



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.

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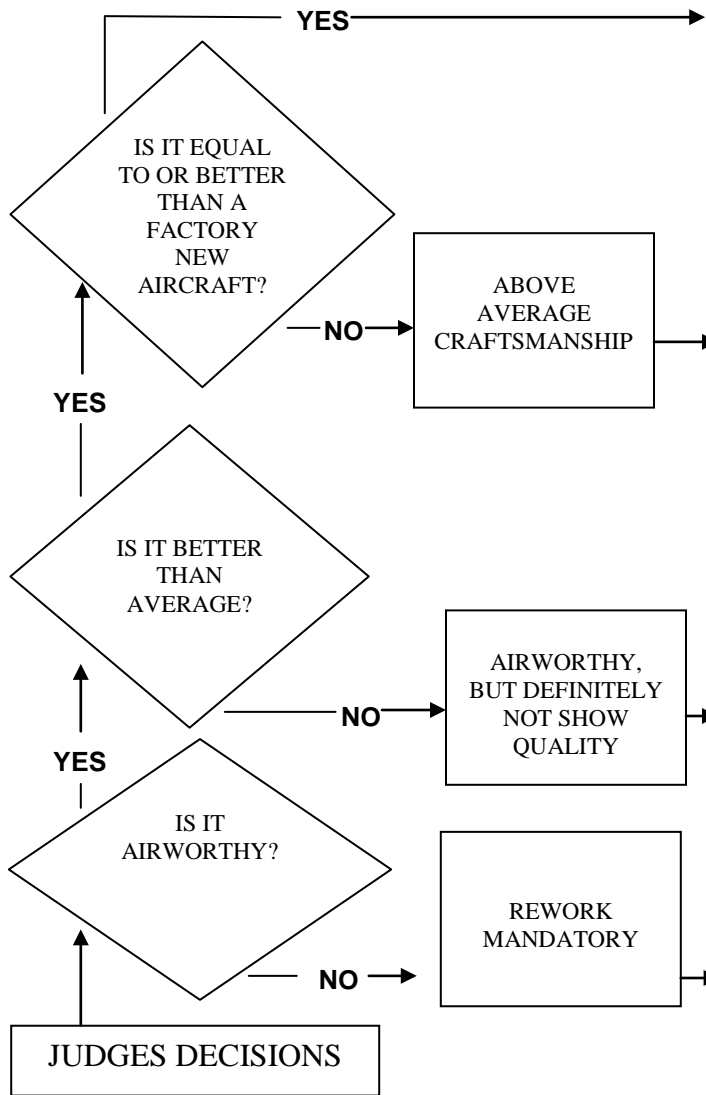
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AIRCRAFT JUDGING SCORING DECISION TREE



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



VINTAGE AIRCRAFT **ANTIQUE, CLASSIC, AND CONTEMPORARY**

I. FORWARD

The purpose of this section of the EAA Official Judging Standards is to lay the groundwork for a viable set of restoration, maintenance, and construction standards against which Vintage aircraft may be judged. The philosophy of these standards must meet two basic criteria. One, the system must be simple. Two, the system must allow consistent and fair competition between common and exotic types.

Throughout these standards will be found the one concept that reflects the opinion of the majority of those individuals contacted during the development of these guidelines. That concept is **authenticity**. The standards are constructed to encourage the individual to complete and maintain a "factory fresh" aircraft. If the individual's desire is to deviate from this goal for personal whim, or other reasons, the "cost of not conforming to pure authenticity is known in advance." A portion of the guidelines pertains to the documentation of authenticity as it relates to the aircraft. The exhibitor is encouraged to prove the authenticity with pictures, letters, factory specifications, or any of the means, which will alleviate the need for "judge's opinion" in determining authenticity.

The exhibitor may assist the inspection by the judges. Judges will not remove inspection plates nor open panels without the presence and permission of the owner.

II. DEFINITIONS

A. Antique Aircraft

An aircraft constructed by the original manufacturer, or his licensee, on or before August 31, 1945, with the exception of certain Pre-World War II aircraft models, which had only a small post-war production, shall be defined as Antique Aircraft. Examples: Beechcraft Staggerwing, Fairchild 24, and Monocoupe.

B. Classic Aircraft

An aircraft constructed by the original manufacturer, or his licensee, on or after September 1, 1945, up to and including December 31, 1955.

C. Contemporary Aircraft

An aircraft constructed by the original manufacturer, or its licensee, on or after January 1, 1956, up to and including December 31, 1970.

D. Continuously Maintained Aircraft

An aircraft with proof of construction by the original manufacturer, or his licensee, which has received periodic maintenance, repair, recover, and/or replacement of parts, but which has never been completely disassembled and rebuilt or remanufactured to new or better-than-new condition.

E. Restored Aircraft

An aircraft with proof of construction by the original manufacturer, or his licensee, that has been disassembled into its component parts, which were then either, replaced, refurbished, or remanufactured to be equal to or as good as new condition.

F. Customized Aircraft

An aircraft with proof of construction by the original manufacturer, or licensee, which has been obviously modified from its original appearance. Such modifications could include airframe structural changes, paint schemes, interior and upholstery, instrument panel, or engine and cowling, etc.

G. Replica Aircraft

An aircraft constructed exactly to the original manufacturer's plans, full size in scale, but not constructed by the original manufacturer or his licensee.

III. SELECTION OF JUDGES

Judges will be selected by the Chairmen of the respective Classes subject to approval by the Board of Directors of the Vintage Aircraft Division and the EAA Judging Standards Committee.

IV. QUALIFICATIONS OF JUDGES

A judge shall be a current member in good standing of the EAA and a member of the EAA Vintage Aircraft Association. (Exceptions can be made in special circumstances subject to the approval of the EAA Judging Standards Committee.) Judges will have a thorough knowledge of the aircraft type and vintage being judged, this knowledge having been gained from actual experience flying and/or maintaining such vintage aircraft. Judges qualifications may also be acquired by historical research or actual restoration experience.

V. GUIDELINES FOR JUDGES

Judges shall be guided by the following general policy. The prize-winning aircraft is either **in**, or has been **restored to**, factory fresh condition. In the case of restored aircraft, the quality and authenticity of the completed restoration is the main issue. **The best restoration is the one that most closely approaches factory fresh condition. Authenticity is to be emphasized. Any alterations**, for whatever purpose, with the exception of **safety items** and necessary alterations to meet current FAR requirements, are discouraged. These are covered in the standard deductions on the judging sheet. Duplication of parts should be as close to the original as possible. Penalties are to be given for lack of restraint in "**over restoration**." Judging for cleanliness should take into consideration the extent to which the aircraft is used. An authentic restoration should not be penalized when it bears only the oil and grease normally accumulated in operation of the aircraft. This will not excuse a poor presentation for lack of the routine cleaning and polishing which a show plane deserves. **Aircraft must be flown to or during the fly-in.**

The proof of authenticity is to be in the form of a book, which documents the history of the aircraft. The purpose of this presentation book is to authenticate the restoration or preservation of the aircraft. Preferably, photos will document the state of the aircraft before, **during**, and after the restoration.

Replicas shall be judged as a separate category. If there are sufficiently large numbers of replicas entered in competition, they can be sub-categorized into all the classifications and sub-classifications presently used.

VI. JUDGING CATEGORIES AND CLASSIFICATIONS

Listed below are complete categories and subdivisions that will apply. The date range of the antique and classic categories has been standardized and will remain intact. The contemporary category date range may be extended as experience dictates. New categories may be initiated as progress warrants.

To be eligible for an EAA Award, the owner/operator must be a member in good standing of Experimental Aircraft Association and Vintage Aircraft Association.

Awards will be given only where indicated by the presence of aircraft of superior quality, which warrant this level of recognition. Special awards may be given at the discretion of the judges subject to the approval of the Judging Standards Committee.

Any vintage aircraft, which at one time was owned and/or operated by any recognized military organization, will be judged on the basis of its former military appearance, unless a comparable civilian model of that aircraft was offered for sale by the original manufacturer or his licensee.

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.

ANTIQUÉ AIRCRAFT

GRAND CHAMPION

RESERVE GRAND CHAMPION

PIONEER AGE (Prior to 1918)

Champion

Runner Up

GOLDEN AGE (1918-1927)

Champion

Runner Up

Outstanding open cockpit biplane

Outstanding closed cockpit biplane

Outstanding open cockpit monoplane

Outstanding closed cockpit monoplane

SILVER AGE (1928-1936)

Champion

Runner Up

Outstanding open cockpit biplane

Outstanding closed cockpit biplane

Outstanding open cockpit monoplane

Outstanding closed cockpit monoplane

BRONZE AGE (1937-1941)

Champion

Runner Up

Outstanding open cockpit biplane

Outstanding closed cockpit biplane

Outstanding open cockpit monoplane

Outstanding closed cockpit monoplane

WORLD WAR II ERA (1942-1945)

Champion

Runner Up

Outstanding open cockpit biplane

Outstanding closed cockpit biplane

Outstanding open cockpit monoplane

Outstanding closed cockpit monoplane

CUSTOMIZED AIRCRAFT (Any antique aircraft age)

Champion
Runner Up
Outstanding

TRANSPORT CATEGORY

Champion
Runner Up
Outstanding

WORLD WAR II MILITARY TRAINER/LIAISON AIRCRAFT

Champion
Runner Up
Outstanding

REPLICA AIRCRAFT (Any antique aircraft age)

Champion
Runner Up
Outstanding

ANTIQUA-CUSTOM BUILT

Champion
Runner Up
Outstanding

CLASSIC AIRCRAFT

GRAND CHAMPION

RESERVE GRAND CHAMPION

CLASS I (0-80 hp)

CLASS II (81-150 hp)

CLASS III (151-235 hp)

CLASS IV (236-up hp)

CUSTOM CLASS A (0-80 hp)

CUSTOM CLASS B (81-150 hp)

CUSTOM CLASS C (151-235 hp)

CUSTOM CLASS D (236-up hp)

OUTSTANDING

Aeronca Champ	Cessna 190/195	Stinson
Aeronca Chief	Ercoupe	Swift
Beech	Luscombe	Taylorcraft
Bellanca	Navion	Limited Production
Cessna 120/140	Piper J-3	
Cessna 170/180	Piper-other	

CONTEMPORARY AIRCRAFT

GRAND CHAMPION

RESERVE GRAND CHAMPION

OUTSTANDING CUSTOMIZED

CLASS I SINGLE ENGINE (0-160 hp)

CLASS II SINGLE ENGINE (161-230 hp)

CLASS III SINGLE ENGINE (231-Up hp)

CUSTOM MULTI ENGINE

OUTSTANDING

Champion	Limited Production
Beech Single Engine	Best Continuously Maintained
Beech Multi Engine	
Bellanca	Cessna 170/172/175
Cessna 150	Cessna 310
Cessna 180/182/210	Mooney
Piper PA-18 Super Cub	Piper PA-23 Apache-Aztec
Piper PA-24 Comanche	Piper PA-28 Cherokee
Piper PA-22 Tri-Pacer	

VII. FORM EXPLANATION AND USE

Judges shall understand that the maximum attainable would be a perfect score grand champion without qualification. It could never be surpassed, and it could only be tied by another perfect score grand champion. Consistency and fairness are to be the main criteria in judging.

1. **General Appearance**

This is the only category, which covers the aircraft in its entirety. Workmanship, authenticity, cleanliness, and maintenance of the aircraft are the criteria. Judges shall consider the aircraft and its airworthiness as a whole and not as individual pieces. A non-authentic color scheme, modern finish, fabric other than original, non-authentic striping or decorations should warrant the use of negative points. Markings, done in good taste, should not be penalized. Aircraft showing use of metal that has replaced the original use of fabric or plywood skinning will be penalized substantially. Use of non-original type nuts, bolts, cable splices, safety wire, etc., will also be penalized.

2. **Cockpit**

Anything visible within the cockpit and passenger compartments comprises the items under inspection in this category. Authenticity shall be stressed in the finish, upholstery (or lack of), instruments, controls, and other components. The operational condition of all components, the workmanship and the attention to detail are considered important. Installation of modern electronics should not be penalized providing the installation does not detract from the authenticity of the instrument panel or other components. Use of "display only" radio faceplates as covers for modern electronics installed in original factory-defined positions is encouraged. Deductions shall be made for alterations made to the throttle, stick, or control wheel. Non-authentic upholstery material or patterns should result in deductions. Chroming of parts not originally chromed will earn minus points.

3. **Engine**

Consideration is to be given to the correct engine as well as to its mounting, cowling, accessories, and propeller. Again, authenticity is to be stressed. There should be nothing on or in the engine compartment that was not there originally. Everything is to be installed in a first class manner according to the way it was when it left the factory. Plus points are to be given for authenticity. Any non-original engine, component, accessory, engine mount, propeller, or spinner, as well as any non-authentic chroming will receive minus points. Later or increased HP models of the original engines will receive little or no penalty.

4. **Landing gear**

This category includes brakes, wheels, tires, landing gear fairings, and wheel pants or covers, if any. Smooth tires are to be given plus points if the aircraft was originally equipped with them. If streamlining was accomplished by balsa wood and wrapping, the quality of workmanship and authenticity of this should be considered. If the wheels are retractable, the wheel wells are to be part of the inspection. Credit is to be given for flying an authentic tail skid. Credit is given for tail wheels that are authentic. Points are to be deducted for non-authentic tires or tires of improper size. Non-authentic materials used for fairings of wheel pants are causes for penalty points.

5. **Fuselage**

When judging the fuselage, the first consideration is its general all-over configuration. Where applicable has the restorer been authentic in duplicating the shape via stringers and woodwork? The entire fuselage including all struts, mechanism, gear mountings, and covering is to be examined for workmanship and authenticity. If possible, the judges shall view the fuselage interior for quality of inside restoration. The point should be stressed that it is the exhibitor's prerogative to refuse removal of any inspection covers; however, it is urged that the exhibitor be cooperative, since the inside of the fuselage is a major

portion of the restoration of an aircraft. The quality of workmanship of formers, woodwork, general finish, inside tubes, pulleys for the cables, the condition of the cables, and the interior finish on the tubes are all points that should be considered. Points will be deducted for fairings, cowlings, or windshields that are non-authentic.

6. **Wings and Tail Surfaces**

Judges shall examine the exterior covering and finish reinforcing tapes, struts braces and wires, ailerons, flaps, navigation lights, fairings to center sections, the center section, gas tank and gas tank cap (if mounted in the center section), wing-walk and wing-to-fuselage fairings. The tail surfaces, including the horizontal stabilizer, elevator, fin, rudder, bracing wires, and attach fittings should all be considered. If the exhibitor, as suggested in the fuselage section, will allow a look inside the wings for condition of the structure, it should be considered. Again, he/she has the right to refuse such entry if it means removing a cover plate, and he/she does not wish to do this; however, an uncooperative exhibitor should be prepared to lose a couple of points. The inside condition of wings will show the quality of the restoration. Judges shall not be looking for "brand new" wings as much as for workmanship in the restoration. The important aspect is to observe that the wings are in a generally new condition showing the wood to be clean and freshly varnished, excellent craftsmanship is evident in the finishing of the fittings, and warped ribs have been replaced. There are many wings flying that have not been restored prior to recovering, or that have never been recovered. Non-authentic wires, struts, pitot tube, landing lights, or other related items will receive negative points.

7. **Presentation Book**

Proof of authenticity contained within the presentation book is to be judged on details of the contents relative to the authenticity of either a continuously maintained or restored aircraft and not on the beauty or artistic quality of the book itself.

8. **Degree of Difficulty**

If it is significant the difficulty involved in the reconstruction of a restored aircraft or in the preservation of a continuously maintained aircraft should be taken into consideration.

9. 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.

EAA VINTAGE AIRCRAFT ASSOCIATION

OFFICIAL AIRCRAFT JUDGING AND SCORING FORM

AIRCRAFT _____ YEAR _____ N# _____ CONTEMPORARY _____ ANTIQUE _____ CLASSIC _____
 OWNER _____ EAA # _____ CUSTOM _____ REPLICA _____
 ADDRESS _____ (Required) E-MAIL ADDRESS _____

APPEARANCE ONLY (+)			AUTHENTICITY MINUS POINTS (-)		
Poor – Fair – Good – Very Good - Excellent			Maximum Deduction		
GENERAL	P	0 - 4	NON-AUTHENTIC COLOR SCHEME	3	
APPEARANCE (20)	F	5 - 8	NON-AUTHENTIC FINISH	5	
	G	9 - 12	NON-AUTHENTIC STRIPING	2	
	VG	13 - 16	NON-AUTHENTIC MARKINGS	2	
	EX	17 - 20	OTHER	-	
	COCKPIT (15)	P	0 - 3	NON-AUTHENTIC INSTRUMENT	2
	F	4 - 6	NON-AUTHENTIC UPHOLSTERY	4	
	G	7 - 9	NON-AUTHENTIC CHROMING	5	
	VG	10 - 12	NON-AUTHENTIC CONTROLS	2	
	EX	13 - 15	OTHER	-	
ENGINE (15)	P	0 - 3	NON-AUTHENTIC ENGINE	12	
	F	4 - 6	NON-AUTHENTIC CHROMING	5	
	G	7 - 9	OTHER	-	
	VG	10 - 12			
	EX	13 - 15			
LANDING GEAR (10)	P	0 - 2	NON-AUTHENTIC WHEELS	2	
	F	3 - 4	NON-AUTHENTIC TIRES	1	
	G	5 - 6	NON-AUTHENTIC TAIL WHEEL	2	
	VG	7 - 8	NON-AUTHENTIC STEERING	2	
	EX	9 - 10	OTHER	-	
FUSELAGE (15)	P	0 - 3	NON-AUTHENTIC WINDSHIELD	3	
	F	4 - 6	NON-AUTHENTIC COWLING	5	
	G	7 - 9	NON-AUTHENTIC FAIRINGS	2	
	VG	10 - 12	OTHER	-	
	EX	13 - 15			
WINGS & TAIL (15)	P	0 - 3	NON-AUTHENTIC WIRES	2	
	F	4 - 6	NON-AUTHENTIC PILOT	1	
	G	7 - 9	NON-AUTHENTIC LANDING LIGHTS	1	
	VG	10 - 12	OTHER	-	
	EX	13 - 15			
PRESENTATION BOOK (5)		0 - 5	TOTAL MINUS POINTS		
DIFFICULTY FACTOR (5)		0 - 5			

TOTAL APPEARANCE POINTS _____
TOTAL MINUS POINTS (deduct) _____
JUDGING SCORE _____

JUDGE'S NAME _____

NOTES

NOTES

SUPPORT PROVIDED BY



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EXPERIMENTAL AIRCRAFT ASSOCIATION

EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086
Phone 1-800-EAA-INFO
Fax 920-426-6579
Email: chapters@eaa.org
www.eaa.org