Fly Historical Works of Art...

These 1/5-scale ARF R/C aircraft are finished to a level that impresses even skilled model builders. All aircraft are conventional balsa and plywood construction, covered with a heat shrink fabric from Solarfilm. Rigging wires are factory assembled to the proper length. Where applicable, metal engine cowls and complete pull-pull systems are included for the elevator, rudder and aileron controls. Main landing gear, tail struts and scale wheels are factory assembled. For static display only, a wooden dummy engine and 2-blade scale propeller with front plate are included. Where possible KAVAN hardware is used in the models. Assembly instructions, flying hints and scale documentation is in English. Some models also include a German instruction.

Most of the work is completed at the factory as the "Kit content" pictures show. Wires, tumbuckles and assembly hardware are included but not shown. The other aircraft are finished to the same level.

Display models are available by special order. Two levels of detail are offered, Ready Not for Flying (RNF) and Museum Quality (MQ). These models have no provisions for installing an R/C engine and radio system. Asian and American interior decorators are a major customer of the Display models (RNF). Please contact KAVAN for price and delivery.

Three models are NOT available for R/C flight (ARF). KAVAN stocks these three models in the RNF version, Wright Flyer 1, Breguet CU-1, Voisin Biplane.
Boeing-Stearman PT-17
American Primary Trainer

The Navy’s N2S-X, Army PT-17, and the earlier PT-13 were all commonly referred to as “Stearmans” despite Boeing’s purchase of the Stearman Aircraft Company. This aircraft was truly one of the Allies’ greatest weapons of WWII from 1935-1945 even though it took no direct action in combat and carried no armament, it was these types that a vast number of military pilots earned their wings. During World War II, many cadets failed pilot training in this primary trainer, despite its low speed and maneuverability. Stearmans are the historical biplanes you are most likely to see flying because Boeing built 8,584 (with enough parts to construct 10,346) and it was sturdy enough to survive the rigors of student pilots. They are popular airshow performers and you can count on seeing them at almost any fly-in that draws antique aircraft.

Order No. KWM.0121US

Specifications

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<td>15 - 20 cm³</td>
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Morane-Saulnier Type H  
1913 French Schneider Trophy Racer

The Morane-Saulnier Type H, designed in 1912, became very popular after Roland Garros flew over the Alps and later the Mediterranean Sea. In 1913 it was equipped with floats and participated in the first Schneider Trophy Race for seaplanes in Monaco.

The Morane-Saulnier Type H was relatively easy to fly, had reasonable aerobatic qualities and 130 kph (80 mph) maximum speed. Its structure was light and economical to build. An original aircraft (land version) is exhibited in the Musée de l’Air in Paris and numerous airworthy replicas are in France and elsewhere.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional, although it can also be flown with only rudder and elevator. Like the original, the model includes an all-flying stabilizer.

Floats are included.

Order No. KWM.0135FR

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Pfalz E-I
1914 German fighter

The Pfalz Monoplane was an early WW-1 German fighter and forerunner of the famous Fokker E-III Eindecker (monoplane). It was, in fact, a license-built French Morane-Saulnier Type H.

The Pfalz E-I was fitted with a synchronized Spandau machine gun. The engine was a 90 hp Oberursel, licence built in Speyer Germany and based on the French Le Rhône rotary engine.

The Pfalz E-I was easy to fly but only moderately aerobatic and had a maximum speed of about 126 kph (80 mph). The airframe was light and economical to produce. Had it not been for the forward-firing machine gun the Pfalz E-I would probably have been considered just an average military plane. But the Spandau machine gun made the E-I a very lethal weapon in the hands of a skillful pilot.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional, although it can also be flown with only rudder and elevator. Like the original, the model includes an all-flying stabilizer.

Includes Spandau machine gun.

Order No. KWM.0105DE

Specifications

- Wingspan: 1800 mm
- Length: 1380 mm
- Weight: 3625 g
- Wing area: 57.6 dm²
- Wing loading: 63 g/dm²
- Engine 2-stroke: 7.5 - 10 cm³
- Engine 4-stroke: 10 - 13 cm³
- R/C set: 4-channel
Blackburn Type D
1912 British pioneer airplane

Robert Blackburn was one of the British pioneers designing and building airplanes. His first machine to fly successfully, was from the sands in Filey in 1910. In February 1913, Robert Blackburn delivered one airplane, that he had built for Cyril Foggin.

Every summer, weather permitting, this same aircraft takes to the air and performs flawlessly. The Shuttleworth Collection in Old Warden Aerodrome, Biggleswade England, preserves it in flying condition.

In 1937 Richard Shuttleworth discovered this aircraft in a haystack and acquired it for his collection. The restoration was not completed until 1949. In 1985 the aircraft was completely re-build and some previous mistakes were corrected. This is the oldest original British aircraft still flying anywhere in the world.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional. The cockpit steering wheel actuates the elevator and wing warping. Includes a dummy 7-cylinder Gnôme engine, scale propeller and covered wheels. Spoked wheels and pilot are optional.

Order No. KWM.0112GB

Specifications

- Wingspan: 1950 mm
- Length: 1600 mm
- Weight: 4200 g
- Wing area: 77 dm²
- Wing loading: 55 g/dm²
- Engine 2-stroke: 7.5 - 10 cm³
- Engine 4-stroke: 10 - 13 cm³
- R/C set: 4-channel
Blériot XI
1909 France

In 1909 Louis Blériot became the first pilot to successfully fly across the English Channel. His aircraft, a type XI, was specially fitted for this flight with an extra fuel tank behind the cockpit. The airplane was slightly underpowered with the 3-cylinder, air cooled Anzani engine supplying a meager 28 hp. On several occasions, during the long early morning flight over water, the wheels nearly touched the waves.

The Blériot XI became the World’s first production series aircraft and was extremely popular all over Europe as a basic trainer in flight schools. Quite soon the aircraft was fitted with more powerful engines. At the outbreak of WW-1, one sample was fitted with a 50 hp Gnôme Monosoupape rotary engine.

Sometimes the usual, large tail wheel was replaced with two simple bent cane arcs in front of the tailplane. Initially the horizontal tail plane was of the full-flying type, later replaced with a stabilizer and elevator. The wing plan shape also underwent some changes.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional, although it can also be flown with only rudder and elevator.

Includes spoke wheels.

Order No. KWM.0104FR

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<td>10 – 13 cm³</td>
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Morane-Saulnier L
1914 French scout aircraft

Roland Garros made this design famous when he flew it with the first synchronized Hotchkiss machine gun. He managed to shoot down one opponent before he himself was forced to land in enemy territory. The brilliant French solution of the interrupter gear was of course copied and improved by the Germans and applied on the better known Fokker E III.

The Morane-Saulnier “L” was designed in 1914 for reconnaissance and artillery support duties. The wing set high on the fuselage allowed pilot and observer an unobstructed ground view. A large cutout in the wing center section allowed a better forward and upward vision.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional, although it can also be flown with only rudder and elevator. Like the original, the model includes an all-flying stabilizer.

Order No. KWM.0103FR

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Thulin D
1917 Swedish Reconnaissance Airplane

The Morane-Saulnier type L was very popular in Europe. The Swedish pioneer Dr. Enoch Thulin built the aircraft under licence, but he also improved the design, e.g. adding streamline plywood panels from the engine cowl to the rear section of the cockpit. It was fitted with a 95 hp Thulin A rotary engine, a license built, improved le Rhône engine.

The Thulin D was used by the Swedish artillery support as well as by Dr. Thulin himself in his flying school at Malmslätt near Linköping.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional, although it can also be flown with only rudder and elevator. Like the original, the model includes an all-flying stabilizer.

Includes wheels and skis.

Order No. KWM.0133SF
Standard J-1/JN-4
1917 US Air Corps trainer

The Standard J-1 was designed and built by the Standard Aircraft Company of Elizabeth, New Jersey, during 1917 and 1918. During WW-1 the Standard J-1 was used by the US Air Corps as a primary trainer airplane. After the war many machines were converted by the Curtiss Company, fitted with OX-5 engines and sold as Curtis-Standard airplanes. When powered with a Hispano-Suiza engine the airplane was a top choice for barnstormers and air show pilots. Because the cockpits were wider than those of the Jenny, it was possible to carry two passengers thus double the income of the barnstormers offering sightseeing flights. During prohibition the Standard J-1, with its large cockpit, was used for so-called “Midnight sightseeing trips”. One can best recognize a Standard from a Jenny at its slightly tapered wings. In the Standard both cockpits are located behind the wing cabane, contrary to the Jenny where only the rear cockpit is behind the wings. The distance between the wings is a tad longer on the Standard and the wing struts are vertical instead of slightly raked forward as with the Jenny. The original Hall-Scott engine of the Standard uses a vertically mounted radiator in front of the pilot. The location might protect the pilot during cold days, but was certainly a visibility obstacle for the pilot.

Order No. KWM.0119USH1 (Hall-Scott Engine)
Order No. KWM.0119USH2 (Hispano-Suiza Engine)
Order No. KWM.0137US (Curtiss JN-4 “Jenny”)

Specifications

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Fokker D-V
1916 German trainer/combat airplane

During the 1916 Somme Battle the Fokker E-III monoplane proved obsolete against the dominating allies’ biplanes. The German Military requested the larger aircraft manufacturers to develop a new combat biplane. Fokker soon designed new D-I, D-II and D-III types, mere developments of an earlier monoplane. None obtained much success.

The famous “Red Baron” first flew a Fokker D-III that was put into service in June 1916, but he switched quickly to an Albatros D-III, a very impressive machine at this point of time. The much-improved D-V with cleaner lines made its appearance toward the end of 1916, but was notably underpowered.

The Fokker D-V was described as an aircraft with a load of possibilities, similar to a thoroughbred. The pilots who were accustomed flying slow and stable Albatrosses, or other planes of similar performance, either crashed or quit.

The 1/5-scale ARF model is easy to transport. Both the upper and lower wing panels are easy to remove. Rudder and elevator are controlled by pull-pull cables from the rudder bar and the control column. Ailerons are controlled by pull-pull cables.

Order No. KWM.109DE

Specifications

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<td>Engine 4-stroke</td>
<td>10 - 13 cm³</td>
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<td>R/C set</td>
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R.A.F. Be-2c
1915 British reconnaissance aircraft
The first Be-2 aircraft were already in service in the Royal Flying Corps since 1912. The Be-2c flew over France mostly reconnaissance and observation missions, but also as single-seat bombers. Single-seat, night combat Be-2c also destroyed six airships above England. A total of 3,260 Be-2’s were built. One Be-2c was the first British aircraft to fly over the English Channel and land on French ground at the outbreak of the war. The Be-2c flight stability was so good that it could practically be flown hands off during reconnaissance and artillery observation missions. While the Be-2c was an easy target in aerial combat over France, it could be used successfully to protect its home grounds against the German airships that were sent on night missions over England.
Includes a dummy V-8 engine with smoke stacks and 4-bladed scale propeller.
Order No. KWM.0111GB

R.A.F. Be-2a
1913 British reconnaissance aircraft
The Royal Aircraft Factory at Farmborough, England had hired Geoffrey de Havilland and F.M. Green to “repair” damaged aircraft. One such “repair” project, a Voisin biplane, emerged as a completely new design, developed by de Havilland and was to become a significant step forward in construction of a very stable observation platform. This early design had lateral control by means of wing warping. The engine was a 60 hp Renault V-8 air cooled, driving a four-bladed propeller.
Order No. KWM.0152GB

Specifications
Wingspan 2250 mm
Length 1800 mm
Weight 5600 g
Wing area 145 dm²
Wing loading 38.6 g/dm²
Engine 2-stroke 10 - 15 cm³
Engine 4-stroke 15 - 20 cm³
R/C set 4-channel
**Spad XIII**

**1917 French fighter**

The name SPAD, short for “Société pour l’Aviation et ses Dérivés” brings memories of wild air combats against Fokker biplanes over the ravaged landscape of Northern France. The SPAD airplanes are commonly associated with famous aces such as Georges Guynemer, René Fonck, Charles Nungesser, Raul Lufbery, Luke and Eddie Rickenbacker. For sure the SPAD was one of the very best WW-1 combat airplanes.

SPAD was a famous company in France, originally founded as “Société pour les Appareils Déperdussin” in 1910. Shortly after the beginning of WW-1 the company was taken over by Louis Blériot. With a new name, but the acronym SPAD remained. Louis Béchereau, Déperdussin’s technical director and an inventive engineer, designed the SPAD fighters. He is - with Marc Birkgig, a Swiss engineer and designer of the Hispano-Suiza engines - responsible for the SPAD series success.

The R/C model has all control surfaces connected in scale fashion. The ailerons are actuated via vertical connecting rods to bellcranks in the lower wings, which in turn are connected by pushrods into the fuselage and the servo. The elevator is actuated via a pushrod from the control column. The rudder has conventional cables to the rudder bar.

**Order No. KWM.0113FR**

**Specifications**

- Wingspan: 1750 mm
- Length: 1210 mm
- Weight: 5400 g
- Wing area: 85 dm²
- Wing loading: 64 g/dm²
- Engine 2-stroke: 10 - 12.5 cm³
- Engine 4-stroke: 13 - 15 cm³
- R/C set: 4-channel
Thomas Morse Scout S-4c
1917 American trainer

The Thomas Morse Scout was the most significant American trainer built in large quantities during WW-1. Over 550 were built and delivered to the Signal Corps during 1917 and 1918.

The aircraft, nicknamed “Tommy” by the flight school pupils, had a long and turbulent history. As the Army had no use for it after the war ended, the Tommies were sold in large quantities to ex-military pilots, sport flyers and flight schools all over the country, just like what happened after WW-2 with a large number of AT-6 and BT-13.

The Tommy was designed in 1916. As American pilots entered the war, it became necessary for the flight section of the Signal Corps to improve on the previously used Curtiss primary trainers and get closer to the level of the French reconnaissance airplanes the American pilots were flying in France. In early 1917 B.D. Thomas, then chief engineer for the Thomas Company, found an answer with his S-4 biplane, fitted with a powerful, 100 hp Gnôme rotary engine.

Order No. KWM.0106US

Specifications

- Wingspan: 1600 mm
- Length: 1190 mm
- Weight: 4100 g
- Wing area: 104 dm²
- Wing loading: 40 g/dm²
- Engine 2-stroke: 7.5 - 10 cm³
- Engine 4-stroke: 10 - 13 cm³
- R/C set: 4-channel
Sk 1, CFM Albatros 120
1920 Swedish Trainer

Based on the highly successful two-seater Albatros developed in Germany by Ernst Heinkel. Centrala Flygverkstäderna Malmslätt (CFM), the Swedish Military Aircraft Factory near Linköping Sweden, produced an improved design for training and reconnaissance purposes. The power plant was a Mercedes 120 hp or 160 hp liquid cooled engine. The radiator was placed on the leading edge of the top wing to ensure maximum efficiency. The fuselage was of a monocoque plywood box construction, lacking the wire cross bracing common at this time. Wings were conventional construction, fabric covered. Only the upper wings had ailerons, which had a pronounced wash out. The rudder and elevator were balanced, fabric covered. The aircraft had dual controls and was very stable in the air. One aircraft is preserved in the Swedish Air Force Museum in Linköping, Sweden.

Order No. KWM.0130SW

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Albatros C-I
1915 German reconnaissance plane

The Albatros C-I, produced at the beginning of 1915, was an improved version of the successful twin seater designed by Ernst Heinkel in the pre-war years, before he left the Albatros Company for Hansa-Brandenburg. For the era it was a powerful aircraft and this fact, coupled with a well thought-out and strong structure, made it specially apt as an all-round machine able to be used for air combat, aerial support, bombing, reconnaissance, artillery support and aerial photography, and quite often several of these roles simultaneously. It was the installation of the excellent 150 hp Benz D III, or 160 hp Mercedes D III engine that gave the C I the edge on its contemporary Allied types which did not enjoy engines of comparable power/weight ratio.

The 1/5-scale ARF is relatively easy to transport. Both wing panel groups are removable by simply disconnecting a few rigging wires and removing four locking screws and the servo connectors. All the settings and trims are preserved.

Includes a Parabellum machine gun.

Order No. KWM.0110DE

Specifications

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<td>15 - 20 cm³</td>
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**Nieuport 17-C1**  
**1916 French reconnaissance airplane**

The Nieuport 17 was the most remarkable French Nieuport WW-1 design. It was unquestionably the most famous aircraft of the era. No other reconnaissance aircraft was produced in so many countries or saw so much active service.

This Nieuport 17, designed by Gustave Delage was an improved version of the popular type 11 “Bébé” (baby), initially designed for the Gordon Bennett Trophy races. The type 17 was basically identical, but larger and noticeably stronger. The Nieuport 17 was produced in England by Nieuport & General Aircraft Co. Ltd, and in Italy by Nieuport-Macchi in addition to the mother company Nieuport and its numerous suppliers in France.

The early Nieuports were armed with a Lewis machine gun located on the topside of the upper wing (Order No. KWM.1811). This was before the development of a working synchronized machine gun.

The 1/5-scale ARF model is easy to transport. Both the upper and lower wing panels are easy to remove.

**Order No.**  
KWM.0107FR (French markings)  
KWM.0107GB (British markings)  
KWM.0107IT (Italian markings)

**Accessories**  
Lewis MG  
Order No. KWM.1811

**Specifications**

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Bristol F2B
1917 British combat aircraft

In 1916 the British military recognized that the slow and vulnerable BE2 series aircraft needed to be replaced. At this time the Bristol Company had designed a new, box structure twin seater. The upper wing was only 30 cm (12”) above the fuselage topside, thus providing an unobstructed forward view. The pilot's field of vision was only limited by the wing section thickness and the overall view forward, upward and downward was exceptional. The F2B fighter/reconnaissance aircraft with 275 hp Rolls-Royce Falcon engine was a tremendous success. It is easy to ascertain that the Bristol F2B was successful by the fact that over 4,700 were built and that production extended long after the war came to an end.

The 1/5-scale ARF is relatively easy to transport. Both wing panel groups are removable by simply disconnecting a few rigging wires and removing four locking screws and the servo connectors. All the settings and trims are preserved.

Includes the Lewis MG on Scarff ring mount.

Order No. KWM.0108GB

Accessories

Cockpit interior kit  Order No. KWM.1401
(Contains F2B instrument panel, rear part of Vickers machine gun and pilot seat).
4-blade scale propeller  Order No. KWM.1248
British Pilot  Order No. KWM.1850

Specifications

Wingspan 2390 mm
Length 1590 mm
Weight 7300 g
Wing area 156 dm²
Wing loading 46 g/dm²
Engine 2-stroke 10 – 15 cm³
Engine 4-stroke 15 – 20 cm³
R/C set 4-channel

Order No. KWM.0108GB

Accessories

Cockpit interior kit  Order No. KWM.1401
(Contains F2B instrument panel, rear part of Vickers machine gun and pilot seat).
4-blade scale propeller  Order No. KWM.1248
British Pilot  Order No. KWM.1850

Specifications

Wingspan 2390 mm
Length 1590 mm
Weight 7300 g
Wing area 156 dm²
Wing loading 46 g/dm²
Engine 2-stroke 10 – 15 cm³
Engine 4-stroke 15 – 20 cm³
R/C set 4-channel
Wright Flyer 1  
1903 American, RNF

December 17, 1903 was the day of the historical first flight of an engine-powered, pilot-controlled, heavier-than-air machine with the Wright Flyer No 1 at Kitty Hawk, North Carolina. It flew forward without losing speed and landed at a point as high as that from which it started.

The original aircraft had been partially destroyed during a water flood in Dayton, Ohio. The Wright brothers rebuilt it for display in London, using some original parts. It is now exhibited in the Smithsonian National Air Museum. Before the machine was sent back to the USA in 1948 an exact copy was produced in England, which can be seen in the British Science Museum in London.

Our model is a faithful 1/5 replica of the machine exhibited at the British Science Museum.

Order No. KWM.0214US

Specifications

<table>
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<th>Specification</th>
<th>Value</th>
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<tr>
<td>Length</td>
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<tr>
<td>Weight</td>
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<tr>
<td>Wing area</td>
<td>280.8 dm²</td>
</tr>
<tr>
<td>R/C set</td>
<td>Display model</td>
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</table>
Levavasseur Antoinette VII 1909 French pioneer aircraft flown by Hubert Latham at the Reims Meeting

The first flyable prototype of the Antoinette was developed by engineer and artist Léon Levavasseur, then refined and built by Gastambide and Mengin in 1906. There were eight different designs of which IV - VIII were good flyers.

Already in 1908 Hubert Latham tried crossing the English Channel with an Antoinette type IV. In 1909 he tried again with an Antoinette VII, but failed again shortly before Blériot’s successful crossing.

He later flew the VII at Reims, France, winning the altitude prize, and in the U.S. across the Golden Gate Bridge, in San Francisco, California.

This aircraft is on display in the British Science Museum in London. Our 1/5-scale model is based on this aircraft.

Order No. KWM.0120FR

Specifications

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<tbody>
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<tr>
<td>Length</td>
<td>2340 mm</td>
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<tr>
<td>Weight</td>
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<tr>
<td>Wing area</td>
<td>200 dm²</td>
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<tr>
<td>Wing loading</td>
<td>27 g/dm²</td>
</tr>
<tr>
<td>Engine 2-stroke</td>
<td>10 - 15 cm³</td>
</tr>
<tr>
<td>Engine 4-stroke</td>
<td>15 - 20 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
</tr>
</tbody>
</table>
**Yokosuka K5Y1 “Willow”**  
**1933 Japanese Navy Trainer**

In 1933 the Japanese Imperial Navy developed a standard intermediate trainer, the Type 93, to be built by several major aircraft manufacturers in Japan. Around the same time the Army had a very similar trainer produced to their requirements, the Type 95. The Navy version was originally a land based aircraft but one version (K5Y2) was equipped with two floats and went into service at seaplane bases.

The float version was developed with increased fin area and a stronger engine. Also the fuselage is different with more rearward placing of the rear float strut attachment point.

Power was supplied by a 300 hp, air cooled 9-cylinder Hitachi Amakaze 11 radial engine.

Over the years various manufacturers produced a total of 5589 of both types, but only one remains today. It is exhibited at the Indonesian Air Force Museum in Jakarta.

Kenji Majima in Nara, Japan, has recently completed a full-size reproduction for museum exhibition purpose. Pictures in the kit’s instruction manual show some construction detail of this aircraft.

**Order No. KWM.0126JP**  
**Order No. KWM.0126JPFL (Float)**

**Specifications**
- **Wingspan**: 2200 mm
- **Length**: 1640 mm
- **Weight**: 5700 - 7000 g
- **Wing area**: 110.8 dm²
- **Wing loading**: 52 - 63 g/dm²
- **Engine 2-stroke**: 10 - 13 cm³
- **Engine 4-stroke**: 15 - 20 cm³
- **R/C set**: 4-channel
Vickers Vimy
1918 British long range Bomber
1919 first airplane to cross the North Atlantic
1919 first British Airliner

The Vickers Vimy, conceived in 1917, arrived to late to play any active role in the war as a long-range bomber. Produced by Vickers Ltd., it could carry an 1,100 kg (2476 lbs) load of bombs and had enough fuel for 9 hours of flight. Up to 4 machine guns could be installed for self-defense.

It was powered with two Rolls-Royce Eagle VIII V-12, 360 hp engines, allowing a 165 kph (103 mph) maximum speed. The service ceiling reached 3,000 m (10,500 ft) at a 3,100 kg (7,000 lbs) flight weight. Its wingspan made it the largest biplane built in England.

In 1919 it established several distance flight records and became the first airplane to cross the North Atlantic Ocean from Newfoundland, Canada to Ireland. Several more record flights followed including England to Australia and London to Cape Town, South Africa.

As commercial airliner, Vickers Vimy was deployed in service from 1920 between London, Brussels, Cologne and Paris by Instone Airlines. In 1923 Instone Airlines merger into Imperial Airways and it became the backbone of the fleet until 1929.

Order No. KWM.0129GBA (Atlantic version)
Order No. KWM.0129GBB (Bomber version) incl. MGs
Order No. KWM.0129GBC (Commercial version)

Specifications
Wingspan 4150 mm
Length 2660 mm
Weight 19000 g
Wing area 512 dm²
Wing loading 37.2 g/dm²
Engine 2-stroke (x 2) 15 – 20 cm³
Engine 4-stroke (x 2) 25 – 30 cm³
R/C set 4-channel
Phönix D-III
1918 Austro-Hungarian Fighter

Two famous designers worked for Phönix Flugzeugwerke AG, Edmund Sparmann and chief designer Leo Kirste. Based on the Hansa Brandenburg D-I fuselage, and a new wing design from Edmund Sparmann the first batch of Phönix D-I was delivered in October 1917.

In March 1918 the D-I was officially replaced by the D-III. The D-III was delivered to the Navy and was used for the coastal defense in the Adriatic. Large quantities of the D-III were ordered but arrived too late to reach the battlefront. Many Phönix D-III’s were sold to Sweden after the war.

Order No. KWM.0117AU

Phönix D-III
1918 Swedish Fighter

At the end of the war Phönix D-III were sold to Sweden. They served as front line fighters for the Army Aircorps. In 1926 the Swedish Air force was founded and this fighter was designated J-1, “Jaktflygplan” (pursuit aircraft) type 1 and served for several more years.

Order No. KWM.0117SW

Specifications

- Wingspan: 1960 mm
- Length: 1310 mm
- Weight: 5000 g
- Wing area: 101.3 dm²
- Wing loading: 49 g/dm²
- Engine 2-stroke: 10 - 11.5 cm³
- Engine 4-stroke: 11.5 - 15 cm³
- R/C set: 4 channel

Phönix D-III, Austria-Hungary 1918

Phönix D-III, Sweden 1918
Focke Wulf FW44
1933 German Aerobatic Trainer

When Kurt Tank joined the Fokke Wulf Flugzeugbau as technical chief, his first design to take to the air was the Fokke Wulf FW44 Stieglitz (Goldfinch). Designed as a two-seat biplane for primary and aerobatic training, it proved to be an excellent aircraft meeting the requirements of a number of German expert aerobatic pilots like Gerd Achgelis, Emil Kropf and Ernst Udet.

The FW44 was instrumental in establishing Fokke Wulf Flugzeugbau, substantial orders were received for the plane.

Order No. KWM.0115DE

Focke Wulf FW44
1936 Swedish Licensed Trainer

Sweden at the time was in need of an advanced trainer and the FW44 fit the requirements. 26 airplanes were purchased from Focke Wulf GmbH in Germany but the majority of the demand was met with licensed production in Sweden by ASJA/SAAB and CVV, the Military Aircraft Production Factory. A total of 85 planes were in service from 1936 until 1967. Several are still flying today under civilian registration.

Order No. KWM.0115SW

Specifications

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<tr>
<td>Wingspan</td>
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<td>Length</td>
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<td>Weight</td>
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<tr>
<td>Wing area</td>
<td>80 dm²</td>
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<tr>
<td>Wing loading</td>
<td>71 g/dm²</td>
</tr>
<tr>
<td>Engine 2-stroke</td>
<td>10 - 13 cm³</td>
</tr>
<tr>
<td>Engine 4-stroke</td>
<td>15 - 20 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
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</tbody>
</table>
Macchi M-7
1918 Italian Flying Boat and Fighter

The Italian industrial capacity was modest when the war commenced. Obtaining adequate numbers of coastal patrol and convoy escort aircraft posed a particular problem given Italy's long coastline. By combining reverse engineering of the Lohner with technology gained from licensed manufacturing of Nieuport scouts, Macchi went on to produce the most successful flying boat fighter of all time, the Macchi M-5. This combined the L's Lohner-like hull and V4B engine with the graceful wings of a Nieuport 17. The resulting flying boat was fast (117 mph) and maneuverable enough to fight landplanes on almost equal terms. In 1918, M-5s were starting to be replaced by the Macchi M-7, which standardized on the more powerful V6B engine and a new wing. In 1920 a Macchi M-7 won the Schneider Trophy Cup.

Order No. KWM.0116IT

Macchi M-7
1920 Swedish Reconnaissance Flying Boat

When WW1 ended Italy was left with a variety of small flying boats, including the excellent Macchi M-7. Sweden acquired some of these fighters for the Swedish Army Aircorps. Five aircraft were based at Malmslätt, near the city of Linköping. The nearby lake Roxen provided the base for these airplanes. They were used extensively until retired in 1935. Only one airplane remains. It resides in the Swedish Air Force Museum, Malmslätt.

Order No. KWM.0116SW

Specifications

<table>
<thead>
<tr>
<th>Specification</th>
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<tr>
<td>Length</td>
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<td>Weight</td>
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<tr>
<td>Wing area</td>
<td>121 dm²</td>
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<td>Wing loading</td>
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<tr>
<td>Engine 2-stroke</td>
<td>13 - 15 cm³</td>
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<tr>
<td>Engine 4-stroke</td>
<td>15 - 30 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
</tr>
</tbody>
</table>

Macchi M-7, Italy 1918

Macchi M-7, Sweden 1920
Ryan NYP, N-X-211
1927 “Spirit of St. Louis“

On May 21, 1927, the son of a Swedish immigrant, Charles A. Lindbergh completed the first solo nonstop transatlantic flight in history. He flew his special built Ryan NYP “Spirit of St. Louis”, 5,810 kilometers (3,610 miles) from Roosevelt Field on Long Island, New York to Le Bourget airfield outside Paris, France in 33 hours and 30 minutes. With this achievement Lindbergh won the $25,000 prize offered by the New York hotel owner Raymond Orteig to the first aviator to fly directly across the Atlantic from New York to Paris. Charles Lindbergh became a world hero who would remain in the public eye for decades to follow. “Spirit of St. Louis” was named in honor of the supporters in St. Louis, Missouri who paid for the aircraft. “NYP” is the acronym for “New York - Paris”.

Order No. KWM.0118US

Specifications
- Wingspan: 2840 mm
- Length: 1600 mm
- Weight: 7200 g
- Wing area: 119 dm²
- Wing loading: 60 g/dm²
- Engine 2-stroke: 15 - 20 cm³
- Engine 4-stroke: 20 - 30 cm³
- R/C set: 4-channel

Kit content

Ryan NYP, N-X-211 “Spirit of St. Louis”, 1927
Ö-1 Tummelisa  
1920 Swedish Trainer

One of the oldest and best known aircrafts at the Swedish Airforce Museum in Linköping, Sweden, is Ö1, Tummeliten (Little Tom Thumb) or more often known as Tummelisa, his female counterpart.

Design was initiated by Captain Gösta von Porat, who had studied for some time at the Ecole d’Aviation (Aeronautical School) in Paris. Project Manager was Henry Kjellson, an experienced and gifted aircraft builder.

This aircraft was constructed in 1919 in the Swedish Military Aircraft Works (FFV) in Malmen, in the vicinity of Linköping, now the SAAB (Svenska Aeroplane AB) headquarters.

The Tummeliten was fitted with a Swedish-built 80 hp rotary engine originating from the Le Rhone rotary engine. In total 30 planes were built and Tummeliten served without any major accidents until 1935 when all but one were scrapped. In 1962, at the 50 year anniversary celebration of the Swedish Airforce Tummeliten was flown for the last time and is now grounded because of the risk of losing a historical aircraft.

Order No. KWM.0102SW

Specifications

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<th>Description</th>
<th>Value</th>
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<tr>
<td>Length</td>
<td>1080 mm</td>
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<td>Weight</td>
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<td>Wing area</td>
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<td>Wing loading</td>
<td>72 g/dm²</td>
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<tr>
<td>Engine 2-stroke</td>
<td>8 - 10 cm³</td>
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<tr>
<td>Engine 4-stroke</td>
<td>10 - 12.5 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
</tr>
</tbody>
</table>

Kit content
Royal Aircraft Factory SE5a
1917 British fighter scout

This fighter scout was developed by the Royal Aircraft Factory and was to become a solid weapons platform and at the same time an agile fighter scout. It became very popular with the pilots and was to serve long after the war ended. The construction is quite simple with a girder-trussed fuselage, a staggered rakish wing design and a reliable control system.

The armament was normally a fixed, half enclosed Vickers machine gun and an adjustable Lewis machine gun on a Foster wing mount. The latter enabled the pilot to pull down the weapon for dejamming and/or point the machine gun in an upward angle to attack the belly of the opposing aircraft from below.

Powered by a Hispano-Suiza 200 hp or Wolsley Viper 220 hp it had very good speed and climbing performance.

Our 1/5-scale ARF model is painted as the aircraft in the Shuttleworth collection

Order No. KWM.0123GB

Specifications

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<tr>
<th>Wingspan</th>
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<tr>
<td>Weight</td>
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<td>Wing loading</td>
<td>61 g/dm²</td>
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<tr>
<td>Engine 2-stroke</td>
<td>10 - 15 cm³</td>
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<tr>
<td>Engine 4-stroke</td>
<td>15 - 20 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
</tr>
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</table>
Sopwith Triplane
1916 British fighter with extraordinary turning capability

The Triplane was a successful attempt to produce a fighter with outstanding maneuverability and excellent visibility for the pilot. Records of procurement are very confused, but the Royal Naval Air Service received all of the small number of Triplanes available. Even though the Triplane remained in front-line service for less than a year, it was so successful that it inspired several German triplane designs. Only 150 Sopwith Triplanes were built.

The aircraft was fitted with a 110 hp or 130 hp Clerget rotary, radial engine. Maximum speed was 188 kph (117 mph).

Armament: One or two synchronized Vickers machine gun(s) mounted centrally on top of the fuselage, firing forward.

Our 1/5-scale ARF model is painted in the livery of the Shuttleworth collection aircraft. This aircraft makes regular flights during the summer season, should you wish to see it in the air.

Order No. KWM.0124GB

Specifications

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<th>Specifications</th>
<th>Value</th>
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<tr>
<td>Length</td>
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<td>Weight</td>
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<td>Wing area</td>
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<td>Wing loading</td>
<td>52 g/dm²</td>
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<tr>
<td>Engine 2-stroke</td>
<td>7.5 - 10 cm³</td>
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<td>Engine 4-stroke</td>
<td>10 - 15 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
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</table>
AIRCO de Havilland DH4B
1916 Bomber

The Airco de Haviland DH4 was developed in 1916 as a daylight bomber and saw a lot of action in the war. It was rugged and could take much punishment. Nearly 5000 planes were equipped with the 400 hp Liberty 12 engine for the American Expeditionary Forces. More than 600 were in front line service in France when the war ended.

In 1923 it was used successfully as a tanker for the first airborne refueling.

Order No. KWM.0149US

Specifications

- Wingspan: 2580 mm
- Length: 1830 mm
- Weight: 7300 g
- Wing area: 167 dm²
- Wing loading: 43.7 g/dm²
- Engine: 2-stroke 15 - 20 cm³
- Engine: 4-stroke 20 - 30 cm³
- R/C set: 4-channel

Douglas World Cruiser (DWC)
1924 American, First around-the-world

The Douglas World Cruiser was a two-place biplane with a 50-foot wing span, powered by a 420-hp Liberty V12 engine.

In early 1923 the United States Army Air Services looked at the possibility of making an around-the-world flight using a small formation of airplanes. A year later four DWCs took off from Seattle, Washington. On Sept. 28, 1924 two DWCs, named “Chicago” and “New Orleans” landed in Seattle completing the around-the-world flight. They flew 46,583 km (28,945 miles) in six months and six days and earned the company its motto “First Around the World - First the World Around.”

Order No. KWM.0138US

Specifications

- Wingspan: 3050 mm
- Length: 2160 mm
- Weight: 10000 g
- Wing area: 268 dm²
- Wing loading: 33.6 g/dm²
- Engine 2-stroke: 15 - 20 cm³
- Engine 4-stroke: 20 - 30 cm³
- R/C set: 4-channel
**Fokker D-VII**  
1918 German single seat fighter

The range of biplanes that were developed by Anthony Fokker culminated in the model D-VII. This fighter with a refined fuselage of welded steel tube construction and a thick airfoil in the wings needing no wire crossbracing presented a clean airframe with low air resistance and very sturdy presentation. The wings also had tapered wingspars, which aided in the stability of this weapon platform without decreasing the turnability that a shorter wingspan permitted.

The two synchronized machine guns on the top decking in front of the pilot allowed accurate shooting and easy dejamming. One of the famous fighter pilots was Hermann Göring that flew an all white aircraft.

Our 1/5-scale lozenge model is decorated after the aircraft on display in the Royal Airforce Museum in Hendon, England. The lozenge fabric pattern on the covering gave an excellent camouflage on the ground and in the air making the aircraft hard to see.

**Order No. KWM.0134DELZ (Lozenge)**  
**Order No. KWM.0134DE**

**Specifications**

- **Wingspan**: 1800 mm  
- **Length**: 1400 mm  
- **Weight**: 7350 g  
- **Wing area**: 88 dm²  
- **Wing loading**: 83.5 g/dm²  
- **Engine 2-stroke**: 15 - 20 cm³  
- **Engine 4-stroke**: 20 - 25 cm³  
- **R/C set**: 4-channel
Voisin Biplane
1907 French pioneer biplane, RNF

Designed by Gabriel and Charles Voisin of France, this aircraft type became a popular sight at aerial demonstrations in Europe. Despite its marginal controllability, the Voisin set many records, and is largely responsible for creating an interest in aviation amongst Europeans. In May 1907 a sportsman named Henry Farman approached Voisin and in June bought an aircraft equipped with an Antoinette 50 hp water cooled engine. In December Farman set the distance record of 771 meters in straight flight.

Perhaps the most famous man to ever fly a Voisin was the world renowned escape artist and magician, Harry Houdini, who became the first recorded pilot to ever successfully fly an aircraft in Australia.

Order No. KWM.0242FR
Specifications
Wingspan 2000 mm
Length 2500 mm
Wing area 145 dm²
R/C set Display model

Breguet CU-1
1910 French pioneer biplane, RNF

Le Concours d’Appareils Militaires de Reims in 1911 established the design by Louis Breguet, made in 1910 as one of the most successful aircraft at the time.

The tail unit is attached to the fuselage with a universal joint that allows up/down and left/right movement from the rudder bar and control wheel. The whole unit is balanced with coil springs at the support wires. The wings have adjustable incidence with control cranks at the individual wing roots.

One aircraft was sold to Sweden, which became their first military biplane. A restored Breguet CU-1, using many original parts was presented to the Swedish Air Force Museum in 1989. Our 1/5-scale RNF model is based on this aircraft.

Order No. KWM.0240FR
Specifications
Wingspan 1950 mm
Length 1600 mm
Wing area 87 dm²
R/C set Display model

www.kavanrc.com
Thulin Type K
1917 Swedish military trainer

Sweden was slow at building its first air force, as the country was not involved with the First World War. Dr Enoch Thulin, recognized as the founder of the Swedish aeronautic industry, designed in 1917 his type "K", of which two samples were sold to the flight section of the Swedish army. At least 15 more were exported to the Netherlands.

The two machines delivered to the Swedish army wore the serial numbers 21 and 23. Another sample was built for Enoch Thulin’s own use and served as a development machine on which improvements were experimented.

In the 1/5-scale R/C model, the original wing warping has been reproduced in detail and is fully functional, although it can also be flown with only rudder and elevator. Like the original, the model includes an all-flying stabilizer.

Order No. KWM.0101SW

Specifications

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<td>Length</td>
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<tr>
<td>Weight</td>
<td>3550 g</td>
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<tr>
<td>Wing area</td>
<td>57.6 dm²</td>
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<tr>
<td>Wing loading</td>
<td>62 g/dm²</td>
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<tr>
<td>Engine 2-stroke</td>
<td>7.5 - 10 cm³</td>
</tr>
<tr>
<td>Engine 4-stroke</td>
<td>10 - 13 cm³</td>
</tr>
<tr>
<td>R/C set</td>
<td>4-channel</td>
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</tbody>
</table>

Thulin Type K, 1917
KWM Replacement Parts & Accessories
Suitable for 1/5-scale aircraft.

Propellers
Wooden scale propellers for static display only. Aluminium front plate with bolts or screws. Not for use on running engines.

- **Albatros**
  - Order No. KWM.1201
- **Tummelisa**
  - Order No. KWM.1202
- **Morane-Saulnier/Pfalz**
  - Order No. KWM.1203
- **Blériot XI**
  - Order No. KWM.1204
- **Thomas-Morse Scout**
  - Order No. KWM.1206
- **Nieuport 17**
  - Order No. KWM.1207
- **Bristol F2B** (2-blade propeller)
  - Order No. KWM.1208
- **Fokker D-V**
  - Order No. KWM.1209
- **Thulin K**
  - Order No. KWM.1211
- **Be-2c** (4-blade propeller)
  - Order No. KWM.1221
- **SPAD XIII**
  - Order No. KWM.1223
- **Blackburn**
  - Order No. KWM.1231
- **Focke-Wulf FW44**
  - Order No. KWM.1244
- **Bristol F2B** (4-blade propeller)
  - Order No. KWM.1248

Pilots
Lightweight 1/5 scale pilots. Foam rubber with wire structure to hold any suitable position. Pilots come fully dressed. Total height: about 37 cm.

- **British pilot**
  - Order No. KWM.1850
- **German pilot**
  - Order No. KWM.1860

Various accessories

- **Cockpit interior**
  For Bristol F2B. Pilot seat, Instrument panel, etc.
  - Order No. KWM.1401

- **Rigging wire repair kit**
  1 turnbuckle, 1 meter rigging wire, 3 crimping sleeves (not pictured)
  - Order No. KWM.1501

www.kavanrc.com
Wheels with rubber tires, (pair)

Spoked

127 mm (5")
- Symmetrical, (Blériot XI)
  Order No. KWM.1105
- Non-symmetrical
  Order No. KWM.1115

152 mm (6")
- Non-symmetrical
  Order No. KWM.1125

Hardwood, Cloth Covered

127 mm (5")
- Symmetrical, antique (Tummelisa, Morane-Saulnier, Pfalz, Thulin)
  Order No. KWM.111A
- Symmetrical, olive drab (Thomas-Morse Scout)
  Order No. KWM.111O
- Symmetrical, silver (Nieuport 17-C1)
  Order No. KWM.111S
- Symmetrical, orange (FW-44)
  Order No. KWM.1114
- Symmetrical, grey (FW-44)
  Order No. KWM.1145
- Non-symmetrical, antique
  Order No. KWM.113A

152 mm (6")
- Non-symmetrical, antique
  Order No. KWM.112A
- Non-symmetrical, olive drab (Bristol F2-B)
  Order No. KWM.112O

Machine guns

- Lewis
  Order No. KWM.1801
- Vickers
  Order No. KWM.1802
- Spandau
  Order No. KWM.1803
- Marlin
  Order No. KWM.1804
- Parabellum
  Order No. KWM.1805

- Lewis machine gun on wing mount (Nieuport 17)
  Order No. KWM.1811
- Lewis MG with Scarff ring mount (Bristol F2B)
  Order No. KWM.1812

Dummy engines

- Le Rhône, 9-cylinder rotary
  Order No. KWM.1301
- Gnôme, 9-cylinder radial
  Order No. KWM.1302
- Anzani 3-cylinder, fan type
  Order No. KWM.1303
- Siemens Bramo, 7-cylinder radial
  Order No. KWM.1304
- Gnôme, 7-cylinder, flanged radial
  Order No. KWM.1306
- Gnôme, 7-cylinder radial
  Order No. KWM.1307
- Mercedes, 6-cylinder inline
  Order No. KWM.1310
- RAF, V-8 Motor
  Order No. KWM.1311