



ERRATUM

The Incomparable Vickers VC10

Scott Henderson (2017), Scoval Publishing, ISBN 978 1 902236 15 5

<i>Page</i>	<i>Location</i>	
13	Photo caption - top	G-ARTA is seen here with a Shell tanker on 15 April 1962, not just before its first flight. This photo was taken for promotional purposes on the day the prototype was first rolled out of the hangar.
15	Photo caption - bottom	Photo was taken at Wisley after the first flight, not at Weybridge.
29	Photo caption	Photo was taken at Weybridge, not at Wisley.
33	Photo caption	Photo was taken in TBB hangar at Heathrow Airport, not at Wisley.
37	Photo caption - top	'break unit retaining bolts' should read 'brake unit retaining bolts'.
45	Photo caption	G-ASGG was the seventh Super VC10 built, not the eight.
59	Text – last paragraph	In a 'dumbbell' shaped circuit, 180° turns would be used, not 360° turns.
75	Text – last paragraph	G-ARVM was flown to Cosford by Captain P. Riley, not Bill Outram, according to the RAF Museum's documentation about the aircraft.
90	Text – first paragraph	Note states 'eleven power control units each with their own hydraulic supply'. Each PCU was self-contained, electrically driven with an internal, small, hydraulic pump and actuator. Technically, no hydraulic power was supplied to the PCU, only electrical power.
91	Text – third paragraph	XX914 was not used for blind landing research. See http://www.vc10.net/Airframes/cn_825_gatdj_xx914.html for an overview of the projects that the aircraft was involved in.
97	Text – last paragraph	'VHS Omni-directional Range' should read 'VHF Omni-directional Range'.
99	Text	'Moore left his home in South Africa before the war', Captain Val Moore was a New Zealander and served in the RNZAF during WWII.
126-127, 129, 132-134	Text and captions	A40- prefix in Omani registrations should read A4O-.
135	Text – third paragraph	First flight with the RB211 engine was on 6 th March 1970, not May.
136	Text – second column	The test flight that proved to be eventful took place on 7 th August 1972, not 1974, and was captained by Dennis Witham. A first-hand account of that flight with some different details is here: https://www.vc10.net/Memories/Testflight.html
141-142	Photo captions	XR806 was not the first C1 to be delivered to the RAF, XR808 was the first to be handed over.

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143	Text – second paragraph	‘..but the aircraft that entered RAF service in 1966 were still flying until 25 th September 2013’. The aircraft that entered service in 1966 were C1s and only one of those flew on until July 2013. The K3s that retired in September 2013 didn’t enter RAF service until 1985.
143	Photo caption	‘XR104’ should read ‘XV104’.
150	List of VC recipients	‘Lance Hawker’ should read ‘Lanoe Hawker’.
151	Text – last paragraph	XR808 was used for a movie in fake USAF colours, but this was most likely for a Gene Hackman movie, Larry Hagman of ‘Dallas’ fame was not involved.
157	Photo caption – top	The escape chute was tested on ZA143 in 1982/1983 (see page 158). ZD243 was an ex-BA Super VC10 that was never converted.
157	Text – last paragraph	Text implies that the registration XX914 wasn’t allocated until after the aircraft was used by the Royal Aircraft Establishment. G-ATDJ became XX914 in 1973 and was used by the RAE until 1975, but was stored there until 1982 when the fin was used to repair ZA141.
158	Text - fourth paragraph	‘In 1986, five 101 Squadron VC10s...’ should read ‘five 10 Squadron VC10s’.
160	Text – fifth paragraph	Periscopes at the rear of the fuselage were not added during the conversion, these had been available since the Super VC10s left the factory at Weybridge.
165	Photo caption – top	‘The Empire Strikes Back’ nose art was worn by all K2s and some K3s as well.
167	Photo caption – bottom right	A K4 tanker is not equipped to carry pallets, as it lacks the strengthened floor and main deck cargo door. The photo shows the interior of a C1(K).
176	Text – first paragraph	The date for ZA149’s repaint into the short-lived grey with blue cheatline livery (starting 5 th July 1994) does not match with the photo caption (bottom) on the next page (17 th May 1994, but in the new livery). RAF information shows that ZA149 received a repaint into the grey colours in June 1994, which would imply that the 5 th July 1994 date is incorrect.
216	XR806 entry	Date for delivery should read 19 th April 1967, not 7 th July 1966. It was not the first C1 to be delivered, it was actually the sixth.

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