



## ERRATUM

### *Flight Craft 20: Vickers VC10 & Super VC10*

Lance Cole (2020), Pen and Sword books, ISBN 978 1 52676 006 7

Page	Location	
Inside cover	Image caption	Photo shows a C Mk.1 modified to C Mk.1K specification, not K2 specification.
2	Image caption	Registration should read A4O-AB instead of A40-.
3	End of column 1	'...the VC10 still has active airframes that are taxied and displayed at events. These are the RAF's ex-ZA147 and ZD241.' ZA147 is not an active airframe, it is stored at Bruntingthorpe. The next sentence mentions the other active airframe next to ZD241: ZA150.
4	Caption and text	The Vickers 1000 is often referred to as 'V1000' yet Vickers never called it that. The image shows that Vickers mocked up a model with a fake 'V1000' RAF serial, this may have led to the 'V1000' designation.
6	Middle caption	Photo shows (from left to right) John Davis, Ernie Marshall, Maurice Wilmer and Sammy Walsh. Jock Swanson is in the background behind John Davis.
18	Photo captions	Captions reversed for both sets of photos.
20	Photo top right	There was no air compressor fitted to the main gear, it had a double action oil-gas ('oleo') strut.
20		Engine length is stated as being 54 inch. The Conway engine is over 130 inch or 3.3 meters long.
21		The new, advanced wing design was used on both Standard and Super VC10s.
22		Jim Futcher was not involved in the Dawson's Field hijack, but a different one from Dubai, four years later.
26	BOAC/BA fleet	G-ARVG is mentioned twice in the list of Standard VC10s, G-ASGG has been omitted from the list of Super VC10s.
27	Second caption	The stub wing was not referred to as 'Seddon wing'. The original design between the two exhausts used a 'Seddon air flow step' which was found to cause a lot of drag, leading to the incorporation of the 'beaver tail' structures between the exhausts.
29	End of column 1	'Such differences in Super VC10 handling were also due to its revised wing aerofoil...' The Super VC10 wing used the same aerofoil shape as the improved (type 1102/3/6) Standard wing, the only difference being the different wing fence configuration.
32	Column 1	The HYRAT was only ever fitted to the prototype, the RAF VC10s did not have this feature.
35	Column 2	'A third, central drum-type HDU 81-foot-hose refuelling point was applied under the tail of the K.Mk.2...' All the K2, K3 and K4 tankers has this centreline HDU fitted, not just the K2s.

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37		RAF VC10 details omits the name given to XR809: 'Hugh Malcolm VC'.
42	Column 2	The first BUA VC10 was G-ASIW, not G-ASIX, and it was not officially handed over to BUA until 30 September 1964, although it did carry out promotional flights for BUA before this date. Later in same column, second VC10 for BUA was G-ASIX.
42	Column 2	'... made the most of the improvements that BOAC had ignored...' It was not a case of BOAC ignoring them, but of the modifications coming too late for the already agreed delivery schedule for BOAC's Standard VC10s. BOAC decided to accept the type 1101 Standards without the wing modifications so that they did not have to delay the type's service entry.
43	Column 2 and further	A40- should read A4O-
44	Column 1	G-ARVJ was sold on to the RAF (becoming ZD493) but not for conversion. The initial plan was to use it for local training flights only, but it was found to be too much different to the K2s. It was eventually used for spares and to trial a centre wing box repair.
50	Column 2 (end of)	Last scheduled commercial service was carried out by G-ASGF on 29 March 1981.
52	Second profile	It was G-ARVJ that carried out the first commercial service.
53	First profile	G-ARVF was also repainted into 'Negus' colours before being sold.
53	Second profile	It wasn't Freddie Laker's own Rolls-Royce that was carried on the VC10 during the African promotional tour. It was a borrowed one with a Rolls-Royce 'house' number plate.
53	Third profile	Freddie Laker did not stay with BUA for long after the VC10s entered service. He moved on in 1965 and did not stay until the merger that formed British Caledonian.
56	Second profile	The two Gulf Air VC10s to carry the newer 'Golden Falcon' scheme were A4O-VI and A4O-VL.
57	Third profile	Not all the RAF VC10s were named. The original fourteen RAF C Mk.1 VC10s were all named after VC recipients, once these went into retirement K3s took over the role of carrying the VC scrolls while one K4 was also (later) named after a VC recipient.
58	Third profile	Only ZA149 ever flew in the blue striped RAF scheme with white lettering. It was quickly changed to a darker grey lightning flash and text that would become the standard RAF scheme.
59	Second profile	XV105 was named 'Albert Ball VC', it never carried the name 'Arthur Scarf VC'. That scroll stayed with XV109 until it was retired in 2010.
66	Second photo caption	Photo shows Jet-X model on the left and Gemini model on the right.
66	Third photo caption	Models shown are 1:400 scale.

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Page	Location	
76	Top photo caption	Omani A4O-AB model is from Jet-X.
77	Second photo	Model shown is a 1:500 scale example from Inflight500.

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