



Light Aircraft Association

LAA JUDGING

Guidance 2015

AMATEUR BUILT AIRCRAFT MARKING

The Marking is to be carried out as follows:

A Degree of Difficulty 5 POINTS

Relates to the complexity and size of the project

B Safety Provisions and safety of flight items 10 POINTS

(seat belts, shoulder harness and its placement and anchorages, roll over structure, redundant systems etc.)

C Use of standard aircraft practice 10 POINTS

D Standard of Workmanship 10 POINTS

E Innovation and improvements 10 POINTS

F Evidence of forethought and planning 10 POINTS

G Neatness and consistency 10 POINTS

H Utilisation of instruments and controls 10 POINTS

J Access for maintenance and pre-flight 10 POINTS

K Fit and finish 10 POINTS

For 10 points:

Poor = 0 - 2, **Fair** = 3 - 4, **Good** = 5 - 6, **Very Good** = 7 - 8, **Excellent** = 9 - 10.

GUIDELINES

Judging for cleanliness should take into consideration the extent to which the aircraft is used. An aircraft should not be penalised when it bears only the oil and grease normally accumulated in the operation of the aircraft. This will not excuse the poor preparation due to lack of routine cleaning. Where lubrication is required and is found lacking for reasons of not wanting to compromise the finish; the aircraft will be severely marked down and in some cases eliminated from the competition.

To assist in getting a level of scoring that leaves room for giving more points to an aircraft later in the day, avoid awarding full marks, however good the aircraft. Use as a baseline an aircraft that won last year before starting to judge this year's entries.

Do not spend time doing a detailed examination on all aircraft. If the aircraft at initial inspection is average or below; mark "J" for Judged in the totals column and go on to the next aircraft. In the light of experience, aircraft can be subject to reappraisal later.

If the aircraft in a competition are few and the judges deem them to be only average the trophy will not be awarded.

Since there are no second or third places, but only winners to the trophies, Commendation Certificates can be awarded on the recommendation of the judging team to aircraft in various categories where marks gained are very close to the winner. The number of certificates are usually restricted to two each in the Best Vintage, Best Classic, Best Kit-Built and the Best Plans-Built aircraft and only in exceptional circumstances in other categories.

FACTORY BUILT AIRCRAFT MARKING

The Marking is to be carried out as follows:

A	General Appearance	20 POINTS	
B	Cockpit	15 POINTS	
C	Engine	15 POINTS	
D	Landing Gear	10 POINTS	
E	Fuselage	15 POINTS	
F	Wings & Tail	15 POINTS	
G	Degree of Difficulty	5 POINTS	Relates to the complexity and size of the restoration.
H	Owner Involvement	3 POINTS	Owner carried out >50% of restoration 1Pt, >70% = 2Pts, >90% = 3Pts.

For 20 points:

Poor = 0 - 4, **Fair** = 5 - 8, **Good** = 9 - 12, **V. Good** = 13 - 16, **Excellent** = 17 - 20.

For 15 points:

Poor = 0 - 3, **Fair** = 4 - 6, **Good** = 7 - 9, **V.Good** = 10 -12, **Excellent** = 13 -15.

For 10 points:

Poor = 0 - 2, **Fair** = 3 -4, **Good** = 5 - 6, **V.Good** = 7 - 8, **Excellent** = 9 - 10.

GUIDELINES

The main criterion is that the aircraft be in a factory fresh condition, authenticity is to be emphasised. Alterations for whatever purpose, with the exception of those on grounds of safety, or required to meet current legal requirements should be discouraged. With the exception of Jodels and classic aircraft, any non-authentic elements should be marked down. For the types noted above it is less important though where effort has been made to restore the aircraft to factory fresh condition in these categories plus points should be given. In all categories "over restoration" should be marked down.

Judging for cleanliness should take into consideration the extent to which the aircraft is used. An authentic restoration should not be penalised when it bears only the oil and grease normally accumulated in the operation of the aircraft. This will not excuse the poor preparation due to lack of routine cleaning. Where lubrication is required and is found lacking for reasons of not wanting to compromise the finish the aircraft will be severely marked down and in some cases eliminated from the competition.

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GENERAL APPEARANCE: This is the only category which covers the aircraft in its entirety. Workmanship, authenticity, cleanliness, and maintenance of the aircraft should be the criteria. Judges should consider the aircraft and its airworthiness as a whole and not as individual pieces. A non-authentic colour scheme, modern finish, fabric other than original, non authentic striping or decorations should warrant the deduction of points. Aircraft showing the use of metal or ply skinning that has replaced fabric should be substantially penalised. Use of non original type nuts, bolts, cable splices, lock-wire, GRP fairings in place of metal etc., should also be penalised.

COCKPIT: Anything visible within the cockpit and passenger compartment comprises the items under inspection in this category. Authenticity should be stressed in the finish, upholstery (or lack of), instruments, controls, and other components. The operating condition of all components, the workmanship and

attention to detail are considered important. Installation of modern avionics should not be penalised providing the installation does not detract from the authenticity of the instrument panel. Deductions should be made for alterations to the Throttle, Control column(or Wheel). Non-authentic upholstery material or patterns should result in deductions, as should chroming of parts not originally chromed.

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

UNDERCARRIAGE: This element should include brakes, wheels, tyres, u/c fairings and wheel spats, if any. Smooth tyres and spoked wheels should be given plus points if the original aircraft was equipped with them but spoked wheels without fabric covering, where this was normal, shall be marked down.