

NATIONAL ASSOCIATION OF ROCKETRY

UNITED STATES MODEL ROCKET SPORTING CODE



JULY 2017.1 EDITION

TABLE OF CONTENTS

Table of Contents	i
The Sporting Code	iii
NAR Contest Board Directory	iv
Model Rocket Safety Code	v

General

1 Definitions	1
2 General	1
3 Model Rocket Specifications	2
4 Model Rocket Motor Standards	2
5 Launching Requirements	3
6 Sanctioned Competition	4
7 Contest Officials	5
8 Competitors	5
9 Entries	6
10 Official Flights	8
11 Disqualifications	8
12 Disputes and Protests	9
13 Competition and Championships	10
14 United States Model Rocket Performance Records	13
15 Provisional Competition	14

Altitude Competition

20 Altitude Data	15
21 Altitude	17
22 Payload Altitude	18
23 Egg Lofting Altitude	18
24 Dual Egg Lofting Altitude	19
25 Superroc Altitude	20
26 Cluster Altitude	20
27 Precision Altitude	21

Duration Competition

30 Timing Data	22
31 Parachute Duration	23
32 Streamer Duration	24
33 Helicopter Duration	24
34 Boost Glider Duration	25
35 Rocket Glider Duration	26
36 Flex-Wing Boost Glider Duration	26
37 Egg Lofting Duration	27
38 Dual Egg Lofting Duration	27
39 Superroc Duration	28
40 Precision Duration	29

Craftsmanship Competition

50 Craftsmanship Judging 30
51 Sport Scale 30
52 Scale 32
53 Scale Altitude 34
54 Concept Sport Scale 35
55 Classic Model 36
56 Plastic Model Conversion 37

Miscellaneous Competition

60 Spot Landing 39
61 Precision Payload..... 39
62 Research and Development 40

Appendices

A Glossary..... 42
B Abbreviations..... 43
C Return/Scoring Guide..... 44
D Notice of Rulemaking Procedures 45

THE SPORTING CODE

The United States Model Rocket Sporting Code (USMRSC) or Sporting Code, provides a standard set of rules by which NAR members may compete with one another on the basis of skill, ability, and expertise. The NAR Contest and Records Committee (the Contest Board) through its national chairman and regional representatives manage and administer the Sporting Code.

NAR members who wish to compete are encouraged to contact an individual or local NAR section that sponsors sanctioned rocketry competition. NAR members needing help locating or contacting an NAR section in their area can obtain assistance consulting the NAR section list - <http://www.nar.org/find-a-local-club/> or by emailing NAR Headquarters - <http://www.nar.org/about-nar/organization-contacts/>.

Changes to the Sporting Code may be made by the Board of Trustees, the Contest Board, or the Rule Change Process (RCP) which is managed by the Rules Revisions Subcommittee. At a minimum, the Contest Board shall publish all changes to the Sporting Code on NAR.org, along with the date on which they take effect.

Members who would like to serve as Regional Contest Chairs or serve on the Rules Revisions Subcommittee should contact the National Contest Board Chairman.

Because the Sporting Code cannot address all the outcomes of competition, disputes and protests regarding the rules are inevitable. Whenever possible, competitors should exercise common sense, fair play, and sportsmanship in an attempt to reach a solution.

To support the continued advancement of model rocketry, the National Association of Rocketry supports competition as an activity that emphasizes sportsmanship and patience; construction and flying skills; safety and education, and creativity and innovation.

This edition of the Sporting Code replaces all previous versions and is effective July 1, 2017.

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MODEL ROCKET SAFETY CODE

1. **Materials.** I will use only lightweight, non-metal parts for the nose, body, and fins of my rocket.
2. **Motors.** I will use only certified, commercially made model rocket motors, and will not tamper with these motors or use them for any purposes except those recommended by the manufacturer.
3. **Ignition System.** I will launch my rockets with an electrical launch system and electrical motor igniters. My launch system will have a safety interlock in series with the launch switch, and will use a launch switch that returns to the “off” position when released.
4. **Misfires.** If my rocket does not launch when I press the button of my electrical launch system, I will remove the launcher's safety interlock or disconnect its battery, and will wait 60 seconds after the last launch attempt before allowing anyone to approach the rocket.
5. **Launch Safety.** I will use a countdown before launch, and will ensure that everyone is paying attention and is a safe distance of at least 15 feet away when I launch rockets with D motors or smaller, and 30 feet when I launch larger rockets. If I am uncertain about the safety or stability of an untested rocket, I will check the stability before flight and will fly it only after warning spectators and clearing them away to a safe distance. When conducting a simultaneous launch of more than ten rockets, I will observe a safe distance of 1.5 times the maximum expected altitude of any launched rocket.
6. **Launcher.** I will launch my rocket from a launch rod, tower, or rail that is pointed to within 30 degrees of the vertical to ensure that the rocket flies nearly straight up, and I will use a blast deflector to prevent the motor's exhaust from hitting the ground. To prevent accidental eye injury, I will place launchers so that the end of the launch rod is above eye level or will cap the end of the rod when it is not in use.
7. **Size.** My model rocket will not weigh more than 1,500 grams (53 ounces) at liftoff and will not contain more than 125 grams (4.4 ounces) of propellant or 320 N-sec (71.9 pound-seconds) of total impulse.
8. **Flight Safety.** I will not launch my rocket at targets, into clouds, or near airplanes, and will not put any flammable or explosive payload in my rocket.
9. **Launch Site.** I will launch my rocket outdoors, in an open area at least as large as shown in the accompanying table, and in safe weather conditions with wind speeds no greater than 20 miles per hour. I will ensure that there is no dry grass close to the launch pad, and that the launch site does not present risk of grass fires.
10. **Recovery System.** I will use a recovery system such as a streamer or parachute in my rocket so that it returns safely and undamaged and can be flown again, and I will use only flame-resistant or fireproof recovery system wadding in my rocket.
11. **Recovery Safety.** I will not attempt to recover my rocket from power lines, tall trees, or other dangerous places.

LAUNCH SITE DIMENSIONS

Installed Total Impulse (N-sec)	Equivalent Motor Type	Minimum Site Dimensions (ft)
0.00 – 1.25	1/4A, 1/2A	50
1.26 – 2.50	A	100
2.51 – 5.00	B	200
5.01 – 10.00	C	400
10.01 – 20.00	D	500
20.01 – 40.00	E	1,000
40.01 – 80.00	F	1,000
80.01 – 160.00	G	1,000
160.01 – 320.00	Two Gs	1,500

GENERAL

1 DEFINITIONS

1.1 Glossary of Definitions

A Glossary containing the official definitions of words and acronyms used in the Sporting Code is provided in [Appendix A - Glossary](#).

1.2 Model Rocket

A model rocket is an aero-model that is propelled into the air by means of a model rocket motor; without the use of aerodynamic lifting forces overcoming gravity; that includes a device for returning it safely to the ground in a reusable condition; and that contains no parts likely to create a hazard. Model rocket motors and recovery system protectors or wadding, if present, do not constitute portions of a model rocket.

1.3 Model Rocket Motor

A model rocket motor is a reaction motor produced by a commercial manufacturer using pre-loaded combustible solid propellant as fuel or a rocket motor designed to be reloaded with commercially manufactured combustible solid propellant grains or modules.

1.4 Headings

Section and subsection headings are to aid in referencing, and the communication regarding, rules in the Sporting Code. Their inclusion or omission is not considered a part of these rules.

1.5 Rounding

When scoring must be rounded, the following schedule shall be followed:

- < 0.5 is rounded down
- => 0.5 is rounded up

2 GENERAL

2.1 Scope

The United States Model Rocket Sporting Code shall govern the design, construction, and operation of all model rockets and model rocket motors used in conjunction with:

- All competition sanctioned by the National Association of Rocketry (NAR), and
- All attempts to establish or surpass United States Model Rocket Performance Records.

2.1.1 The United States Model Rocket Sporting Code may be used as a guide for supporting **non-sanctioned competition** activities of individuals and sections.

- The event rules contained herein may be used as is or tailored to meet the needs of the group competing.
- To facilitate points scoring for determining event, competition division and meet awards, the points award schedule described in [Rule 13.2.4 - NARAM](#) may be used.
- The provision to tailor the rules is not authorization to affect a change that would result in unsafe operation of a model rocket, model rocket motors or the launch range.

2.2 Safety Code

The Model Rocketry Safety Code of the NAR shall be the general safety criteria to be followed in the interpretation and administration of this United States Model Rocket Sporting Code. This Safety Code shall not be overridden by the Sporting Code. Any changes to the Safety Code applies immediately to the Sporting Code.

2.3 FAI Rules

The United States Model Rocket Sporting Code shall not be construed to amend or otherwise serve as a substitute for the Sporting Code of the Federation Aeronautique Internationale (FAI) for the purposes of establishing or surpassing world model rocket performance records. Competitors who wish to attempt such records should obtain a copy of the current FAI Sporting Code.

3 MODEL ROCKET SPECIFICATIONS

3.1 Compliance

A model rocket must comply with all specifications in this section and the Model Rocket Safety Code before, during, and after flight.

3.2 Gross Launching Mass

The gross launching mass of a model rocket, including model rocket motor or motors, must not exceed 1,500 grams.

3.3 Propellant

No more than a total of 125 grams of solid propellant materials may be contained in its model rocket motor(s) at the moment of launch.

3.4 Stages

There must be no more than three consecutively fired stages. The staged configuration of the model is considered to be the state of the model at the instant of first motion on the launcher.

3.5 Reusability

A model rocket must be so constructed as to be capable of more than a single flight; and must be provided with a means for retarding its descent to the ground so that its structure may not be substantially damaged, and so that no hazard is created to persons and property. If a model descends in more than one unattached part, each part must conform to the above specification.

3.6 Materials

Construction of the airframe must be of wood, paper, rubber, plastic, or other similar materials consistent with the Model Rocket Safety Code.

3.7 Stability

Design and construction must include suitable means for providing stabilizing and restoring forces necessary to maintain a substantially true and predictable flight path. If required by safety officers or judges, the builder of the model must present data demonstrating that their model meets this requirement.

3.8 On-Board Ignition System

A model rocket possessing an autonomous ignition system (e.g., for initiation of any energetic function) must be provided with a safety switch or other device capable of preventing actuation of the system until immediately prior to the launch.

3.9 Dethermalizer

A model rocket equipped with a dethermalizer or other device designed to operate via combustion (e.g., a cotton fuse or wick) must be designed so that ignition of the device presents no imminent hazard to the person igniting the device. In addition, the model rocket must be designed so that the device is extinguished as soon as possible after performing its function (e.g., by inclusion of a snuffer tube).

4 MODEL ROCKET MOTOR STANDARDS

4.1 Definition

Model Rocket motors must meet the requirements of the NAR Standards and Testing Committee and NFPA 1122.

4.2 Limits

A single solid propellant model rocket motor must not contain more than 125 grams of propellant, and must not produce any more than 160.00 Newton-seconds of total impulse.

4.3 Contest Approval

All motors used in a model rocket in NAR sanctioned competition, or for the purpose of establishing a United States Model Rocket Performance Record, must be listed in the NAR Certified/Combined Motor List found on NAR.org as holding NAR Contest Approval.

4.4 Alterations

A model rocket motor must not be altered in any manner that changes its dimensions and/or its performance characteristics. No material may be permanently affixed to the motor.

4.5 Classification

A model rocket motor is assigned a motor classification based on its mean sea level total impulse when tested at a temperature of 20 degrees Celsius. A motor becomes NAR certified when its test data is accepted by the NAR Standards and Testing Committee. NAR certified model rocket motor classifications are as follows:

Motor Class	Total Impulse (N-sec)
1/8A	0.00 – 0.3125
1/4A	0.3126 – 0.625
1/2A	0.626 – 1.25
A	1.26 – 2.50
B	2.51 – 5.00
C	5.01 – 10.00
D	10.01 – 20.00
E	20.01 – 40.00
F	40.01 – 80.00
G	80.01 – 160.00

Note: All motor classes listed above will be recognized for certification purposes regardless of current commercial availability.

4.6 Published Values

The total impulse values published in the NAR Certified/Combined Motor List found on NAR.org will be the values used in all NAR sanctioned competition and for United States Model Rocket Performance Record attempts.

4.7 Total Impulse

When multiple motors are used in a single entry (e.g., clustering and staging), the total impulses of the individual motors must be summed to compute the total impulse of the configuration and to determine the impulse class of an event for which the entry qualifies. Only those motors actually intended to ignite and produce useful thrust are to be included in this total.

4.8 Acceptance

Only model rocket motors that are currently and readily available commercially, and meet the requirements of **Rule 4.1 - Definitions**, through **Rule 4.3 - Contest Approval**, and **Rule 4.5 - Classification**, through **4.7 - Total Impulse**, shall be accepted for NAR contest approval.

4.9 Contest Use

NAR sanctioned competition allows the use of all contest approved motors for which the total impulse of the motor is appropriate for the event and in compliance with state and local laws. Booster stage, single stage, and upper stage motors may be used in locations other than their primary intended stage.

5 LAUNCHING REQUIREMENTS

5.1 Range Safety Officer

During all operations concerned with the launching and flight of model rockets, all authority for the safety of flying field operations shall be vested in a Range Safety Officer (RSO) who must be an NAR member eighteen (18) years of age or older. If the RSO leaves the flying field, he/she must relinquish his/her duties and responsibilities to an RSO who must also be a member of the NAR eighteen (18) years of age or older.

5.2 Flying Field

The flying field shall be an area whose shortest dimension is no less than one-fourth (1/4) the anticipated maximum altitude of the rockets to be flown. The flying field should not contain or be adjacent to high voltage lines, major highways, multi-story buildings, or other obstacles. The launching location must be no closer than 10 meters to the boundaries of the flying field.

5.3 Safety Check

All model rockets presented for operation at a flying field may be permitted or denied flight by the Range Safety Officer (RSO) or Safety Check Officer (SCO) on the basis of his/her judgment with respect to safety.

5.4 Launching Device

A launching device or mechanism must be used that restricts the entry in its pitch axis until sufficient flight velocity is attained for safe, predictable flight. Recommended launching devices are a steel launch rod, tower, rail, or piston.

5.5 Launcher Height

No entry may be launched with its aft most part more than 3 meters above the ground.

5.6 Momentum

A launching device must not impart to the entry any velocity or change of momentum except that caused by the model rocket motor(s) contained in the entry.

5.7 Ignition

Ignition of an entry must be conducted by remote electrical means from a distance as required by the Model Rocket Safety Code, and must be fully under the control of the competitor or Launch Control Officer (LCO) launching the entry. All persons in the vicinity of a launch must be advised that a launch is imminent before an entry may be ignited. A minimum five-second audible countdown must be given before ignition and launch of an entry. A competitor will always be allowed to use their own launching device, and to launch at the time of their choice, within limits set by the RSO.

6 SANCTIONED COMPETITION

6.1 NAR Contest Board

The NAR Contest Board will sanction competition to be conducted in accordance with the rules set forth in the United States Model Rocket Sporting Code.

6.2 Sanction

Application for sanction of an NRC launch or Record Trial must be made to the NAR Regional Contest Board at least seven (7) days in advance of the date of the launch. Application for a launch sanction shall be made electronically at NAR.org. An NAR member eighteen (18) years of age or older, who will serve as the Contest Director, must submit the application. All NAR sanctioned launches will be automatically posted to the NAR Launch Calendar on NAR.org.

6.3 Contest Year

6.3.1 The Contest Year

Begins the day after NARAM concludes and ends on the last day of NARAM of the following year.

6.3.2 NRC Year and Qualification Flying

Begins the day after NARAM concludes and ends on June 30 of the following year.

6.4 Classes

6.4.1 National Rocketry Competition

The National Rocketry Competition (NRC) shall be a competition in which individuals and teams qualify to compete at the National Association of Rocketry Annual Meet (NARAM) for Event Specialist Award (ESA) and National and Reserve Champion awards.

6.4.2 NARAM - NAR Annual Meet

NARAM shall be held each year. NARAM will be held at a time and place and with entry requirements determined by the NAR Contest Board.

6.4.3 Record Trial

A Record Trial is conducted for the purpose of providing members an opportunity to establish or surpass official United States model rocket performance records. Any number or combination of events may be flown. The sanction form shall include any limitations for that Record Trial, e.g. altimeter only altitude, field or motor limitations. In a Record Trial, an NAR member duly entered in the meet may have as many opportunities as time and weather permit to make a record attempt.

6.5 Time

All NRC launches and Record Trials shall be scheduled to operate over no more than three consecutive days, or except as stated in **Rule 6.6 - Suspending Competition**. NARAM shall be the number of days specified by the NAR Contest Board.

6.6 Suspending Competition

An NRC or NARAM Contest Director may suspend competition for reasons of safety (i.e., threatening weather/lightning.)

6.7 Results

The NAR member who serves as the Contest Director for a sanctioned launch shall forward a Contest Manager file of the results to the NAR Regional Contest Board within seven (7) days following completion of the launch. If an unusual question arises, the Contest Director may request a ruling on the matter from the NAR Contest Board. In this case, the Contest Director should make every effort to include complete and impartial details on the situation.

6.8 Rejection

The NAR Contest Board may refuse to accept the results if evidence is presented that the sanctioned launch was not conducted within the scope or intent of the United States Model Rocket Sporting Code.

6.9 Deadline

The NRC Scoreboard results shall be made final by the Contest Board and shall be posted on [NAR.org](http://www.nar.org) at least fourteen days prior to the opening day of NARAM.

6.10 Advisory Rulings

In cases where a competitor is uncertain of the application of a rule contained in the United States Model Rocket Sporting Code, he/she may ask for a ruling by the Regional Contest Board Chairman. The Regional Contest Board Chairman may rule or pass the request to the National Contest Board Chairman. This process should proceed in a timely manner to allow competitor's time to react to the ruling.

7 CONTEST OFFICIALS

7.1 Contest Director

A Contest Director shall be a member of the NAR, at least eighteen (18) years of age or older. He/she shall apply for contest sanction; be responsible for all contest material; ensure that the competition is arranged and functions in accordance with the Sporting Code, and report the results of the competition to the Contest Board. The Contest Director appoints range crew.

7.2 Range Safety Officer

A Range Safety Officer (RSO), who is a NAR member and is eighteen (18) years of age or older, shall preside over application of the rules, safety, and launch range operations in accordance with the Sporting Code. In no case, may the Contest Director or any other official override a safety ruling of the RSO. The duties of the Range Safety Officer and the Contest Director may be combined.

7.3 Safety Check Officer

The Contest Director may appoint a NAR member to be a Safety Check Officer. The Safety Check Officer must be qualified to rule in accordance with the United States Model Rocket Sporting Code.

7.4 NARAM Judges

The Contest Director shall appoint teams of judges for any event requiring static judging (e.g., Scale, Plastic Model Conversion). At least one member of each team of judges must be a member of the NAR at least eighteen (18) years of age or older. Non-NAR member judges are allowed.

7.5 Trackers and Timers

The Contest Director may appoint any capable person as a tracker or timer. Any glasses or aids necessary for that person to have normal vision must be worn. Any person not having correctable vision (e.g., cannot obtain a driver's license due to vision) is not eligible to time or track.

7.6 Conduct

A contest official considered by any member of the Contest Board, Board of Trustees, or other contest official to be impaired by alcohol or drugs, or demonstrating poor sportsmanship will be removed from his/her position and may be expelled from the meet.

7.7 Conflict

No competitor may serve as a contest official where he/she would rule on his/her own contest entry.

8 COMPETITORS

8.1 Entering Competition

All competitors entering model rockets and competing in NAR sanctioned competition must be members of the NAR in good standing. The Contest Director or his/her designee may ask competitors for verification of their NAR Sporting License. Newly joined NAR members who have not yet received their NAR Sporting License and wish to compete in sanctioned competition shall be recorded as pending.

8.2 Conduct

The Contest Director may disqualify any competitor from an event or from the entire meet on the grounds of failure to practice or observe reasonable safety measures, published or otherwise; for poor sportsmanship; for failure to abide by the orders of the Range Safety Officer or contest officials; whose ability to safely fly model rockets is, in the opinion of the Contest Director or Range Safety Officer, impaired by alcohol or drugs.

8.3 Competition Divisions

The Competition Divisions are as given in the following schedule:

A Division	Individuals and Teams, ages 7 – 14
B Division	Individuals and Teams, ages 15 – 22
C Division	Individuals ages 23 years old and older
D Division	Teams ages 23 years old and older

8.3.1 The division in which an NAR member will compete during a Contest Year is determined by the member's age/status as of the start of the Contest Year.

8.3.2 Teams must compete in the division of the oldest member.

8.3.3 NAR members under the age of 7 may not compete individually but may compete as a member of a team where one team member is 7 years of age or older.

8.4 Teams

Two or more NAR members may enter competition as a team. Teams must be registered with the NAR Contest Board. Membership of a team cannot be changed during the Contest Year. Such a change must be registered as a different team. Team entries shall be prepared for flight by one or more members of the team, except if they are to be proxy-flown under the provisions of **Rule 8.5 - Proxy**. Entry blanks must contain the name and the number of the team. Any records established are credited to the team.

8.4.1 Restrictions

No NAR member may enter a sanctioned launch as both an individual and as a team member. No NAR member may enter a sanctioned launch as a member of more than one team. Neither of these restrictions applies at a Record Trial.

8.5 Proxy

A competitor entered in sanctioned competition may have an entry proxy-flown by an NAR member of the same or younger competition division.

8.5.1 Restrictions

Proxy flights are NOT allowed when flying:

- Radio controlled models
- Spot Landing events

Proxy flights are NOT allowed when flying for:

- Event Specialist Awards
- National Championship Awards
- United States Model Rocket Performance Records

8.5.2 Official Duties

Competitors having official duties at the contest may have entries proxy-flown for them.

9 ENTRIES

9.1 Total Impulse Limit

No entry in sanctioned competition may be powered by a motor or combination of motors exceeding 125 grams of total propellant. The maximum total impulse, in accordance with the Model Rocket Safety Code, must not exceed 320.00 Newton-seconds.

9.2 Ejected Motors

Unless allowed by the rules of a specific event, if a motor is ejected at a sanctioned competition and if that motor does not have a streamer or parachute attached, the flight is disqualified.

9.3 Flight Characteristics

During the powered phase of flight, spinning of the entry is permitted only around the roll axis. Entries that spin or loop around the pitch axis or yaw axis under power must be disqualified.

9.4 NAR Number

Each entry must carry, legibly displayed upon its exterior surface as the entry appears in flight readiness, the competitor's name or NAR license number. In the case of a team entry, the entry must carry the team name or team number.

9.5 Safety Check

Each entry must pass a safety inspection given by the Safety Check Officer (SCO) before each flight to ascertain that it will be safe in its operation and meet the standards of the Sporting Code. This inspection may include any launching device and auxiliary equipment provided by the competitor to assist the launch.

9.5.1 Motors

The flight card shall contain the make and complete designation of the motor on the competitor's flight card. (e.g. AeroTech G40-10W)

9.6 NARAM Minimum Entries

At least two official entries in an event shall be inspected and passed by the Safety Check Officer. An entry must attempt to make an official flight before points can be awarded in the event.

The above shall also apply where an event is flown in competition divisions; i.e., two entries for each division. If an event must be flown where competition divisions have been combined because of insufficient entries, competitors entered in adjacent divisions may have their flight records combined.

9.7 Substitution of Entries

Unless disallowed by the rules for a specific event, substitution of entries between official flights in an event is allowed. When the rules for a specific event disallow substitution between official flights, only recovery devices and lost or damaged parts necessary to make the entry flight worthy may be changed or replaced for subsequent flights. In these circumstances, a replacement for a lost or damaged part must be similar to the part that it replaces.

9.8 Simultaneous Events

Two or more competition events may not be flown simultaneously by the same entry on the same flight.

9.9 Construction

Models not requiring construction are permitted in competition. However, for entries that require construction, the competitor must ensure that he/she has completely constructed the model rocket(s) he/she is using in competition. Materials and designs may be obtained from any source, including kits.

9.10 Impound

To ensure adherence to the Sporting Code, the Contest Director and/or RSO have the authority to require that any entry having made an official flight shall be returned and impounded for a reasonable length of time for inspection. The impounding of an entry must be requested during or immediately after the flight in question. If the entry or the part requested for impound cannot be returned to the officials within a reasonable time, the entry may be disqualified.

9.11 Radio Control

Radio control safety is the responsibility of the competitor. Frequency control regulations must be obeyed if implemented at the flying site. Radio control of an entry is not considered human intervention with regard to catching or cushioning of any model required to land naturally. Unless otherwise specified by the rules of that event, any entry may be radio controlled. The Contest Director can prohibit the use of Radio Control at NARAM in any event or for the entire meet and this restriction shall be stated in all associated printed material and electronic postings. Entries that are to be radio controlled must be controlled or guided by the builder or a builder of the entry.

9.12 FAI Events

Except for rocket glider, entries flown in the FAI class of an event, must comply with the following construction requirements of the FAI Sporting Code, Section 4, Volume SM - Space Models for that event:

9.12.1 The minimum length of the enclosed airframe of the entry must be 500 millimeters and at least 50 percent of this airframe length must have a minimum diameter of 40 millimeters in the launch configuration.

9.12.2 In events where multi-staging is allowed, the booster stage must deploy a recovery device; the upper stage must be at least 18 millimeters in diameter over at least 75 percent of its length, and any upper stage boat tails must be at least 18 millimeters in diameter.

10 OFFICIAL FLIGHT

10.1 Official Flight Requirements

A flight is official if any part of the entry leaves the launcher under a motor's thrust phase; except in the case of a catastrophic failure according to the provisions of **Rule 11.5 - Catastrophic Failure**. All entries that do not leave the launcher subsequent to motor ignition must not be considered as having made an official flight unless they are disqualified by the RSO for safety reasons. If the power pod or motor of a Boost Glider entry disengages and proceeds into the air under power without the glider portion, the attempt must be considered a disqualified official flight. An entry that does not ignite enough motors to be in the proper total impulse class as per **Rule 4.6 - Published Values**, must not be considered as having made an official flight unless its flight is disqualified for other reasons.

10.2 Number of Flights

Unless otherwise specified in the rules for a specific event, time and weather permitting each competitor shall be given an opportunity to make two official flights in each event per sanctioned NRC launch. A limitation shall not apply at Record Trials. **Unless otherwise specified in the rules for a duration event, a competitor's official score is the sum of the durations achieved on all official flights.**

10.3 Special Conditions

When deciding on the number of flights that competitors are allowed in an event, the Contest Director shall carefully consider whether time and/or weather may require limitations on the event(s). The Contest Director must make every effort to announce how many flights will be allowed in the event(s) before the start of official flights.

However, if circumstances arise where it is necessary to enact a limitation after official flights have been made, all competitors must adhere to the new limits regardless of how many official flights they may have made.

If limitations have been placed on one or more events, the Contest Director must select only those qualified flights a competitor made under the new limitation. The Contest Director must then choose the competitor's best single qualified flight as his/her official flight in that event.

For example, if a Parachute Duration event must unexpectedly be limited to one flight per competitor, and a competitor has already made two flights, in order for the Contest Director to score the event, he/she must first select only the flights that the competitor(s) returned (since in a single-flight Parachute Duration event, the one flight must be returned.) If one or more competitor has returned two flights, the Contest Director must select the better of the two competitor's flights as his/her official flight for scoring purposes.

10.4 Return of Inaccessible Models

When a competitor cannot make a required return of his/her entry from an inaccessible place where recovery would pose a personal hazard to the competitors, but can point it out to an official, the official may score the entry as having been returned. The Contest Director must state prior to the start of competition what distance limits officials may travel. This rule may be superseded by the rules of a specific event.

10.5 Recording of Returns

When the rules for a specific event require a return of the entry, it is the responsibility of the competitor to ensure that the officials have noted on their flight card that the entry has been returned.

11 DISQUALIFICATIONS

11.1 Scope

Due to flight characteristics, an entry may be disqualified for a specific flight, however, it is not necessarily disqualified for the entire event.

11.2 Safety Related

Any entry that in the opinion of the Range Safety Officer was not considered safe in operation may be disqualified. In no case, may any official override a safety ruling of the RSO.

11.3 Non-Safety Related

The Range Safety Officer and/or contest officials may disqualify any entry that does not comply with the Sporting Code.

11.4 Scoring

In the event of a disqualification, a flight shall be scored as zero (0) in the case of events where an entry's total score is the result of the sum of the performance of two or more flights. This rule may be superseded by the rules of a specific event. A disqualified flight may not be considered as a return in any event where a return is required.

11.5 Catastrophic Failure

A model rocket experiencing a catastrophic failure (CATO) shall not be disqualified. The flight may or may not be considered an official flight if the Range Safety Officer rules the entry performed a safe and stable flight and complied with the competition rules (e.g., a glider glided).

11.5.1 The competitor will in this situation have the option of having such a flight ruled as either official or unofficial. If the entry did not meet these requirements, then it must be ruled an unofficial flight.

11.5.2 The competitor must inform the applicable contest official of his/her decision to accept or reject the flight as an official flight prior to any subsequent flight by the competitor in that event. The competitor must be permitted to substitute another entry. In the case of craftsmanship events; the substitute must be of the same prototype and scale as the original, and it is not required to exhibit the craftsmanship and detail of the original.

11.6 Recording Data

An entry that has been disqualified shall have its performance data recorded even though the flight may not at that time be considered official. In the event an entry's disqualification is reversed; the entry's performance data shall be considered official.

11.7 Correctable Conditions

Disqualifications for static conditions of an entry are not permitted and the competitor shall correct the condition prior to the official flight. If the contest officials do not discover a condition until during or after the flight is made, such as flying with the wrong motor type, the flight will not be considered official.

12 DISPUTES AND PROTESTS

12.1 National Rocketry Competition (NRC) Disputes

In the event of a dispute at an NRC sanctioned launch, the competitor shall inform his/her Regional Contest Board Chairman of the dispute for resolution. The Regional Contest Board Chairman must render a decision within three (3) days.

12.2 NARAM Protests

RSO decisions related to safety cannot be protested by a competitor or team, or overridden by the Contest Director or Contest Board per [Rule 7.2 - Range Safety Officer](#).

12.2.1 Filing a Protest

A protest shall be a written report detailing an action or decision in question and shall include the names of any competitors and/or officials involved. A protest will be considered only when a competitor or team delivers the protest in writing and accompanied by \$20.00 cash, to the Contest Director, a member of the Contest Board or its representative.

12.2.2 Protest Fee

Filing a protest shall cost the competitor or team \$20.00 cash. If the protest is upheld, the protest fee must be returned to the competitor. If the protest is denied, the protest fee must accompany the contest results and be forwarded to the NAR Contest Board Chairman.

12.2.3 The Ruling Body

A minimum of three members of the Contest Board shall decide protests. All sides of a protest shall have the right to be heard by members of the NAR Contest Board. No Contest Board member may rule or vote on a decision that could alter the award of contest points to his/her own entry. All decisions of the Contest Board are final.

12.2.4 Time

The Contest Board shall give to the Contest Director and all parties involved in a protest, a written statement of their decision within 24 hours of the protest's delivery to the Contest Director, a member of the Contest Board, or its representative. If a protest occurs on the last day of the contest, a decision shall be rendered by the end of the day.

12.2.5 Final Contest Results

The Contest Board's protest ruling must be included with the contest results.

13 COMPETITION AND CHAMPIONSHIPS

13.1 National Rocketry Competition (NRC)

13.1.1 Number of Events

The NRC shall be made up of six (6) events selected from **Rule 13.1.4 - NRC Events List**. These six events shall be part of the official events for NARAM.

13.1.2 Event Selection

NRC events will be selected as follows:

- The Contest Board shall select four (4) NRC events.
- The NARAM Contest Director shall select two (2) NRC events.

In the event a NARAM Contest Director is **not** selected by July 1, the Contest Board shall select all six (6) NRC events.

13.1.3 Announcement

The NRC will be announced on NAR.org, on or before July 1 by the Contest Board Chairman.

13.1.4 NRC Events List

- 1/4A-A Parachute Duration
- 1/4A-A Streamer Duration
- 1/4A-A Helicopter Duration
- 1/4A-A Boost Glider Duration
- B-C Egg Lofting Duration
- 1/2A-B Altitude-Altimeter
- A-B Payload Altitude-Altimeter
- B-C Egg Lofting Altitude-Altimeter

13.1.5 Adherence

NRC events shall be flown under the specific event provisions of the Sporting Code.

13.1.6 Qualification

The only events that qualify a competitor to compete for the title of National Champion or for an Event Specialist Award are those selected for the NRC.

13.1.7 Event Acceptance

All NRC events may be flown at a sanctioned NRC launch. Non-NRC events may be flown at an NRC launch but only NRC results will be accepted by the Contest Board.

13.1.8 Sanctions

13.1.8.1 All NRC flights shall be conducted at launches sanctioned by the NAR Contest Board and sponsored by either a NAR chartered section, or NAR member eighteen (18) years of age or older. All NRC launches shall be listed on the NAR Contest Calendar at nar.org once sanctioned.

13.1.8.2 There shall be no limit to the number of NRC launches a NAR member eighteen (18) years of age or older or section may sanction in a contest year.

13.1.8.3 There shall be no limit to the number of NRC sanctioned launches a competitor may enter in a contest year.

13.1.9 NRC Minimum Personnel

Flying one or more NRC events requires a minimum of two NAR members- one or more of which is 18 years of age or older.

13.1.10 Scoreboard

13.1.10.1 The NRC Contest Director shall post competitor scores to a cumulative, member accessible, results 'Scoreboard' maintained by the Contest Board on NAR.org.

13.1.10.2 The results Scoreboard shall reflect the best score attained by a competitor in an NRC event. Posted results will be considered preliminary until verified by the Regional Contest Board.

13.1.10.3 A competitor's best score also determines his/her position or 'rank' in relation to all other competitor results in an NRC event.

13.1.11 Results

13.1.11.1 Results must be reported to the appropriate Regional Contest Board Chairman by the Contest Director for verification and must include data for pending performance records.

13.1.11.2 Based on the sum of two (2) flights, a competitor that can achieve as his/her official score a NRC maximum for that NRC duration event, will receive a rank of one (1) in that event.

13.1.11.3 Scores must be posted to the Scoreboard by the Contest Director within 7 days of the completion of the NRC sanctioned launch.

13.1.11.4 At the close of the NRC (June 30th), the final results of the NRC determine the eligibility for a competitor to compete for and win an Event Specialist Award and/or National Championship. In case of a tie, duplicate places shall be awarded and all numerical places will be awarded as though there had been no tie. (Ex. 1, 2, 2, 3, 4...)

13.1.11.5 National Rocketry Competition Awards - The top 10 or top 10% of competitors in each division, after the close of the NRC on June 30th, will be recognized for their performance on the NAR.org website, in the E-Rocketeer, and in the official journal of the NAR.

13.1.11.6 Event Specialist Award (ESA) - To compete for an ESA at NARAM, competitors in each competition division must:

- Select one or more of the NRC events
- Post qualified flights in each of the competitor's selected NRC events on the Scoreboard
- Qualify by finishing in the top 10 or top 10% of the NRC event(s) the competitor selects.

There is no limit to the number of ESA's for which a competitor may qualify.

13.1.11.7 National Championship - To compete for a National Championship at NARAM, competitors in each competition division must:

- Post qualified flights in all six of the NRC events on the Scoreboard
- Finish in the top 10 or top 10%, whichever is greater, of the NRC events based on a competitor's combined Scoreboard rank
- A competitor's "combined Scoreboard rank" is the sum of the competitor's six NRC event ranks.

13.2 NARAM

13.2.1 NARAM must present at a minimum the NRC events.
The NRC events shall not be flown in a multi-round format.

13.2.2 NARAM competition is open to all registered flyers.

13.2.3 Competitors that meet the requirements of 13.1.11.7 are automatically qualified through the NRC to compete for National Champion awards and shall have their points credited only towards these awards.

13.2.4 All competitors begin NARAM with zero points. Points will be awarded per the following schedule for performance in each event as determined by place:

- 1st – 25 points
- 2nd – 20 points
- 3rd – 17 points
- 4th – 14 points
- 5th – 12 points
- 6th – 10 points
- 7th – 8 points
- 8th – 6 points
- 9th – 4 points
- 10th – 2 points
- Flight Points – 1 point

13.2.5 In case of a tie, duplicate places shall be awarded and all numerical places will be awarded as though there had been no tie. (Ex. 1, 2, 2, 3, 4...)

13.3 NARAM Awards

13.3.1 Event Specialist Award (ESA)

- 13.3.1.1 Those who have qualified for an ESA must compete at NARAM to receive an Event Specialist Award in a qualifying NRC event per [Rule 13.1.11.6 - Event Specialist Award](#).
- 13.3.1.2 Each NRC event may award an ESA in each division.
- 13.3.1.3 The NRC qualified individual or team achieving the highest score at NARAM of NRC qualified contenders shall receive the ESA for that particular event.
- 13.3.1.4 There is no limit to the number of Event Specialist Awards an individual or team competitor may qualify for, compete in, or be awarded at NARAM.
- 13.3.1.5 Event Specialist Award competitors may win both ESA's and meet awards.

13.3.2 Meet Awards

- 13.3.2.1 NARAM competitors who did not take part in an NRC event may compete for meet awards.
- 13.3.2.2 NARAM competitors who did take part in NRC events but failed to qualify for an Event Specialist Award or National Champion award may compete for meet awards.
- 13.3.2.3 For the purpose of determining the meet awards in each division, points will be awarded per [Rule 13.2.4 - NARAM](#).
- 13.3.2.4 Individual event awards will be presented for 1st through 3rd place in each competition division.
- 13.3.2.5 Meet champion awards shall be given for first and second place in each division.
- 13.3.2.6 In the event of a tie for Meet or Reserve Champion, the competitor who has the most 1st place finishes wins. If a tie still exists then the competitor who has the most 2nd place finishes wins, etc.

13.3.3 National Champion Awards

- 13.3.3.1 National Champion awards shall be given for first and second place.
- 13.3.3.2 To be recognized as a National Champion in their competition division, competitors qualify and must compete at NARAM per [Rule 13.1.11.7 - National Championship](#).
- 13.3.3.3 For purposes of determining the National Champion awards in each competition division, points will be awarded per [Rule 13.2.4 - NARAM](#).
- 13.3.3.4 The qualified competitors accumulating the most points at NARAM shall receive the National Champion awards in their competition division.
- 13.3.3.5 Competitors who compete for National Champion awards may not win Meet Champion awards.
- 13.3.3.6 National Champions may win ESA awards if they qualified per [Rule 13.1.11.6 - Event Specialist Award](#).
- 13.3.3.7 In the event of a tie for National or Reserve Champion, the competitor who has the most 1st place event finishes wins. If a tie still exists then the competitor who has the most 2nd place event finishes wins, etc.

13.4 REPORTING OF SCORES AT NARAM

- 13.4.1 All points are awarded per [Rule 13.2.4 - NARAM](#).
- 13.4.2 At NARAM, results shall be posted in each of the following categories:
 - Events
 - Event Specialist Awards
 - Meet Champions
 - National Champions

14 UNITED STATES MODEL ROCKET PERFORMANCE RECORDS

14.1 Eligibility

Performance records may be set at any sanctioned launch, in any event and motor class, unless judging is required, or a limited score is the goal. For example, performance records may be set in Altitude or Parachute Duration, but not in Scale Altitude, Spot Landing, or Precision Payload. Proxy entries are not eligible for performance records per [Rule 8.4 - Teams](#).

14.2 Categories

Performance records must be awarded separately for each competition division. Within each competition division, separate performance records must be awarded for:

14.2.1 Free Flight

All entries that are not radio-controlled or use altimeter for altitude measurement.

14.2.2 Radio Control

Entries using radio control to provide active guidance per [Rule 9.11 -Radio Control](#).

14.2.3 Altimeter

Entries using an altimeter for altitude measurement per [Rule 14.2 - Categories](#)

14.3 Return

The entry must be returned to ensure compliance with all rules for the event. [Rule 10.4 - Return of Inaccessible Models](#) does not apply.

14.4 Surpassing

Attempts to surpass an existing performance record must exceed the current value by at least 1%.

14.5 Submission

The Contest Director must review all flight results to determine if any new performance records were set. If so, the flight card and competitor entry form must be sent to the NAR Records Subcommittee for review. Individual competitors may also submit copies of their flight card(s) and entry form, provided the Contest Director signs the forms.

The submitted data must include the following items:

- Competitor's name
- Division
- Event and motor class
- Date
- New record value
- Altimeter make & model (if used)
- Altimeter data file
- Motor manufacturer and designation

14.6 Certification

The NAR Records Subcommittee may request any additional substantiating data it deems necessary to certify a new record. The NAR Records Subcommittee has the right to disallow any record claim, regardless of the data submitted, if the record attempt is found to have been made unfairly or falsely reported.

15 PROVISIONAL COMPETITION

15.1 Author

Any NAR member or section may author a new event concept.

15.2 Standards

New event concepts submitted to the NAR Contest Board for consideration must meet the standards of the Safety Code. In addition, they should be designed so that they can be flown at sanctioned launches.

15.3 Form

Rules for new event concepts must be formatted as for any established event in the Sporting Code.

15.4 Postal Competition

New event concepts must be tested for merit using a postal competition format. Postal competition requires the following:

- Event rules are distributed electronically at NAR.org.
- There must be no less than a 60-day competition window for flying any new event concept and it must start no less than 30 days from rule distribution or announcement.
- Upon close of the competition window, results must be published electronically on NAR.org no more than 14 days after close of the competition window.
- There will be no less than two competition windows for a new event concept.

15.5 Improvement

During postal competition, NAR members and sections are encouraged to suggest rule changes for the purpose of testing the event for suitability before submission. Competitors are encouraged to suggest changes that may eliminate loopholes or make the event more interesting.

15.6 Submission

New event concepts must be submitted to the NAR Contest Board Chair in electronic form; including rules and all postal competition results and member feedback.

15.7 Adoption

For a new event concept to be adopted, it must meet the requirements of **Rules 15.2 - Standards, and 15.3 - Form**. The Contest Board must vote to accept or reject the submission for inclusion in the next Sporting Code revision. Results of the vote must appear in both the E-Rocketeer and NAR.org no more than 90 days after date of submission.

15.8 NARAM

A new event concept may not be included at NARAM until it has qualified under **Rule 15.7 - Adoption**; except by a special ruling of the NAR Contest Board.

16-19 Reserved for future rules

ALTITUDE COMPETITION

20 ALTITUDE DATA

20.1 Scope

All entries in a given event, other than non-competition record attempts, are to be tracked using the same method. The electronic sanction submitted by the Contest Director must, for each altitude event, designate whether **altimeters** or **theodolites** will be used for altitude tracking. In the case of Record Trials, the Contest Director may designate either or both types of tracking. Contest Director must ensure that all announcements and publications for the sanctioned meet inform prospective entrants of the tracking method for each altitude event.

20.2 Electronic Altimeters

Only commercially available altimeters approved by the NAR Contest Board and publicly announced as approved at least 30 days before any contest where they are used may be used in competition. These altimeters may not be altered or modified in any manner, including use of power sources that are outside the voltage range published by the altimeter manufacturer. To be approved by the Contest Board an altimeter must meet the following requirements:

- Uses barometric measurement techniques to record flight apogee altitude above launch pad altitude based on the formula for conversion of pressure to altitude in the International Civil Aviation Organization or US Standard Atmospheres.
- Uses a digital integrated pressure sensor with at least 16 bits of resolution in its digital conversion of pressure measurement.
- Recalculates launch pad pressure altitude by sampling local pressure at least once per minute after activation and before launch.
- Has resolution of 1 meter or better in readout.
- Has accuracy of 1 percent of recorded altitude or 2 meters, whichever is greater, across an operating range of no less than 4000 meters in flight altitude above sea level, 0 to 50 degrees Celsius in launch site temperature, and 750 to 1050 millibars in launch site ambient pressure.
- Has a sampling rate of 10 per second or greater.
- Employs processing functions to reject false short-duration launch or apogee altitude transients that may be created by wind gusts or the pressure transients of ejection events.
- Provides a readout of apogee from the most recent flight.
- Is capable of being placed in a preflight state of readiness to record new flight data and report this new data post-flight. This state must be audibly or visibly verifiable.

The altimeter must be fully enclosed within the rocket body through apogee. Any attempt to deliberately produce excessively high altitude readings, by use of devices such as venturis is prohibited.

20.2.1 Approved Altimeter List

The Contest Board approves altimeters for use in NAR competition. Follow this link for a list of approved altimeters:

<http://www.nar.org/contest-flying/us-model-rocket-sporting-code/appendix/altimeters-approved-for-contest-use/>

20.2.2 Check-In Procedure

A flight-ready entry with its altimeter removed must be presented to the official for inspection. The altimeter will be checked to verify it is an NAR approved altimeter, appears unaltered, and is properly powered. The safety check officer may request the "owner's manual" for the altimeter if any questions arise concerning its operation or post flight readout. The model of the altimeter will be noted on the competitor's flight card.

20.2.3 Temperature Compensation

The ambient temperature at the launch site shall be recorded on the competitor's flight card in degrees centigrade rounded to the nearest whole number. This temperature shall be recorded prior to each flight. A competitor's recorded altitude must be corrected for the effect of ambient air temperature by multiplying the uncorrected altimeter reading by a factor of $(273.15 + T)/288.15$ where T is the ambient temperature in degrees Celsius.

20.2.4 Returns Procedure

The altimeter must be returned for data verification. The Returns official and competitor should agree on the altimeter raw data. If the Returns official and the competitor cannot agree of the raw data, an additional official shall be called upon to resolve the disputed data. The altimeter's raw data shall be recorded on the flight card. Any other specific event rules may also apply.

If the altimeter cannot be returned, and the entry is not disqualified for any other safety or event rule violation, then that flight can be considered "No Data" per [Rule 20.3.3 - Untracked Flights](#).

If the altimeter fails to report an altitude, and the flight has not been disqualified for any safety or event rule reason, then that flight can be considered "No Data" per [Rule 20.3.3 - Untracked Flights](#).

20.2.5 Performance Records with Altimeters

Altitude records may only be set using a recording altimeter. After the flight, if a record is suspected the altimeter data will be downloaded by the competitor and reviewed by a contest official. If the data reveals that the peak altitude is attributable to an ejection event or other flight anomaly, that peak or anomaly will not be used to determine the recorded altitude. The maximum altitude excluding the anomalous peaks will be reported.

If the maximum altitude occurs more than five seconds after the ejection event (due to thermals or other anomaly), only the peak altitude prior to ejection (excluding sudden peaks or anomalies as described above) will be reported.

If the altimeter data is, in the opinion of the contest official, significantly inconsistent with the observed flight, the altimeter data will be disallowed. The decision by the contest official on the interpretation of the altimeter data is final.

20.3 Theodolite Tracking

All entries in any event for which an achieved altitude figure is scored may be tracked in flight by theodolites of a design approved by the NAR Contest Board. Any tracking theodolite that:

- Is equipped with both azimuth and elevation axes at right angles to each other
- Can be leveled or adjusted to an otherwise proper plane before use
- Has an accuracy of 0.5 degrees in both azimuth and elevation
- Uses a pair of open sights mounted at least twenty centimeters apart or a rifle-sight or equivalent optical sight with or without lenses
- Uses crosshairs in the open or optical sight
- Is mounted on a sturdy tripod or other solid base in a manner that does not permit the tracking head to wobble or otherwise lose its zero-reference under normal use
- Has a provision for securely holding the sights firmly in any desired position, so that the operator may accurately record the tracking data associated with a flight
- Is capable of tracking to an azimuth of ± 180 degrees and an elevation from 0 degrees to 90 degrees
- The Contest Board must approve theodolites that do not meet all of the above requirements before they may be used in a sanctioned activity

20.3.1 Baseline

Two or more tracking theodolites must be used on appropriate baselines. The baseline should be between 50% and 400% of the expected altitudes to be tracked. Therefore, a 300 meter baseline would be appropriate for 75-600 meter flights. While very low power events may require a baseline less than 300 meters, proper care and judgment should be used before this is done. Longer baselines are strongly encouraged for high-powered or high-performance entries. Proper baselines must be used to track any record setting flight.

20.3.2 Tracking

Entries must be tracked to apogee if practical. When apogee tracking is used, one person must be designated to give a mark to the theodolite operators at precisely the instant the entry appears to reach apogee, and the theodolites must be locked at the mark. At the discretion of the Contest Director, entries may be tracked to ejection instead of apogee. When ejection tracking is used, it is recommended that the entries to be tracked contain colored tracking powder to create a visible cloud at ejection, and that the theodolite operators lock their theodolites at the appearance of the tracking powder cloud. It is further recommended that all entries that are to be tracked be painted in colors or patterns that will aid tracking. All entries in an event must be tracked using the same tracking method (either apogee or ejection).

20.3.3 Untracked Flights

At the option of the competitor, Track Lost or Track Not Closed may be considered an official flight if it is not disqualified for any other reason. In this case the flight cannot place but must receive flight points; except in an event where the score is the sum of several factors, in which case the flight must be scored as having an altitude of zero.

20.3.4 Communication System

A reliable voice communication system must be used to link both trackers and the launch control area, for the purpose of calling marks and for the transmission of tracking data.

20.3.5 Data Reduction

Angular data obtained from theodolite tracking must be reduced to an achieved altitude figure by means of a standard system of equations approved by the NAR Contest Board. All data must be recorded for all altitude events and flights, including those flights that may be disqualified; this permits the altitude data to be available in case the disqualification ruling is later reversed.

20.3.6 Error Check

The error figure as computed by the approved equations must be less than or equal to 10% to be considered valid and acceptable for competition and record flights. Flights whose reduced altitudes do not satisfy this constraint shall be scored as Track Not Closed. Flights, whose data is incomplete, preventing calculation of their altitude, must be scored as Track Lost. All altitudes must be rounded off to the nearest meter per **Rule 1.5 - Rounding**. The rounded altitude shall be the official scored altitude. When tracking with theodolites, an altimeter reading reported by a competitor will NOT be officially considered and will NOT apply per **Rule 20.3.3 - Untracked Flights**.

20.3.7 Multiple Stations

When more than two trackers are used, altitude and closure percentage shall be calculated for each combination of trackers. The official altitude score is the average of all closed tracks, rounded per **Rule 1.5 - Rounding**. It is only necessary for one pair of trackers to close.

20.4 Novel Methods

The NAR Contest Board must approve novel altitude determination methods before the results are accepted for competition.

21 ALTITUDE

21.1 Scope

Altitude comprises twelve events open to any model rocket. The purpose of this competition is to achieve the highest altitude.

21.2 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Altitude are established:

Motor Class
1/8A
1/4A
1/2A
A
FAI A
B
FAI B
C
D
E
F
G

22 PAYLOAD ALTITUDE

22.1 Scope

Payload comprises seven events open to model rockets that carry one or more standard NAR payloads of given mass and dimensions to as high an altitude as possible and to recover the payload. The standard NAR payload is intended to represent an instrument package whose dimensions and mass cannot be modified, but must be accepted as a design constraint.

22.2 Staging

If the entry is staged, the payload(s) must be totally enclosed in the uppermost stage of the entry.

22.3 Payload Specifications

The standard NAR payload is a sealed non-metallic cylinder containing fine sand, with a mass of no less than 28.0 grams. This cylinder must be a minimum of 17.0 millimeters in diameter, and a minimum of 60.0 millimeters in length. No holes may be drilled into it, no changes made in its shape, and no material may be affixed to it.

22.4 Enclosed Payloads

The standard NAR payload(s) carried in an entry –

- must be totally enclosed and contained within the entry,
- must not separate from the entry in flight
- and must be removable from the entry

22.5 Return

Following the flight, the competitor must present his/her entry as recovered and, in the presence of an official, must remove the payload(s). If the official cannot examine the payload(s), the entry must be disqualified. **Rule 10.4 - Return of Inaccessible Models** does not apply. If the competitor removes the payload(s) in the absence of officials, the entry must be disqualified. The official may require that the payload(s) be rechecked and must disqualify the entry if it no longer complies with **Rule 22.3 - Payload Specifications**.

22.6 Classes

This event is divided into classes based upon the permissible total impulse of the motor(s). The following classes of Payload are established:

Motor Class	Payloads Carried
A	1
B	1
C	1
D	1
E	2
F	3
G	4

23 EGG LOFTING ALTITUDE

23.1 Scope

Egg Lofting Altitude comprises six events open to model rockets that carry, as a totally enclosed payload, one raw egg intended to simulate carrying an astronaut to as high of an altitude as possible and recover the payload without damage.

23.2 Stages

If the entry is staged, the egg must be totally enclosed in the uppermost stage of the entry.

23.3 Eggs

Eggs must be raw and have a mass of not less than 57 grams and not more than 63 grams, and be no more than 45 millimeters in diameter. Prior to flight each egg must be uniquely marked, and the mark must be recorded on the competitor's flight card. A competitor shall not be required to use an egg that has been previously lofted by another competitor. No material may be affixed to the egg (e.g., glue or tape).

23.4 Return

Following the flight, the competitor must present his/her entry as recovered and, in the presence of an official, must remove the egg. If the shell of the egg is broken or cracked, the entry must be disqualified. If the official cannot examine the egg, or the competitor removes the egg in the absence of officials, or breaks the egg in the process of removing it, the entry must be disqualified. Any entry that is caught or cushioned prior to landing must be disqualified. **Rule 10.4 - Return of Inaccessible Models** does not apply.

23.5 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Egg Lofting Altitude are established:

Motor Class
B
C
D
E
F
G

24 DUAL EGG LOFTING ALTITUDE

24.1 Scope

Dual Egg Lofting Altitude comprises five events open to model rockets that carry, as a totally enclosed payload, two raw eggs intended to simulate carrying two astronauts to as high of an altitude as possible and recover the payload without damage.

24.2 Stages

If the entry is staged, the eggs must be totally enclosed in the uppermost stage of the entry.

24.3 Eggs

Eggs must be raw and have a mass of not less than 57 grams and not more than 63 grams, and no more than 45 millimeters in diameter. Prior to flight each egg must be uniquely marked, and the mark must be recorded on the competitor's flight card. A competitor shall not be required to use an egg(s) that has been previously lofted by another competitor. No material may be affixed to the egg(s) (e.g., glue or tape).

24.4 Return

Following the flight, the competitor must present his/her entry as recovered and, in the presence of an official, must remove the eggs. If the shell of the egg(s) is broken or cracked, the entry must be disqualified. If the official cannot examine the eggs, or the competitor removes the eggs in the absence of officials, or breaks the eggs in the process of removing them, the entry must be disqualified. Any entry that is caught or cushioned prior to landing must be disqualified. **Rule 10.4 - Return of Inaccessible Models** does not apply.

24.5 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Dual Egg Lofting Altitude are established:

Motor Class
C
D
E
F
G

25 SUPERROC ALTITUDE

25.1 Scope

Superroc Altitude comprises ten events open to single-stage model rockets whose body length is no less than the minimum specified in [Rule 25.6- Classes](#) for the motor class of the event. The purpose of this competition is to achieve the highest altitude with the longest possible rocket, while avoiding structural failure of the airframe.

25.2 Structural Failure

An entry that separates, folds, or has a structural failure prior to ejection must be disqualified.

25.3 Separation

An entry is allowed to separate into two or more unattached parts after ejection, provided that each part satisfies the provisions of [Rule 3.5 - Reusability](#).

25.4 Safety

Entries must satisfy the provisions of [Rule 1.2 - Model Rocket](#).

25.5 Scoring

Superroc Altitude must be scored as follows: the length of an entry to the nearest centimeter, as measured from the tip of the nose cone to the end of the motor nozzle, up to the maximum length for that category, must be awarded as static points. If an entry has more than one motor, the length must be measured to the motor nozzle closest to the tip of the nose cone. No additional points are awarded for any length beyond the maximum. The altitude of the model measured in meters, must be awarded as flight points. The static points and flight points obtained must be multiplied to determine the score. The competitor achieving the highest score must be declared the winner. When posting, printing, or maintaining contest results or performance records, an entry's altitude in meters must be shown with its composite score.

25.6 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Superroc Altitude are established:

Motor Class	Minimum Length (centimeters)	Maximum Length (centimeters)
1/8A	12	25
1/4A	25	50
1/2A	50	100
A	75	150
B	100	200
C	125	250
D	150	300
E	175	350
F	200	400
G	225	450

26 CLUSTER ALTITUDE

26.1 Scope

Cluster Altitude is comprised of six events open to single-stage model rockets. The purpose of this competition is to achieve the highest altitude.

26.2 Returns

Following an official flight, the part of a Cluster Altitude entry that contains the motors shall be returned as recovered to verify that all motor cases have been retained. An ejected motor case shall result in a disqualification.

26.3 Ignition

Air starts are prohibited.

26.4 Partial Ignition

Partial cluster ignition must be deemed an official flight unless disqualified for other safety reasons by the RSO.

26.5 Classes

The following six classes of Cluster Altitude are established:

Class Name
1/8A x 2 Motor
1/4A x 2 Motor
1/2A x 3 Motor
A x 4 Motor
B x 5 Motor
C x 6 Motor

27 PRECISION ALTITUDE

27.1 Scope

Precision Altitude comprises three events open to any model rocket. The purpose of this competition is to accurately predict the altitude that an entry will attain.

27.2 Classes

The three classes of Precision Altitude are:

27.2.1 Predicted Altitude

The minimum altitude prediction allowable is 100 meters. The competitor must predict in meters the altitude to which their entry will be flown. A competitor at a meet must record their altitude prediction on the flight card prior to any official flight.

27.2.2 Set Altitude

The Contest Director must set the target altitude when the meet is sanctioned. This value must appear in the sanction form and all appropriate contest information. The target altitude must be a multiple of 5 meters between 100 and 300 meters.

27.2.3 Random Altitude

The Contest Director must randomly select the target altitude just prior to when the event is flown, by random selection. The target altitude must be a multiple of 5 meters between 100 and 300 meters.

27.3 Practice

Practice flights are not allowed on the day the event is flown.

27.4 Number of Flights

Entries must be allowed only one official flight in Precision Altitude. If no altitude data is available, any re-flight must be made by the same entry, and no changes in configuration, motor type, or prediction must be allowed.

27.5 Control

The entry must not be radio controlled or contain any device whose purpose is to control the altitude of the entry.

27.6 Scoring

Precision Altitude Competition must be scored as follows: the entry's achieved altitude must be divided by its target altitude, and the result multiplied by 100. This figure must then be rounded to the nearest 0.1%. If the result is greater than or equal to 100, subtract 100 from it; otherwise, subtract it from 100. The competitor whose score comes closest to zero is declared the winner.

28-29 Reserved for future events

DURATION COMPETITION

30 TIMING DATA

30.1 Timers

In all events for which a time-of-flight value must be scored, one or more timers with stopwatches shall be stationed in a timing area(s) adjacent to the range head and shall not leave the designated timing area(s) in order to keep the entry in sight.

Meet officials will provide the same number of timers to all competitors. At their option, the competitor may provide additional official timers. Timer(s) may not use optical aids other than sunglasses and/or eyeglasses to correct to normal vision.

30.2 Conflict of Interest

A timer must not time his/her own entry.

30.3 Stopwatches

30.3.1 Stopwatches used for timing must have a minimum resolution of 1/10th second; must have (at a minimum) start, stop, and reset capabilities. If a stopwatch is stopped, it must be capable of being restarted without being reset.

30.3.2 A stopwatch with split-time or lap accumulate capabilities (i.e., one which continues to record time internally after being stopped; and which can display at any time, the total elapsed time) may be used for competition, provided that if it is used to time one entry, it must be available for use to time any other entry.

30.4 Timed Interval

All entries must be timed from the instant of first motion on the launcher until the entry or portion to be scored for time of flight touches the ground or is stopped by a ground-based object. If the entry drifts out of sight in the sky, each timer(s) must stop their watches individually when they lose sight of the entry. As specified in **Rule 1.2 - Model Rocket**, motors, recovery system protectors, and wadding are not to be timed.

30.5 Separation

Unless specifically allowed by the rules of that event, no timed entry may separate into two or more unattached parts, or eject its motor.

30.6 Visual Interference

If an entry drifts behind an object and is not clearly visible, the timer(s) must stop their watch(es). Sufficient time shall be given to enable the entry to reappear and the timer(s) to restart their watch(es). Stopping and restarting of a stopwatch may occur as needed during the course of an entry's flight.

30.7 Recording Data

Data must be recorded to the accuracy of the stopwatch for all timed flights, including those flights that may be disqualified. This permits the timing data to be available in case the disqualification ruling is later reversed.

30.8 Averaging

To arrive at an entry's official score:

1. Compute the average of all recorded stopwatch timing data per **Rule 30.7 - Recording Data**. Do not round the timing data before averaging.
2. Round the resulting average data (time) to the nearest whole number of seconds.
 - Fractions of a second **less** than 0.5 must be rounded **down** to the next lower second.
 - Fractions of a second **equal to or greater** than 0.5 must be rounded **up** to the next higher second.

30.9 Return

30.9.1 NRC

Unless otherwise specified by the rules of the event or for reason of safety per **Rule 9.10 - Impound**, the competitor need not return an entry to a contest official.

30.9.2 NARAM

Unless otherwise specified by the rules of the event, the competitor must return an entry to the officials after at least one of his/her qualified flights, except as specified per **Rule 10.4 - Return of Inaccessible Models**. Competitors failing to satisfy this requirement cannot place in an event, will receive flight points, except in an event where the score is the sum of several factors, in which case the flight must be scored as having a duration of zero.

30.10 Malfunction

When a malfunction of a stopwatch or a timer occurs such that any elapsed time measurement is not available, the elapsed time(s) recorded by the remaining timer(s) must be used as the official time. When all stopwatches or timers malfunction, the flight will not be considered an official flight unless the flight is disqualified on other grounds. Alternately, at the option of the competitor, he/she may choose to consider the flight as an official flight with a time of zero; in which case the flight cannot place but is eligible for flight points at NARAM; except in an event where the score is the sum of several factors, in which case the flight must be scored as having a time of zero.

30.11 NARAM Multi-Round Events

Any of these events may be flown as a multi-round event at NARAM:

- Parachute Duration
- Streamer Duration
- Helicopter Duration
- Boost Glider Duration
- Rocket Glider Duration
- Flex Wing Boost Glider Duration

30.11.1 Number of Flights/Rounds

A multi-round event is comprised of three flights or rounds. Each competitor is allowed three official flights in a multi-round event- one flight in each round. Should there be a tie for first place after three rounds are completed, there shall be a one fly-off round to break the tie.

30.11.2 Number of Models

For the purpose of making a flight in the first three rounds, a competitor may enter no more than two (2) entries except as stated in [Rule 11.5 - Catastrophic Failure](#). In the event of a tie after three (3) rounds are completed and a fly-off is held, one (1) additional entry may be entered.

30.11.3 Maximum Time

The official duration of each flight must be calculated as follows: if the duration achieved exceeds the maximum time limit defined for that flight, the entry must be awarded the maximum time limit; otherwise the entry must be awarded its achieved duration in seconds. Timers may stop timing the flight after it has achieved the maximum time per [Rule 30.6 - Visual Interference](#).

30.11.4 Scoring

Multi-round events must be scored as follows: the official durations achieved by the competitor on their initial three official flights in the event must be summed. If there is no tie for first place, then the competitor achieving the highest score is the winner. If there is a tie, competitors for first place must be given the opportunity to make an additional official flight (fly-off) to determine the winner. The fly-off round will have no maximum time limit. Second through tenth places must be distributed first among the other competitors in the fly-off, and then among any other competitors having made qualified flights, on the basis of total computed score.

30.11.5 Return

The entries in multi-round duration events need not be returned to the officials except as required by [Rules 9.10 - Impound and/or 30.11.2 - Number of Models](#).

31 PARACHUTE DURATION

31.1 Scope

Parachute Duration comprises seven events open to single-stage entries containing one or more parachutes for recovery purposes. The purpose of this competition is to achieve the longest flight duration time.

31.2 Qualification

Some portion of the parachute must protrude out of the entry and into the airflow to aid in recovery for the flight to be considered qualified.

31.3 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Parachute Duration are established:

Motor Class	Multi-Round Maximum	NRC Maximum
1/8A	40 sec	
1/4A	60 sec	180 sec
1/2A	120 sec	360 sec
A	180 sec	540 sec
FAI A	300 sec	
B	240 sec	
C	300 sec	

32 STREAMER DURATION

32.1 Scope

Streamer Duration comprises eleven events open to single-stage entries that contain a single streamer as the only recovery device. The purpose of this competition is to achieve the longest flight duration time.

32.2 Streamer Specifications

A streamer is a continuous plane of identical cloth, plastic film, or paper; has a length-to-width ratio of 5:1 or greater; may be folded and/or creased; it may not be cut, slit, punched, and or perforated. The streamer and model must be connected by only a single line or cord, attached at the narrow end of the streamer. The cord may not be connected to either the streamer or the model at more than one point (e.g., no yokes are permitted).

32.2.1 FAI Streamers

For FAI class streamer duration, the streamer must have a length-to-width ratio of 10:1 or greater. The cord attaching the streamer to the model may be attached to a loop of thread that is attached to each corner of the narrow end of the streamer.

32.3 Assembly

Several pieces of material may be joined into a single streamer. All such joints must be parallel to the narrow axis of the streamer. All pieces of the streamer must consist of identical material.

32.4 Qualification

Some portion of the streamer must protrude out of the entry and into the airflow to aid in recovery for the flight to be considered qualified.

32.5 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Streamer Duration are established.

Motor Class	Multi-Round Maximum	NRC Maximum
1/8A	20 sec	
1/4A	30 sec	90 sec
1/2A	60 sec	180 sec
A	120 sec	360 sec
FAI A	180 sec	
B	180 sec	
C	240 sec	
D	300 sec	
E	300 sec	
F	300 sec	
G	300 sec	

33 HELICOPTER DURATION

33.1 Scope

Helicopter Duration comprises eleven events open to any single-stage model rocket that uses autorotation as the sole means of recovery. The purpose of this competition is to achieve the longest flight duration using an auto-rotating recovery system.

33.2 Autorotation

Each entry must be decelerated during descent by its auto-rotating recovery device. The resulting autorotation must be around the vertical axis. An entry that descends nose first, or flips over during descent is permitted.

33.3 Recovery

Recovery devices employing flexible (e.g., plastic film or cloth) surfaces are prohibited. Entries using a recovery system that is designed to act (or that actually acts) in a manner similar to a parachute, a rigid inverted bowl, or similar techniques are specifically excluded from this competition.

33.4 Qualification

The entry must make a minimum of one complete rotation around its vertical axis during the recovery portion of the flight to be considered qualified.

33.5 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Helicopter Duration are established:

Motor Class	Multi-Round Maximum	NRC Maximum
1/8A	20 sec	
1/4A	30 sec	90 sec
1/2A	60 sec	180 sec
A	120 sec	360 sec
FAI A	180 sec	
B	180 sec	
C	240 sec	
D	300 sec	
E	300 sec	
F	300 sec	
G	300 sec	

34 BOOST GLIDER DURATION

34.1 Scope

Boost Glider Duration comprises ten events open to any model rocket, one portion of which returns to the ground in stable, gliding flight supported by aerodynamic lifting surfaces that sustain that portion against gravity. If the entry is staged, the gliding portion must be part of the uppermost stage. The entry may separate into multiple pieces; only the gliding portion is timed and needs to be returned per [Rule 30.9 - Return](#). Entries whose gliding surfaces are made of flexible materials (e.g., plastic film or cloth) are prohibited from this event. The purpose of this competition is to achieve the longest flight duration time.

34.2 Qualification

During the recovery portion of the flight, the entry's gliding portion must achieve a minimum of a 1:1 glide ratio at some point to be considered qualified.

34.3 Disqualification

The glider must not be deployed during the motor's thrust phase- otherwise the entry must be disqualified for pod separation. Non-gliding portions of the entry may deploy parachutes and/or streamers for recovery purposes. However, any gliding portion of the entry that descends with parachute and/or streamer recovery device(s) intentionally attached must be disqualified.

34.4 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Boost Glider Duration are established:

Motor Class	Multi-Round Maximum	NRC Maximum
1/8A	30 sec	
1/4A	45 sec	135 sec
1/2A	90 sec	270 sec
A	120 sec	360 sec
B	240 sec	
C	270 sec	
D	270 sec	
E	300 sec	
F	300 sec	
G	300 sec	

35 ROCKET GLIDER DURATION

35.1 Scope

Rocket Glider Duration comprises eleven events open to any single-staged model rocket that returns to the ground in stable, gliding flight supported by aerodynamic lifting surfaces which sustain it against gravity. Entries whose gliding surfaces are made of flexible materials (e.g., plastic film or cloth) are prohibited from this event. The purpose of this competition is to achieve the longest flight duration time.

35.2 Qualification

During the recovery portion of the flight, the entry must achieve a minimum of a 1:1 glide ratio at some point to be considered qualified.

35.3 Disqualification

Any entry that descends with parachute and/or streamer recovery device(s) attached must be disqualified. Any entry that separates into two or more unattached parts, or ejects its motor must be disqualified.

35.4 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Rocket Glider Duration are established:

Motor Class	Multi-Round Maximum
1/8A	30 sec
1/4A	45 sec
1/2A	90 sec
A	120 sec
FAI A	180 sec
B	180 sec
C	240 sec
D	270 sec
E	300 sec
F	300 sec
G	300 sec

36 FLEX WING BOOST GLIDER DURATION

36.1 Scope

Flex Wing Boost Glider Duration comprises ten events open to any model rocket, one portion of which returns to the ground in stable, gliding flight supported by flexible aerodynamic lifting surfaces which sustain that portion against gravity. If the entry is staged, the gliding portion must be part of the uppermost stage. The entry may separate into multiple pieces; only the gliding portion is timed and needs to be returned per [Rule 30.9 - Return](#). The purpose of this competition is to achieve the longest flight duration time.

36.2 Qualification

During the recovery portion of the flight, the entry's gliding portion must achieve a minimum of a 1:1 glide ratio at some point to be considered qualified.

36.3 Disqualification

Non-gliding portions of the entry may deploy parachutes and/or streamers for recovery purposes. However, any gliding portion of the entry that descends with parachute and/or streamer recovery device(s) intentionally attached must be disqualified.

36.4 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Flex Wing Boost Glider Duration are established:

Motor Class	Multi-Round Maximum
1/8A	30 sec
1/4A	45 sec
1/2A	90 sec
A	120 sec
B	180 sec
C	240 sec
D	270 sec
E	300 sec
F	300 sec
G	300 sec

37 EGG LOFTING DURATION

37.1 Scope

Egg Lofting Duration comprises six events open to single-stage model rockets that carry, as a totally enclosed payload, one raw egg intended to simulate carrying an astronaut. The purpose of this competition is to achieve the longest flight duration and recover the payload without damage.

37.2 Eggs

Eggs must be raw and have a mass of not less than 57 grams and not more than 63 grams; and measuring no more than 45 millimeters in diameter. Prior to flight each egg must be uniquely marked and the mark must be recorded on the competitor's flight card. A competitor shall not be required to use an egg that has been previously lofted by another competitor. No material may be affixed to the egg (e.g., glue or tape).

37.3 Return

Following the flight, the competitor must present his/her entry as recovered and, in the presence of an official, must remove the egg. If the shell of the egg is broken or cracked, the entry must be disqualified. If an official cannot examine the egg, or the competitor removes the egg in the absence of officials, or breaks the egg in the process of removing it, the entry must be disqualified. If an official cannot examine the egg, the entry will be disqualified. Any entry that is caught or cushioned prior to landing must be disqualified. **Rule 10.4 - Return of Inaccessible Models** does not apply.

37.4 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Egg Lofting Duration are established:

Motor Class
B
C
D
E
F
G

37.5 Scoring

Egg Lofting Duration must be scored as follows: The competitor whose model achieves the longest duration for a single flight is the winner.

38 DUAL EGG LOFTING DURATION

38.1 Scope

Dual Egg Lofting Duration comprises five events open to single-stage model rockets that carry as a totally enclosed payload, two raw eggs intended to simulate carrying two astronauts. The purpose of this competition is to achieve the longest flight duration and recover the payload without damage.

38.2 Eggs

Eggs must be raw and have a mass of not less than 57 grams and not more than 63 grams; and measuring no more than 45 millimeters in diameter. Prior to flight each egg must be uniquely marked and the marks must be recorded on the competitor's flight card. A competitor shall not be required to use one or more eggs that have been previously lofted by another competitor. No material may be affixed to the egg(s) (e.g., glue or tape).

38.3 Return

Following the flight, the competitor must present his/her entry as recovered and, in the presence of an official, must remove the eggs. If the shell of the egg(s) is broken or cracked, the entry must be disqualified. If the official cannot examine the eggs, or the competitor removes the eggs in the absence of officials, or breaks the eggs in the process of removing them, the entry must be disqualified. Any entry that is caught or cushioned prior to landing must be disqualified. **Rule 10.4 - Return of Inaccessible Models** does not apply.

38.4 Classes

This event is divided into five classes based on the permissible total impulse of the motor(s). The following classes of Dual Egg Lofting Duration are established.

Motor Class
C
D
E
F
G

38.5 Scoring

Dual Egg Lofting Duration must be scored as follows: The competitor whose model achieves the longest duration on a single flight is the winner.

39 SUPERROC DURATION

39.1 Scope

Superroc Duration comprises ten events open to single-stage model rockets whose body length is no less than the minimum specified in 39.5 for the motor class of the event. The purpose of this competition is to achieve the longest flight with the longest possible rocket, while avoiding structural failure of the airframe.

39.2 Structural Failure

An entry that separates, folds, or has structural failure prior to ejection must be disqualified.

39.3 Safety

Entries must comply with the provisions of **Rule 1.2 - Model Rocket**.

39.4 Scoring

Superroc Duration must be scored as follows: the length of the entry to the nearest centimeter as measured from the tip of the nose cone to the end of the motor nozzle, up to the maximum length for that category, must be awarded as static points. If the entry has more than one motor, the length must be measured to the motor nozzle closest to the tip of the nose cone. No additional points are awarded for any length beyond the maximum. The achieved duration of the entry in seconds must be awarded as flight points. The static points and flight points obtained must be multiplied to determine the score. The competitor achieving the highest score must be declared the winner. When posting, printing, or maintaining contest results or performance records, an entry's time in seconds must be shown with its composite score.

39.5 Classes

This event is divided into classes based on the permissible total impulse of the motor(s). The following classes of Superroc Duration are established:

Motor Class	Minimum Length (centimeters)	Maximum Length (centimeters)
1/8A	12	25
1/4A	25	50
1/2A	50	100
A	75	150
B	100	200
C	125	250
D	150	300
E	175	359
F	200	400
G	225	450

40 PRECISION DURATION

40.1 Scope

Precision Duration comprises three events open to any single-staged model rocket. The purpose of this competition is to accurately predict the duration that an entry will achieve.

40.2 Classes

The three classes of Precision Duration are:

40.2.1 Predicted Duration

The competitor must predict the duration in seconds that the entry will achieve. The competitor's prediction must be recorded on the flight card and given to the official(s) prior to any official flight by the competitor at the meet. The minimum duration prediction is 30 seconds.

40.2.2 Set Duration

The Contest Director must set the target duration when the meet is sanctioned. This target duration must appear on the sanction form and all appropriate meet information. The target duration must be no less than 30 and no more than 120 seconds in increments of 5 seconds.

40.2.3 Random Duration

The Contest Director must select the target duration just prior to when the event is flown, by random selection. The target duration must be no less than 30 and no more than 120 seconds in increments of 5 seconds.

40.3 Practice

Practice flights are not allowed on the day the event is flown.

40.4 Number of Flights

Entries must be allowed only one official flight in Precision Duration. In the case of a timer malfunction, any re-flight must be made by the same entry, and no changes in configuration, motor type, or prediction must be allowed.

40.5 Control

The entry may not be radio controlled. The entry must not contain a dethermalizer or other device whose purpose is to cause the entry to land after a predetermined amount of elapsed time. Any entry that is caught or interfered with prior to landing must be disqualified. Any entry that drifts out of sight of the timers while still in flight must earn only flight points.

40.6 Scoring

Precision Duration must be scored as follows: the achieved duration of the entry must be divided by the target duration, and the result multiplied by 100. This figure must then be rounded to the nearest 0.1%. If the result is greater than or equal to 100, subtract 100 from it; otherwise, subtract it from 100. The competitor whose score comes closest to zero is declared the winner.

40.7 Return

Return of the entry to the officials is not required except as stated in [Rule 9.10 - Impound](#).

41 – 49 Reserved for future events

CRAFTSMANSHIP COMPETITION

50 CRAFTSMANSHIP JUDGING

50.1 Judging

Craftsmanship events require static judging. The same team of one or more judges must judge all craftsmanship entries in an event that are in the same competition division.

50.2 Insufficient Data

If an entry is found to lack sufficient data, the competitor will be allowed a reasonable amount of time to correct for the deficiency.

50.3 Conflict of Interest

A judge entered in an event shall not judge his/her own entry, or any entry in competition with it.

50.4 Viewing Period

It is recommended that the Contest Director set aside periods of time at which entries may be viewed by the competitors and guests. The intent of this practice is to stimulate interest in craftsmanship events in competitors who may not otherwise enter such events, and improve the craftsmanship of those competitors who regularly do.

50.5 NAR Number

The competitor's name or NAR number is required to be on the model per [Rule 9.4 - NAR Number](#).

50.6 Judging Condition

Entries must be judged in flight condition, with the exception that motor(s) and recovery system need not be present. Any clear plastic fins, launching lugs and fittings, and other exterior flight items must be attached to the entry during judging. Pop lugs are considered part of the launcher, not of the model. Nothing may be added to the entry, nor taken off the exterior of the entry, between judging and flight, except the motor(s) and recovery system(s). If unusual launching or recovery devices are to be used it should be so noted in the data presented.

50.7 Accidental Damage

Any damage to an entry while it is in the custody of the judges or meet officials must not be held against the competitor, and the competitor must have the opportunity to repair the entry without penalty.

50.8 Human Intervention

Craftsmanship entries are judged for flight damage; therefore, no human intervention (e.g., catching the entry or cushioning its landing) will be allowed between launch and touchdown. Alternately competitor's may choose to catch their entries. In this case, entries that are caught must be judged as if they had sustained maximum damage on landing, but will not be disqualified. If the intervention was accidental and/or inadvertent, in the opinion of the Range Safety Officer, the flight may be judged as having sustained maximum damage points or an unofficial flight at the option of the competitor. The competitor must inform the applicable contest official of his/her decision to accept or reject the flight as an official flight prior to any subsequent flight by the competitor in that event.

50.9 Lost Models

Craftsmanship entries that cannot be returned to the judges must be judged as if it had sustained maximum damage on landing, but will not be disqualified, except as per [Rule 9.10 - Impound](#). [Rule 10.4 - Return of Inaccessible Models](#) will not apply.

51 SPORT SCALE

51.1 Scope

Sport Scale comprises three events open to any entry that closely resembles an existing or historical guided missile, rocket vehicle, or space vehicle, that has flown under rocket power. The purpose of this competition is to produce an accurate, flying replica of a real rocket powered vehicle that is judged for craftsmanship in construction, finish, and flight performance. Sport Scale differs from Scale in that the dimensions of the entry are not measured.

51.2 Classes

The following classes of Sport Scale exist:

51.2.1 Sport Scale

Entries may be any size.

51.2.2 Peanut Sport Scale

The entry may be a maximum of 30 centimeters in overall length or a maximum of 2 centimeters in body diameter. When judging this class, the increased difficulty of building a very small model should be considered.

51.2.3 Giant Sport Scale

The entry must be a minimum of 100 centimeters in overall length or a minimum of 10 centimeters in body diameter. Vehicles with significant outer assemblies or winged vehicles qualify if their length plus wingspan totals at least 100 centimeters or if their girth (as measured around in a plane perpendicular to the centerline of the model by a length of string around the components not including the fins or wings) totals at least 31.4 centimeters.

51.3 Exclusions

Sport Scale entries of amateur rockets or missiles are specifically excluded from this event, except when the prototype is of obvious historical significance.

51.4 Non-Flying Prototypes

Entries in Sport Scale may model a non-flying or inert vehicle if its configuration is representative of a historical vehicle configuration.

51.5 Plastic Models

Entries that qualify for Plastic Model Conversion per **Rule 56 - Plastic Model Conversion**, are specifically excluded from this event. Parts from commercial plastic kits may be used on scale entries provided this is pointed out in the data presented with the entry for judging.

51.6 Kits

Commercially available scale model rocket kits are acceptable for entry.

51.7 Data

The competitor must supply data to substantiate his/her entry's adherence to scale in shape, color, and paint pattern.

51.8 Stages

If the prototype is a multi-stage vehicle, the entry may be designed so that some or all of the upper stages are inoperable dummies. However, an entry of one or more of the upper stages of a multi-stage vehicle may not be entered without the operable lower stage(s) unless specific data is furnished to prove to the judges that the upper stage(s) have flown.

51.9 Transparent Fins

Transparent fins are allowed for the purpose of stabilizing an entry. The transparent fins and their attachment must be judged for craftsmanship along with the entry.

51.10 Judging

Entries must be judged for static points in the following manner: Scale-like qualities are to be judged from a distance of at least one meter from the model. Judges may then closely examine the model to judge it for craftsmanship.

51.11 Flight

If the entry does not make a safe, stable flight, it must be disqualified.

51.12 Static Judging

51.12.1 Similarity of Outline: 200 points

The competitor is required to submit data to substantiate his/her entry's visual resemblance to the prototype. Minimum allowable data consists of:

- A line, tone, or color drawing; or
- One or more clear photographs, halftones, or photo-reproductions of the prototype, sufficient to show the outline and general configuration of the prototype modeled.

51.12.2 Finish, Color, and Markings: 200 points

The competitor should submit data to substantiate his/her model's fidelity to the prototype. Such as:

- One or more clear photographs, halftones, or photo-reproductions, including at least one in color. The number of these submitted should be sufficient to substantiate additional views of the model on which the color pattern and markings differ significantly.
- Other published pictorial representations, such as a color painting, or a drawing from a magazine.
- A detailed written description and/or drawing (which may be created by the competitor), from verifiable source, of the color scheme and markings, accompanied by a drawing of the prototype on which the color scheme and markings described have been included.

Any entry not accompanied by data substantiating the finish, color, and markings of the prototype must be given zero points for Finish, Color and Markings.

51.12.3 Degree of Difficulty: 100 points

Points must be awarded according to the difficulty experienced by the competitor in building the model and adapting it for flight. Consideration should be given to whether the entry was built from a kit. Points should be awarded for parts and details that were individually constructed by the competitor. To facilitate judging, the competitor should point out difficult assemblies or construction problems in his/her data.

51.12.4 Craftsmanship: 300 points

Points will be awarded for neatness, care in construction, craftsmanship of details, and quality of finish. Consideration should be given to the invisibility of body seams and wood grain, and the accurate reproduction of curved lines and edges. The finish should be free of fingerprints, brush strokes, runs, or other unintentional blemishes, and the paint pattern should be well defined.

51.13 Flight Characteristics: 300 points

51.13.1 Mission: 200 points

Mission points are awarded for the entry's appropriate and scale-like operation of the prototype during flight. Examples of such operations are staging, simulated cloud seeding, operation of electronic payload, and smoke ejection. Any such operation that does not comply with the safety standards set forth in the Sporting Code shall be disqualified. The RSO is the only official who may rule on the safety of the entry's operation.

51.13.2 General Flight: 100 points

General flight points are awarded for proper operation of the entry during flight, including launch, lack of misfires, stability, recovery, and lack of damage on landing. No consideration should be given to staging or scale-like flight characteristics, as they are covered under mission points. However, if the general flight performance of the entry is adversely affected by the failure of one or more of these aspects, general flight points may be deducted.

51.14 Damage

Damage must be judged cumulatively with each flight, assessed from the judged condition of the entry to the condition presented to the judge post-flight. Damage caused by catastrophic failure must not be counted against the entry's flight points.

51.15 Scoring

Sport Scale must be scored as follows: the entry's static points are added to its flight points. The competitor receiving the highest score is the winner.

52 SCALE

52.1 Scope

Scale comprises a single event open to any model rocket that is a true scale model of an existing or historical guided missile, rocket vehicle, or space vehicle, that has flown under rocket power. The purpose of this competition is to produce an accurate, flying replica of a real rocket powered vehicle that is judged for craftsmanship in construction, finish, and flight performance.

52.2 Exclusions

Prototypes of amateur rockets or missiles are specifically excluded from this competition, except when the prototype is of obvious historical significance.

52.3 Non-Flying Prototypes

Entries in Scale may model a non-flying or inert prototype if its configuration is representative of a historical vehicle configuration.

52.4 Plastic Models

Entries that qualify for Plastic Model Conversion per **Rule 56 - Plastic Model Conversion**, are specifically excluded from this event. Parts from commercial plastic kits may be used provided this is pointed out in the data presented with the entry for judging.

52.5 Kits

Commercially available scale model rocket kits are acceptable for entry only if accompanied by additional substantiating data other than that contained in the kit. The competitor must be responsible for ascertaining the correct scale qualities of the kit, and must present satisfactory evidence that the entry is to the correct scale.

52.6 Serial Numbered Prototype

The competitor should model one particular serial-numbered prototype (or round), except in the case where the prototype is in such extensive mass production that no single individual vehicle can be singled out for entry. However, the competitor must make every reasonable attempt to model a specific prototype, since any generalization may detract from his/her score.

52.7 Data

The competitor must supply data to substantiate his/her entry's adherence to scale in dimension, shape, color, and paint pattern.

52.8 Stages

If the prototype is a multi-stage vehicle, the entry may be designed so that some or all of the upper stages are inoperable dummies. However, an entry of one or more of the upper stages of a multi-stage vehicle may not be entered without the operable lower stage(s) unless specific data is furnished to prove to the judges that the upper stage(s) has been flown.

52.9 Transparent Fins

Transparent fins are allowed for the purpose of stabilizing an entry. The transparent fins and their attachment must be judged for craftsmanship along with the entry.

52.10 Flight

If the entry does not make a safe, stable flight, it must be disqualified.

52.11 Static Judging

52.11.1 Scale Data: 50 points

Points must be awarded for data that exceeds the minimum requirements; however, data will be judged on quality, not quantity. All data presented should apply to the particular prototype that is being modeled. Minimum allowable data consists of:

- Scale factor
- Overall length
- Significant body diameter(s)
- Nose cone length
- Fin length and width (if applicable to the prototype)
- Length of transition pieces (if applicable)
- Color pattern (documented either in writing or by photographs)
- One clear photograph, halftone, or photo-reproduction
- For at least all required dimensions listed above, both the actual (prototype) dimensions and the scaled (model) dimensions presented in a table or on a drawing

Dimensional data must be from an accurate source, such as magazines, books, the prototype manufacturer's specifications or data sheets, and so on. Dimensions for which explicit data cannot be found may be calculated by proportioning drawings or photos; dimensions obtained in this manner must be so identified in the data. Drawings prepared by the competitor to facilitate judging must be accompanied by substantiating data or drawings. Photographs from any source are acceptable. The photograph requirement may be satisfied by reproductions of pictures from books and other printed material. In addition, the competitor should make an effort to include in a table or drawing, any additional dimensions (both prototype and scaled) that he/she has tried to scale. Points may be deducted if the scale data is not pertinent to the prototype. An entry must be judged against the data presented.

52.11.2 Accuracy of Major Dimensions: 200 points

Major dimensions include those required per **Rule 52.11.1 - Scale Data**, as well as dimensions of sub-assemblies, location of details, location of paint pattern, and so on. At least five dimensions must be checked for accuracy. The judges must measure the model dimensions to a tolerance of +/-0.5 millimeters. Points must be deducted according to the percentage of deviation from the scale dimensions. Model features so small that they cannot be measured should appear scale-like.

52.11.3 Accuracy of Color and Markings: 100 points

The color, surface finish, and texture of the entry should conform to the data and photographs. Lettering and insignia, if applicable, should be scaled and properly reproduced. Paint patterns should be properly proportioned.

52.11.4 Appearance of Details: 50 points

Details such as antennas, rivets, cover plates, bolts, prototype imperfections, and so on that appear in the data should be present and accurately scaled.

52.11.5 Craftsmanship: 300 points

Points will be awarded for neatness, care in construction, craftsmanship of details, and quality of finish. Consideration should be given to the invisibility of body seams and wood grain, and the accurate reproduction of curved lines and edges. The finish should be free of fingerprints, brush strokes, runs, or other unintentional blemishes, and the paint pattern should be well defined.

52.11.6 Degree of Difficulty: 200 points

Points must be awarded according to the difficulty experienced by the competitor in building the model and adapting it for flight. Consideration should be given to whether the entry was built from a kit. Points should be awarded for parts and details that were individually constructed by the competitor. To facilitate judging, the competitor should point out difficult assemblies or construction problems in his/her data.

52.12 Flight Characteristics: 300 points

52.12.1 Mission: 200 points

Mission points are awarded for the entry's appropriate and scale-like operation of the prototype during flight. Examples of such operations are staging, simulated cloud seeding, operation of electronic payload, and smoke ejection. Any such operation that does not comply with the safety standards set forth in the Sporting Code must be disqualified. The RSO is the only official who may rule on the safety of the entry's operation.

52.12.2 General Flight: 100 points

General flight points are awarded for proper operation of the entry during flight, including launch, lack of misfires, stability, recovery, and lack of damage on landing. No consideration should be given to staging or scale-like flight characteristics, as they are covered under mission points. However, if the general flight performance of the entry is adversely affected by the failure of one or more of these aspects, general flight points may be deducted.

52.13 Damage

Damage must be judged cumulatively with each flight, assessed from the judged condition of the entry to the condition presented to the judge post-flight. Damage caused by catastrophic failure must not be counted against the entry's flight points.

52.14 Scoring

Scale must be scored as follows: the entry's static points added to its flight points. The competitor receiving the highest score is the winner.

53 SCALE ALTITUDE

53.1 Scope

Scale Altitude comprises six events open to any model rocket that is a true scale model of an existing or historical guided missile, rocket vehicle, or space vehicle, that has flown under rocket power. The purpose of this competition is to produce an accurate, flying replica of a real rocket powered vehicle that is judged for craftsmanship in construction, finish, flight performance, and achieving the greatest possible altitude

53.2 Judging

An entry must comply with the rules of Scale per **Rule 52 - Scale**.

53.3 Scoring

Scale Altitude must be scored as follows: the entry's static points must be combined with its flight points and added to the entry's altitude in meters. The competitor achieving the highest score must be declared the winner.

53.4 Classes

This event is divided into classes based on the maximum permissible total impulse of the motor(s). The following classes of Scale Altitude are established:

Motor Class
1/8A
1/4A
1/2A
A
B
C

54 CONCEPT SPORT SCALE

54.1 Scope

Concept Sport Scale comprises a single event that is a variation of Sport Scale. The purpose of this competition is to produce a flying replica of either a fictional or a proposed, but un-flown rocket vehicle. Entries that qualify for Sport Scale per **Rule 51 - Sport Scale**, are excluded from this event.

54.2 Exclusions

Subjects excluded from this event:

- Vehicles from unpublished fiction and amateur films
- Science fiction or futuristic designs published by model rocketry manufacturers, publications, or organizations specifically for flying model construction
- Science fiction themed rocket kits that do not appear in actual works of science fiction or rockets in generic science fiction illustrations
- Generic illustrations of a class of proposed vehicle rather than a specific program
- Real prototypes that appeared in science fiction, unless so modified that they could not be flown in Sport Scale
- Amateur rockets and missiles, except when the prototype is of obvious historical significance

54.3 Plastic Models

Entries that qualify for Plastic Model Conversion per **Rule 56 - Plastic Model Conversion**, are excluded from this event.

54.4 Data

The competitor must supply data to substantiate the model's adherence in shape, color, and paint pattern. Data must derive from the work of science fiction or from an established aerospace professional, institution or company proposal.

For fictional prototypes, photos and art extracted from the work of science fiction, or from advertising or publicity for the work are acceptable. Photos and drawings of props used in filming of works of science fiction are acceptable. If the original work did not depict the vehicle in color, colors of contemporary vehicles may be used to suggest a scheme consistent with the original work.

For proposed prototypes, photos and drawings of models produced by an established aerospace professional, institution, or company is acceptable. If color or marking data is not available, the competitor may use document markings of a similarly proposed or flown design from the same era. Drawings or photographs depicting flying model kits are not acceptable.

54.5 Flight

If the entry does not make a safe, stable flight, it must be disqualified.

54.6 Static Judging

54.6.1 Similarity of Outline: 200 points

The competitor is required to submit data to substantiate his/her entry's visual resemblance to the prototype.

54.6.2 Finish, Color, and Markings: 200 points

The competitor should submit data to substantiate his/her model's fidelity to the prototype. Any entry not accompanied by data substantiating the finish, color, and markings of the prototype must be given zero points for Finish, Color and Markings.

54.6.3 Degree of Difficulty: 100 points

Points must be awarded according to the difficulty experienced by the competitor in building the model and adapting it for flight. Consideration should be given to whether the entry was built from a kit. Points should be awarded for parts and details that were individually constructed by the competitor. To facilitate judging, the competitor should point out difficult assemblies or construction problems in his/her data

54.6.4 Craftsmanship: 300 points

Points will be awarded for neatness, care in construction, craftsmanship of details, and quality of finish. Consideration should be given to the invisibility of body seams and wood grain, and the accurate reproduction of curved lines and edges. The finish should be free of fingerprints, brush strokes, runs, or other unintentional blemishes, and the paint pattern should be well defined.

54.7 Flight Characteristics: 300 points

54.7.1 Mission: 200 points

Mission points are awarded for the entry's appropriate and scale-like operation of the prototype during flight. Any such operation that does not comply with the safety standards set forth in the Sporting Code must be disqualified. The RSO is the only official who may rule on the safety of the entry's operation.

54.7.2 General Flight: 100 points

General flight points are awarded for proper operation of the entry during flight, including launch, lack of misfires, stability, recovery, and lack of damage on landing. No consideration should be given to staging or scale-like flight characteristics, as they are covered under mission points. However, if the general flight performance of the entry is adversely affected by the failure of one or more of these aspects, general flight points may be deducted.

54.8 Damage

Damage must be judged cumulatively with each flight, assessed from the judged condition of the entry to the condition presented to the judge post-flight. Damage caused by catastrophic failure must not be counted against the entry's flight points.

54.9 Scoring

Concept Sport Scale must be scored as follows: the entry's static points are added to its flight points. The competitor receiving the highest score is the winner.

55 CLASSIC MODEL

55.1 Scope

Classic Model comprises a single event that emphasizes craftsmanship while remembering the historic legacy of model rocketry. The purpose of this competition is to produce a flying replica of a classic model rocket kit. The model must have been available for sale in kit form prior to 1990 and the builder must provide documentation to support this. Models that are still in production can be entered in this event, including models that are reproductions of classic kits. However, entries must be built and finished to represent a version of the model available for sale as a kit prior to 1990. The entry may be an up or down sized version of the original model.

55.2 Exclusions

Entries eligible per **Rule 51 - Sport Scale, Rule 52 - Scale, Rule 53 - Scale Altitude, Rule 54 - Concept Sport Scale, and Rule 56 - Plastic Model Conversion** are excluded from this event.

55.3 Data

The competitor must supply data to substantiate the model's adherence to shape, color, and paint pattern. Data must be derived from a catalog, package insert and/or the kit's instruction sheet.

55.4 Judging

Entries must be judged for static points in the following manner: Reproduction qualities are to be judged from a distance of at least one meter from the model. Judges may then closely examine the model to judge it for craftsmanship.

55.5 Flight.

If the entry does not make a safe, stable flight, the entry must be disqualified.

55.6 Static Judging

55.6.1 Similarity of Outline: 200 points

The competitor is required to submit data to substantiate his/her entry's visual resemblance to the prototype.

55.6.2 Finish, Color, and Markings: 200 points

The competitor should submit data to substantiate his/her model's fidelity to the prototype. Any entry not accompanied by data substantiating the finish, color, and markings of the prototype must be given zero points for Finish, Color and Markings.

55.6.3 Degree of Difficulty: 100 points

Points must be awarded according to the difficulty experienced by the competitor in building the model and adapting it for flight. Consideration should be given to whether the entry was built from a kit. Points should be awarded for parts and details that were individually constructed by the competitor. To facilitate judging, the competitor should point out difficult assemblies or construction problems in his/her data

55.6.4 Craftsmanship: 300 points

Points will be awarded for neatness, care in construction, craftsmanship of details, and quality of finish. Consideration should be given to the invisibility of body seams and wood grain, and the accurate reproduction of curved lines and edges. The finish should be free of fingerprints, brush strokes, runs, or other unintentional blemishes, and the paint pattern should be well defined.

55.7 Flight Characteristics: 300 points

Points are awarded for proper operation of the model during flight, including launch, lack of misfires, stability, recovery, and lack of damage on landing. Consideration should be given to clustering, staging, glide recovery, or flight characteristics that mimic the operation of the classic rocket kit prototype. However, if the general flight performance of the model is adversely affected by the failure of one or more of these aspects, points may be deducted from Flight Characteristics.

55.8 Damage

Damage must be judged cumulatively with each flight, assessed from the judged condition of the entry to the condition presented to the judge post-flight. Damage caused by catastrophic failure must not be counted against the entry's flight points.

55.9 Scoring

Classic Model must be scored as follows: the entry's static points are added to its flight points. The competitor receiving the highest score is the winner

56 PLASTIC MODEL CONVERSION

56.1 Scope

Plastic Model Conversion comprises a single event open to entries that have been assembled from plastic or resin model kits of guided missiles, rocket vehicles, space vehicles, or jets whose engines are in or spaced apart to the rear of the fuselage. The entry must be one that the manufacturer did not produce as a model to be flown; and it must be modified for flight by the competitor. The purpose of this competition is to produce a flying model from a kit originally intended as a static model and that shows craftsmanship in construction, finish, and flight performance. The entry must be representative of the kit chosen, as designed by the manufacturer.

56.2 Construction

Modifications necessary to convert the model for flight are allowed. However, the basic structure and configuration of the entry must be as designed by the manufacturer of the kit. Details may be obtained from other plastic kits, or constructed by the competitor. Components necessary to convert the model for flight may be made of any safe material and obtained from any source.

56.3 Transparent Fins

Transparent fins are allowed for the purpose of stabilizing an entry. The transparent fins and their attachment must be judged for craftsmanship along with the entry.

56.4 Flight

An entry that does not make a safe, stable flight, must be disqualified.

56.5 Static Judging

56.5.1 Craftsmanship: 500 points

Points are awarded in the following categories:

- Neatness and care in construction: 150 points
- Craftsmanship of details: 100 points
- Degree and quality of finish: 100 points
- General appearance: 150 points

56.5.2 Degree of Difficulty: 300 points

Points are awarded according to the difficulty experienced by the competitor in building the model, according to the following schedule:

- Asymmetries inherent in the model: 40 points
- Intricacy of paint pattern: 80 points
- Degree of detailing required: 80 points. This category includes such items as the number of external or visible internal components and details that had to be added or reconstructed individually by the competitor.
- Difficulty of stabilizing model: 50 points
- Difficulty of adapting the model for flight: 50 points

The judges should consider that entries exhibiting an equal degree of craftsmanship might have required unequal amounts of time and effort because of the uniqueness of the kit. To facilitate judging, the competitor should point out difficult assemblies or construction problems in a note to the judges.

56.6 Flight Characteristics: 300 points

56.6.1 Mission: 200 points

Mission points are awarded for the entry's appropriate and scale-like operation of the prototype during flight. Examples of such operations are staging, simulated cloud seeding, operation of electronic payload, and smoke ejection. Any such operation that does not comply with the safety standards set forth in the Sporting Code must be disqualified. The RSO is the only official who may rule on the safety of the entry's operation.

56.6.2 General Flight: 100 points

General flight points are awarded for proper operation of the entry during flight, including launch, lack of misfires, stability, recovery, and lack of damage on landing. No consideration should be given to staging or scale-like flight characteristics, as they are covered under mission points. However, if the general flight performance of the entry is adversely affected by the failure of one or more of these aspects, general flight points may be deducted.

56.7 Damage

Damage must be judged cumulatively with each flight, assessed from the judged condition of the entry to the condition presented to the judge post-flight. Damage caused by catastrophic failure must not be counted against the entry's flight points.

56.8 Scoring

Plastic Model Conversion must be scored as follows: the entry's static points are added to its flight points. The competitor receiving the highest score is the winner.

57 – 59 Reserved for future events

MISCELLANEOUS COMPETITION

60 SPOT LANDING

60.1 Scope

Spot Landing comprises three events open to single-staged entries. The purpose of this competition is to land the entry so that the tip of its nose cone is closest to a predetermined spot on the ground.

60.2 Classes

The three classes of Spot Landing are:

60.2.1 Open Spot Landing

Any type of recovery allowed.

60.2.2 Parachute Spot Landing

Each entry must fully and completely deploy a parachute, with dimensions no less than 15 square centimeters or 15 centimeters in diameter for recovery purposes.

60.2.3 Streamer Spot Landing

Each entry must fully and completely deploy a streamer with dimensions not less than 25 millimeters by 300 millimeters.

60.3 Control

The entry may not be remotely controlled or remotely guided.

60.4 Recovery

Each entry must fully comply with [Rule 3.5 - Reusability](#).

60.5 Separation

An entry must not separate into two or more unattached pieces.

60.6 Number of Flights

Each entry must be allowed only one official flight.

60.7 Practice

Practice flights are not allowed on the day the event is flown.

60.8 Scoring

Spot Landing must be scored as follows: the distance between the tip of the entry's nose cone (or motor nozzle if there is no nose cone) and the target spot must be measured by the officials in meters to the nearest centimeter. If the tip of the nose cone lands more than 50 meters from the spot, the entry shall not place, will receive flight points, otherwise, the entry must be given a score equal to its distance in meters, measured to the nearest centimeter. The competitor achieving the smallest score must be the winner.

60.9 Flight Points

Any entry that lands such that it cannot be measured or found may only be awarded flight points.

61 PRECISION PAYLOAD

61.1 Scope

Precision Payload comprises three events open to single-stage model rockets that totally enclose the specified payload(s) for each class. The purpose of this competition is to accurately predict both the altitude and duration that a model will attain while carrying a payload of given mass and dimensions and recovering the payload without damage.

61.2 Payload Types

Precision Payload specifies two payload types:

- Standard NAR Payload, a non-metallic cylinder as described in [Rule 22.3 - Payload Specifications](#).
- Fragile Payload, a raw egg as described in [Rule 23.3 - Eggs](#).

61.3 Entry Requirements

The entry shall not separate into multiple parts per [Rule 30.5 - Separation](#). No controlling device may be used to regulate flight altitude or duration. A competitor may submit only one entry. In case of catastrophic failure, the competitor may enter a replacement entry per [Rule 11.5 - Catastrophic Failure](#).

61.4 Classes

61.4.1 Precision Standard Payload

The entry must carry one totally enclosed standard NAR Payload to a target altitude of 150 meters and target duration of 40 seconds.

61.4.2 Precision Fragile Payload

The entry must carry one totally enclosed raw egg to a target altitude of 300 meters and target duration of 60 seconds.

61.4.3 Precision Dual Fragile Payload

The entry must carry two totally enclosed raw eggs to a target altitude of 500 meters and target duration of 90 seconds.

61.5 Scoring

Unless otherwise noted, altitude data per **Rule 20 - Altitude Data**, and timing data per **Rule 30 - Timing Data** apply. The score for each qualified flight must be 1,000 points minus the altitude and duration errors. The altitude error is the absolute difference between the recorded altitude and the target altitude in meters. The duration error is three times the absolute difference between the recorded duration and the target duration in seconds. The formula for computing a flight score is:

$$S = 1000 - \text{ABS}(TA - A) - 3 * \text{ABS}(TD - D)$$

Where:

- S is the score for the flight
- A is the flight altitude in meters
- TA is the target altitude in meters
- D is the flight duration in seconds
- TD is the target duration in seconds
- ABS (...) is the absolute value function

The score for the event must be the sum of the scores for up to two official flights. The highest event score is the winner.

61.6 Return

The entry must be returned after each flight to verify that the payload(s) were retained within the entry.

61.7 Disqualification

A contest official must inspect the payload(s) after each flight. If the official cannot examine the payload(s), the flight is disqualified. If the competitor removes the payload(s) in the absence of an official, the flight is disqualified. The official may require that the standard NAR payload(s) be rechecked and must disqualify the flight if it no longer complies with **Rule 22.3 - Eggs**. If the fragile payload(s) are broken or cracked, the flight is disqualified. Any entry that is caught or cushioned prior to landing must be disqualified.

62 RESEARCH AND DEVELOPMENT

62.1 Scope

Research and Development is open to any NAR member who is performing research (to include historical research), or engineering new developments, in which hobby rocketry plays a primary part. The purpose of this event is to stimulate new concepts, approaches, and ideas in:

- Advancing the state-of-the-art of hobby rocketry; or
- Using hobby rocketry as a research tool; or
- Preserving the history of hobby rocketry.
- Projects previously entered may not be accepted as an entry unless the competitor has demonstrated that significant new work has been done.

62.2 Proxy

This event may not be conducted by proxy, unless the Contest Director rules that special circumstances, such as illness, warrant special consideration.

62.3 Judging

Each entry in this event shall be judged by at least three judges. Although NAR membership is not a prerequisite for judging, all judges must demonstrate a working knowledge of the rules of the event, and be technically competent to judge the quality of the entries.

62.4 Entries

Research and Development entries must be submitted as a PDF file to the NAR website <http://www.nar.org/rd/> no later than two weeks prior to the opening of the contest.

Note: Every report must contain the elements below in some form to be considered a qualified entry. If the report concerns a book, data compilation, product design, etc., the elements below regarding development of these subjects are also required.

Each entry shall detail –

- The objective(s) of the work
- The approach taken
- The equipment used
- The facilities used
- The data collected
- The results obtained
- The conclusions drawn
- The money spent on the project (budget)
- Further work that would clarify or extend the results obtained.

Each entry shall also include –

- A brief summary of any related Research and Development report(s) previously entered by the author
- A summary of any previous research done on the entry's subject material which the competitor discovered while researching his/her subject.

62.5 Summary

Each Research and Development entry shall include a separate 250 - 300 word summary of the report. The NAR reserves the right to publish the summary.

62.6 Oral Presentation

The competitor should be prepared, if called upon by the judges, to make an oral presentation on his/her project. The oral presentation shall not exceed fifteen minutes. The presentation should cover briefly the material of the written report. During this presentation the competitor shall not be interrupted. No oral comments shall be made by anyone until the presentation is complete and the competitor asks for questions. At this time, the judges and members of the audience may question the competitor concerning his/her project for a time not to exceed ten minutes. The judges reserve the right to reduce the question and answer time limits.

62.7 Required Presentation

An oral presentation shall be required from those competitors being considered for the top places.

62.8 Demonstration

If required, the competitor must demonstrate his/her project in operation. Success or failure of the demonstration shall not affect the competitor's score, provided that the competitor gives a reasonable oral explanation of the deviation from expected performance.

62.9 Safety

If any entry does not fully comply with the safety standards set forth in this Sporting Code, the competitor must present to the RSO evidence that the entry is safe in operation. Research and Development demonstration flights must be approved by the RSO per Rule 5.1.

62.10 Scoring

Research and Development shall be scored as follows: the top ten (10) places will be awarded sequentially descending from first place (1, 2, 3, 4...10). All places shall be awarded without skipping places. In case of a tie, duplicate places shall be awarded and all numerical places will be awarded as though there had been no tie. (Ex. 1, 2, 2, 3, 4...).

62.11 Right to Publish

By entering his/her Research and Development report, the author attests that it is his/her own work, and conveys to the NAR a non-exclusive right to publish the summary and/or the report in any NAR publication. The author remains free to publish or to allow publication of the summary or report anywhere else he/she may choose. If the report describes the development of or otherwise relates to a commercial product or publication, that product or publication remains the sole property of the author, and NAR may not reproduce or distribute it without permission.

63 – 69 Reserved for future events

APPENDIX A: GLOSSARY

Catastrophic Failure (CATO): A failure that, in the opinion of the officials, is not due to or caused by improper design, construction, or preflight preparations of the model. This can include a malfunction of the model rocket motor, a model being run over by a car or stolen, an irreversible error by a meet official such as a lost flight card, or any occurrence beyond the control of a competitor. This does not include improper assembly of a reloadable motor. A flight experiencing a catastrophic failure may or may not be declared an official flight per **Rule 11.4 - Catastrophic Failure.**

Competitor: A NAR member or a team composed of NAR members entered in a competition.

Entry: A model rocket entered in sanctioned competition. A scale entry must also include its scale data to be an official entry.

First Motion: The instant at which a model begins to move upward under the thrust provided by a model rocket motor.

Gross Launching Mass: The mass of a model rocket in flight condition, including fully loaded motor(s), but not including launching devices or auxiliary equipment which does not become airborne with the model.

Misfire: Failure of a model to make an official flight when its launch is attempted. Failure to launch caused by a malfunction of a meet-provided launch system must not be considered a misfire.

NAR Contest Board: Refers to the National Contest Board of the National Association of Rocketry.

Pitch Axis: An imaginary reference line through a model about which the model might rotate. On a typical model rocket, this axis runs side-ways through the body at the center of gravity. Since a model rocket is usually symmetrical around the roll axis, the pitch and yaw axes are usually indistinguishable. On a typical glider, the pitch axis runs side-ways through the fuselage or boom in such a manner that if the model, during gliding flight, were to rotate about the pitch axis, its nose would move up or down.

Pop/Fly-away Lug: A launch lug or other fitting that guides the rocket during launch, but remains connected to the launcher, or falls from the model immediately after leaving the launcher.

Proxy: The authority to represent or act on behalf of someone else.

Roll Axis: An imaginary reference line through a model about which the model may rotate without changing its direction of travel. On a typical model rocket this axis runs down the length of the model, from the center of the nose cone through the center of the motor nozzle. On a typical glider, it runs down the fuselage or boom, from the nose to the tail, in such a manner that if the model, during gliding flight, were to rotate about its roll axis, one wing tip would rise while the other fell, and the model would bank to one side.

Safety Ruling: A ruling by a contest official denying an entry the opportunity to fly due to considered judgment that the model would be unsafe in flight. It is also a ruling that disqualifies a model which flies in an unsafe manner.

Stage: Any portion or portions of the model airframe containing one or more model rocket motors. An unpowered portion of the model is not considered a stage. Clustered motors that ignite at the same time, but may be contained in multiple airframe portions such as strap-on boosters that separate in flight (i.e., Delta, Soyuz), are considered to be one stage. Upper stages must involve ignition and separation from the airframe in order to count as an additional stage. Air-starting of one or more additional motors, which do not involve separation from the model, is not considered to be an additional stage.

Static Conditions: The state of an entry before an official flight.

Yaw Axis: An imaginary reference line through a model about which the model might rotate. On a typical model rocket, this axis runs sideways through the body at the center of gravity (see pitch axis). On a typical glider, the yaw axis runs vertically through the fuselage or boom in such a manner that if the model, during gliding flight, were to rotate about the yaw axis, its nose would move left or right.

APPENDIX B: ABBREVIATIONS

B.1 OFFICIALS and ORGANIZATIONS

CD	Contest Director
FAI	Federation Aeronautique International
LCO	Launch Control Officer
NAR	National Association of Rocketry
NARAM	National Association of Rocketry Annual Meet
NFPA	National Fire Protection Agency
RSO	Range Safety Officer
SCO	Safety Check Officer

B.2 EVENTS

ALT	Altitude	PRA	Predicted Altitude
BG	Boost Glider Duration	PRD	Predicted Duration
CA	Cluster Altitude	PSC	Peanut Sport Scale
CM	Classic Model	PSL	Parachute Spot Landing
CSC	Concept Sport Scale	RD	Research and Development
DEA	Dual Egg Lofting Altitude	RDA	Random Altitude
DED	Dual Egg Lofting Duration	RDD	Random Duration
DFP	Dual Fragile Precision Payload	RG	Rocket Glider Duration
ELA	Egg Lofting Altitude	SC	Scale
ELD	Egg Lofting Duration	SCA	Scale Altitude
FPP	Fragile Precision Payload	SD	Streamer Duration
FW	Flex Wing Boost Glider Duration	SPP	Standard Precision Payload
GSC	Giant Sport Scale	SPSC	Sport Scale
HD	Helicopter Duration	SRA	Superroc Altitude
OSL	Open Spot Landing	SRD	Superroc Duration
PAY	Payload Altitude	SSL	Streamer Spot Landing
PD	Parachute Duration	STA	Set Altitude
PMC	Plastic Model Conversion	STD	Set Duration

B.3 SCORING and DISQUALIFICATIONS

CAT	Catastrophic Failure (CATO)
DNF	Did Not Fly
DQ	Disqualified
EGG	Egg Broken
EJ	Ejected Motor
FP	Flight Points
IMP	Impound
LUB*	Loop Under Boost
LST	Lost by Timers
MAX	Maximum Time
NR	No Return
ND	No Data (altimeter data not available)
NC	Track Not Closed
NG	No Glide
NDP	No Deployment
NVB*	Non-Vertical Boost
PS*	Pod Separation (from glider while under power)
ROT	No Rotation
SEP	Separation
SHR*	Shred
SF	Structural Failure
TL	Track Lost
UNS*	Unsafe
UST*	Unstable

* Indicates that this is considered a disqualification for safety reasons

APPENDIX C: RETURN/SCORING GUIDE

Event	Applicable Section #	Return Required NRC*	Return Required NARAM*	Rule 10.4 Applies?	Scoring Method
Altitude	21	No	No	N/A	Best single qualified flight
Boost Glider Duration	34	No	Yes	Yes	Sum of qualified flights**
Classic Model	55	N/A	No	N/A	See 55.9
Cluster Altitude	26	N/A	Yes	No	Best single qualified flight
Concept Sport Scale	54	N/A	No	N/A	See 54.9
Dual Egg Lofting Altitude	24	N/A	Yes	No	Best single qualified flight
Dual Egg Lofting Duration	38	N/A	Yes	No	Best single qualified flight
Dual Fragile Precision Payload	61	N/A	Yes	No	See 61.5
Egg Lofting Altitude	23	Yes	Yes	No	Best single qualified flight
Egg Lofting Duration	37	Yes	Yes	No	Best single qualified flight
Flex Wing Glider Duration	36	N/A	Yes	Yes	Sum of qualified flights**
Fragile Precision Payload	61	N/A	Yes	No	See 61.5
Helicopter Duration	33	No	Yes	Yes	Sum of qualified flights**
Parachute Duration	31	No	Yes	Yes	Sum of qualified flights**
Payload Altitude	22	Yes	Yes	No	Best single qualified flight
Plastic Model Conversion	56	N/A	No	N/A	See 56.8
Precision Altitude	27	N/A	No	N/A	Only one official flight permitted
Precision Duration	40	N/A	No	N/A	Only one official flight permitted
Random Altitude	27	N/A	No	N/A	Only one official flight permitted
Random Duration	40	N/A	No	N/A	Only one official flight permitted
Research and Development	42	N/A	No	N/A	See 62.10
Rocket Glider Duration	35	N/A	Yes	Yes	Sum of qualified flights**
Scale	52	N/A	No	N/A	See 52.14
Scale Altitude	53	N/A	No	N/A	See 53.3
Sport Scale	51	N/A	No	N/A	See 51.15
Spot Landing	60	N/A	No	N/A	Only one official flight permitted
Standard Precision Payload	61	N/A	Yes	No	See 61.5
Streamer Duration	32	No	Yes	Yes	Sum of qualified flights**
Superroc Altitude	25	No	No	N/A	Best single qualified flight
Superroc Duration	39	N/A	Yes	Yes	Sum of qualified flights**
Multi-Round Duration	All MR Events	N/A	No	N/A	Sum of 3 (or more) flights

* Any entry may require return if a safety or rule adherence question exists see [Rule 9.10 - Impound](#)

** See [Rule 10.1 - Official Flight Requirements](#)

N/A Not Applicable

APPENDIX D: Notice of Rulemaking Procedures

It should be noted section “D” of the 2017 Sporting Code can only be changed by vote of the BoT.

Model rocketry contests in the United States are governed by the U.S. Model Rocket Sporting Code, a booklet known as The Pink Book. The rules in the Pink Book are revised every year. The procedures published here explain how the rules are rewritten, and how you can have a voice in the process. The NAR Contest Board oversees the project. If you have questions about the Pink Book revision process, contact the NAR Rules Revision Chairman.

D.1 Purpose

The purpose of the Rules Proposal (RP) Procedures is to assist the NAR Contest Board in monitoring and accomplishing rules revisions through an open process that encourages member participation and feedback. The responsibility of the Contest Board is to provide the U.S. Model Rocket Sporting Code standards and policy that will promote the healthy development of the competitive hobby of model rocketry.

D.2 General Considerations for Rules Proposals

Proposals submitted in the RP process should be reviewed by all interested members for ambiguities in scoring, judging, and interpretation. Contest Board members should openly discuss rule change proposals with as many members as possible to obtain input on the merits or faults in the proposed new rules. Care should be taken by members proposing and reviewing rule change proposals to avoid generating rules that overlap or conflict with general rules covering all contest events.

D.3 Analysis of Proposals

The following are example criteria the Contest Board may use in analyzing each new rules proposal:

- Manufacturing - Will current models or equipment tend to become obsolete or no longer useful?
- Protests - Will the change tend to eliminate a source of protests or are protests more likely?
- Model Processing Time - Will the change tend to increase or decrease time required to process models at a meet?
- Designs - Will the builder be given more or less freedom in design?
- Contests - Will the time and effort required to conduct a contest be increased or decreased?
- Present models - Will a competitor be able to effectively compete with current models, or will the competitor have to build new ones?
- Effect on Competition - Will the net effect of the proposed change be to encourage or discourage contest participation?
- Effect on Skill Level - Will the competitor be encouraged to develop new skills and construction techniques?

D.4 Schedule

These procedures provide for a one-year schedule, which begins on September 1 of each year, for the review and adoption of Rules Proposals.

D.5 Advisory Committees to the Contest Board

The National Contest Board Chairman may appoint advisory committee(s) and a chair to assist the Contest Board in the development of a RP. These committees will operate in accordance with the Contest Board Procedures.

The Contest Board Chair will strive to achieve maximum utilization of existing special interest groups or individuals when selecting advisory committee members. The Contest Board Chair will determine the tenure of advisory committees. The National Contest Board Chair will appoint a Rules Revision Chair to oversee the RP process.

D.6 Proposal Preparation and Submittal

Any NAR member may submit an RP by filing a completed Rules Change Proposal Form with the Rules Revision Chairman (RRC). Upon receipt of the proposal it will be reviewed by the RRC to assure that it has been properly submitted (clearly stated proposal; name, address, and signature of proposer). If the proposal, as submitted, does not pass the review, then it will be returned to the author along with a checklist explaining deficiencies and proper filing procedures. The RRC will process the submittal in a timely manner and will send the author an acknowledgment of receipt within 30 days.

D.7 Types of Proposals

There are two basic types of proposals:

- **REGULAR RULES REVISION PROPOSAL** - May be filed by any NAR member. If adopted, the new rules go into effect with the next edition of the Pink Book.

- SAFETY, EMERGENCY, URGENT OR INTERPRETATION PROPOSALS - May be filed by any NAR member, but because of the relatively longer time required to get a rule change through the normal process, there are alternate paths for revision, which may be enacted quickly if the situation dictates.

The RRC will determine which of these two categories a proposal should fall into, based on the content of the proposal and the perceived dangers of delaying action on the proposal. Proposals addressing problems that might result in the loss of life, injury, or property damage will be given SAFETY status. The intent of SAFETY proposals is to quickly modify a rule to create a safer flying environment.

Proposals addressing problems that might affect the integrity of the national competition structure will be given EMERGENCY status. The intent of an EMERGENCY proposal is to quickly modify an existing or proposed rule to prevent a significant disruption to the Contest Year, National Championships, or to otherwise ensure all competitors can compete in a fair manner. EMERGENCY proposals may only be used when the time-sensitive nature of the issue does not allow the proposal to be processed under URGENT or REGULAR rules change proposals.

An URGENT proposal is one that is neither an interpretation nor is it necessarily related to safety. It will constitute an actual change in the rules and therefore the justification behind this type of proposal must be scrutinized, as always, to prevent abuse.

An INTERPRETATION proposal will not alter an existing rule but would provide information designed to clarify it. It deals with interpretations of the rules, or ways in which the rules are applied in the field. URGENT and INTERPRETATION proposals will be dealt with as described in D.8.B below.

D.8 General Procedure or Safety, Emergency, Urgent and Interpretation Proposals

A. SAFETY or EMERGENCY PROPOSALS

Proposals may be put in force immediately if the National Contest Board Chairman, Rules Revision Chairman and the President concur that the action is necessary. Notice of the action and its rationale behind will be communicated to NAR members. Any SAFETY or EMERGENCY proposal enacted as set forth above will remain in effect under temporary status until acted upon by the Board of Trustees.

B. URGENT or INTERPRETATION PROPOSALS

Proposals may be put in force immediately if the National Contest Board Chairman, Regional Contest Board Chairman, and the Rules Revision Chairman concur that the action is necessary. Notice of the action and its rationale behind will be communicated to NAR members.

Situations judged by the RRC as cases where rules do not seem to cover areas they should, may be applied to more than would be intended, or seem to lack the logic and/or intent, and do not qualify under part (A), and require immediate action may be enacted immediately based upon a 2/3 vote in favor of the Contest Board listed above. When an RP illustrates an issue that requires immediate action and is not sufficient as written (e.g., it does not cover the areas it should, may be applied to more than one section of the Pink Book, or lack complete logic to fully implement as written), the RRC can submit it to the Contest Board for review, changes and ratification by a 2/3 vote of the group consisting of the Contest Board Chair, the RRC, and the NAR President.

If the proposal does not receive a majority approval for immediate action, it will be retained and is eligible for consideration as a Regular Rules revision in the normal one-year cycle. All requests for SAFETY, EMERGENCY, INTERPRETATION or URGENT rules must be submitted on the standard proposal form or a facsimile that contains all of the required information. All SAFETY, EMERGENCY, INTERPRETATION or URGENT rules adopted by the National Contest Board will be included in the next printing of the Pink Book.

D.9 General Procedure or Regular Rules Revision Proposals

Upon receipt of a completed Rules Change Proposal Form, the RRC must review the proposal for acceptability. The RRC will ensure that the intent is clearly stated and that the language and format is suitable for inclusion in the Pink Book. The proposed rule revision must not result in a rules revision that violates the Model Rocket Safety Code or general safety guidelines. If the new proposal affects more than one rule or event, then the author must clearly address each of the changes necessary to implement the proposal. If the proposal is deficient in any of these areas, then the RRC may return it to the author with comments or suggestions for presenting it properly. The RRC will process the submittal in a timely manner and will send the author an acknowledgment of receipt within 30 days.

D.10 Voting and Vote Tabulation for Regular Rules Revisions

The reviewed proposals will be communicated to NAR members and will be placed in the normal cycle for Regular Rules revisions. The Final Vote will be conducted by the RRC through an electronic survey (E-Survey) ballot sent to the membership. The E-Survey will contain a listing of the proposals having passed the Initial Vote. It must contain web links to the full original RCP submission and to any public comments about the RCP. It must

state the deadline for voting. The deadline must be set so that it is no less than 30 days after the E-Survey has been sent to the membership.

The communication of a regular rules revision for comment will occur no less than three (3) months prior to the Final E-Survey so that there is ample time for the membership to discuss the merits of each proposal.

Every NAR member is entitled to one vote. Only votes cast on the official E-Survey will be tabulated. Each survey vote may be submitted only by voting members and the member will have to enter his/her NAR license number. E-Survey votes cannot be submitted after the deadline. The RRC will review the votes cast for and against each individual proposal. Each proposal that receives two-thirds (66.7%) or greater "Yes" votes will be deemed to have been approved and will be included in the upcoming Pink Book revision.

D.11 Proposal Editing

To encourage member participation and discussion, the RRC or designee must present the proposals received prior to the June 30th deadline in a Contest Forum Meeting at NARAM following the close of that proposal cycle. Rule change proposals will be communicated to NAR members prior to NARAM. Members will be encouraged to participate in the NARAM Contest Forum Meeting or, if unable to attend, to submit comments to the RRC. The purpose of all of the member participation efforts is to allow for maximum input and suggestions for changes that increase the quality of the proposed revision.

The RRC may, at any time prior to a vote, edit proposal wording for purposes of clarity or to minimize misunderstandings and ambiguities, where the RRC deems it necessary. Whenever possible, editing should be done early in the rulemaking process. The RRC must not edit the proposal in such a manner that its intent is altered. The RRC will inform the author in writing of the revised wording in a timely manner so that any potential conflicts will be resolved prior to publication deadlines. Should the member who submitted the proposed rule change deem that the intent has of the proposed rule has changed, and editing revisions cannot be resolved with the RRC, then the proposed rule change as written by the submitting member will be offered to the members for a vote.

D.12 Proposal Withdrawal

The author of a proposal may request for withdrawal of the proposal with the RRC.

D.13 Revisions to Rules Proposal Procedure

Revisions to the Rules Proposal procedures must require approval by the NAR Board of Trustees.

The suggested text of any proposed revision(s) must be submitted to the RRC for communication to NAR members at least two (2) months prior to a NAR Board Meeting so that the Board might consider relevant input from the NAR membership.