



CIACA Judging Standard for

- **Experimental Aircraft**
- **Restored & reconstructed Aircraft**

**To be adopted in the course of the
World Air Games “Torino 2009”**

and, in particular, for the

“EXPERIMENTAL AIRCRAFT TROPHIES”



SUMMARY

This document is aimed at setting up criteria for judging the “Experimental” aircraft competing in the World Air Games “Torino 2009”, to be held from 6th to 14th June 2009.

DEFINITION

For the purpose of this document “Experimental” Aircraft include all those aircraft built in compliance with the 51% rule, regardless if they are plans-built, kit-built, ultralight/microlight, autogyro and helicopters, restored aircraft, balloons or sailplanes.

GENERALS

In the frame of the World Air Games “Torino 2009” two different “Experimental Aircraft Trophies” are foreseen:

- **Experimental aircraft**
- **Restored & reconstructed Aircraft**

These two “Trophies” are aimed at

- Increasing the international visibility of the Amateur-built Aircraft movement in the world
- Contributing in the promotion of the Sport Aviation
- Promoting the development of new concepts, new designs, new formulas aimed at attracting more people into the Air Sports community
- Encouraging the development of new Aircraft configurations suitable for easy and cheap construction, low environmental impact, economy of operation
- Awarding the competitors skill and the quality of their construction

SELECTION OF PARTICIPANTS

The maximum number of participants is 30 **Aircraft in total for the two foreseen categories.** As soon as the application phase will be open (likely October 2008) each National Aero Club will be allowed to present one aircraft for each category or to aircraft for one category, plus possible reserves.

The WAG Organizing committee will proceed to fill the participation list in by including the first application received for each category, up to completion of the limit of 30 aircraft in total. If such total is not reached, the second (if any) or the “reserve” aircraft will be included, according to the order of arrival of the relevant application. Such procedure will guarantee the largest international representativeness.

Judging Criteria for “Experimental Aircraft”

Maximum total scoring 100 distributed as follows:

- | | | |
|--|------|-----|
| 1. Quality of the construction | Max | 20 |
| 2. Difficulty-Complexity of the construction | Max | 20 |
| 3. Innovation (if positive and safe) of the aircraft Design. | (Max | 10) |
| - (if designed by the competitor (individual or group) | Max | 30 |
| 4. Low Environmental impact (noise, air pollution...) due to design and/or to specific modification/solutions developed by the builder | Max | 15 |
| 5. Economy of the construction and /or Aircraft Operation | Max | 15 |

Judging Criteria for Restored & Reconstructed Aircraft

Maximum total scoring 100 distributed as follows:

- | | | |
|---|-----|----|
| 1. Difficulty/Complexity/Amount of the work
(Considering also the initial status in case of restoration,
the availability of documentation in case of reconstruction) | Max | 40 |
| 2. Quality of workmanship | Max | 30 |
| 3. Fidelity of the realization | Max | 20 |
| 4. Quality of the documentation related to the history of the initiative | Max | 10 |