



Vintage Aircraft Association section of the EAA Official Judging Standards

I. FORWARD

The purpose of the Vintage Aircraft Association section of the EAA Official Judging Standards is to establish the basis for viable restoration, maintenance and construction standards against which Vintage aircraft can be judged. The philosophy of these standards is to meet two primary criteria. One is to have a simple and comprehensive system and the second is to provide a frame work for fair and consistent competition without regard to ownership, except that the owner shall be a member in good standing of the EAA.

The VAA Chief Judge and the EAA Judging Standards Committee has prepared and/or reviewed these criteria. It should be noted that the concept that reflects the opinion of those responsible for developing these guidelines is that of authenticity. These standards are established to encourage members to restore and maintain Vintage airplanes to reflect a “factory fresh” condition. Deviations from originality will result in negative judging points with the exception of safety items and for aircraft qualifying for Customized Airplane Awards. An important part of these established guidelines pertains to documentation of authenticity of the subject aircraft. The exhibitor should provide pictures, letters, factory literature, specifications and other information to assist the judges in determining authenticity.

Customized Airplane Awards. The Contemporary category judging group of VAA has chosen to recognize aircraft which have been updated to be used as personal transportation aircraft while retaining the spirit of the EAA Vintage Aircraft Association. These aircraft may have been modified with newer engines, propellers, avionics and other modern features to improve speed, reliability and safety, and are to have been manufactured January 1, 1956 thru December 31, 1970. The awards are a Gold, Silver and Bronze Lindy. All other judging criteria will remain the same as other categories.

The exhibitor may assist in the aircraft inspection process. Judges will not remove panels or inspection plates without the assistance of the owner or their representatives.

Decisions of the judges are considered to be final. There cannot be tie scores. In case of an equal score the category Chairman will cast a tie breaking vote which is the only circumstance for which he will become directly involved in the scoring.

Opening and closing times for judging will be posted at the Vintage Red Barn information desk and in various publications prior to and during AirVenture.

II. VINTAGE CATEGORIES

A. Antique Aircraft

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

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

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

III. DEFINITIONS

A. Continuously Maintained Aircraft

Aircraft with proof of construction by the original manufacturer, or his licensee, which have received periodic maintenance, repair, recover, and/or replacement of parts, but which have never been completely disassembled and rebuilt or remanufactured.

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B. Restored Aircraft

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

C. Customized Aircraft

Aircraft with proof of construction by the original manufacturer, or licensee, which have been obviously modified from its original appearance. Such modifications could include airframe structural change, paint schemes, interior and upholstery, instrument panel, engine and cowling or other changes from original. Deductions for non-authenticity do not apply to Customized Aircraft.

D. Replica Aircraft

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

IV. SELECTION OF JUDGES

Prospective judges are to be recommended by the Chairmen of the respective Vintage categories and will be subject to approval by the VAA Chief Judge. An application form is included for this purpose.

V. QUALIFICATIONS OF JUDGES

A judge must be a current member in good standing of the EAA and of the EAA Vintage Aircraft Association. (Exceptions can be made in special circumstances subject to the approval of the EAA Judging Standards Committee.) Judges must have a thorough knowledge of the aircraft type and vintage to be judged. This knowledge should be extensive and obtained by years of actual experience while flying and/or maintaining vintage aircraft. Qualifications for judges may also be acquired by conducting historical research or by actual restoration experience. Exhibitors presenting aircraft for judging will be ineligible to serve as a judge in the same category as their exhibited aircraft.

VI. GUIDELINES FOR JUDGES

Judges will be guided by the following general policy. Award winning aircraft should be either in factory fresh condition without restoration, or have been meticulously restored to such condition. For restored aircraft the quality of workmanship and authenticity of the restoration are the main issues. Therefore the best judged aircraft are to be the ones that most closely approach factory fresh condition. Authenticity is to be emphasized and alterations for whatever purpose, with the exception of safety items and necessary alterations required to comply with FAA regulations, are discouraged. Duplicated parts should be made according to original specifications. Scoring deductions are listed as standard deductions on the judging form. Aircraft presented for Customized Awards are exempt from non-authenticity deductions.

Penalties can also be given for "over restoration" such as a finish with higher than original gloss. Scores for cleanliness should take in consideration as to how the aircraft has been used. Therefore, exhibited aircraft should not be penalized for showing oil stains and grease normally accumulated in operation. However, this should not excuse poor presentation for lack of preparation which an exhibition show plane deserves. Award winning aircraft must have a score from at least three judging teams. Awards are to be given only for those aircraft which are judged to be of superior quality and deserving of recognition by the Vintage Aircraft Association.

Vintage aircraft which were owned and/or operated by the military may be judged as they appeared during military service. However if civilian versions of such models were offered, then all examples of these aircraft may be judged as civilian models. Aircraft which display features which were not included at the time of purchase, but were available as a factory option should be considered original.

Replicas are to be judged as a separate category. Sufficiently large numbers of replicas can be sub-categorized

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into all of the classifications and sub-classifications presently used.

Whenever a significant disparity arises among high scoring, probable award winning aircraft, category Chairmen should consider conducting a discussion with the judges and request a judging review of such scoring.

VII. AIRCRAFT REQUIREMENTS

To be eligible for awards aircraft must be owned by a member in good standing of the EAA. Aircraft must be flown to AirVenture or flown during the AirVenture convention.

A manufacturer's data plate must be present on all FAA certificated aircraft, and an FAA issued airworthiness certificate must be displayed on all exhibition aircraft.

Aircraft arriving to be judged should be parked in the VAA areas designated for Vintage airplanes, however parking location exceptions can be allowed by the category Chairmen. Reasonable attempts should be made to locate and judge displaced aircraft.

Aircraft which have received awards in prior years are not eligible for an equal or lesser award in subsequent years unless it is determined by the category Chairmen that a previous award winning aircraft has been significantly improved, involving major rework, and such work is well documented. Awards will not be considered for aircraft which have been judged or have received awards in other EAA divisions.

Change of ownership does not qualify aircraft to be eligible for equal or lesser awards.

Aircraft must be registered and have a "JUDGE ME" sticker affixed to the prop card issued at the time of registration. Aircraft arriving after the published closing deadline will not be judged.

VIII. JUDGING CATEGORIES AND CLASSIFICATIONS

Listed below are complete categories and subdivisions and awards that apply. The dates of manufacture for ANTIQUE and CLASSIC aircraft have been established and will remain unchanged unless revised by action of the EAA Judging Standards Committee. CONTEMPORARY aircraft dates may be extended as experience dictates with a recommendation by the VAA Chief Judge, approved by the VAA Board of Directors and the EAA Judging Standards Committee.

Special awards may be created and given with the approval of the EAA Judging Standards Committee and the EAA Awards Committee to recognize aircraft with special features or characteristics which exemplify the spirit of the EAA Vintage Aircraft Association.

ANTIQUA AIRCRAFT [Before and including 8-31-1945]

Grand Champion	Gold Lindy
Reserve Grand Champion	Silver Lindy

PIONEER AGE [prior to 1918]

Champion	Bronze Lindy
Runner Up	Large Plaque

GOLDEN AGE [1918 thru 1927]

Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding Open Cockpit Biplane	Small Plaque
Outstanding Closed Cockpit Biplane	Small Plaque

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Outstanding Open Cockpit Monoplane	Small Plaque
Outstanding Closed Cockpit Monoplane	Small Plaque
SILVER AGE [1928 thru 1936]	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding Open Cockpit Biplane	Small Plaque
Outstanding Closed Cockpit Biplane	Small Plaque
Outstanding Open Cockpit Monoplane	Small Plaque
Outstanding Closed Cockpit Monoplane	Small Plaque
BRONZE AGE [1937 thru 1941]	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding Open Cockpit Biplane	Small Plaque
Outstanding Closed Cockpit Biplane	Small Plaque
Outstanding Open Cockpit Monoplane	Small Plaque
Outstanding Closed Cockpit Monoplane	Small Plaque
WORLD WAR II ERA [1942 thru August, 1945]	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding Open Cockpit Biplane	Small Plaque
Outstanding Closed Cockpit Biplane	Small Plaque
Outstanding Open Cockpit Monoplane	Small Plaque
Outstanding Closed Cockpit Monoplane	Small Plaque
CUSTOMIZED AIRCRAFT	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding	Small Plaque
TRANSPORT CATEGORY AIRCRAFT	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding	Small Plaque
WORLD WAR II MILITARY TRAINER/LIASON AIRCRAFT	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding	Small Plaque
REPLICA AIRCRAFT	
Champion	Bronze Lindy
Runner Up	Large Plaque
Outstanding	Small Plaque
ANTIQUA CUSTOM BUILT AIRCRAFT	
Champion	Bronze Lindy

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Runner Up	Large Plaque
Outstanding	Small Plaque

CONTINUALLY MAINTAINED	
Best Continually Maintained	Small Plaque

UNIQUE AIRCRAFT	
Most Unique Aircraft	Small Plaque

CLASSIC AIRCRAFT [9-1-1945 thru 12-31-1955]

Grand Champion	Gold Lindy
Reserve Grand Champion	Silver Lindy
Class I [Up to 80 hp]	Bronze Lindy
Class II [81 thru 150 hp]	Bronze Lindy
Class III [151 thru 235 hp]	Bronze Lindy
Class IV [236 hp and up]	Bronze Lindy
Champion Customized Classic	Bronze Lindy
Best Customized Runner Up	Large Plaque
Custom Class A [Up to 80 hp]	Small Plaque
Custom Class B [81 thru 150 hp]	Small Plaque
Custom Class C [151 thru 235 hp]	Small Plaque
Custom Class D [236 hp and up]	Small Plaque
Preservation Award	Small Plaque
Most Unique Aircraft	Small Plaque

Outstanding Make and Model	Small Plaques
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Aeronca Champ	Cessna 190 and 195	Stinson	
Aeronca Chief	Ercoupe	Swift	
Beech	Luscombe	Taylorcraft	
Bellanca	Navion	Limited Production	
Cessna 120 and 140	Piper J3	Cessna 170 and 180	Piper Other

CONTEMPORARY AIRCRAFT [1-1-1956 THRU 12-31-1970]

Grand Champion	Gold Lindy
Reserve Grand Champion	Silver Lindy
Outstanding Multi Engine	Bronze Lindy
Class I Single Engine [Up to 160 hp]	Bronze Lindy
Class II Single Engine [161 thru 230 hp]	Bronze Lindy
Class III Single Engine [231 hp and Up]	Bronze Lindy
Grand Champion Customized	Gold Lindy
Reserve Grand Champion Customized	Silver Lindy
Outstanding Customized	Bronze Lindy

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Outstanding Make and Model Aircraft	Small Plaques
Champion	
Beech Single Engine	
Beech Multi Engine	
Bellanca	Piper PA-30 Twin Comanche
Cessna 150	Cessna 170, 172 and 175
Cessna 180, 182 and 210	Cessna 310
Mooney	Piper PA- 23 Apache- Aztec
Piper PA-18 Super Cub	Piper PA-24 Comanche
Piper PA-22 Tri-Pacer	Piper PA-28 Cherokee
Spirit Awards	
Dean Richardson Memorial Award	Special Plaque
Best Continuously Maintained	Small Plaque
Limited Production	Small Plaque
Preservation Award	Small Plaque
Most Unique Aircraft	Small Plaque

IX. JUDGING FORM EXPLANATION AND USE

The maximum attainable score must be reserved for a unanimous and undisputed Grand Champion Airplane. Such examples could never be surpassed and could only be matched by another perfect score airplane of Grand Champion quality. Consistency and fairness should be emphasized in all judging.

General Appearance

This is the only judging category that covers the aircraft in its entirety. Authenticity, workmanship, cleanliness and maintenance of the aircraft as well as its airworthiness, as a whole are the criteria, and not its individual components. Non authentic color schemes, modern finishes, striping or decorations should result in negative points. Aircraft which have been metalized to replace original fabric or plywood should be substantially penalized. Aircraft displaying non-original type screws, nuts, bolts, cable connections and safety wire will be penalized unless their use is a safety concern.

Cockpit

Anything visible within the cockpit, passenger compartment and baggage areas comprise the items to be considered as the cockpit. Authenticity should be stressed for the finish, upholstery, instruments, and controls. The operational condition of all components as well as the workmanship and attention to detail should be important considerations. Installation of later date avionics should not be penalized providing that the installation does not significantly detract from the authenticity of the instrument panel or other components. Use of "display only" radio faceplates as covers for modern avionics installed in original factory designated positions should be rewarded. Deductions should be made for alterations to the throttle, control stick or wheel, upholstery material patterns and non-original chroming.

Engine

This part of the aircraft includes everything "firewall forward", or in some cases "firewall rearward". Emphasis should be given to having the original engine, engine mount, metal or composite engine cowl, accessories and propeller. There should be nothing on the engine or in the engine compartment that wasn't

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there originally, and everything should be installed in a first class manner. Non-original engine or engine components, accessories, engine mount, propeller, spinner or non-authentic chroming as well as rusty or corroded items should be penalized. However the installation of an engine of the same manufacturer and type, but with higher horse power, should receive no penalty.

Landing Gear

This category includes brakes, wheels, tires, wheel fairings and struts. Smooth tires should be rewarded if used originally. Proper workmanship for balsa and fabric wrapped struts should be rewarded. Credit should be given for retaining an original tail skid. Tail skids may be re-installed after parking the aircraft. Original tail wheels should also be given credit. Improper tire size and wheel fairings made of non-original material should be penalized. However, for safety reasons, modern brakes should receive no penalty.

Fuselage

When judging the fuselage the first consideration is the general overall configuration. The entire fuselage including struts, mechanisms, landing gear, covering and finish should be examined. When possible, judges should inspect the fuselage interior for workmanship. Note: It is always the exhibitors' choice to allow visual access to the interior, however exhibitors should be encouraged to do so since the interior reveals the quality of workmanship of formers, airframe tubing, aluminum skins, pulleys and control cables. Non-authentic fairings, cowlings and windscreens should be penalized. Fabric covered aircraft should not be penalized for the use of synthetic covering materials.

Wings and Tail

Judges should examine exterior wing surfaces including finish, surface tapes, struts, metal skins, composite materials, brace wires, ailerons, flaps, lights, fuel tanks, fuel caps, fuel vents, drain grommets, wing walks, wings to fuselage and wings to gear leg fairings. Tail surfaces including the horizontal and vertical stabilizers, vertical fin and rudder, brace wires and attach fittings should be inspected. Photos included in the presentation book should reveal good workmanship inside the wings and empennage. Lack of cleanliness, corrosion, old checked varnish or warped components should be penalized. Hardware should be of the era and fittings should show like new finish. Non-authentic wires, struts, pitot tube, navigation and landing lights and other exterior items should be penalized.

Presentation Book

A proper presentation book should be present and should be considered essential. The book should include factory and historical information which can assist the judges in determining originality. Sales brochures can be very helpful. Photos of before, during and after the restoration process allows the judges to gain helpful understanding of the exhibited aircraft. The book will not be judged on extravagance or artistic value. For logical reasons the book should consist of copies rather than original material.

Difficulty Factor

The complexity and difficulty involved in the restoration or the preservation of a continuously maintained aircraft should be recognized. Note: This is a difficult area of scoring which involves a wide range of variables and should be thoroughly discussed by the category Chairmen during each judging event. Consistency is the challenging objective. Difficulty points should not be awarded because of circumstances having to do with things other than the exhibited aircraft, however consideration may be given to recognize the extensive nature of the restoration work.

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