

SAAA National Convention Cowra 2010

ENTRY FORM FOR JUDGING OF AIRCRAFT

Name of Builder _____ SAAA/RA-AUS No _____ Chapter Number _____
Street Address _____
City or Town _____ State _____ Post Code _____
Aircraft Type _____ Registration _____ Number of Hours Flown _____
Method of construction, tick one, Plans Built [] Basic Kit [] Quick Build Kit [] Serial No _____
Date of Commencement of Construction or Purchase _____ Date of First Flight _____
Aircraft Owner (if not builder) _____
Aircraft Judging Category - see over (circle one) [1] [2] [3] [4]
Departure Airfield _____
Other Categories Entered (circle as required) - [5] Most Meritorious Flight
[6] Technical Innovation or Design

Percentage claimed by Builder

To ensure overall fairness in the judging of Aircraft all owners are required to certify the amount of construction they undertook in their own right for the various Judging Sections. For a builder to claim 100% in a section they would have had to undertake all the work in their own right WITHOUT professional assistance or direction. This does not preclude a builder from getting advice or training from a professional, but if this advice then extends to direct professional assistance then the builder cannot claim 100%. It should also be noted that a builder *can* have assistance, e.g. family or friends (not professionals), but providing the builder is leading the construction the builder can still claim 100%.

All work completed in own right - 100% Work completed under professional guidance – 80%

Assisted in work done by a professional - 60% Factory (QB) or professionally built component - 50 %

<u>Judging Section</u>	<u>Judges are looking for</u>	<u>Builder Claim %</u>
1 Fuselage, Cowling & Undercarriage	Straight lines and corners, joints, shape, smoothness of skins and curves, stitching, rivet lines, rivets (countersunk, dome or pop), fit of undercarriage fairings, spinner fit around prop and cowl, cowling fit.	%
2 Wings & Tail Group	Airfoil shapes constant and smooth, trailing edges straight and even, joints, stitches, rivets, gaps.	%
3 Firewall Forward	General tidiness, baffles, wiring, plumbing, layout and accessories. Note: If builder not present to open cowl when judges arrive then a mark of 5 out of 10 will be allocated.	%
4 Cockpit & Panel	Finish, wiring, instrument panel layout and tidiness (not content), placards and labeling, design and neatness of upholstery and interior trim.	%
5 Paint & Finishing	Smoothness, overspray, runs, edges, lettering and striping.	%
6 Overall Appearance	This is a look from 15 paces. Do the stripes and colours enhance the design, does it look good.	100%

Remember, the design of the aircraft is not being judged. What is being judged is the builder's workmanship, innovation, presentation and attention to detail.

A false statement could disqualify you from receiving an award, OR may cause the award to be disqualified retrospectively.

Declaration by Aircraft Owner

I _____ declare that the information given above reflects a fair and true statement as to my personal contribution to the aircraft as presented for judging.

Signed _____ Date _____

Aircraft Judging Categories (choose one of Categories 1 to 4)

1. GRAND CHAMPION AMATEURBUILT

This category is only open to those who have previously won any section in Category 2, or is a previous Grand Champion Amateurbuilt winner, or is a previous Concors d'Elegance winner.

2. AMATEURBUILT AIRCRAFT - built by SAAA Member - may be VH- registered or RAAus registered

Previous winners in this category, or Concors d'Elegance winners may only enter in Category 1 above.

- 2(a) Best Wooden Aircraft
- 2(b) Clive Canning Best Metal Aircraft
- 2(c) John Liddell Best Tube and Fabric Aircraft
- 2(d) Best Composite Aircraft
- 2(e) Best Rotorcraft

The best of these five sub-categories wins the Concors d'Elegance.

3. AMATEURBUILT ULTRALIGHT AIRCRAFT - RAAus registration built by non SAAA Member

4. GUIDO ZUCCOLI AWARD - Best ex Military, Vintage or Classic Aircraft

Vintage Aircraft are those originally constructed by the manufacturer on or before December 1945.

Classic Aircraft are those originally constructed by the manufacturer or his licensee on or after January 1946, and up to and including December 31 1955.

Exceptions to the above are:-

Pre WW2 aircraft models that had a small post war production run, shall be defined as 'VINTAGE' e.g. Beech Staggerwing, Fairchild 24, Monocoupe.

Civilian aircraft models that were manufactured in the last four (4) months of 1945, that were actually 1946 models, shall be defined as 'CLASSIC' e.g. Aeronca, Taylorcraft, Piper.

Other Categories (optional)

5. JON JOHANSON AWARD - Most Meritorious Flight (see separate entry form).

6. HENRY MILLICER AWARD - Best Australian Technical Innovation or Design (see separate entry form).

GUIDANCE NOTES for ENTRANTS and JUDGES

Categories 1, 2, 5 and 6 are only open to SAAA Members.

To be eligible to enter any of Categories 1, 2, 3, or 4, **your aircraft must have flown to Cowra and hold a current 'Permit to Fly' or 'C of A'**. If you have trailed in your aircraft please arrange for a judge to witness you fly at least one circuit.

Only prior winners of categories 1 or 2 may enter in Category 1 – the Grand Champion Amateurbuilt.

Prior winners of Category 2 or Concors d'Elegance winners may not enter again in Category 2.

Aircraft which have changed hands are ineligible for entry in the Amateurbuilt Categories (1, 2, or 3), **unless** they have been fully restored by the new owner, or are entered by the original builder/restorer.

Where only one aircraft is entered in any Category, it will only be declared the winner of that Category, if in the judge's opinion, it is of sufficiently high standard.

Best Australian Innovation or Design Award (Category 6) – suitably comprehensive drawings and documentation showing all relevant details of the design, plus a detailed description of its use and application, will be accepted as an entry.

Where a tie occurs for any category, including the 'Concours d'Elegance', no second judging will be made. Both winners will be given identical awards. A second award will be manufactured and presented after the National Convention.

It is essential you be honest with your answers when questioned by the judges.

The Association reserves the right to withdraw at any time any Award made to an entrant, on evidence of a false statement on construction/restoration being presented to the judges.

The Chief Judges decision is final on all matters.

The award ceremony will be at the formal dinner on Saturday evening. Venue and time details are announced elsewhere.

Additional Notes regarding builder claim

The judges have to rely on your honesty in this regard, unless they have been given other information on which you could be queried. For guidance on what percentages of the construction a builder can claim see above, or for further clarification talk to the chief judge.

This method of judging ensures that the rightful persons receive their just rewards for their effort. The builder carrying out work through his/her own efforts will be recognised ahead of the owner who has had his/her aircraft made by professionals. Money, professional facilities and staff are not deciding factors, nor part of the judging process.

Where the judges are unable to check any section, or see any portion of your aircraft, because you are not present a maximum of 50% will be allocated to that section and marks assessed from that level. Judges will not open any part of your aircraft.

FOR THE BEST MARKS POSSIBLE – DO IT YOURSELF and WHERE NECESSARY – UNDER GUIDANCE