

# Australia Newsletter DF95

**SEPTEMBER 2017**



Welcome to the DF95 Class newsletter. The DF95 is raced as a “**Restricted Class**”. This means that the boat is to be raced as supplied by the Builder, with any changes “restricted” to those specifically stated in the Class rules. To help promote the Class an informal Owners Association has been formed consisting of a Rep from each State which has boats Registered. Items for inclusion in the newsletter, requests for info, etc. should be sent to [df95aus@gmail.com](mailto:df95aus@gmail.com)

**Useful Links:** [www.dfracing.world](http://www.dfracing.world) - the site contains the Class Rules, drawings for constructing the other allowable rigs and templates for the sail numbers, National letters, the Class logo and their locations on the sails. There is also a link to **Australia** under the “Links” menu. As some of us also race the DF65 the same can be done at [df65australia@gmail.com](mailto:df65australia@gmail.com). Requests for a DF65 sail number can now be sent to Kyle at [df65aus@gmail.com](mailto:df65aus@gmail.com). For WA sailors – [www.rsawa.asn.au](http://www.rsawa.asn.au)

*\* Owners should also check the updated [Class Rules Version 1.2, H.9](#) regarding the size to be used for sail numbers, national letters and the Class logo and their positioning on sails. Templates/drawings for all of these are at [www.dfracing.world](http://www.dfracing.world)*

**Boat Registration:** *Boats should be registered at [df95aus@gmail.com](mailto:df95aus@gmail.com)*

- \* The Hull serial number as supplied by HWH is the sail number.
- \* Personal sail numbers will not be issued.
- \* Club Personal sail numbers are not allowed at DF95 Class Association events
- \* Only boats registered with the DF95 Class Association may compete in DF95 State/National/World events or use “**AUS**” on their sails.

**State Class Contacts**

<b><u>Old:</u></b>	Garry Russell.	<a href="mailto:garryrussell51@gmail.com">garryrussell51@gmail.com</a>
<b><u>NSW:</u></b>	Daniel Bergan	<a href="mailto:daniel.bergan@yahoo.com.au">daniel.bergan@yahoo.com.au</a>
<b><u>ACT:</u></b>	Richard Jolley	<a href="mailto:canberramodelyachtclub@gmail.com">canberramodelyachtclub@gmail.com</a>
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<b><u>Tas:</u></b>	Kyle Stewart.	<a href="mailto:kylet@iprimus.com.au">kylet@iprimus.com.au</a>
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<b><u>S A:</u></b>	Jurgen Luther	<a href="mailto:jurgenluther@gmail.com">jurgenluther@gmail.com</a>
<b><u>NT:</u></b>	No contact yet.	

**Clubs sailing the Class:**

<b><u>Old:</u></b>	Moreton Radio Yacht Squadron at Newport on the Redcliffe Peninsula. Some boats have been sailing as visitors at Lake Kawana on the Sunshine Coast.
<b><u>NSW:</u></b>	Forster RCYC. Horizons MYC at Grahamstown Dam. North Lakes on Lake Maquarie. A group sails at Blacktown Workers Club, Luddenham on Wednesdays from 0900 to 1200 and every second Sunday from 1100 to 1400.
<b><u>ACT:</u></b>	Canberra Model Yacht Club. Sail at the YMCA Sailing Club, Yarralumla Bay.
<b><u>Vic:</u></b>	Patterson Lakes RMYC. Lilydale RYC. Yarrawonga YC RCD ( <b>R</b> adio <b>C</b> ontrolled <b>D</b> ivision). Contact is <a href="mailto:wayne.clement@cookedowsett.com.au">wayne.clement@cookedowsett.com.au</a> who is organising the racing. Tom Crusoe RC Sailing in Bendigo who sail a variety of classes and currently have 10 DF95s in the group. Contact Mal Fields at <a href="mailto:crusoemal@gmail.com">crusoemal@gmail.com</a>
<b><u>Tas:</u></b>	Risdon Brook RYC. Lauderdale Canal. STRYC at Franklin and Port Huon in the Huon Valley. Northern Tasmanian RYC at Launceston. North West RYC in the Devonport area.
<b><u>S A:</u></b>	Mawson Lakes MYC. South Australian Radio MYC. South Eastern Hills MYC which sails at Paris Creek.
<b><u>W A:</u></b>	Wanderers RSC, Albany RSC.

**DF95 Class Rules updates: Version 1.2 (current version) is at [www.dfracing.world](http://www.dfracing.world)**

**Current Registrations:** As at publication of this edition there are 166 boats registered. Highest Hull/Sail number registered is AUS 709. I have queried with HWH this jump in the Hull Serial numbers (200+ in just two weeks) issued with each boat – I suspect that a glitch in their system caused Hull Serial numbers to jump from 400 series to the 600 series. The answer (when I get one) will be notified to all State Reps.

## **STATE REPORTS**

### **NSW:**

It's been an interesting time in NSW for the development of the DF95. All clubs that have started sailing the DF95 as a regular to their fleets have grown with most fleets 10 boats + each sail day. It really shows how great these boats are for entry level and experienced sailors alike.

See the NSW website- [www.df95nsw.com](http://www.df95nsw.com) for clubs sailing in NSW.

Paul Martin has done an amazing job collaborating with others to pull together a constitution to submit to the NSWRYA to have the DF95 recognised as a class. Were all hoping by the end of the year this will formalise? Once this has been done, 2018 will see the first NSW state titles for the DF95.

We have just finish round 4 of the Travelers series held at the Central Coast Radio Control Yacht Club. The Club put on a great day 2xThumbs up!

Weather was fantastic, winds were a bit fluky but all that came really enjoyed the day. It was close racing all day with series leader Craig Sargent taking out the day once again in the A fleet, closely followed by Peter Burton and Jason Rootes. B fleet was also contested well with Rod Wilson 1st, Roger Smith 2nd and John Rootes 3rd.





The next round will be held at the lovely **Workers Hubertus Country Club** on the 7th of October. The NSWRYA has the notice of race to enter or go to our [www.df95nsw.com](http://www.df95nsw.com) website and enter via the website.

**Hunter Valley Radio Control Yacht Club-** a new club in the Hunter Valley had its first sail day on the 19th of August. We had 10 boats attend with a good fresh southerly breeze which was enjoyed by all. We are still yet build a wharf, but this will happen in time. The sailing dates for this year are on the Facebook page - please come and join us. Sailing every second Saturday and Thursday afternoons in daylight saving.



## **FORSTER-TUNCURRY RADIO YACHT CLUB.**

At time of writing (14 August), 13 of our members currently have DF95's, with a 14th imminent, and 3 more possible further down the track. These numbers are very pleasing and following the adoption of the class just a year ago have resulted in several new members joining the Club as we had hoped, to complement our existing fleet of 10 raters. Some of our new members are new to RC sailing, and efforts are being made to assist these guys (and a gal) to become proficient.

To this end we have increased the number of handicap days, and in addition to our regular Saturday sailing days, we have found Wednesday to be very popular, with good turn-outs and a relaxed atmosphere. We now sail DF95's every Wednesday, and alternate Saturdays (the 2nd and 4th of each month). Visitors are always welcome – probably best to give me a call in advance (0429 771 180) to confirm, and to receive our access instructions to the lake at the Tuncurry racecourse (the correct approach is not obvious if you've never been before).

On the competitive side, the Club is delighted with its excellent results in the Travellers Series, with 7 members having attended one or more of the 4 events held to date and Craig Sargent and Peter Burton have excelled in A fleet and Rod Wilson and Roger Smith likewise in B fleet. Our club racing is exciting, and with other top skippers President, Ian Walters, and Barry Edmunds in the mix, the honours are well and

truly spread around – make one mistake and you are history! This is surely what one-design racing is all about.”



### **Horizons Model Yacht Club.**

Sails at Graham’s town Dam every Tuesday morning from 9:30. On average you will find up 12+ DF95 sailing there. This is a fanatic sailing spot and the team do a great job to keep a very pleasant time and BBQ afterwards. This club is growing with 40 + members. Come and join them.



### **Other Clubs sailing in NSW:**

**Workers Hubertus Country Club-** sail Every Wednesday morning and some Sundays, they do share the lake with other modellers. They have a great spot to sail from with shelter. They enjoy good close racing.

**Lake Macquarie Radio Yacht Club-** We know members have started buying DF95 with expectancy to form a class within the club. The 10 raters are their main boats, They open to other classes. Great bunch to sail with, you catch them on Sunday afternoons. Look them up on Facebook.

**North Lakes Radio Sailing- Belmont** – Lake Macquarie North lakes do sail DF 95 and other smaller class boats like RC Laser and DF65. They sail from the beautiful Belmont 16 footers club. Their sail day is every second Sunday- check out there Facebook for more details

If you’re looking for a club or have started sailing DF95 at your club please let us know

[www.df95nsw.com](http://www.df95nsw.com) [info@df95nsw.com](mailto:info@df95nsw.com)

## ACT:

CMYC sails the DF95 on the last Sunday of each month. We are still in the embryo stage and have had only two sailing days and not many boats. Four boats sailed on one day which included a Victorian visitor and three locals sailed on the other day (the current ACT fleet has four registered boats – Ed). It is still a bit cold in Canberra and this may be deterring some members from getting up early on a Sunday morning! I think the fleet will grow as the weather gets warmer. On the sailing days, the skippers spend a lot of time fiddling with rigs for optimal performance. To date we haven't been keeping a point score but this will change when we start a Summer series.



**LAKE BURLEY GRIFFIN CHOP**

## Victoria:

At the AGM of the Victorian Radio Yachting Association the DF95 Class was adopted as a “**State Sanctioned Class**”. This means that the Class can now hold a State Championship.

Fleet numbers continue to build with the biggest fleet at Lilydale RYC. A few Lilydale Members also race with Patterson Lake RMYC on DF95 designated Sundays and there has been great OD racing with races being won by less than a boat length. The number of 95s sailing now is low due to owners who also race a Laser are busy practicing for the big RC Laser International regatta scheduled for Queensland in November.

Albert Park MYC invited the DF95s to a sailing day at the lake in June. A windy Sunday (C rig by the end of the day) but unfortunately the weed problem had not been resolved so no more sailing there for any class.

Meanwhile up in Bendigo in the Goldfields Region Mal Fields and his fleets of various models continue to have use of some great venues. The DF95 fleet currently has 12 boats. A new series for the 95s using only the basic rules of racing has been started with the objective to recognise and encourage those skippers with little or no racing experience to work their way onto the podium. It is also to encourage even more owners to participate in sailing and competing with the boat. There will be a Perpetual Trophy awarded at the end of the year. Thanks to Mal for the pics.





## BENDIGO SAILORS AT PLAY

The **Lilydale Radio Yacht Club (LRYC)** continues to encourage sailing for the Dragonflite 95 yacht Handicap racing for all types of RC yachts is held on Saturday mornings. Each week, about 25 yachts including DF 95s and DF65's, various kit boats and home-made designs sailing either as A class, 10 Raters, Marbleheads or whatever face the starter. Casual mixed sailing and racing also takes place on Tuesday mornings. LRYC is situated out at Lilydale Lake about 40 kms east of Melbourne. No need to wear gumboots to launch and retrieve boats.





Most importantly, for the past few months, class racing for DF95s has been held on the first and third Saturday afternoons of each month. These races have been well attended with about ten or twelve keen skippers taking part. Starting about 1:30 pm, we usually manage to complete about ten races each afternoon.

On 22 July 2017, there was the inaugural running of the annual **DF95 Webster Perpetual Trophy**. This prestigious perpetual trophy was hotly contested by twelve boats. Winds of 15 knots from the North greeted participants. Gusts of about 25 knots came through every few minutes. However, lulls of about eight knots occurred also every few minutes. As can be imagined, there was lots of sucking of teeth wondering whether to stick with an A rig or change to a B rig. An easy decision for those with only one rig, but difficult for those who did have a choice. Racing got under way at 1:30 and the first three races were won by three different boats. By the end of the afternoon, a total of eleven races were held, with line honours shared by six different boats. All very close. Once all of the results were tallied, John Daly was declared the winner, just 2 points ahead of Chris Handley and Garry Gannon. As a matter of interest, John and Chris were both sailing with A rigs. There is obviously quite an overlap of wind strength when either the A or B rigs are equally effective. John was awarded the Webster Perpetual Trophy at the LRYC's presentation afternoon on 26 August 2017.

There will be a slight change to the format of Dragon class racing from now on. It is intended to have racing for the DF95 class on the first Saturday of each month and racing for DF65's on the third Saturday of each month. Up to ten races will be held each afternoon. All skippers will be competing for the Dragon of the Year Trophy.

## **Tasmania:**

We have successfully completed the Winter sailing programs in three areas in the state, with the fortnightly Winter Challenge at Montrose Bay Yacht Club, regularly attended by both Risdon Brook RYC and Southern Tasmanian RYC members, along with the monthly DF95 days at Port Cygnet – hosted by Southern Tasmania RYC. In the north of the state, the North West RYC have been sailing the DF95's on Tuesdays on a regular basis.

Personally, I think it is fantastic to see them still sailed regularly in our colder months, as it has been bitterly cold on many occasions. The more we sail, the more consistent we get.

At the moment, there are changes to the sailing at Montrose Bay Yacht Club for the DF95 sailors. Once daylight savings resumes, sailing will be moving from 1030 starts to a summer twilight series but still as a scratch and handicap turn about for each race, which has been quite popular. The Northern Tasmania RYC in Launceston will be racing the DF95's turn about with their other A Class, RG65 and Laser classes. Southern Tasmania RYC and North West RYC will be continuing their regular sail days with the DF95.

### Upcoming Events.

RBRYC, along with Montrose Bay YC are jointly hosting the second 42 Degrees South regatta on Sunday 8<sup>th</sup> October. Entry is a very reasonable \$5. NOR and entry form can be found at <http://www.risdonbrookradioyachtclub.com/club-ranking-events.html>

Following the ARYA Nationals in Tasmania at Montrose Bay Yacht Club, RBRYC will be hosting a “DF95 National Regatta” from Sunday 25<sup>th</sup> February to Tuesday 27<sup>th</sup> February. Accommodation, NOR, Entry and pricing details will be coming soon. If you wish to participate in the regatta, pencil in the dates and come along for what will surely be a fantastic three days sailing. More details to come, but initial reports are that the format of this event will be in two parts. Sunday will be a Handicap event, and the Monday/Tuesday sailing to be a scratch event to cater for both novice and not so novice sailors.

## ***The DF95 Global Championship Regatta.***



**Name:** .....

**Sail Number:** .....

**Club:** .....

**Country:** .....

**National Authority:** .....

***This does not guarantee you a spot at the regatta. Entries will be due in March 2018 and will not be refundable. A Notice of Race and Entry Form will be sent to you.***

***Again, this is just an expression of interest.***

This will be a huge event. A Seeding/Ranking system will be developed for attendance. Paul Martin has been approached to gauge Australian interest in the event. The email address in the above flyer has been set up to report back to the organisers about Australian numbers that may be interested in attending.

### **DF95 RIG SETTINGS**

The following tuning information is from the [RC Groups/sailboats/DF95](#) thread. It has been put together by a group of German DF95 sailors. Some of the translation may seem a bit strange, but I think it still makes sense. [Full information and pictures/diagrams is at http://df95.blogspot.htm?m=0](http://df95.blogspot.htm?m=0)

DF95 RIG SETTINGS								
RIG	MAST RAKE	MAST POS.	FOOT CAMBER JIB	GAP JIB BOOM TO MAST	GAP MIDDLE LEACH TO MAST	MAIN FOOT CAMBER	GAP BOOM TO CENTRE LINE	Gap to 2 <sup>nd</sup> . Batten to B'stay
KIT A Rig (default) GER129	1135	5	25	55	70	30	35	60
KIT Rig A (light wind) GER95	1133	7	25	45	50	30	40	47
Kit Rig A (light wind with puffs) GER263	1117	7	33	50	63	30	30	45
Kit A Rig (big waves) GER95	1133	7	30	50	75	40	33	68
Soch Sails B Rig (big waves) GER95	970	4	28	50	60	30	23	65
Soch Sails B Rig (small waves) GER95	980	6	32	38	32	30	18	42
Soch Sails C Rig (small waves) GER95	850	8	15	40	25	20	15	50



The first column '**Mast Rake**' is the dimension of the fuselage tip (directly behind the bumper) to the upper hole of the jib suspension. **Just follow the instructions on page 10 of the DF95 Instruction Manual.**



Position = 5

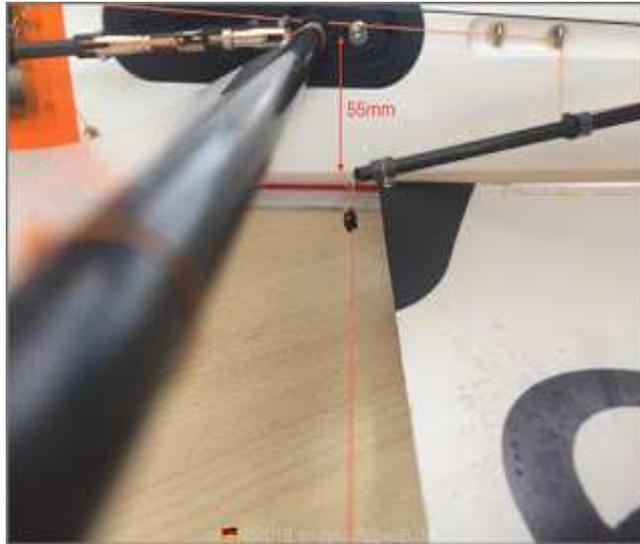
The second column 'Mast Pos.' Means the position of the mast slipper. The first long stroke is 0 then 2-4-6-8. The short dashes between them are accordingly the odd 1-3-5-7. (The top of the mast is at position 5)

**Headsail / Jib = foresail / jib**



'Foot-Camber' means the profile depth of the jib to the jib boom. So the range of max. Profile depth.





Gap-Jib Boom to mast means the distance jib boom end to the mast. (Opening the jib at the bottom)  
 Here the hull gives us a little help. The upper deck edge is exactly 55mm from the middle and gives us a rough clue.



'Gap-Middle Leech to Mast' is the distance from the centre of the jib leech to the mast.  
 (Opening / twist of the jib)

### Mainsail



'Foot-Camber' means the belly in the big sail to the main boom.



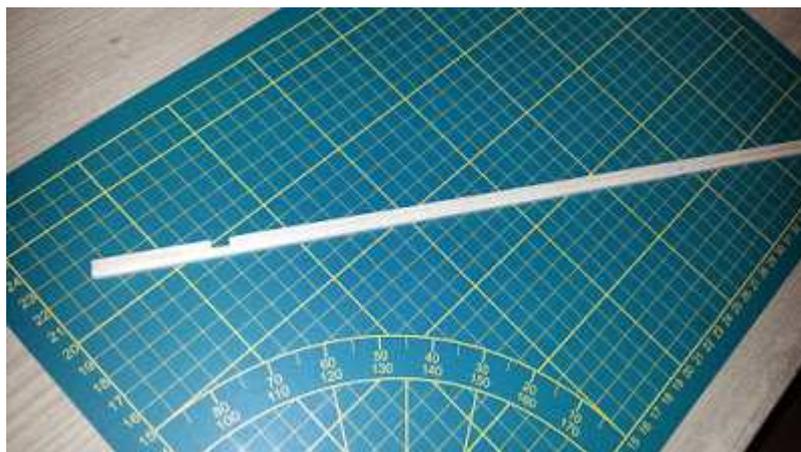
'Gap-Main boom to CL' is the opening angle of the main boom. Because you can measure the boom there is also a small hidden help on the trunk. The small cockpit behind is exactly 65mm wide. Now, if you extend the upper edge thoughtfully (blue line) you have a rough clue.



'Gap-2nd Batten to Backstay' is the distance from the second row of sails (from the top ... the first horizontal) to the backstay.  
(Opening / twist of the mainsail)

### Measuring aid

For the measurements, I made a 4x4 square square.  
(Parts list: 4x4x530mm, 4x4x470mm, 4x4x50mm).



With the 9-mm wide recess I go to the mast.  
The edge, which is then applied to the backstay, is then the centre line (CL) and thus the reference for the measurements.

## Basics of the Rig trim

Basically, the mast-rake is used to adjust the mast rake, i.e the mast is tilted forward or backward. In doing so, the centre of gravity of the sail shifts forward or backward and thus the balance of the boat.

With the backstay-length is then essentially only the tension of backstay and indirectly by the forestay (and thus the sagging of the foothold of the jib) influenced, at the mast rake does not change so much. The backstay tension should be just so strong that the foresail does not even begin to beat in gusts.

At high backstay tension, the mast curve is more strongly curved in the upper area of the mast because of the mast crane. The lower area of the mast the mast curve can be adjusted to the luffing curve of the mainsail.

At low backstay tension and backwards adjusted mast foot you get a fuller, more buoyant sail for low winds.

For a strong backstay tension and a forwardly inclined mast foot, a flat sail for strong winds is obtained.

## Making Sails – Part 1 Making the JIB

By Daniel Bergan

There is very little you can do to add or change you DF95. But thankfully the designers have allowed enough room for sailors to make their own sails, or customise the sails with colour patches and number colours to make it their own.

The rules are straight forward to making the sails below is a quick summary:

(There *is further details relating to the mainsail this can be found at -[www.dfracing.world](http://www.dfracing.world) )*

- Construction shall be a soft sail of a single ply. The Jib and Mainsail of any given rig size shall be constructed from the same ply
- All sails shall be constructed of a single panel with no seams and the maker shall not try to introduce camber (shape) into the sail by means of heat or force.
- The sails shall be attached to the rigging and spars by means of a single hole positioned within 10mm of each sail corner point (points A, C & E Jib, A, G & L Mainsail) and a maximum of four other suitable positions along the mainsail luff. Metal eyelets may be used to reinforce these holes
- The Jib Luff shall form a straight line between points A & C. Tabling at the luff (front edge) shall form a pocket for the Forestay. Maximum width of tabling shall be 12mm. Tabling forms part of the sail area and must fit within the sail dimensions. Tabling shall be one, continuous pocket finishing within 10mm of points A & C.
- Jib - The Jib leech shall form a straight line between points D & E.
- The Jib & Mainsail foot shall form a curve as described by full-sized templates available to download from the website [www.dfracing.world](http://www.dfracing.world) these can be printed out at full size on an A4 printer.
- Sails may only be decorated using ink, but markings shall not interfere with easy identification of the sail numbers, or national letters if fitted. Flow Stripes may be added using ink or soft adhesive tape. These are limited to two stripes per sail and may be applied to both sides of the sail and shall not interfere with sail numbers or national letters.
- Tell-tales are permissible on the Jib and Mainsail. The number and position of them is not restricted, provided that when streaming in their normal position they do not fall outside of the sail outline shape. A wind indicator or burgee attached to the top of the mast or backstay crane is allowed provided its sole purpose is to indicate wind direction.

Before making anything you need to count the costs. If you doing a one off sail you will find the cost will be well above what you can buy from Hobby Warehouse or Bergan Sails and alike. Reason for this is the buy quantity and set of tools required. The flip side is once you have the equipment it does become cheaper the more you make.

### Getting Started:

The first thing you need to do is go to [www.dfracing.world](http://www.dfracing.world) or [www.df95nsw.com](http://www.df95nsw.com) and download the sail templates and the measurement guide.

You will find you can print out over multiple pages of paper the page before the pattern for the Jib and main, these will have reference lines to line up each page so the measurements should be close, forming the pattern. I use 3mm MDF for my patterns and glue the pages onto the MDF. Before cutting out the profile I double check "ALL" the measurements and if I need to correct them the glue dries.

The glue I use is standard watered down PVA wood working glue. I water it down so there are no hard spots and remains flat. After this is set I recheck the measurements again and cut out the profile to the exact measurements.

Please note: in most cases you only have 1mm-to 2mm of tolerance so care has to be given in this process. I also cover my Templates with Epoxy to seal the paper and MDF.

Once your template is complete you can now start to make your sails.

#### Tools required:

- Sharp Stanley knife
- Cutting mat- or 3mm MDF to throw away
- Wheel punch
- Scissors
- Rule/ straight edge
- Hammer
- Eyelet punch
- Side cutters
- file
- Portable table or bench at a good height

#### Material required:

- Insignia Nylon – for patches
- Mylar Film- 50 micron, 75 Micron depending on the suite of sail
- Rip stop for the jib luff pocket
- Double sided tape
- Masking tape
- Eyelets
- Luff wire

Some items you might find hard to find and buy? Thankfully there are online stores :

- Radio Sailing Shop, (Vic)
- Radio Yacht supply's Australia(WA)
- Hobby Warehouse

Between these shops you should be Ok for what you need. I think it is important we also support these suppliers. It costs a lot to hold stock they do a good job of it for our benefit. Yes they make money from it, but they make it really easy and cheaper in the long run for us.

The Jib for this exercise is a B jib: so I use 75Micron Mylar film for the B jib

A set- 50 micron

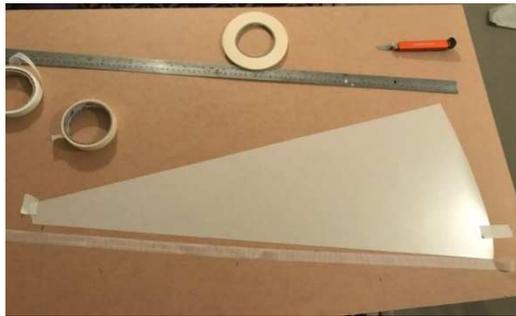
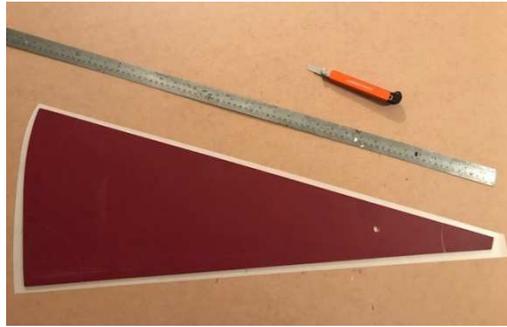
B set- 75 Micron

C set- 75 Micron

D set- 75 Micron

Clear your bench make sure it doesn't have any markings at all as the film when rolling the patches can be marked and dented very easily.

- Roll out your film so it's sitting flat on the bench. Lay your new jib template over the film and loosely cut around the template allowing approx. 20mm excess. DO NOT cut to the Template at this stage.



- Take your rip stop luff tape- You can buy this already cut to the right width and this makes it easier, or you can buy larger sheet and cut your width of this sheet – this takes a lot of time. It does come in a few different colours too. Lay the luff tape down and cut so you have some excess either end.
- Now is the time you fold the luff tape in half (half of the width). This forms the front edge of the jib. You might find it easy to tape one end once you started to fold and continue the fold; make sure the fold is exactly right. If you have a seam roller it's good to roll the fold.



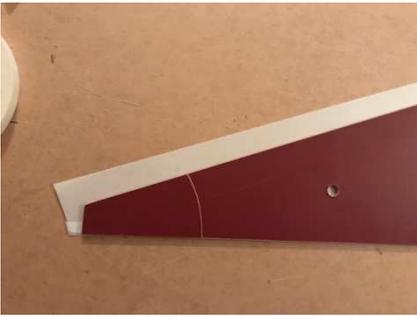
The jib film should lay on the bench with some slight tension. Apply the 6mm double sided tape to the jib luff edge.



Once this is stuck down and in place, turn over the jib and repeat the same process forming a pocket at the front of the jib and ensure both edges are stuck down well. It's good to roll the seam at this point.

Now the jib pocket has been completed it's now time to cut the jib to the template you made. A common mistake is cutting the jib template at the being and then adding the pocket to the jib. This then makes the jib over size and non-compliant. Once cut to the exact measurements of the template, it's now ready for the corner patches.

The corner patches are made from Dacron insignia cloth, you can cut your own shapes with scissor and stick them on (both sides), use different colours if you want too? Please keep in mind you have to remain within the rules measurements for size. Always check the measurements. I use a plotter cutter for my numbers/patches, not needed for one off sails. You may find you have to trim the patches a little to conform to the template shape.

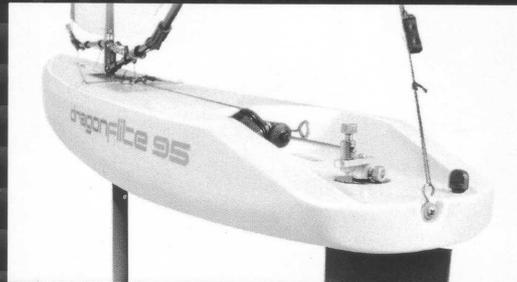
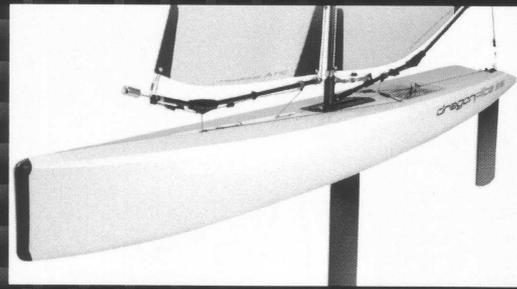
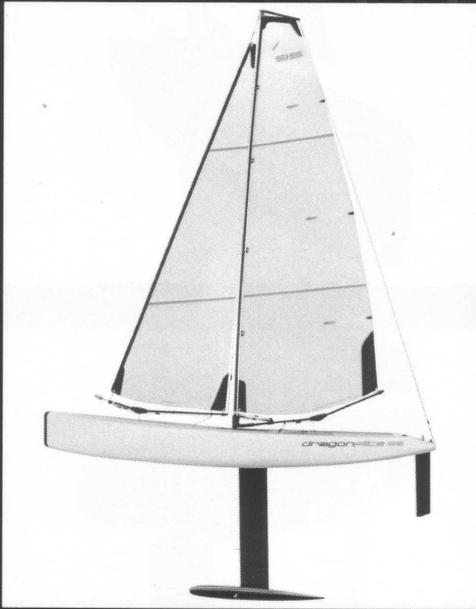


Now the patches are on the next step is the eyelets. A cheap way of creating the holes for the eyelets is to use a 3mm drill bit. Heat up the flat end with a lighter (the end that normally goes into the drill) once hot enough push through the sail. The alternate to this is use a hole punch. I use a scrap booking punch cost around \$10 from spotlight. I have 3mm and 1mm punch perfect for the Main sail luff holes.

- Once the holes are punched insert the eyelet into the holes and turn over and place the wash over the eyelet. You need to then punch the eyelets to curve over the washer using the eyelet punch. I find the concrete floor is best for this or a good piece of steel to place underneath to take the shock of the hammer.
- Once the eyelets are all finish it's now time to run the luff wire.
- You can buy the luff wire from the suppliers already mention or go to your local fishing and tackle shop and buy the mono wire from there. It doesn't need to be heavily 80- 100 lb. Just be aware that some wires are better than others especially for staying straight.
- I have a little threaded hook screwed in to the end of my bench that I use to twist the ends. I find this works really well. I twist one end and then thread the wire through the jib luff. Once through to the other side I twist the other end to finish of the luff wire.
- By now your jib is pretty much fished other than the Numbers. Now's is the best time to apply your numbers. Keep in mind the starboard side numbers are always to be placed above the port numbers.
- Now your Jib is ready for the boat. Just check all eyelet and wire, file if need to remain smooth.

I hope this has been help full and you feel you confident to try yourself.  
We will look at Part 2 next newsletter.

# JOYSWAY DRAGONFLIGHT 95 RC YACHT



## most anticipated race class boat...

Following in the successful wake of the DragonForce 65 RC yacht designed by the top three designers, Joysway have now released a 950mm version known as the DragonFlite 95, or DF95 for short. It's excellent design, performance and highly affordable price make it the hands down best choice for casual and competition grade enthusiasts alike.

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