



NEWSLETTER #2 MARCH 4, 2010



It is the end of the hardest month I have endured so far in my career. It started off when I arrived in North Carolina hoping to have my aircraft ready to test fly, though with more delays we only got it airborne the day before I had to leave again for Austria. Unfortunately, in those two days of flying we found the engine had some serious issues and had to be replaced. I left for Austria with 1.5 hours on the new plane and it was at that point unserviceable.

For the week in Austria, we had lots of 12 hour meetings, discussions, and film sessions getting ready for the season. During this time I was on the phone to the US every night trying to organize the engine replacement on my race plane. We were able to get parts from my spare engine, which was under construction, shipped from California and Len, with the help of Ken Tunnell from Ly-Con in California, was able to build a new engine on the aircraft. I arrived back in North Carolina on the Sunday morning after over 24 hours of travel from Austria and was able to do three quick test flights that afternoon before falling asleep from exhaustion.

Over the next week I was able to put 20 hours of flying time on the new plane and engine with everything coming along well. There was a combination of cross country time to break in the engine (2 hours at a time in -10deg C with no heat!), and race training. Everything was going well, until....

We were instructed to cut the tail open to install a camera for the race, though unfortunately the data was not as complete as we were told, and it became obvious that the modification was not going to be acceptable once complete. That then meant we had to cut more of the tail out and bond a new tail into the hole we had just made. This unfortunately happened as we were getting ready to ship the aircraft so now as I leave for Australia, my wings and toolbox are enroute to Abu Dhabi with the rest of the race planes, and my fuselage is being bodyworked back to its original condition, to ship at a later date.

The last hit was when we found that due to parts of the spare engine being used to correct the original problem with the primary race engine, we were unable to have our second engine (in reality now our primary race engine) ready for shipping. We are now trying to figure out how to get our primary engine onto the plane after the first race.

The good news - the aircraft was flying very well. The modifications we made during construction have proved to be successful, and the new aircraft is about 10 knots faster than last year's plane. We unfortunately do not have as much power as I was hoping due to the rebuild, though we are hopeful we can correct this early in the season. I am a positive person and although this month has been challenging I believe in myself and those around me. It is going to be an interesting first race that is for sure! **Stay tuned, Matt.**



This edition's *Hotpic* from very part time photographer, full time good bloke Grant Piper

THE MACHINE IS ALIVE - MX Factory (North Wilkesboro, USA), 2010

Images like this one can be found on [www.matthallracing.com](http://www.matthallracing.com).

HOTPIC



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THE MACHINE

After some false starts the new MXS is running great! Improvements and changes have been made to the plane after every flight. Some changes worked some did not.

Some changes have been to improve performance some to enhance the cooling and drag profiles.

Changes to the induction system were tried and discarded. A new baffling system has improved the overall cooling and drag profile with the side benefit of an increase in speed.

Changes to the original MXS cowling have made the biggest changes to the speed from last year's race plane. It has a smaller cross section which reduces the total frontal area of the plane. Smaller inlets and outlets in the cowling improve the cooling drag which converts into more overall speed.

A new rudder shape for this year also has been installed in an effort to help with drag reduction along with a new style tail wheel assembly has also been installed which gives the new MXS a new racy look from the standard race plane.

The new plane is quite a bit lighter than last year's which will allow us to put ballast in place that will also help the CG range to help increase the overall speed of the plane. It also has reduced span ailerons from last year by 1 metre in length which also allowed us to reduce the spades by 50% from last year's full span ailerons but has not reduced the overall roll rate need to fly the race course. **Written by Team Technician Lenny Rulason**

## RACE WRAP

In the *Race Wrap* Team Coordinator Dave Lyall will bring you up to date reports on all things in the Red Bull Air Race World Championships including an event wrap from every race on the circuit.

The Red Bull Air Race calendar is now set and the Matt Hall Racing team will be on show in eight countries on five different continents over the next six or so months.

It is going to be exhausting work but someone has to do it!!

Even before the racing begins most teams have been training hard in a foreign land, preparing their aircraft and doing all the behind the scenes paperwork that is required to ship man and machine around the globe. The planes are packed and enroute to round one. It is a logistical masterpiece.

Now the countdown is on and everyone knows what lays ahead – eight awesome venues and many podiums to be climbed.

The first third of the year goes from the desert of Abu Dhabi to the home support of Perth and onto the beaches and sun of Rio. The second period of the season is another stop in Windsor before the race that most of the Air Race world is looking out for – New York. The final part of the year is the traditional European stop with races in Lausitz in Germany, Budapest and Lisbon.

But before all the race action gets underway Matt will launch his season on March 11 in conjunction with Red Bull Australia and Eventscorp Western Australia at Sydney's beautiful Rose Bay.

What the launch will involve is a secret at this point but let's just say it will be a unique experience. Make sure you check out the team's facebook page in the days before the event for details.

## RESULTS AND SCORES

### 2010 Calendar

	2009 Standings	Pilot	Nationality	Points
Round 1: Abu Dhabi – Mar 26/27	1	Paul Bonhomme	GBR	67
Round 2: Perth – Apr 17/18	2	Hannes Arch	AUT	60
Round 3: Rio – May 8/9	3	<b>Matt Hall</b>	<b>AUS</b>	<b>36</b>
Round 4: Windsor – Jun 5/6	4	Kirby Chambliss	USA	34
Round 5: New York – Jun 19/20	5	Nicolas Ivanoff	FRA	33
Round 6: Lausitz – Aug 7/8	6	Nigel Lamb	GBR	32
Round 7: Budapest – Aug 19/20	7	Mike Mangold	USA	31
Round 8: Lisbon – Sep 4/5	8	Peter Besenyei	HUN	24
	9	Matthias Dolderer	GER	23
	10	Michael Goulian	USA	22
	11	Sergey Rakhmanin	RUS	17
	12	Alejandro Maclean	ESP	16
	13	Yoshi Muroya	JPN	9
	14	Glen Dell	RSA	3
	15	Pete McLeod	CAN	1

# HAPPY SNAPS

Check out our *Happy Snaps* section each edition for photos you might not see anywhere else (not if we can help it anyway!).



Len looks like a proud Dad!



A quiet wine with Sergey Rakhmanin



Matt & Brazilian pilot Adi Kindlemann

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