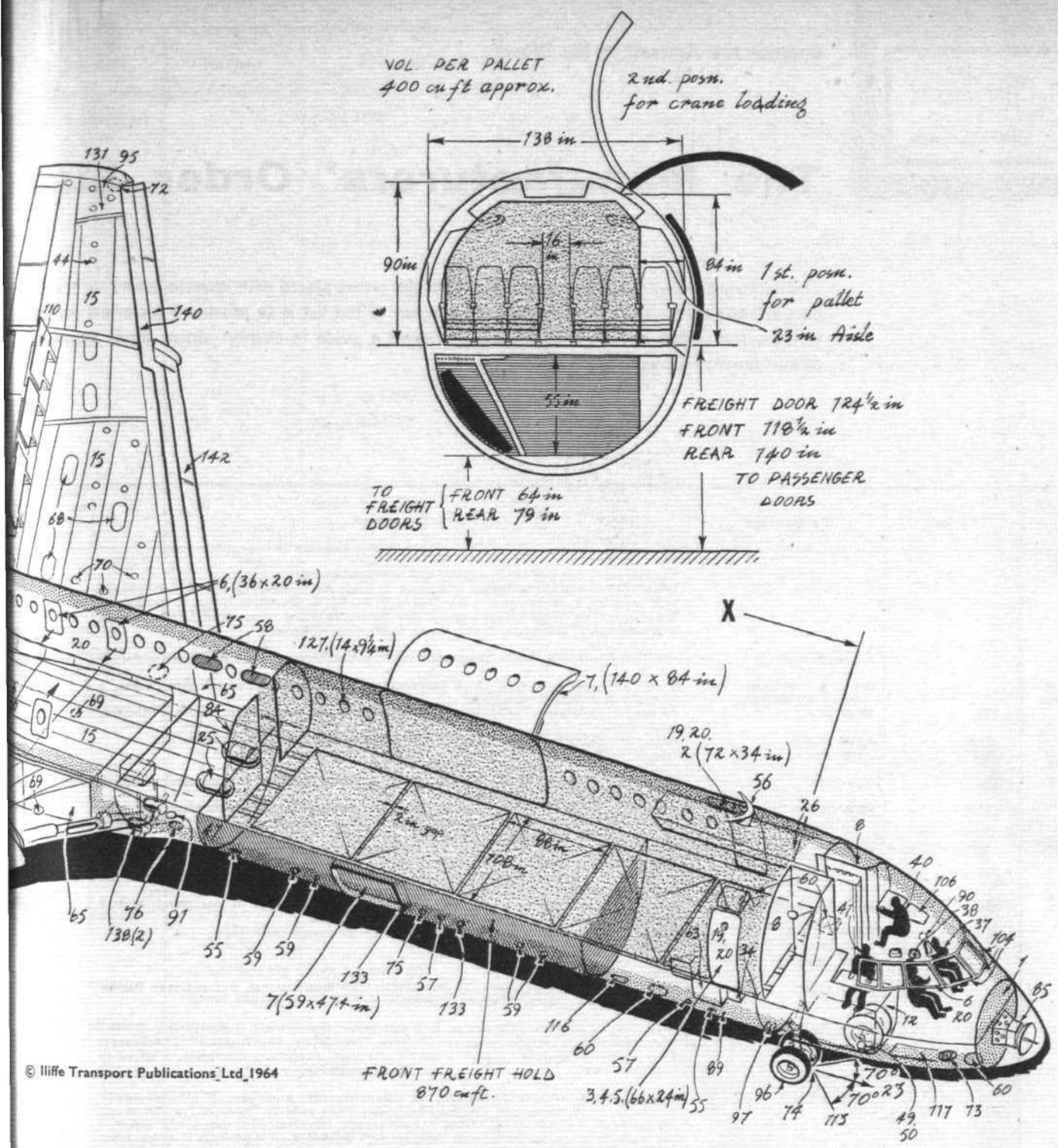

passengers, 60 more than in the standard VC10.

Towards the end of 1960 BOAC fundamentally revised their VC10 orders, asking Vickers to reduce the size of the Super VC10, and to make it available on the production line as the sixteenth aircraft, i.e., after production of only 15, instead of 35, standard VC10s.

In January 1962 these plans were again revised to provide for delivery of 12 Standard VC10s and 30 of the "less super" Super VC10s. The Super VC10 as it has now materialized (the first aircraft flew on May 7) has slightly more powerful Conway 43s, and a 13ft longer fuselage with seating for up to 175. Delivery of the 12 standard VC10s to BOAC is now complete, and since entering service in April, the aircraft has more than overcome the criticism of lateness by virtue of its outstanding passenger appeal. BUA has also begun to reap the benefits of VC10 appeal since introducing two of the mixed-traffic version on to its African and new South American routes.

Two Super VC10s are now flying and delivery of the cut-back order of 17 for BOAC (originally 30) should begin early next year.

The first VC10 (owned by Vickers) first flew on June 29, 1962. Seventeen of all marks are now flying.

WAGNER *Wagner Aircraft Corporation, San Diego, California, USA.*

W-18 The most unconventional design, for which details have been released, of the submission to the FAA local-service airliner competition is the Wagner W-18. When details were announced last spring (*Flight*, May 7) the company said that work was about to begin on the construction of a prototype which would fly in November 1965. Letters of intent to purchase W-18s are said to have been signed by Piedmont Airlines (12), Wien Alaska (4), Northern Consolidated Airlines (4) and Cordova Airlines (2). Trans-Texas said they were interested in 12, but have since ordered 25 Dart-Convair conversions. No further statements have been forthcoming from Wagner. The W-18's originality is a system of jet-induced lift by which the boundary layer is sucked into the wing ahead of certain flap sections to be ejected at increased velocity over others. It is eventually planned that this will be achieved by burning fuel in the connecting duct. To induce the boundary layer control flow, compressed air will be fed from a small APU in the fuselage tailcone. Similar BLC is applied to the fin and tailplane. This system is claimed to be sufficiently efficient to permit the wing area to be optimized for cruising.