



Rolls-Royce Aviation Heritage Trophy Judging Criteria

As revised 14 February 2005

Background and Objectives

The Rolls-Royce Aviation Heritage Trophy competition is designed to encourage the preservation of aviation history through the restoration of vintage aircraft. This endeavor is a joint effort under the auspices of Rolls-Royce North America, The National Aviation Hall of Fame, The Reno Air Racing Foundation, and the Smithsonian National Air and Space Museum.

The competition will be limited by the available display space for each event and shall be set by the event coordinator, who will be working in conjunction with the judges as to the size and type of aircraft (ie. bombers, transports, etc). The aircraft will be selected from a pool of applicants by the judges. The major limitation is that the aircraft type must have been flying 45 years prior to the year of entry.

Aircraft currently involved in air racing events will not be considered as potential candidates for the year that application is received. However this does not preclude former racing aircraft from entering the competition as long as they meet the other criteria.

Once an aircraft has been positioned in the judging area, they are not to be moved out of the area until the end of the event. Thus they are not allowed to participate in any flying during the event. Of course, emergencies such as weather or death in the family are always an exception.

Applications from replica aircraft will only be considered in the People's Choice Category.

Modified aircraft will be considered for the competition only if it can be shown that it was flown in that modified state 45 years before the current participant application. Examples would be a 1930's race plane.

The competition shall be open to any and all types of aircraft such as gliders, helicopters, and gyrocopters. In the case of large space consuming aircraft such as balloons, only the gondola or basket will be subject for judging.

The accepted aircraft do not have to be flown in for the competition so that those aircraft of a frail nature or those aircraft which are unable to safely fly at higher altitudes (Reno) or in windy conditions shall have a chance to compete.

Trophies

The winning entrant of any trophy shall receive a marble replica of the **Rolls-Royce Heritage Invitational Trophy**.

The Rolls-Royce Heritage Invitational Trophy is awarded to the best of all classes entered for that event. This trophy is perpetual and shall remain on display at the Steven F. Udvar Hazy Center of the Smithsonian National Air and Space Museum in Washington DC with the participants and restorers name or facility on a brass plate installed on the trophy.

The antique trophy, titled, "**Orville & Wilbur Wright Trophy**" is awarded to the winner of aircraft that were built and flown in 1935 or earlier.

The Classic trophy, titled, "**Paul E Garber Trophy**" is awarded to the winner of aircraft that were built and flown in or after 1936.

The warbird trophy, titled, "**Henry (Hap) Arnold Trophy**" is awarded to any military aircraft regardless of their military use. (ie. Liaison, Bomber, Fighter, Transport).

The "**People's Choice Award**" is open to all aircraft, in all classes. This is a process, whereby the public is invited to participate by filling out one preference card for any aircraft, which is entered in the competition.

Judges

A panel of judges will be selected based on their technical expertise and experience. This panel will always be made up of an odd number of judges. Currently there are 5. This panel will be the same for all events where competing for these trophies are to be conducted. This will ensure consistency in the judging process. Currently there are 2 events - Dayton, Ohio during the second to week in July, and Reno, Nevada during the second week in September.

Judging Process and Standards

The final awards shall be determined by majority vote of the judges. In general, the judges will fill out a standardized numerical score sheet for each aircraft judged. The total scores will determine the winner, with the exception that the judges will have the option of final discretion in special circumstances, such as weather or war, not allowing enough contestants to arrive for judging. The completed score sheets generated by the judges during the judging process will not be released and are the property of Rolls-Royce North America, Inc.

Each aircraft will be judged on all features that are visible, concentrating on authenticity, historical accuracy, and that the aircraft is in original or restored to the condition it was flown in prior to 45 years ago. It is called to the judge's attention that an original aircraft data plate, with a replica aircraft built around it does not constitute an original or restored aircraft. Requests may be made by the judges to the owner/operator to open various items such as cockpit, engine cowling, and access panels, to better view internal of structure and/or appointments. The judges will not request the opening or removal of any complex structure or paneling. Should the party responsible for the aircraft not be available during the visitation by the judges, then the judges can at their discretion return at a later time or use their own judgment of the non visible items.

The judges will introduce themselves to the responsible party with the aircraft at the time of their arrival for the judging procedure. The judges shall present themselves as a group and not arrive at the aircraft alone. Judges will fill out his or her judging form themselves. If the judge has any affiliation with the aircraft, they shall refrain from judging that aircraft. Any lower scoring as a result of not being judged shall be discussed at the judges meeting, conducted at the end of the final day of judging. It is recommended that the remarks section of the judging sheet be utilized to help remember items and to be put before the judges at the final meeting when the scoring is compiled.

Any items that are required to have been altered or modified via airworthiness directive from the FAA, or are needed in today's environment, and/or safety, should not be counted against in the scoring of the aircraft. Such items might include a tailskid replaced by a tail wheel or the addition of modern avionics. Items of an unairworthy condition shall be addressed to the chief judge only and not be brought to the attention of the owner/operator of the aircraft by any others. The chief judge will ascertain the problem

found and bring it to the attention of the correct people (owner/operator, FAA). The chief judge and one other who he chooses will do this at a more appropriate time to discuss the problem in private with the owner/operator.

Final scoring shall be accomplished at a judges meeting, to be conducted at the end of the final judging day.

Judging Standards

The key is that this judging is to foster the preservation of the older aircraft and not to lose them to history so that those that follow may have access to a living history. Therefore, the judges are directed to authenticity.

a. General Appearance

This is the only category that covers the aircraft in its entirety. This includes workmanship, authenticity, cleanliness, maintenance, and airworthiness of the aircraft. Items such as the correct colors, markings, and finish should be addressed at this time.

b. Cockpit

Anything visible within the cockpit and passenger compartment comprises the items under inspection in this area. Authenticity should be stressed in the finish, upholstery (or lack thereof), instruments, controls and other components. If possible, the old components that are installed should be operational. However, if not operational and installed only to show the way they were used in times past, allowances should be made and rewarded for having said items installed.

c. Engine

Positive consideration should be given to the correct engine and components as well as cowling, accessories, and propeller. Again, authenticity is paramount such as no dress up chroming that was not original.

d. Landing Gear

This area includes brakes, wheels, tires, or any other devices used for alighting or departure. This shall include fairings, fenders or accessories. If the landing gear is retractable then an inspection of the wheel well is in order.

e. Fuselage

Consideration of the overall configuration of the fuselage or main body of the aircraft is to be checked for any modifications or changes from original design. An inspection of the interior is to be conducted if possible.

f. Wings and Tail or Lifting and Flight Control Surfaces

The judges will examine the exterior covering and finish, reinforcing tapes, struts, braces and wires, ailerons, flaps, fairings, fuel tanks and caps. If possible an inspection port should be opened to inspect the interior. Judges will look for modifications from the original such as metalized control surfaces, oversized control surfaces, or improper trim devices, etc.