



ERRATUM

VC10 - Icon of the Skies

Lance Cole (2017), Pen and Sword books, ISBN 978 1 47387 532 6

<i>Page</i>	<i>Location</i>	
11	Bottom of page	Fokker is mentioned in this list as designing metal monoplanes, but Fokker stuck to his, outdated, method of combining a wooden wing with a steel tube fuselage all the way to WWII and beyond. The first all metal Fokker was the F.27 that first flew in 1955.
45	'Imperial Heroes'	BOAC pilot O.P. Jones retired from flying duties in 1955 so he did not operate the VC10 as a captain for BOAC. He may well have flown one of course.
56	Second paragraph	The de Havilland 'Comet' racer that won the 1934 MacRobertson air race was a two-seat aircraft, crewed by Flight Lt. C.W.A. Scott and Captain Tom Campbell Black.
69	Second paragraph	One could argue that the Hermes (developed alongside its military brother, the Hastings) and the Argonaut (the Canadian re-engined DC-4 variant) were not military-derived, as in both cases the civil variants (the Hermes and the original DC-4E) were the first to fly.
75	Last paragraph	Smallpiece should read Smallpeice
75	Last paragraph	Smallpeice being removed from the process due to ill health is debatable, as there are plenty of photos showing him signing the contracts. The actual decision was of course taken at an earlier stage, but the particulars of how that evolved will stay a mystery.
90	Vanjet specification	The units within this paragraph are mixed but the non-imperial figures have not been included.
96	Last paragraph and subsequent pages	Wisely should read Wisley.
98	Second paragraph	'Standard V1000 VC10s', the Vickers 1000 was the cancelled predecessor to the VC10 design. The VC10 design's type number was 1100, but Vickers hardly ever used the 'V1100' format when referring to a type.
104/105	Photo page 9	'Peter Cane at the controls of G-ARTA' – this photo is in the Brooklands Museum archives and shows Captain Peter Cane on the flight deck of G-ARVF during route proving.
117	Second paragraph	The keel beam does not run through the entire fuselage. It is only fitted between the airconditioning bay and the aft end of the main gear bay to correct for the lack of fuselage stiffness caused by the 'removal' of a large chunk from the bottom to allow for the wing centre section and the main gear stowage.
122	Conway details	CO12/540 should read CO42/540. The type designation was usually written as RCo.42.

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177	Last paragraph	Il-62's tail support wheel betraying CG problems. It was a deliberate choice by the designers to fit the retractable tailwheel to the Il-62, although many people see it as a correction for a CG problem. It allowed them to fit a smaller tailplane. See: http://www.vc10.net/History/Comp_il62.html
183	Third paragraph	G-ASIX was not Laker's first production VC10 order, that was G-ASIW, but G-ASIX was delivered first.
187	Top of page	'A40 VC10s' should read 'A4O VC10s'.
189	Second paragraph	'eleven-seat Economy class' should read 'one-hundred and eleven-seat Economy class'.
192	Second paragraph	'Vickers type 1006' should read 'Vickers type 1106'. The HYRAT was only ever fitted to the prototype, the RAF VC10s did not have this feature.
193	Third paragraph	'continuous VC10 operations up to 2014', the VC10's last flight took place on 25 th September 2013.
196	Second paragraph	'registered as ZD235 to ZD240'. The ex-BA Super VC10s that the RAF bought were registered as ZD230 to ZD243, but only 230, 235, 240, 241 and 242 ending up flying again.
197	Fourth paragraph	'the RAF VC10 fleet flew on until 2014', the VC10's last flight took place on 25 th September 2013.

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