



Franz Kavan preparing for flight

In 1965 Mr. Franz Kavan, at that time a designer and manufacturer of ball-point pens, accompanied a friend to an R/C flying field. He enjoyed the flying and technical discussions with modelers wanting to improve the performance of their airplanes. One of these discussions resulted in the idea for Mr. Kavan's first accessory: an improved control linkage to the engine. However, because Mr. Kavan's test engine wouldn't run reliably he temporarily "mothballed" the control linkage and researched the engine problem. A year later a new carburetor was completed for his Super Tiger 60. This innovative KAVAN Carburetor, introduced at the World Championship in Corsica, France, became famous around the world. Mr. Kavan was "hooked" on model flying and became an excellent pilot. His passion for flying fast, high performance model airplanes made him realize that hardware for model airplanes needed improvement. Hence, KAVAN's accessory line grew quickly.

In 1972 KAVAN introduced the ultimate mechanical "accessory" for model pilots, the first KAVAN R/C helicopter. The development of the KAVAN Bell Jet Ranger included wind tunnel testing at the German Institute for Science in Braunschweig as well as engineering assistance from Bell Helicopters in Dallas, TX USA. The Bell Jet Ranger's worldwide success came from the accurate scale design, outstanding flying performance and same attention to detail used in the production of the model airplane accessories. KAVAN's product range has since been broadened with more accessories and the introduction of Slow & ParkFlyer model airplanes and associated accessories.

Mr. Franz Kavan passed away in 1992. Having worked together with her father for ten years, his youngest daughter Andrea took over the company and has managed it successfully with her husband David Martin. In July 2003 SIG Manufacturing Company, Inc., USA acquired KAVAN. Andrea and David Martin are very excited being a part of the merging of two well established R/C manufacturers. The companies' collective modeling history, knowledge and know-how provide the ideal base to continue offering quality and value to model airplane pilots around the world.



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Conversion Table (Inches - mm)

From 1/64" to 63/64"

Conversion factor

1" = 25.4 mm

Fraction inch / "	Decimal inch / "	Metric mm	Fraction inch / "	Decimal inch / "	Metric mm
1/64	0.016	0.397	27/64	0.422	10.716
1/32	0.031	0.794	7/16	0.438	11.113
3/64	0.047	1.191	29/64	0.453	11.509
1/16	0.063	1.588	15/32	0.469	11.906
5/64	0.078	1.984	31/64	0.484	12.303
3/32	0.094	2.381	1/2	0.500	12.700
7/64	0.109	2.778	33/64	0.516	13.097
1/8	0.125	3.175	17/32	0.531	13.494
9/64	0.141	3.572	35/64	0.547	13.891
5/32	0.156	3.969	9/16	0.563	14.288
11/64	0.172	4.366	37/64	0.578	14.684
3/16	0.188	4.763	19/32	0.594	15.081
13/64	0.203	5.159	39/64	0.609	15.478
7/32	0.219	5.556	5/8	0.625	15.875
15/64	0.234	5.953	41/64	0.641	16.272
1/4	0.250	6.350	21/32	0.656	16.669
17/64	0.266	6.747	43/64	0.672	17.066
9/32	0.281	7.144	11/16	0.688	17.463
19/64	0.297	7.541	45/64	0.703	17.859
5/16	0.313	7.938	23/32	0.719	18.256
21/64	0.328	8.334	47/64	0.734	18.653
11/32	0.344	8.731	3/4	0.750	19.050
23/64	0.359	9.128	49/64	0.766	19.447
3/8	0.375	9.525	25/32	0.781	19.844
25/64	0.391	9.922	51/64	0.797	20.241
13/32	0.406	10.319	13/16	0.813	20.638

Conversion Table (Model Engine Sizes)

Conversion factor

1 in³ = 16.3934 cm³

.049 in ³	0.8 cm ³
.061 in ³	1.0 cm ³
.074 in ³	1.2 cm ³
.09 in ³	1.5 cm ³
.15 in ³	2.5 cm ³
.19 in ³	3.1 cm ³
.21 in ³	3.5 cm ³
.25 in ³	4.1 cm ³
.29 in ³	4.8 cm ³
.35 in ³	5.7 cm ³
.40 in ³	6.5 cm ³
.46 in ³	7.5 cm ³
.50 in ³	8.2 cm ³
.61 in ³	10.0 cm ³
.80 in ³	13.0 cm ³
.91 in ³	14.9 cm ³
1.20 in ³	20.0 cm ³
1.50 in ³	25.0 cm ³
1.60 in ³	26.2 cm ³
1.80 in ³	30.0 cm ³
2.00 in ³	32.8 cm ³
2.40 in ³	39.3 cm ³
2.70 in ³	44.3 cm ³
3.00 in ³	49.2 cm ³



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Franz Kavan's first Speed Model
in Corsica, France

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