Cub Aircraft Co. Ltd. i Lundtofte 1937 – 1940
The Danish Cub Aircraft Co. Ltd.

By the mid-thirties the recession in Denmark had receded to such a degree that some business people felt that private flying might start to take off. In 1937, Jack Hedegaard, a Danish/American engineer returned from the U.S. with a license from the Taylor Aircraft Company to build the Taylor Cub aircraft in Scandinavia and a specimen Taylor J-2 aircraft. The aircraft with c/n 339 was assembled by the Kramme workshops and registered on 10.7.37 as OY-DUL, but Hedegaard, had problems with financing, so in 1937 a consortium led by automobile dealer Chr. Bohnstedt-Petersen, who had already founded a car assembly factory for Chrysler and Daimler-Benz in Copenhagen and who since 1919 had a flying license, signed a contract with the Piper Aircraft Company to take over the agency for Scandinavia (the American company had changed its name to Piper Aircraft Company, after the director in USA, Mr. Piper, procured Mr. Taylors share in the company.)
The former military airfield at Lundtofte north of Copenhagen, including two hangars was rented from the Ministry of War for 20 years. The plan for the new company named “Cub Aircraft Co.Ltd” called for using the airfield, the two hangars there and the old Rohrbach hangar from Copenhagen Airport to assemble the Cub-sports aircraft. The Danish company would assemble aircraft from kits supplied from USA and it was planned to re-export the majority of the aircraft to the Scandinavian countries. In September 1937 Jack Hedegaard went to USA in order to procure tools and kits and to obtain experience in assembling the aircraft. Here he was assigned by the Piper company another Danish/American Jan Klint, who should organize the new factory. Hedegaard returned in December and on the 14th the contract was finalized with Piper and the new “Cub Aircraft Co.Ltd. was established. In the beginning of 1938 the new factory was organized and an order for 10 kits was made, with the first two being pattern aircraft already with canvas covering, which only needed to be assembled. The crates with the 10 kits, jigs, tools and parts were shipped from New York on April 10. 1938. Parallel to this a an experienced army flying instructor, Eigel Prins was contracted to be test pilot and to organize a training scheme which enabled buyers to learn to fly the aircraft. At Lundtofte two flying units “Cub Flyveskolen (the Cub Flying Schoo)l” and "Cub-flyveklubben Activ (The Cub Flying Club Active)" were founded in July 1938 to do the training and provide club facilities for owners of the Cubs. Eventually the two units had four Cub aircraft. The assembly capacity was to be 8-10 aircraft a month and from advertisements it can be seen that a J-2 Cub Trainer aircraft cost 8750 Danish Kroners roughly equal to 1250 Dollars including 12 hours of flying instruction. Petrol and oil was extra at 2.50 DKr. (35 cents) an hour. (a Sport 40 9600 Kr, a Sport 50 10800 Kr and the J4 Coupe 65 14900 Kr.)
Chr. Bohnstedt-Petersen also had a private airstrip made at Grønholt near his home at Hegnholt where the Rohrbach hangar of the Bessonneau Type was erected made. His son Henry became in charge of sales.
The assembly quickly started and on 28 May 1938 the first two aircraft, of the J-3 model the ones which had been delivered with canvas covering on, got their airworthiness certificate-CoA (LD in Danish) and were registered on the Danish register. Serial number 1164 as OY-DOM (LD.80) sold to Sportsflyveklubben København and serial 1163 as OY-DUM 28.5.38 (LD.81) sold to Magnus Christiansen, Alborg. During 1938 an additional eight of the J-2 model were completed of which three were exported (Serial 1158 SE-AGZ on 16.6.38 (LD.82) sold to Aeroklubben Malmö, Sweden and registered there on 12.7.38. Serial 1161 OH-SNA on 8.7.38 (LD.84) registered 23.07.38 to OY Simonsen &Nielsen, Finland and serial 1157 OH-SNB on 24.8.38 (LD.91) registered 2.09.38 to OY S.&N. Finland. The Swedish Cub and others the next year were imported by Autoropa AB a daughter company of the Bohnstedt-Petersen company in Malmö who got the right to sell the aircraft in Sweden. Until the production ended with the German occupation of Denmark on April 9th 1940 the Cub-Aircraft Co.Ltd imported 45 kits for assembly divided into 12 J-2, 25 J-3 and 8 J-4 models. Of
these as already told two J-3 and 8 J-2 models were made in 1938 whereas two J-2, 14 J-3 and 1 J-4 versions were delivered to customers in 1939 of which two were J-3’s delivered for export to Sweden after the outbreak of the war. The first J-4 Coupe OY-DAV for Bohnstedt-Petersen managed to fly exactly on September 1st only to be stored. The delivered aircraft were painted silver by mixing aluminum powder into the last coating of dope, with a blue Cub lightning flash.

With the outbreak of the 2nd World War on 1st September 1939 flying training with private aircraft in Denmark was prohibited due to rationing of petrol and the Cubs owned by the Cub Aircraft Co. were stored in the Grønholt hangar. For aircraft going for export petrol could be acquired for necessary test flying. Thus three J-4 aircraft of altogether 6 ordered were delivered in 1940 all going to a customer in Norway and intended to be donated to Finland. The last assembled aircraft was serial 4-568 LN-HAD getting CoA (LD.131) on 27.3.40 and delivered via the dealer “Wessels Flyveselskab A/S” to “Den Frie Militærtjenestes Flyveskole”, Norway. It later went to Widerøes Flyveselskap A/S on 27.3.40. Due to the German attack on Denmark and Norway on April 9th 1940 the last three aircraft of the Norwegian order were not delivered.

Thus a total of 30 aircraft were delivered of which 12 were for export. Fifteen un-assembled kits, 2 J-2, 9 J-3 and 4 J-4 were stored awaiting better times for their assembly. All flying except for airline flying, which was later allowed, was forbidden after the German occupation and most owners of the Cubs cancelled their CoA permits and the aircraft were stored.

On April 10th 1940 the Germans ordered the Værlose Air base vacated and the Danish Army rented one of the hangars at Lundtofte to store three C V’s. The Cubs of the Cub Aircraft Co were now permanently stored at Grønholt and tools and unfinished kits were stored at the factory at Sundkrogsgade in Copenhagen. During 1940 and 41 the field was used by the Danish Airline D.D.L for airline operations. In 1942 the Germans wanted to use Lundtofte as an alternative field for Værlose and with effect from September 1942 the Cub Aircraft Co’s leasing of the airfield was temporarily cancelled. The 3 C V’s were moved to the Høvelte Army Barracks in November. The Luftwaffe soon realized that the field was too small and consequently used it only for glider flying.

In the summer of 1943 the Danish German cooperating company “Nordverk” which repaired German aircraft engines took over the field for engine testing (a task which was later moved to Avedøre south of Copenhagen). Any sabotage made against the field was all after the Cub Aircraft Co. had vacated it.

In 1943, increased opposition and sabotage against German installations and personnel caused the German Army and administration to disarm the Danish forces and take over the governing of Denmark (which until then had its own government) on 29.08.43. All Danish military aircraft which had been stored since 1940 were confiscated by the German military. Until then, after the occupation of Denmark the German business partners (Daimler-Benz and Auto Union) had tried to persuade Chr. Bohnstedt-Petersen to convert his factories at Lundtofte and Copenhagen to the needs of the German armaments industry, but he had refused this and the factories had been confiscated and began making components for German submarines and airplanes.

When the privately owned D.H. 60 Moth OY-DEH on 19.10.43 managed to escape over the North Sea to England the new German administration gave order to confiscate all Danish private aircraft. On 8.12.43 the R.L.M. issued in the "Vereinnahmung der dänischen Sportflugzeuge" that until 31.12.43 all aircraft were to be collected at three airfields in Jutland and on Zealand. Altogether 49 aircraft were given in (as they were civilian property they were considered stolen by the Danish Authorities and are therefore well documented) of which 18 were Piper Cubs the original OY-DUL and 17 having had been manufactured by the Lundtofte factory.(OY-DAO, DAT, DAV, DEP, DES, DIP, DIS, DIT, DOT, DUM, DUO, DUP, DUR, DOT, DYD, DYN, DYT). Here they were inspected and a further fate decided upon.

For the Piper Cubs it was decided that the for export to neutral countries responsible office “GL/F 1” should investigate whether they could be sold to either Sweden or Portugal. We have no account
of these proceedings, but in the case of another aircraft the Army Tiger Moth S-15 which was sold as SE-ANK we can judge something. S-15 did not have a civilian CoA, but was sold by “Wirtschaftsgruppe Luftfarth-Industrie” Berlin to a Swedish company “Björkwallsflyg” for 6300 RM in December 1943. This company sold it to The Halmstad Flying Club and here it was registered with CoA 333 on 29 February 1944 as SE-ANK. After the war the sale was investigated. In the Autumn 1943 Björkwallsflyg was offered from “Wirtschaftsgruppe Luftfarth-Industrie, Berlin” 11 Tiger Moths by a Herr Sacks. In the Swedish register only one Tiger Moth was registered in this period the SE-ANK so obviously only one aircraft was traded. It showed up that the deal had actually been arranged by another Swedish company “Hammar og Co. “ which also had an office in Hamburg. This company had by letter of 26.10.43 been offered 10-12 Tiger Moths available in Denmark, but German owned! One can only guess that other Danish aircraft also later were offered.

Meanwhile two Cubs, OY-DUL and DUP were handed over to the “General der Luftwaffe in Dänemark“ for use as an observation aircraft in checking the military camouflage efforts and thus releasing the until then used two Fw 44 for training duties. The two Cubs were shown on charge by the “6. Abt. des Generalquartiermeisters“ in March 1944. Later, however, mainly as a result of increasing shortages of petrol they were withdrawn from use and after September 1944 they don’t appear on the lists of aircraft on charge.

(As a postscript: At the end of the war American troops in Germany found a Piper Cub with construction number 1319 (that of OY-DUL) and the German Luftwaffe GP+QG. They applied the text “DON’T SHOOT! USA” and “V3” to the aircraft (Photo).

Immediately after the confiscation of the civilian aircraft the Cub-Aircraft Co.Ltd. appealed to the “General der Luftwaffe in Dänemark“ for having the Cubs they had manufactured released for export. This was agreed upon as the German authorities acknowledged that the Cub Aircraft Co. Ltd. was assigned parts manufacture for the German Luftwaffe (assembly of aircraft metal parts) and that ”durch die Zurücknahme der Beschlagnahme der gute Wille der Firma zur Zusammenarbeit gestärkt werden würde”(through return of the confiscated matters the good will of the company for cooperation would be strengthened). The R.L.M., however insisted on receiving copies of the sales contracts of the mentioned orders. Such a contract was in April 1944 supplied for the sale of two Cub J 4C-65’s with Continental-Motor Nr. 315493 to the company Autoropa A/B in Malmö. This was accepted on 19.4.44. The two aircraft were to be delivered on the ferry between Copenhagen – Malmö. In July 1944 the sale of a further 18 Cub J 3 and Cub J 4 to Autoropa A/B was asked for and the request was accepted by the “Oberkommando der Luftwaffe” on 18.08. R.L.M agreed to their delivery on 6.09.44. As already told the Autoropa A/B company in Malmö was an old company connected to the Bohnstedt-Petersen company and had before the war been the sole Swedish importer of the Danish assembled aircraft. There is no documentation for that the 18 Cubs arrived in Sweden and the Swedish Air Authorities has no record of having registered 18 Cubs at this time. Also after the war these aircraft did not surface there or anywhere else. Only two aircraft appeared after the war, but that was in Denmark and they were made of parts found.

Some sources say that several aircraft were sabotaged on a train when it was leaving for Germany, but this cannot be confirmed. The Bohnstedt-Petersen family story tells that on February 9th 1945 Danish saboteurs (once again) entered the now for production disused factory at Sundkrogsgade (near the Copenhagen free harbour) and set it on fire. Chr. Bohnstedt-Petersen and his son managed to drive 15 Hanomag busses undamaged out which had been ordered for the Danish Red Cross to repatriate Danish KZ prisoners from Germany (An agreement between the Swedish Count Bernadotte and Himmler). However, much valuable material on the first floor was destroyed, among this were parts for 13(15) new aircraft and some already registered aircraft which had been stored by order of the Germans (according to the pre-war deliveries there should have been 15 un-built aircraft and 6 Cubs owned by the Cub Aircraft Co. could have been there as well, if we postulate that 2 aircraft were indeed delivered to Sweden in 1944 and another 18 were
scheduled then the figures almost tally!). They had been disassembled and the propellers removed by the Germans. What the fire did not destroy was ruined by the saltwater the fire brigade used from the harbour. Nevertheless enough parts of Cubs were recovered to make two complete aircraft after the war. Serial 2475 was originally laid down in 1939 and was then completed with parts found and registered in 1948 as OY-ABT. The aircraft is now with the Danish Veteran Collection. The other was serial 2491 which was registered in 1957 as OY-FAB (this aircraft is a mystery as nothing had been heard of it when it suddenly was registered in Denmark soon to be sold to Germany as D-EHES)

Chr. Bohnstedt-Petersen was arrested after the war and put on trial for collaborating with the enemy. It took several years, with the case going all the way up to the Danish Supreme Court, before in 1952 he was found not guilty of the charges and acquitted. The persons from Daimler-Benz who had helped the German government appropriate the factory came to Copenhagen to testify on his behalf, stating that he had been forced to turn over the factory against his will.

**Piper J-2 Cub (12 J-2 kits imported)**

**Taylor J-2**

- **339 OY-DUL** 10.7.37 (LD.73) Cub Aircraft Co.Ltd. The aircraft was brought to Denmark by J.Hedegaard as a specimen aircraft and assembled by V.Kramme (of the later SAI company.) It is not included in the list of Lundtofte aircraft, but was the 18th Cub confiscated by the German military.

**Piper J-2C-40**

- 1155 OY-DAO 25.7.38 (LD.88) Flyveklubben "Activ", Lundtofte; 14.05.40 canc.
- 1156 OY-DYN 10.8.38 (LD.89) H.I.M. Jensen, Kastrup; 14.05.40 canc.
- 1157 OH-SNB 24.8.38 (LD.91) 2.09.38 OY Simonsen &Nielsen, Finland; later OH-LPA and OH-CPE
- 1158 SE-AGZ 16.6.38 (LD.82) Aeroklubben Malmö, Sweden 12/7-38
- 1159 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
- 1161 OH-SNA 8.7.38 (LD.84) 23.07.38 to OY Simonsen &Nielsen, Finland; later OH-VSA and OH-GPD
- 1162 OY-DEO 15.7.38 (LD.86) 18.11.38 to O.Poulsen, Belgium as OO-DEO, 20.04.62 canc.

**Taylor J-2C-40**

- 1316 OY-DEP 29.11.38 (LD.97) ex NC17882; Cub Aircraft Co. Ltd, Lundtofte
- 1317 OY-DIP 5.4.39 (LD.105)ex NC17883; V. Fehr & Co, Odense; canc.10.39; 10.3.42 to Lars Bak Larsen
- **1318** 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
- Used by Gen.d.Lw. in Denmark for controlling camouflage, coded GP+QQ; end of war found in Germany by US troops; painted "Don't shoot! USA V-3" (photo)

**Piper J-3 Cub (25 J-3 kits imported)**

**Piper J-3C-40**

- 1163 OY-DUM 28.5.38 (LD.81) Magnus Christiansen, Ålborg.
- 1164 OY-DOM 28.5.38 (LD.80) Sportsflyveklubben København. Dam. in fire during train transport 1.6.43
- **1996** 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
- 1997 SE-AIS 13.9.39 (LD.126) Autoropa Malmö, reg. 21.5.49 to Bohnstedt-Petersen, later D-ERHH

**Piper J-3C-50 Cub**

- 2475 OY-ABT 17.11.48 (LD.297) 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
  - B. Kring, Risskov. Dansk Veteranflysamling (made from surviving parts)
- 2479 OY-DIS 26.5.39 (LD.117) Chr. Vium, Århus; 5.10.39 canc. 27.07.43 to H. Abildskov Petersen, Silkeborg
- 2480 OY-DYT 18.4.39 (LD.107) P. Darel, Dueholm; canc.5/40
- 2482 SE-AIB 13.5.39 (LD.114) 20.6.39 registered to Autoropa Malmö.
- 2485 OY-DUT 6.6.39 (LD.118) Magnus Christiansen, Hober; 6.11.39 canc.
- 2486 SE-AIC 1.7.39 (LD.122) Per Hallin, Lund. Still active
- **2491 OY-FAB** 11.6.57(LD.391) 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
  - 11.06.57 K.A. Rasmussen, Copenhagen; 6.57 as D-EHES, then 1961 back to OY-FAB, destroyed 6.03.1965 Granholt
2492 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
2503 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
2504 SE-AID 13.9.39 (LD.127) Autoropa Malmö, reg. then 6.10.48 reg. to OY-AID Christian Bohnstedt-Petersen A/S, destroyed in a hangar fire 18.06.1949 at Lundtofte
2505 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
2532 OY-DOR 14.2.39 (LD.102) Skandinavisk Motor Co A/S, Odense; 29.06.39 crash Svendborg.
2533 OY-DUR* 14.2.39 (LD.103) Christian Bohnstedt-Petersen, Hegnsholt
2534 OY-DYR* 25.2.39 (LD.104) Magnus Christensen, Ålborg
2535 OY-DES* 8.5.39 (LD.112) P. Perch & J. Østergaard Vejvad, Esbjerg
3157 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
3158 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
3159 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)

Piper J-4 Cub Coupe (8 kits imported)
Piper J-4AC-65 Cub Coupe
4-565 OY-DAV* 30.9.39 (LD.128) Christian Bohnstedt-Petersen, Hegnsholt; 25.6.40 canc.
4-566 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
4-567 LN-HAB 3.4.40 (LD.133) Den Frie Militærtjeneste, Norge. 1501.41 to Widerøes Flyveselskap A/S; stored during the war; 7.12.51 to SAS Flyklubb.
4-568 LN-HAD 27.3.40 (LD.131) Den Frie Militærtjeneste, Norge. 151.41 to Widerøes Flyveselskap A/S; stored during the war; 29.6.55 to Drammen Flyklubb
4-597 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
4-598 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
4-599 9.2.45 destroyed by fire at Sundkrogsgade-fabrikken (stored)
4-600 LN-FAR 23.1.40 (LD.130), later Widerøes Flyveselskap A/S; during the war stored until 1/46

Questions/Conclusions:
18 were confiscated by the Germans and 2 were indeed accounted for as such. 16 aircraft are thus unaccounted for, but figures now suggest that the aircraft owned by Cub Aircraft Co. were stored by them for possible sale (with propellers removed). According to documents the Cub Aircraft Co. and Bohnstedt-Petersen personally owned 5 aircraft (OY-DAO, DUR, DAT, DIT, DAV) which in 1940 were stored in the hangar at Grønholt and later moved to Sundkrogsgade. That leaves 10 for the Germans.

It also leaves 5 completed aircraft and 15 unassembled in the possession of the Cub Aircraft Co. Of the stored aircraft two (J-4’s) were supposed to have been delivered to Sweden in April 1944, and thus reducing the stored number to 13+5. Later exactly another 18 were requested to be exported. No Swedish records shows that to have happened and indeed 13 plus several other were ruined in February 1945. The Swedes are sure that the two aircraft in 1944 were not delivered, but they are missing in the statistics or did they appear later as the OY-ABT and FAB?

Some statistics:
45 were for sure delivered: 12 J-2, 25 J-3 and 8 J-4.
30 received a Danish CoA before 9.4.40. Two after the war
19 received an OY- registration OY-DEO shortly after to OO-DEO
11 were exported 2 OH-, 5 SE-, 3 LN-, 1 OO-DEO
13 or 15 if the two later made are included were not completed and 13 later destroyed

17 were confiscated by the Germans 31/12-43 (shown by an *) BUT Cub Aircraft Co. was allowed to negotiate an eventual sale to Sweden of 2 and later 18 more (probably including the unfinished 13 which were later burnt plus the 6 or some of company owned which were allegedly ordered, with removed propellers, by the Germans to be stored at the Copenhagen factory). In the fire on 9. February 1945 it is mentioned that “several” registered Cubs were destroyed, was it all the 16 not used by the Germans or only the 6 which were owned by Bohnstedt-Petersen (OY-DOA, DAT, DAV, DEP, DIT, DUR).
<table>
<thead>
<tr>
<th>Aircraft Model</th>
<th>Registration Numbers</th>
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<tr>
<td>Taylor J-2</td>
<td>339 OY-DUL</td>
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<td>Taylor J-2C-40</td>
<td>1317 OY-DIP</td>
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<tr>
<td>Piper J-2C-40</td>
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<td>1155 OY-DAO</td>
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<td></td>
<td>1157 OH-SNB</td>
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<td>1159 destroyed by fire</td>
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<td>1158 SE-AGZ</td>
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<td>1160 OY-DUO</td>
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Piper J-3C-40

1161 OH-SNA

1318 destroyed by fire

1162 (OY-DEO) OO-DEO

1319 OY-DUP found in Germany 1945

Piper J-3C-50 Cub

1163 OY-DUM

1164 OY-DOM

1995 OY-DIT

1998 OY-DAT

1997 SE-AIS > OY-AIS

1996 destroyed by fire

1998 OY-DAT
### Piper J-4AC-65 Cub Coupe

<table>
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<th>Model</th>
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<tr>
<td>4-567 LN-HAB</td>
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<td>4-597 destroyed by fire</td>
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<td>4-600 LN-FAR</td>
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The Copenhagen factory burnt 9. February 1945