



## GUIDELINES FOR N.A.R. OFFICIAL FLIGHT OBSERVERS

**The TARC program and the NAR count on the local NAR flight observers to be impartial and honest in the way that they score official TARC qualification flights, and to understand and enforce TARC rules and requirements consistently. Here are some guidelines for this duty:**

1. **Be an NAR member.** You must be a current dues-paid adult (age 21 or older) member of the NAR as of the day of a flight in order to observe a flight. Membership in other organizations does not count. This is your responsibility to get right; the team trusts you and has no way to know your status. Joining or renewing online the morning of the flight, before the flight, is OK. We check observer membership status in the NAR database for every score report.
2. **Be impartial.** You cannot be related to any member of the team or employed by the organization that sponsored the team. If you are their mentor (which is permissible, but only if there is no other choice) you must not bend any rules for “your” team.
3. **Report all flights.** Teams only get three official qualification flight attempts. Any attempt must be reported to AIA except as noted in #3 below: by the team if successful, by the NAR observer if a DQ. No do-overs due to disappointing performance, weather issues, etc.
4. **All flights count.** Qualification flights must be declared before motor ignition, and must be counted and reported to AIA if the motor ignites, with the following exceptions:
  - Flights that stick on the launch pad and fire the motor without lifting off do not count.
  - Flights that experience a catastrophic motor failure do not count. Such failures are explosions that blow out either end closure or rupture the casing. Inaccurate delay times, “chuffing” ignition start-ups due to igniter mis-installation, or failures of reloadable motors due to user mis-assembly are not catastrophic failures and flights that experience these still count as official attempts.
  - Flights that land in a place too dangerous for recovery or that drift away and are not recovered on the day of flight do not count, and cannot subsequently be counted even if found, once this basis for non-counting has been claimed by the team or declared (for safety reasons) by the NAR observer.
5. **Time accurately.** Two people must time the flight, using digital stopwatches accurate to 0.01 seconds, and one of these timers must be the official NAR observer. Timing is from first motion on the pad until the moment the first part of the rocket touches the ground (or tree or building!) or is lost from direct visibility due to distance, terrain, trees, etc.. If one timer’s stopwatch malfunctions, use the single remaining time.
6. **Report the apogee altitude based on the altimeter’s external signal (beeps or flashes) only.** Apogee altitudes interpreted off a digital download to a computer post-flight can be used for flight analysis, but the official altitude score must only be what the altimeter beeps or flashes.
7. **Disqualify if you have to.** If a rocket drops off a part in flight, goes unstable, streamlines in dangerously on recovery, or cracks the egg then the flight must be disqualified. The NAR observer takes custody of the score report for such flights and must send it in to AIA.