



## ERRATUM

### *Vickers/BAC VC10 Owner's Workshop Manual*

Keith Wilson (2016), Haynes Publishing, ISBN 978 0 85733 799 3

<i>Page</i>	<i>Location</i>	
7	Photo caption	'Callum detuner' should read 'Cullum detuner'.
9	Text – first column	The Vickers 1000 was not built at Weybridge, but at the Experimental Facility called Foxwarren, located midway between Weybridge and Wisley on the Redhill Road.
10	Photo caption - right	Photo taken at Wisley, most likely during December 1964/January 1965.
11	Photo caption	XR806 is taking off from Wisley, not Weybridge.
13	Photo caption - left	Photo most likely taken at JFK airport, New York.
17	Text – second column	ZA150 is preserved at Dunsfold Aerodrome, not at Brooklands.
20	Photo caption - above	Photo of Vickers 1000 fuselage taken in the small East hangars at Wisley, not Weybridge.
25	Photo caption - below	Landings at Brooklands were always towards the North, not the South. The photo was taken looking North.
26	Text – first column	'Jock' Bryce, not Bruce.
32	Photo caption - right	Photo taken in W1 wing assembly building, not the Cathedral assembly hangar.
33	Text – second column	See <a href="http://www.vc10.net/Technical/wing_shapes.html">http://www.vc10.net/Technical/wing_shapes.html</a> for more about the wing camber.
42	Photo caption - above	The photo depicts a 'chine tyre' and the purpose of the 'lip' is incorrectly described. The actual purpose of the chine tyre was to deflect and disperse the nose wheel water plume otherwise it would pass over the wing and enter the engine intakes causing erratic engine running.
46	Photo caption- right, and text - second column	The prototype and the Super VC10s initially had four thrust reversers, but on both, the inner ones were later removed.
49	Photo caption – left (1 <sup>st</sup> )	The photo shows the front fuselage of a BAC 1-11.
54	Photo caption – below	G-ARTA was not converted to a type 1103, it became a type 1109 with the wing upgraded to 1103 shape, but no main deck cargo door.
56	Photo caption – above	Photo shows OD-AFA (ex-G-ARTA) taking off from Weybridge, not Wisley, after conversion.

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Page	Location	
63	Photo captions – above and below on left side	Photo labelled ‘The rear of the gold royal lavatory...’ was taken looking forward. Photo labelled ‘The front of...’ was taken looking aft.
64	Photo caption - above	The Queen and Prince Philip are shown boarding a British Airways Hawker Siddeley Trident, not a VC10.
65	Text – first column	Five British Airways Super VC10s were converted into three-point K4 tankers, not two-point.
68	Photo caption – below	XR806 is seen here outside the hangars at Wisley, not Brooklands. The photo must have been taken after its first flight on 26 <sup>th</sup> November 1965.
68	Text – first column	The Vickers 1000 was developed primarily for the RAF, not for BOAC. They were only interested in a possible civil variant, but when the government cancelled the military transport, BOAC decided not to invest in the project.
69	Photo caption – above	Photo shows the naming ceremony for the fourteen RAF VC10s at RAF Brize Norton, on 11 November 1968, where XR810’s scroll ‘David Lord VC’ was unveiled. The other VC10’s scrolls were applied after this ceremony.
75	Photo caption – above	XX914 is a type 1103 Standard VC10, not a type 1102.
86	Photo caption – left	XR806 is mentioned as ‘The first aircraft’ for 10 Squadron. It was XR808 that was delivered on 7 <sup>th</sup> July 1966.
94	Photo caption – above	Photo shows ZA148/G.
108-109	No.61	Thrust reverser control, No 4 engine.
110	Photo caption – below (middle)	The control surface position indicator does not show the position of the trims, flaps or slats, only the main surfaces and spoilers are shown.
115	Taxi checks table	Row 4, second column: TPI should be in first column, to be checked and set (by both Pilot and Copilot).
183	VC10 production list	The delivery date for XR806 should be 19 <sup>th</sup> April 1967, not 7 <sup>th</sup> July 1966, that was when XR808 was delivered.

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