



Light Aircraft Association

**LAA CURRENT TROPHIES MANUAL**

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## **CRITERIA FOR ACCEPTANCE OF A NEW TROPHY**

- 1 To be named after a person or organisation who has been a long time supporter of LAA. To be a non-perpetual trophy i.e. given away each year until such time as LAA or the sponsoring organisation if a commercial organisation wishes to cease the sponsorship. In the case of a trophy to be given in an individuals name in perpetuity a sum of at least £300.00 to be held in trust where the interest will in the early years cover the annual cost of a trophy and its engraving.
- 2 To be capable of being judged in the time available at the Rally, if aircraft related.(i.e. 2 hours). If the judging criteria are applicable to most types then it would be impossible because of distance for the judges to reach all aircraft eligible.
- 3 To have a pool of potential winners so that a winner should be available each year. There would need to be a reasonable number of new or restored aircraft to make a type trophy worthwhile.
- 4 Aircraft trophies are to recognise workmanship in building or restoration so cannot be given to those types where judging would only reflect the factory Quality Control and the owner's ability to keep it clean.

## **JUDGING DEFINITIONS OF LAA**

### **VINTAGE AIRCRAFT:**

A factory built aircraft built and flown for the first time prior to January 1st 1950.

### **CLASSIC AIRCRAFT:**

A factory built aircraft built and flown for the first time on or after January 1st 1950 but at least 35 years old on the day of the event.

This now encompasses the previous category CONTEMPORARY AIRCRAFT.

### **ORIGINAL AIRCRAFT:**

An aircraft with a provenance that can be traced back to its original constructor. This is regardless of the replacement of parts made during the course of maintaining its airworthiness.

### **REPLICA & SCALE-REPLICA AIRCRAFT:**

A copy of an original factory built aircraft produced either full size or scaled down. An aircraft for which plans were made available for amateur construction is not considered a replica unless it was built at least 40 years after the last production aircraft was built. .e.g. copies of the Chilton DW1 Monoplane and Comper Swift can be considered a replicas whereas a Falco or Jodel D140 cannot.

### **HOMEBUILT AIRCRAFT:**

An aircraft constructed by an individual or group for recreational purposes.

### **PLANS-BUILT AIRCRAFT:**

A homebuilt aircraft built from a set of drawings using raw materials and mainly non-dedicated standard aircraft parts.

### **KIT-BUILT AIRCRAFT:**

A homebuilt aircraft built from a set of drawings using mainly prefabricated parts.

(Where the kit only consists of raw materials and standard aircraft parts the aircraft can be considered to be plans built. Where a designer offers, say, a special canopy and cowlings which are difficult to build from scratch this does not constitute a kit.)

### **COMPOSITE AIRCRAFT**

A homebuilt aircraft built with fuselage and flying surfaces made of fibre reinforced resins. Aircraft may be either built from a kit or plans built.

**CLASSIC HOMEBUILT**

An amateur plans-built or kit-built aircraft that is over 25 years old on the day of the event.



## **THE AWARDS**

### **THE AIR SQUADRON TROPHY**

#### **AWARDED TO THE BEST PLANS-BUILT AIRCRAFT**

The trophy was presented to the PFA in 1971 by the 'Air Squadron' and is our premier award.

The award is made to the owner of the best homebuilt aircraft present at the Rally who must be the builder. The aircraft must have been built from plans without the major use of pre-manufactured kits for the airframe. The owner must have carried out at least 51% of the construction.

To be judged using amateur built judging rules.

### **THE R.A.A.(CANADA) TROPHY**

#### **AWARDED TO THE BEST KIT-BUILT AIRCRAFT**

A trophy was presented by the Devon and Cornwall Strut in 1991 and by the West London Strut in 1992. On the 11th May 1993 PFA was presented with a new permanent trophy by our equivalent organisation in Canada the Recreational Aircraft Association Canada.

The award is made to the owner of the best homebuilt aircraft attending the Rally that has been constructed using a pre-manufactured kit or kits. The owner must have carried out at least 51% of the construction (or 500 hrs).

To be judged using amateur built judging rules.

### **JOHN RANDALL Trophy**

#### **AWARDED TO THE BEST VINTAGE AIRCRAFT**

The original trophy was donated to the PFA by John Randall

The award is made to the owner of the best Vintage aircraft. Until 1992 for an aircraft to be in this classification it must have been built prior to Jan 1950.

From 1992 the vintage definition changed to aircraft built prior to Jan 1946.

From 2010 the aircraft must have been built prior to Jan 1950

To be judged using factory built aircraft judging rules.

### **THE ROY MILLS TROPHY**

#### **AWARDED TO THE BEST CLASSIC AIRCRAFT**

A PFA trophy instituted in 1989 as the Restoration Trophy and renamed in 1991 in honour of Roy Mills a past chairman of the Association.

The award was originally given to recognise restorations of aircraft that were maintained on

a 'Permit to Fly' issued by the LAA but were not eligible for an award in other classes e.g. SIPAs, Emeraudes, Minicabs, Condors, Champion Tri-Travellers, & Aircoupes.

From 1992, the award has been made to the owner of best Classic Aircraft.

i.e. A factory built aircraft, built and flown for the first time on or after January 1st 1950 but is at least 35 years old on the day of the event.

To be judged using factory built aircraft judging rules.

### **THE SYWELL TROPHY**

#### **AWARDED TO THE BEST CLASSIC HOMEBUILT**

The trophy was donated to the PFA by Mike Newton & his fellow directors of Sywell Aerodrome Ltd., to mark the 50th anniversary of the opening of the aerodrome in 1928. Sywell was the home of the PFA rally during the rally's early years.

The award was previously for best new design but only open to British built and designed aircraft suitable for the amateur constructor.

Classic homebuilt: An amateur plans-built or kit-built aircraft that is over 25 years old on the day of the event.

The award is made to the owner with the following conditions. The owner must have flown it for at least 30 hrs and have owned it for at least 2 years, and have built or rebuilt the aircraft. Factory built single seat homebuilt types such as the Nipper, Turbulent, Pitts that have been rebuilt by the owner are eligible.

To be judged using homebuilt aircraft judging rules

### **THE BENJAMIN TIGER CLUB TROPHY**

#### **AWARDED TO THE BEST ORIGINAL DESIGN**

The trophy was donated to the PFA by Lewis Benjamin of the Tiger Club who was PFA's Director of Airside Operations at the early PFA Rallies at Sywell.

Awarded each year for the best original design. The aircraft may be of non-UK origin but must be on its first flying visit to the Rally.

### **THE KEN WALLIS TROPHY**

#### **AWARDED TO THE BEST GYROPLANE**

The trophy was donated to the PFA by Wing Commander Ken Wallis. The award itself was instituted by PFA in 1979.

It is awarded to the owner of the best amateur built gyroplane at the annual Rally. It must either fly into the event or be flown prior to judging taking place.

The rules for amateur built aircraft will be followed suitably modified by the judges with emphasis on the safety needs of gyros.

**THE POOLEY SWORD**

**AWARDED TO THE BEST REPLICA AIRCRAFT.**

The Trophy was donated to the PFA by Bob Pooley of Airtour International Ltd.

The award is made to the owner of the best replica of an aircraft originally built commercially or as a 'one off' at least 40 years before the day of the judging. The aircraft may be full size or scale. Particular attention is to be paid to the authentic qualities of the aircraft..

To be judged using amateur built judging rules.

**THE WILKINSON SWORD**

**AWARDED TO THE BEST JODEL**

The trophy was arranged by and donated to the PFA by Ernie Horsfall.

The award is given to the owner of best Jodel, either factory built with a tailwheel or amateur constructed.

To be judged using factory built aircraft judging rules with no special emphasis on authenticity.

**THE PERSONAL PLANE SERVICES TROPHY**

**AWARDED TO THE BEST DE HAVILLAND MOTH**

The trophy was presented to the PFA by the late Doug Bianchi a former Chief Inspector of the PFA and owner of PPS.

The trophy is awarded to the owner of the best D.H. Moth. All DH Moths, from DH 60 to ? DH94, wherever built, are eligible as is the DH Queen Bee. The Trophy was restricted to Tiger Moths until 1992.

To be judged using factory built aircraft judging rules

**THE JIM EMPSON TROPHY**

**AWARDED TO THE BEST FABRIC COVERED PIPER**

The trophy was donated to the PFA by Jim Empson.

The award is given to the owner of the best Piper Cub with a J- designation and including the military derivatives of those aircraft e.g. L-4 Grasshopper and AE-1 version of the J-5 Cub Cruiser of the US Navy. From 2010 all fabric covered Pipers are eligible.

To be judged using factory built aircraft judging rules



**THE AUSTER ALTIMETER TROPHY****AWARDED TO THE BEST AUSTER**

The trophy was donated to the PFA by the International Auster Pilot Club.

Awarded each year to the owner of the best Auster, taking into account overall condition, authenticity, type of restoration (whether private or commercial), credit being given to individual effort. The aircraft may be in club, group or individual ownership. The aircraft may be a Beagle tailwheel aircraft of basic Auster design, e.g. Terrier, Husky.

To be judged using factory built aircraft judging rules.

**THE ALBERT CODLING TROPHY****AWARDED TO THE BEST PART COMPLETED HOMEBUILT**

The trophy was donated to the PFA in memory of the late Albert Codling who was an experienced inspector, and licensed engineer, who spent most of his life with Auster Aircraft.

The award is restricted to LAA projects, is for the best part-built project at the annual Rally on which the owner has done more than 50% of the work. Aircraft on commercial display are ineligible. The aircraft cannot be complete and must show the elements of its construction.

To be judged using amateur built judging rules Nos.3, 4, 5, 6, 7, & 10.

**THE COATES "SWALESONG" TROPHY****AWARDED FOR THE BEST DESIGN FEATURE**

The trophy was awarded to the PFA by Mrs D. Coates and her sons in memory of her husband James who was a member of the PFA from its inaugural meeting as the Ultra Light Aircraft Association in 1946. He built and flew his first aircraft, a Luton Minor, in 1948 an aircraft that is still flown to this day, now by his son Richard. It is believed that this Minor called "Swalesong" was the first homebuilt aircraft to be built from scratch after the 1939 - 1945 war. The name is derived from his boyhood home in the Yorkshire Dales where he started to build a Flying Flea. During the war he served as a Flight Engineer on Halifaxes and later on the Yorks of the VIP unit 24 Squadron. and post-war served with the King's Flight and the Queen's Flight on Vikings.

The award is restricted to the amateur builder, and will be awarded for the design and construction of a part showing ingenuity as part of a LAA project. The award is intended to encourage the younger builder, though this will not exclude design ideas from more mature builders.

**THE EUROPA TROPHY****AWARDED TO THE BEST EUROPA**

The cup was presented to the PFA by Ivan Shaw at its 50<sup>th</sup> anniversary Rally at Cranfield on the 5<sup>th</sup> July 1996.

Awarded to the owner and builder of the best kit built *Europa*.

To be judged using amateur built judging rules.

**THE NOWICKI TROPHY**

**AWARDED TO THE BEST RV AIRCRAFT**

The salver was presented to the PFA in memory of Andy Nowicki at the 2003 PFA Rally.

It is awarded to the owner and builder of the best RV. The aircraft must have been constructed in the UK and be on a LAA Permit to Fly.

To be judged using amateur built judging rules.

**THE MALCOLM ALLEN TROPHY**

**AWARDED TO THE MOST MERITORIOUS ARRIVAL BY AIR AT THE LAA RALLY**

This trophy is dedicated to the memory of Malcolm Allen and was endowed by his parents. Malcolm lost his life in a flying accident in a Jodel D.9 in 1996. Prior to 1997 this was a PFA Award which had no trophy, only a certificate and at the early rallies at Sywell (?) it usually took the form of a Pooley's Flight Guide

The award is restricted to members of LAA, RSA, EAA, or other similar organisations, and is given for the most meritorious flight to the Rally taking into account the aircraft, the equipment carried and hazards en-route.

**THE HUGH BANCROFT-WILSON TROPHY**

**AWARDED TO THE MOST MERITORIOUS FLIGHT TO THE RALLY BY AIR IN A GYROPLANE**

This trophy is dedicated to the memory of Hugh Bancroft Wilson.

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