



**NEW ZEALAND ASSOCIATION  
OF  
WOMEN IN AVIATION  
COMPETITION MANUAL**

Effective March 2024 – February 2025

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The New Zealand Association of Women in Aviation (NZAWA) annual rally is conducted annually at a host aeroclub in New Zealand. In all competitions, Civil Aviation Rules (CAA) as well as rules of the host aero club or flying school must be adhered to. A breach to any of the rule, may result in a competitor being disqualified.

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## COMPETITOR ELIGIBILITY

All competition entrants **must** be current financial members of the NZAWA. Competitors must register for the rally competitions by the closing date stated on the registration entry form. No late entries will be accepted except for new members.

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## CONDITIONS OF ENTRY

- a) A competitor may enter the Soaring Award, Airways Enroute VFR Competition, Engineering Photo ID Competition and NZAWA Photographic Competition in addition to a **maximum of four other competitions** outlined in the document below.
- b) All competitors must hold the appropriate licence and (where applicable) be type rated and current/competent in the competition aircraft to be used.
- c) Competitors are responsible for reading the current competition rules as well as any health and safety plans or guidelines issued by the NZAWA pertaining to the specific annual rally.
- d) Any pilot competing in the Victa Aerobatic Trophy must produce evidence of holding an aerobatic rating, unless accompanied by an instructor/judge who holds that approval and is current.
- e) All competitors must attend the competitor briefing prior to the commencement of the competitions at a time and location to be notified by the NZAWA. Competitors that attend the pilot briefing must sign a document provided by the NZAWA to affirm their attendance. However, should a competitor be unable to attend the briefing due to unavoidable circumstances, the competitor must report to the Event/Flight Director to receive their individual briefing before competing for any event. Failure to do so could involve a disqualification.
- f) Where possible, the accompanying judge/instructor will be nominated as Pilot in Command (PIC) providing that they hold the appropriate instructor rating as per the CAA regulations and are rated and current on the type of aircraft being flown. If an appropriate instructor/judge cannot be PIC for a competition, the competitor may be nominated as PIC provided that they are current and rated on type and provide sufficient evidence of competence on type to the relevant instructor/judge. The PIC should be confirmed and noted on the PIC sheet prior to commencement of a competition.

## LICENCE TYPES APPLICABLE FOR COMPETITIONS

Competition Name	ENG	SP	PPL	CPL	ATPL	NMC	IMC	AMC	Glider	Parachute
Aircraft Engineering Association NZ Trophy	✓									
Airways VFR Enroute Competition		✓	✓			✓	✓	✓		
Airwomen's Soaring Award									✓	
Aviation New Microlight Trophy						✓	✓	✓		
Briar Smith Victory Trophy		✓				✓				
Cathy Penney Helicopter Trophy		✓	✓	✓			✓	✓		
Cessna Cup				✓	✓					
Collings Cup		✓				✓				
Engineering Photograph Identification Competition*	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Fitton Rose Bowl		✓	✓	✓	✓	✓	✓	✓		
Kay Scot Trophy		✓	✓			✓	✓	✓		
Morane Saulnier Rallye Trophy			✓				✓	✓		
Morrell Gliding Trophy									✓	
Ninety-Nines Tray		✓	✓	✓	✓					
NZAWA Parachuting Cup										✓
NZAWA Photographic Competition**	✓	✓	✓	✓	✓	✓	✓	✓	✓	
NZ Airwomen's Gliding Cup									✓	
Patricia Wright Memorial Trophy*	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Pioneer Trophy				✓	✓					
Rhona Fraser Trophy		✓				✓				
Victa Aerobatic Trophy		✓	✓	✓	✓					
Winter Rose Bowl		✓	✓			✓	✓	✓		
Yvonne Loader Trophy		✓	✓			✓	✓	✓		

**Please check the individual competitions below to confirm eligibility and procedures.**

KEY		
Engineer/LAME	ENG	This includes a student Engineer/LAME as well.
Student Pilot	SP	Fixed Wing (A) or Helicopter (H)
Private Pilot Licence	PPL	Fixed Wing (A) or Helicopter (H)
Commercial Pilot Licence	CPL	Fixed Wing (A) or Helicopter (H)
Airline Transport Pilot Licence	ATPL	Fixed Wing (A) or Helicopter (H)
Novice Microlight Certificate	NMC	
Intermediate Microlight Certificate	IMC	
Advanced Microlight Certificate	AMC	
* These competitions can be entered by any NZAWA members regardless of licences they may or may not hold.		
** This competition will be divided into 2 categories: Members and Supporters Photographic Competition		

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## LIST OF COMPETITIONS

### AIRCRAFT ENGINEERING ASSOCIATION OF NEW ZEALAND TROPHY

*Donated by Aviation Engineering Association (AEA) NZ*

**COMPETITION:** Aviation Engineering

**ELIGIBILITY:** Engineer, Student Engineer, Licenced Aircraft Maintenance Engineers (LAMEs) or Student LAMEs

**PROCEDURE:**

A series of 3 tasks, 1 written and 2 practical, will be carried out to demonstrate the competitors' engineering abilities. The competition will have a total time of 2 hours, each task being timed at 30 minutes, with an extra 10 minutes between tasks for tidy up and rest. Tasks will be designed in accordance with the competitors engineering experience, with the below handicap's being used.

**Student Engineers:** +30 points for each task

**Engineers in the workplace:** NIL

**LAME:** -30 points for each task

All competitors are requested to bring their own relevant safety gear to complete the tasks i.e safety glasses, shoes, earmuffs etc.

A minimum of 2 competitors must register for the competition.

## AIRWAYS VFR ENROUTE COMPETITION

**COMPETITION:** Navigation

**ELIGIBILITY:** SP(A), PPL(A), NMC, IMC, AMC, who will fly in excess of 100nm enroute to attend the rally.

**PROCEDURE:**

- a) A flight plan is to be filed at least one hour prior to the ETD.
- b) Flight plans shall be filed via telephone (03 358 1509 or 0800 626 756) with the National Briefing Office so the waiver for the VFR flight plan charge can be selected. When lodging the flight plan the pilot must advise the National Briefing Office that they are participating in the Airways VFR Enroute Competition.
- c) If the aircraft registration being flown is different from the aircraft registration entered for the Airways VFR Enroute competition, please advise the National Briefing Office when filing your flight plan.
- d) Aircraft registered for the competition must arrive by Evening Civil Twilight (ECT) on the Saturday of the rally weekend.
- e) Flight Information will monitor progress of the flight and score based on the following:
  - A *minimum of three calls* must be made to Christchurch Information
  - Accuracy of VFR position reports
  - Radio and reporting procedures
  - Flight Planning and maintenance of planned track (weather permitting)
  - Adherence to planned times. Pilots will be disqualified if they go overdue on their SARTIME.

## AIRWOMEN'S SOARING AWARD

*Presented by Graham & Ena Monk*

**AWARD:** Gliding

**ELIGIBILITY:** Glider Pilot

**PROCEDURE:**

Awarded for the most notable flight made by a woman glider pilot in New Zealand in the preceding year, i.e. between the entry closing dates of the last Rally and the upcoming Rally

Entries for this award must be posted to reach the Secretary seven days prior to the Rally and must include the following details:

- Full name
- Club details
- Details of most notable flight made with regard to height, distance, area and location, and date of flight.
- Entrant's total hours, experience and previous awards
- Signature of entrant and CFI of Club.

## AVIATION NEWS MICROLIGHT TROPHY

**COMPETITION:** Highest Aggregate Scoring Microlight Competitor

**ELIGIBILITY:** NMC, IMC, AMC

**PROCEDURE:**

Highest aggregate score from all microlight competitions entered.

## BRIAR SMITH VICTORY TROPHY

**COMPETITION:** Take-off, Flight Manoeuvres, Circuits and (non-grid) Landing

**ELIGIBILITY:** SP(A) who have flown solo, NMC with solo logbook endorsement.

**PROCEDURE:**

- a) Run up, taxiing, cockpit drills (Climb and approach speeds to be nominated before take-off)
- b) Take-off, engine failure after takeoff, climb, medium turns, stalling, gliding turns, circuit rejoin procedure, approach and landing
- c) Airmanship

# BRIAR SMITH VICTORY TROPHY

## MARKING SHEET

NAME: \_\_\_\_\_ CLUB: \_\_\_\_\_

REGISTRATION: \_\_\_\_\_ TYPE: \_\_\_\_\_

JUDGE: \_\_\_\_\_ FLIGHT TIME: \_\_\_\_\_

TO BE NOMINATED BY COMPETITOR PRIOR TO TAKEOFF:

CLIMB SPEED: \_\_\_\_\_ APPROACH SPEED: \_\_\_\_\_

Section	Max Points	Remarks	Points Awarded
Run up	5		
Taxiing	5		
Drills	10		
Take off	5		
Engine fail after T/O	10		
Climb	5		
Medium Turns	5		
Stalling	10		
Gliding Turns	5		
Rejoin	10		
Approach	10		
Landing	10		
Airmanship	10		
<b>Total</b>	<b>100</b>		

## CATHY PENNEY HELICOPTER TROPHY

**COMPETITION:** Precision circuit and landing

**ELIGIBILITY:** SP(H), PPL(H), CPL(H), IMC(Rotorcraft only), AMC(Rotorcraft only)

**PROCEDURE:**

An air judge will assess competitors in the execution of a precision circuit and landing.

## CESSNA CUP

**COMPETITION:** Non-Instrument circuit, Glide approach, Spot Landing.

**ELIGIBILITY:** CPL(A), ATPL(A)

**PROCEDURE:**

- a. All instruments to be covered from entrant's view but available to judge. Entrants to supply their own cover.
- b. Glide and approach speeds to be stated prior to take-off.
- c. Aircraft to be positioned at 2000ft on non-traffic side. Power off descent to be made, motor warmed when assessed to be at 1000ft.
- d. Spot landing on airfield – standard RNZAC landing grid to be used
- e. Airmanship – points deducted for inaccurate assessment of speeds or 1000ft point

**CESSNA CUP  
MARKING SHEET**

**NAME:** \_\_\_\_\_ **CLUB:** \_\_\_\_\_

**REGISTRATION:** \_\_\_\_\_ **TYPE:** \_\_\_\_\_

**JUDGE:** \_\_\_\_\_ **FLIGHT TIME:** \_\_\_\_\_

**TO BE NOMINATED BY COMPETITOR PRIOR TO TAKEOFF: BLUE BOXES BELOW.**

**2 points are deducted for each 50 feet in error at 1000' assessment.**

**1 point is deducted for each knot in error in speed assessment.**

Section	Max Points	Nominated Speed	Actual Speed	Actual Height	Points Awarded
2000' to 1500'	10				
1500' to 1000'	10				
1000' Assessment	10				
1000' to 500' (approx.)	10				
Final	10				
Airmanship	20				
Ground Points	50				
<b>Total</b>	<b>120</b>				

## COLLINGS CUP

**AWARD:** Highest Aggregate Scoring Competitor

**ELIGIBILITY:** SP(A), NMC

**PROCEDURE:**

Highest aggregate score from all competitions entered.

## ENGINEERING PHOTOGRAPH IDENTIFICATION COMPETITION

**COMPETITION:** Photograph Identification

**ELIGIBILITY:** All financial members of NZAWA

**PROCEDURE:**

Identify as many items in the aviation engineering related photographs as you can.

## FITTON ROSE BOWL

**COMPETITION:** Written Theory, Taxi and Take-off, Flight Manoeuvres

**ELIGIBILITY:** SP(A) who has gone solo, PPL(A), CPL(A), ATPL(A), NMC, IMC, AMC

**PROCEDURE:**

A theory test, of a standard in accordance with the pilot's licence level, will be given and answered in written form. The higher scoring competitors will be selected to fly, the rest are eliminated at this point. The practical flight test will be judged on:

- a) Taxing and drills
- b) Takeoff and climb, compass turns, steep turns left and right, stalling, circuit rejoin, approach and landing
- c) Airmanship

**FITTON ROSE BOWL**

**MARKING SHEET**

**NAME:** \_\_\_\_\_ **CLUB:** \_\_\_\_\_

**REGISTRATION:** \_\_\_\_\_ **TYPE:** \_\_\_\_\_

**JUDGE:** \_\_\_\_\_ **FLIGHT TIME:** \_\_\_\_\_

**TO BE NOMINATED BY COMPETITOR PRIOR TO TAKEOFF:**

**CLIMB SPEED:** \_\_\_\_\_ **APPROACH SPEED:** \_\_\_\_\_

<b>Section</b>	<b>Max Points</b>	<b>Remarks</b>	<b>Points Awarded</b>
Drills & Taxi	10		
Takeoff & Climb	10		
Compass Turns	10		
Steep turn left	10		
Steep turn right	10		
Stall	10		
Rejoin	10		
Approach Landing	10		
Airmanship	20		
<b>Total</b>	<b>100</b>		

## KAY SCOTT TROPHY

**COMPETITION:** Non-instrument Circuit

**ELIGIBILITY:** SP(A), PPL(A), NMC, IMC, AMC

**PROCEDURE:**

- a) Entrants to provide own instrument covers. These must allow access to instruments for judges
- b) Instruments will be covered from point of roll at takeoff to point of landing
- c) Entrants must nominate downwind power setting, climb, base leg and approach speeds, and will be judged on assessment of these without the aid of instruments. Correct turn and downwind heights, and the takeoff and landing will also be judged.

## MORANE SAULNIER RALLYE TROPHY

**COMPETITION:** Forced Landing

**ELIGIBILITY:** PPL(A), IMC, AMC

**PROCEDURE:**

- a) From 2500ft each pilot to make a “power off” glide approach to make a landing over a fence.
- b) Engine to be warmed once during descent.
- c) No side slipping or flap change to be made below 100 ft.
- d) Any competitor undershooting will be disqualified.
- e) Standard RNZAC landing grid to be used.

# MORANE SAULNIER RALLYE TROPHY

## MARKING SHEET

NAME: \_\_\_\_\_ CLUB: \_\_\_\_\_

REGISTRATION: \_\_\_\_\_ TYPE: \_\_\_\_\_

JUDGE: \_\_\_\_\_ FLIGHT TIME: \_\_\_\_\_

TO BE NOMINATED BY COMPETITOR PRIOR TO TAKEOFF:

GLIDE SPEED: \_\_\_\_\_

Section		Max Points	Remarks	Points Awarded
Initial Actions	Close Throttle	2		
	Carb Heat On	2		
	Conserve Height	2		
	Trim for glide	2		
Plan Descent	Wind	2		
	Landing Area	2		
	Select 1000' and 1500' area	2		
Trouble Checks	Fuel – content, cocks, pressure, pump on	2		
	Mixture rich, carb heat on, primer locked	2		
	Mags, check each	2		
	Partial power check	2		
Subsequent Actions	Temps and pressure	2		
	Squawk 7700	1		
	Mayday call	2		
	Brief passengers (harness, emergency equipment, how to exit aircraft)	3		
	Checks: Warm engine	2		
	Hatch and harness			
	Fuel, mags off, mixture lean	2		

1000' area	Position: + or – 100' (no loss) + or – 200' Outside limits	3 15 10 0		
Start Final	Position: 600' – 500' 500' – 400' Outside limits Checks: Master off (after radio and flaps)	15 10 0 2		
Use of Flaps Sideslip	(Side slipping in flapped A/C no points)	10		
Airspeed	+ or – 5kts (or no loss) + 10kts Outside these limits	10 5 0		
Airmanship	Lookout planning awareness Smooth handling	10		
After Landing	Ensure safety of passengers, secure aircraft, cancel mayday, Check ELT. Do not attempt to fly out	5		
Landing	Tailwheel a/c Wheeler 3 pointer (tick)			

## MORRELL GLIDING TROPHY

**COMPETITION:** Non-Instrument Circuit

**ELIGIBILITY:** Glider Pilots

**PROCEDURE:**

- a) Instruments to be covered throughout flight.
- b) Release from tow at Judge's discretion, from which point judging commences.
- c) Marks awarded on correct judgment of circuit height, control of speeds to stated figures, correct use of brakes, approach and landing.

## NINETY-NINES TRAY

**AWARD:** Highest Points

**ELIGIBILITY:** Ninety-Nines Pilots

**PROCEDURE:**

Awarded by the NZ Section of the Ninety-Nines (International Women Pilots) to the Ninety-Nine with the most points in NZAWA competitions.

## NZAWA PARACHUTING CUP

*Kindly donated by New Zealand Federation of Parachuting Clubs*

**AWARD:** Parachute Jump

**ELIGIBILITY:** All financial members of NZAWA.

**PROCEDURE:**

Awarded to the member who does the display descent or, if more than one entrant, competitors will be judged on the best average of two jumps from 3,500 ft with a 0 to 5 second delay time.

## NZAWA PHOTOGRAPHIC COMPETITION

**COMPETITION:** Photography

**ELIGIBILITY:**

Category 1: NZAWA financial member

Category 2: NZAWA supporter (male or female)

**PROCEDURE:**

- a) Aviation Oriented Theme
- b) Size should be no larger than A4
- c) Can be a colour print or black and white print
- d) No more than two photographs per entrant
- e) Please print your name and address clearly on the back of each print
- f) At the back of each print, please mention any digital alterations that may have been made to the photo.
- g) Photos are to be brought to the rally and not delivered earlier.

## NZ AIRWOMEN'S GLIDING CUP

**COMPETITION:** Gliding

**ELIGIBILITY:** Glider Pilots who have been solo

**PROCEDURE:**

Release and circuit join height to be arranged on the day.

- a) Cockpit checks.
- b) Aero tow or winch launch - demonstrate one out of position recovery.
- c) 360 degree turn left followed immediately by a 360 degree turn right (i.e. figure of 8).
- d) Stall and recovery.
- e) Incipient spin off a turn and recovery.
- f) Steep turns — one left, one right.
- g) Circuit planning, pre-landing checks, downwind, base and final approach.
- h) Precision landing — on a marked grid over a 1 metre high fence.
- i) Airmanship

## PATRICIA WRIGHT MEMORIAL TROPHY

**COMPETITION:** Pre-Flight

**ELIGIBILITY:** All financial members of NZAWA.

**PROCEDURE:**

An aircraft with several defects will be provided and entrants will be required to list these whilst doing a normal pre-flight check. Time limit to be advised on the day, but usually is up to 15 minutes.

**PATRICIA WRIGHT MEMORIAL TROPHY**

**MARKING SHEET**

**NAME:** \_\_\_\_\_ **CLUB:** \_\_\_\_\_

15 minutes to carry out a pre-flight inspection and record the defects you find during this time.

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## PIONEER TROPHY

**COMPETITION:** Precision and flapless Circuits (Grid Landing)

**ELIGIBILITY:** CPL(A), ATPL(A)

**PROCEDURE:**

Two circuits to be flown consecutively, the first being a precision landing over a fence onto the grid, the second demonstrating flapless approach technique (no fence or grid). RNZAC landing grid will be used. Air marks awarded for accuracy and airmanship.

In allocating points, factors such as power, heading, speed, heights and balance will be taken into account. Other factors such as approach, glideslope, use of flap and speed control will also be considered.

# PIONEER TROPHY

## MARKING SHEET

NAME: \_\_\_\_\_ CLUB: \_\_\_\_\_

REGISTRATION: \_\_\_\_\_ TYPE: \_\_\_\_\_

JUDGE: \_\_\_\_\_ FLIGHT TIME: \_\_\_\_\_

**TO BE NOMINATED BY COMPETITOR PRIOR TO TAKEOFF:**

	Climb Speed	Base Speed	Final Speed	Threshold Speed
<b>Circuit 1</b>				
<b>Circuit 2</b>				

Circuit 1: Precision circuit onto landing grid.

Circuit 2: Flapless circuit, no landing grid. Air Judge only to mark landing.

Section	Max points (per circuit)	Points Awarded		Remarks	
		Circuit 1: Precision Circuit	Circuit 2: Flapless Circuit		
Start up Taxi Cockpit drills	5				
Take off & climb	10				
Crosswind & Downwind	10				
Base leg	10				
Final	10				
Threshold	10				
Landing Attitude	10				
Taxi & Shut down	5				
Airmanship	10				
	Airpoints			<b>Total</b>	
			<b>Ground</b>	<b>Points</b>	
				<b>Total</b>	

## RHONA FRASER TROPHY

**COMPETITION:** Pre-Flight, Taxi, Circuits (Normal and Flapless)

**ELIGIBILITY:** SP(A), NMC

**PROCEDURE:**

- a) Aircraft pre-flight inspection, including a few aircraft knowledge questions.
- b) Run up, taxiing, cockpit drills.
- c) Two circuits, one normal approach and one flapless. The takeoff, climb, circuit, approach, and landing, including accuracy of speeds (climb and approach speeds to be nominated before take-off) and maintaining centreline, will be judged
- d) Airmanship

# RHONA FRASER TROPHY

## MARKING SHEET

NAME: \_\_\_\_\_ CLUB: \_\_\_\_\_

REGISTRATION: \_\_\_\_\_ TYPE: \_\_\_\_\_

JUDGE: \_\_\_\_\_ FLIGHT TIME: \_\_\_\_\_

TO BE NOMINATED BY COMPETITOR PRIOR TO TAKEOFF:

CLIMB SPEED: \_\_\_\_\_ INITIAL DESCENT SPEED: \_\_\_\_\_

Section	Max Points	Points Awarded Circuit 1	Points Awarded Circuit 2	Remarks
Aircraft	20			
Run up	5			
Taxiing	5			
Cockpit	10			
Take off /	10			
Circuit	20			
Approach	10			
Landing	10			
Airmanship	10			
<b>Total</b>	<b>100</b>			

## VICTA AEROBATIC TROPHY

**COMPETITION:** Aerobatics

**ELIGIBILITY:** SP(A), PPL, CPL, ATPL. The Air Judge must have a current aerobatic instructor rating and have sufficient experience to recover from a spin without significant height loss.

The aircraft used must be CAANZ approved for aerobatic flight.

**PROCEDURE:**

Loop, stall turn left and right, barrel roll left and right and one free choice manoeuvre.

**VICTA AEROBATIC TROPHY**

**MARKING SHEET**

**NAME:** \_\_\_\_\_

**CLUB:** \_\_\_\_\_

**REGISTRATION:** \_\_\_\_\_

**TYPE:** \_\_\_\_\_

**JUDGE:** \_\_\_\_\_

**FLIGHT TIME:** \_\_\_\_\_

<b>Section</b>	<b>Max Points</b>	<b>Remarks</b>	<b>Points Awarded</b>
Loop	10		
Stall turn left	10		
Stall turn Right	10		
Barrel Roll Left	10		
Barrel Roll Right	10		
Free Choice	10		

## WINTER ROSE BOWL

**COMPETITION:** Navigation Theory

**ELIGIBILITY:** SP(A), PPL(A), NMC, IMC, AMC

**PROCEDURE:**

A theory navigation exercise in written form with a time limit. (to be advised on the day) Competitors to provide their own flight planning equipment, i.e. VFG, computer, protractor, 1:500,000 aeronautical charts appropriate to the rally venue etc.

## YVONNE LOADER TROPHY

**COMPETITION:** Instrument Flying

**ELIGIBILITY:** SP(A), PPL(A), NMC, IMC, AMC

**PROCEDURE:**

- a) Basic Panel only: ASI/ALT/T&S/MAG Compass/VSI/Clock
- b) Competitor will be placed under the hood in straight and level flight on a cardinal compass heading and hold for 2 minutes.
- c) Make a left turn at rate 1 through 90 degrees, hold S & L for 30 seconds.
- d) Make a right turn at rate 1 through 90 degrees, hold S & L for 30 seconds.
- e) From S & L enter a climbing rate 1 turn left at nominated climbing speed, gaining 500 ft (if necessary due to A/C performance, the judge will return you to a cardinal compass heading), hold S & L for 30 seconds.
- f) From S & L make a descending rate 1 turn at nominated descent speed, descending 500 ft and turning through 180 degrees, hold S & L for 30 seconds.

# YVONNE LOADER TROPHY

## MARKING SHEET

NAME: \_\_\_\_\_ CLUB: \_\_\_\_\_

REGISTRATION: \_\_\_\_\_ TYPE: \_\_\_\_\_

JUDGE: \_\_\_\_\_ FLIGHT TIME: \_\_\_\_\_

If possible commence exercise heading either NORTH or SOUTH.

If necessary, Judge to return aircraft to cardinal heading after climb

	Height	Air speed	Power	Balance	Heading	Total
Straight & Level						
Level left turn 90°						
Level right turn 90°						
Left turn climb 500'						
Right turn Descend 500'						

**Marking 1 = poor to 5 = excellent**