



EXPERIMENTAL AIRCRAFT ASSOCIATION

O F F I C I A L

E A A J U D G I N G

S T A N D A R D S M A N U A L



FOREWORD

The EAA Official Judging Standards is compiled by the EAA Judging Standards Committee. The EAA Official Judging Standards is the basis of judging at EAA AirVenture Oshkosh and other major fly-ins and provides judges and the exhibitor/competitors in each class the rules and criteria, which are used in evaluating the aircraft.

The purpose of the EAA Official Judging Standards is to provide uniformity and continuity of judging standards to all concerned especially the judges, fly-in directors, and participants of all major events across the United States and around the world. These EAA Official Judging Standards are continuously monitored and updated to reflect changes as they evolve in all these fields, and changes may be implemented before they are published. EAA Members are encouraged to submit their comments and recommendations per the procedures outlined in the EAA Judging Policy published at the end of this Forward. We look forward to responding to the comments made by EAA members who would like to improve the Judging Standards.

The Judging Standards Committee represents the EAA Board of Directors and President in all aspects related to standards and judging at the annual International EAA AirVenture Fly-In and Convention held annually on Wittman Field, Oshkosh, Wisconsin. **It is the intent that this manual serves as the standard for judging at major EAA regional and local events.**

Applicable to the annual EAA Fly-In, with the exception of the Homebuilt Aircraft section, the Judging Chairmen of the different judging disciplines will be chosen by the Boards of Directors of the respective Divisions (where applicable) or by the Advisory Councils, with the approval of the Judging Standards Committee. The Judging Chairmen of the Homebuilt Aircraft will be chosen by the Judging Standards Committee with the approval of the Chairman of the EAA AirVenture Fly-In.

This is a living document. Changes and revisions, designed by Judges, representing EAA and all EAA Divisions, and approved by the Judging Standards Committee, will be implemented as necessary even before the publication of those changes in the new revisions of the manual. Every effort will be made to update this publication online as soon as possible after a revision has been made.

Bob Reece, EAA #82844
Chairman, EAA Judging Standards Committee
Chief Judge, EAA AirVenture

AWARDS

The EAA awards program highlights the accomplishments of EAA members across the wide spectrum of aviation interests that EAA encompasses. EAA's awards are recognized worldwide as the most prestigious for aircraft construction and restoration.

During EAA AirVenture Oshkosh, we encourage all members to honor the achievements of their peers at the various awards ceremonies. If you are an aircraft builder or restorer, we encourage you to attend the awards ceremony for your interest area, to receive your award and the applause of your fellow EAA members. All EAA members are encouraged to attend the awards ceremonies when they can learn more about the judging system, and recognize the outstanding achievements of their fellow members.

For information on the exact time and place of the awards for your area of interest, please see EAA's annual convention newspaper, *AirVenture Today*. We hope to see you there!

Ed Wischmeyer, EAA #18879
Awards Committee Chairman, EAA AirVenture

THE JUDGES

The judging of contest aircraft is a difficult, demanding, rewarding, and sometimes-thankless job. Each year the quality of aircraft presented at AirVenture is better than the last, and the burden of choosing among them is greater. The primary effort is to be objective and as professional as possible in evaluating the aircraft. The resulting decisions represent the consensus of a number of judges who have devoted considerable time and effort and who are aware of the importance of their decisions to the exhibitors.

Judging is a voluntary activity with the only rewards being the satisfaction of a meaningful job well done. The judges not only donate their time and considerable effort, but they are also knowledgeable and bring a high degree of professionalism. They are to be commended for the dedication that they all bring to this effort as they honor their fellow EAA members through their volunteer services.

The decisions of the judges are final. In all categories, there will be no tied score. The chief judge has the ability to cast a tie-breaking vote. This is the only vote the chief judge has in the scoring system.

GENERAL

Any aircraft that has won an award at AirVenture, will not be eligible for the same or a lesser award in subsequent years. In any given year, all aircraft are eligible to be judged in only one division; any aircraft that has been judged in any of the divisions is ineligible to be judged in any other of the divisions. In order to be judged, the aircraft must be parked in the appropriate area. Any aircraft that has won an award in any division will in subsequent years be ineligible to be judged in any other division. In every category (unless otherwise excepted) in order to be eligible to be judged, the aircraft must either have flown to the convention or be observed to fly during the convention. Scale Replicas (a replica that is less than full size) will be regarded as Homebuilt, with certain exceptions as noted.

EAA STATEMENT OF AIRCRAFT JUDGING POLICY

Since its inception over 50 years ago, EAA has chosen to underscore the outstanding achievements of its members in a variety of ways, including the presentation of awards to those aircraft that exhibit a high degree of craftsmanship and ingenuity in their construction or restoration.

EAA is grateful for the work done on a year-round basis by the volunteer leadership of the EAA Judging community, and wish to make it clear to members and other interested parties that the implementation and execution of the Judging Standards is the responsibility of the EAA volunteer judging community.

EAA Headquarters staff is involved in the logistic and documentation aspects of the EAA Judging Standards, and is in no way involved in the selection of those aircraft deemed by the judges as worthy of an award. Awards selection is made by the volunteer judges, and their decision in these matters is final.

EAA reserves the right to add to or subtract from the awards lists, in consultation with the chairman and the members of the Judging Standards committee.

Major events which have sponsorship agreements with EAA, and local chapter events, are expected, by virtue of their signed agreement or their "good standing" status, to agree to utilize the EAA Judging Standards Manual in its entirety, with no modification, including but not limited to the awards to be presented (a shorter or consolidated list of award types in type categories is permitted). Also, no additional awards can be added to this list without the concurrence of the Committee. Requests for changes and any subsequent approval for such a change shall be made in accordance with the procedure outlined below.

The Judging Standards Committee is composed of the following members:

Chairman, EAA Judging Standards Committee
Chairman, Homebuilt Aircraft Judging
Chairman, Vintage Aircraft Judging
Chairman, Warbirds of America Judging
Chairman, Rotorcraft Judging
Chairman, Ultralight/Light-Sport Aircraft Judging
Chairman, Seaplane Judging

Requested changes to the EAA Judging standards manual will be reviewed by the Judging Standards Committee on a regular basis. Requests, in writing, are to be mailed to this address:

Experimental Aircraft Association, Inc.
Tom Poberezny, President
RE: Judging Program Change Request
PO Box 3086
Oshkosh, WI 54903-3086

E-Mail: EAAJudgingChangesRequest@eaa.org

Acknowledgement of receipt by EAA Headquarters of a request for a change to the standards will be made via regular mail. Both E-mail and regular mail requests shall include a full mailing address and e-mail address, if possible, and should include a clear description of the change(s) requested, and justification for such a change.

Unless urgent action is needed, the committee will review requests for changes during the fall/winter season. The Judging Standards committee will review each request and make a recommendation to maintain or revise the current standards. Meetings can be face-to-face or electronic (e-mail, web-based audio/video) in format.

A written report detailing the current members of the committee, meeting attendance and disposition of the requests will be created by the chairman of the Judging Standards Committee, and will be forwarded to the President on an annual basis, or more often if deemed necessary by the chairman.

TABLE OF CONTENTS

I AIRCRAFT JUDGING
SCORING DECISION TREE

II HOMEBUILT AIRCRAFT

III VINTAGE AIRCRAFT

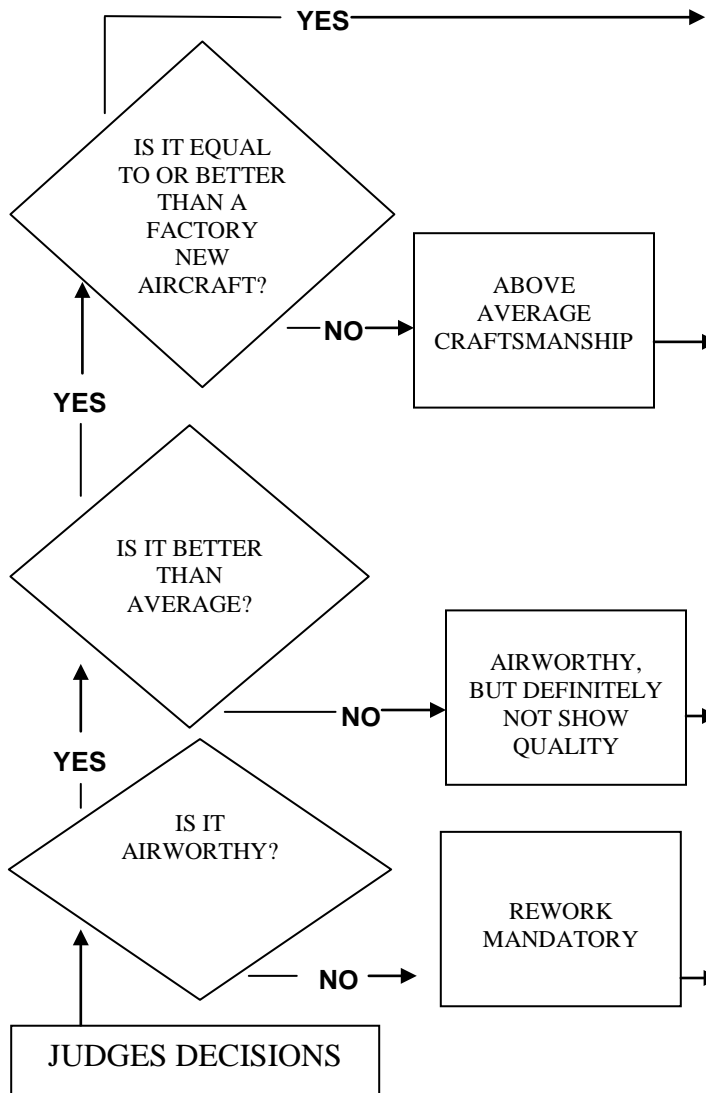
IV WARBIRDS

V ULTRALIGHTS /
LIGHT-SPORT AIRCRAFT

VI ROTORCRAFT

VII SEAPLANES

AIRCRAFT JUDGING SCORING DECISION TREE



JUDGE'S IMPRESSION	TYPICAL OBSERVATIONS	SCORE
PERFECT, IMPOSSIBLE TO DO BETTER	Flawless in all respects	10
EXCELLENT, VERY MINOR FLAWS	Outstanding workmanship. Exceptional attention to detail. Flaws difficult to detect.	9
VERY GOOD. MINOR FLAWS	Very fine workmanship. Flaws apparent to the trained eye, but not distracting.	8
GOOD. SHOWS PRIDE IN WORKMANSHIP	Very good attention to detail. Shows high standards of craftsmanship and polish. Strong show quality.	7
SOLIDLY ABOVE AVERAGE. LOOKS GOOD.	Very solid and consistent. Shows attention to detail. Minor flaws are easy to detect.	6
SLIGHTLY ABOVE AVERAGE	Exhibits consistency, but could easily be improved with only slightly more work and minimal attention to detail.	5
AVERAGE	Generally meets the aeronautical standards with some inconsistencies. Slightly under or over built in some areas, little finesse or detail.	4
FUNCTIONAL	Builder made no obvious attempt to do work beyond that necessary to do the job.	3
CRUDE	Workmanship skills totally lacking. Work is questionably functional with little regard to aeronautical standard.	2
VERY CRUDE	Airworthiness marginally acceptable. Not done to aeronautical standard or equivalent.	1
MAJOR DEFICIENCY	Deficiency is a safety of flight item with potential for catastrophic flight failure.	0

ROTORCRAFT

I. REQUIREMENTS FOR ROTORCRAFT JUDGES

- A. The Judging Chairman shall be selected by the Rotorcraft Chairman subject to the approval of the Judging Standards Committee.
- B. Judges shall be selected by the Judging Chairman subject to the approval of the EAA Judging Standards Committee and the Rotorcraft Chairman.
- C. Rotorcraft Judges shall have the following qualifications:
 1. Current EAA membership in good standing.
 2. Knowledge of rotorcraft construction methods and safety requirements, along with workmanship and flying.
 3. Experience should have come from building and flying of the rotorcraft type he is to judge.
 4. Active participant or enthusiast in the rotorcraft movement.
- D. The judges are to be aware that they represent the EAA and act accordingly. They will be diplomatic in their dealings with the exhibitors and constructive in their criticism.



II. JUDGING

A planning meeting shall be held each day of the fly-in at an agreed time to discuss operating practices and review ratings. Judging shall be done each day of the fly-in to accommodate the new arrivals and until all craft have been judged.

Judging shall be completed and final decisions made by the morning of the day before the awards ceremonies so that the Awards Chairman will have time to prepare the awards. Only rotorcraft that are registered at aircraft registration will be judged. "Judge Me" stickers will be provided to the exhibitors and must be applied to the craft in order to be judged. The judges shall initial the sticker after inspection of the machine.

Judges shall use the rating form provided in this book.

Three or more judges shall be used.

The decisions of the judges are final. In all categories, there will be no tied score. The chief judge has the ability to cast a tie-breaking vote. This is the only vote the chief judge has in the scoring system.

It is of prime importance that each aircraft presented for judging be treated in an unbiased manner. Judges who consider their review of a particular aircraft as biased, either due to personal acquaintance with the builder, or personal knowledge of its construction may excuse themselves from judging that aircraft.

Each aircraft shall be judged on all features that are visible.

The judge may request the owner to open the cockpit, engine cowl or other access panels to view internal appointments of structure. Such a request should be made by at least two judges in order to prevent repeated requests and inconvenience to the owner. Refusal by the owner to do so will leave the judges to their own discretion regarding these areas, and may result in point deductions.

Each judge may develop his/her own technique for judging. The technique of judging is of small consequence so long as the objectives of the judging program are met.

Most owners are proud of their aircraft and spend considerable effort to remove dust, oil and exhaust stains from their aircraft. An aircraft, which is obviously not cared for, should be downgraded. Aircraft are intended to fly and allowances will be made for discoloration and the inevitable minor traces of flight. An aircraft need not be absolutely new in order to compete.

Each of the listed awards will be given only if there is present on the field an aircraft that qualifies for the award.

With the approval of the Judging Standards Committee and the Awards Committee, special awards may be given when warranted.

III. ELIGIBILITY FOR AWARDS

The aircraft should be amateur built. For an aircraft to be classed by the FAA as Amateur Built, 51% of its construction must have been accomplished by the owner/builder. The judges shall be alert for those aircraft that have not been built by the exhibitor. These craft do not represent an accomplishment of the owner and should be down rated. The owner is encouraged to document the building process and to bring that documentation, especially including photos, to the fly-in for the benefit of the judges. In particular, the logbooks and registration certificate should also be available to the judges. Without such documentation, points may be deducted, particularly in comparison with other aircraft with which there is conclusive documentation of the owner's participation in the major part of the construction.

The rotorcraft must be a flying machine. All of the FAA required flying hours must have been flown off in order to be eligible for any of the awards. However, rotorcraft need not have flown at the convention in order to be eligible.

Any rotorcraft, which has won an award at the fly-in, will in the future be eligible only for a higher award.

Change of ownership does not qualify an aircraft to be judged for an award previously won by a past owner for the same aircraft. However, if the aircraft was significantly improved and additional documented restoration work was accomplished, then it could be considered again for judging. In all cases of eligibility, etc., a vote by the majority of judges will be used to decide.

IV. JUDGING CRITERIA

- A. General appearance
- B. Power plant installation
- C. Rotor or tail assembly
- D. Wheel and landing gear
- E. Cockpit and controls
- F. Rotor and propeller
- G. Standard aircraft construction procedures
- H. Judging of rotorcraft relies heavily on the knowledge and experience of the judges, and these guidelines are only to help as a general rule.
- I. General: These rotorcraft are flying craft and so consideration will be given for the normal evidence of flight.

- J. Difficulty Points: A maximum of 5 bonus points may be given when comparing dissimilar rotorcraft based on the differences in complexity and construction effort involved.
- K. Aircraft owner must be a current EAA member in good standing.

V. AWARDS

- A. GRAND CHAMPION..... (Gold Lindy)
- B. RESERVE GRAND CHAMPION (Silver Lindy)
- C. CHAMPION.....(Bronze Lindy)
- D. THE "KEN BROCK OUTSTANDING WORKMANSHIP AWARDS" -- one or two at the judges' discretion.....(Plaques)

**EAA ROTORCRAFT
JUDGING AND SCORING FORM A**

SHEET NO. _____ DATE _____

ROTORCRAFT MAKE _____ **N-NUMBER** _____ **COLOR** _____

ENGINE DATA -- MFG. _____ **H.P.** _____

OWNER _____ **EAA #** _____

(Required)

ADDRESS _____

PHONE # _____ **E-MAIL ADDRESS** _____

SCORING

	POOR 0 - 4	FAIR 5 - 7	GOOD 8 - 10	V. GOOD 11 - 13	EXCELLENT 14 - 16		SUB TOTAL
GENERAL APPEARANCE							
COCKPIT AND CONTROLS							
ENGINE PACKAGE							
ROTOR BLADES AND HEAD ASS'Y							
LANDING GEAR							
TAIL OR TAIL ROTOR ASS'Y							

JUDGES NAMES

COMMENTS

TOTAL POINTS

NOTES

NOTES

SUPPORT PROVIDED BY



AeroShell[®]

Flight Jacket[™]



EXPERIMENTAL AIRCRAFT ASSOCIATION

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