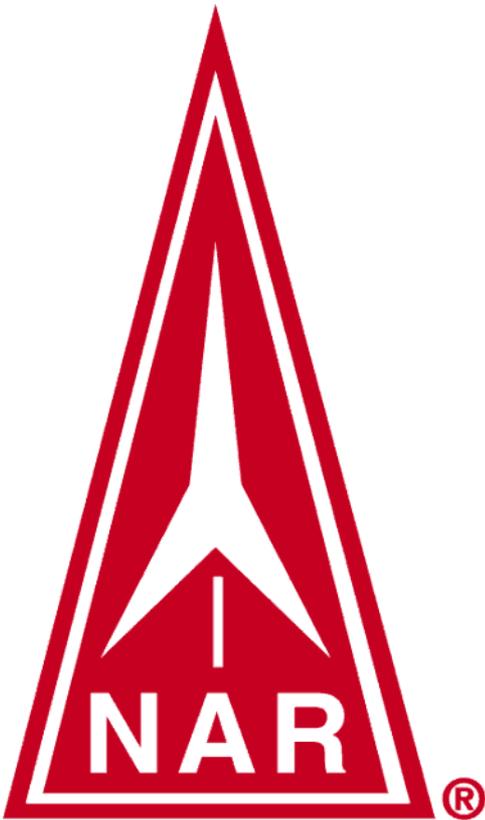


State of the NAR

February, 2013

Ted Cochran

NAR President

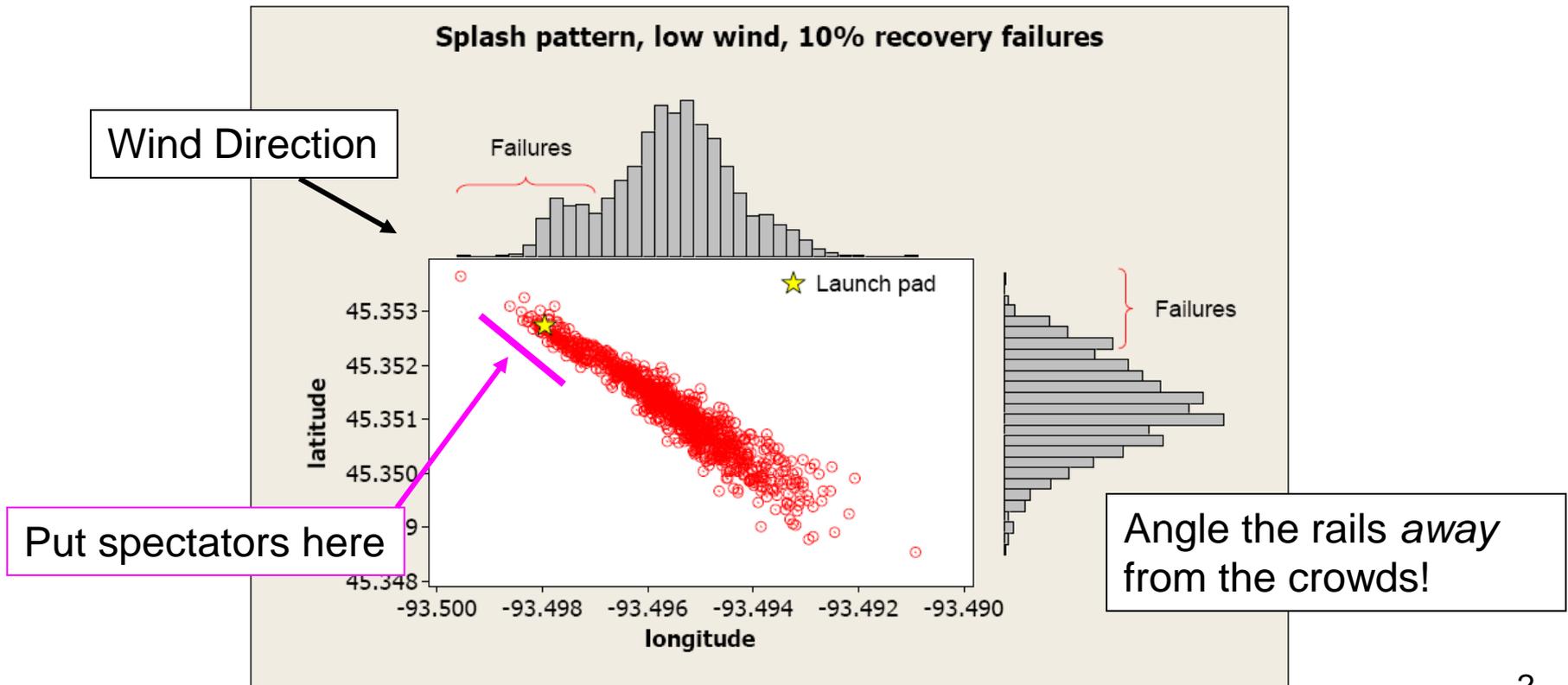




Safety Minute:

Keep Spectators Safe

Significant risk reduction can be achieved by positioning people and vehicles crosswind from the launch pads.

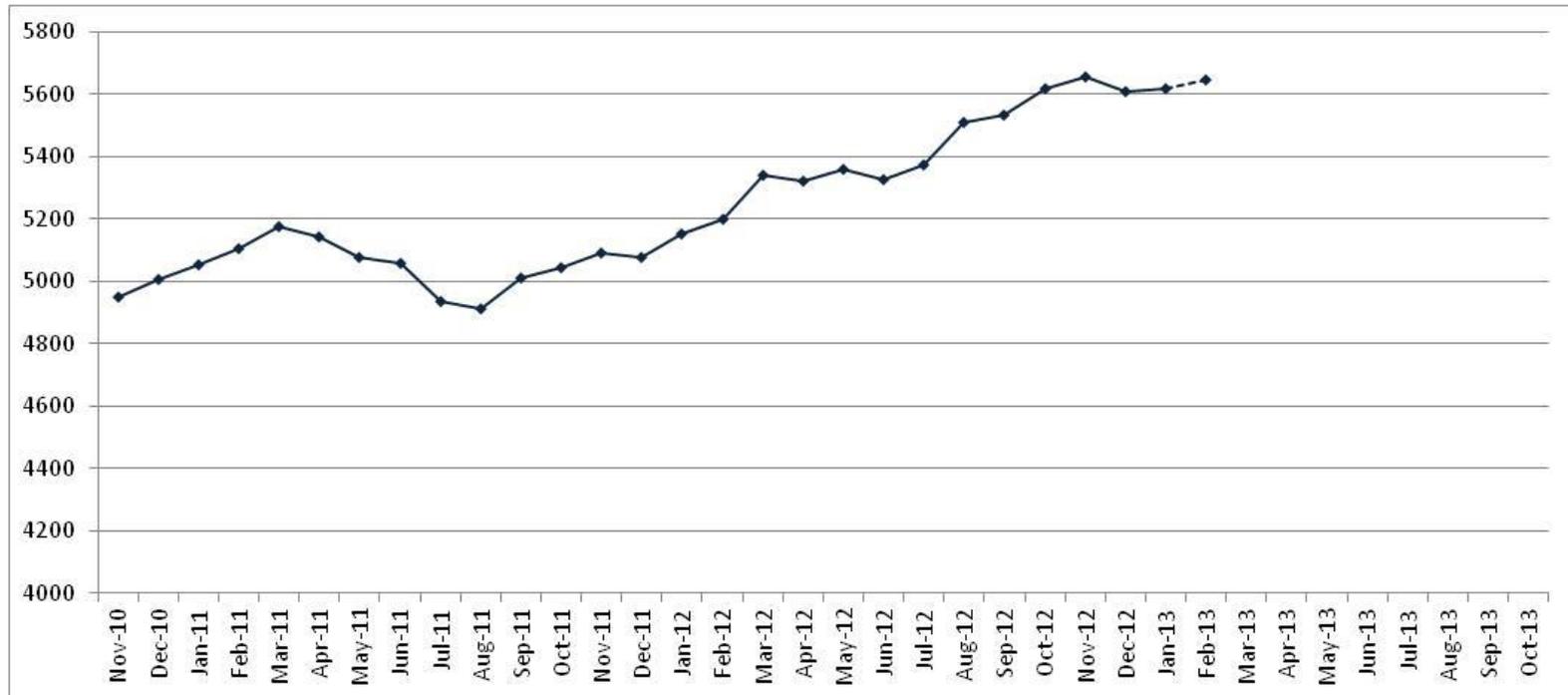




How Are We Doing?

- Our membership levels are at an all-time high

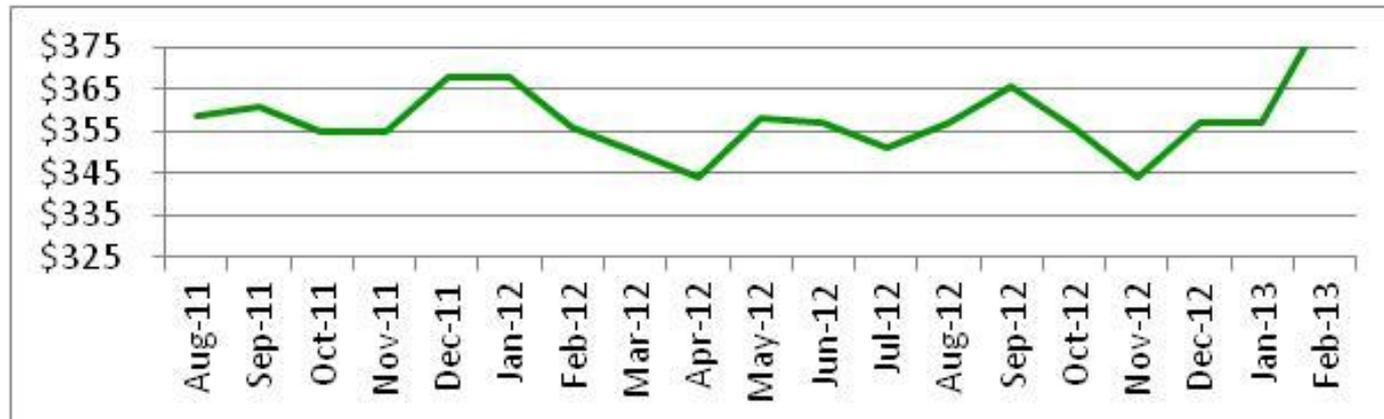
Around 5600 (+1100 in last 3 years) thanks to focused efforts including the \$5 recruiting bonus to members and hobby shops plus kit stuffers and other manufacturer publicity





How Are We Doing?

- Our finances remain very good as a result
 - Increasing services significantly because we need to and can afford to
 - Section grants, educational support and outreach, launch infrastructure, upgraded HQ technology
 - ~\$400K annual revenue, breakeven budget, appropriate reserves





How Are We Doing?

- Our magazine is the best it has ever been
 - Paying for top-quality “how to” and technical articles
 - Still looking for great content to sustain 56-page issues
 - Now the *only* rocketry magazine available in hobby shops
- Our outreach programs are doing well and growing
 - TARC: Largest participation since Centennial of Flight
 - 4-H partnership: Strong and growing
 - NASA SLI: Largest participation ever
 - Civil Air Patrol: New Memorandum of Understanding agreed to
 - Seattle Museum of Flight: New Memorandum of Understanding signed



Our Priorities

- Continue to make flight safety our organization's first priority
- Support and celebrate all forms of commercial sport rocketry: Model rockets to Level 3 high power, High performance to oddrocs, sport rocketry to international competition.
- Increase our organization's size: Members and sections, then increase member services as our size goes up
- Support and expand outreach and educational efforts
- Offer members full transparency and the opportunity to participate
- Provide more national support to our local sections

Be safe, have fun, pay forward



Our Concerns

Rockets that should *not* be flown too often *do* get flown

- Near misses and landing mishaps occur too frequently
- Financial health would be significantly impacted by a major incident
- Three hazards to focus on:
 - Power Lines
 - Fire Prevention
 - Trajectory Management



Power lines

Multiple fatalities and serious injuries have occurred

STAY AWAY!

Call the power company; let them recover the rocket (even the models you don't want back might attract kids.) Even if it costs you, it is money well spent!



Don't be this guy



Fires: Prevention is Key

Significant cause of loss of flying privileges

- Clear the area around the pads
 - NFPA requires blast deflector and cleared area near launch pads.
 - *Specific cleared distances specified for HPR (more for “sparky” motors).*
 - Pad blankets, pre-soaking of ground can also help.
- Have adequate firefighting equipment, and *know how to use it!*
 - Fire extinguishers alone will not stop a grass fire – tools needed.
 - Observe burn bans: If dry & windy, fires may be unstoppable –don’t fly.
- Assign a fire watch for the pads; don’t just watch the flights.
- Fires at crash sites get going if people do not hurry to the site expecting to find one.

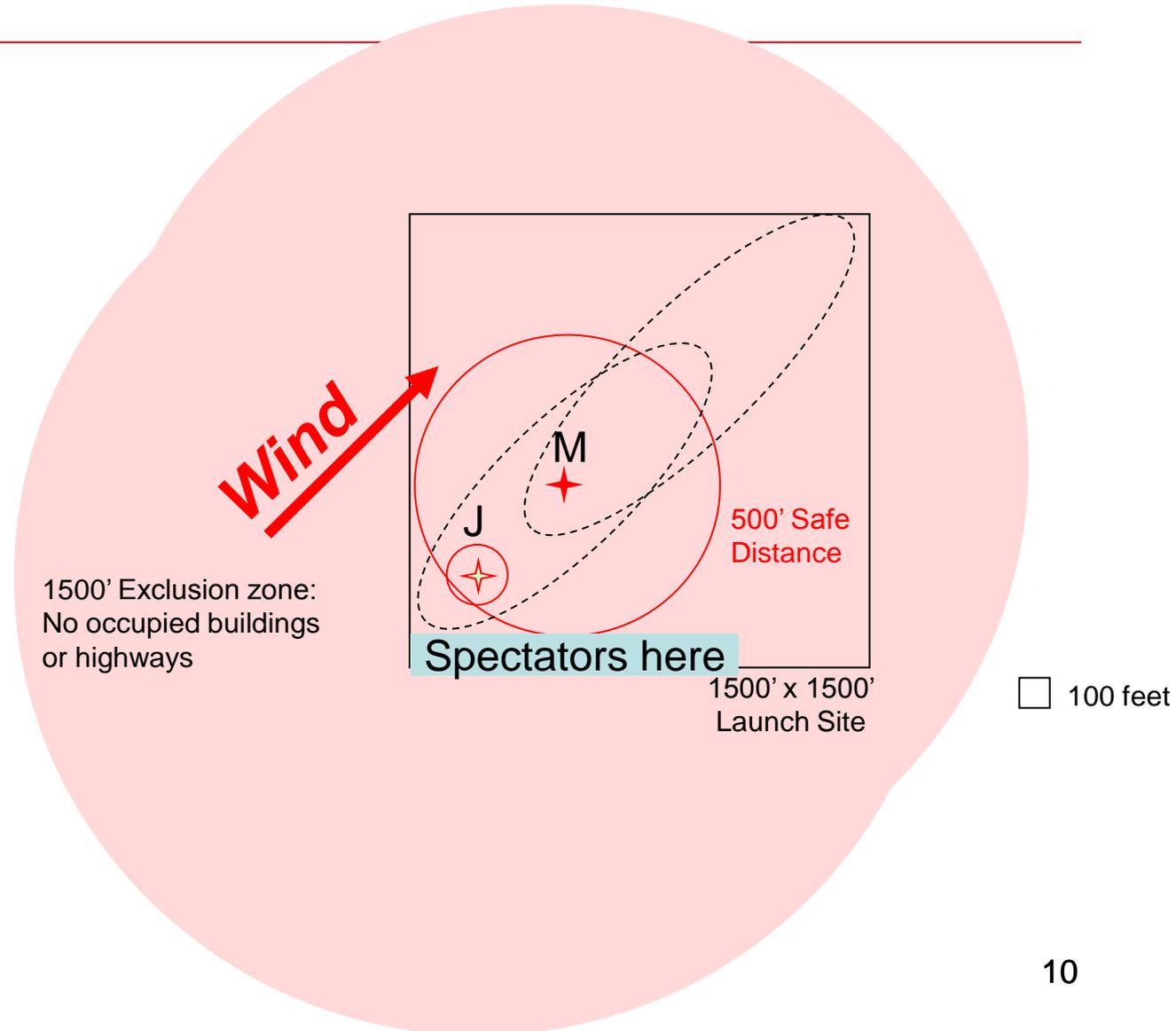


NARAM-47



Trajectory Management

- Maximize recovery area
- Place spectators cross-wind
- Aim rails away from spectators and parking areas





NAR Safety Codes

- Updated in August to reflect the updates to NFPA Codes 1122 and 1127 that took effect in June
- Multi-rocket simultaneous launches have new safety (personnel standoff distance) requirements in both
 - For more than 10 model rockets, 2 HPR rockets
- HPR rockets with onboard electronic staging/deployment systems must have such systems “armed” only when upright on launch pad, minimum people at pad
- Smaller launch site minimum dimension requirements (1000 ft) for G and below “HPR” motors
 - New NFPA codes makes the upper limit of “model rocket” motors a full G (160 N-sec), not 62.5 grams of propellant
 - Hybrids, sparky motors, and motors with >80N average thrust are still “HPR”



Our Other Concerns

- We need to continue to attract and retain new NAR members to sustain our future
- Development encroachment and landowner fear of “safety” or litigation continues to reduce access to launch sites
- We could use more sections; too many members do not belong to one
 - We need sections with flying sites near every major population center
- We need more NAR volunteers to improve our services and programs, both locally and nationally



Membership Surveys

- About 2000 NAR members responded to our 2008 and 2011 online surveys
- Almost every section's leader responded to a 2012 survey
- Four areas for improvement stood out as priorities on all surveys and we have worked hard on all of them
 - Increase support to sections
 - Provide better support for efforts to gain/maintain launch site access
 - Redo the NAR website
 - Enhance the “how to” article content in Sport Rocketry
- Number one impediment to members' enjoyment of the hobby is access to launch sites
- Another triennial survey is due next year.

Your feedback has driven the NAR Board's agenda



NAR Board Actions

- Reaffirmed goals: 5800 members (2900 HPR certified), 140 sections with 3500 members – by NARAM in 2014
- Section support: Section grant checks go out in early March
 - Not limited to safety items
- Implementing a new program to certify teachers
- Implemented a program to recognize HPR skills with “Rocket Science Achievement” awards
- Museum of Flight: Joint effort to collect artifacts and create an exhibit on the history of model rocketry
- Approved a code for HPR competitions
- Renewed membership rewards for recruiting new members
 - You will receive \$5 in cash for every member new to the NAR who cites you as their referrer when they join (next payout in July)
- Upgrading infrastructure for National Events



More Board Actions

- Plan to award 10 Cannon teacher grants (\$500 each), 10 NAR scholarships (\$1000), \$2200 in R&D prizes (Thanks, Bob!), and \$2400 in NARAM travel grants for B Divisioners
- Our insurance coverage has been increased:
 - \$2M limit (was \$1M), covers Canada as well as US
 - \$1M for fire damage to launch site (was \$100K, then \$300K)
 - Teams participating in TARC & SLI covered at section launches
 - Cost in 2013 is the same as 2012.
- New Web site to be rolled out incrementally
 - Permits content owners to maintain their own sections
 - Expanded member section with more member-only content



Our Value Proposition

- At \$62/year (senior) dues we are the best value in the hobby and should say it proudly:
 - Includes a great 56-page bimonthly magazine
 - Includes insurance that is valid anywhere in the US & Canada, anytime, not just at sanctioned launches
 - Includes HPR certification through Level 3
 - Includes US & international competition programs
 - Includes family member discount of \$12
 - Includes a 64-page Member Guidebook with discount coupons

We all need to recruit personally to keep our NAR going and growing!



What Can You Do?

- *Fly safely*, and ensure that others around you do the same!
- Recruit new NAR members, HPR certifications, competitors
- Take your own turn volunteering to help with your section or with the NAR nationally
- Do community outreach to community leaders, young people, parents, and to those who work with young people

Be safe, have fun, pay forward