



ERRATUM

VC10, The Story of a Classic Jet Airliner

Stephen Skinner (2015), Key Publishing, ISBN 978 1 910415 27 6

<i>Page</i>	<i>Location</i>	
7	First paragraph	‘following the loss of the Government-designed and built R100.’ should read ‘following the loss of the Government-designed and built R101.’
9	‘Valiant’ paragraph	‘the V1000’ should read ‘the Vickers 1000’. Vickers brochures and other material have always referred to the type as the ‘Vickers 1000’ but have confused the issue by showing a model of a military variant with ‘V1000’ as a fictional serial (see page 14). The Vickers internal type number was 1000, which, as with other types, was often abbreviated to ‘V.1000’ or ‘V1000’ in various non-Vickers publications but this was never an official designation.
12-15	Text and captions	‘Designated as the V1000 in its military guise’. There was no military designation yet, the RAF variant would have been the type 1001 but had it been developed further, the type may have received a name, similar to the Valiant and other military types. See also previous entry for page 9.
15	Third column	‘the VC10 was designed from a blank sheet of paper’. The VC10 design actually evolved from a jet-powered Vanguard (the VanJet) through various progressions into the VC10 we know now. See Lance Cole’s ‘Vickers VC10’, Chapter Two (Crowood, 2000).
17	First column	‘At the wing root the camber was negative’. See http://www.vc10.net/Technical/wing_shapes.html for more about this subject.
18	First column	‘Like the other surfaces, the spoilers were in two sections’. There were three separate spoilers on each wing, as shown on page 17.
18	Third column	‘The entire wing was assembled in three sections’. The wing consisted of five sections: centre section, inboard and outboard panels on both sides. The chordwise manufacturing joints, which connect the inboard and outboard wing sections, are mentioned in the next paragraph.
23	Third column and caption (right)	‘The wings were tested to destruction’. The structural test airframe was used for both static load testing and fatigue testing. During static load testing, the wings sustained proof loadings of two-thirds of the ultimate load but the limited roof height of the Wisley hangar precluded testing to destruction as the necessary deflection could not be accommodated.
26	Photo caption	‘the final assembly hangars (sometimes referred to as the ‘cathedral’)’ implies that both hangars were referred to as such. This photo was taken in the first of two flight test hangars, the second one was built at a later stage. The colloquial names ‘Cathedral’ and ‘Abbey’ were later used to refer to these two structures.

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34	Photo caption (bottom)	Photo shows first flight of G-ASGC, on 1 st January 1965. G-ASGB did not have the 'BOAC' letters on the forwards fuselage applied at the time of its first flight, and would continue to fly in an incomplete version of this colourscheme during testing.
38	Photo caption (bottom)	This photo probably shows G-ASIX's first flight. As the registration is not visible, it is difficult to be sure but most photos of G-ASIW's first flight were taken from the other side of the runway, while G-ASIX's first flight was captured from both sides. The spectators watching in the background also match other photos of G-ASIX's first flight.
40	Photo caption	'The flight deck of G-ABO' should read 'The flight deck of 9G-ABO'.
49	First column	'...where it was joined by a Swissair DC-8 and a TWA 707'. The VC10 was actually the last airliner to land at Dawson's field, having been hijacked three days after the original four PFLP hijackings by a group of Palestinians who wanted to support them.
52	Second column	'...and BOAC's final Super G-ASGR was used for spares during the conversion process at Filton.' The purpose of moving G-ASGR to Filton by road was both to supply spares, but several bits from the other scrapped Supers were also used for this, and to serve as the subject of a teardown investigation into the condition of the airframes after their long storage.
57	First column	'all of the RAF's 13 aircraft' should read 'all of the RAF's 14 aircraft'.
59	Photo caption (bottom)	Photo shows G-ATDJ, not G-ASIX. The other photo at the top of the page does show G-ASIX, but the description of the titling does not match that photo.
60	Second 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.
68	First column	Flight engineer on 5H-MOG's first flight was Roy Mole, not Bill Mole.
68	Photo caption (bottom)	Photo shows 5H-MOG, not 5H-MMT as stated.
71	First column and subsequent pages	Omani registrations should read A4O-, not A40-.
71	Photo caption (bottom)	The Concorde registration should read G-BOAC.
87	Third column	'In 1988 the VC10 C1's operational flexibility was improved when its in-flight refuelling system was reactivated'. This was most likely done during the previous year, as the first refueled (record) flights to the Falklands by C1s were carried out in December 1987.

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90	First column	'This first K2 was painted in dark green and dark grey camouflage like the Victors it was to replace but was repainted before delivery in hemp.' ZA141 wasn't repainted until a few years into its service life, thus earning the nickname of 'lizard' (US slang for camouflage).
102	First column	'and it was discovered that the freight door was often not shutting properly.' This was not a new issue. All loadmasters were familiar with tricks to get the freight door to lock properly, such as short taxi sessions, closing during a turn while taxiing, adding or offloading fuel etcetera.
103	Third column	'On 16 February 2011 VC10 K3 ZA140 engaged in tanker trials' should read 'VC10 K3 ZA149'.
112	G-ARTA entry	This airframe's final landing caused quite a bit of damage including one nose gear axle, but the nosewheel did not collapse.
113	C/n 821-822	These construction numbers were allocated to Nigeria Airways type 1104 Standard VC10s.

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