



# The 7 Most Endangered 2020

## Nomination Form

Deadline for nominations: 1 July 2019

This form should be filled out **in English** and sent in digital form by e-mail to the attention of Elena Bianchi, at [eb@europanostra.org](mailto:eb@europanostra.org)

### I. General Information

Name of the nominated site: Dübendorf Airport (former Zurich Airport until 1949)

Address (street name and number – postal code – town – country):  
Schweizer Luftwaffe Militärflugplatz Dübendorf  
Postfach 1072  
CH-8600 Dübendorf

GPS co-ordinates of the nominated site (decimal latitude and decimal longitude separated by a comma. The degree symbol can be omitted, for example: 37.975258, 23.736633): 47°23'55"N 8°38'53"E

Website <https://www.vbs.admin.ch/de/themen/raumplanung-immobilien/militaerflugplatz-duebendorf.html>

Former and current use of the nominated site: Founded 1910 as Civil Airfield, Civil & Military use since 1914, Homebase Ad Astra since 1920, Homebase SWISSAIR since 1930, Air Force Base since 1949

Accessibility of the nominated site (geographically, access allowed by the owner/nominator, any health or safety hazards when accessing): Access via Swiss Air Force Ueberlandstrasse 255, 8600 Dübendorf Zurich, Switzerland Phone +41 44 823 2311

Specify whether the Nominated Site is currently under (legal/ illegal) human habitation: Owned by the Swiss Government, the functional historic Airport with the historic Hangar Panoramic view shall be destroyed by diverting the Airport into 3 parts: Helicopter Air Base / Civil Airfield / Innovation Park

A misleading combination of some historic incompetence and personal/political local interests mainly to invest in Buildings and to earn profits by diverting the historic Area and the Aviators, try to override the in 2016 initiated Project to preserve Dübendorf Airport as an UNESCO World Heritage Airport

## Brief description of the nominated site and its significance in the European context

(max. 150 words)

Dübendorf is the world's oldest in its substance received commercial/military aerodrome

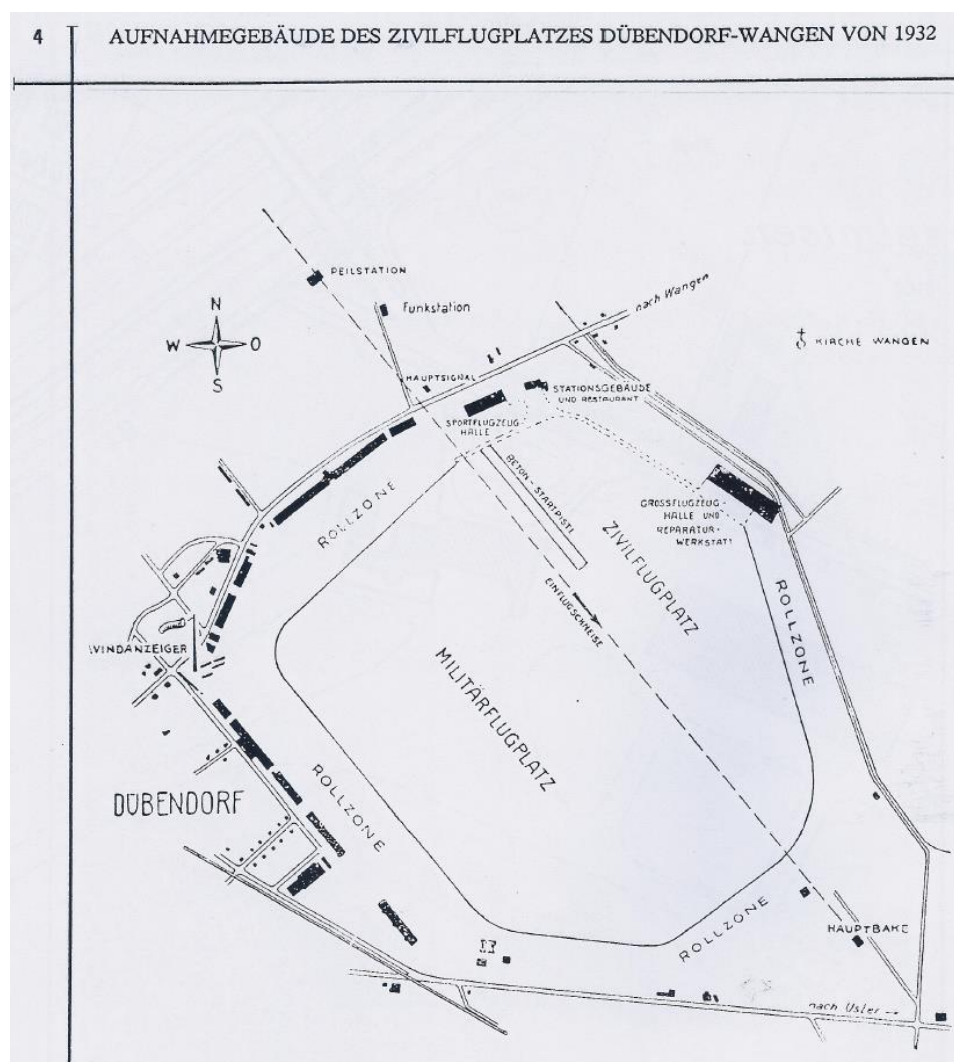
This historic airfield represents the origin and the soul of the aviation and their enormous growth to an important economic factor for Europe and the unlimited access into the sky and to the world

On March 14, 1910, a lease for the construction of a civil airfield was already completed, and then founded on October 1, 1910, a company "Aerodrom Zurich Dübendorf", opening from October 22 to 26, 1910, first international flight meeting <https://www.youtube.com/watch?v=JbMaQyh9Hul>

In 1914 the Swiss Government chose Dübendorf for a military airfield and took over in 1918 for sale.

The Layout of the Airport and the inventory Report of the historic Entrance Hall 1932

<http://www.skzs.ch/wp-content/uploads/2015/02/Inventarisationsbericht-Flughafen-D%C3%BCbendorf.pdf>



After World War I, the military and civil operations well expanded on this Dual-use airport

Ad Astra Aero founded 24.02.1920 merged 1930 with Balair to SWISSAIR, Dübendorf was their Homebase until 1949. <https://www.youtube.com/watch?v=ppXXA4tBzoc> (see 0050 until 1425)

## Type

- Historic buildings and their ensembles, with their surrounding townscapes or landscapes
- Places of worship
- Archaeological sites, with their surrounding landscapes
- Industrial buildings and areas
- Parks, gardens and cultural landscapes
- Heritage sites of historical importance (« Lieux de mémoire »)
- Movable heritage
- Other (please specify) Worldwide oldest full functional usable Historic Airport founded 1910

## II. Heritage Designations and Protection Status

Does the site have national/regional/local cultural heritage designation or protection status in its country?

Yes, please specify: 20 National or regional protected Buildings and their significant arrangement as an ensemble according to the Report of the National Experts "altogether a very high protection value of at least national importance"  
Numerous buildings are also in the inventory of art and cultural history Protected objects and archaeological monuments

No

Is the site included on the UNESCO World Heritage List, either as a World Heritage Site or as part of one?

Yes

No

Is the site included on the UNESCO World Heritage in Danger List?

Yes

No

Is the site included on the World Heritage Watch list?

Yes, in which year?:

No

Has the site received a European Heritage Award / Europa Nostra Award?

Yes, in which year?:

No

Has the site been awarded the European Heritage Label?

Yes, in which year?:

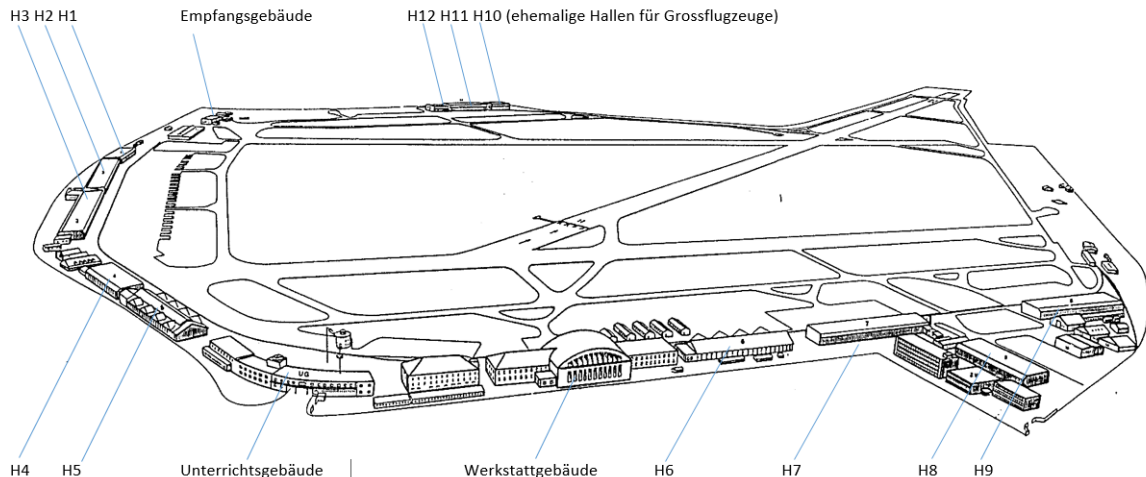
No

### III. Detailed Description of the Nominated Site and its Significance

#### 1. Brief Summary of the tangible and intangible historic values to be protected:

The Dübendorf airfield, founded in 1910, is a string of historically important buildings and extraordinary universal values of aviation, which are semi-circular in shape around the site of the Wilhelminian airport. Hall 6 was built in 1916, the intermediate building 1917, Hall 5 1918, Hall 1 1922, the workshop building 1922/23 as prestressed concrete structure, Halls 2, 3, 4 and 7 1925, the recording building, Hall 10,11, 12 1932, the teaching building 1939/1940.

Thus, the ensemble of these historic buildings offers itself, in addition to the 1988 near H9 additionally build Military Aircraft/Air Defence Museum to upgrade the museum panorama of the Zurich and Swiss civil aviation, with a SWISSAIR museum, as well as halls with the works of Alfred Comte, Walter Mittelholzer etc. and the appreciation of his versatile work by repatriation of the Mittelholzerdenkmal.



The arrangement of historical buildings from the beginning of the 20th century with their semi-circular shape around the then grassy start and landing field with oval layout arrangement represents a unique pioneering harmonious-functional unit with civil and military use. This arrangement made possible with the then tailwind-sensitive rear-wheel aircraft to take a favorable takeoff and landing direction respectively against the wind. A roll-off zone comprising the oval take-off and landing field provided a logical functionality for the access to the various halls and buildings and for the handling of the aircraft. This characteristic concept of airfields was state of the art in the early time of aviation as for example applied in the important Berlin Tempelhof Airport, opened in 1923 and closed in 2008.

#### Material assets:

- Ensemble of the historic airfield complex and its buildings as epochal complete works
- Most likely, the world's oldest civil-owned preserved former air base
- Dübendorf can be portrayed as a pioneer of European aerodrome construction
- In contrast to other airfields as historical substance still almost completely received.
- The Dübendorf airfield embodies the great challenges of the 20th century
- The outstanding embedding in the landscape of the upper Glatt valley and the canton of Zurich
- The Zurich aircraft Comte AC-4 as a World Heritage Site according to the Charter of Brunswick

#### Intangible property:

- Altitude world record Auguste Piccard as a historical peak performance of the then science
- Switzerland and its pioneers as a pioneering state of European aviation development
- There is not yet a former airfield listed on the UNESCO World Heritage List
- The works of Walter Mittelholzer as a filmmaker, photographer, author & aviation expedition pioneer
- Compact mix of more than 100 years of historically grown civil and military use
- Aviation represents a new phenomenon in the history of human mobility
- The proposed good embodies a new spirit of international connections

In Annex 1 of the Federal Inventory ISOS, the historical sector of the Dübendorf airfield is to be included as ensemble and its functional appearance (Historic Arc) as a unique historical protected object of potentially international importance (UNESCO World Heritage candidate)

## 2. Introduction: The oldest airfields in the world

The airfield Dübendorf was founded as early as 1910 as a specific facility for the purpose of aviation, and the correspondingly required terrain was secured by dedicated long-term thinking persons through contracts with the communities. This was rather unusual at the time, as many remote flat fields were occasionally used for takeoffs and landings without the need for specialized sponsorships and long-term commitments.

In Europe, there are many historic sites of aviation, which, however, were often not permanently used for aviation purposes, and could not develop and maintain. For example, an airfield was built in Darmstadt in 1908, but this was shut down from 1918 to 1930, and today exists only as a small fragment in a nature reserve.

In Europe, Hamburg Airport, founded on January 10, 1911, was already named the oldest airport in Europe, but in its core area the reception building, which opened in 1929, no longer exists.  
<https://www.hamburg-airport.de/de/3068.php>

There are also many historic aviation sites around the world, with College Airport in the US, where the first military flights were conducted in 1909, as the oldest airfield. This was also used civil from 1911 and is admitted as an airfield with a runway length of 795m length, however, only for general aviation. He is already in U.S. Pat. Register of Historic Places listed.

[https://en.wikipedia.org/wiki/College\\_Park\\_Airport](https://en.wikipedia.org/wiki/College_Park_Airport)

Another source of the oldest airfields in the world shows that there are currently some preserved airfields worldwide, of which only two were founded in 1911 and the others thereafter.

<http://www.telegraph.co.uk/travel/picturegalleries/11267267/The-worlds-oldest-airports.html?frame=3124569>  
<http://www.airport-technology.com/features/featurethe-worlds-oldest-airports-4177034/>

Thus, the airfield Dübendorf is probably the world's oldest contractually verifiable 1910 founded as a civilian airfield and practically completely preserved and permanently used airfield.

### 2.4.4 The exceptional values of the goods of the airfield Dübendorf

The airfield Dübendorf is a masterpiece of human creativity, with a unique combination of material and immaterial values regarding development

- the functional architecture of an airfield with the preservation of historical buildings
- the excellent development and embedding of an airfield in the landscape
- the successful civil-military mixed use of an airfield over decades
- the aerial photographs and their cartographic uses (W. Mittelholzer)
- the systematic avian exploration of new continents (W. Mittelholzer)
- the pioneering aeronautical development of the stratosphere (Auguste Piccard)
- the culture of international sport aviation from the balloon to a variety of record flights
- the culture of international civil aviation from the pioneering days of Ad Astra to Swissair
- the culture of international military aviation from 1st WW to integral air defense
- the culture of military will during two world wars as well as the cold war
- culture of militia system of professional and militia military of the aviation flab troopers
- the culture of the civil-military fully compatible organization BAMF

Thus, presumably the oldest, almost completely preserved and permanently used airfield in the world, which uniquely represents the founding epoch and prewar era of global aviation in Europe with its arch-shaped arrangement of historically valuable buildings in the western part, is to be fully preserved as a UNESCO World Heritage Site as an integral and functional unit and continue to operate in all its diversity. **The Aerodrome facility including the typologically and functionally associated airfield is due its genesis as a large-scale investment complex, which in Switzerland and whole Europe or even worldwide unique and its substance and effect should therefore be as unimpeachable as possible.**

A large part of the military airfield Dübendorf belonging building is in the inventory of the military Structures of Switzerland (HOBIM) as protected objects of cantonal or national importance recorded. Numerous of about 20 buildings (oldest form 1910) are also in the inventory of art and cultural history Protected objects and archaeological monuments of supra-communal importance of the canton of Zurich contain.

### 3. The founding of the company "Aerodrom Zurich Dübendorf".

On February 24, 1910, the Zurich Initiative Committee met for the first time to create an airfield in Dübendorf.

On March 14, 1910, a lease for the construction of a civil airfield was already completed, and then founded on October 1, 1910, a company "Aerodrom Zurich Dübendorf".

The airfield Dübendorf is most likely the oldest civilian founded airfield in the world!



From October 22 to 26, 1910, a first international flight meeting was held on the newly constructed airfield. <https://www.youtube.com/watch?v=JbMaQyh9Hul>

In 1914 the Swiss Confederation chose Dübendorf as the location for a military airfield and took over the land leased for some time thereafter in 1918 for sale to the Swiss Confederation.



Aircraft squadron lined up on the Dübendorf airfield during World War I

After the outbreak of World War I on July 31, 1914, the cavalry instructor and pilot Theodor Real was entrusted with the formation of an air force. This confiscated three aircraft in Bern at the national exhibition. The first ten trained Swiss pilots, including eight Romans (from the French speaking part of Switzerland), moved in part with their own aircraft and mechanics near Bern and formed the newly created flying troupe. The aviation pioneer Oskar Bider was appointed chief pilot, and concentrated the training of the new flying force on the airfield Dübendorf.

#### 4. The development of the Dübendorf airfield and the international aviation after WW 1st

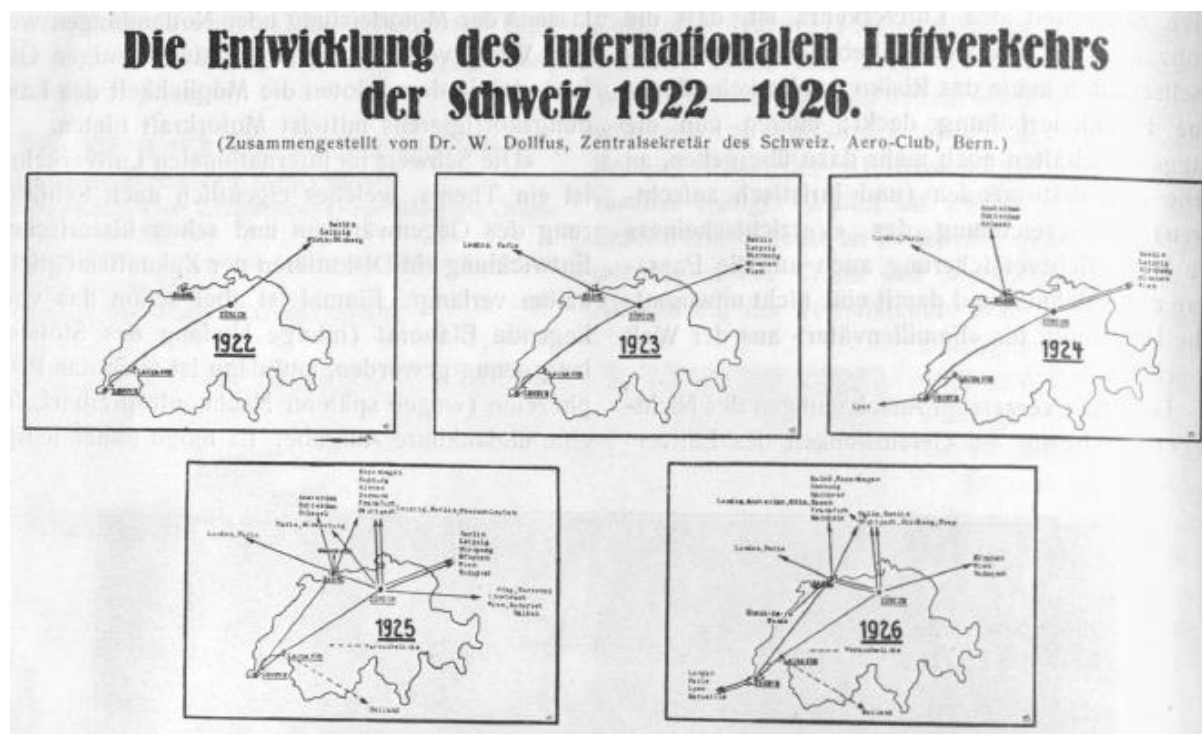


On January 8, 1919, the first military post flight from Dübendorf to Bern took place. In cooperation with the Swiss Airports Directorate Zurich, the Swiss Central Post Office introduced an airmail service Zurich-Geneva, whose operation began on April 30, 1919, with stops in Bern and Lausanne.

The flight times were 50 minutes Dübendorf- Bern, 40 minutes Bern- Lausanne, 30 minutes Lausanne- Geneva, 25 minutes Geneva- Lausanne, 30 minutes Lausanne- Bern, 45 minutes Bern- Dübendorf.

On 15.12.1919 the airline Ad Astra Aero was founded, on January 27, 1920, the first Federal Council decision on the order of air traffic was put into effect on April 1, 1920.

On March 1, 1920, the first provisional aviation agreements with France and England came into force. In August 1923 the Handley-Page flight connection London-Paris-Basel-Zurich was opened.



The map shows the increase of the routes and destinations from the year 1922 to 1926

Jahr	Flug-Kilometer im Kurs	Passagiere (zahlende)	Post kg	Fracht kg	Gepäck (zahlendes) kg
1922	81,890	122	90	—	—
1923	148,619	1158	515	—	2,877
1924	506,692	3231	21,328	6,066	7,917
1925	1,072,800	7870	18,735	93,807	32,228

The table shows the rapid development with a factor of thirteen increase of the air travel distances within only 4 years



Airfield Zurich- Dübendorf (circa 1925) with its unique characteristics in the landscape and the various hangars built since 1916, impressive the remarkable workshop building (1922/1923)



Dornier Merkur CH-142 of the Ad Astra Aero (circa 1927) carried max. 7 passengers with 150 km / h

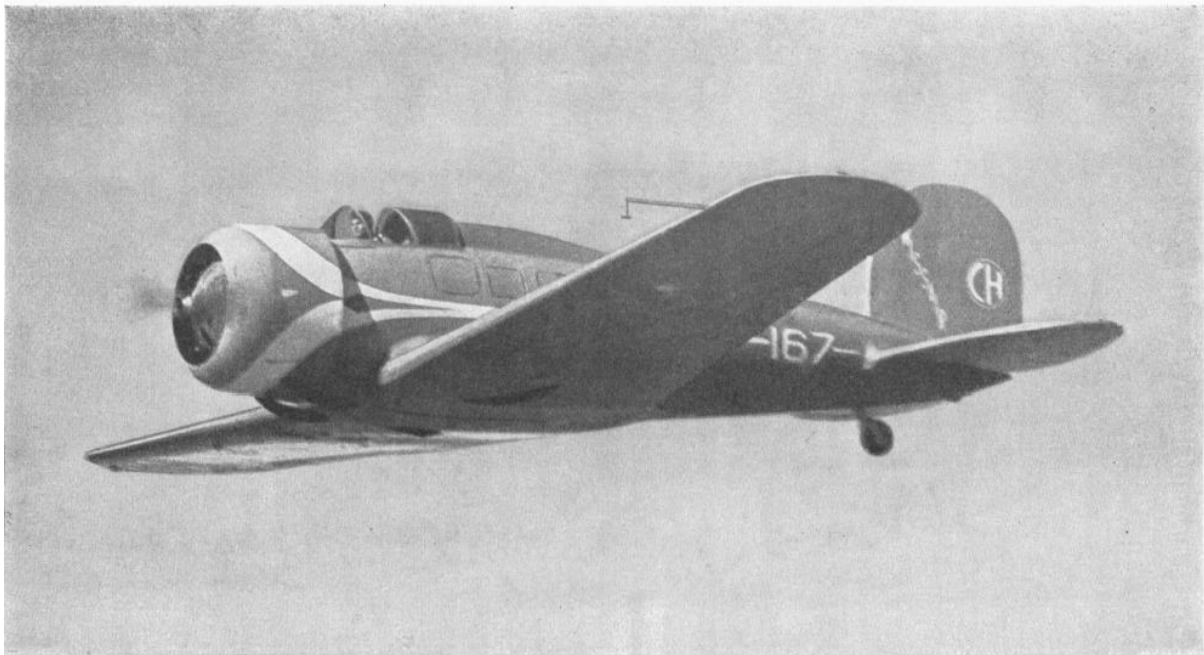


*Immer schneller, bequemer und sicherer . . . . .*



*Ein neuer zehnplätziger Fokker (3 Wright, 900 PS) der Swissair.  
Un nouveau Fokker (3 moteurs Wright 900 CV.) à 10 places de la Cie. Swissair.*

On March 26, 1931, the Swissair - Swiss Aviation Ltd. was the merger of the airlines Ad Astra Aero (founded in 1919) and Balair (founded in 1925) retroactively on 1 January by Balthasar «Balz» Zimmermann and the Swiss aviation pioneer Walter Mittelholzer in Dübendorf founded.  
<http://www.srf.ch/news/flughafen-zuerich/videos/gruendung-swissair>



*Schnell-Verkehrsflugzeug Lockheed-«Orion» 9-B der «Swissair», Motor Wright-Cyclone 575 PS.  
(Mit einziehbarem Fahrgestell.)*

On April 17, 1932, Swissair bought two four-seat Lockheed L-9 Orion, then the first airliner with retractable wheels.

The Orion took 4 passengers and was about 100 km / h faster than the European competition aircraft and was used on the "express line" Zurich-Munich-Vienna.



*Modell des Stationsgebäudes für den neuen Zivilflugplatz Zürich-Dübendorf.*

On July 22, 1932, the new entrance building of Zurich-Dübendorf Airport was inaugurated with an international flight meeting.



88. Internationales Flugmeeting 1932.



Handley Page H.P.42W G-AAXF Helena of the Imperial Airways, which operated the London-Paris-Basel-Zurich line in the 1930s.

Biggest double-decker, 4 engines with 490 HP, curb weight 8047kg, weight 12700kg, 4 crewmembers and 24 passengers.

Length 28.09m, span 39.62m, hull in all-metal construction, wing plywood flat.



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III. Internationales Flugmeeting Zürich-Dübendorf 1932.

Photo Swissair.

Arrangement of the historic buildings (oldest form 1916) in 1932 (international Aviation Meeting)



Arrangement of the historic buildings today



On April 1, 1935, SWISSAIR first used large 14-seat Douglas fast-moving aircraft

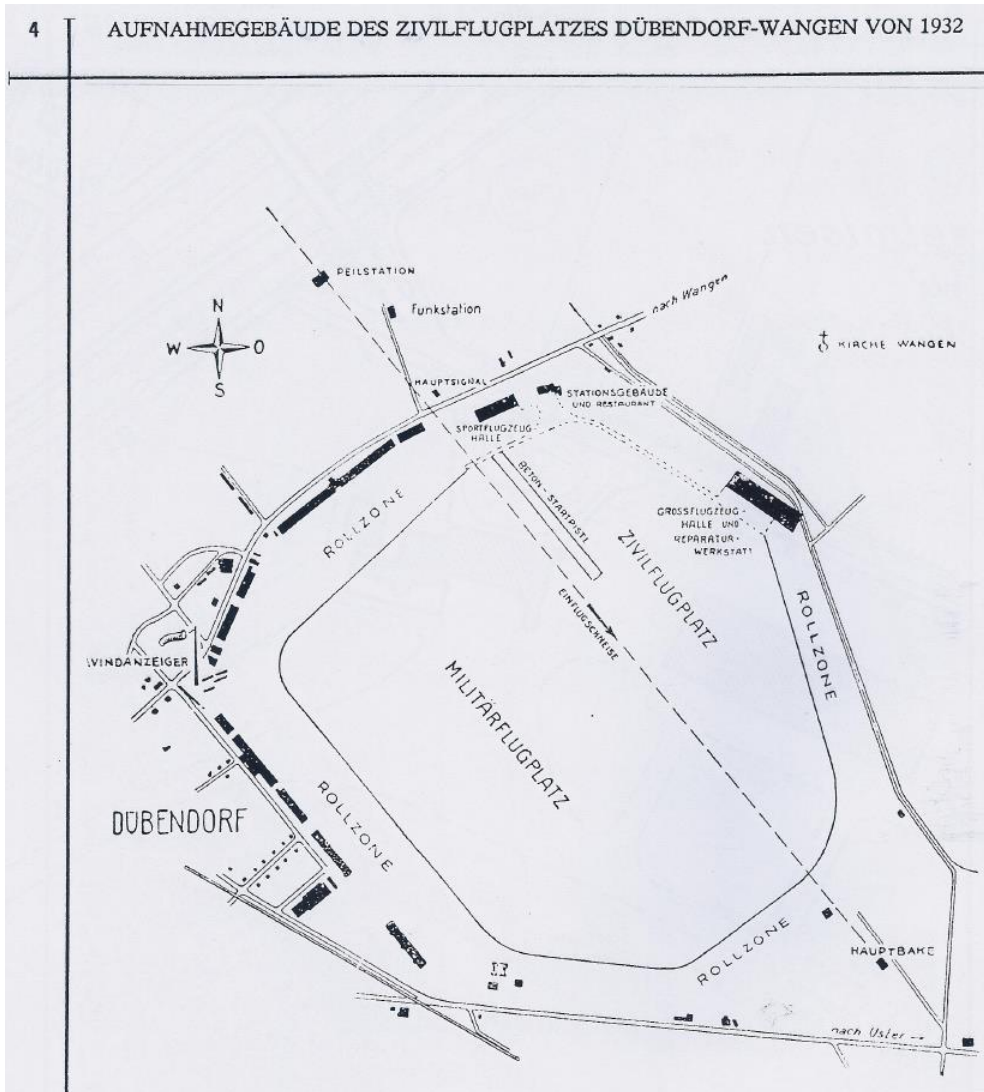


 ETH-BIBLIOTHEK ZÜRICH, BILDARCHIV

Airfield Dübendorf with the historic civil aviation hangars H10, H11 & H12 with a group DC-3 and the DC-4 HB-ILA Swissair and a DC-2 HB-ITO, aerial view from the east, in the background Wangen

Video: The fleet of Swissair aircraft from 1931 and their use from Dübendorf (sequence from 0.50 to 13.20 minutes) Source: <https://www.youtube.com/watch?v=ppXXA4tBzoc>

## 5. Epochal functional transport infrastructure in outstanding architectural design



1932 The area of the historic airfield Dübendorf (document study Pit Wyss 1996) Area about 160 ha  
 Source: <http://www.skzs.ch/wp-content/uploads/2015/02/Inventarisationsbericht-Flughafen-D%C3%BCbendorf.pdf>



Airfield Dübendorf with the historic entrance building and various airplanes of Swissair, v.l.n.r DC-3, de Havilland D.H.89 Dragon-Rapide, DC-3, Junkers JU-86

AUFNAHMEGEBÄUDE DES ZIVILFLUGPLATZES DÜBENDORF-WANGEN VON 1932



Bildnummer 10494



Fotos aus dem Archiv der Swissair

Bildnummer 10484

1932 The new entrance building (picture source study Pit Wyss 1996)

Planunterlagen aus der Schweizerischen Bauzeitung vom 16. September 1933

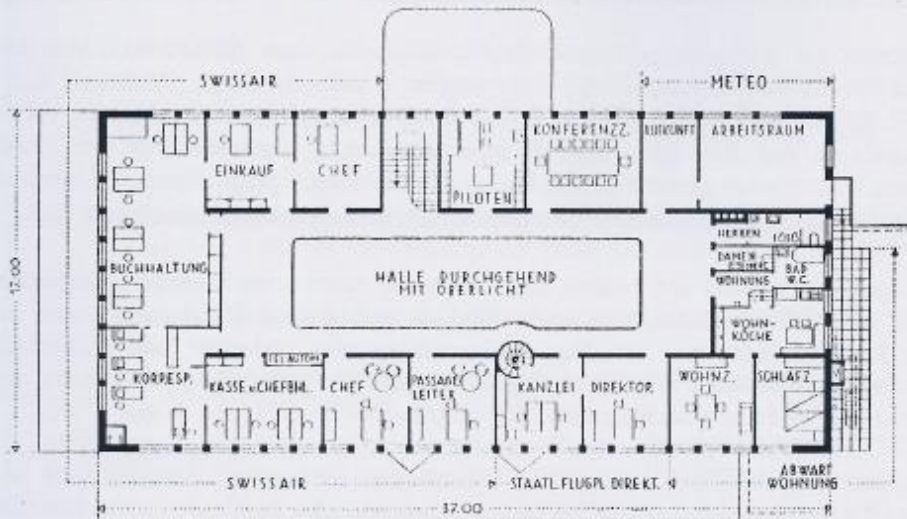
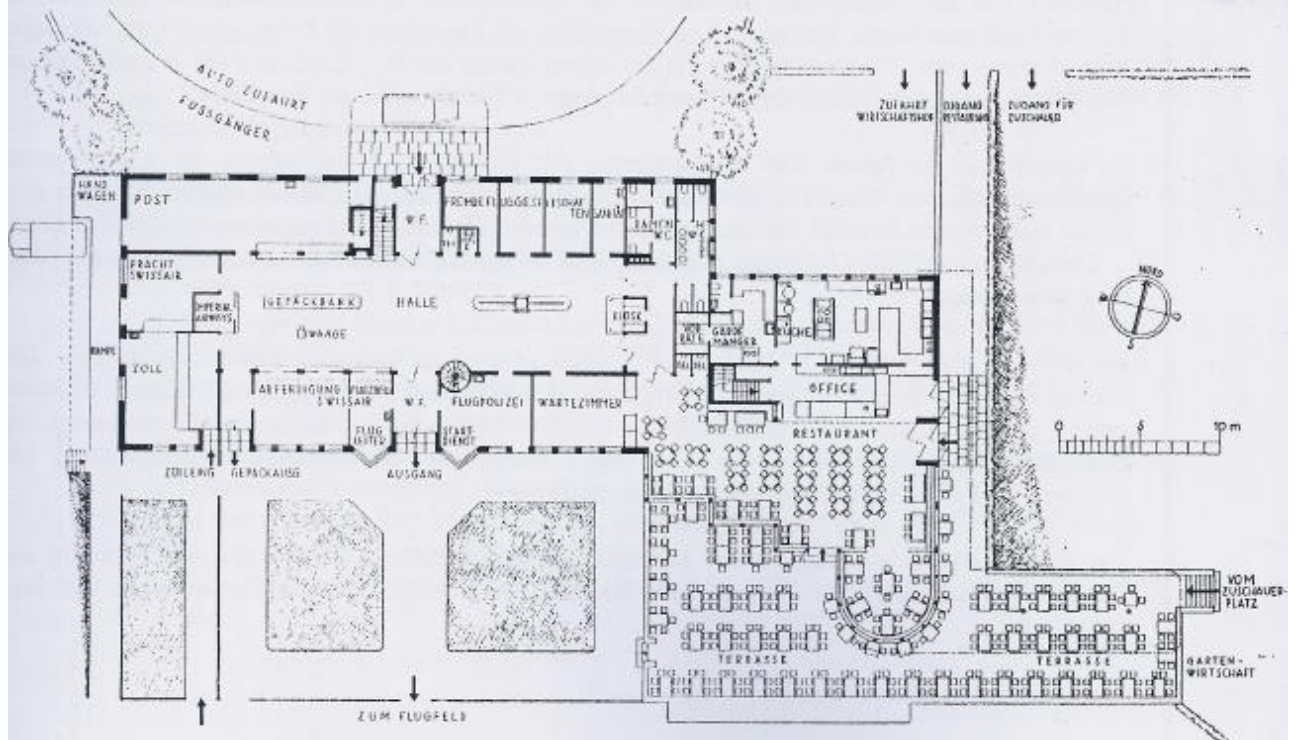


Abb. 10. Grundriss des Obergeschosses,



1932 The new entrance building (picture source study Pit Wyss 1996)

AUFNAHMEGEBÄUDE DES ZIVILFLUGPLATZES DÜBENDORF-WANGEN VON 1932



Bildnummer 10414



Fotos aus dem Archiv der Swissair

Bildnummer 10533

1932 new entrance building (picture source study Pit Wyss 1996)



## Die Entwicklung des internationalen Luftverkehrs der Schweiz. *Le développement de l'aviation commerciale internationale de la Suisse.* 1919—1931.

(Für die vorhergehenden Jahre siehe Jahrbücher 1926/30.) (Pour les années précédentes voir Annales 1926/30.)  
Zusammengestellt von der Schweiz. Luftverkehrs-Union. Etablie par l'Union suisse pour le trafic aérien.

### Winterdienst — Service d'hiver 1930/31:

Stuttgart-Genève-Marseille-Barcelona (Luft-Hansa)  
dreimal wöchentlich.  
Genève-Lyon-Paris-London (Air Union).

### Frühling — Printemps 1931 ab — à partir du 1. V.:

Genève-Zürich-München-Wien-Budapest (Swissair/  
Luft-Hansa).  
Basel-Mannheim-Frankfurt-Köln-Essen-Amsterdam  
(Swissair/Luft-Hansa).  
Zürich-Stuttgart-Frankfurt (Luft-Hansa).  
Genève-Lyon-Paris-London (Air Union).

### Sommer — Eté 1931 ab — à partir du 1. V.:

Genève-Zürich-München-Wien-Budapest (Swissair/  
Luft-Hansa).  
Genève-Basel-Mannheim-Frankfurt-Köln-Essen-  
Amsterdam (Swissair/Luft-Hansa).

Bern-Zürich-Stuttgart-Halle/Leipzig-Berlin (Swiss-  
air/Luft-Hansa).

Zürich-Basel-Paris-London (Swissair/Cidna).  
Zürich-Basel-Paris-London (Imperial Airways).  
Zürich-Stuttgart-Frankfurt (Luft-Hansa).  
Basel-Zürich-München-Praha (Tschechoslowakischer  
Luftverkehr/Swissair) ab 1. Juni.

Genève-Lyon-Paris-London (Swissair/Air Union).  
Genève-Lyon-Paris-London (Air Union).  
Stuttgart-Genève-Marseille-Barcelona (Luft-Hansa).  
Basel-Bern-Lausanne-Genève (Alpar).  
Bern-Biel-Basel (Alpar).  
Genève-Lausanne-La Chaux-de-Fonds/Le Locle-  
Basel (Alpar).

Basel-St. Gallen/Altenrhein-Zürich (Aero St. Gallen).  
Luzern-Zürich (Swissair) ab 6. Juli.  
Basel-Cherbourg/Le Havre (Swissair/Air Union/Cidna)  
nur Postverkehr.

Jahr Année	Flug-Kilometer km parcourus	Zahlende Passagiere Passagers payants	Post Poste	Fracht Frêt	Zahlendes Gepäck Bagages payants
			kg	kg	kg
1919	?	—	23.530 Sendungen	—	—
1920	5.670	7	—	40	—
1921	3.440	30	—	29	—
1922	119.127	342	90	—	—
1923	155.300	1.158	515	—	2.877
1924	531.600	3.231	21.328	6.066	7.917
1925	940.100	7.870	18.735	93.807	32.228
1926	684.000	6.112	31.332	32.515	15.103
1927	884.576	11.341	46.732	82.984	27.055
1928	1.494.200	16.150	85.200	278.500	46.400
1929	1.526.000	16.818	102.950	334.398	48.125
1930	1.800.200	19.146	167.500	373.000	55.000

*Immer schneller, bequemer und sicherer . . . . .*

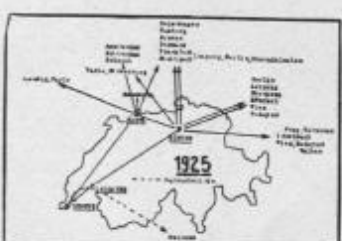
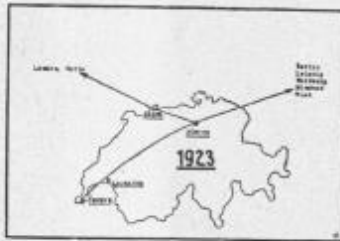


Ein neuer zehnplätziger Fokker (3 Wright, 900 PS) der Swissair.  
Un nouveau Fokker (3 moteurs Wright 900 CV.) à 10 places de la Cie. Swissair.

The enormously growth of the civil aviation

# Die Entwicklung des internationalen Luftverkehrs in der Schweiz im Bild. 1919 bis 1931

(Zusammengestellt von der Schweizerischen Luftverkehrs-  
Union Zürich.)



The expanding network

## 6. Culture, long distance expeditions and research - operated from Dübendorf airfield

Walter Mittelholzer, pilot, aerial photographer, was an exceptional multitalent and entrepreneur. In the winter of 1924/25, Walter Mittelholzer flew to Tehran with great difficulty. The journey with two emergency landings lasted a month. His flights are considered technical highs for that time.

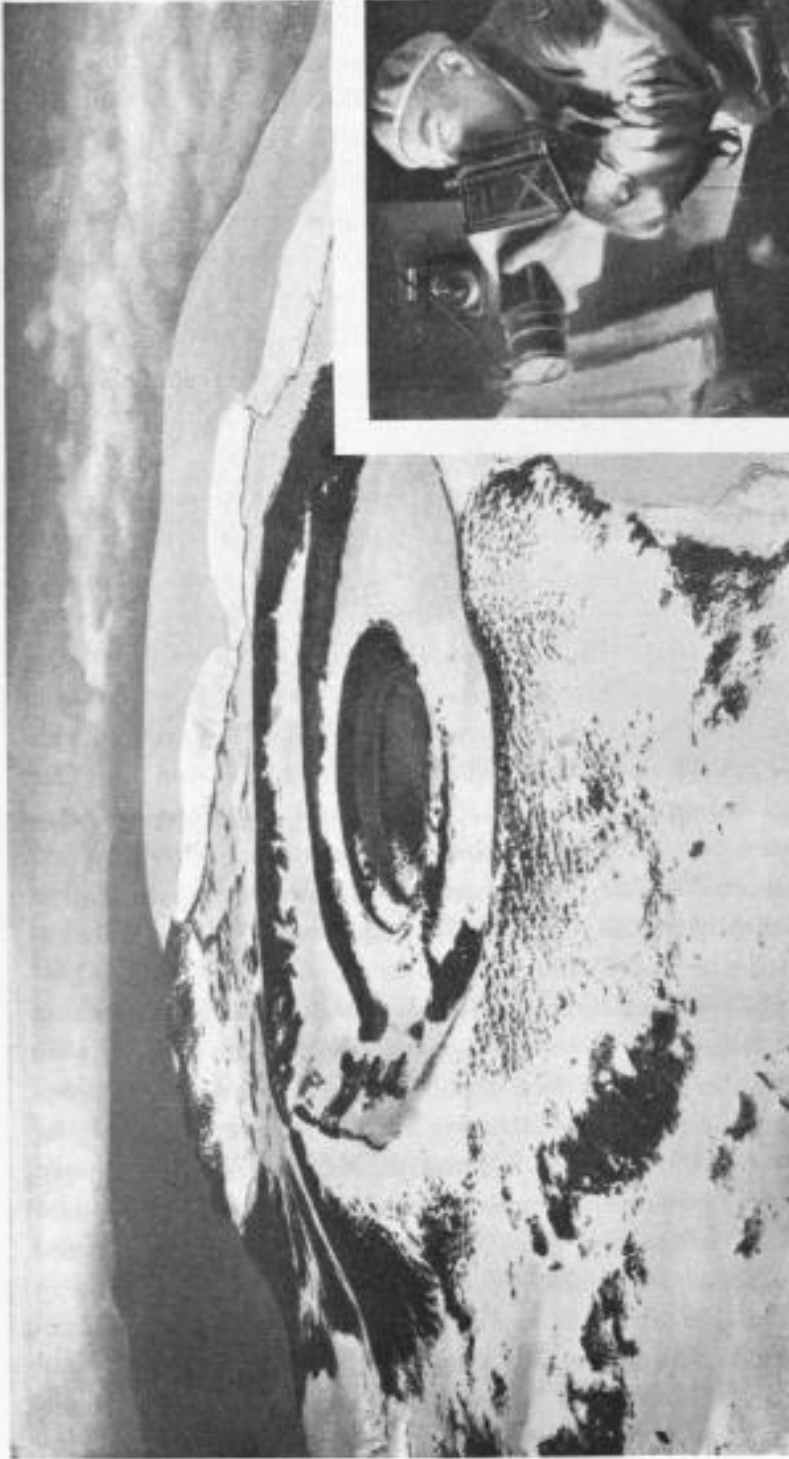


The Swiss media events of the 1920s were Walter Mittelholzer's Africa flights. The flights were mainly used for aerial photography and cartography. In 1926-27 he undertook the first transcontinental water flight expedition from Zurich via Egypt to South Africa with the Dornier Merkur CH-171. This record flight took over 20,000 km from Dübendorf to Cape Town.



A world premiere: the first flyover of the Kilimanjaro (5895 m / m) by Walter Mittelholzer (8 January 1930). He started December 15 1929 from Dübendorf, returned February 28.1930 totalized 19440km  
<http://blogs.ethz.ch/digital-collections/2012/03/30/eine-weltpremiere-die-erste-uberfliegung-des-kilimanjaro-by-Walter-Mittelholzerstrasse-8-January-1930>

The photograph of the crater of the Kibo took place at about 6500m / m without oxygen, since weight was saved. To climb this height theoretically was not possible with the Fokker F.VIIb-3 m with its rather meager motorisation of 3x300 hp despite minimal payload. But skilfully using upwinds, the extremely experienced alpine pilot Walter Mittelholzer managed this challenge.



Mittelholzer fotografiert.

Was des Fliegers Auge erstmals erblickte:  
Der Einbruchkrater des Kibo im Kilimandjaromassiv, eine Aufnahme von  
Walter Mittelholzer aus 6500 m Flughöhe.

During 30 minutes Walter Mittelholzer was over the Kilimandjaro photographing and filming



1926. Walter Mittelholzer und Zinsmeier nach ihren Weltrekordflügen mit dem Dornier-Merkur.



1930. Walter Mittelholzer wird bei seiner Rückkehr vom Tschadseeflug in Dübendorf begeistert empfangen.

Documentary films by Walter Mittelholzer

- 1924: In the Junkers plane over Spitsbergen <https://www.youtube.com/watch?v=QggxbIYmQhM>
- 1934: Abyssinia
- 1947: Pioneer of the skies

Photographs by Walter Mittelholzer Source: <http://www.fotostiftung.ch>



Mittelholzer joined as a photographer (he had learned the craft self-taught) in the directed by Oskar Bider military pilot school. In 1917 he acquired the civil aviation certificate. With his flight instructor Alfred Comte 1919 Mittelholzer founded the first Swiss airline Ad Astra Aero, which merged in 1931 with the Balair (founded in 1925) to Swissair and whose first president and captain was Mittelholzer. 1923 rescue operation for polar explorer Roald Amundsen on Spitzberg. Mittelholzer's expeditionary flights in Persia and Africa, on which he made films and published many translated books with his own photographs, were media events and made him known internationally. In 1924, Mittelholzer became a partner in Praesens Film AG founded by Lazar Wechsler. Highlights of his expedition career were u.a. 1927, when he crossed the African continent from north to south with a seaplane, and in 1930 the first overflight of the Klimandjaro.

Video about Walter Mittelholzer Short version 3 min, from 15 min. Walter Mittelholzer - Pioneer of the skies | 1947 | Historic films by Condor Films Zurich <https://www.youtube.com/watch?v=8zdIA08B50E>



The Mittelholzerdenkmal originally created in Dübendorf (currently in Kloten at the hill Butzenbühl)





Walter Mittelholzer as a military pilot circa 1918

Mittelholzer is also a pioneer of aerial photography, which he was the first in Switzerland to use for cartographic purposes. Mittelholzer first flew over the Kilimanjaro in 1930, the summit recordings made him world famous. He was also an avid alpinist and crashed in 1937 on a climbing tour on the Stangenwand in Austria to death. Mittelholzer flew about 9000 times in 40 different airplanes and brought back some 40,000 photos. These are owned by the Foundation Luftbild Schweiz in Dübendorf, whose archive was taken over in 2013 by ETH Zurich.

#### INDIVIDUAL PUBLICATIONS

«The Valais Mountain Giants» (writing portfolio), Goessler, Zurich 1923;  
 «On the plane to the North Pole. Junkers relief expedition for Amundsen to Spitsbergen », Orell Füssli, Zurich 1924;  
 "Switzerland from the bird's eye view", Rentsch, Erlenbach 1924;  
 "Persian Flight", Orell Füssli, Zurich 1926; «Africa Flight» (with René Gouzy and Arnold Heim), Orell Füssli, Zurich 1927;  
 "Alpine Flight", Orell Füssli, Zurich 1928;  
 «Postcards from the high mountains of Switzerland», Wilhelm Pleyer, Zurich 1930;  
 "Mediterranean Flight", Rascher, Zurich 1930;  
 "Kilimanjaro Flight", Orell Füssli, Zurich 1930;  
 "Chad Sea Flight", Swiss Aero-Revue, Zurich 1932;  
 "Flying with the Swissair", Swissair, Kloten 1933;  
 «Abyssinia Flight», Swiss Aero-Revue, Zurich 1934;  
 Flying Adventures, Blackie & Son, London 1936; H. Koenig,  
 "Rotarian Walter Mittelholzer, 1894-1937", Chudy, St. Gallen 1937;  
 "Aviation adventure", Brockhaus, Leipzig 1938;  
 «The Great Flight Adventures», Orell Füssli, Zurich 1977;  
 «Switzerland / Suisse 1917-1937. Aerial photographs by Walter Mittelholzer », Orell Füssli, Zurich 1988; «Deutschlandflug», Berlin publishing house, Berlin 1998,  
 «In the wake of Lake Constance», Edition Isele, Eggingen 2009.

#### COLLECTIVE PUBLICATIONS

«The Battle for the Matterhorn», Engelshorns, Stuttgart 1929;  
 "Aviation ahead!", Franck'sche Verlagsbuchhandlung, Stuttgart 1936;  
 «Navigation course for flight instructors», o. V., Dübendorf 1937;  
 "Aviators conquer the mountains", Nymphenburger, Munich 1956;  
 «From the pioneer days of civil aviation», book printing, Wattwil 1972;

"Photography in Switzerland from 1840 to today", Niggli, Teufen 1974; Hans Amann, "Ostschweizer inventors and pioneers", Zollikofer, St. Gallen 1988; "St. Galler Flugpioniere », Raiffeisenbank, St. Gallen 1990; Walter Borner, "From Mittelholzer to Baltensweiler", Swissair, Zurich 1992; "Photography in Switzerland from 1840 to today", Benteli, Berne 1992; «Aerial photo Canton Zurich», AS Verlag, Zurich 1996; Sylvia Bärtschi-Baumann, «Chronicles of the departure.

On the image culture of the St. Gallen and Appenzeller photographers 1839-1950 », Offizin, Zurich 1996;

«The Canton of Zug and its Photographers 1850-2000», Zürcher Druck und Verlag, Rotkreuz 2001;

"Iconoclastic controversy. Breakthrough of Modernity around 1930 »(cat.), Limmat, Zurich 2007;

«Departure into the present. Switzerland in photographs 1840-1960 », Limmat Verlag, Zurich 2009; Paul Hugger (ed.),

"Worlds of rock and ice. Alpine Photography in Switzerland, History and the Present », NZZ Libro, Zurich 2009; Hugo Ruoss,

«100 years of aviation in Switzerland», self-publisher, Kloten 2010.

#### GROUP SHOWS

Kunsthaus / Swiss Foundation for Photography, Zurich 1974 ("Photography in Switzerland from 1840 to today", touring exhibition);

Kunsthaus, Zurich 2006/07 («In the Alps»);

Musée de l'Elysée, Lausanne 1986 (Les années difficiles, 1919-1939);

Historical Museum, St. Gallen 1988 ("Ostschweizer Inventors and Pioneers");

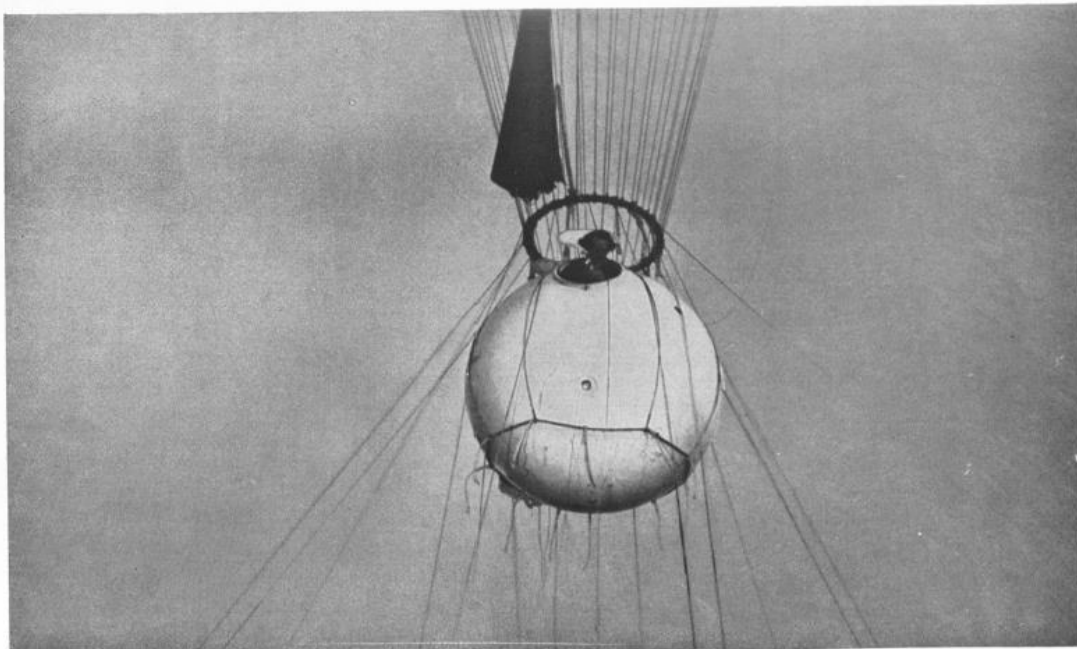
Kunsthaus, Zurich 2006 ("In the Alps");

Fotostiftung Schweiz, Winterthur 2007/08 ("Bilderstreit: Breakthrough of Modernity around 1930");

Landesmuseum, Zurich 2009 ("Departure into the present, Switzerland in photographs 1840-1960").

#### 7. Further epochal pioneering achievements which were accomplished from Dübendorf airfield

On August 18, 1932 Auguste Piccard rose with the Belgian physicist Max Cosyns (1906-1998) for the second time with a gas balloon, this time in Dübendorf in Switzerland.



134. 1932. In der frühen Morgenstunde des 18. August stieg Piccards Gondel leicht und lautlos gegen den fahl-blauen Himmel.

They pushed to the edge of the stratosphere and set (geometrically 16,940 meters and barometric 16,201 meters) a new world record, which remained for decades.



## Der Höhenballon Piccard CH 113.

Von Dir. Endras, Konstrukteur des Ballons.

Der Ballon hat 14,000 m<sup>3</sup> Inhalt bei 30 m Durchmesser. Er ist in der nebenstehenden Zeichnung dargestellt, und zwar komplett mit angehängter Kabine, die aber außerdem noch in etwas vergrößertem Maßstabe gesondert dargestellt ist. Die Füllung zum Start beträgt etwa ein Sechstel des gesamten Inhalts, und zwar ist das Füllgas Wasserstoff. Diese Füllung reicht aus, um das gesamte tote Gewicht zu tragen und außerdem auch noch mehrere 100 kg freien Auftrieb zu gewähren. Damit steigt der Ballon zwangsläufig bis zu seiner Prallhöhe, die sich auf ca. 14,000 m errechnet; nach Ballastabgabe in dieser Höhe kann er dann noch ca. 2000—3000 m weiter steigen. Der Ballast besteht aus Bleisand und befindet sich im Innern der Kugelgondel, aus der er

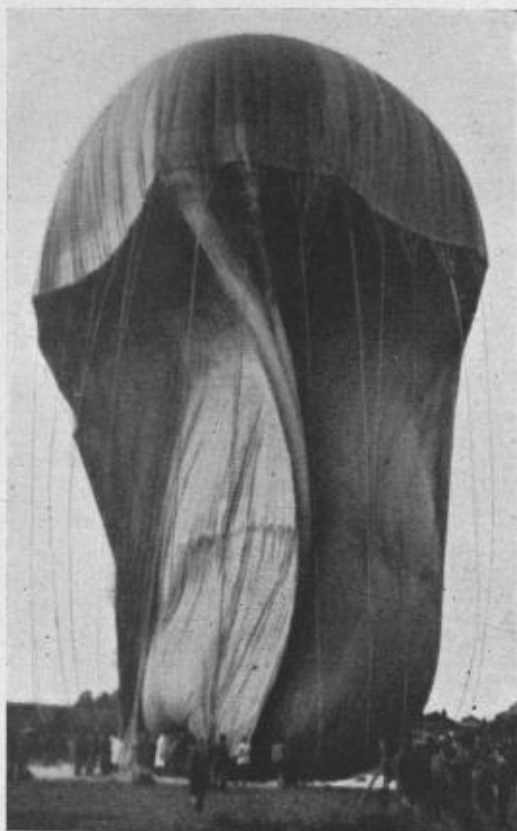
mittels einer Schleusenvorrichtung beliebig abgegeben werden kann. Die Ausführung des Ballons entspricht im allgemeinen der eines normalen Freiballons. Die Hülle besteht aus einfachem, einseitig gummiertem, gelbem Ballonstoff. Sie besitzt am unteren Pol einen Stoffansatz von 2,5 m Durchmesser, der mit Hilfe eines besonderen Ringes in die Ballonhülle eingeklemmt wird und an seinem unteren Ende den Pöschelring aufnimmt. Zu beiden Seiten dieses großen Ansatzes sind noch zwei weitere Stoffstutzen von 1,5 m Durchmesser angebracht, die bei der Fahrt offen bleiben. Durch den einen Stutzen wird die Ventilleine, durch den anderen die Reißleine geführt. Die Anordnung ist deswegen so getroffen, damit beide Leinen getrennt voneinander und vollständig klar liegen. Das Ventil ist ein normales Freiballon-Ventil mit Hubbegrenzung und am oberen Pol eingesetzt. Es kann von außen durch Ziehen an der Leine, aber auch vom Innern der Kugelgondel aus bedient werden. Es befindet sich im Innern eine Handkurbel, die mit einer außerhalb der Kugelgondel befindlichen Rillenscheibe über die Ventilleine läuft und mit ihr verbunden ist. Durch Drehen dieser Handkurbel dreht sich auch die Rillenscheibe und bewirkt damit das Aufwickeln der Ventilleine, wodurch das Ventil sich öffnet. Die Reißbahn hat Dreiecksform wie beim normalen Freiballon. Sie besteht aus doppeltem Ballonstoff und ist am Ventilring zweimal gesichert. Der Ballon ist aus Gewichtsgründen netzlos. Zur Aufnahme der Kugelgondel ist an der unteren Kalotte des Ballons ein Parabelbogengurt angeordnet, von dem 32 Auslaufleinen ausgehen. Diese laufen an einen sogenannten Korbring, wo sie mittels Knebel mit den Korbringleinen verbunden werden. Diese Knebel sitzen so hoch, daß sie mit der Ventil- und Reißleine nicht in Berührung kommen können. Der Ring selbst ist ein normaler, kräftiger Freiballonring, an dem die aus starkem Aluminiumblech gebaute Kugelgondel hängt. Diese besitzt zwei große Mannlöcher, durch die die beiden Insassen ein- und aussteigen können. Beim Abstieg des Ballons werden diese Mannlöcher etwa in 4000—5000 m Höhe vom Innern aus geöffnet, um dann von hier aus den Ballon führen

zu können. Reißleine und Pöschelansatzleinen liegen oberhalb der Kugel in greifbarer Nähe. Die Insassen können auch auf die obere Fläche der Kugelgondel gelangen, um bei der Landung von hier aus mit dem dort untergebrachten Sandballast zu manövrieren. In der Gondel befindet sich der größere Teil der Instrumente. Um von innen aus nach außen sehen zu können, sind über die Gondel sogenannte „Bullaugen“ verteilt. Das Schleppseil ist 100 m lang und am Stahlring befestigt. Die Kugelgondel wiegt einschließlich Besatzung, Instrumenten und Ballast ca. 1300 kg, der Ballon ca. 800 kg.

Die Füllung und der Start des Ballons erfolgen nicht wie beim Freiballon mit Hilfe des Netzes und Umhängen von Sandsäcken, sondern auf folgende Weise:

Am oberen Drittel der Ballonhülle ist ein sogenannter Lochtaschengurt angebracht; an demselben befinden sich 32 endlos geknebelte Doppelseile, die in zwischengeschaltete Gänsefüße eingreifen. Am Ende der Gänsefüße laufen diese Doppelseile durch Ringkauschen und sind auf der Erde mit der gleichen Anzahl Erdanker verbunden. Diese bestehen aus sehr starken, federartig gewundenen Eisenstäben, die in die Erde tief eingeschraubt werden. Der erwähnte Lochtaschengurt ist für diesen Montagezweck des Ballons außerordentlich geeignet, weil die über der Lochtasche befindliche endlose Leine beliebige Richtungen annehmen kann; in jedem Falle geht die resultierende durch das Lochtaschenmittel, so daß eine ganz gleichmäßige Verteilung der Kräfte auf den Gurt gewährleistet ist. Es ist dies besonders wichtig; beim Start des Ballons werden die Befestigungsknoten am Erdanker gelöst und die Seile dann, wenn der Ballon an den Hochbläutauen von der Haltemannschaft gehalten wird, herausgezogen. Der Ballon bleibt somit fest in der Hand der Füllmannschaft und das Anknebeln der Kugelgondel und das Hochlassen ist gewährleistet. Die Füllung des Ballons erfolgt durch einen seitlich unter dem Äquator angeordneten Füllansatz von 30 cm Durchmesser, der nach der Füllung geschlossen wird. Um wäh-

rend des Aufstieges das Eindringen von Luft zu verhindern und um damit eine Verschlechterung des Gases zu vermeiden, bleibt der oben erwähnte 2,5 m große Pöschelansatz geschlossen. Er wird erst geöffnet beim Abstieg des Ballons in einer Höhe von 4000—5000 m, wodurch dann die Luft in den fallenden Ballon eindringt und den Fall in der bekannten Weise bremst. Die Fallgeschwindigkeit des Ballons ist nicht allzu groß wegen der bedeutenden Fläche, die der Ballon auch dann noch hat, wenn er schon ziemlich weit gefallen ist und nur noch in seinem oberen Teil gefüllt ist. Der Flächen-durchmesser beträgt in diesem Falle immer noch ca. 26 m. Die Kugelgondel hat 2,10 m Durchmesser und enthält neben den bereits erwähnten Instrumenten noch Sauerstoffflaschen und Vorrichtungen, die die verbrauchte Luft in der luftdicht abgeschlossenen Kugel-



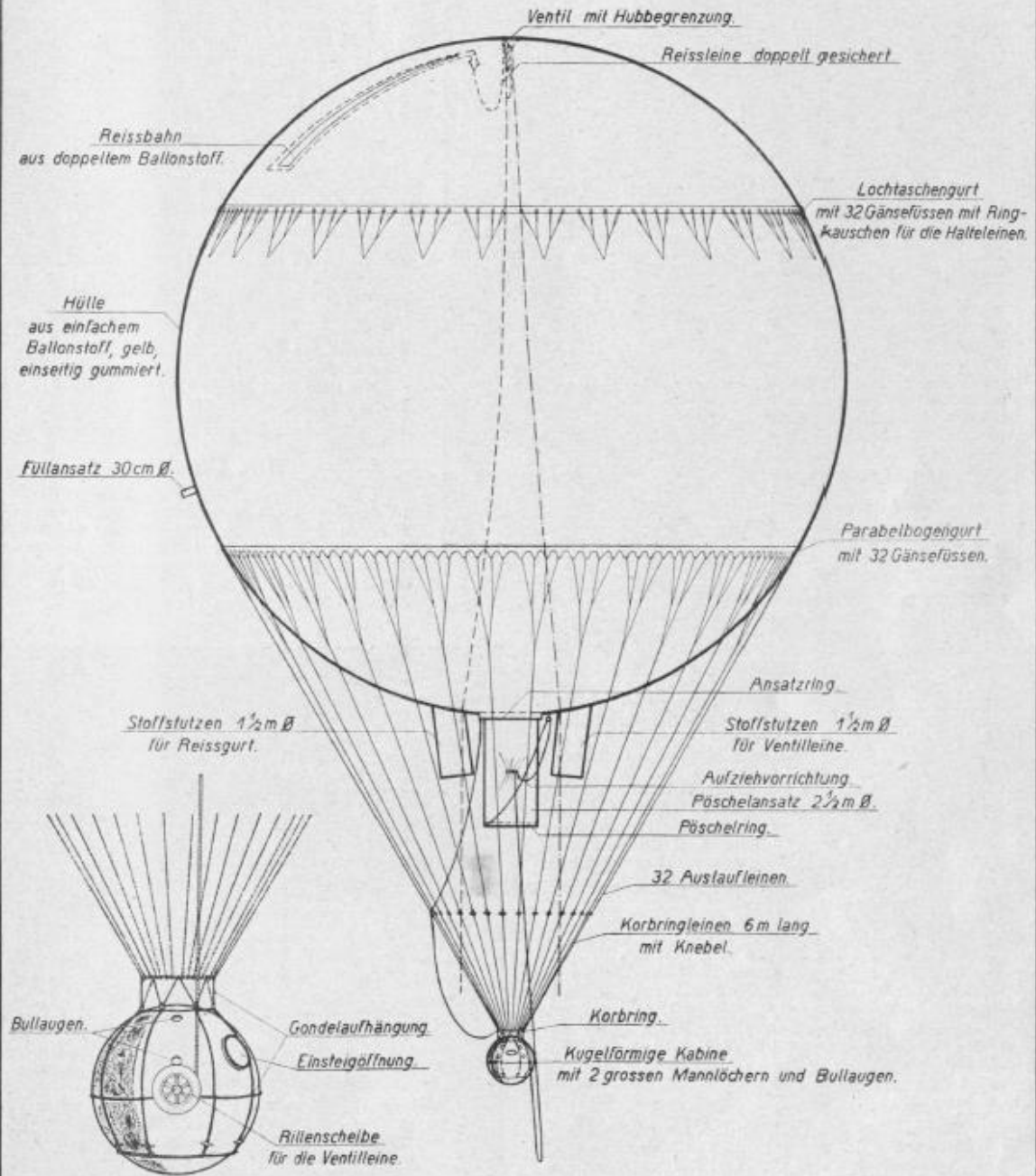
Die riesige Ballonhülle.

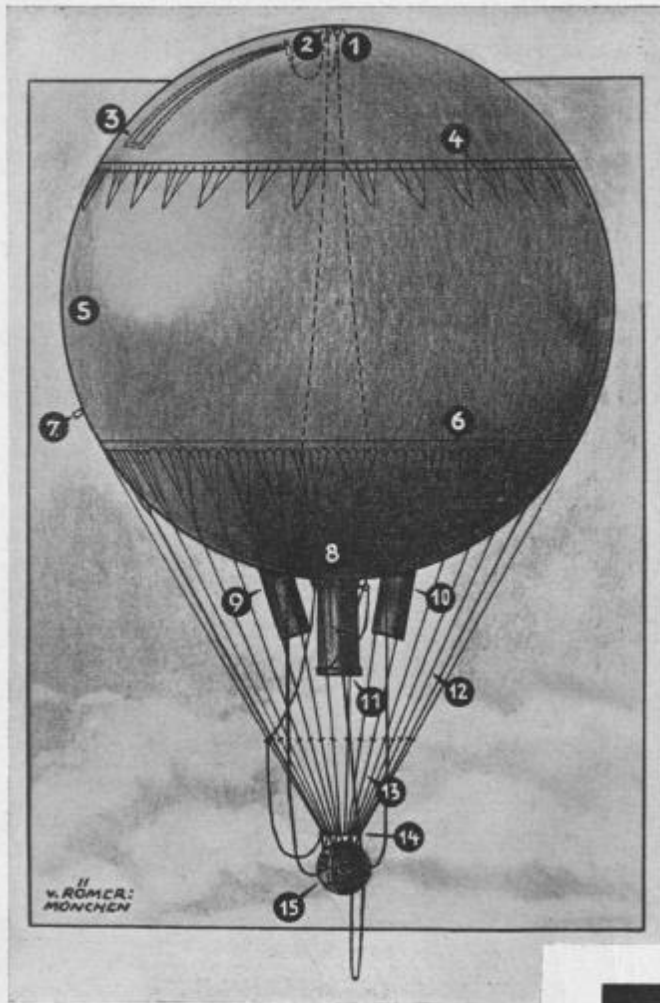
The the balloon has a volume of 14`000 m3 and a diameter of 30 meters

Höhenballon von Professor Piccard.

14 000 cbm Inhalt. 30 m Ø.

Ganze Höhe 46 m.





Zu nebenstehendem Bild:

### Der Stratosphärenballon.

1. Ventil
2. Reißleine
3. Reißbahn
4. Lochlaschengurt
5. Ballonhülle, einseitig gummiert
6. Parabelbogengurt
7. Füllansatz
8. Ansatzring
9. Stoffstützen für Reißgurt
10. Stoffstützen für Ventilleine
11. „Pöschelansatz“ mit Aufziehvorrichtung
12. 32 Auslaufseilen
13. Korbringseilen
14. Korbring
15. Aluminium-Kugelgondel

Anmerkung der Redaktion:

Da Prof. Piccard bei seinem Start 2600 m<sup>3</sup> Wasserstoffgas eingefüllt hatte, ergibt sich folgende Berechnung:

Die Steigkraft des Ballons war:  
 $2600 \times 1,18 = 3068$

Gewicht des Ballons mit Kabine,	2150
Besatzung und Ballast	2150
Steigkraft des Ballons	kg 918

Die Normalhöhe mit den angegebenen Gewichten wäre nach obigen Voraussetzungen 17180 Meter gewesen.

### Die Gondel.

Um wissenschaftliche Forschungen in beträchtlicher Höhe anzustellen, wurde untenstehende kugelförmige, hermetisch abgeschlossene Aluminiumgondel konstruiert. Sie bietet Raum für 2 Mann Besatzung und enthält ferner alle Meßinstrumente und Apparate, die für den Stratosphärenflug erforderlich sind.

gondel ständig regenerieren. Zu erwähnen ist noch, daß die Kugelgondel zur Hälfte schwarz gefärbt ist, während die andere Hälfte blank ist; dies aus dem einen Grunde, weil Schwarz die Sonnenstrahlung absorbiert und somit das Innere der Kugelgondel erwärmt wird, während der blanke Teil die Strahlung reflektiert. Um abwechselnd diese beiden Flächen der Strahlung auszusetzen, ist ein Motor mit Propeller am Ballon aufgehängt, der von der Kabine aus bedient werden kann und der eine entsprechende Drehung des Ballons verursacht oder erwirkt. Es wird also dadurch eine Temperaturregelung im Innern der Kabine ermöglicht.

Nachfolgend noch eine kurze Andeutung über die Berechnung des Höhenballons:

Volumen des prallen Ballons = 14.000 m<sup>3</sup>.

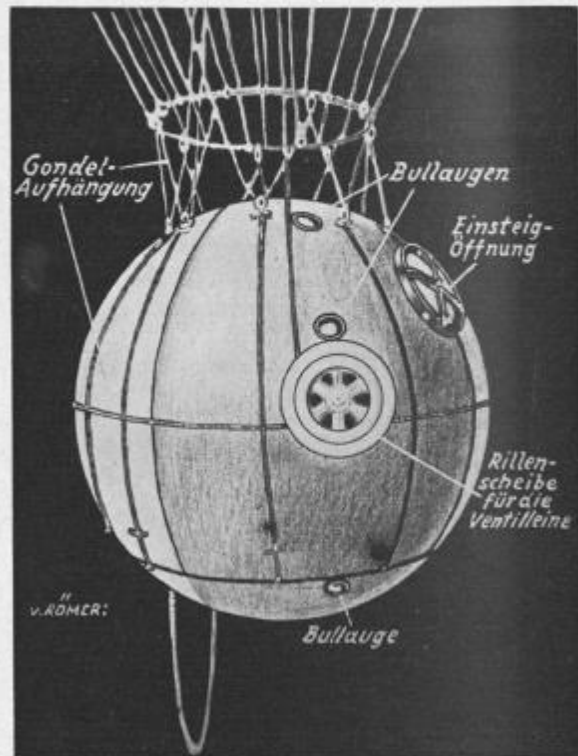
Gewicht von Hülle und Kabine mit Besatzung und Ballast = 2150 kg; Tragkraft des zur Verwendung gekommenen Wasserstoffes bei 0 Grad = 1,18 kg pro m<sup>3</sup>. Daraus ergibt sich die Tragkraft des mit 2200 m<sup>3</sup> gefüllten Ballons am Boden zu  $2200 \times 1,18 = 2596$  kg.

Die Steigkraft des Ballons errechnet sich dann zu  
 $2596 - 2150 = 446$  kg.

Die Normalhöhe des Ballons, d. i. die größte Höhe, die der Ballon mit den angegebenen Gewichten erreichen konnte, vorausgesetzt, daß Gas- und Lufttemperatur = 0 Grad betrifft, errechnet sich nach der Höhenzahl von

$$\text{Emden zu } n = \frac{V T_0}{G} = \frac{14.000 \times 1,18}{2150} = 7,68.$$

Diese Höhenzahl  $n = 7,68$  entspricht nach der Tabelle der Höhenzahlen von Emden einer Normalhöhe von 16.290 m.



## 8. Dübendorf Air Base during WW2

During WW2 Dübendorf was the most important Airbase of the Swiss Air Force as the civil flight activity was very limited and the SWISSAIR fleet was located for a several time in Locarno.



Swiss Air Force Me-109 Dübendorf 1945

Any foreign military aircraft that was interned by Switzerland was held at Dübendorf, including about 120 US B-17s and B-24s, together with one German Me 262. From 1943 Switzerland shot down American and British aircraft, mainly bombers, overflying Switzerland during World War II: six aircraft by Swiss Air Force fighters and nine by anti-aircraft cannons; 36 American and British airmen were killed. Besides, there were 137 emergency landings to May 1945 resulting in about 120 US aircraft that were interned at the Dübendorf airfield. The officers were interned in Davos, airmen in Adelboden. Although US military attaché Barnwell Legge instructed the soldiers not to flee, many soldiers ignored his warning; after their escape from the internment camps, the airmen usually were detained in the Wauwilermoos penal camp near Luzern.



USA bomber exhibition, civil airfield Dübendorf, 5.-21. October 1945. Public visitor day of a B-17 and a B-24, 1945 before returning to England. Photo SWISSAIR.

## 9. Dübendorf Air Base during the Cold War time

During the Cold War Time Dübendorf Air Base was an important Location for the Swiss Air Force with the Patrouille Suisse, the Swiss Air Force Professional Aviator Corps and the Aerial Reconnaissance Group with their legendary Leader Maj Walter "Walti" Böhm. See the following Videos from 1985/88 <https://www.srf.ch/play/tv/geoportal-spezial/video/karussell-flug-im-vampire-ueber-die-schweiz-von-ost-nach-west?id=289cf880-f505-4236-9014-dd7ebd27a476>  
<https://www.srf.ch/play/tv/geoportal-spezial/video/karussell-flug-im-vampire--von-sued-nach-nord?id=3d04f4d9-ddd8-4579-8383-00fc8e1e496c>

Until 1995 the Headquarter of BAMF, the federal office for military airfield was located in Dübendorf and the Airbase with in total over 700 employees was important for the whole region. SWISSAIR pilots had their individual military pilot trainings in Dübendorf, nearby of the Zürich Kloten Airport.



The Mirage last Flight form Dübendorf in 2003: <https://www.youtube.com/watch?v=f8ojG8ftUzQ>

**Bewegungsstatistik Dübendorf (LENK)**

	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Mirage	4'170	3'884	3'602	3'838	3'884	3'916	4'046	3'966	3'504	3'478	4'480	4'498	5'246	4'028	3'078	3'578
Tiger	16'934	15'408	13'858	14'350	15'090	15'902	12'890	11'654	12'162	12'460	10'532	10'194	9'670	8'592	7'652	6'286
F/A-18													12	12	1'186	1'564
übrige Kampffjets																
Hunter	8'570	9'308	8'888	8'830	6'410	4'836	4'442	2'010	40	174	14					
Vampire	1'500	1'212	1'174	1'100												
<b>TOTAL Kampffjets</b>	<b>31'174</b>	<b>29'812</b>	<b>27'622</b>	<b>27'918</b>	<b>25'384</b>	<b>24'654</b>	<b>21'378</b>	<b>17'630</b>	<b>15'706</b>	<b>16'112</b>	<b>15'026</b>	<b>14'692</b>	<b>14'928</b>	<b>12'632</b>	<b>11'916</b>	<b>11'408</b>
S/Üeb-Jet (insb. Hawk)				78	610	596	472	334	286	346	408	540	338	364	414	454
<b>TOTAL Propeller</b>	<b>10'790</b>	<b>10'558</b>	<b>10'122</b>	<b>10'724</b>	<b>10'652</b>	<b>9'702</b>	<b>9'606</b>	<b>9'798</b>	<b>9'556</b>	<b>9'386</b>	<b>7'910</b>	<b>6'606</b>	<b>6'644</b>	<b>6'848</b>	<b>6'050</b>	<b>7'280</b>
<b>TOTAL Heli</b>	<b>4'520</b>	<b>4'914</b>	<b>4'856</b>	<b>5'610</b>	<b>5'246</b>	<b>4'646</b>	<b>3'640</b>	<b>4'644</b>	<b>4'900</b>	<b>5'004</b>	<b>4'638</b>	<b>4'646</b>	<b>4'884</b>	<b>4'488</b>	<b>4'950</b>	<b>5'124</b>
Total JU-52 (JU-AIR)																
Total Heli (REGA)																
Total Div (solarimpulse)																
<b>GESAMTTOTAL</b>	<b>46'484</b>	<b>45'284</b>	<b>42'500</b>	<b>44'330</b>	<b>41'892</b>	<b>39'598</b>	<b>35'096</b>	<b>32'406</b>	<b>30'450</b>	<b>30'848</b>	<b>27'982</b>	<b>26'684</b>	<b>26'794</b>	<b>23'332</b>	<b>23'330</b>	<b>24'266</b>

Legende:  
 Datenquelle bezüglich TOT Jet Zahlen unklar

In 1985 the Dübendorf Air Base counted a total of 46`484 flight movements, therefor 31`174 by Jets.

To further use the airfield Dübendorf, the head of the Federal Department of Defense, Civil Protection and Sport (DDPS), Federal President Adolf Ogi, on the question time in the National Council on 19 June 2000 stated the following: «The military airfield Dübendorf is the second most important airfield of our air force. It serves as a location for the professional military pilot school and a combat squadron of the surveillance squadron. The Mirage reconnaissance aircraft are also stationed in Dübendorf. In recent years, major investments have been made in military training operations.

From today's perspective remains Dübendorf until the liquidation of the Tiger fighter aircraft, until about 2010, the second most important airfield of the Swiss Air Force».

The following sequence of pictures illustrate the use of some of the historic Hangars in 1985/1988

Sources:

<https://www.srf.ch/play/tv/geoportal-spezial/video/karussell-flug-im-vampire-ueber-die-schweiz--von-ost-nach-west?id=289cf880-f505-4236-9014-dd7ebd27a476>  
<https://www.srf.ch/play/tv/geoportal-spezial/video/karussell-flug-im-vampire--von-sued-nach-nord?id=3d04f4d9-ddd8-4579-8383-00fc8e1e496c>



The historic hangars at Dübendorf Air Force Base on their purposed aeronautical use in 1985



39 of the Vampire Trainers DH-115 Mk 55 were in use at the Swiss Air Force from 1953 to 1991



Preparation of the Vampire Trainer at Dübendorf Air Force Base for the Video-Flights 1985/1988  
In the historic hangars built in the year 1925

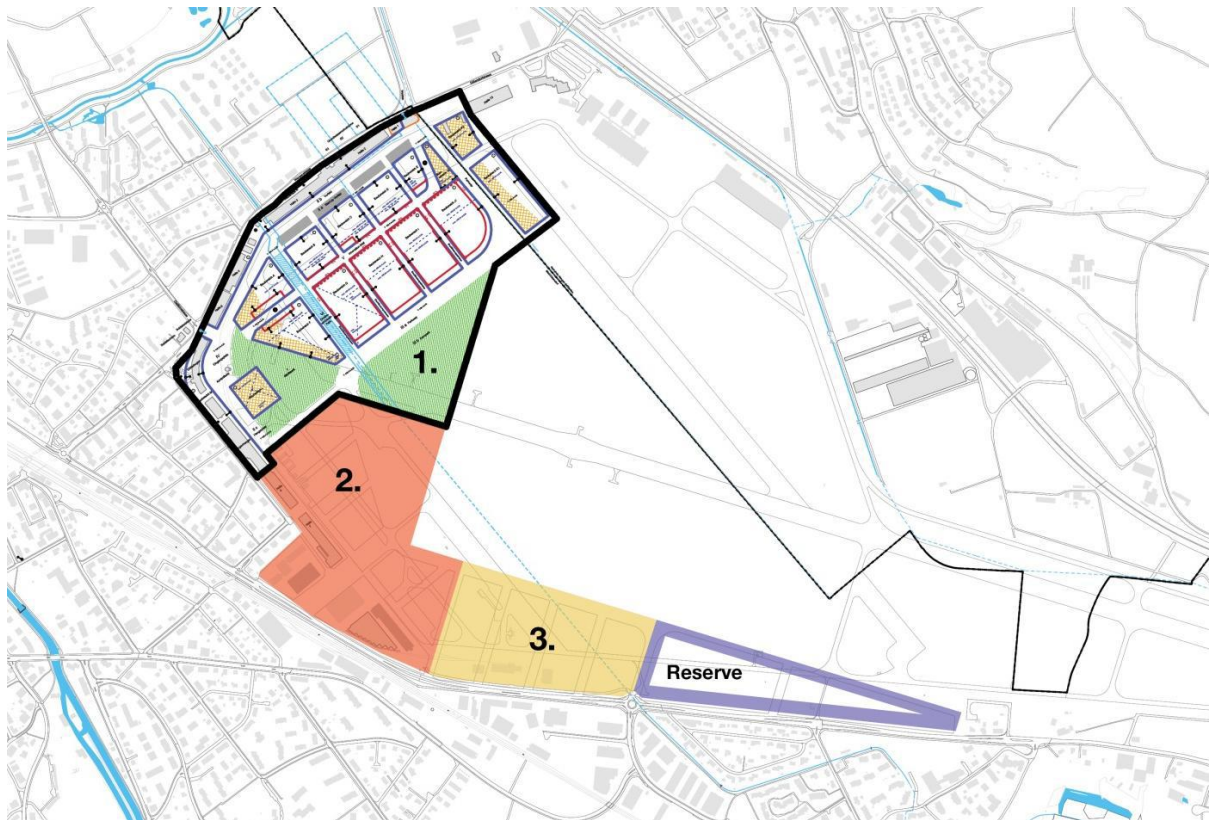
## 9. Historic Dübendorf Air Base today in Danger by a destructive destroying planning Disaster



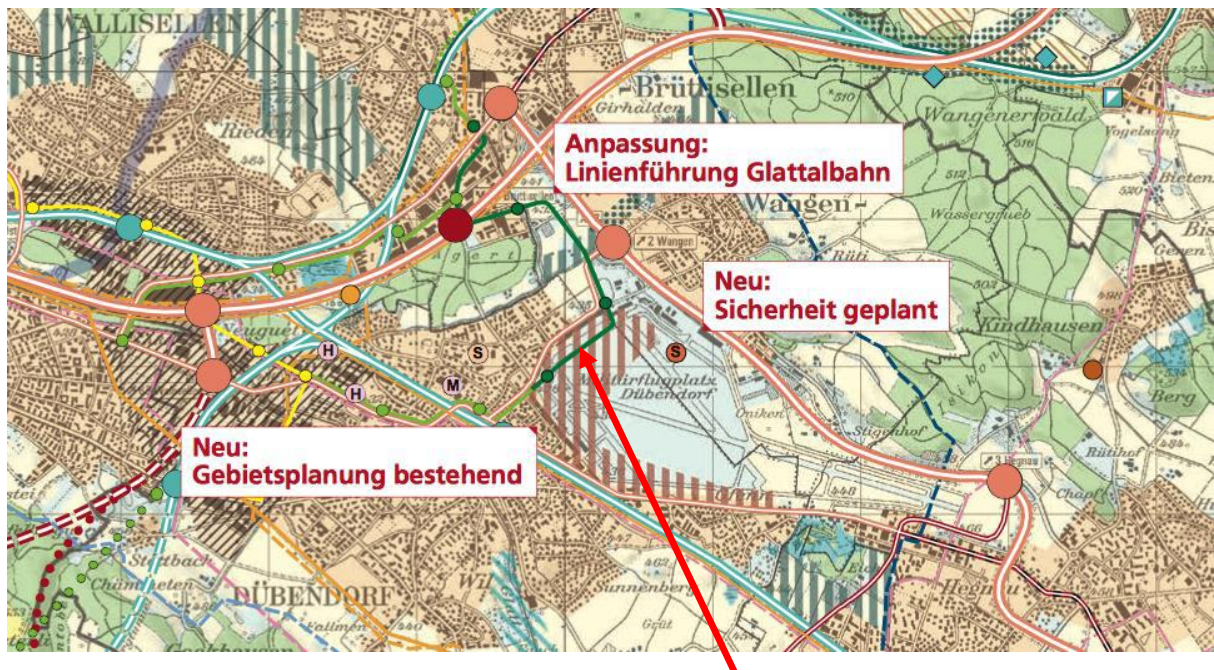
The orange part shows the planned buidings just in front of the historic hangar ensemble




Planning document, the Runway should be shortened (not declared here) at the red line



The historic part of Dübendorf airfield and his allocated aviation culture heritage since 1910 shall be destroyed by new buildings arranged along the whole front of the ensemble of the historic hangars. Sector 1 just is in danger, sector 2 and 3 will follow



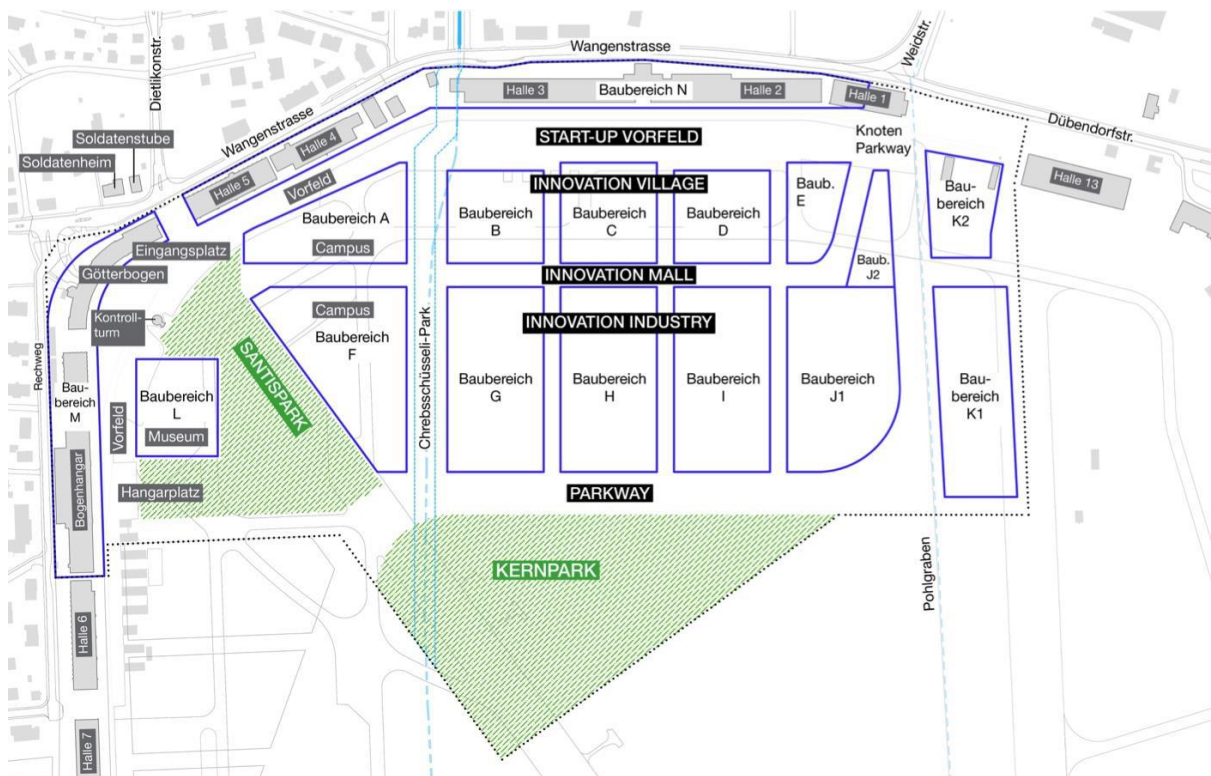
A railway line (green) shall traverse the historic Airfield planned railway line

The  marked filed shows how the airfield shall be broken apart and the whole historic substance of the Airfield shall be rub out of the memory step by step in the future...



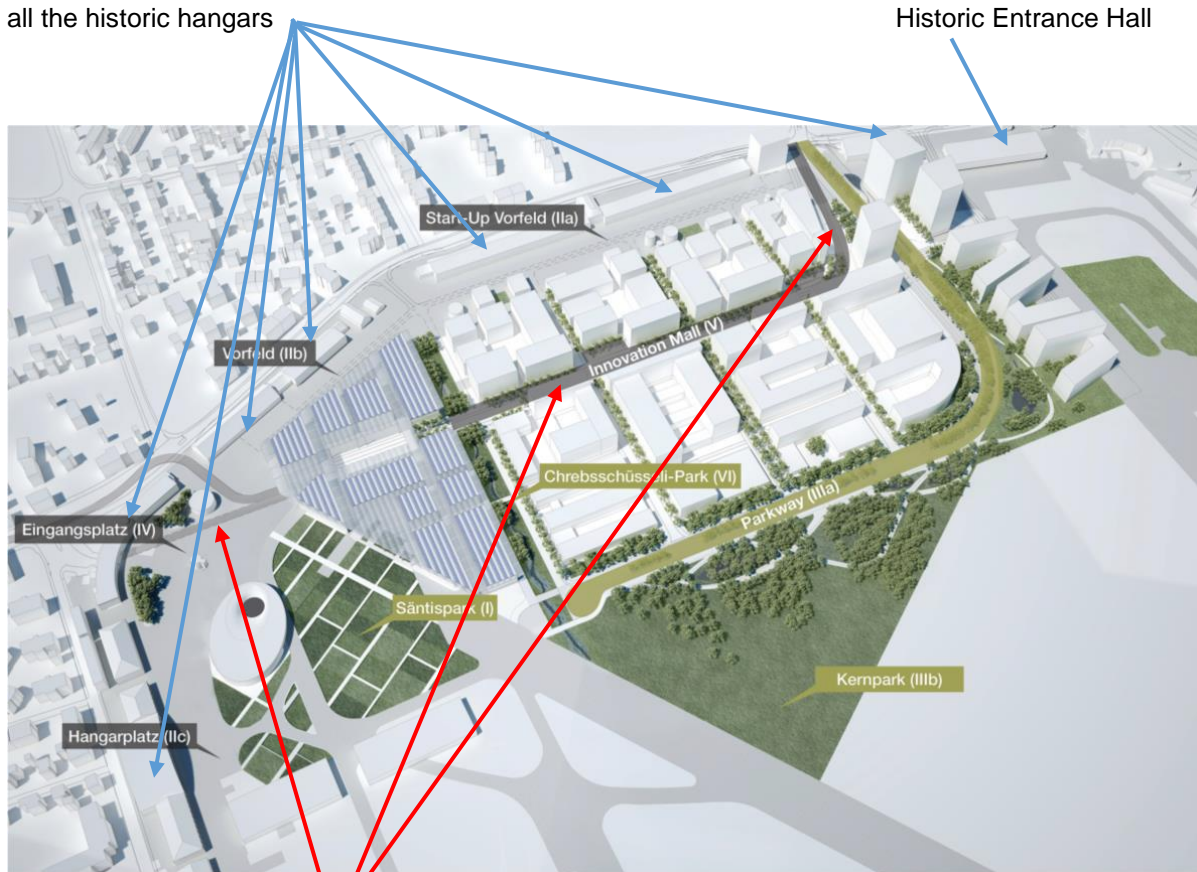


Those Buildings shall be located in front of the historical hangar ensemble - destroying the view of the whole historic panoramic view and killing the heart and the soul of the whole historic Airfield



This vandalizing destruction of cultural property shall be masked by some additional green parks

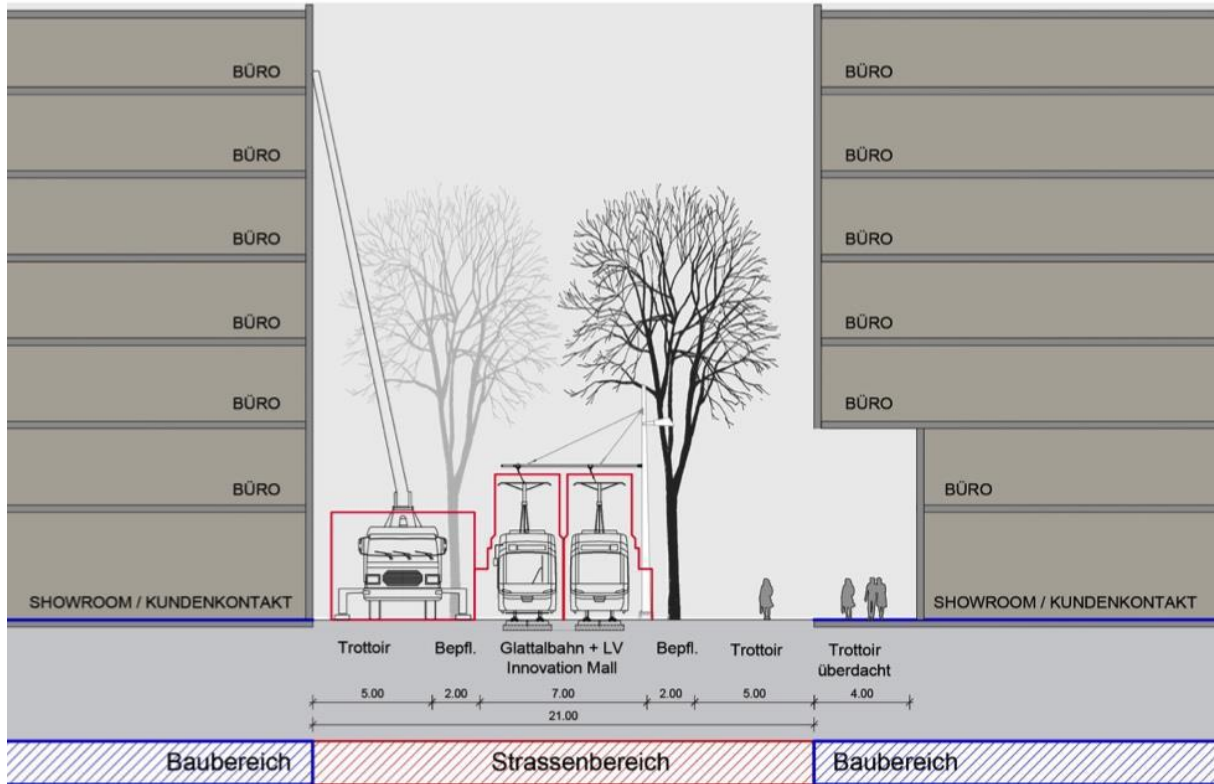
The whole disaster is suppressed by the chosen steep perspective and the incomplete presentation  
all the historic hangars



The suppressed railway line across the whole head of the airfield



The historic Tower snatched from its grown airfield surroundings



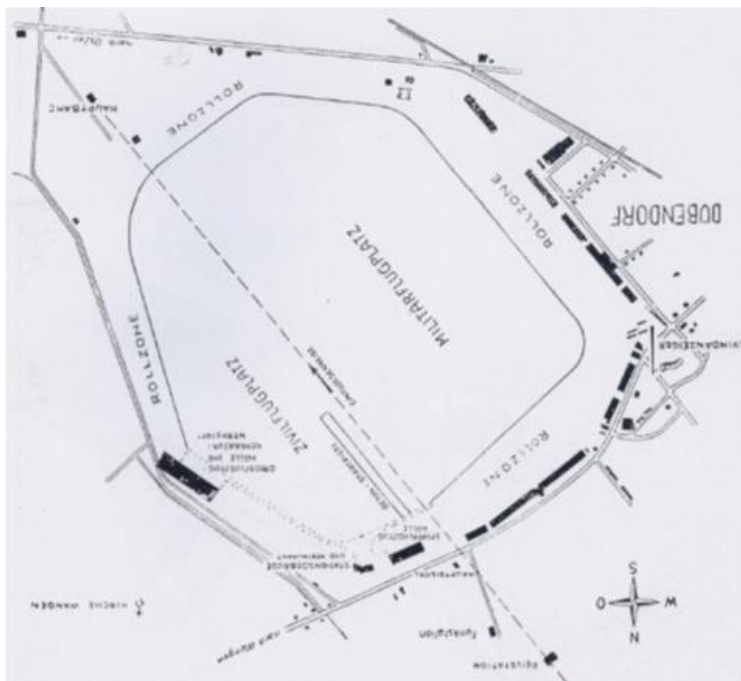
The true dimensions of the planned buildings – just in front of the historic hangars



The long term planning (Masterplan Uster-Volketswil 2050) shows the further planned overbuilding mainly on the historic area of the 1910 opened Dübendorf Airfield. The blue dotted line shall indicate a new city railway across the whole Airfield, destroying the runway.

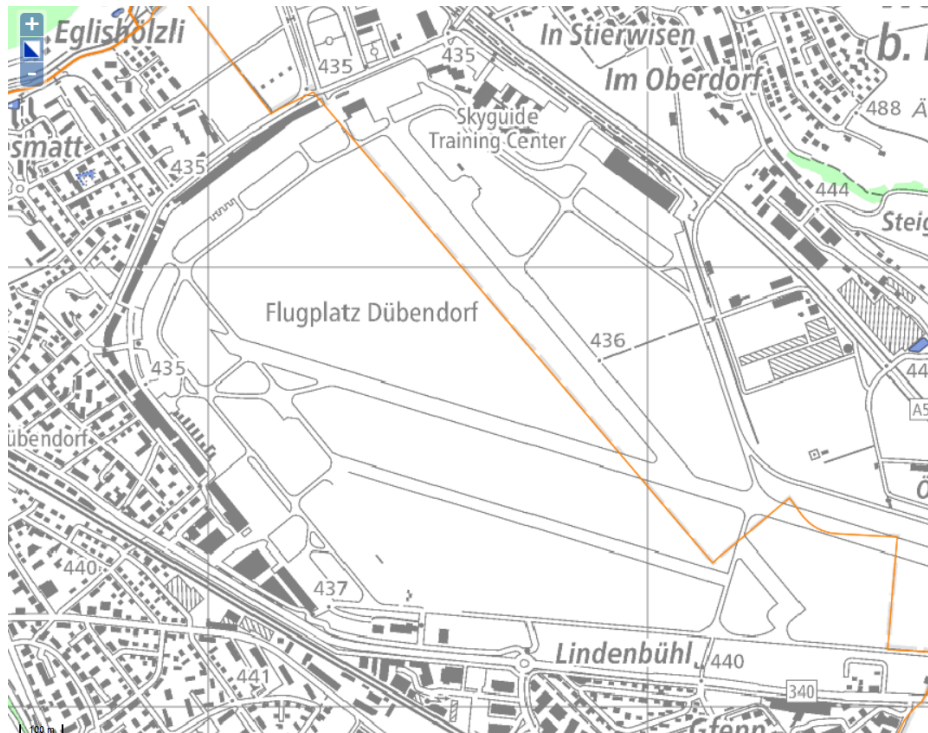


The substance of the historical airfield (1932) and the buildings (from 1916) is mostly well preserved



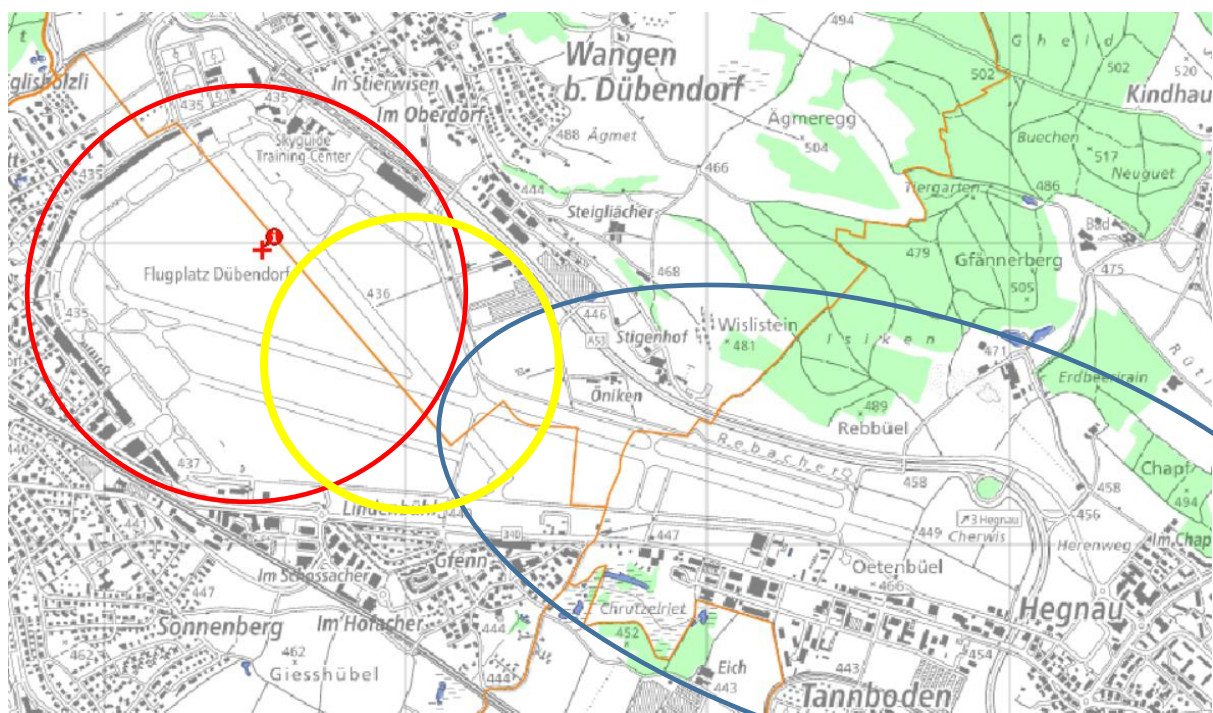
Source: **Inventory report by Pit Wyss, retired Expert**  
Gumpenwiesenstrasse 13  
CH- 8157 Dielsdorf/Switzerland  
Phone: +41 44 853 17 79 email: [wyspfit@bluewin.ch](mailto:wyspfit@bluewin.ch)





Current situation plan

source: <https://maps.zh.ch/>



### The Big Picture:

Red Sector: Full Protection as UNESCO World Heritage

Yellow Sector: Protection of the historic part of the air field regarding landscape protection

Blue elliptical zone: Area with preference for aeronautical development vice versa the historical site preferably with hangars designed as well in the environment integrated greened shelter buildings

## IV. Current State of the Nominated Site

### A. State of conservation of the nominated site (max. 500 words)

*Specify any damage already incurred; include comments on its current use and whether the nominated site is currently under human habitation, and include details if so.*

According to the Report of the Federal Commission for Historic Preservation EKD  
Federal Commission for Historic Preservation EKD  
c /o BAK, Hallwylstrasse 15, CH-3003 Bern  
Tel. +41 31 32 29284, Fax +41 31 32 28739  
ekd@bak.admin.ch  
ZH Dübendorf, military airfield, worthy of protection

Report dated 3 March 2015 the following conclusions shows the outstanding values of this historic airfield (transportation infrastructure) as an cultural-historical ensemble including about some 30 (mostly protected) historical buildings and monuments and their overall unique good condition:

As the center of Swiss military aviation with a century of building history but also as Swissair's first airport is the Dübendorf airfield, an outstanding example of the Swiss Aviation. Based on the historical and construction typology and design Settlement-historical or urban planning conditions are determined according to the principles of preservation of monuments and the policy paper on the protection of the protection value of at least national importance. This is by the eigenvalue (certificate value for his Genesis epoch, artistic value and state of preservation), the historical value and the Urban value justified. The cultural-historical ensemble is undiminished too what in this case means that the buildings not only in their substance, but also in their effect, and thus the associated environment, are to be obtained.

Over all, the worldwide oldest historic airfield is in a unique good condition, and represents the development of aviation and airfields since the very early days in 1910.

The state of preservation is actually disturbed by structural measures at the floors of some hangars. The structural interventions refer to an area of approx. 1.2 hectares. The planning interventions part 1 refer to 36 hectares according illustration page 37, later planned in total up to 70 ha.

The state of preservation is actually disturbed by non aviation use the hangars H4 and H3.

Some non historic installations from the late 1990`s (open shelter on the right) in front of the hangar H6 and H7 can be removed to enable the free view over the whole panorama of the historic ensemble.



**There are offices and workshops on the site since 1910, traditionally used by the Swiss Air Force.**

B. Threat(s) to the nominated site and any damage that has already occurred

(max. 500 words)

*Specify whether these threats are natural, man-made or both. Also specify the likely path of deterioration if corrective measures are not taken.*

The threats are caused by an unfortunate chaining of partial interests to take over and misuse the historic Airfield by diverting it into 3 different parts, destroying its over 110 years given functionality.

As an aviation infrastructure, an airfield is location-bound, and any overbuilding as an “Innovation Park” can be realized almost anywhere.

The site of the Zurich “Innovation Park” was originally planned in Regensdorf, which has building-ready industrial zones and suitable industrial buildings along the whole Furttal area.

Presumably some human as well as some local and regional political interests to rise profits by raising buildings on the historic airfield, without any respect of its outstanding historical values.

Specifically, a loan decision of CHF 217 million shall be prepared to enforce this unholy development. A total contractor is commissioned to plan the destructive construction interventions.

## V. Plans of Action

A. Potential solutions that would eliminate or reduce the threats in the short and long term (max. 500 words)

*Include the future potential of the nominated site in the economic / social / educational field / tourism potential, at both the local and regional level.*

The best case to eliminate the actual danger will be the nomination of the historic Dübendorf airfield as one of the 7 most endangered historic sites in Europe 2020.

**This will be the best guarantee to wake up the Swiss Government and the Government of the Canton Zurich and to enable to establish an international verification of the true value of the historic Dübendorf airfield and his potential to be evaluated as UNESCO World Heritage.**

As in the above referred Report of the Federal Commission for Historic Preservation EKD mentioned, the whole situation is as follows:

Based on the available documents and the eye certificate, the EKD comes to the conclusion that the design plan design an insufficiently careful handling of the protected object military airfield Dübendorf and notes that the intended partial demolition of the plant integrity damage the monument and the unattached, near approaching the new buildings to the historic airfield buildings whose effectiveness and legibility would be severely impaired.

**Therefore the EKD regards the draft plan as not suitable for monument management.**

The Commission regrets that the necessary monumental assessments and Framework conditions not already made earlier in the planning process and the Commission have been involved earlier.



As a possible solution, as in the SPM Subject plan military application 2019 proposed, the declaration to use Dübendorf airfield as a "Sleeping Base" under military authority will enable to prevent it from short term misuse and secure the whole terrain for the next generations and their future needs.

This enables to evaluate a concept to protect the historic part of the airfield and build up a national Aviation Museum/SWISSAIR Museum into the historic hangars, similar as Duxford Air Base in UK.

In a further step a planning to develop a future airfield in the blue elliptic zone as suggested on page 38, which will meet and fulfill all the interests of the population, nature conservation and aviation.

In the Swiss Law there exists a further paragraph to protect buildings and facilities, legitimations: As already stated in the comments on spatial planning, according to the RPG, Art. 24c buildings and facilities used for their intended purpose outside the construction zone are fundamentally protected in their inventory. In conclusion, Dübendorf airfield created six decades before 1972 fall into this category, especially as the determination of aerodromes is by nature an aviatational one.

*Provide the short and long term strategy and details of possible costs, timing, financing sources and revenues.*

So far, at the moment the main activities have focused mainly on formal objections to the courts to stop the ongoing misuse. Previous costs approx. CHF 150'000.

Under construction are political activities and sensitization of the population.

The short term strategy will be to enlarge the community to preserve the Dübendorf airfield

The short term strategy will be to launch an "initiating committee" for a popular vote in the Kanton Zurich- or if necessary to launch a National People's Initiative to preserve the historic Dübendorf airfield for the future.

The short term strategy also will be to engage the support of some further nongovernmental organisations as Societies and Foundations to enforce the postulates solutions.

The long term strategy will be to engage the support of some national institutions for example the Swiss National Museum Zurich and the Swiss Transportation Museum Lucerne as partner for the new national and international Aviation Museum.

*Describe the necessary actions envisaged for success.*

*Indicate whether the project forms part of a wider regional/national plan. Discuss other options considered.*

**B. Actions planned or already being undertaken to save the nominated site (max. 500 words)**

*Propose a possible timing with a schedule and phasing.*

*Describe the managerial structure and organisation envisaged for these actions.*

*Include the estimated costs for these actions, as well as the potential financial sources.*

*Indicate potential constraints to the executions of these actions.*

*In particular, indicate whether urgent measures are necessary to protect the site from further deterioration and briefly explain the envisioned measures.*

In 2016 a media release was published <https://www.presseportal.ch/de/pm/100060591/100791989>

Some more taken activities since 2015 are summarized in part D.

The further activities to be addressed are just being set up. Therefore, no concrete information can be given at the moment. As a focus partner, the Franz Weber Foundation is being considered.

### C. Sustainability of proposed actions and solutions and the environmental impacts (max. 500 words).

*To the extent possible, include information on the technical solutions proposed including:*

- *the associated operating and regular maintenance programmes;*
- *the associated costs and funding sources;*
- *details of the responsible agency and its ability to sustain the project in the long term.*

*Indicate any potential social impacts of the project on the local and surrounding population, including employment and education/training.*

*Include information related to the environmental impacts of the proposals and whether a formal assessment is required legally and, if so, provide details including the administrative procedures necessary to obtain the necessary permits.*

*Indicate whether the possibility of using European funds or other international donations for financing the project exists.*

The different planned activities are summarized in D.

The further activities to be addressed are just being set up. Therefore, no concrete information can be given at the moment. As a focus partner, the Franz Weber Foundation is being considered.

### D. Partners in the Campaign (max. 500 words)

*Include information about any additional partners (public or private, including research institutions and NGOs) involved in any existing, past or ongoing campaign to save the nominated site, both financial and otherwise.*

*Explain their potential status and roles.*

*Please provide contact details (name, organisation, function, and email address).*

#### 1. Applications to Governmental Organisations

Since the first application in **September 2015** regarding SPM Subject plan military at the center of Excellence Space and Environment of the DDPS, Mr. Bruno Locher, in **December 2016 a second** and in **March 2019 a third** application was filed to save Dübendorf airfield as an functional Airbase (sleeping base) and as a candidate for UNESCO World Heritage.

Contact:

Bruno Locher

Chef Raum und Umwelt VBS  
Eidg, Departement für Verteidigung,  
Bevölkerungsschutz und Sport VBS  
Generalsekretariat VBS  
Raum und Umwelt VBS  
Maulbeerstrasse 9  
3003 Bern  
+41 58 464 20 34 (Tel.)  
+41 79 794 77 23 (Mobile)  
bruno.locher@gs-vbs.admin.ch

In February 2016 a first application for evaluation of the historic Dübendorf airfield as a candidate for the UNESCO World Heritage was sent to Mr. Oliver Martin, Head of the Section Homeland Security and Historic Preservation of the Federal Office of Culture (BAK)

Contact:

Oliver Martin  
Leiter Sektion Heimatschutz und Denkmalpflege  
Eidgenössisches Departement des Innern EDI  
Bundesamt für Kultur BAK  
Hallwylstr. 15, CH-3003 Bern  
Tel. +41 58 462 44 48  
Fax +41 58 462 87 39  
oliver.martin@bak.admin.ch  
<http://www.bak.admin.ch/bak/themen/kulturpflege>

In March 2019 a first application for evaluation of the historic Dübendorf airfield as a candidate for ISOS Federal Inventory of Swiss Heritage Sites  
<https://www.bak.admin.ch/bak/de/home/kulturerbe/heimatschutz-und-denkmalpflege/isos.html>  
was sent to Marcia Haldimann of the Federal Office of Culture (BAK)

Contact:

Marcia Haldimann  
Sektion Heimatschutz und Denkmalpflege  
Eidgenössisches Departement des Innern EDI  
Bundesamt für Kultur BAK  
Hallwylstrasse 15, CH-3003 Bern  
Tel. +41 (0)58 466 00 26  
Marcia.Haldemann@bak.admin.ch  
[www.bak.admin.ch](http://www.bak.admin.ch)

2. In the meantime different contacts to nongovernmental organisations as Societies and Foundations were established and information shared with:

Pro Patria  
Forum Dübendorf Airfield  
IG Zürcher Weltkulturerbe

3. We are strong ongoing to establish a Society and a comitee to enable to start an initiative in the Kanton Zürich to protect the whole Dübendorf Airfield, 6000 signatures are be needed.

## VI. Additional Material

### A. 15 high resolution photos.

*The photographs must be sent as individual files in a separate folder. Include a list of captions and credits with subject, description, name of the photographer.*

### B. Letters of Support

Please attach two letters of support for your nomination from other organisations (public or private)

Will be given asap

### C. Supplementary Materials (optional)

*Supplementary materials can include:*

- *conservation reports or other technical assessments relevant to the site*
- *architectural drawings documenting structures on the site or recording their condition*
- *bibliography of resources relevant to the site such as books, journal articles, press clippings, online sources*
- *maps showing the location of the site*
- *project budgets*

## Nominator<sup>1 2</sup>

Name (title - first name - last name): Cla Semadeni

Function: Member, Swiss national Deputy

Organisation: ISOCARP (Internationale Society of City and Regional Planners), Swiss National Delegation

Address (Street name and number – postal code – town – country): Sunnhaldenstrasse 26d, CH-8600 Dübendorf, Switzerland

Telephone (incl. country code): +41 (0)43 543 11 38

Mobile phone (incl. country code): +41 (0)79 759 10 39

E-mail: cla.semadeni@bluewin.ch

Website (if any):

## Owner(s)

Public     Private     Other (please specify)

Is the owner of the site aware of the nomination to the 7ME 2020?  yes     no

Has the owner endorsed this nomination?  yes     no, because complexity of the situation

### **If multiple owners, give appropriate details**

Name (title - first name - last name):

Function:

Organisation: Swiss Government

Address (street name and number – postal code – town – country): 3003 Bern /Switzerland

Telephone (incl. country code):

Mobile phone (incl. country code):

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<sup>1</sup> Entries may be submitted by:

- a Europa Nostra member or associate organisation or
- a Europa Nostra country representation or
- an established public or private body active in the heritage field - only for those countries where Europa Nostra does not yet have a member/associate organisation or a country representation. For the full list please check: [www.europanostra.org/membership/](http://www.europanostra.org/membership/)

<sup>2</sup> Each nominator may submit up to two separate nominations

E-mail:

Website (if any): <https://www.admin.ch/gov/de/start.html>

**Administrative and legal responsibility for the nominated site, if other than the owner**

Public     Private     Other (please specify)

Is the administrative and legally responsible of the site aware of the nomination to the 7ME 2020?

yes     no

Has the administrative and legally responsible for the nominated site endorsed this nomination?

yes     no, because

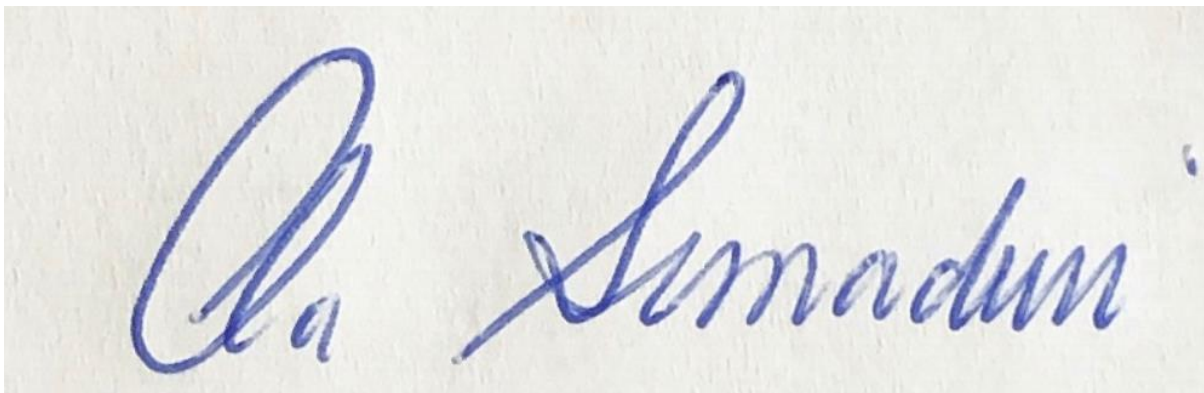
**Declaration of nominator**

I wish to nominate the above-named entry to the 7 Most Endangered 2020 and I agree to serve as the contact person with whom Europa Nostra will correspond directly about the nomination. I agree to provide updates to Europa Nostra about changes in the status of the site and to notify them of changes in my contact information and/or my relationship to the site.

I confirm that I have obtained permission from the owners of the copyright in order for Europa Nostra and partners to freely use the photographs and material submitted (and others subsequently requested) for all purposes of publication and promotion of the 7 Most Endangered Programme. Any reproduction rights, releases and/or permissions are my responsibility.

Date: July 1<sup>st</sup> 2019

Name and digital signature of the nominator: Cla Semadeni



## Checklist

- Nomination form in word format, filled out in English and with the digital signature of the nominator
- Up to 15 high resolution (about 1800x1200 jpeg, 2MB or higher) images (e.g. actual or historical photographs, maps or drawings) as individual files
- A limited amount of additional or larger supplementary information (such as letters of support; conservation reports or other technical assessments relevant to the site; architectural drawings documenting structures on the site or recording their condition; bibliography of resources relevant to the site; press clippings; online sources; maps showing the location of the site; project budgets) may be sent in digital form only. This material should be preferably in English.