

when a little group of flyers, after conferring with Milton A. Reckord (then a Brigadier General, and much more about him later) were authorized to form an air squadron. After about two months, the unit was formed, and on June 29 of that year, it was inspected and recognized by the federal government. With two small hangars and a flight of Curtiss Jennies, they set to work in the cow pasture that we mentioned—across the road from what is now Harbor Field in Baltimore, At Logan Field, as the cow pasture was called, they met on weekends to carry on with their training. A year later, the squadron, together with a photo section and a medical section, became known as 29th Division Aviation, and during the summer of 1922 became the first National Guard Air Squadron to attend summer encampment. They went to Langley Field, Virginia, for 15 days of active-duty training. As the years passed, the squadron received new equipment as it became available. It continued to train at Logan Field, with summer encampments at Martinsburg, Frederick and Langley Field, logging more than 2,000 flying hours a year.

Meanwhile, the squadron acquired a new name—the 104th Observation Squadron. Commanding officers during the period were Majors Jones, Hamilton, Burwell, Tipton and Masson—names which figure proudly in the story of this fine organization. It was in 1941 that the squadron, commanded by Major Charles A. Masson, was mustered into federal service, and after the assault by the Japanese upon Pearl Harbor, the unit became a part of an observation group flying anti-submarine patrols off the Atlantic Coast. This task was carried out successfully. Then in 1943, our squadron lost its identity, but the men who comprised it went on to fight valiantly in what up to now has been the most devastating war known to man.

The 104th, by that time, bobs up again after that war had been won and peace—at least the only kind of peace we have known since—set in. In August of 1946, the 104th was reactivated as a fighter squadron, under the command of Lt. Col. Robert L. Gould, and moved into facilities at Harbor Field. When the Korean War broke out, Colonel Gould went on active duty and Major Edwin Warfield, 3rd, took command of the squadron. Major Warfield, of course, is with us today.

The dizzy development of military armament following World War II created problems hitherto unknown in the troubled career of our air squadron. Propeller driven aircraft went into retirement with the cross-bow and the blunderbuss and, though jet planes were available, little Harbor Field could not accommodate them. It