



NEWSLETTER #10 October 20, 2010

MATT SAYS

It is now 2 months since the last race. I must admit, I have enjoyed some down time to spend time with my family and get my thoughts together on what we are trying to achieve with Matt Hall Racing.

The family and I have been able to do some pretty special things over the last few months. For the first time in quite a while, none of us are jet lagged and we have managed to get into some form of routine that always makes life a little more tolerable. We have finally started to do some much needed house maintenance and even some gardening! Mitchell is enjoying learning about tools and how things grow and even has his own veg garden now (even eats his own veges straight off the plant!).

We also had the opportunity to spend an entire school holidays as a family and did some pretty cool stuff such as go cart racing, a private tour through the Westpac Helicopter Rescue Centre, including all the kids getting a chance to fly the helicopter simulator and Cam even went for a fly in the Mustang with me (probably one of the youngest people in the Mustang at age 12!). All in all, it has reminded me the importance of having people around you that you love and love you back. When it gets down to it that is what life is about.

I have also managed to take advantage of the slower time in my life to get cracking on my helicopter license. I have now managed to go solo and I am really enjoying the challenge of flying the helicopter well in all types of challenging environments and simulated emergencies. Who knows where this will take me!

Lastly, the planning of what we are about. I have spent a great deal of time thinking, reading and writing about the vision of Matt Hall Racing and our original display company, Inverted Downunder. We have realized that while racing is very exciting, there are in fact a lot of things that we can do in the interim that are enjoyable, rewarding and motivating. We used the Williamstown Air Show to experiment with what we can do next year, and it was a fantastic success. Not only did we put on a great display (in a borrowed aircraft...thanks Grant!), we were able to meet a huge amount of people, sign a lot of signature cards and caps and give the opportunity for people to grab a photo with me (especially with the kids who we work hard to concentrate our motivation towards). We were also able to represent our 2010 sponsor, Massel, by having the aircraft branded up and looking quite spectacular.

We are now working hard on putting together a calendar of events for next year and working on some sponsorship and support deals to see us through the next 12 months until we have more direction about the future of the race (rules, aircraft limits and types etc). If it all works out well, we will hopefully be able to keep both business running parallel, one doing shows around Australia between races, the other travelling the world winning races....and me somewhere between the two enjoying life with my family!

Matt.



This edition's *Hotpic* is courtesy of Massel Foods, a loyal supporter of Matt Hall Racing

QUALITY YOU CAN TASTE – Matt in the Massel plane at the Defence Force Airshow at
Williamstown, September 2010

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

HOTPIC



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THE MACHINE

THE REBUILD IN TEMORA

Once the aircraft arrived in Temora we had a lot of unpacking to do and inspections in order to understand where we were at with the plane. Since it was built specifically to race and had a lot of specialized race equipment in it, it was the first time we had seen the aircraft in its raw form since it came out of the factory. There was a lot of taking stock on what needed to be fixed, rebuilt or thrown away.

The first few days were inspections and writing a list. We started patching the holes that were in the fuselage and wings where the antennae and video equipment was. We remounted batteries and changed the control set up slightly to make it a little more docile to start with. From there, it was pretty quick getting the wing and tail back on and flying occurred soon after.

I had never even had the chance to do some basic aerobatics in this aircraft, as we were always rushed just to get the basics done for racing. We were not sure how the aircraft was going to behave in aerobatics with its small rudder and short ailerons, and very tight cowl. It turned out that the engine was running very hot due to the engine cowl, though the control of the aircraft was spectacular. The only change I could tell from other MX's I have flown was a slight reduction in roll authority in the hover and a slight decrease in roll below approx 60 knots. That said, it is still sufficient to do everything I need, so not a big problem at the moment.

We are now working on getting the cooling fixed. While I can keep the temperatures under control at present to do a 6 minute display, as the temperatures warm up for the summer months here in Australia, we need to have something more available to control the temps. They guys down at Temora, led by Chief Engineer Peter Pring-Shambler are now working on some great ideas to get the temperatures to a point whereby I never have to worry about them, even on the hottest day.

After that, it is just a matter of flying lots to improve my knowledge of this aircraft and start to develop a new air show routine that shows the amazing capabilities of this aircraft.

Matt.

**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!).



The MXS in various stages of the rebuild.



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