

ANNEX 6F

F4H - JUDGES GUIDE FOR STATIC JUDGING

6F.1 General

As with other scale classes, before individual judging commences, all the models entered should be reviewed in order to superficially grade the models in relation to each other. It is particularly important during this initial evaluation, that because all static judging is carried out at 5 metres, judges should avoid any close up examination of the models.

The documentation requirements for F4H have been reduced to the minimum which is considered necessary to make a fair assessment of the judging aspects required. It is important that judges do not waste time seeking to assess any aspect which is not adequately supported by the documentation.

The penalty marks as stated in ANNEX 6A paragraph 6A.1.9 will apply.

Generally 15 minutes (approximately)is considered sufficient judging time for each model.

When all the models have been individually judged, the spread of marks awarded, particularly the 'Complexity marks' for all the models should be reviewed by the panel of judges. The panel of judges have the right to alter the marks retrospectively if they subsequently believe them to be unfair. The relative mark of one model compared with the others is important and only when the Chief Judge agrees that this has been achieved should the scores be released for publication.

6F.1.4.1 Scale Accuracy (Outline)

As with all static judging, photographs are the prime means of assessing scale accuracy. If good photographs are provided which show side view, front view and plan view, there will be no need to refer to the drawings. Paragraph 6A.1.10.1 provides further advice on assessing scale accuracy.

6F.1.4.2 Originality of Model Design & Construction

The judge must examine the Competitors Declaration including any supporting evidence presented by the competitor and if necessary question the competitor, in order to evaluate the extent to which the competitor has contributed to the Scale Accuracy (Outline Accuracy). A maximum of 10 marks should only be awarded to a model which is entirely 'scratch built' and declared as such by the competitor. The score must be reduced if the Scale Accuracy is achieved by someone other than the competitor, or by the use of commercially available machined, moulded or pre-cut parts. However an allowance should be made if the competitor is able to provide evidence that he has modified such parts to improve Scale Accuracy. A model which has been assembled 'straight out of the box' should score a zero. The following should be used as a guide:

<u>Scratch built models entirely designed and built by the competitor</u>	<u>10 marks</u>
<u>Models built from a kit or a published plan based on a built-up structure and which may include pre-cut parts and some proprietary items</u>	<u>5-9 marks</u>
<u>Models built from a kit based on a moulded/grp fuselage and veneered foam or grp flying surfaces</u>	<u>2-4 marks</u>
<u>Typical ARTF – moulded or built-up and covered structure</u>	<u>0-2 marks</u>

6F.1.4.3 Colour and Markings Accuracy

Colour accuracy is determined by comparison of the model with the documentation which is presented. The ambient light conditions (e.g. light and shade) prevailing during judging may not be the same as that which applies to the documentation and particular consideration should be given when this occurs. Camouflage colour schemes should show the correct pattern and the correct degree of merging of the shades. Paragraph 6A.1.10.2 provides further advice on assessing colour.

Check the colour, position and size of all markings, insignia, numbers and lettering. Judges should not make assumptions that markings are the same on each side of the model and should only award high marks when all the markings are fully supported by the documentation. Paragraph 6A.1.10.3 provides further advice on assessing markings.

6F.1.4.4 Colour and Markings Complexity

Consideration should be given to the effort involved in reproducing the colour and markings of the prototype. This should not be confined to the number of colours and the extent of the markings, but also how they are distributed on the model. i.e. the complexity of the boundary between colours and whether applied to a flat or curved surface, on fabric or solid surfaces etc.

It is important to ensure that the marks awarded are a fair comparison with the spread of marks awarded across the range of models entered. Paragraphs 6A.1.10.2 and 6A.1.10.3 provide additional guidance on assessing Colour and Markings Complexity.

6F.1.4.5 Realism

Judges should consider how well the model captures the character of the full size aircraft as portrayed in the photographic documentation. If the subject aircraft is 'factory fresh' or an unblemished museum example, then the model should be in a similar pristine condition. Alternatively if the photograph of the subject aircraft shows worn or stained surfaces and weathered paintwork, then this should be reflected in the model. Judges should be careful to avoid penalising the omission of details which are not clearly visible at 5 metres.

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