



**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, Lightplane/Ultralight 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](mailto: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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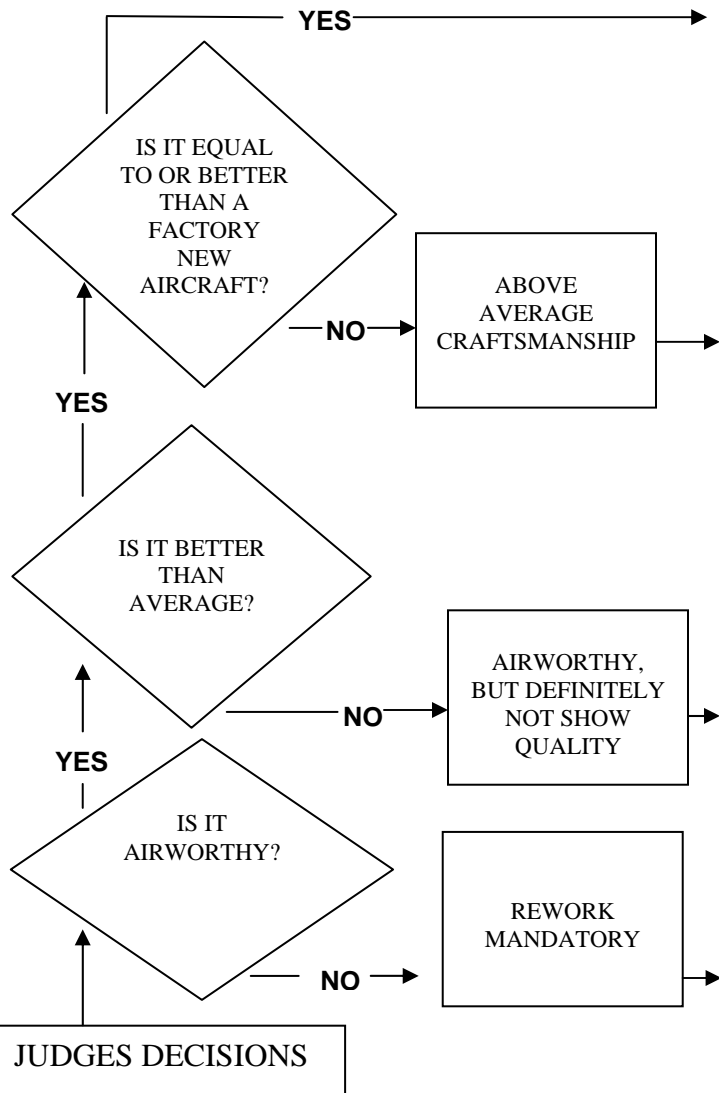
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## AIRCRAFT JUDGING SCORING DECISION TREE



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

# **SEAPLANE**



## **I. FOREWORD**

The purpose of this section is to set the standards by which seaplanes are to be defined and judged, and to outline the standards by which the judging process is to be done including the qualifications of the judges. In Seaplane Judging, the principle guidelines are workmanship and maintenance.

## **II. DEFINITIONS**

- A. A seaplane is any aircraft fitted to be operated off of water. It may be type certificated or a homebuilt licensed as an Experimental, or an Ultralight.
- B. Amphibian refers to any seaplane, which is also capable of being operated off of land or water without having to remove or change its undercarriage.
- C. Ultralight refers to those seaplanes, which qualify under FAR Part 103.

## **III. GENERAL**

- A. A current EAA membership by the owner is a prerequisite for eligibility of an aircraft to be judged, and the EAA membership number must appear on the Pilot Registration Form.
- B. Among certificated aircraft, only those that are 25 years old or older as of start of the convention will be eligible for judging.
- C. Any aircraft parked at Wittman Regional Airport during EAA AirVenture will be regarded as belonging to the category of the area in which it is displayed. For example, the Seaplane Judges will judge amphibians that are parked in the amphibian area at Wittman Regional Airport as amphibians. Those amphibians whose owners elect to park other than in the amphibian area will only be judged by the Seaplane Judges if a specific request is made to the Seaplane Judging Chairman and the aircraft has not or will not be judged in their appropriate category such as antique, classic, homebuilt or ultralight. However, the Homebuilt or Vintage Judges, being aware of the following rule, will judge a seaplane parked at the seaplane base, if the owner chooses so.
- D. Aircraft may not be judged in two categories at any one fly-in. (For example, having been judged at Wittman Regional Airport during EAA AirVenture, the aircraft is not eligible to be judged at the EAA Seaplane Base even though it may be moved there during the fly-in.)

## **IV. SELECTION OF JUDGES**

- A. The EAA Seaplane Judging Chairman shall be selected by the EAA Seaplane Chairman subject to approval by the EAA Judging Standards Committee.
- B. The EAA Seaplane Judges shall be selected by the EAA Seaplane Judging Chairman subject to the approval of the EAA Judging Standards Committee and/or the EAA Seaplane Chairman.
- C. EAA Seaplane Judging Chairman and EAA Seaplane Judges are required to be a current EAA member in good standing.

## **V. QUALIFICATIONS OF THE JUDGES**

- A. Judges shall be a current member in good standing of the EAA.
- B. Judges must possess a sound background and knowledge of aircraft construction and maintenance techniques and in particular as these apply to seaplanes.

- C. The following qualifications may be utilized to determine if an individual meets the requirements of paragraph B above:
  1. Aircraft and Powerplant Mechanics License
  2. Aircraft Inspector License
  3. EAA Technical Counselor
  4. Experience gained by work in metal, wood, and composite construction and restoration of aircraft.
  5. No one will be eligible to be a judge in a year in which he/she has an airplane to be judged.
- D. Judges shall be dedicated to the task, fair and impartial, and aware that he or she is a representative of the EAA and conduct him or her with discretion and dignity. Any judge who is in any position by which he could be regarded as biased regarding an aircraft such as by friendship or by a prior prejudice should disqualify himself from judging that aircraft.
- E. EAA Seaplane Judging Chairman shall not have a vote except in the case of a tie.
- F. 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.

## VI. JUDGING OPERATIONAL FORMAT

- A. Daily planning meetings of the judges shall be convened until the final decisions/selections are determined.
- B. Judges shall wear a badge or identify themselves as judges while acting in the judging capacity.
- C. Judges shall operate in teams of two or three whenever possible.
- D. Aircraft will be judged by scoring according to a score sheet or in electronic form using hand-held portable computers. Each aircraft shall then be assigned a final score representing the average scores of at least three judges.

## VII. JUDGING PRACTICES

- A. Aircraft will be judged on all features that are visible. Judges may request the owner to open the cockpit, engine cowl or other areas. This should be done only when at least two judges are available.
- B. Points will be given according to the criteria in the judging form. **Authenticity shall be one of the factors in the judging. No deduction shall result from changes, which enhance the safety and utility of the aircraft such as modern radios and navigation equipment, fire control systems, and crash restraints.** No deduction will be given for increased engine size or float replacement with modern floats, or retraction of wing floats. Otherwise, plus points will be given for original equipment.
- C. Most owners are proud of their aircraft and maintain their aircraft as well as possible. Aircraft are intended to fly, and in particular seaplanes will exhibit the special effects of their use. Those unavoidable indications of normal use will not detract from the scores.
- D. Judges are encouraged to put their own comments on the judging forms regarding any unique or special items noted during the judging which are deemed important to the understanding of his rating. Their remarks will be available in the judges meetings for the purpose of remembering and pointing out specific items that may have a bearing on the overall scoring.
- E. Consistency and Fairness are the essential elements of the judging process and will be strived for to the utmost.

## VIII. JUDGING CRITERIA

### A. **General Appearance**

This covers the aircraft in its entirety. This applies to workmanship, cleanliness, maintenance, and overall appeal. Included in this is the airworthiness of the aircraft as a whole. Consistency is a prime factor. The airplane need not necessarily have an exceptionally polished or shiny finish, but it should be consistent.

### B. **Cockpit**

Anything visible within the cockpit and passenger compartment comprises the items under inspection in this category. Workmanship including the finish, upholstery or lack of, instruments, controls and other components. Safety equipment including crash restraints, fire control equipment and any other safety factors should be given significant weight. Installation of modern electronics should not be penalized.

### C. **Engine**

Consideration should be given to the workmanship and conformity to standard aircraft procedures as applied to the engine, propeller, mounting, cowling, firewall and accessories.

### D. **Undercarriage (floats)**

This category should include the floats or hull, brakes, wheels, tires, landing gear, float struts, all appropriate fairings and water rudders. Minor paint scratches on the hull or sundry attach fittings, excess grease on wheels or fittings or general lack of cleanliness should be penalized.

### E. **Fuselage**

The first consideration should be its overall general configuration. The entire fuselage including all struts, mechanism, gear mountings, and covering should be examined for workmanship and appropriate cleanliness. If possible the judges should view the fuselage interior for quality of maintenance or restoration. The point should be stressed that it is the owner/exhibitor's prerogative to refuse removal of any inspection covers or other access; however, it is urged that the exhibitor be cooperative since the inside of the fuselage is a major portion of the building and maintenance of a seaplane. The quality of workmanship of the formers, woodwork, general finish, inside tubes, pulleys, cables and fairleads and interior finish on the tubes or skin are all points that should be considered.

### F. **Wings and Tail Surfaces**

Judges should examine the exterior covering and finish, struts, braces and wires, ailerons, flaps, navigation lights, fairings, and gas tank/cover and cap. The tail surfaces including the bracing wires and attach fittings should all be considered. Internal examination is desirable.

### G. **Presentation Book**

If the airplane is a homebuilt, a restoration, or a rare conversion, a presentation book may be judged on the details of the contents as they relate to authenticity, research construction or assembly, previous aircraft use and prior history or other pertinent details. Points will not be earned on the beauty or artistic quality of the book.

### H. **Cleanliness**

The aircraft should be clean and ready for show. Consideration should be given to the difficulty of cleaning a high wing aircraft on floats or a high wing amphibian. Points should not be deducted for bugs on leading edges, which are unreachable if they are the result of the one flight to the show competition.

## IX. AWARDS

Awards will be given in the following classifications with the exception that should any class not be represented by an aircraft worthy of receiving the award, it need not be awarded. Conversely, EAA Seaplane Judges may give special awards with the approval of the EAA Judging Standards Committee when indicated. As for instance, this might be indicated for a composite or wood airplane, or for some other special consideration. It is the intent that no airplane would be excluded because of its construction type.

No aircraft may be judged for an award previously won by that same aircraft. However, if the aircraft was significantly improved and additional documented restoration work was accomplished, then it could be considered again for judging. A change of ownership does not qualify an aircraft to be judged for that same award. In all cases of eligibility, etc., a vote by the majority of judges will be used to decide.

- A. Grand Champion.....Gold Lindy
- B Reserve Grand Champion ..... Silver Lindy
- C. Champion..... Bronze Lindy
- D. Outstanding Metal Floatplane .....Plaque
- E. Outstanding Fabric Floatplane .....Plaque
- F. Outstanding Amphibian.....Plaque
- G. Outstanding Homebuilt.....Plaque
- H. Judges' Choice.....Plaque
- I. Outstanding Workmanship, Ultralight .....Plaque

# EAA SEAPLANE JUDGING FORM

## CATEGORY

FABRIC	
METAL	
AMPHIBIAN	

REGISTRATION NO \_\_\_\_\_

AIRCRAFT TYPE \_\_\_\_\_

OWNER \_\_\_\_\_ EAA # \_\_\_\_\_ *(Required)*

OWNER'S ADDRESS \_\_\_\_\_

PHONE # \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

**Poor – Fair – Good – Very Good – Excellent**

GENERAL APPEARANCE (20)	P F G VG EX	0 - 4 5 - 8 9 - 12 13 - 16 17 - 20		UNDER- carriage (10)	P F G VG EX	0 - 2 3 - 4 5 - 6 7 - 8 9 - 10	
COCKPIT (15)	P F G VG EX	0 - 3 4 - 6 7 - 9 10 - 12 13 - 15	FUSELAGE (15)	P F G VG EX	0 - 3 4 - 6 7 - 9 10 - 12 13 - 15		
ENGINE (15)	P F G VG EX	0 - 3 4 - 6 7 - 9 10 - 12 13 - 15	WINGS & Tail (15)	P F G VG EX	0 - 3 4 - 6 7 - 9 10 - 12 13 - 15		

**BONUS POINTS** **TOTAL** \_\_\_\_\_

**Presentation Book**      **0 - 5**      **BONUS POINTS TOTAL** \_\_\_\_\_

**Difficulty**      **0 - 5**      **TOTAL** \_\_\_\_\_

**JUDGE'S REMARKS** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ **JUDGE** \_\_\_\_\_



# NOTES

# NOTES

**SUPPORT PROVIDED BY**



**AeroShell®**

*Flight Jacket™*



**EXPERIMENTAL AIRCRAFT ASSOCIATION**

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