

## AUGUST 2018



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:**

- ***The DF95 Australia Class Registrar is the only source for the issue of a Hull Serial Number. Register at [df95aus@gmail.com](mailto:df95aus@gmail.com) . This Hull Serial Number SHALL also be the Sail number and must be applied to the sails in accordance with the DF95 Class Rules (H.9)***
- Personal Sail numbers will not be issued.
- Club issued Sail numbers are not permitted at DF95 Class Association events.
- Only boats registered with the DF95 Australia Class Association may compete in DF95 State, National and International events and use the National letters **AUS** on sails.

## **State Class Contacts**

<b><u>Qld:</u></b>	Garry Russell.	<a href="mailto:garryrussell51@gmail.com">garryrussell51@gmail.com</a>
<b><u>NSW:</u></b>	Jason Rootes	<a href="mailto:jason.rootes@justice.nsw.gov.au">jason.rootes@justice.nsw.gov.au</a>
<b><u>ACT:</u></b>	Stewart Campbell	<a href="mailto:thekaledonian@gmail.com">thekaledonian@gmail.com</a>
<b><u>Vic:</u></b>	John Toner.	<a href="mailto:aus3488@yahoo.com.au">aus3488@yahoo.com.au</a>
<b><u>Tas:</u></b>	Kyle Stewart.	<a href="mailto:kylet@iprimus.com.au">kylet@iprimus.com.au</a>
<b><u>S A:</u></b>	Jurgen Luther	<a href="mailto:jurgenluther@gmail.com">jurgenluther@gmail.com</a>
<b><u>WA:</u></b>	Rodney Popham	<a href="mailto:rod@sailprizes.com.au">rod@sailprizes.com.au</a>

## **Clubs sailing the Class**

<b><u>Qld:</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. Whitsunday Model Boat Club (check out the Facebook page). Secretary is Chris Head ( <a href="mailto:che88810@bigpond.net.au">che88810@bigpond.net.au</a> ). Mackay Model Mariners. Sunshine Coast MBC, sails at Sunshine Coast University near Buderim. Contact Col Clarke <a href="mailto:col@touroztrikes.com.au">col@touroztrikes.com.au</a> or 0411 602 048.
<b><u>NSW:</u></b>	Forster-Tuncurry RCYC at Racecourse Lake, Tuncurry. Contact, Sailing Sec. Peter Burton 0417 239 809. 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. A group at Shoalhaven Heads sails on Fridays. Contact: Tom Phillips <a href="mailto:tomphillipsail@gmail.com">tomphillipsail@gmail.com</a> or Mob 0499 089 811.
<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 18 DF95s in the group. Contact Mal Fields at <a href="mailto:crusoemail@gmail.com">crusoemail@gmail.com</a>

- Tas:** 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.
- S A:** Mawson Lakes MYC. South Australian Radio MYC. South Eastern Hills MYC which sails at Paris Creek.
- W A:** Wanderers RSC, Albany RSC.

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

**Current Registrations:** 229

### **“THE DESIGN AND DEVELOPMENT OF THE DF65/95”**

I came across this very interesting article by John Tushingham while searching for a YouTube video on how to seal the fin box halves of the DF95. It is a great read about how the concept of each Class came about and the thinking behind their design. It made me appreciate both boats even more. Isn't it great when you absolutely know that you have made the correct choice boat wise!! Thanks John for sharing the journey. Check it out at [www.radiosailing.net](http://www.radiosailing.net), the website of the USA DF 65/95 distributor.

## **STATE REPORTS**

### **QUEENSLAND**

#### **Day and Night DragonFlites**

With some Southerners coming to enjoy our winter weather the Whitsunday Model Boat Club held its inaugural DF95 regatta, 8 competitors raced the waters of Lake Julian near Airlie Beach. Blue skies, fair winds and T-shirt attire was the theme for the week with seven days of close one design sailing.

Daytime conditions varied thought the week from a few B rigs coming out to glassy times where fine control made the difference in boat speed. With 12 races held each afternoon the lake provide mostly the perfect playground from shifty 15 knot South Easterlies to other days with a steady 8 knot Northerly rolling over the surrounding hills. Friday started with a late afternoon session followed by a sunset barbeque and then a test of LED lighting on the boats to enable night racing, besides the need for locals to put on long sleeves and some time taken to pick the correct roundings of the glow stick marks, it was a lack of breeze that brought the night to an end.



With our ever growing fleet, we had a mix of experience and enthusiasm with the newer sailors gaining valuable insight and experience from the seasoned veterans of remote control yachting. For these IOM traditionalists the overwhelming consensus was in favour of the performance and price of the DF95s that a relatively new to our shores. Three of the competitors were having their first try of their DFs with the youngest at 10 and the senior at 73 years old.

It all evened out on the water with the idiosyncrasies of the DF still taking time to respect for those more used to control of an IOM. The light weight of the Joysway were quick to accelerate, but can stop in their tracks just as readily. When the wind was reaching near the top end of the A rig, an ill performed tack easily could turn into irons but the same breeze on a reach gave an exhilarating burst of speed. Sailing in the lee was not a concern as the slender bow of the 95 still popped back above the surface from any puff we saw during the regatta.

Race days moved along readily as most became comfortable with their tune from race to race and a change in conditions often required no more than a tweak of the backstay. Pre-racing a variety of tunes and adjustments were tried and compared between boats but the balance of speed and height was always found near documented forestay length and the correct sail twist based from minor adjustment between gooseneck and backstay.



Having such an enjoyable and successful week the Whitsunday Model Boat Club is working towards holding this as an annual event, not to mention the fact that the “blow in” brother of the Club President managed to take the top spot on his first time off his IOM. The right to a rematch has already been laid down. We hope to see you here next year.



***Hank Beyer's Little Trip:*** I recently purchased a DF95 and had it delivered directly to my Brothers house at Airlie Beach Central Queensland some three months prior with the intention of having a holiday combined with some Sailing with Whitsunday Model Boat Club who now race these great affordable boats every Saturday at the moment.

WMYC race on what I believe is one of the most idyllic locations any Radio Control Sailor dreams about with very little geographical influenced shifts on a fresh water damn in the middle of cane country and green rolling hills. The boys run a very professional outfit and can easily smash out 12 races each Saturday between 1230 and 1630 including a 30-minute break after race six.

Whilst I've enjoying my time, company and beautiful location..... both Shane (President) and Chris (Secretary) are both so passionate about their sailing and club they have provided a new DF95 for prospective club members including helping rig your new boat. Additionally, the boys are currently playing around with tiny LED provided by the club for an entire new concept of night racing which I'm personally looking forward too next time.

I can't thank these guys enough for all they have done to make this week such a successful, professional and immensely enjoyable week or very competitive racing and next year's first inaugural event so stay tuned as I guarantee you won't want to miss it. Cheers Guys.

## **Sunshine Coast Model Boat Club**



**Excellent facilities at the sailing site.**

The Sunshine Coast Model Boat Club currently (July 2018) has 15 registered DF95's with more on the way, at an excellent location with great facilities on a fresh water lake at Sippy Downs near Buderim in the grounds of the Sunshine Coast University. As its name suggests, the Club is essentially a model boat club, encouraging a wide range of model boats including scale model tugs, battleships, submarines, etc, also a variety of interesting yachts. These include a 10 rater, A class, IOMs and a number of scale models and various production boats. The sailing is mainly social, with a mix of scratch and handicap racing in a friendly atmosphere. The fleet received a boost when the DF95 arrived on the scene a year or so ago, with a steady increase in numbers and competition. The Club sails every Sunday from about 9 am onwards, with plenty of time for social sailing, tuning, racing and a BBQ lunch!

The SCMBC is not affiliated with QRYA/ARYA, nevertheless the Club is keen to promote the DF95 on the Sunshine Coast, and would like to be included in the list of active DF95 clubs, in future Newsletters. Details of the Club's activities and venue are on the Club's web site, [www.scmbsc.org.au](http://www.scmbsc.org.au) with additional DF95 action on Facebook. Visitors are welcome at any time.

For further information, and the latest DF95 news contact Col Clarke at [col@touroztrikes.com.au](mailto:col@touroztrikes.com.au) or 0411 602 048.





## **NEW SOUTH WALES**

### **FOSTER TUNCURRY R.M.Y.C**

FTRMYC runs social regattas twice-weekly at the Tuncurry Foster Jockey club lake, access via Chapmans Road, Tuncurry. Our DF95s sail on every Saturday and alternate Wednesdays, with 10 Raters being the Class sailed on the other Wednesday.

The Club Membership sailed 10 Raters exclusively for many years, but with sailing numbers dwindling it was decided to introduce the newly-arrived DF95 as a more accessible class, and there are now 20 Df95s on or books. Fifteen boats sail regularly with Saturday numbers usually being in double digits and Wednesday numbers not far behind.

The lake is a large, open, deep body of fresh water with plenty of bird life. It is located close to the coast and is swept with fresh nor-easters in the summer when B or C rigs are sometimes required. If those fresh conditions we often sail in excess of a dozen races in a day. This winter has been much quieter with light south westerlies prevailing up to date of this report.

Occasionally scratch starts are held, but for the most part our races are started on handicap with handicaps adjusted from one week to the next. The aim is to encourage the newer sailors to the fullest extent and they are frequently mentored in the areas of sailing technique, rigging and the Racing rules, with all of the “old hands” keen to share their experience and wisdom.

In keeping with this low-key approach there is no Club Championship series and no point score is kept. Nevertheless the competition is still keen and our members have

achieved considerable success in both divisions of the NSW Travellers Trophy series. Saturday 20<sup>th</sup> October will see FTRMYC hosting a heat of the series at the Jockey Club racecourse.

The majority of our sailors have previous “big” sailing experience from ocean-going yachts and eighteen foot skiffs down to Sabots and sailboards. Some members are total “newbies” and all appear to be rapidly improving their skills. Included in the boat-owning membership are two girls, former crew in dinghies and cats, who are now freely mixing it with the men, and their handicaps are progressively, coming down. It would be particularly pleasing if a few more ladies were able to come up and compete in our TT event on the 20<sup>th</sup> October.

Ian Vasey.  
Sec.

### **DF 95 SHOALHAVEN HEADS. South Coast NSW**

The mob who sail DF 95's at Shoalhaven Heads is a group of people who come together for the fun of racing. We enjoy the DF 95 because it is such a ‘smooth’ boat. It is a delight to sail.



Generally we sail from 09:30 to around 14:00 on Fridays depending on wind and weather. We have the luxury of two jetties to sail from, depending on the wind on the day. Our standard procedure is to have the first race as a scratch race and then handicap races after that which gives everybody a fighting chance of having a podium finish. Generally, but not always, we set a standard Olympic style triangle, windward and return, triangle course.



There are no fees, no prizes, no trophies and no glory. It's just everybody trying to win and having good fun. At the end of the day we tally the results and send it out to the group. And oh yes, we always break for morning tea and for lunch.



All are welcome and any sailing craft is welcome, but we do prefer DF 95's. All our communication is by email and if you would like to receive notifications of racing and results let me know at: [tomphillipsail@gmail.com](mailto:tomphillipsail@gmail.com)

## **VICTORIA**

### **Lilydale Radio Yacht Club**

The second annual regatta for the Webster Perpetual Trophy for DF95's took place at Lilydale Lake on 14 July 2018. With glowering skies and the usual unpredictable gusty Northerly winds blowing, there was quite a deal of discussion as to what rig was appropriate and what settings would be best. The fleet of fourteen boats enjoyed lively conditions with a series of triangle and sausage courses of one to three laps. Close racing is always assured with DF95's and this day was no exception. Over the course of the afternoon, a total of ten races were run, resulting in a total of six different skippers claiming line honours. But there was only one winner. That was John Daly by a nose. Just three points ahead of Chris Handley in second place and Garry Gannon third.

DF95's also participate in the usual mixed handicap fleet racing conducted by Lilydale Radio Yacht Club (LRYC) on Saturday mornings as well as the more casual mixed racing held on Tuesday mornings.

Racing for DF95 class yachts is currently held in the afternoon of each first Saturday of the month starting at about 1:15 pm. The most recent of these events took place on 4 August 2018. Cold and blustery, with a Northerly wind. All skippers looked like Michelin men with many layers of clothes. The conditions in the morning ensured that there was indecision as to which rig would be best for the afternoon. However, the wind did abate a little, to about 10 kts gusting to about 15 kts by the start of racing. So A rigs were the go. Benson Or put in a masterful performance winning 4 of the ten races and so won the afternoon by a hefty 15 points from runner up Gary Todd. Mal Davidson from Beechworth managed to climb onto the podium in third place. He deserves a medal for the most travelled skipper (and club member).

LRYC continues to encourage sailing for the DF95 yacht (and also DF65's). The club is situated on Lilydale Lake about 40kms east of Melbourne. The facilities are excellent, with an absence of weed and easy launch and retrieval of yachts. It's all good fun. Come and join us.

*Garry Gannon.*

### **Tom Crusoe Racing (Bendigo).**

As with any mixed model group/club, ours is attracting more DF95s these days. We have 18 now, making it the most popular model across our wide ranging fleet.



Our monthly series could only attract six starters, but that was due to the usual winter circumstances, both weather and leisure related.



Since the 95 first arrived in Oz some of ours have been sailing hard and often to the point where we are starting to see hull replacements, the first being, aptly, AUS 0001. Anyone looking to have a sail with us is very welcome as there are 95s in both the Monday and Wednesday sailing sessions. Contact for Tom Crusoe Racing is Mal Fields – [crusoemal@gmail.com](mailto:crusoemal@gmail.com). Website is [www.tomcrusoe.racing](http://www.tomcrusoe.racing)

## **2018 VICTORIAN DF95 STATE CHAMPIONSHIP**

**THE INAUGRAL DF95 VICTORIAN STATE CHAMPIONSHIP WILL BE HOSTED BY THE PATTERSON LAKES RADIO MODEL YACHT CLUB AND HELD ON THE 20 and 21<sup>st</sup> OF OCTOBER 2018 AT THE NATIONAL WATER SPORT CENTRE, CARRUM.**

**NoR and Entry Form are at the end of this newsletter.**

## **TASMANIA**

Winter has certainly arrived in Tasmania, however, milder than previous years. As such, the sailing has continued in many of the locations. Tuesdays have been consistent in the North West in the Devonport area, as well as social Saturdays at Hiscutt Park – a very enjoyable location, albeit with quite flukey winds.





In the south of the state, the STRYC has been sailing on Tuesdays, with the DF95 class being the class to sail on the third Tuesday of the month. The guys there have recently called a winter recess, but will be back at the Franklin facility towards the end of September.

RBRYC have commenced Wednesday sailing for the DF95's on one of the normal Handicap days, currently held at Risdon Brook Dam. The DF95 enjoys exclusive sailing on the first Wednesday of the month. This has now become a permanent fixture for the club, and when daylight savings comes into effect in a month and a half, will relocate to Montrose Bay Yacht Club on that first Wednesday to continue the rapidly developing class.

A newer development in the south, led by Colin Johnson, is a regular Tuesday sail at Puddleduck Vinyard, just outside Richmond. A great location with a coffee shop right alongside the dam. It has been well attended and the sailors have really enjoyed the new location. They sail the DF95 here every second Tuesday, with the DF65's on the opposite week.

Coming soon at RBRYC is the annual 42 degrees South Regatta, which will be held on the Montrose Bay yacht Club season opening day, being Sunday October 7<sup>th</sup>. The NoR will be available to download from <https://www.risdonbrookradioyachtclub.com/club-ranking-events.html> when issued. It is sure to be a very enjoyable regatta.

For any information or questions, feel free to contact Kyle Stewart on 0419 561 513 and/or [kylet@iprimus.com.au](mailto:kylet@iprimus.com.au) and I'll either assist myself if I can, or pass your query to the right area to make sure it is appropriately handled.

## **Icarex, why bother?**

*Colin Johnson*

If the standard Mylar sails are so good, why would you bother with anything else?

To be clear, I think the included standard set of sails are very good. Making them in anything else is not done to correct a fault, rather about personal preference and style and to a lesser extent, performance.

For me, making sails in Icarex has been challenging, edgy and fun. My intent here is to give others, who wish to try Icarex, the benefit of my experience by shortening their learning curve, cutting down on waste and make a useable sail in the shortest possible time. I won't cover the basic procedures of batten making, hole punching and grommet setting here, just the different things that worked for me using Icarex.

I first heard about Icarex through an RC sailing forum. A super light, strong, UV coated material that held its shape and came in multiple colours. Having already adopted a theme colour for my 95â€™™ and made Mylar sails previously, it was an easy jump to make a set of matching colour sails for my boat, or so I thought. 10 minutes on eBay and I had secured a couple of meters from China. Not all hassle free though. When the material arrived it was all folded up in a tiny square like a napkin. The creases were terrible and did not come out. Back to our Chinese eBay friends and it was negotiated that a new batch of material was to be sent on a roll instead of flat. This, despite the annoying delay yielded useable lengths of material at last.

Having already made sail templates previously it was a relatively simple procedure to use them and cut the material to the size and shape required. Here I would advise anyone contemplating making their own sails to first make accurate templates. Also, a while ago I bought a used sheet of thick glass cheaply from the recycle shop (highly recommended) and used this to cut sails out on with a sharpened, hot, soldering iron tip. A metal 1 metre rule is crucial also, more on this later.



Jib bias incorrect here, should be on the leech.

Without any better information to guide me, I determined that the bias of the material should run parallel to the luff of both sails.

Mistake #1, the greater strain on any sail is down the leach and this is what the material bias needs to run parallel to. My first sails cut with bias on the luff refused to set correctly, stretched across the bias and quickly lost shape. Bin!

Mistake #2 came with applying the reinforcing patches. It seems logical to cut out your shape, peel off the backing strip and apply to the sail right side up yes?

No, this method left ugly bulges where the material wasn't 100% relaxed and sitting perfectly flat when I applied them. Bin!

The correct way to apply reinforcing is to do it in reverse. Make the shape, peel off the backing tape and turn it upside down so that the sticky side is up. Then pick up the

Icarex corner and hold it carefully over the sticky bit, then almost let it drop on top of it. This should see the material stuck on without stretch or bias. You really only get one shot at this as trying to peel off a bit that didn't go on right is likely to stretch/distort the Icarex in that area and will never set or look right. I didn't say this was easy did I?

Another tip, make the patch larger than needed so that you don't have to worry about the drop being perfect as you can trim off any excess later on.

Mistake #3 is a more common one. How to get the jib luff perfectly straight and wrinkle free? I tried quite a few different methods but they always seemed to come out uneven with bubbles and distortions. Again, because the fragility of the material, peeling off and attempted resetting was inviting disaster, see Mistake #2 above.

The secret to getting a good straight luff is to start with a steel rule taped down onto the glass. Lay the luff tape down beside it, mark this with a centreline then run a thin strip of double sided tape down each edge and temporarily hold the whole thing in place with low-stick masking tape. Now carefully lay the jib luff down over the first sticky edge. Don't lay the luff all the way into the centre as this will foul the forestay when installed, rather just cover the double sided sticky tape edge and that's all. Place the forestay of your preference along the centreline pull it taut and then tape it off at each end. Now, the really cool bit. Remove the ruler and place it underneath the luff tape in as far as the centreline. Next lay a single piece of masking tape on each end of the ruler so that they will act as hinges when you pick up the rulers' outer edge. Peel off the double sided tape's protective strip, lift the outer edge of the ruler and fold over onto the jib luff as one. Perfect!



My first set of DF95 sails worked well with a first place from a field of 13 boats over 7 races held at RBYC Dam, 6th June 2018.

*The RBYC pictures are by Robert Gavin.*



## **SOUTH AUSTRALIA**

Four of the six rounds of the 2018 SARYC Df95 Club Championship have now been completed. Jeff Ireland has won all four, and with the best four of six to count, you could say that he is in the box seat. Winter is upon us so we will take a three month break. The last two rounds will be sailed on the last Saturday in October and November.

### Results of Rounds 3 and 4

Round 3, Saturday 26<sup>th</sup> May. Changing the sailing day from the first to the last Saturday of the month has had an immediate and pleasing effect on our fledging fleet with all six boats present for the first time. The weather, in contrast to the cold and overcast days earlier in the week, was warm and sunny with a fresh Northerly breeze. The wind strength made for lively performances from the boats, but the direction meant that the usual shifts and lulls near the shoreline resulted in some tricky roundings at the weather mark. A more relaxed approach allowed only eight races to be completed, but they were keenly contested with only two points separating the top three places. Despite obvious discomfort from his recent total knee replacement operation, Jeff Ireland showed that he is the man to beat. Steve Arthur put in a solid performance to finish one point behind and a further one point back was Jurgen Luther keeping the other two honest. Jeff Watson sailed below par and Don Turnbull was a bit inconsistent showing a lack of “match fitness” as this was his first time in the Championship. Bob Watson was in the mix for the first two races, but then he fell victim to electrical gremlins and was out for the rest of the day. All competitors sailed in a friendly and respectful spirit and when required performed their penalty turns promptly and without fuss or bother.

### Final Result

1.	Jeff Ireland.	9 points
2.	Steve Arthur.	10
3.	Jurgen Luther.	11
4.	Jeff Watson.	21
5.	Don Turnbull.	28
6.	Bob Watson.	51

Round 4, Saturday 30<sup>th</sup> June. Apart from a cold start, today was an ideal day for winter sailing. Sunny, not too cold, and enough breeze to keep it interesting. With two boats, four turned up for a great day's sailing. It was another victory for Mr Consistency, Jeff Ireland, with twelve wins from sixteen races. Despite Jeff's dominance, Jurgen Luther and Jeff Watson kept him honest with many close finishes and made sure that he didn't have it all his own way. Unfortunately Bob Watson had an off day, struggling for pace and luck wasn't with him.

### Final Result.

1.	Jeff Ireland.	14 points
2.	Jurgen Luther.	23
3.	Jeff Watson.	33
4.	Bob Watson.	51

## **WESTERN AUSTRALIA**

### **WA DF95 NEWS**

Wanderers have been the focal point of DF95 activity in Perth with good fleets and close competition. Winter has been really tough for radio sailing with either gale force winds or cold total calm conditions.

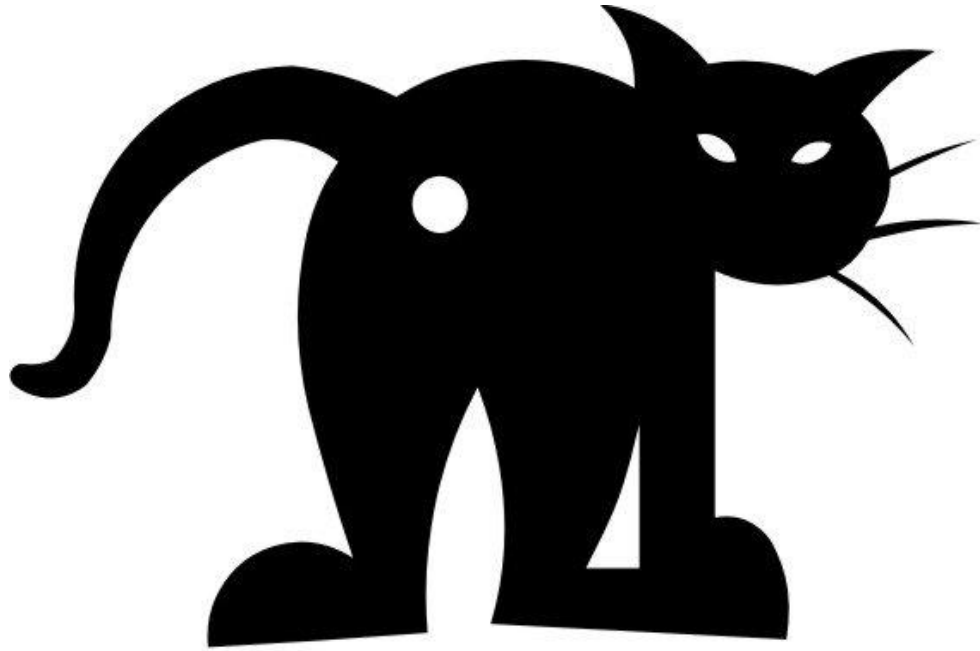
Top DF95 sailors in WA at present would be Lloyd Coles, Adam Viney, Geoff from the Albany RC Club, Fred Webber, Rod Popham, Len White, and Dave Bedford. A large number of owners also sail DF65s and Wanderers has been experimenting with handicap starts and staggered starts with different courses for the two fleets on club sailing days.

We have a lot of DF95 members who are not sailing this winter and we are hopeful they will appear when the weather warms up in coming months.

Perth Radio Sailing Club has now taken on the DF95 with sailing started initially on Saturday mornings – a few boats at present but a fleet will build quickly. Emu Lakes Radio Sailing Club is also now looking at both the DF95 and DF65 to replace their A Class fleet which has greatly diminished in numbers in recent times.

South of Perth Yacht Club on the Swan River has shown a real interest in the DF95 and, to date, members have six or seven boats and more on the way. This yacht club will be holding sailing days for DF95s and members of other clubs with DF95s will be invited to sail with them on those days. This will be a lot of fun as there are some very experienced 'big boat' sailors who will make the competition at the front much tougher. The club has great facilities and equipment and members have shown a lot of interest.

Perth is suffering from a real shortage of suitable sailing venues with weed infesting some locations and a lot of trees growing around the lakes making wind conditions tricky. RSAWA is looking at a number of possible new venues to sail and the prospect and feasibility of setting up a purpose built radio sailing venue in the long term for State, National and international events.



# CATSAILS

For details, contact Nigel Brown at: [www.catsails.co.uk](http://www.catsails.co.uk)



# Soch Sails



## The DF Racing Sail Specialists

For top quality race proven custom sails and sticker sets to suit your DF Racing yacht delivered to your door fast look no further.

web – [sochsails.co.uk](http://sochsails.co.uk)

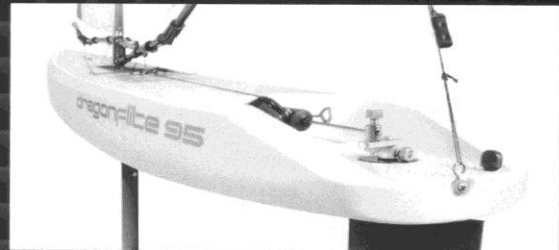
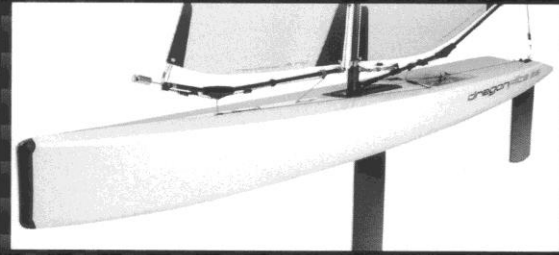
shop – [www.sochsails.online](http://www.sochsails.online)

If you don't see what you need on the shop then drop us a line to

[info@sochsails.co.uk](mailto:info@sochsails.co.uk)

and we'll make it happen for you!

# 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.

Poised to be a world's best-selling RC yacht, we are well stocked with all of the parts that you need to keep your sailing with the DragonFlite 95 going! With carbon fibre keel fin and mylar sails, light wind performance is exceptional.

- 950mm length DF95 racing class.
- Rudder and high voltage winch servo included.
- PLUG-n-PLAY model available.



available exclusively at  
[hobbywarehouse.com.au](http://hobbywarehouse.com.au)  
delivery from 1-2 days

~\$480<sub>.inc</sub>

HWH have coloured replacement DF95 hulls available. Part Nos. are:

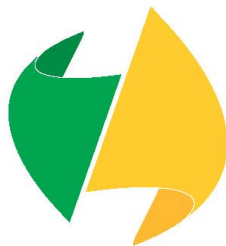
**WHITE** - 881136

**YELLOW** - 881162

**ORANGE** - 881163

**RED** - 881165

**CHECK FOR CURRENT PRICES ON THE HWH WEBSITE.**



Dragon Flite 95 Victorian State Championship 2018.

Saturday 20<sup>th</sup> and Sunday 21<sup>st</sup> October 2018.

AUSTRALIAN RADIO YACHTING ASSOCIATION Inc.

National Water Sport Centre, Carrum.

## **NOTICE OF RACE**

### **1 ORGANIZING AUTHORITY**

This regatta is organised under the overall authority of the Australian Radio Yachting Association Incorporated (ARYA) and conducted by the VRYA / PLRMYC and it's duly appointed Race Committee.

### **2 RULES**

**2.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2017-2020 as amended by Appendix E (Radio Sailing Racing Rules).

**2.2** The following documents will apply: This Notice of Race (NoR), the event's Sailing Instructions (SI), International Class Administration Rules, the Equipment Rules of Sailing (ERS), the respective International Class Rules.

**2.3** The current ARYA approved Heat Management System (HMS) will apply in the event that multiple fleets are utilized.

**2.4** The following Racing Rules will be changed:

E3.1: The control area may be defined on the course board.

E3.2: Launching area may be specified on the course board

E3.3: The course may be displayed on a course Board.

E3.6: Following a general recall, Rule 30.1 shall apply to the restart. For subsequent general recalls Rules 30.1, 30.3 or 30.4 may apply.

E3.8(c): Courses may be shortened.

E5.1(a): The race committee may appoint Observers, who may be competitors.

E6.4: Add "but prior to the preparatory signal for the next heat or race."



### **3 ELIGIBILITY AND ENTRY**

**3.1** The competition is open to affiliated members of ARYA (Inc.) whose ARYA subscriptions are current and to members of a recognized Division Member of the International Radio Sailing Association. Entry will be denied to anyone who has been expelled or is currently serving a suspension from the ARYA (Inc) or any state or territory RC sailing association affiliated with the ARYA (Inc).

**3.2** The following class will be sailed:

#### **Dragon Flite 95**

**3.3** Only boats issued with a sail number by the DF95 Australia Registrar are eligible to compete. Eligible boats may enter by completing the entry form and sending it John Toner [df95aus@gmail.com](mailto:df95aus@gmail.com) .

**3.4** Entries close at 2359 on Wednesday 17<sup>th</sup> October. Late entries **MAY** be accepted on 20<sup>th</sup> October

**3.5** Entry fee payable by **CASH** on the day.

### **4 FEES**

**4.1** Required fees are as follows: **\$30**

### **5 EVENT SCHEDULE**

#### **5.1 Saturday 20th October 2018**

Racing Times:

Registration: 0900 to 0945

Measurement and inspection: 0915 to 0945

Briefing commences: 0945

Warning signal for first race: 1000

Racing concludes: No heat will commence after 1600

#### **Sunday 21<sup>st</sup> October.**

Racing Times:

Briefing commences: 0945

Warning signal for first race: 1000

Racing concludes: No heat will commence after 1600

#### **Presentation: 1630**

**5.2** A break for lunch may be included at the discretion of the PRO. Lunch will be taken at a time to best fit in with the racing.

Lunch and cold drinks will be provided as part of entry fee

## **6 MEASUREMENTS**

All registration formalities, including payment and any measurement checks, must be completed by 0945 on Saturday 20th October 2018

## **7 FREQUENCIES**

For frequency bands other than 2.4 Ghz, each competitor shall nominate a minimum of three (3) frequencies with their entry. Permitted frequency bands are 27, 29, 36, 40 Mhz and 2.4 Ghz.

## **8 SAILING INSTRUCTIONS**

The ARYA Standard Sailing Instructions are available on the ARYA website ([www.arya.asn.au](http://www.arya.asn.au)) and a copy may be placed on the Event Noticeboard prior to the commencement of racing.

## **9 VENUE**

The event will be sailed at National Water Sports Centre, Carrum

Launching details: Dry launch

## **10 COURSES**

Where possible, the course will comprise a first leg and a finish leg to windward. The course will generally be a windward / leeward course utilizing a gate at the leeward end of the course.

The Race Committee will attempt to set a course which will take approximately 10 minutes for the first boat to complete.

## **11 PENALTY SYSTEM AND PROTESTS**

**11.1** RRS 44.1 is amended by E4.3: Taking a Penalty.

**11.2** The Arbitration System for Protest Hearings (Sailing Instructions Appendix A) will be used.

**11.3** A Protest Committee will be appointed to hear any protests arising from the event and may comprise competitors not involved in the incident. RRS 61.2 and 62.2 may be replaced by a verbal notification and hearing if all parties affected by the incident agree.

**11.4** Decisions of the protest committee will be final as provided in RRS 70.5.

## **12 SCORING**

The scoring system is as follows:

- a. For single heat racing the RRS A4 will apply.
- b. For multi fleet racing RRS A4 as amended by HMS and the Event Sailing Instruction shall apply.
- c. Where there are less than 24 competitors, the event may be sailed in one fleet.

### **13 PRIZES**

Prizes will be given as follows: 1st, 2nd and 3rd.

### **14 CONDUCT**

The Australian Radio Yachting Association Inc. and the VRYA recognise that all events offer considerable publicity opportunities to Clubs, Associations and the sport generally.

Competitor behaviour can impact unfavourably on the sport and all competitors.

Behaviour by a competitor that is in breach of good manners or sportsmanship or which may bring the sport into disrepute shall result in a hearing in accordance with RRS 2 or RRS69.1 or the PRO may offer a competitor a two turns on the spot penalty to avoid going to protest. However, the PRO is not obliged to make this offer, nor is a competitor obliged to accept it in which case a protest hearing shall proceed.

### **15 DISCLAIMER OF LIABILITY**

All those entering or taking part in these Championships do so at their own risk and responsibility. See Rule 4. The Australian Radio Yachting Association (Incorporated), VRYA / PLRMYC and any other parties involved in the organisation of this event disclaim:

“Any and every responsibility whatsoever for loss, material damage, personal injury or death, or inconvenience that might occur to persons and goods, both ashore and on the water, prior to, during or after the regatta, as a consequence of entering or participating in the Championship covered by this Notice of Race.”

At all times the responsibility for the safety of their boat and themselves plus the decision to participate or continue must rest solely with and remain at all times with the competitors.

A competitor may only enter the event by accepting these conditions as they appear on the entry form for this event.

### **16 FURTHER INFORMATION**

For further information please contact John Toner, [df95aus@gmail.com](mailto:df95aus@gmail.com)





# AUSTRALIAN RADIO YACHTING ASSOCIATION

## ENTRY FORM

Dragon Flite 95 Victorian State Championships 2018

Patterson Lakes, Saturday 20<sup>th</sup> & Sunday 21<sup>st</sup> October 2018

### ENTRANT:

Name .....

Address.....

..... Postcode .....

Telephone / E-mail .....

Name of Club .....

**FREQUENCIES:**      2.4 GHz   Y / N

**OTHER:**

### BOAT DETAILS:

Sail Number: .....

Design:    DF95

### INDEMNITY

I agree to abide by the conditions of the event as contained in the Notice of Race, Sailing Instructions, the Racing Rules of Sailing and any Notices published by the Sailing Committee.

All entrants taking part in this event do so entirely at their own risk:

The Australian Radio Yachting Association (Incorporated), Victorian Radio Yachting Association, Patterson Lakes Radio Model Yacht Club and any other parties involved in the organization of this event disclaim:

*"Any and every responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in this event. At all times the responsibility for the safety and themselves plus the decision to participate or continue must rest with the competitor."*

### INTERNATIONAL COMPETITORS/NON AUSTRALIAN RESIDENTS

Please tick as applicable

☐ I am a member of .....(insert DNM) and hereby accept to become a Temporary Affiliate Member of the Australian Radio Yachting Association for the period of this regatta in accordance with paragraph 3.2 of the Notice of Race

☐ I currently hold Public Liability Insurance Cover with a minimum of \$20 million (AUD) per incident (or equivalent) and shall provide a copy of such cover to the Organizing Authority

I accept these conditions:

**COMPETITOR'S SIGNATURE** .....

**DATE**.....