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# Neil A. Armstrong Aviation Heritage Trophy Judging Criteria

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## **Background and Objectives**

The Neil A. Armstrong 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 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 directors, 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 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, it cannot be moved out of the judging area until the end of the event. Aircraft 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. An example 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 to judging.

The accepted aircraft must be in flying condition, however they do not have to be flown to the competition site. This stipulation allows those aircraft of a frail nature or those aircraft which are unable to safely fly at higher altitudes (Reno) or in windy conditions to have a chance to compete.

The judging team reserves the right to reject any aircraft that has participated for three years (need not be consecutive) and has not won an award, been competitive or shown any improvement or upgrade.

## **Trophies**

The winning entrant of any trophy shall receive a marble replica of the appropriate Neil A. Armstrong Aviation Heritage Trophy.

The "***Neil A. Armstrong Aviation Heritage 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 1934 or earlier.

The Classic Trophy, titled, "***Paul E Garber Trophy***" is awarded to the winner of aircraft that were built and flown between 1935 and 1955.

The Contemporary Trophy, titled, "***Steve F. Udvar-Hazy Trophy***" is awarded to the winning aircraft that was built and flown 1956 to 45 years from current year.

The Military Trophy, titled, "***Henry (Hap) Arnold Trophy***" is awarded to any military aircraft 45 years or older from current year , regardless of their military use. (ie. Liaison, Bomber, Fighter, Transport).

The Large Aircraft Trophy, titled, "***Herb Kelleher Trophy***" is awarded to any aircraft 45 years old or older from current year with a wing span of 45 feet or more. They can be single or multi-engine and either Civil or Military.

The "***People's Choice Award***" is open to all aircraft, in all classes. The recipient of this trophy is determined by popular vote. The viewing public is invited to participate by filling out one preference card for the viewer's favorite aircraft 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, preferably not less than 5. This panel will be the same for all National Aviation Heritage Invitational events in order to ensure consistency in the judging process.

## **Judging Process and Standards**

The final awards shall be determined by majority vote of the judges. The individual 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 , war, or not having enough contestants for judging. The completed score sheets generated by the judges during the judging process will not be released and are the property of the National Aviation Heritage Invitational.

Each aircraft will be judged on all features that are visible, concentrating on authenticity, historical accuracy and the extent to which the aircraft is in its original configuration 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/owner's representative to open various items such as cockpit, engine cowling, and access panels, to better view internal structure and/or appointments. The judges will not request the opening or removal of any complex structure or paneling. It is preferred that the owner/owner's representative be available at the time of judging. If not available during the visitation by the judges, the judges can, at their discretion, return at a later time or use their own judgment of non- visible items.

The judges will introduce themselves to the aircraft owner/owner's representative at the aircraft when they begin their inspection. The judges shall present themselves as a group and not arrive at the aircraft individually. Judges will fill out their own individual judging forms. If the judge has any affiliation with the aircraft, they shall refrain from judging that aircraft. Any lower scoring resulting from an abstaining judge shall be discussed at the judges meeting, conducted at the end of the final day of judging. The remarks section of the judging sheet shall be used to help remember unique items found during the inspection that may 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 in compliance with an airworthiness directive, or which are needed in today's flying environment per regulation or for safety, should not result in point deductions in the scoring of the aircraft. Such items might include a tailskid replaced by a tail wheel or the addition of modern avionics such as a transponder or altitude encoder. Items of an un-airworthy condition discovered by an individual judge shall be brought to the attention of the chief judge. The chief judge will investigate the problem found and bring it to the attention of the aircraft owner/owner's representative. The chief judge and one judge of his choice will discuss the discrepancy with the owner/owner's representative in private and at an appropriate time after the aircraft has been judged.

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

## **Judging Standards**

Judging at the National Aviation Heritage Invitational is intended to foster the preservation of older aircraft so that they are not lost to future generations due to modernization and modification. Therefore, the judges are directed to rate the aircraft with respect to the authenticity and accuracy of the restoration.

### **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 and points will be deducted for items such as chroming that was not original.

#### **d. Landing Gear**

This area includes brakes, wheels, tires, or any other devices used for ground movement. This shall include fairings, fenders or accessories. If the landing gear is retractable, an inspection of the wheel well will be made.

#### **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.

#### **g. Documentation**

At the time of judging, the owner/owner's representative should provide the following documentation for the judging staff to review.

- Historical documents and photographs of the aircraft and its configuration as represented.
- Technical documentation for verification of the aircraft's configuration and authenticity.
- Photographic documentation of the aircraft and its components showing either the level of detail undertaken during the restoration or the authenticity of the original un-restored aircraft.
- Any other information necessary to demonstrate authenticity and historical accuracy of the aircraft presented.

The documentation is a very important part of the restoration, especially if the aircraft is to be judged. These documents can answer questions that may arise during the judging process which could mean the difference in a close competition. Remember, the burden of proof of authenticity is on the owner and it is usually better to have too much documentation than not enough.