

Herrevadskloster

Herrevadskloster was originally a medieval monastery, founded in 1144 by Archbishop Eskil of Lund, who thereby established the first Cistercian monastery in Denmark. Archbishop Eskil was an industrious church builder and founder of monasteries, and today we are reminded of this by the existence of Romanesque churches in Scania, Halland and on Bornholm. In 1145, the year after the founding of Herrevadskloster, he consecrated Lund Cathedral, which had been under construction since the 1080s.

The monastery initially had twelve monks, and an abbot from the mother monastery in Citeaux, France.

As the Cistercian order allowed practical work, Herrevad soon developed into a centre for exploiting natural resources in agriculture, forestry, livestock rearing, hunting and fishing and, not least, business. Due to its abundant natural assets and good management, the Herrevad monastery gradually became one of Denmark's richest, with ownership of some 400 farms.

With the Reformation, the monastery was stripped of its spiritual and secular riches, which went to the Crown. This happened in 1537 and began the monastery's decline. By the early 1600s, the enormous monastery church had gradually become a ruin. In 1691, a parish in Malmö was allowed to take stones from Herrevadskloster's ruin to build a church. Even today, one can still see traces of the chancel, parts of the monastery and the gravestone of the last abbot. By 1565, all of the monastery's functions had ceased and the estate had been granted to the prominent Dane, Steen Bille. Bille's nephew, Tycho Brahe, spent a lot of time researching at Herrevadskloster.

In 1658, the estate was in the hands of the Swedish state and then granted to the renowned Corfitz Ulfeldt. After that, Herrevadskloster was owned by the von Köningsmarck family for two generations, and from 1691 was the residence of the North Scania Cavalry Regiment's commander. Since that time, the estate has been mainly used for military purposes.

The present Empire-style buildings were built between 1816-1819 with three sections around a courtyard. Bengt and Solveig Thorgander are the present owners of the buildings.

Herrevadskloster is located 2 km north of Ljungbyhed in beautiful natural scenery where water and deciduous woods are prominent features.

These fantastic men ...

Ljungbyhed, located just south of Herrevadskloster, is not only one of the country's most well-known airports, but also the oldest. The first flight at Ljungbyhed was made in early September 1910, when Hjalmar Nyrop managed to take off in the first Swedish-made aircraft, a modified version of Frenchman Louise Blériot's plane, which just over a year before had flown over the English Channel. The plane was called "the grasshopper", because it hopped forward over the grass at take-off and landing.

The plane was built by the enthusiasts Hjalmar Nyrop and Oscar Ask in Landskrona, which from that time gradually developed into a centre for the Swedish aviation industry.

Ljungbyhed was chosen for several reasons. The army was already established on the site, and there was a well-trodden drill area that could be used for take-off and landing, but the most important reason was the open heath around the field. It is very likely that Ljungbyhed is the world's second-oldest airport after Berlin's Tempelhof, where the Wright Brothers had flown in 1908.

Nyrop continued his test flights and started to plan Sweden's first flying school. However, he crashed during a test for his aviator diploma in May 1911, and never fully recovered from the accident. He died in 1915, aged just 30.

After Nyrop's pioneering, the sea captain Hugo Sundstedt became the leading pilot at Ljungbyhed. On 19 June 1912, he completed the country's first newspaper delivery flight from Helsingborg to

Ljungbyhed.

In 1913, there is mention for the first time of a person who would make an enormous contribution to Swedish aviation, Enoch Thulin from Simrishamn. In the summer of 1913, he and a partner acquired a second-hand plane, which was renovated at the house of Oscar Ask in Landskrona. Thulin was involved in the work, which led to them jointly founding the Aircraft Works in Scania (AVIS), in the autumn of 1913.

Enoch Thulin quickly became a leading figure, both as a pilot and an aircraft manufacturer. He soon bought out Oscar Ask from their joint company and restructured it as Enoch Thulin's Aircraft Factory. At the outbreak of the First World War in 1914, he convinced the Swedish military command of the importance of introducing aircraft into the organisation. When this was agreed, Thulin's company quickly started to deliver both to the army and navy. However, the armed forces had one condition for deliveries; that Thulin also provided training for the pilot of each supplied plane. To fulfil this, Thulin started his own flying school at Ljungbyhed in the summer of 1915, with hangars in the area of the field that faces Herrevadskloster. Due to fuel shortages, only military personnel could take flying training, but Thulin managed to secure a letter from the king in early June 1915 that stated civilian reserve pilots could also be trained.

In total, 101 students completed training at Thulin's flying school at Ljungbyhed. The last student was also the first woman, Elsa Andersson, who took her certificate in February 1920. She died in a parachuting accident in Askersund on 22 January 1922. Enoch Thulin died in a crash in Landskrona harbour on 14 May 1919.