



**Two time F2A World Champion and winner of both 2024 US and Canadian F2A World Cup competitions Alex Valishev.**

shorter pipe and reduced the prop pitch slightly. Speed went down to 299.6 kph. I test flew another engine between rounds but didn't go any faster. For the 3rd round I used the short pipe, increased prop pitch and reduced compression. I was running out of ideas as the engine appeared to be one paced. Whatever I did I got similar results. This time I started at 301.9 kph but slowed throughout the flight with 300.3 kph the result.

It was in this 3rd round that Alex achieved his best flight in the competitions making a superb 308 kph. At this stage I had a total league score of 904.2 kph. Bill Hughes had been keeping tabs on the league scores. At this stage Alex was way ahead in first place. Imre Elekes (Hungary) was second with 904.4 kph and I was 3rd with 904.2 kph. Bill was in 4th position with his highest league total to date. He was also in 2nd position in the Canadian cup comp with a blistering 303.2 kph in the 3rd round.

How was I going to go 0.3 kph faster to get into second place in the league. What does ET do when he is far away from his mates – he phones home. In my case it was a WhatsApp message to Peter Halman and David Brewin for suggestions on how to get the 100-200 rpm more I needed to gain the necessary incremental speed. I received suggestions which were like those I had already tried but David



**Canadian World Cup Podium; Alex Valishev 1st 308.0 kph, Paul Eisner 2nd 303.5 kph, Bill Hughes 3rd 303.2 kph.**

#### F2A Results USA World Cup

Place, Name	Country	Speed
1 Alex Valishev	USA	307,4
2 Bill Hughes	USA	301,3
3 Paul Eisner	GBR	301,0
4 Matthieu Perret	FRA	300,0
5 Patrick Hempel	USA	291,4
6 Yury Shvedenkov	CAN	267,7
7 Dave Rigotti	USA	245,5

#### F2A Results Canada World Cup

Place, Name	Country	Speed
1 Alex Valishev	USA	308,0
2 Paul Eisner	GBR	303,5
3 Bill Hughes	USA	303,2
4 Matthieu Perret	FRA	299,5
5 Patrick Hempel	USA	296,7
6 Yury Shvedenkov	CAN	287,3
7 Dave Rigotti	USA	183,3

came up with a different suggestion that I have used successfully in the past. At the tip of an F2A prop the speed is close to sonic and the drag is phenomenal. If you reduce the tip radius very slight the drag reduction may be enough to allow the motor to unload more. On the morning of the 4th round I chose the short pipe, low compression and pitch I had used previously. I then took 3 wipes across the prop tip with my finest diamond file and found I had removed 0.07 mm from the radius. The RAD was 94.1 when I flew and the engine transition to the pipe was much easier than in previous rounds where I had used the short pipe. I had no idea what the result was but I knew the run was good and the motor held a good setting throughout the flight. When John Moll announced 303.5 kph I was over the moon. I had gained more than enough kph to jump into 2nd place in the competition and second place in the World Cup League. After playing back the audio recording of my flight I established that the motor had gained 150-200 rpm in flight. It was however still operating below the rpm I was aiming for so perhaps my prop needs another wipe of the diamond file?

After the competition was over we had the medal and trophy presentations and then began the grand clear up to repack my airplane box for the journey home followed by a rapid dash back to Chicago so that I could catch the last BA flight of the day back to Heathrow. Again my model box did not appear and I had to wait for 90 minutes at Heathrow in the baggage collection hall. Eventually a baggage handler walked it through and gave it to me with the explanation that it had been left in a transfer flight bin by mistake. Next trip I will certainly make sure I include an Apple Tracker so I can at least keep tabs on its location. To cement that indignity when I opened the model box I found it had been damaged and some of the tuned pipes were loose inside. Fortunately, the 3 airplanes were not damaged but air travel with our equipment is probably the most stressful part of participating in international competitions.

Was it worth travelling to St Louis? The answer is yes for many reasons. My results were pleasing but both competitions. The site is well equipped and the competitions are well run and relaxed with plenty of time available to rebuild motors and practice fly between rounds. The US flyers are a welcoming bunch and with everyone staying in the same local hotel and eating in the same restaurants there is plenty of time to renew or strengthen friendships and share stories. Will I go again? The answer is yes if I can still run around the pylon next year at 300 kph.

Paul Eisner  
GBR

