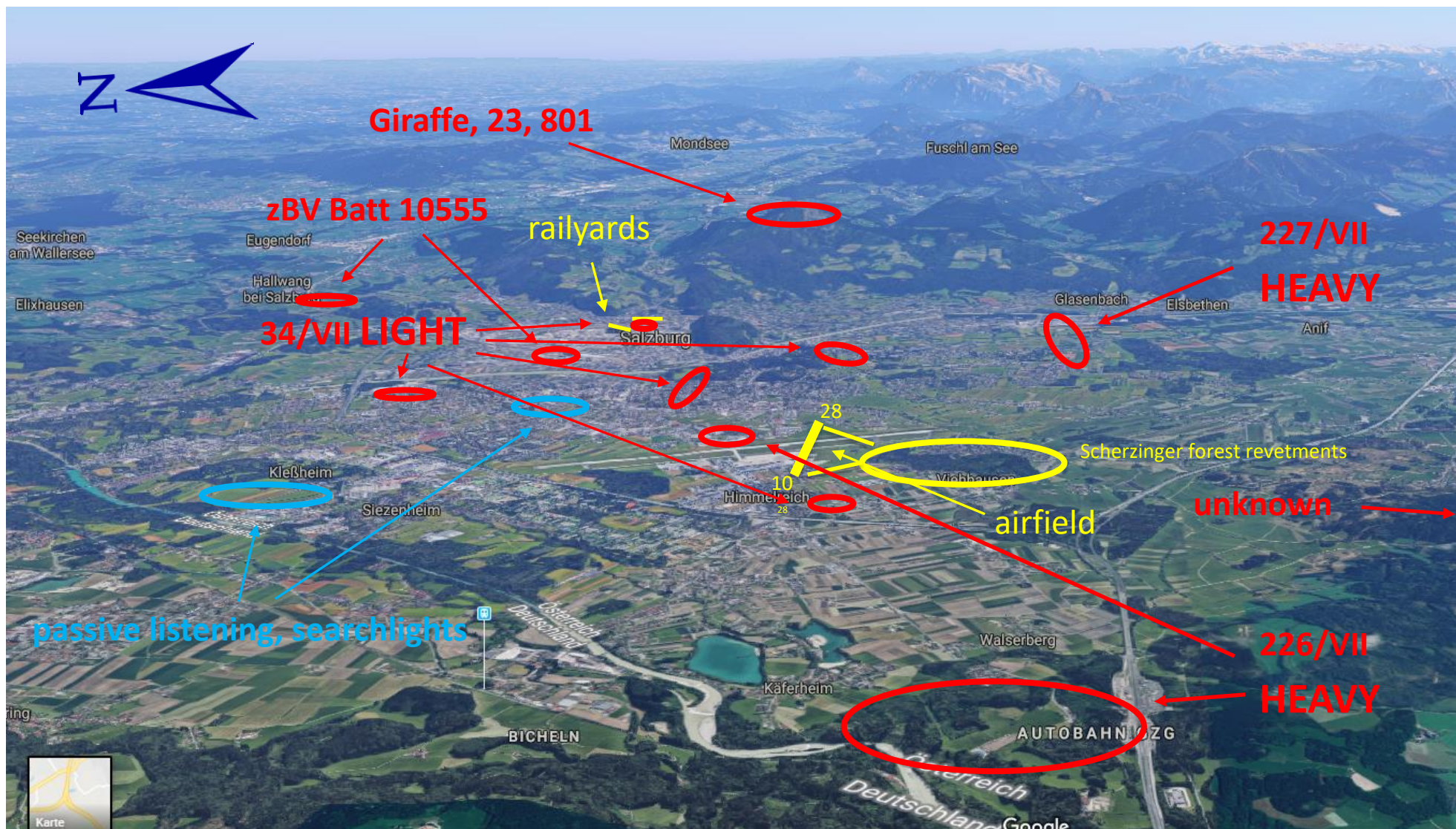
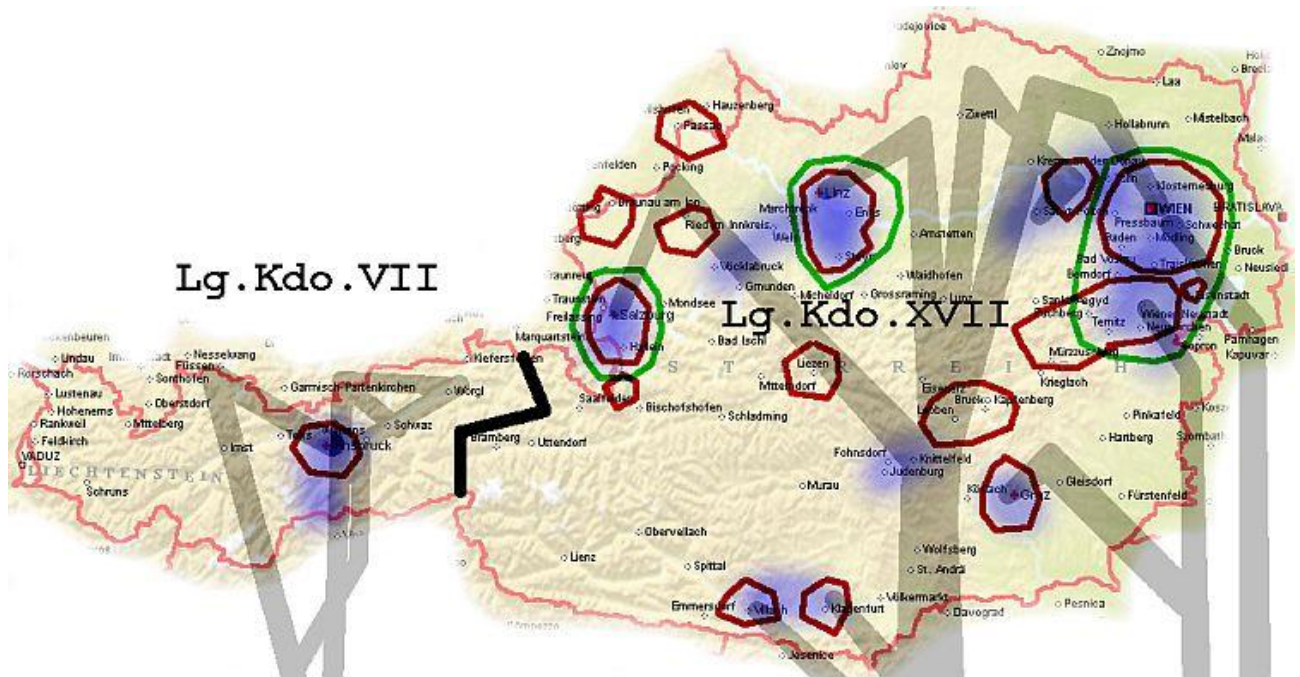


Illustration 13 - deployment overview in wide area pan





*Illustration 14 - operation density in Austria during bombing campaign*

The illustration shows bomber routes in grey with the blue areas representing drop operations.

Green outlines represent areas that could be illuminated by searchlights and red areas the AA operation zones.<sup>10</sup>

To get an idea of the firepower involved.

The eastern zones, towards the end operational as “Flak Brigade VII” encompassing all areas but for the 2 western blobs of Salzburg and Innsbruck utilized the following firepower:

- 600 heavy AA weapon calibre 88,105 and 125
- 847 small calibre weapons calibre 20, 37 and various types

They Brigade VII had a personnel requirement of 14.580 people to be operational.

So it can be easily said even when reverse-deducing that upping AA protection around a spawn airfield does not counter the “realism approach” of the server.

We can see how the maps interaction zone, hotspots and target areas translate in the gameplay loop and that dispersing the targets over the map is in fact compliant with the realism approach.

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*So, that would be it - it is not perfect, I did not even correct typos - but better than to cobble something together than do nothing at all, right?*

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I hope this helps with further improving KoTA!

<sup>10</sup> (Ulrich)



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