



Aeroclub of Lithuania

Proposal for awarding Benvanutas Ivanauskas,
a restorer of historical gliders

with

FAI Phoenix Diploma

2024



Phoenix award

- This Diploma, established by the FAI in 1978 may be awarded for the best reconstruction or restoration of a vintage (more than 30 years old) aircraft achieved by an individual amateur.
- Each FAI Member may annually submit the name of one candidate for this Diploma to the FAI Amateur-Built Aircraft Committee for consideration.
- Only one Diploma shall be conferred each year.



- Aeroclub of Lithuania, a NAC of Lithuania, is submitting the candidature of Benvenutas Ivanauskas for the FAI Phoenix Diploma
- Mr. Ivanauskas is engaged into aircraft restoration activities since mid-2000's, when he was working as a technician at the Lithuanian Museum of Aviation. There he was in charge in restoring Museum's exhibits.
- Having quit his work at the Museum Mr. Ivanauskas continued as independent aircraft technician, with the hobby of vintage aircraft restoration. Partial list of his restored aircraft is provided in next slides.
- Two key achievements of Mr. Ivanauskas are the restoration of two historical Lithuanian gliders – Oškinis' *T-1 (BrO-1)* and *BrO-9*.



BrO-9 Žiogas

BrO-9, an advanced trainer, designed by Bronius Oškinis in 1952. Being assessed being better than anything of its class available in Soviet Union at that time, it was mass produced in 1954-1955 at the Simferopol Gliders Workshops (then occupied Ukraine). A total of 320 BrO-9's were manufactured. The glider's wooden frame, however, resulted in a very short time span, and by 1958 all BrO-9s were destroyed or scrapped.



Replica BrO-9 Žiogas after its first test flight, 2020



Mass produced BrO-9 in Simferopol, Ukraine 1955

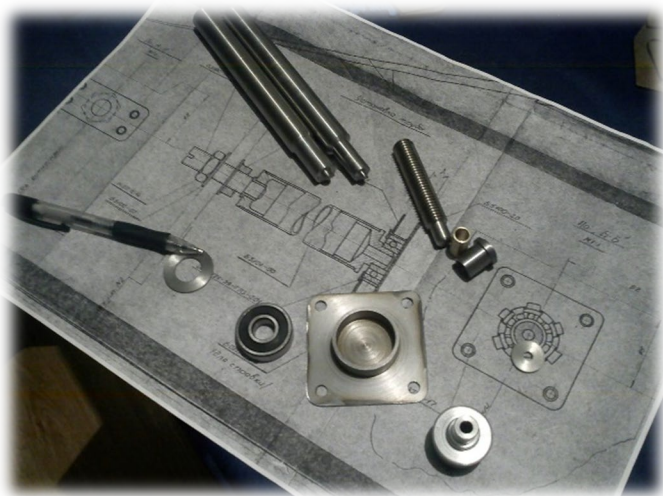


BrO-9 Žiogas: reconstruction process

Restoration works included recovery of original drawings, additional calculations and material research to fill in the gaps and filling in the gaps of missing documents.

The reconstruction of BrO-9 took over a decade. All the wooden and metal parts were built by Ivanauskas himself. The fabric used was as close as possible to the original one.

The glider was painted in original green. The aircraft was test flown on 15.07.2020 and registered LY-BHH.





T-1 Technikas (BrO-1)

Technikas T-1 (BrO-1) - first mass produced Lithuanian glider. Created in 1931 as an upgraded licence copy of RRG 23 „Zögling“, a simple and easy-to-make construction was intended to be copied and made using local resources and capacities. The person in charge of construction was Bronius Oškinis, then a 19-year-old 4th grade student. Oškinis made improvements to the original drawings, installed struts, made rounded wing tips and bigger tail, thus increasing its lift-to-drag ratio.

Several copies of “T-1”, latter titled BrO-1, under his developer, were made in Ukmergė Technical college and other enthusiasts.

A total of up to 10 BrO-1/T-1s were made. They constituted the backbone of Lithuanian sailplane initial training system and were extensively used in Kulautuva, Nida, Ukmergė, Biržai training grounds until 1940.



Original Technikas-1 (BrO-1) in 1932, Kaunas



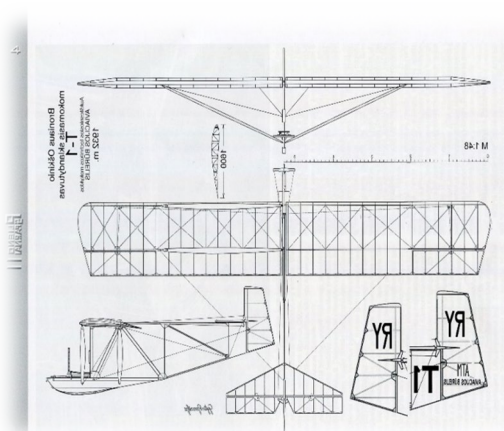
Replica T-1 (BrO-1) in 2020, Nida



T-1 Technikas (BrO-1): reconstruction process

During 2015-2022, basing on preserved drawings B. Ivanauskas built a flightworthy replica of BrO-1. All works, from drawings to production, was performed by B. Ivanauskas alone.

The replica was officially presented on 04.07.2022 in Nida (Curonian Spit, Lithuania), near the location of interwar Nida Gliding School, where most of the original T-1's/BrO-1's were used in summer months of 1934-1938.





Vintage gliders, restored by B. Ivanauskas



- a 1958 **EoN Olympia 419**, one of 7 ever built, restored to flyable condition in 2009. Tail No. LY-OLY.
- a 1954 **Scheibe Bergfalke III**, single-handed restored in 2011. Tail No. LY-AXI, extensively used for training flights.
- a 1967 **Scheibe SF-27 Zugvogel V**, restored to a flyable condition in 2024. It took almost 2 years to complete this project. Tail No. LY-BLR, EYPR), extensively used for training flights.
- a 1959 **Scheibe Spatz / L-Spatz 55**, single-handed restored to a flyable condition twice. (first restoration in 2007, (then tail No. LY-GNK), second– in 2023 (Tail No. LY-GUN).
- **Schneider Grunau Baby lib**, restored to a flyable condition during 2010-2011. Test flown on 30.09.2010, tail No. LY-TBA.
- A 1953 **SZD 12 Mucha 100**, restored to a static display condition in 2010 on the request of the Lithuanian Aviation Museum.
- A 1982 **BrO-23KR Garnys**, restored to a flyable condition in 2009
- a replica of 1938 **Schneider DFS 108-14 SG-38 Schulgleiter**, produced in 2022.



Benvenutas Ivanauskas:
restorer of vintage gliders,
a candidate for FAI Phoenix Diploma



Thank you for your consideration!