Mineral Wealth of the Transbaikal region, east of Lake Baikal in Siberia, includes gold, lead, molybdenum, copper and coal. This Mi-4 helicopter is leaving a geologist's camp on a survey flight. Note the mountains

Command (Aden), who is made GCB: while Acting Air Marshals D. G. Morris (Chief of Staff, Allied Air Forces Central Europe) and G. A. Walker (Air Officer Commanding-in-Chief. Flying Training Command) become KCBs. Vice-Admiral C. L. G. Evans, now Deputy SACLANT, becomes KCB; and Capt R. D. Franks, who until recently commanded HMS Bulwark, is made a CBE. Also appointed CBE is Surg Capt F. W. Baskerville. who has been associated with the Naval Air Medical School and with air medicine in general.

We hope to publish next week a more detailed list of aviation names in the New-Year Honours.

BOAC VC10 Order Reduced British Overseas Airways Corporation has reduced from 15 to 12 its order for standard VClOs. according to the contract signed with British Aircraft Corporation last Thursday. December 28. The order for 30 Super VClOs remains unchanged. Total value of the contract, now involving 42 instead of 45 aircraft, is valued at about £151m with spares. This is within the corporation's VC10 expenditure which was originally provided for.

FAI Honoured By a unanimous vote the ICAO council recently decided to bestow the second Edward Warner Award, given for "outstanding contributions to the development of civil aviation," on the FAI. The award, a gold medal given every second year, commemorates Dr Edward Warner. president of the ICAO council from 1945 to 1957.

A citation accompanying the award states: "As an instrument for the promotion of the international spirit of aviation, the Federation Aeronautique Internationale has played an outstanding role in bringing nations together.
"Since its inception in 1905 it has made notable contributions towards the develop-ment of air navigation as well as to the facilitation of international flights through . the removal of barriers to air travel. By 'stimulating the spirit of competition, and by promoting aviation knowledge, it has fostered the formation of an air-minded public. The accomplishments and growth |of the Federation—which, starting from eight founding members in two continents, now extends to national aero clubs and

Halifax Model, constructed from an Airfix
kit, occupies Mr R. S. Stafford, Handley Page technical director, who was intimately con-cerned with the development of that bomber

associations in countries in all parts of the world—truly symbolize the development and progress of international civil aviation to which it has contributed so much."

VJ-101 in Trouble? Rumours of difficulty with the VJ-101 project, sponsored by the West German defence ministry, are now starting to appear in print. The design was

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planned to meet a need for a VTOL inter-cepter of extreme performance, and M3 is the oft-quoted design figure. Ability to fulfil an attack mission was regarded as secondary. One of its soubriquets was Traumjager (Dream Fighter), and it was known as such largely because it was so futuristic.
It was the creation of the Entwick-lungsring Slid (Bolkow, Heinkel, Messer-schmitt), and it was generally assumed— although no contract was placed—that lift and thrust would be provided by advanced Rolls-Royce turbojets made by MAN. One feature of the design was the use of swivel-ling engines at the wing-tips, and the extreme difficulty of synchronizing their thrust may well have forced the abandon-ment of this configuration. Certainly the original VJ-101 project has been scrapped, and work is now in hand on a design said to be called VJ-101D. According to one report it will be primarily a strike aircraft, and will compete in the NBMR-3 com-petition.

Potez 880 STOL Groupe Potez announce that the successful production of the Potez 840 transport has encouraged their engineer-ing department to produce a design meeting the French military specification for an STOL assault transport. Among the terms of this requirement are the carriage of 1,500kg (3,3061b) over 1,500km (932 miles) from sandy or muddy strips not more than 300m (984ft) long in tropical conditions at 1,000m (3.280ft) altitude.
The Potez 880 will have a rear-loading fuselage (overall length 60.4ft), and a high-mounted 68.8ft wing, of 678 sq ft, carrying four 930 s.h.p. Turbomeca Bastan 4 turboprops. Volume of the cargo compart-ment will be 883 cu ft, and gross weight will be 25,5731b in an assault role or 29,8941b as a conventional transport. Take-off to 35ft is given as 688ft (assault) or 1,312ft (transport), and landing distance from 50ft
as 934ft in either role. Cruising speed at
1,970ft is to be 270kt, and max range
(presumably cruising at altitude) is put at
1,491 miles. Civil versions of the 880 are
planned.

Flying School German Air Force personnel watch a Bristol Siddeley Orpheus training unit being loaded into a CAF Noratlas at Filton for delivery to Bremen. These units provide, in easily transportable form, complete "classrooms" for instruction in Orpheus engine operation and main-tenance. In this instance the unit will be used for instructing Luftwaffe men who will be operating Fiat G.9ls. The Orpheus is madeunderlicenceforGerman-bjiltG.9lsbyKlockner-Humboldt-Deutz, AG

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