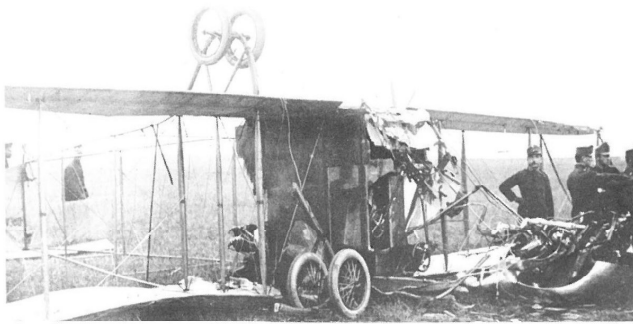




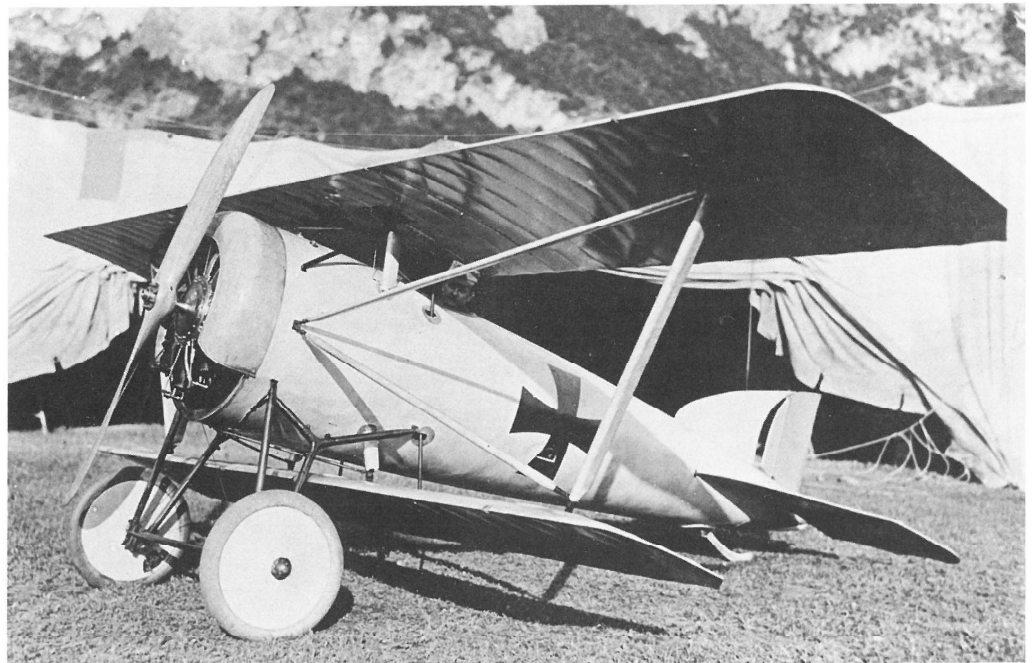
Dreadnaught No.1 prior to the one and only attempt to fly it on 21 October 1914. Stástik can be seen in the fully-enclosed cockpit checking the controls.



The violence of the crash tore out both engines but miraculously designer Stástik escaped serious injury. Dual control wheels can be seen in the cockpit.

Zaparka Fighter

In his curriculum vitae *Oberleutnant* Eduard Zaparka, designer of the Oeffag 50.01 biplane, stated that he built an advanced, single-seat fighter while serving as technical officer at Flep 3 in Trient (Trento). A patent for the wing structure assigned to Zaparka, registered in September 1917, provides an indication of the approximate date of the fighter's appearance. The smooth monocoque fuselage, the sophisticated wing structure, and the fact that a full structural load-test program was performed attests to the high level of craftsmanship and technical skill found in some rear-area units. Although built within the military organization, the fabrication was ostensibly performed without knowledge or intervention of the Flars technical branch in Vienna, judging from the total lack of documentation regarding this unusual fighter. After Zaparka joined Phönix in 1918, among the projects he worked on was a rotary-engine parasol fighter that surely drew on the experience gained at Flep 3.



The Zaparka fighter was powered by a captured 150 hp Le Rhône engine manufactured by Societa Motori Gnome e Rhone in Torino. The control rod for rotating the wings can be seen emerging from the fuselage near the cockpit and rear undercarriage strut.