

神鷹

# The First and the Last

*The Rise and Fall of the German  
Fighter Forces, 1938-1945*

By Adolf Galland

紅武士

smarshal Göring (center) and Galland (facing Göring) talk at  
vanced fighter base during the Battle of Britain. (Photo by  
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中立者爲戈林，反面對立者爲賈南德（不列顛之戰時所



神 鷹 紅 武 士

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譯 鍾 先 鈕

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# 神鷹紅武士

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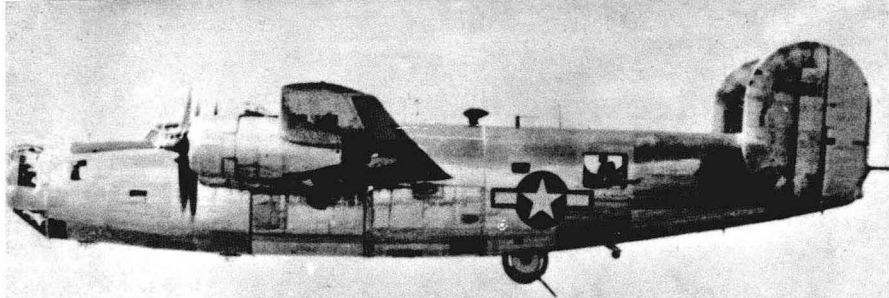


**P-47 美國重戰鬥機。**

*Above:* The Republic P-47, a heavyweight fighter, joined the P-38 on escort duty and helped destroy vast numbers of ME-109s and FW-190s. (Photo by David Cooke) *Below:* Probably one of the USAAF's most effective fighters, the North American P-51 did yeoman service over Germany. Standard German fighters were no match for it in speed and firepower. How it would have fared against the radical jet aircraft is another question. The U.S., however, also had several jet aircraft in Europe (Lockheed P-80s) when the war ended. (Official U. S. Air Force Photo)



**P-51**，即所謂「野馬」或為美國最後的一種螺旋槳式戰鬥機



### B-24 美國轟炸機。

*Above:* The Consolidated B-24 joined the B-17 in the destruction of the German industrial might. Eighteen thousand B-24s were built during the war. (*Consolidated Vultee Photo*) *Below:* Without fighter escort, mass daylight raids became unendurably costly. Among the finest types to support bomber formations was the Lockheed P-38, which ran up a fine record against German fighters.

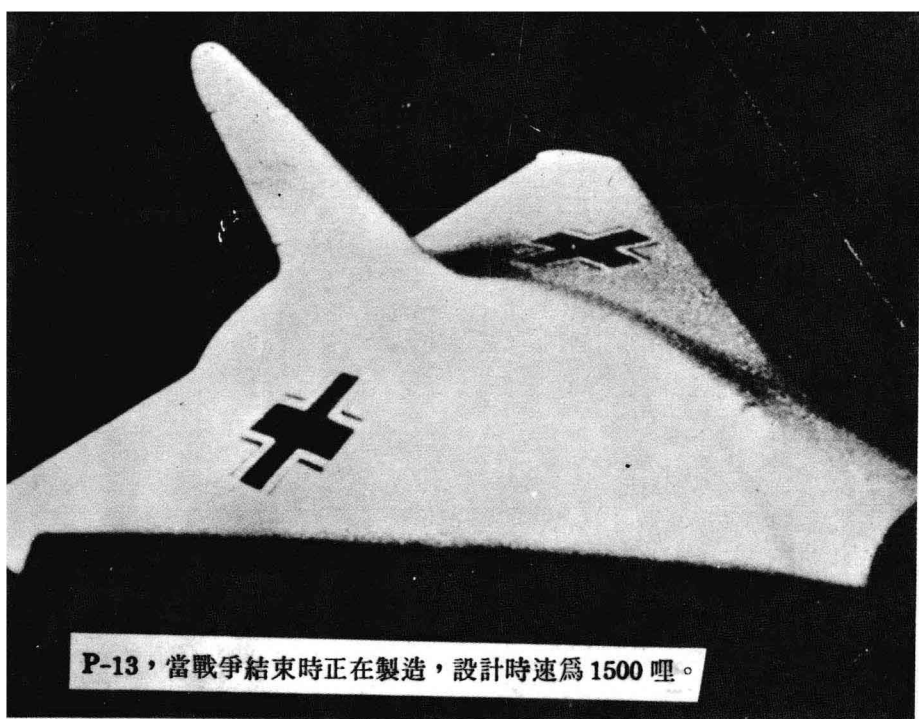
### P-38 美國護航戰鬥機





**B-17 編隊飛行之壯觀。**

This magnificent photograph of a formation of B-17s over Germany illustrated the power of the USAAF in the Battle of the Reich. The enormous defensive power of the B-17 (11 .50-caliber machine guns per ship), plus the effectiveness of the U. S. fighter support, drove the German fighters from the skies. (*Air Force Photo*)



**P-13**，當戰爭結束時正在製造，設計時速為 1500 哩。

The prototype of this aircraft, the Jaeger P-13, was under construction when the war ended. Designed to fly at 1500 mph, it was designed by Alexander Lippisch, who also designed the ME-163. (*Air Force Photo*)

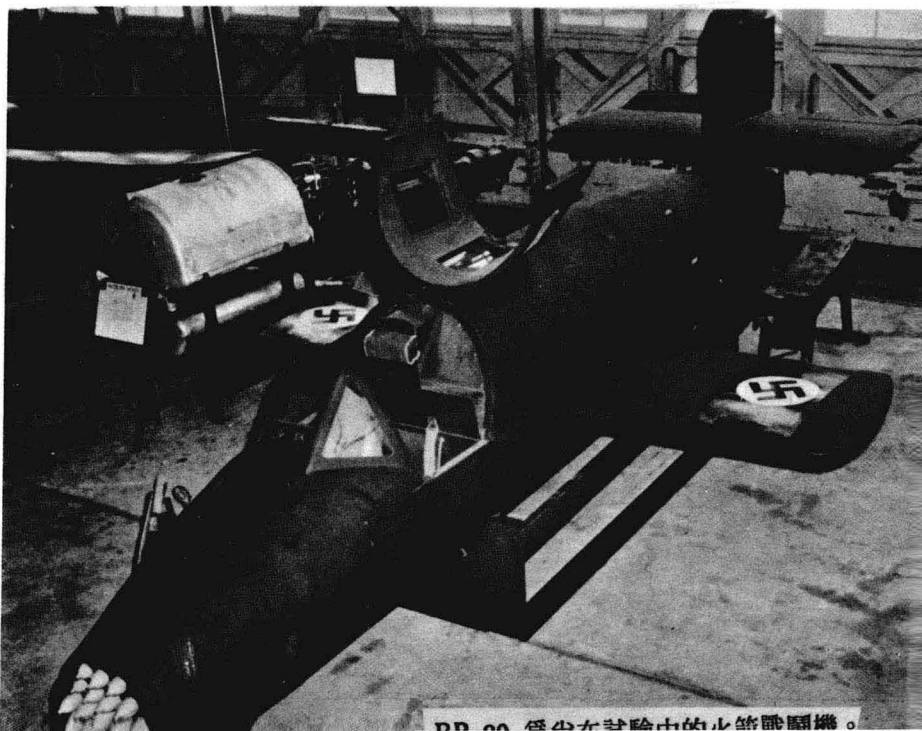




AR-234，一架四引擎噴射機，時速達 670 哩。

The Arado AR-234 was designated as a fighter! A four-jet airplane with a speed of 670 mph at 25,000 feet, it never was mass-produced. It carried a two-ton bomb in its concave underside. (*Air Force Photo*)

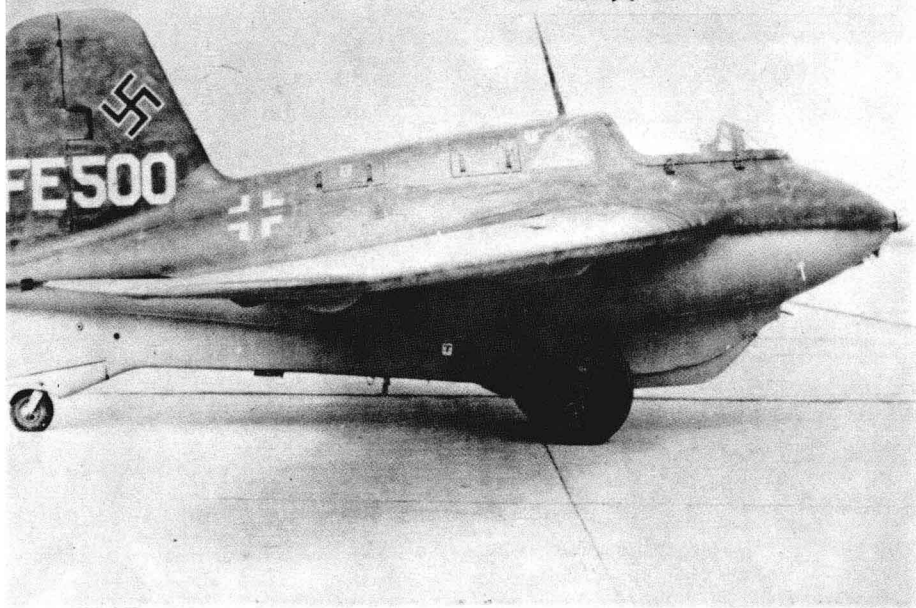
The Bachem BP-20 was an experimental rocket fighter. It never saw action. (*Air Matériel Command Photo*)



BP-20 係少女蜂險中的火箭戰鬥機。

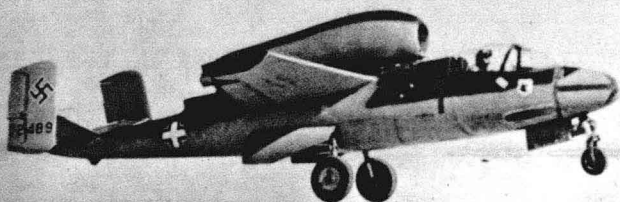


ME-163 火箭機，時速達 600 哩。



*Above:* The ME-163 rocket plane attained a speed of 600 mph in 1941. Three years later it was used mainly for strafing ground targets. Hitler never sensed the value of fighter aircraft in the defense of Germany. *(Air Force Photo)* *Below:* The Heinkel HE-162 was largely constructed of nonstrategic materials. Called "The People's Fighter," it got into mass production after Germany's fate had been sealed. Here is one of the few flight pictures of this craft in existence. *(Air Force Photo)*

HE-162，號稱為「人民戰鬥機」在德國已註定失敗時始大量生產。

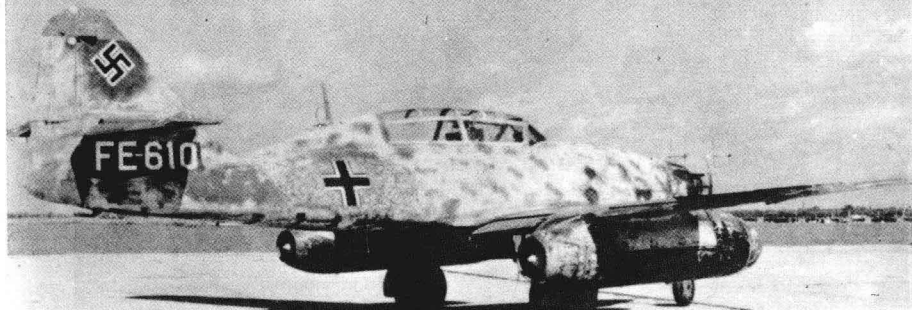


**AR-334，世界上第一架噴射轟炸機。**

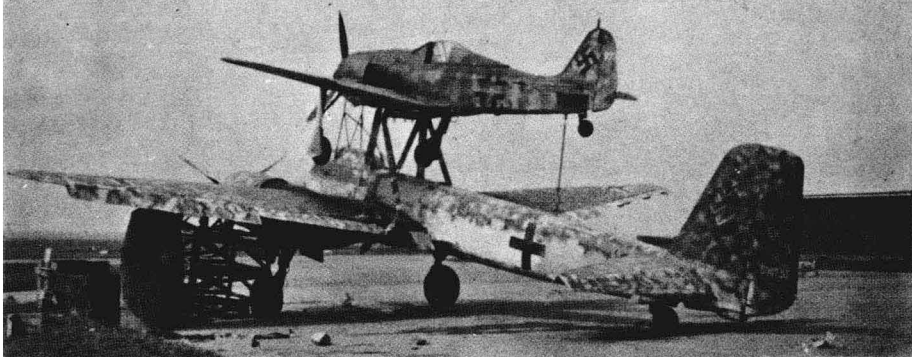


*Above:* The Arado AR-234 was probably one of the world's first jet bombers. Developed by the Germans at the end of World War II, it was powered by two jet engines slung under the wings. (*Air Force Photo*) *Below:* The twin-jet ME-262, with a speed in excess of 500 mph, could have been in large-scale production by 1944. Hitler, however, insisted on committing this revolutionary aircraft piecemeal as a fighter-bomber! Thus, while Allied P-47s, P-51s, and P-38s were sweeping German fighters from the skies, these aircraft were pecking hopelessly at ground targets along the shrinking perimeter of the Reich. (*Air Force Photo*)

**双噴射引擎的 ME-262，時速已超過 500 哩，如能在1944年大量生產，則戰局可能改觀。**

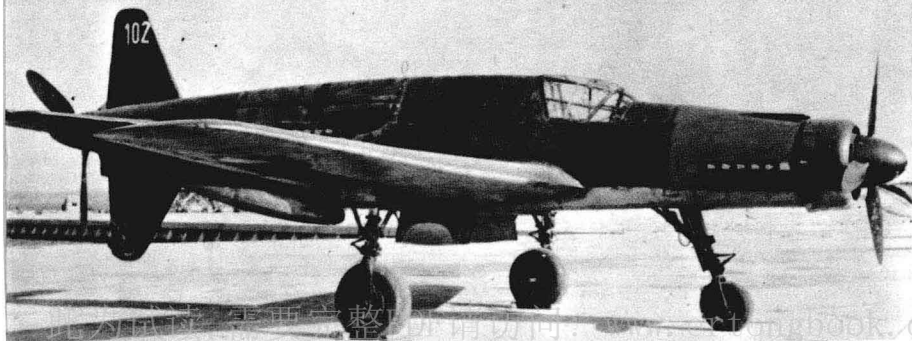


飛機載飛機爲一種特殊的試驗。

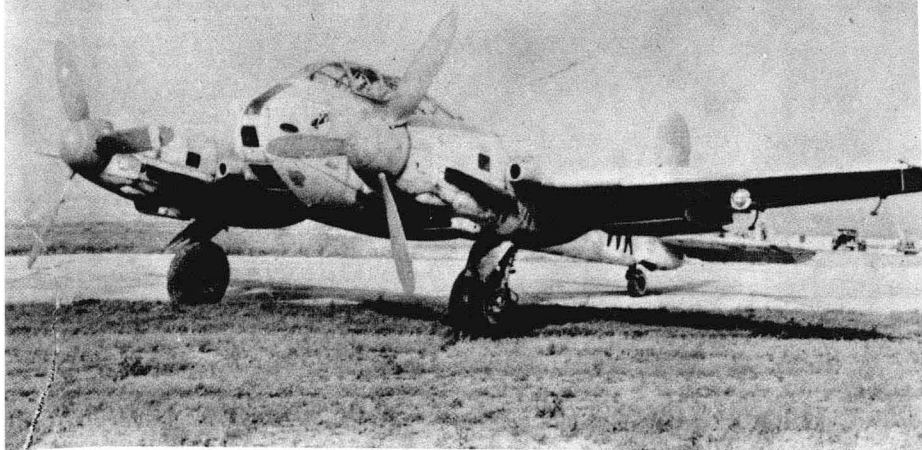


*Above:* One of the unusual experiments attempted by the Luftwaffe was the Pick-a-Back plane. Here is an FW-190 mounted on a JU-88. The pilot of the FW-190 controlled the JU-88 by remote control. Over the target, the JU-88 is released and guided to the objective by the remote control. (*Signal Corps Photo*) *Below:* The Dornier DO-335 utilized the pusher-puller principle. A fast, hot aircraft, the DO-335 never got into the mass-production stage. (*Official United States Navy Photograph*)

**DO-335**，一種新型機，因故障太多，不曾大量生產

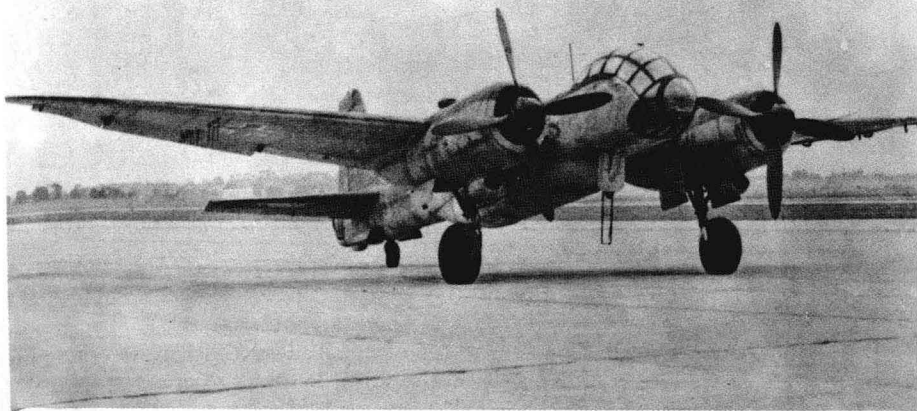


ME-410，輕轟炸機，也用來支援地面作戰

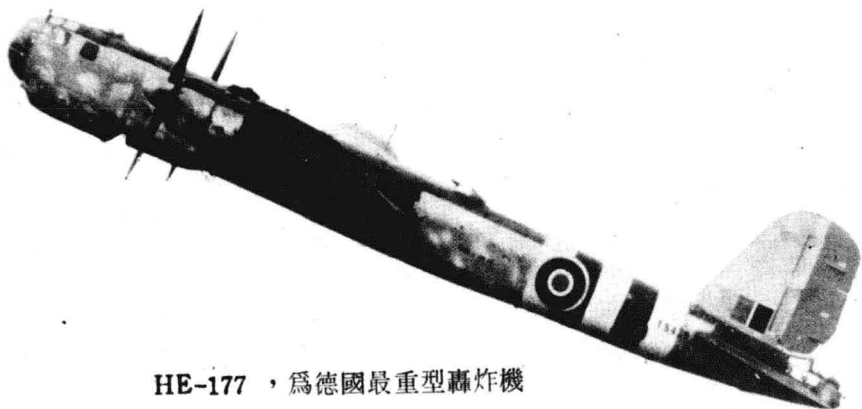


The ME-410 was employed as a destroyer, or ground-support aircraft. It was also used as a light bomber. (Official Photo U.S.A.A.F.)

JU-388 爲德國最佳飛機一用作夜間戰鬥機，在 37000 呎時 速爲 414 哩。



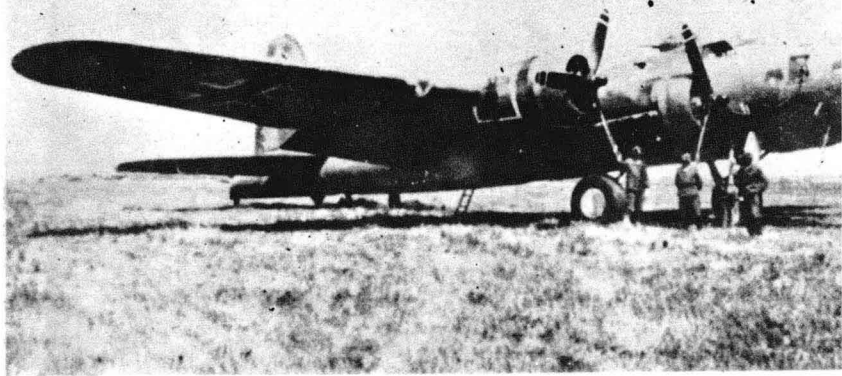
The JU-388 was one of Germany's best airplanes. Used as a night fighter, it had the speed of 414 m.p.h. at 37,000 feet.



**HE-177**，為德國最重型轟炸機

This is a photograph of the HE-177, captured by the British. This was Hitler's heaviest type of bomber. In each engine nacelle were two engines, hooked to a single drive shaft. Considerable difficulty was encountered with this arrangement. (*Official United States Navy Photograph*)

美國的 **B-17**，性能遠優於德國的 **HE-117**，但很諷刺，這架 **B-17** 却是德國所俘獲的。



One of the major factors in Allied air victory over Germany was the Boeing B-17. Here, ironically, is a captured B-17 with German markings. Unlike the HE-177, pictured above, the B-17 was an extremely powerful and reliable aircraft. Its defensive armament was several times as powerful as that of the HE-177. (*Air Force Photo*)

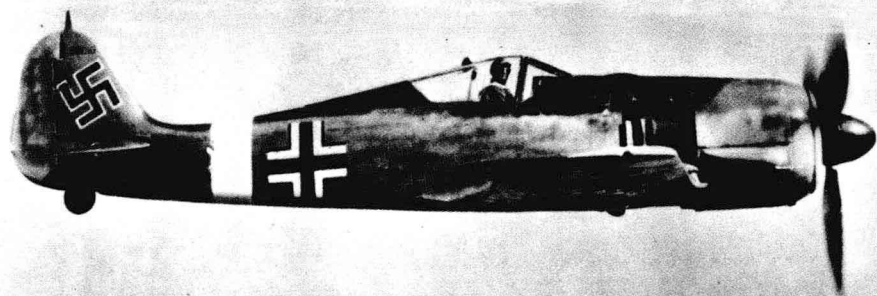




**FW-190，在 1943 年開始代替 ME-109 成為戰鬥機的主力**

*Above: The FW-190. This fighter, which began to replace the ME-109 in 1943, shortly became the favorite of the German Fighter Arm. (Air Force Photo) Below: A side view of the FW-190. (Air Force Photo)*

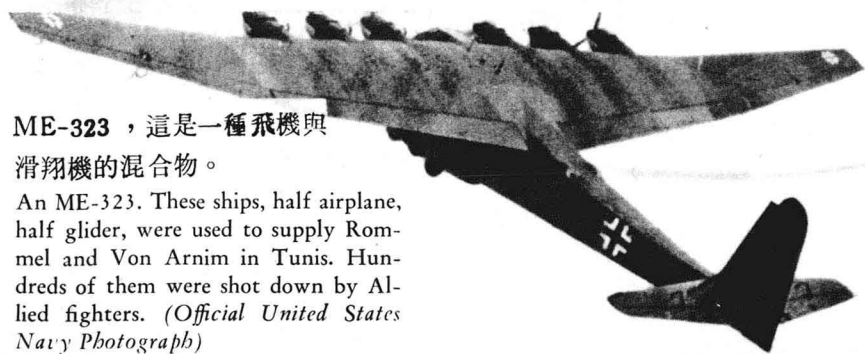
**FW-190 之側面，不久成為戰鬥機部隊所最歡喜的飛機。**



ME-323，這是一種飛機與

滑翔機的混合物。

An ME-323. These ships, half airplane, half glider, were used to supply Rommel and Von Arnim in Tunis. Hundreds of them were shot down by Allied fighters. (*Official United States Navy Photograph*)



FW-189，大量用來支援地面作戰

This Focke-Wulf FW-189 was largely used as ground-support aircraft. (*Official United States Navy Photograph*)

Reichsmarshal Göring (center) and Galland (facing Göring) talk at an advanced fighter base during the Battle of Britain. (*Photo by Herbert Ro*

中立者爲戈林，反面對立者爲賈南德（不列顛之戰時所攝）







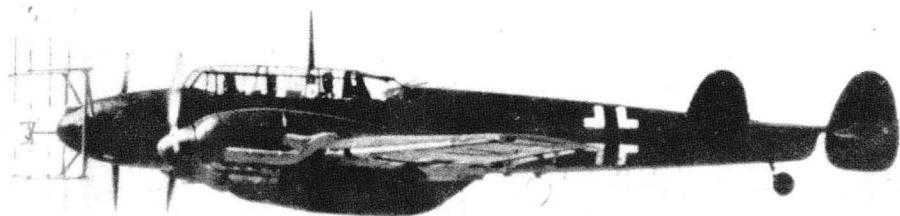
**JU-88**，俯衝及水平轟炸兩用機性能頗佳，  
但航程及載量頗小

The JU-88 saw considerable service in the Luftwaffe. Used as both a dive bomber and a level bomber, it was a fast aircraft with good performance features. Its limited range and bomb load rendered it ineffective as a strategic weapon. (*Air Force Photo*)

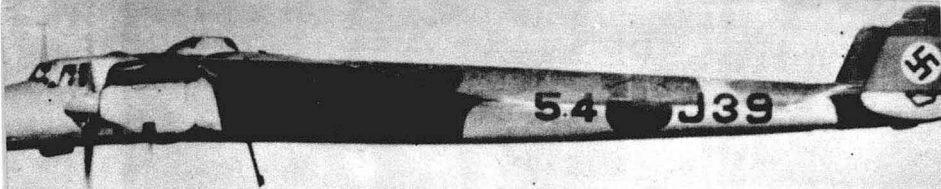


**DO-217** 裝有俯衝減速器。

*Above:* This Dornier DO-217 is fitted with a dive-brake (see extension of fuselage). In dive, brake opens like an umbrella to reduce speed. (*Air Force Photo*) *Below:* An ME-110 fitted with radar for night-fighter duty. (*Photo by Herbert Rost*)

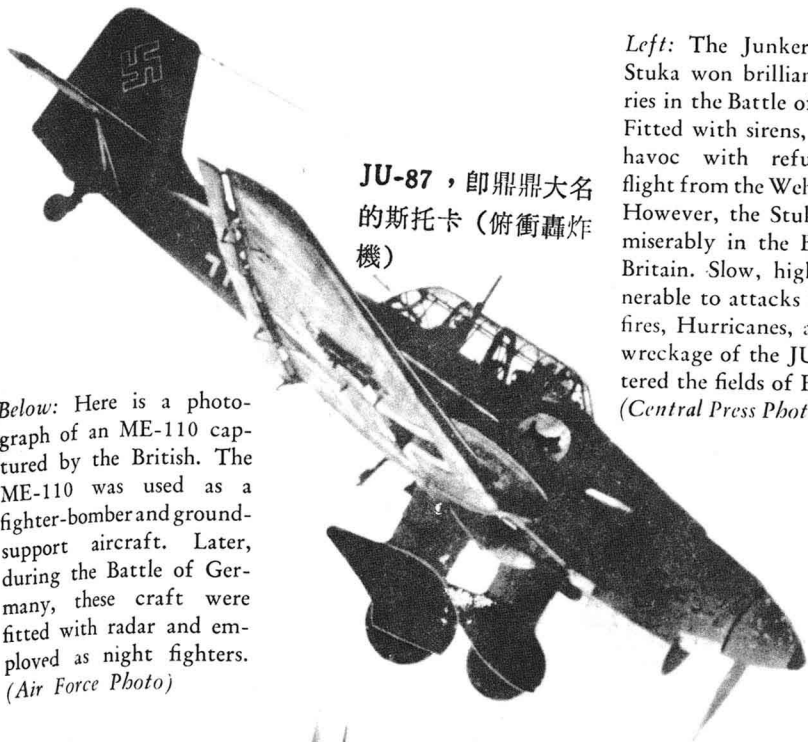


**ME-110** 裝有雷達供夜戰之用



**DO-17**，綽號「飛行鉛筆」也是防禦武裝太差。

*Above:* The Dornier DO-17, aptly dubbed "The Flying Pencil," saw a good deal of action over England in 1940-41. Like many German bombers, its defensive armament was poor. (RCAF Photo)



**JU-87**，即鼎鼎大名的斯托卡（俯衝轟炸機）

*Left:* The Junkers JU-87 Stuka won brilliant victories in the Battle of France. Fitted with sirens, it raised havoc with refugees in flight from the Wehrmacht. However, the Stuka failed miserably in the Battle of Britain. Slow, highly vulnerable to attacks by Spitfires, Hurricanes, and flak, wreckage of the JU-88 littered the fields of England. (Central Press Photos, Ltd.)

*Below:* Here is a photograph of an ME-110 captured by the British. The ME-110 was used as a fighter-bomber and ground-support aircraft. Later, during the Battle of Germany, these craft were fitted with radar and employed as night fighters. (Air Force Photo)



**ME-110**，本為戰鬪 轟炸機，以後裝上雷達改用為夜間戰鬪機