

INTRODUCING Brigadier General Glenn O. Barcus, Commanding General, I Fighter Command

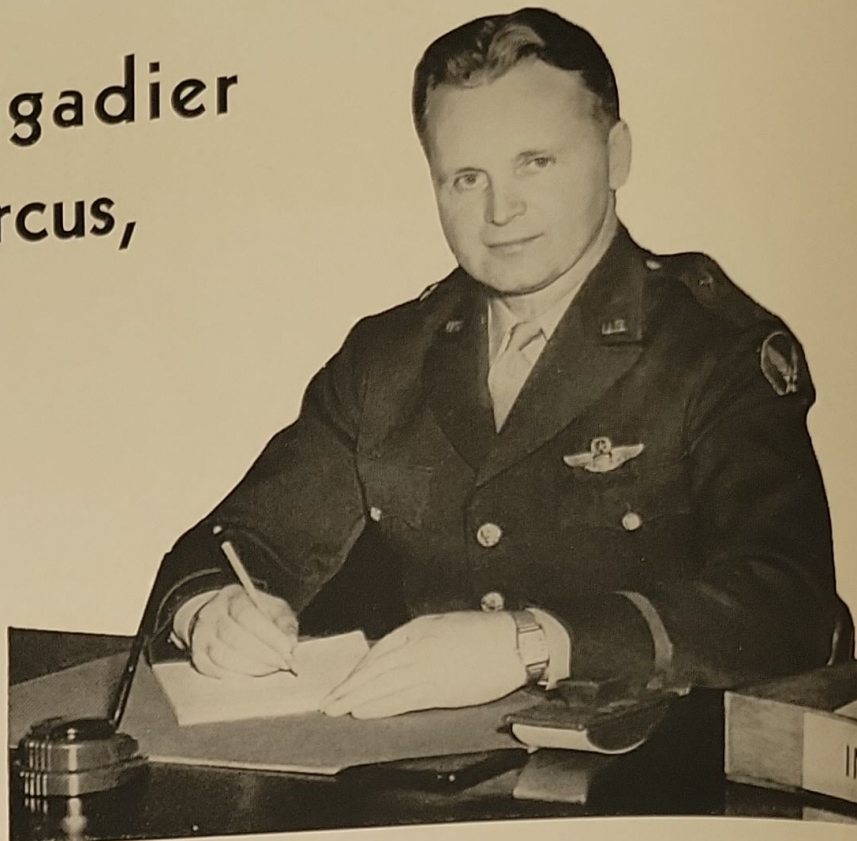


As the new Commanding General of the First Fighter Command, Brigadier General Glenn O. Barcus' job is two-fold: first, the training of pilots for offensive action and, second, to defend the area from Maine to Florida from air attack. He is a firm believer in the importance of both duties, particularly because he is an active flyer.

Born in Genoa, Illinois, July 25, 1903, he started his Army career in 1925, shortly after his graduation from the University of Illinois, and since that time he has served on posts in Kansas, Texas, Michigan, and Virginia, with foreign service in Hawaii, Puerto Rico and Trinidad. He has seen the present war at first hand in the South Pacific, where for six weeks he flew that combat area on an inspection trip for the Directorate of Air Defense, Washington, D. C.

The Air Corps was small and full in 1925, so when General Barcus decided that he wanted to become a flier, it was necessary for him to join the Cavalry. In 1925 and '26 he served with this branch of the service at Fort Riley, Kansas. Toward the end of 1926 he obtained a transfer to the Air Corps and trained at Brooks and Kelly Fields in 1927. The training period over, General Barcus was assigned to the First Pursuit Group at Selfridge Field, Michigan. This famed World War group, which numbered such renowned fliers as Eddie Rickenbacker, Billy Mitchell and others, was, in 1927, commanded by General Barcus' present superior, Major General Ralph Royce, Commanding General of the First Air Force, whose headquarters are also at Mitchel Field, N. Y.

For five years, between 1928 and 1933, General Barcus was instructor at Brooks and Randolph Fields. He was



BRIGADIER GENERAL GLENN O. BARCUS

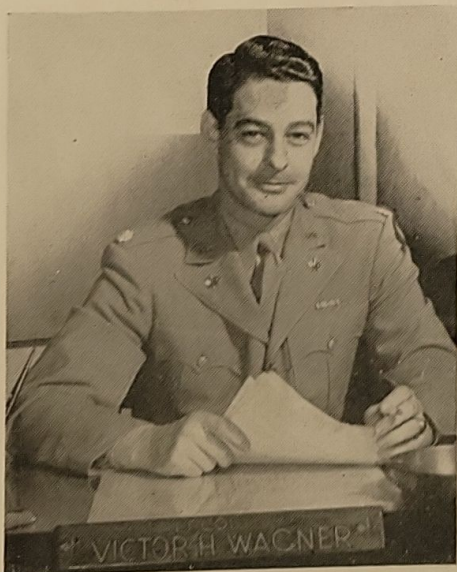
then transferred to Wheeler Field, Hawaii with the 18th Pursuit Group. He received his First Lieutenant's commission in 1931 and was married the same year. From 1935 until 1941 General Barcus was at Langley Field, Virginia with the 8th Pursuit Group, but early in 1941 was sent to Losey Field, Puerto Rico with the 36th Pursuit Group. He was stationed at Losey Field when the war broke out.

General Barcus did a short tour of duty at Waller Field, Trinidad in 1942, and in April of that year was brought into Washington to take a post with the Directorate of Air Defense.

After a trip to the South Pacific, General Barcus took over the Philadelphia Air Defense Wing in December 1942. Then a full Colonel, he remained at Philadelphia until April 12, 1943 when he was assigned to the high position of Commanding General of the First Fighter Command.

He was commissioned with the rank of Brigadier General, May 14, 1943.

Colonel Wagner's Message . . .



LT. COL. VICTOR H. WAGNER

Without communications — specifically, the all-important telephone network—the Aircraft Warning Service could not exist. As Signal Officer of the I Fighter Command, Lieutenant Colonel Victor H. Wagner is responsible for the maintenance and operation of the Aircraft Warning Service on the eastern seaboard.

Young and energetic, Colonel Wagner is a West Pointer, class of '36, and has attended the Company Officers' Course at Fort Monmouth, N. J. and the Signal Staff Officers' Course at Orlando, Florida. He has seen service at Fort Bliss, Texas; Fort Monmouth, N. J.; Schofield Barracks, Hickam Field and Wheeler Field, Hawaii; and Maxwell Field, Alabama, before coming to Mitchel Field in the fall of 1941.

Delighted to see this new publication make its appearance for all of I Fighter

Command's civilian volunteers, Colonel Wagner has this message:

"The final step has been taken to coordinate completely the splendid, efficient and patriotic services of our volunteers. This new publication brings home the fact that the Ground Observer volunteers, the CARW volunteers and the Information and Filter Center volunteers are and have been one organization.

"Thus far our service has been the difficult one of watching and waiting for the day or night which we hope will never come. When it does, and it will, let us do our job well.

"I extend my gratitude and congratulations to all of the Civilian Volunteers of the Aircraft Warning Service for the highly profitable contributions they have made so far and my best wishes to them in the continuance of this vital work."