



ERRATUM

Modern Civil Aircraft 1, Vickers VC10

Martin Hedley (1982), Ian Allen Ltd, ISBN 0 7110 1214 8

<i>Page</i>	<i>Location</i>	
8	Photo caption (bottom)	'The original nose down nacelle pitch...' the change to the nacelle's pitch was only three degrees and only the RAF Standards and Super VC10s used the different stub wing.
12 and on	Text	A designation such as V1101 (or V1103 etc) was never used by Vickers/BAC. The design variants were referred to as 'VC10 type 1101' or 'VC10 type 1103'.
13	Photo caption (middle)	Photo shows A40-AB (not A40-AB), which is ex-G-ASIX, not G-ASIW. The next caption correctly explains where G-ASIW ended up after its BUA/BCal career.
14 and on	Text	A40- should read A4O-.
14	Photo caption (top)	9G-ABP is shown here at Weybridge, not Wisley.
17	Text 'Leasing agreements'	Air Ceylon did not just operate one Standard jointly with BOAC, several Standard VC10s were used for these joint services. On these occasions, stickers covered the BOAC titles next to the door. Nigeria Airways did the same thing.
19	Text, first column	'... problems such as the deep stall.' The VC10 was actually one of the few T-tailed airliners that did show a natural nose-down pitch moment at the stall, preventing a deep stall situation. To cover for one specific situation, a stick pusher was added, but the type did not have a high risk of getting into a deep stall without it.
19	Text, second column	'A further improvement in the V1106 and all Supers was the extension of their engine nacelle struts into a beavertail shape, 11in longer, with the whole assembly tilted by three degrees, nose up.' The beavertail extension to the engine nacelles was not unique to the RAF variant and the Supers, all VC10s were fitted with this modification. The kinked engine stub wing caused the engines to be moved outboard by 11in, perhaps this is the same 11in that the author refers to.
22	Super VC10 flight deck graphic	No.4 on the overhead panel does not contain engine start or hydraulic system related controls. These are all on the Engineer's panel and next to the Engineer's throttles. These panels contain switches for lighting.
26	Text, second column	Pilot's overhead panel does not contain engine start gauges, these are all on the centre panel or on the Engineer's panel.
27	Photo caption	The no.3 turbine failure shown here occurred on G-ASGK, not G-ASGL.
27	Text, first column	The VC10 that got caught up in turbulence in the incident over the Andes as described was G-ASIX, not G-ASIW.

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29	Text, second column	The inner fence was not the result of the drag reduction programme, but was necessary to cure an instability in the stall.
35	Text, first column	The Vickers Valiant used the Rolls-Royce Avon engine, not the Conway.
52	Photo caption (above right)	G-AXLR is ex-XR809, not XR808.
53	Text, second column	XX914 was not involved in developing new flight instruments at RAE Bedford. See http://www.vc10.net/Airframes/cn_825_gatdj_xx914.html for an overview of the projects that the aircraft was involved in.
66	Photo caption (bottom)	XR807 is shown at the 1966 Farnborough air show, not the 1968 one where XV107 did the honours.
73	Photo caption (bottom)	XR808 is shown here, the RB211 testbed was XR809.

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