THE BLUE MAX
2018

STATIC JUDGING CRITERIA

THE BLUE MAX will be guided by the proposition that every modeler's work is a creative work of art. Not quite the same as a great painting or a famous musical composition, but art none the less.
Parts are assembled, painted, and finished, producing a result in which the builder can take pride. The best models in any category are just that … no more, no less. We are looking at only what is present at **THE BLUE MAX**, and the final result of judging says only that; of the models entered in this particular category, on this particular day, this one is better than that one.
Better? What do we mean? Because we are rating works of art, the product of a modeler's skills developed over years, we have got to remember that the results are **strictly subjective.** That's why we don't use scoring sheets. There are no numbers in the galaxy that will allow anyone to say with any assurance that a blemish on that model is worth "X" points, while a fingerprint on that model is worth "Y" points. Remember, every contest is entirely different from any other because the models are different. No "national standard" is being applied for the judges to measure against. If there were any way to really do that, then perhaps we could use some kind of numerical scheme. But there isn't, and that's a fact. Numbers are often used to create the appearance of objectivity, when in fact their assignment is essentially subjective. So we don't use them in the static portion. All we can do is look at the whole model and try to determine how well the modeler did in bringing their model to completion.

THE BLUE MAX accomplishes this ranking by using teams. We aim for three, or another odd number, to avoid ties in the instances when a teams decisions are not unanimous. In the event of an undecided winner or placement, the contest director will be asked to break the tie.

THE BASICS.
Because they are basics they are similar and related across the categories.

THE BLUE MAX is a challenging effort to bring many similar kinds of models and modelers together in a single contest. So we have tried to

evolve a set of rules and standards that enable us to have a contest that is consistent across this narrow range of classes, skills, and interests. That's not easy to do, and it may put us at odds with judging techniques, categories, and rules established by other societies that are focused on many kinds of models. We can live with that because it allows us to maintain the most focused event of its kind.

REQUIREMENTS FOR BLUE MAX JUDGES

There is one overriding requirement for Blue Max judges, and that is:

INTEGRITY

Integrity is absolutely vital to the judging task. **THE BLUE MAX** requires integrity from every judge, and it has a zero-tolerance policy toward those who violate that requirement. Judges will be removed from **THE BLUE MAX** ranks for proven breaches of integrity. The following are some example of how we will protect the integrity of **THE BLUE MAX**:

- All judging is impartial. In the static room judges have no friends and no enemies. Knowledge of who built a particular model must not influence the outcome of judging.
- A judge will never judge their own work, nor will the attempt to influence other judges who are evaluating their work.
- All judging is done using the same set of rules and applying the same criteria to every model in the room with exception to class distinctions.
- From the time the judging begins, until the conclusion of the awards ceremony, judges will not disclose the outcome of any portion of the contest to anyone who did not participate in the judging.
- During the judging process, judges will point out and discuss a models pros and cons, but will do so in a way that is not disparaging to either the model or its builder.
- If a judge's model has been nominated for an award, the judge must not participate in the voting for that award.

These are examples, not an all-inclusive list of what constitutes judging integrity. While the standard is strict, the judges can meet it easily by using basic common sense and by continuously applying the judges golden rule: Judge the work of others in exactly the same way you would want others to judge your own work.

SPECIFIC ASPECTS OF JUDGING

Throughout the judging process, the FIRST and MOST IMPORTANT things for judges to consider are "THE BASICS". Often, it is the ranking of the model on the basics that will determine the final outcome in the category being judged. Only when the basics don't allow for a clear-cut ranking do the judges begin to look deeper. Example: all the models in a category have "paint issues".
Beyond the basics, another tremendously important consideration is consistency. A model should exhibit the same standard of building throughout. Thus, an aircraft in which the modeler has super-detailed the cockpit but not other portions would lack a consistent level of detail.
Models are three-dimensional scale representations of three-dimensional full sized aircraft. For that reason models will be judged in three dimensions. "Weathering" is inherently neither good nor bad. When comparing a model with a weathered finish to a model with a pristine finish the judges will concern themselves with the degree of success achieved by each builder in depicting the intended finish.

MODELING BASICS

- Molding flaws eliminated.
- Seam lines where parts join but are not present on the actual aircraft are to be eliminated.
- Contour errors corrected.
- Any details removed while correcting errors will be restored to a level consistent with the rest of the model.
- **Alignment**:
    1. Wings/tail planes: Same dihedral or anhedral on both sides.
    2. Plan view: Wings and stabilizers aligned correctly with, and identically on both sides of the centerline.
    3. Multiple fins/rudders: Fin to stabilizer angles correct; aligned with each other in front and side views where appropriate.
    4. Engine cowlings/nacelles: Lined up correctly in front, side, and plan views.
    5. Landing gear: Components properly aligned with airframe and each other in front, side, and plan views.

6. Ordnance items aligned correctly with aircraft and with each other.

- **Clear areas**:
  1. Clean and free of crazing and distortion.
  2. Gaps eliminated where applicable.
  3. Scratch/blemish and paint free.
- **Markings**: (decals, dry-transfers, vinyl, paint, etc.)
  1. Should appear to be painted on without a large "step" between colors.
  2. Roundels should be consistently circular and centered.
  3. Chevrons, stripes, flashes, etc. should be aligned properly with each other.
- **Details**:
  1. Thick parts should be thinned to scale or replaced (except BUSA Class).
  2. Gun barrels, exhaust stacks, intakes, vents, and similar openings should be opened.
  3. Details added to the model should be in scale or as close to scale as possible.
  4. After-market parts should integrate well with the model. Parts that require forming should be precisely shaped and any surfaces that require building-up to a thicker cross-section should be smooth and uniform.
- **Painting and finishing**:
  1. The models surface once painted should show no signs of the construction process such as, glue/file/sanding marks, fillers, fingerprints, or obvious discontinuities between materials.
  2. Finish should be even and smooth. If irregularities in the actual aircraft finish are being duplicated, documentation of such irregularities is required.
  3. Paint edges that are supposed to be sharp should be sharp. That is, no ragged edges caused by poor masking.
  4. Framing on clear parts should have crisp, uniform edges.
  5. Weathering, if present, should show concern for scale and be in accordance with the conditions in which the real aircraft was operating and be consistent throughout the model. (Example: a factory-fresh cockpit would be unlikely on a twenty mission aircraft)
  6. Colors. Paint colors, even from the same manufacturer and mixed to the same specs, can vary from batch to batch. Different operating environments can change colors in different ways. All paints fade from the effects of weather and sunlight, and viewing distance alone can change the

look of virtually any color. Poor application and subsequent maintenance compound these problems. Therefore, aside from gross inaccuracies, color shades should not be used to determine a models accuracy or lack there of. Confirming documentation should support models with unusual colors. In all cases, your choice of colors should match supporting documentation.

DOCUMENTATION

- **Document file**:
    1. The document file will include a 3/5-view from a reputable source. These might include but are not limited to: Windsock Publications, Squadron/Signal Publications, Osprey Publications, Over the Front, NASM, Bob Banka, factory drawings, and the like. The point is to find what you consider the accurate drawings and use them. The outline of your model will be compared to the drawings you provide.
    2. The file will include some pictorial representation of the individual machine presented for judging. The more the better. Any color profile from a reputable publication or website will work. Artists like Dan SanAbbot, Ronnie Barr and others who illustrate the publications cited above will suffice. Many acclaimed Great War aviation artists do very meticulous research as background for their work, so in essence, the color research has been done for you. Use their art with permission only. Plastic models are a great source for documentation. Really good artwork is found on plastic model kit boxes known as "box art". Eduard Models has some of the best out there. Photographs of the particular aircraft being modeled constitute valid evidence of documentation.
    3. Certain written descriptions from reliable publications will be acceptable in support of a models scheme such as: Contemporary documents, combat reports, diaries, etc., as well as descriptions from recognized replica builders and reputable historians.
    4. Each contestant will submit a short description of the particulars for the chosen aircraft, i.e., pilots name, approximate time frame in which the particular aircraft had this appearance, and any variations from "as-built" due to

modification(s), additions/deletions of equipment, and any other details that make the machine unique.

CATEGORIES

- **KIT +**
  You may use any commercially available kit depicting an aircraft from the 1903 – 1919 era. To this you may add as many additional items as you wish and/or change airfoils and outlines to match documentation.
- **BALSA USA**
  Any BUSA kit representing an aircraft from the 1903 – 1919 era may be used. You may **NOT** make any changes to the airfoil or kit outline. You may add additional items for a more scale appearance. These items include but are not limited to: Rigging, markings, paint scheme, cockpit detail, engine detail, stitching, guns, static prop, pilot figure, hatches, doors, openings, vents, louvers, weathering, rivets, screws, steps, handholds, mechanical devices, etc. You must bring the instruction book and plans.
- **Scratch Built/Plans Built/Short Kit**
  Any scratch built/plans built/short kit representing an aircraft from the 1903 – 1919 era. Must represent accurate representation based on documentation.
- **ARF+**
  You may use any commercially available ARF kit representing an aircraft from the 1903 – 1919 era. To this you may add as many additional items to the model to bring it to a more scale appearance. These items include but are not limited to (see Balsa USA). No changes will be made that will compromise flight safety. You must bring the instruction book.

All aircraft flying will pass a safety inspection. The judging teams will note any safety discrepancies during the static portion of the contest. Aircraft will not be allowed to fly until corrections are made and inspected.