



NEWSLETTER #7 JUNE 17, 2010



What a month June has been! I think I said March that the aircraft issues in Abu Dhabi made it the most difficult month of my career and then I said it again in April after the Perth race. Now I can say unequivocally that June takes the cake.

By now everybody knows what happened in Windsor and most people know that the Air Race have imposed sanctions on me that effectively rule me out of the New York race.

To say I am disappointed would be an understatement. Disappointed mostly in myself for making an error, disappointed that I can't do what I love doing and disappointed for all of those family, friends and sponsors that made the effort at significant financial cost to get to New York.

The support of all those people, and indeed complete strangers, via phone, text, email and facebook has been amazing. People have put their necks on the line to show their support and voice their beliefs about the incident and sanctions.

To all, a deep heartfelt thank-you with special thanks to my major sponsors Massel and Eventscorp Western Australia for their understanding.

I do though accept that the race committee have a process to follow and the sanctions were the repercussions for my actions. What's done is now done.

I only have one option now and that's to look positively to the future.

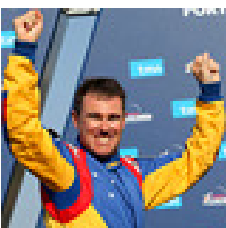
Throughout my military career I was taught how to accept an incident, learn from it – whether that lesson be positive or negative – and move forward to be a better pilot. That is what I plan to do here.

I am confident that I haven't forgotten how to fly safely, smoothly and correctly, despite what some people may think. It is now my job to show why I am part of the Red Bull Air Race in the first place and I intend to do that.

Fortunately I have been allowed to get back in the race track and back on the horse and I plan to use my training time smartly to ensure I am ready to go once I get the green light to race again.

I also plan to use my time away from the race track to spend some time with family and friends.

**Stick with me, Matt.**



This edition's *Hotpic* is from Getty Images snapper Dean Mouhtaropoulos. Getty is the official image supplier of the Red Bull Air Race

**BETWEEN BUILDINGS – Number 95 and the downtown skyline make a nice contrast at the Windsor race, June 5, 2010**

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

**HOTPIC**



#### **WHAT HAPPENED TO THE AIRCRAFT AFTER THE INCIDENT IN WINDSOR**

The aircraft was dismantled on the day of the incident and trucked directly to the MX Aircraft factory in North Carolina. The aircraft was off-loaded on the Monday and the airframe was disassembled for airframe inspection.

The right hand undercarriage and wing impacted the water causing the main damage to be concentrated to the right hand side of the aircraft. The undercarriage impact tore off the wheel spats and transferred the shock to the undercarriage mounting point. This damaged the mounting blocks and cracked the composite support of the undercarriage.

Upon inspection, the right wing tip, front half of wheel pant and rear half of wheel pant were considered damaged beyond repair and were removed for replacement. After that the work undertaken was considerable:

- Repaired damage to outboard trailing edge of lower right wing skin as per MX Aircraft's specification
- Installed right wing tip assembly
- Replaced forward and aft halves of the right wheel pant
- Removed the main landing gear to gain access to the lower fuselage/landing gear box
- Cut out and repaired the landing gear box as per MX Aircraft's specification and surface preparation to CUPS 10-06 and CUPS 10-7 standards.
- Reinstalled the main hardware (upper landing gear brackets, upper and lower saddle blocks)
- Installed replacement upper and lower OEM landing gear hardware assemblies
- Removed lower outboard 20 inches of aileron skin to expose any damage or de-lamination to aileron components
- Fabricated and installed outboard skin splice
- Re-painted and counterbalanced aileron to original tolerance
- Change to weight and balance was checked and found to be nominal, therefore, no change was required.

So as you can see the guys at MX worked hard to get the aircraft ready to fly. Matt was able to test fly and get the aircraft to New York where it was ready to race and train.

Now that Matt is out of the race we will focus on getting the aircraft ready for the rest of the season. **Jack – Team Technician.**

## RACE WRAP

It has now been well documented that Matt clipped the water during the first qualifying session in Windsor and took no further part in the race. That incident was followed by a subsequent Red Bull Air Race imposed sanction on the New York race meaning he will have two consecutive races without registering a point in the Championship.

In the end Hannes Arch won the race, despite a rather jarring pylon hit the day before Matt touched the water, proving the best pilots can refocus and bounce back when given the opportunity.

It continues what has been a challenging season for the 2009 Rookie of the Year following in order, the late delivery of his aircraft, battery / starter failure in round one in Abu Dhabi, some staff changes in and around the Perth race and the rained out result in Rio.

Being the usual positive guy he is, Matt, after absorbing some obvious disappointment, has demanded that he and the team look forwards not backwards to ensure they are as well prepared as possible ahead of the three European races. While an assault on the overall title may now be out of reach with Paul, Hannes and Nigel seemingly in a three horsepower race, there is much to be gained over the rest of 2010 by Team 95 in terms of overall career development.

Mark my words we will be in there giving our all across all areas, ensuring our fans and sponsors continue to be proud of Matt Hall Racing.

While on sponsors it is appropriate to commend the support and understanding of our major backers Massel and Eventscorp Western Australia following the events of Windsor and NY.

**ONE HD and Fox Sports 3 have both announced they will broadcast the New York race live on Monday morning from 4-6am.** They will also feature various preview shows and replays/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 - Team Coordinator.**

## RESULTS AND SCORES

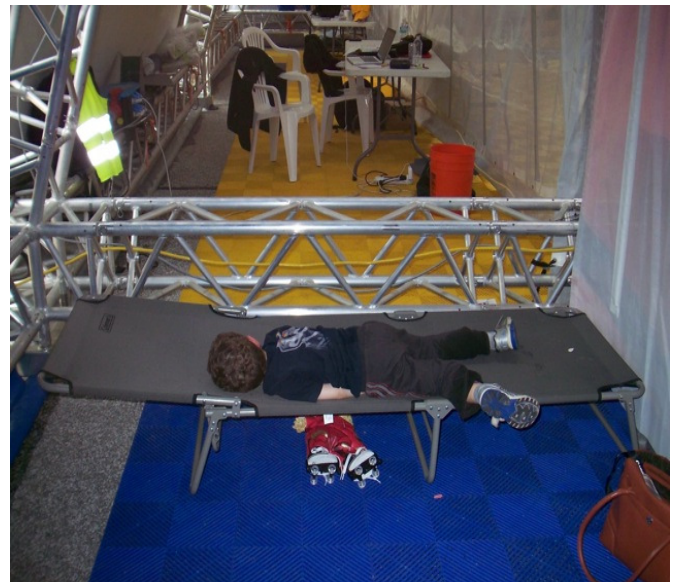
New York Timetable	2010 Rankings	Pilot	Nationality	Race #	Points
<b>June 17 – 1st Training Day</b>	1	Paul Bonhomme	GBR	55	41
<b>June 18 – 2nd Training Day</b>	2	Hannes Arch	AUT	28	39
<b>June 19 – Qualifying Day</b>	3	Nigel Lamb	GBR	9	37
1st sess @ 4am (20/6) Syd. time	4	Kirby Chambliss	USA	4	26
2nd sess @ 5am (20/6) Syd. time	5	<b>Matt Hall</b>	<b>AUS</b>	<b>95</b>	<b>22</b>
<b>June 20 – Race Day</b>	6	Pete McLeod	CAN	84	22
Top 12 @ 408am (21/6) Syd. time	7	Nicolas Ivanoff	FRA	27	20
Super 8 @ 451am (21/6) Syd. time	8	Michael Goulian	USA	99	19
Final 4 @ 526am (21/6) Syd. time	9	Matthias Dolderer	GER	21	19
	10	Peter Besenyei	HUN	5	14
**Times are scheduled times only and may change	11	Yoshi Muroya	JPN	31	5
	12	Sergey Rakhmanin	RUS	18	4
	13	Alejandro Maclean	ESP	36	4
	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!).



Matthias Dolderer and Matt check out the German's new V3 Edge



Matt's son Mitchell showing exactly where he wants his Dad to be in the future (left) before the day got too much for him and he took an afternoon nap in the hangar (right)

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