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I find myself in a part of the world I have never before been...South America. To see Rio de Janeiro from the ground is one thing, but from the air in the race plane is something else.

The city landscape is amazing, with the large rock formations jutting out of the ocean, long beaches, palm trees and rugged terrain just to the west. It's quite amazing.

People have been asking what I want to achieve here in Rio...can I back up the great result in Perth, go one better? What am I going to do differently with the aircraft? Lots of good questions, though the answer is probably quite boring...we are going to try to relax and have some fun while racing!

The year so far has been quite strenuous. Getting the aircraft airborne for the first race was a sprint, only just making it. The issues we had then in Abu Dhabi getting everything fitted, only to be knocked out for technical reasons, added more to the plate that needed to be solved in Perth. We all worked very hard in Perth to get the final result, and now with a semi new team, it is finally time to stabilize the team and the aircraft and enjoy the race.

What do I mean by enjoy the race? Well I tend to find that I do not get out much at the race locations, as we are always tuning and testing the aircraft, we have jet lag, or media commitments.

For this race we are trying to leave everything pretty much as it was for Perth and just get used to the aircraft in this set up. We are also reducing our media commitment from what we took on for the first two races which were dominated by the 'home race' mindset. Lastly, the team needs to get a chance to know one another and to trust one another...volley ball on the beach is a great way to achieve this.

So, as we get ready to race, I find we have a predictable aircraft, a team that is working well and a more carefree attitude that it will be OK for this race.

I have done quite a lot this year already and it is now time to let the results take care of themselves for a while as I concentrate on the basics again....flying consistently with an aircraft that has the potential to win...all we can do then is enjoy the journey and see what happens!

Looking forward to hitting the track.

Stay tuned, Matt.



This edition's *Hotpic* is again from former RAAF fighter pilot, current QANTAS pilot and photographer John Absolon

HOTPIC

CELEBRATION – Matt sprays the crowd from the podium in Perth, April 18, 2010

Images like this one can be found on www.matthallracing.com.

95
THE MACHINE

'Times they are a changin': Matt Hall Racing becomes an all Aussie team

This edition in the '95 The Machine' section we talk less about the aircraft and more about the men that look after it following the resignation of veteran Technician Len Rulason and the race debut in Rio of his replacement, Perth born and based Jack Moshovis.

Jack is an experienced aircraft mechanic who has worked extensively in Europe and is known for his ability to work under pressure and in remote regions of Western Australia.

The 31-year-old has welcomed the opportunity to join the Air Race circus and further his career.

"I believe working as a Tech for an Air Race team is the dream of most young aircraft mechanics and it certainly is for me," Moshovis said.

"I spoke to Matt about joining his team in 2008 when he first heard he would be in the Air Race and now the opportunity has come along I couldn't say no.

"The Matt Hall Racing team is a professionally run unit and I hope I can contribute to their future successes."

The change means all three core members of the Matt Hall Racing team – Hall, Moshovis and Team Coordinator Dave Lyall – were born Down Under.

Matt has paid tribute to the early season efforts of Rulason and offered him a fond farewell.

"Lenny worked very hard to get our new aircraft to the point where we could race this year. He spent a lot of time during the off season working on my aircraft because I needed the extra help and it is something I will always be grateful for. I wish him well in his endeavours."



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.

You bloody beauty!! Those three words aptly describe what the feeling was in and around the Matt Hall Racing team after the Perth race.

The second placing was for Matt, a career best result, and something he can be very proud of. For the team it was a nice end to a busy and stressful few months getting the new aircraft and 2010 team off the ground.

The most pleasing thing was the level of improvement throughout the weekend when it really counted.

Matt clocked his best time of the week in the first qualifying session, then was a mere 0.05 seconds slower in Q2 before posting progressively faster times in the Top12, Super 8 and Final Four. It was an amazing feat - as Matt's rivals began slowing down, he was speeding up and flying better lines, his ability to handle levels of pressure that would cripple the mind of most people never more evident.

If Matt didn't feel the weight of a nation on his shoulders, he certainly felt the 'mass of Perth', but the secret to his success was evident within the team the moment he decided that that enormous load was indeed a weapon. The thousands upon thousands waving and cheering at the race track and the hundreds lining the fences and apartment balconies at the race airport lifted Matt to what we hope is the first of many more podium finishes in 2010.

To each and every person that cheered Matt and the Team on, thank-you!

Fox Sports Two have announced they will broadcast the Rio race live on Monday morning from 1-3am. They will also show an hour highlights package on Fox Sports One from 1130am-1230pm on the same day. One HD will show the same program on Friday May 14 @ 1930 (AEST) and again on Sunday May 16 @ 1230. To keep up to date all week of the Rio round, make sure you check out our website – www.matthallracing.com.

RESULTS AND SCORES

Rio Timetable	2010 Rankings	Pilot	Nationality	Race #	Points
May 6 – 1st Training Day	1	Paul Bonhomme	GBR	55	22
May 7 – 2nd Training Day	2	Nigel Lamb	GBR	9	18
May 8 – Qualifying Day	3	Hannes Arch	AUT	28	14
1st session @ 1am (9/5) Syd. time	4	Matt Hall	AUS	95	14
2nd session @ 2am (9/5) Syd. time	5	Pete McLeod	CAN	84	14
May 9 – Race Day	6	Peter Besenyei	HUN	5	11
Top 12 @ 108am (10/5) Syd. time	7	Kirby Chambliss	USA	4	10
Super 8 @ 151am (10/5) Syd. time	8	Matthias Dolderer	GER	21	10
Final 4 @ 226am (10/5) Syd. time	9	Michael Goulian	USA	99	9
	10	Nicolas Ivanoff	FRA	27	9
**Times are scheduled times only and may change	11	Yoshi Muroya	JPN	31	5
	12	Alejandro Maclean	ESP	36	0
	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!).



Race Airport with airliners and Mt Sugarloaf in the background



Opening Ceremony at the Race Airport in Rio



Matt and new technician Jack Moshovis during the aircraft reassembly



Matt and Matthias Dolderer indulge in a game of beach volleyball in Rio (they lost to Matthias' Team Coordinator Marco and Matt's Tech Jack)

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