

## **National Association of Rocketry – Minutes of Board of Trustee’s Meeting**

Kenosha, Wisconsin,

March 10-11, 2005 Thursday, March 10, 2005

Present are Jay Apt, Jennifer Ash-Poole, Trip Barber, Mark Bundick, Ted Cochran, Jack Kane, John Lyngdal, Stewart McNabb, and George Rachor

**ATF Litigation** - The board met in executive session and discussed the current litigation. Friday, March 11, 2005, 8 AM Present are Jay Apt, Jennifer Ash-Poole, Trip Barber, Mark Bundick, Ted Cochran, Jack Kane, John Lyngdal, Stewart McNabb, and George Rachor

**Administrative Matters** – The President reviewed the meeting agenda and aggressive schedule. A motion to approve the minutes of the Plains, VA meeting, August 2004 was made by Trip Barber and seconded by Jennifer Ash- Poole. The motion passed with abstentions by Jay Apt and Stew McNabb.

**Membership Statistical Review** – The Board noted a continuing, slightly steeper drop in membership. There was also the troubling loss of 159 members who had belonged to sections; sections generally improve membership retention. We need to start tracking how many members get tied to sections and then track their retention more closely. The Board also discussed options for encouraging sections to recruit and sign up NAR members. We will consider applying a \$1 discount on a section’s renewal fees for every member signed up by the section during the year.

**Needs Fixin’ Results** – The President asked Jay Apt and Ted Cochran, two Trustee new to the survey to offer their observations and analysis. Jay prepared a “error ellipse” that showed three major groupings to the scores. The Board then agreed to review, as needed, action items with various committees. We should work to clarify the scoring between HQ and the website, to make sure those two are NOT confused with one another. Specific items from section leader comments were reviewed after the scoring. Bunny needs to continue to educate folks about the insurance renewal cycle and work to find an easier way to add launch sites. He will also remind folks about being able under applicable homeowner coverage, to obtain an umbrella policy to provide additional coverage. We should seek a volunteer to update the magazine index.

**Website Statistical Analysis** – Site performance has leveled off. We seem to provide a good resource site to multiple communities, but we should work on figuring out how to convert resource users to membership. We need a better search tool; the current “find” is too resource intensive. Bunny will discuss adding PayPal capabilities for membership and NARTS items.

**Financial Reports and Budget Review** – Treasurer Stew McNabb walked the Board through the financial statements: Statement of Activity, Statement of Fund Balances, Historical Statement of Activity and Current Budget, Balance Sheet (or Statement of Financial Position), Statement of Investments, and a Projected 2005 Budget and Assumptions. The overall financial health of the organization is good, but with some pluses and minuses within committees. A motion to approve the proposed 2005 budget was made by Ted Cochran, seconded by Trip Barber and passed unanimously.

**Member Needs and Concerns IGY + 50** - A suggestion to involve the NAR in the “IGY + 50” celebration submitted by Dennis McClain-Furmanski ([Doctor\\_DynaSoar@rocketryonline.com](mailto:Doctor_DynaSoar@rocketryonline.com)) was met with support and referred to Vince Hugel in the Education committee. Board members thought there may be ways to tie in either the NASA SLI or university science departments into the effort.

**Lower Cost Insurance** – Discussion of insurance option submitted by Jason Unwin ([generalripper\\_1999@yahoo.com](mailto:generalripper_1999@yahoo.com)) was referred to the President for followup. Bunny did not hold out hope for significant rate reductions anytime in the near future.

**Launch Site Owner Packet** – The Board felt development of a packet of information suitable to present to landowners of potential launch sites (Roger Ressemeyer - [roger@ressmeyer.com](mailto:roger@ressmeyer.com)) should begin by collection work previously done by NAR sections. Bunny will followup.

**Model Rocketry's 50th Anniversary** - Ted Cochran ([ted.cochran@honeywell.com](mailto:ted.cochran@honeywell.com)) suggested we make some effort towards celebrating the NAR's 50th birthday in 2007. The Board brainstormed ideas for this celebration and considered the following projects and events: • A booklet of NAR history, • An "old rocketeer's" reunion, • A Return to Green Mountain • Setting goals for kid outreach, perhaps to provide the initial rocket flight for 10,000 or more kids • A commemorative patch or bumper sticker • Special talks and flight events at NARCON, NSL and NARAM More discussion and a firmer plan will be discussed at the NARAM meeting.

**Shared HPR Motor Storage Magazines:** Ted Cochran ([ted.cochran@honeywell.com](mailto:ted.cochran@honeywell.com)) wondered if there was something we could do relative to encouraging and support shared magazine usage among HPR certified members. Others wondered about restrictions around insurance and liability issues and the 50 lb. limits being sufficient for club or joint usage. Bunny will follow up.

**Beta-Test of RCS's Limited-Use Reloadable (LUR) Motor Technology:** Gary Rosenfield's ([garyr@powernet.net](mailto:garyr@powernet.net)) request was referred to NAR S&T, with the stipulation that motors must be certified before they can be used on NAR ranges.

**Hybrid Motor Question:** Alex Mericas asked for a policy change to allow modelers to select hybrid ignition methods, if multiple methods were approved by manufacturers. NAR S&T was directed to discuss this with TRA TMT to find out what methods of ignition were used in their testing.

**TMT Hybrid Policy Approval** – Per request of Paul Holmes, Chairman, Tripoli Motor Testing, the Board approve a motion, made by Trip Barber and seconded by Ted Cochran, to accept, as NAR policy, the following regarding hybrid motor usage:

- All Hybrid preparation and launch rules, as listed in NFPA 1127, to be utilized for hybrid motors of any impulse class. Furthermore, unless specified in items 2, 3 and 4, all rules for H impulse class motors to be applied as a minimum for any hybrid motors, G and below.
- All single hybrid motors, in the impulse class J and below, shall have a fill and launch minimum safe distance of 100 feet. J and below complex motors, hybrid or a mix of solids with at least one hybrid, will have the minimum safe distance of the complex distances as listed for J motors, 200 feet. • All Hybrid motors, no matter what the impulse class, shall be used and flown by persons no younger than 18 years of age.
- G Hybrids and below will not require impulse level certification.
- NFPA 1122 and NFPA 1127 to be considered for amendment, at the next rewrite meeting, with commensurate language equivalent to Proposals 1, 2 and/or 3. It may be appropriate for 1127 to continue to govern all hybrid motors, no matter what the size, to be determined in consult with our liaisons.
- allow immediate use of G Hybrids and below, prior to inclusion in the appropriate documents, as minimums will be satisfied.

**Contest Certification Policy** – Responding to George Gassaway, the Board directed NAR S&T to add TMT tested model rocket motors to the list of Contest Certified engines, provided they meet the Contest Certification criteria used by S&T.

**Real Tested vs. NAR Rated Total Impulse** – Per request of Jeff Vincent, the Board directed NAR S&T to change its listing to incorporate the tested total impulse, not the stated total impulse listed by the manufacturer.

**Contest Certification Specifications** - Dennis McClain-Furmanski ([Doctor\\_DynaSoar@rocketryonline.com](mailto:Doctor_DynaSoar@rocketryonline.com)) asked the Board to reconsider Contest Certification standards.

**NAR Range Operation and Safety Policy** – The Board reviewed a proposed Range Operations policy, drafted by Trip Barber. After extensive discussion, a motion to approve the proposed NAR Operation and Safety Policy was made by George Rachor, seconded by Jack Kane and passed unanimously. It is the policy of the National Association of Rocketry that sport rocket ranges sponsored by its sections, and all

sport rocket launches on sites covered by NAR "site owner" insurance, shall meet all the requirements of the National Fire Protection Association Codes 1122 (Model Rocketry) and/or 1127 (High Power Rocketry), including: 1. All flights and other range operations are conducted in accordance with the applicable NAR Safety Code, which contains most of the NFPA Codes' specific requirements. 2. All flights are conducted using only commercially-made motors certified by an organization whose certifications are recognized by the NAR. 3. All individuals selling, using, or possessing high power rocket motors are properly certified persons, age 18 or older, who have the appropriate federal and/or local licenses and/or user or vendor permits that are required for their activities. 4. For high-power ranges, all rockets are approved for launch by pre-flight inspection and all range operations are controlled by a person with a high-power user certification from an organization whose certifications are recognized by the NAR. For high-power ranges, smoking is not permitted within 25 feet of any high-power rocket motors and no rockets are prepped or launched by persons who have consumed alcohol, or drugs that affect judgment or movement.

**Report on NFPA Meeting, February 2005, Las Vegas, NV** – The Board reviewed both Pat Miller's and Trip Barber's report on this meeting. NFPA 1125 changes were approved that will permit "tribrid" motors. The certification standard for delay time accuracy was expanded to 1.5 seconds (from 1.0 seconds) or 20% of the marked delay time (whichever is greater). The proposal to add a requirement to the model rocket section that motors be labeled with an exactly-accurate average thrust was rejected. Language was added to the code to make it clear that reloadables are certified as a "system" (motor reloading kit plus casing). If a different manufacturer produces a casing or component of a casing for the reloading kit subsequent to this certification, then this constitutes a new "system" that must then be subjected to an appropriate form of testing to be certified. The scope language was changed to make sure EX was not included in NFPA 1125, as that was never the intent. The request to include a "MESS-like reporting system" as part of the de-certification standards was not accepted. The next step for NFPA 1125 is circulation of these proposals for public comment.

**Strategy Review - Partnerships for The Future:** The Board spent three hours attempting to sort out what potential and current partnership opportunities exist, and from what perspective / objective we should pursue partnerships in the future. Questions asked in that review included:

- Who wants to partner with the NAR? Does the NAR have assets and abilities that others would value? · Why are we partnering?
- What do we seek to obtain from the partnership with others?
- Inventory and analyze the NAR's current or potential partnerships; often existing partners can be moved along the continuum faster than establishing a new partnership. Do we already have partnerships that can / should be strengthened? If not, who should be added?
- Assess the NAR's capabilities to support partnerships, i.e. are we ready to take on good partnerships? Even if they want us, are we ready for them? Is there something we should repair or strengthen first? · Who, within the NAR, is responsible for making any new or strengthened partnerships work? How is the work going to be divided up?
- Assessing the Fit. For strengthening existing partnerships or forging new ones, determine how good a fit there might be between the NAR and this partner.
- Next Steps: how are we going to "sell" the partnership to the organization(s) we intend to approach? NAR capabilities inventoried included: · Launch support and organization in 100+ places
- Experts who can talk about and help with rockets
- A 50 year record of safe operation · An established technical reputation with public safety officials
- A unique hobby due to multiple "hands on" opportunities Partnership benefits sought were:
- New members
- Money
- Facilities for launches
- Public relations

- Ties to organized activities that would lead to NAR membership Reviewing current NAR relationships, we found those to be:
- Locally driven: NAR sections establish more relationships than any other outreach we do on a national level;
- NASA Center driven: our current tie is with Marshall;
- We've not yet effectively levered TARC into additional industry or partner relationships. Increased NAR membership was the primary goal we wish to focus on.

**NAR Action Items List** – Bunny presented a list of current or previously approved projects and committee actions from prior Board meetings. He wanted to be sure that we develop better methods to be clear with NAR volunteers about project work and status. He suggested that Trustees confer with committee chairs to determine whether or not the project list was accurate and complete, and to update the status of each project using the following classifications:

- Hold - project was put on hold for whatever reason
- Green - project underway, no major issues or problems
- Yellow - project underway, but minor problems being resolved
- Red - project underway, experience major problems or significant delays The Board will review the project list at the August meeting.

**Volunteer Recognition Awards** – The Board felt we needed to make them consistent across the organization, i.e. similar awards for similar effort. We need to build a list from each committee of volunteers and level of effort involved. We need large national venues to hand out awards, and make a big deal out of them. Consider handing them out at the Town Hall meeting at NARAM (or other national events?) in order to NOT extend the NARAM banquet.

**NAR Education Committee** – NAR Education Chair Vince Huegle was attending NARCON as part of his work with the NASA Student Launch Initiative. Board members were encouraged to talk to Vince during NARCON for details of his committee's ongoing work. As we approach the start of the 2005-2006 school year after TARC 2005, we should look for ways to expand our Education Newsletter mailing list.

**Sport Services Committee Report** – The Board reviewed Carl Tulanko's report. Items particularly noted included the shift of Level 2 exams for distribution by NAR HQ, and preparing to work on possible NFPA 1127 revisions. Junior member HPR certification has been very well received by members in the field.

**Standard and Testing Report** – The Board reviewed MESS statistics, and emphasized the need to get more field reports from members. Jack will work to promote MESS distribution and publish some summary statistics, along with requesting suggestions from members about improvements. An initial Triennial Retest session will be held about 30 days after the Board meeting. Motors for the Triennial have been received in whole or part from Quest, Estes, Aerotech and AMW. A reporting error on Quest motors was noted and had been corrected prior to the meeting. The Board discussed S&T capabilities regarding hybrid motors. They recommended the committee work to create this capability, then announce its availability to manufacturers. Due to personal constraints, Jim Cook, S&T Secretary, will be stepping down. John Lyngdal will replace him and work to transition all Secretarial duties by NARAM. One immediate job will be to begin systematic inventorying and tracking of motors sent by manufacturers to S&T. John believes this can be done by using Fed Ex, UPS, etc. shipping software to note relevant dates.

**Other Committees** – The Board reviewed and accepted with thanks the following additional committee reports: Section Activities Committee, Contest and Records Committee, NARTREK, National Events Committee, US Junior Team.

**Closing** - Bunny indicated the NARAM meeting would function in a fashion similar to the NARCON meeting, gathering for dinner Thursday evening, following by business afterwards, then meeting all day Friday. A motion to adjourn by Jay Apt, seconded by Stew McNabb passed unanimously.