



ERRATUM

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Phil Lo Bao (1993), Aviation Data Centre

<i>Page</i>	<i>Location</i>	
Inside cover and page 12	9G-ABO photo caption	'9G-ABO carried at least four different liveries' Strictly speaking it carried variations on two liveries: the first livery with a blue cheatline as illustrated, and the later livery with a mostly white fuselage and yellow doors. Variations occurred as the aircraft was slowly repainted during the course of various maintenance visits, it could not be taken out of service for a full repaint.
Inside cover	A4O-AB photo caption	'A40-AB' should read A4O-AB.
1	Caption for cover image	'A40-V1' should read A4O-VI.
4	Photo caption (bottom)	This photo shows the 'meatcleaver' original golden speedbird scheme, it was the introduction of the revised variant of the golden speedbird scheme, with the sloping cheatline, that coincided with the first Super VC10 deliveries.
5	Middle column	The proposed Super 265 variant would have been powered by four engines, not three.
8	Middle column	Spare engines were carried by both Standard and Super VC10s, as both had the same fittings for the spare engine pod under the righthand wing.
9	Photo caption (right)	'A40-AB' should read A4O-AB.
10	Middle column	G-ARTA was sold to Laker Airways, not leased. When it returned from its lease to MEA, Laker then sold the aircraft on to British United.
11	Righthand column	'Structurally it was something of a hybrid, having the fuselage of the Standard VC10 and the wings of the Super VC10' – the wing design was changed after the type 1101 BOAC Standards and the RAF's type 1106 was not the first or the only subtype to have this improved wing, see http://www.vc10.net/Technical/wing_shapes.html for more about this subject.
14 and on	Captions and text	'A40- ^c ' should read A4O-
18	Photo caption (top)	'Hermeskiel' should read Hermeskeil.
20	Photo caption (bottom)	'...the first few aircraft were originally finished in standard RAF camouflage...' it was only ZA141 that carried the camouflage colours, the other K2s and K3s were rolled out in the hemp scheme.

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24	Middle column	“The fuselage shape is basically oval, although just below floor level the central section becomes flat and vertical to produce a flat wing root rib.’ The centre fuselage contains a cutout to allow the wing structure to continue through the fuselage, so it is not the fuselage whose shape changes, but the centre wing box takes up this space, and is connected to the fuselage frames above it.

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