

## THE NEW SQUADRON

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No. 31 Squadron, known sometimes as the "New" Squadron and latterly as "X" Squadron, met for the first time at Christchurch West High School on Monday, 3rd March, 1943.

The proposal to form a third town Squadron in Christchurch was mooted as early as October of last year. Before Flight Lieutenant Stedman could see his project put into effect he was transferred to Wellington. Flight Lieutenant Preston, with the vision and enthusiasm of his predecessor made the formation of the New Squadron a matter of first importance.

The organization of a new squadron entails much time and thought. The task, however, has been made comparatively easy, through the ready assistance given by Wing Headquarters and the Officer Commanding and the Officers of No. 17 Squadron.

We are indebted too, to Mr. Noble, Headmaster of Christchurch West High School and to the Canterbury University College Council for allowing us the use of such excellently appointed buildings as Squadron Headquarters. The lecture rooms are spacious and well lighted, the masters' common room serves admirably as an Orderly Room and the quadrangle makes a first class parade ground.

Despite this, West lacks facilities for P.T. but arrangements have been made with the Y.M.C.A authorities for the Squadron to do this work in their gymnasium, and under the experienced direction of Pilot Officer K. Muff.

The Squadron consists of two Flights. Pilot Officer C. H. Perkins (formerly of No. 17 Squadron) as senior officer, commands "A" Flight and Pilot Officer H. R. Lake, in the meantime holds the dual position of Flight Commander of "B" Flight and of Adjutant to the Squadron. Mr. Payne is Warrant Officer and Corporals Brown and Ruske have been appointed Acting Flight Sergeants attached to "A" and "B" Flights respectively.

Dr. I. W. Fraser, M.A. and Mr. T. M. Penny, B.A., will assist on the educational side of the work.

It is difficult to imagine a Squadron commencing under more auspicious circumstances and officers and cadets will spare no effort to attain the high standard set by No. 6 and No. 17 Squadrons.

L. W. Stewart, Flying Officer,  
Officer Commanding,  
No. 31 Squadron,  
Air Training Corps.

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### WHAT GOES UP.....

In 1939 a racing plane with a wing span of only twelve feet was designed and built by Tom Floyd of California. Due to its tiny wing span, the speedster, which had been named the Floyd Bean Special, after Floyd and his pilot, Bob Bean, had a landing speed of 120 m.p.h. In landing after its first test flight, this high speed caused the landing gear to collapse, damaging the propeller, fuselage and wing. Bean, however was unhurt and Floyd rebuilt his ship, claiming for it a top speed of 350 m.p.h. The power plant was a 400 m.p.h. Menasco engine