



NEWSLETTER #6 JUNE 3, 2010



Well it was once again a long flight over from Australia to Windsor, Ontario.

In the last four weeks, the travel has been quite tough with the return flight to Rio and back, which involved a time zone change of 11 hours each way, then now back here with another 10 time zone changes!

The team is all here and working well together. Jack arrived here on Friday last week, and proceeded to build the aircraft and install some new wires for the HD cameras in the aircraft. Alicia, our new TC for these next two races (while Dave stays in Australia for the birth of his first child) travelled with Pedita, Mitchell and I from Sydney, arriving on Saturday evening. A little bit of administration work on Sunday, a little bit of time at the airfield looking at some new things and then out to dinner to celebrate Alicia's birthday wrapped up a great first day.

Unfortunately, Sunday evening and Monday did not go as well as hoped. I woke up in the middle of the night with a head cold and spent the next 10 hours in bed in and out of sleep. In the end, I dragged myself out of bed at what was the equivalent of 2am Sydney time and went out to the airfield.

I managed to get myself into the cockpit and do a test flight, though was not much fun and went back to the hotel feeling sorry for myself! All that started to disappear over the next 24 hours and I am starting to get back to full strength and enjoyment of the flying.

The track here in Windsor is almost a duplicate of last year's track, the only difference being the old Quadro is replaced with the twin knife edge gates, now known as the duo. This will be the first time I fly on a track which is the same as one I have already completed and the second time only I am racing in a familiar location. Hopefully these two items will make the race quite enjoyable and successful for me.

A lot of people are reminding me about my pylon hit here last year when I went quite spectacularly through the Quadro. It is even being replayed over and over in the hotel lobby! I am not concerned about a repeat, as that was an error in my judgment and lack of experience, which could have happened in any track. I have learnt a lot since then, and am pretty happy I can make it through this track cleanly and fast.

The aircraft is going well again, I will be feeling well soon and the track is ready to be raced.

I say let's get going and put down some good times!

**Stay tuned, Matt.**



This edition's *Hotpic* is from Getty Images, the official image supplier of the Red Bull Air Race

SUGAR LOAF – Matt is dwarfed by Sugar Loaf Mt during a training session in Rio, May 7, 2010

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

**HOTPIC**



#### **KEEPING THINGS COOL: Bringing down the oil temperature**

This edition in the '95 The Machine' section Technician Jack Moshovis talks about his efforts to lower the oil temperature of the aircraft.

Since coming on board with the Matt Hall Racing team I have tried to bring some ideas on how to develop the performance of the aircraft.

With the Red Bull Air Race World Championship calendar so tight, it's been difficult to find time to realise many of these ideas but in the short time I have been on the tools I have managed to implement a few improvements to the aircraft's systems and performance that have so far proven to be beneficial.

One of the major issues during racing in Rio was the cooling of the engine and fuel.

This week in Windsor we have been busy installing cooling ducts to improve the speed in which the fuel cools and have also installed a larger oil cooler and manufactured new baffles to suit.

We are already seeing improvements in the way the engine is performing so we are definitely heading in the right direction which is both satisfying and confidence boosting for us all.

Hopefully the proof will be in the pudding!!

While we've still got loads more ideas that we hope to work on through-out the season it is always a case of step by step as we squeeze modifications and improvements into whatever time we have spare once we arrive at the race venues and gain access to the aircraft. **Jack.**

## RACE WRAP

**Team Coordinator Dave Lyall brings 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.**

It is quite ironic that the weather in Rio was amazing every day except the one that mattered. We were fortunate enough to spend almost our entire stay under brilliant blue skies and with the sun shining brightly. It was warm and it was calm.....until the storm of all storms.

Winds that made the hangars tremble and torrential rain that almost collapsed the roof of some hangars was more than enough evidence that race officials made the right call when they brought a halt to the action, funnily enough, while Matt was in the grid stand ready to take off for the Top 12. It was a shame as Matt was confident of improving on his fourth place after qualifying and so were we. There was a calmness about Matt that day that we as a team are seeing more and more as Matt gains experience. Sometimes we all have to take a step back and remember that he was a rookie just last year and is yet to race ten times.

Once again the result included the four pilots – Matt, Paul, Nigel and Hannes – who have cleared away a little at the top of the rankings. While there are sure to be other pilots finish on the podium over the next five races, many think that these four guys will be there the most. Let's see.

One area that as a team we would love to see some more support is on the event's Live Blog. If you are up at that time of the morning and happen to have access to a computer, sign on and show your messages of support for Matt. It would be great for all the other teams to know just how many people are out there cheering on o Aussie hero. You can access the blog from our website and from the Red Bull Air Race site.

**ONE HD has announced they will broadcast the Windsor race live on Monday morning from 4-6am.** Both One HD and Fox Sports 2 & 3 will show various replays and highlights packages in the days that follow – check your local guide. As usual our website – [www.matthallracing.com](http://www.matthallracing.com) – will be a constant source of info throughout race week. Make sure you stop by. **Dave.**

## RESULTS AND SCORES

### Windsor Timetable

	2010 Rankings	Pilot	Nationality	Race #	Points
<b>June 3 – 1st Training Day</b>	1	Paul Bonhomme	GBR	55	31
<b>June 4 – 2nd Training Day</b>	2	Nigel Lamb	GBR	9	28
<b>June 5 – Qualifying Day</b>	3	Hannes Arch	AUT	28	27
1st sess @ 4am (6/6) Syd. time	<b>4</b>	<b>Matt Hall</b>	<b>AUS</b>	<b>95</b>	<b>22</b>
2nd sess @ 545am (6/6) Syd. time	5	Pete McLeod	CAN	84	19
<b>June 6 – Race Day</b>	6	Kirby Chambliss	USA	4	17
Top 12 @ 408am (7/6) Syd. time	7	Nicolas Ivanoff	FRA	27	15
Super 8 @ 451am (7/6) Syd. time	8	Michael Goulian	USA	99	13
Final 4 @ 526am (7/6) Syd. time	9	Peter Besenyei	HUN	5	12
	10	Matthias Dolderer	6	21	12
**Times are scheduled times only and may change	11	Yoshi Muroya	JPN	31	5
	12	Alejandro Maclean	ESP	36	3
	13	Sergey Rakhmanin	RUS	18	0
	14	Martin Sonka	CZE	8	0
	15	Adilson Kindlemann	BRA	7	0

**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!).



**Matt and world champion Paul Bonhomme pose in front of a Grumman HU-16 Albatross in Rio**



**Stand-in Team Coordinator Alicia Monasso looks much better behind the aircraft than regular TC Dave Lyall!!**

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