



**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](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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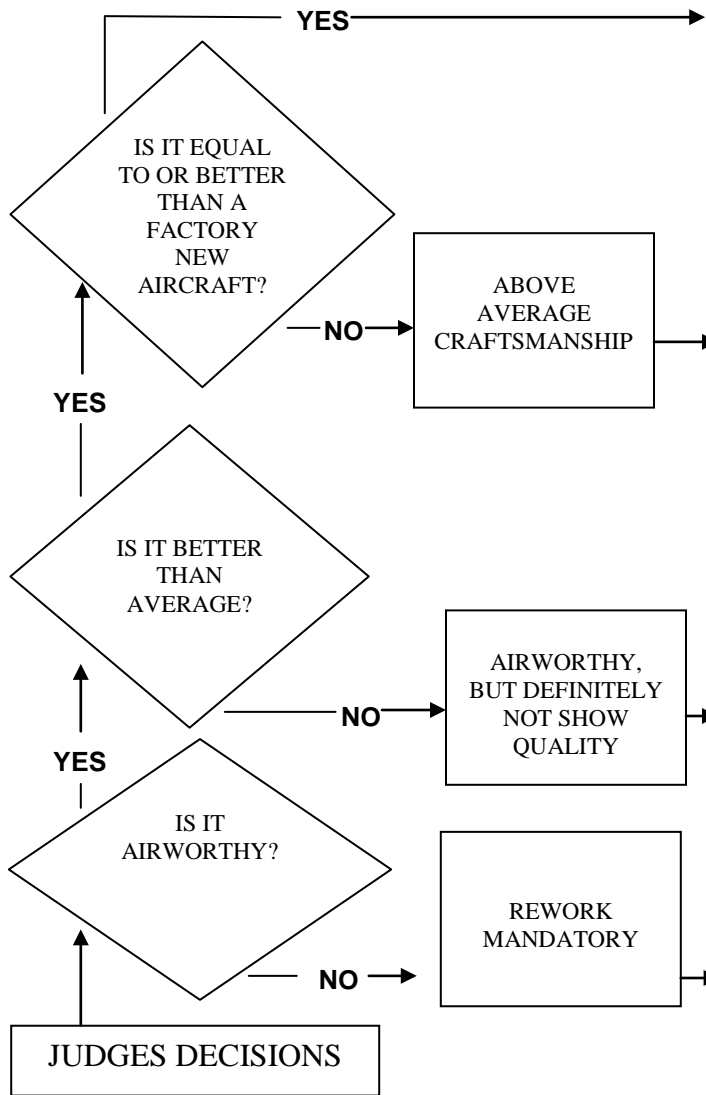
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# AIRCRAFT JUDGING SCORING DECISION TREE



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



## **ULTRALIGHT/LIGHT-SPORT AIRCRAFT**

### **I. REQUIREMENTS FOR SELECTION OF JUDGES**

The Ultralight/Light-Sport Aircraft General Chairman and the Ultralight/Light-Sport Aircraft Chief Judge with the approval of the Chairman of the Judging Standards Committee will select Judges.

Only those individuals who possess the qualifications detailed below shall be invited to be Ultralight/Light-Sport Aircraft Judges.

- A. The individual shall be a current member in good standing of the Experimental Aircraft Association.
- B. The individual shall possess knowledge of Ultralight/Light-Sport Aircraft construction methods, workmanship requirements, and safety requirements.
- C. The following specific qualifications may be utilized by the Chairman and Chief Judge to determine if an individual meets the above requirements.
  1. Experience gained by the construction of an Ultralight/Light-Sport Aircraft.
  2. Experience gained by flight time in an Ultralight or Light-Sport Aircraft.
  3. Membership in an Ultralight/Light-Sport Aircraft Chapter of the EAA.
  4. Possession of any government A&P license.
- D. The individual shall possess the personal dedication to pursue the task of judging diligently to conclusion with a minimum of supervision.

Judges shall be chosen from as many diversified areas of the country as possible to provide a broad experience from the various areas where Ultralight/Light-Sport Aircraft activity exists.

The Ultralight/Light-Sport Aircraft Judging Committee shall consist of the Chief Judge, and the duly designated Judges.

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.

## II. JUDGING OPERATIONAL FORMAT

The following represents the general format of the Ultralight/Light-Sport Aircraft Aircraft judging at EAA fly-ins.

- A. A daily planning meeting shall be convened by the Chief Judge each day of the fly-in at 8:00 AM or other time as determined appropriate or necessary. The purpose will be to discuss operating practices, provide instructions to the judges, and to review ratings.
- B. Judging shall be initiated immediately following the planning meeting.
- C. Judging shall start no later than the morning of the second day of the convention and continue until the day before the Ultralight/Light-Sport Aircraft awards are to be presented. At that time, the final decisions are made so as to provide time for the Awards Chairman to have the appropriate trophies prepared.
- D. Each Judge is expected to judge for a minimum of four hours each day or as determined necessary until all Ultralight/Light-Sport Aircraft have been judged, and will continue to participate until all awards are assigned.
- E. Judges shall wear judges' badges or hats while judging.
- F. Judges shall operate in teams of three whenever possible.
- G. Judges shall utilize scoring forms as described in Section IV of this section. In the event electronic judging procedures are utilized judges shall utilize the hand-held computers provided.
- H. Scoring forms shall be turned in each evening to the designated person.
- I. No less than three Judges must judge an Ultralight/Light-Sport Aircraft in order to make it eligible for an award. (This requirement may be reduced if determined appropriate by the EAA Judging Standards Committee.)

## III. AIRCRAFT TO BE JUDGED

### A. Registration:

Only Ultralight/Light-Sport Aircraft which have been registered at Ultralight/Light-Sport Aircraft Aircraft Registration will be judged. At the time the plane is registered, the owner/pilot shall indicate on the form if he/she wishes to have the craft judged. At that time he/she will be given a "Judge Me Please" sticker, which is to be affixed to the aircraft in plain view. In order for the aircraft to be judged, the owner/exhibitor will be required to sign a statement on the judging application form certifying that the aircraft meets all the requirements of Part 103. The following information will be required on the registration form:

1. EAA Membership Number. (EAA membership is required in order to be judged.)
2. Category: Ultralight or Light-Sport Aircraft.
3. Aircraft registration.
  - a. N # (if applicable)
  - b. Other reg. nos.: EAA, USUA, ASC.
  - c. Aircraft name and manufacturer.
  - d. Color.
  - e. Number of seats.
  - f. Empty weight.
  - g. Fuel capacity.
  - h. Max speed level flight.

Note: The above statistics may be published with regard to the award winning aircraft.

## B. Definitions

Ultralights are those aircraft, which qualify under FAR Part 103. Judges may use their own discretion in determining that the aircraft complies; this may include weighing the aircraft.

Light-Sport Aircraft are those aircraft other than factory built, that are certified (N-numbered) Experimental Amateur Built or experimental light-sport.

Antique Ultralights are those vehicles that have been flown for at least 25 years. These aircraft have not had major changes to their airframe or engine configuration installation. Minor changes due to normal repair or restoration work is acceptable.

## C. Judging Sticker

The "Judge Me" sticker has three boxes for the judges to initial when each one completes his judging.

- D. An Ultralight/Light-Sport Aircraft in order for an award must have flown at this convention, or verification that it has flown such as a photograph or signed log entry, must be provided.
- E. Only owner built Ultralight/Light-Sport Aircraft will be eligible for awards. Factory built aircraft are not eligible.
- F. Aircraft will not be judged in two major categories, e.g. Light-Sport Aircraft and Homebuilt. In order to be judged as a Light-Sport Aircraft, the aircraft must be parked, as well as registered, in the Ultralight/Light-Sport Aircraft area.
- G. Any aircraft, which has won an award at the fly-in, will in future years be eligible for consideration only for a higher award.
- H. 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 PRACTICES

### A. Scoring System

A numerical judging system is utilized in which the judges rate the craft and their components numerically and the sum totals of these scores are used to determine the winners.

- B. Numerical rating forms will be provided for the judges' use. A copy is included in this manual.
- C. Judges may develop his/her own technique for judging. The individual technique is of small consequence so long as the objectives of the judging program are met.

### D. Impartiality

It is of prime importance that each aircraft be treated in an unbiased manner. Judges may disqualify themselves if there is any factor that would tend to affect their judgment.

- E. It is recognized that aircraft are meant to be flown and enjoyed. Allowances will be made for exhaust discoloration and minor traces of flight.
- F. There will be no tie. In the event of tie scores, the chief judge will be the tiebreaker.

- G. Ultralight/Light-Sport Aircraft will be judged on the basis of the following qualities as these apply to the components listed in the Ultralight/Light-Sport Aircraft judging and scoring form.
  - 1. General appearance.
  - 2. **Safety.**
  - 3. Workmanship.
  - 4. Adherence to standard aircraft mechanical practices where applicable.
  - 5. Compliance with applicable FAA regulations.
  - 6. Neatness and fit.
  - 7. Originality and innovation.
- H. **Disqualification**  
 A duly registered Ultralight/Light-Sport Aircraft may be disqualified by a two-thirds majority vote of the judging staff.

**V. AWARDS**

The following awards are available to be given:

**Light-Sport Aircraft**

- Grand Champion ..... Gold Lindy
- Reserve Grand Champion ..... Silver Lindy
- Honorable Mention ..... Plaque

**Ultralight**

- Grand Champion ..... Gold Lindy
- Reserve Grand Champion ..... Silver Lindy
- Honorable Mention ..... Plaque
- Antique Ultralight Champion ..... Plaque

**Flex Wing**

- Champion ..... Plaque
- Honorable Mention ..... Plaque

Each of these awards will be given only if there are aircraft on the field that qualify for the award.

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

**EAA ULTRALIGHT/LIGHT-SPORT AIRCRAFT**  
(REQUEST FOR JUDGING)

JUDGING MASTER  
NUMBER \_\_\_\_\_

- INSTRUCTIONS:**
1. Review Official EAA Judging Manual (**found at UL HQ – just ask!**).
  2. Complete this form.
  3. Bring form to Judges' Office or UL HQ.
  4. Receive Judge's Registration (Master) number.
  5. Receive "Judge Me Please" sticker.

**REMEMBER:** If you request Judging, prepare your aircraft and remain at the fly-in until the **AWARDS** are presented.

Please **PRINT** the following information **CLEARLY** so we can **READ** it!  
**ULTRALIGHT/LIGHT-SPORT AIRCRAFT INFORMATION**

**CATEGORY:** **LIGHT-SPORT AIRCRAFT** \_\_\_\_\_ **ULTRALIGHT** \_\_\_\_\_  
**ANTIQUE ULTRALIGHT** (flown over 25 years) \_\_\_\_\_

FAA N# \_\_\_\_\_ OTHER # \_\_\_\_\_ EAA/USUA/ASC NUMBER) \_\_\_\_\_

**AIRCRAFT NAME** \_\_\_\_\_ **MANUFACTURER** \_\_\_\_\_

**AIRCRAFT COLOR** \_\_\_\_\_ **NUMBER OF SEATS** \_\_\_\_\_

**EMPTY WEIGHT** \_\_\_\_\_ **FUEL CAPACITY** \_\_\_\_\_ **MAX CRUISE SPEED** \_\_\_\_\_

**ENGINE MANUFACTURER** \_\_\_\_\_ **HORSEPOWER** \_\_\_\_\_

*Did you build or restore the above aircraft? Yes* \_\_\_\_\_ *No* \_\_\_\_\_

*Are you a manufacturer or dealer for this aircraft? Yes* \_\_\_\_\_ *No* \_\_\_\_\_

*I hereby certify that the ULTRALIGHT/LIGHT-SPORT AIRCRAFT conforms with the rules and regulations of the category selected above.*

**OWNER** \_\_\_\_\_  
*Signature*

**PARKING LOCATION:** (Be specific – PLEASE) Do not move your aircraft to another spot until all judging has terminated.

**AREA** \_\_\_\_\_ **ROW** \_\_\_\_\_ **SPOT** \_\_\_\_\_

**PILOT AND OWNER INFORMATION**

**NAME** \_\_\_\_\_ **EAA Number** \_\_\_\_\_

**Home Address:** Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZipCode \_\_\_\_\_  
*(Required)*

**Telephone** \_\_\_\_\_ **E-MAIL ADDRESS** \_\_\_\_\_

Your location while at Oshkosh \_\_\_\_\_

Please be sure you are familiar with all EAA General and Ultralight/Light-Sport Aircraft Judging Rules. Check with any Judge or UL HQ.

# OFFICIAL AIRCRAFT JUDGING AND SCORING FORM

## ULTRALIGHT/LIGHT-SPORT AIRCRAFT

MASTER NUMBER/SHEET NUMBER \_\_\_\_\_ DATE \_\_\_\_\_

AIRCRAFT MAKE \_\_\_\_\_ LOCATION \_\_\_\_\_

COLOR \_\_\_\_\_

OWNER \_\_\_\_\_ EAA NUMBER \_\_\_\_\_

LOCAL ADDRESS \_\_\_\_\_ *(Required)*

E-MAIL ADDRESS \_\_\_\_\_

ENGINE DATA: MANUFACTURER \_\_\_\_\_

H.P. / CC \_\_\_\_\_

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

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JUDGES NUMBER \_\_\_\_\_ JUDGING TEAM \_\_\_\_\_

JUDGES NAME \_\_\_\_\_ TOTAL POINTS \_\_\_\_\_

# NOTES

# NOTES

**SUPPORT PROVIDED BY**



**AeroShell<sup>®</sup>**

*Flight Jacket<sup>™</sup>*



**EXPERIMENTAL AIRCRAFT ASSOCIATION**

EAA Aviation Center  
P.O. Box 3086  
Oshkosh, WI 54903-3086  
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Fax 920-426-6579  
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[www.eaa.org](http://www.eaa.org)