

研究生教材

博士生英语军政阅读教材

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编者的话

国家教委(1992)对非英语专业博士生的英语教学目的作出如下规定:
“培养学生具有熟练的阅读能力,较好的写作能力和一定的听说能力。能够以英语为工具熟练地进行本专业的研究并能进行本专业的学术交流。”本教材就是根据这一要求编写的。

博士生的外语教学是公共外语教学的最高层次,也是连接学习和使用两个阶段的最后环节。因此,在指导思想,在继续巩固、加深和扩展基础知识和基本技能的同时,应该适当侧重未来工作对外语这一工具的特定需求。对国防大学的博士生来说,就是如何使外语为军政教学与科研服务,为我军建设服务。基于这种考虑,我们把军事、政治、外交、经济、文化、社会等各种题材纳入教材。本书为《博士生英语阅读教材》的续编,集中选用军政、尤其是军事题材,定名为《博士生英语军政阅读教材》。此外,我们在编选时还注意以下几点:

- 1、语言地道,所选课文均为英美原作;
- 2、语言有一定难度,并包含大量军政词汇和词组;
- 3、时代性强,除一篇外,均选自第二次世界大战后的文章,其中大部分为80-90年代的作品;
- 4、鉴于学员已具备一定的英语水平和独立学习能力,故注释用英文,且只涉及一般字典查询不到的词汇、术语和背景知识等。
- 5、练习中的口头讨论或笔头作文题目见“树”见“林”,尤重见“林”,着重培养学员对语篇的理解、综合归纳和应用能力。

本教材的另一特点是以阅读为龙头,将读、说、听、写、译各种能力的训练融为一体。口头讨论或笔头作文既加深对课文的理解,又训练口笔头连续用英语表达的能力;翻译练习不机械结合课文,但题材体裁一般与课文相近,而且均为原文。

本书在编写过程中,参考了兄弟部队或地方院校的一些教材,现列表如下,并顺致谢意:

《英美报刊阅读教程》	端木义万	南京大学出版社
《军事英语》	冯翠华、乐瑞夫	解放军外院出版社
《军事英语教程》	邓万学、吴平	军事译文出版社
《研究生英语阅读教程》	夏国芳、王承康	南京大学出版社
<i>BRIDGING THE GAP</i>	<i>Wu Yiso</i>	<i>Michigan State University</i>

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CONTENTS

Lesson 1	THE CHRISTMAS BOGEY.....	(1)
Lesson 2	LEVELS, VALUES AND PRINCIPLES OF WAR...	(14)
Lesson 3	A FRAMEWORK FOR MILITARY STRATEGIC ANALYSIS.....	(24)
Lesson 4	THE AMERICAN MILITARY STRUCTURE AND 1997 MILITARY STRATEGY.....	(35)
Lesson 5	THE JOINT CAMPAIGN.....	(45)
Lesson 6	INFORMATION WARFARE.....	(57)
Lesson 7	THE NEW WAY OF LOGISTICS IN EUROPE...	(67)
Lesson 8	THE RISING SUN.....	(77)
Lesson 9	RETAINING THE MORAL ELEMENT OF WAR	(90)
Lesson 10	COMMANDERSHIP.....	(99)
Lesson 11	THE MAKERS.....	(110)
Lesson 12	HUMAN RIGHTS AND SOCIAL POLICY IN USA.....	(119)

Lesson One

TEXT

THE CHRISTMAS BOGEY

----- Pat Frank

[1]. When the Air Force privately evaluated the affair later, delay in reporting the original sighting received much of the blame. This delay was the fault of Airman 2/c Warren Pitts, but the cause of Pitts' lapse never was committed to paper, for it would sound so emotional and unmilitary. The truth is that Warren Pitts was only eighteen, and he was homesick, and weeping at his post.

[2]. Pitts was the youngest of five technicians assigned, that morning, to the 48 hours' duty in the Early Warning Radar shack atop a wing-scoured hill overlooking the sprawling Thule base in northern Greenland.

[3]. It was tail-end Charley duty. Down on the base everybody was celebrating. There was a USO troupe, including stars from Hollywood, at the theater. There was a Christmas tree, flown from Maine in a B-36 bomb bay, in the gymnasium. It was the only tree in a thousand miles. There were parties in the day rooms, and turkey dinners in the mess halls, and a mountain of still undistributed mail and packages. Pitts hadn't received the Christmas box his folks in Arizona had promised.

[4]. Even in the radar shack there was a celebration of a sort. The other room was bright and warm, and the men were listening to Christmas music on the radio.

[5]. There was no light in the viewing room, so that vision would be sharper. Pitts sat lonely in darkness and watched a thin white sliver revolve in hypnotic circles on the screen.

[6]. He wasn't thinking of himself as the guardian of a continent. He was thinking of Arizona's hot sun. He hadn't seen the sun in weeks, and wouldn't see it for weeks more. He said, "Oh, gosh, I want to go home." He lost interest in the radar, tears swamped his eyes, and then he put his face in his hands.

[7]. When at last he looked up, there was a fat, green blip winking evilly at him from the upper right-hand quadrant of the screen. How long it had been there he could not guess. It could have come across the pole, or it might have entered from the east. This radar had a range of perhaps 300 miles. When he first saw the blip, it was closing on the 150-mile circle.

[8]. Had Pitts instantly reported this sighting, successful interception of the plane would have been possible at Thule, but he didn't. He told the blip to go away. He begged it to go away. On occasion, Russian weather planes crossed the pole, but always they turned around and went back and he wished his blip would do the same, so he would not have to explain to Sergeant Hake. The blip kept on coming, skirting the edge of the 150-mile circle, as if making a careful detour.

[9]. Pitts rose from his canvas chair and shouted, "I've got a begey!"

[10]. Except for Sinatra singing "White Christmas", there was silence in the other room; and then suddenly they were all in with him. Sergeant Hake watched the blip for three revolutions; then he said, "how long you been asleep, kid?"

[11]. "I haven't been asleep. Honest I haven't."

[12]. The sergeant noted the boy's reddened eyes and the tear channels down the pinched white face. He turned back to the scope.

[13]. "What do you think it is?" Pitts asked fearfully.

[14]. "It could be a large type flying saucer," said Hake, "or it could be Santa Claus and eight tiny reindeer, or it could be an enemy jet bomber." He reached for the telephone and called Central Radar Control.

[15]. At Central, Lieutenant Preble, a serious young man, had the duty. Ranged along the wall inside the central room were many types of radar, including a repeater set from the early warning installation on the hill. Lieutenant Preble switched on this set. As it heated, the blip appeared. He estimated the bogey at 140 miles from Thule, bearing 80 degrees, speed 400 knots, and headed due south.

[16]. It could be a Scandinavian airliner bound for Canada and Chicago. It could be a jet tanker on a training flight from Prestwick, Scotland, which had failed to report its position.

[17]. Or it could be an enemy jet bomber sneaking around Thule.

[18]. Whatever it was, Radar Control had a standing order to scramble fighters and alert the batteries if a bogey could not be identified within sixty seconds. This would certainly have been done now, except for several human factors.

[19]. Lieutenant Preble often played chess with Captain Canova, an F-94 fighter pilot, and at this moment Captain Canova and his radar observer were in the ready room. In an alert, they would be scrambled—the first ones to face that icy air.

[20]. Outside, the temperature was 42 below, and the wind was an erratic Phase Three—above 50 knots. If the bogey continued its course and speed, it would require long-range interception, outside

the protective cloak of Preble's radar. Then there could very well be an accident.

[21]. The lieutenant turned to his communicator and said, "Let's try to raise this bogey. Call the tanker again."

[22]. The tanker didn't respond. Preble wasn't worried about that. There had been no distress calls from the tanker; and where they were, near the magnetic pole on top of the world, radio communications frequently went haywire. The communicator tried the commercial channels. There was no answer.

[23]. Preble took a good hold on the edge of his desk. The blip had closed to Thule and was moving fast to the south. Each second now was taking it away. Unless he scrambled Canova immediately, there would be no chance for an intercept.

[24]. He looked at the clock. The big second hand was sweeping down like a guillotine.

[25]. Even if Canova shot down the bogey, it might turn out to be a transport loaded with people racing home for Christmas.

[26]. But whatever the bogey was, an alarm would stop the USO show in the theater, and empty the clubs, and send some thousands of troops and gunners and airmen to their posts in the frightful cold and wreck Christmas. If Canova shot down a friendly plane, there would be no more room for Lieutenant Preble at Thule, or perhaps anywhere.

[27]. Preble slammed his hand on the red alarm button, and spoke into the microphone: "Scramble, Lightning Blue! Ready, Lightning Red!"

[28]. He looked at the clock, and marked the hour, minute, and second. Canova would be airborne in under three minutes, requesting instructions. But the chase would be long, and would carry beyond

the fringe area and guidance of his radar. In his heart, Preble knew he was too late. Outside, he heard the sirens screaming.

[29]. At 6:24 p.m. EST, Christmas Eve, the priority message from Thule reached the enormous plotting room of the Eastern Defense Command, at Newburgh, New York. A bogey had slipped past Thule. Interception had been unsuccessful; and Canova, the pilot, had returned to base. The bogey was headed for Labrador or Newfoundland at better than 400 miles an hour, estimated altitude 30,000 feet.

[30]. Upon the shoulders of Major Hayden, an ace in two wars but the youngest and least experienced officer on the senior staff, rested the awful responsibility for the safety and security of the vital third of the United States, from Chicago east to the Atlantic. This was normal on Christmas Eve, for alone among the Master Controllers, Major Hayden was a bachelor.

[31]. Major Hayden was not alarmed at this first report. The day's intelligence forecasts showed that the world, this season, was comparatively peaceful. Also, there was only one plane; and Major Hayden did not believe an enemy attack would be launched by one plane, or even so small a number as one hundred.

[32]. Besides, the bogey could be reasonably explained. It could be a British Comet which had announced it was going far north to seek the jet stream. It could be a Scandinavian airliner looking for Goose Bay. It could be most anything.

[33]. Major Hayden ordered a miniature plane set upon the plotting board at the spot where this bogey ought to be, according to its projected course and speed. A red flag, showing that the bogey was unidentified, topped this plane. He would keep his eyes on it.

[34]. He didn't want to bother the General, although the General

had visited the plotting room, at six, to look things over. The General always seemed anxious. This may have been because on December 7, 1941, when Major Hayden was a sophomore in college, the General was a major commanding a bomber squadron at Hickam Field, Hawaii, and all his planes had been bombed and shot up on the ground. The last thing the General had said was, "I'm going over to my daughter's at the Point, for dinner. You know the number. If anything happens, call me."

[35]. Major Hayden didn't believe that anything, really, had happened yet. Besides, he knew that every Christmas Eve the General trimmed the tree for his grandchildren. He didn't want to break that up.

[36]. Major Hayden did call the Royal Canadian Air force liaison officer, and he did alert the outlying bases, and the border radar sites. Then he waited.

[37]. An hour later, reports began to come in. The jet tanker from Prestwick turned up at Thule, its radio out. The British Comet landed at Gander after a record crossing; it had not been near Thule. The Scandinavian airliner, it developed, was grounded in Iceland.

[38]. Major Hayden fretted. Every fifteen minutes, one of his girls inched the red-flagged bogey closer to his air space. The bogey became the only thing he could see on the board. He alerted all fighter bases north of Washington, and the antiaircraft people, and the Ground Observer Corps. The GOC was apologetic. It doubted that many of its posts were manned. The GOC would do what it could, but he would have to remember that they were volunteers, and this was Christmas Eve.

[39]. When the second sighting came, there could be no doubt of the menace. The Limestone, Maine, radar picked up an unidentified

blip moving at 600 knots and at 4000 feet. It came out of an unguarded Canadian sector. Instead of moving down the coast toward the heavily populated areas, it headed out to sea, dived steeply, and vanished. It had appeared so swiftly, and left the radar screen so suddenly, that interception had not been possible. Limestone's best fighter pilots were away on Christmas leave.

[40]. Major Hayden realized what had happened and knew what to expect. The intruder had shrewdly avoided the picket ships and airfields near the shore. Then it had crossed the danger zone at tremendous speed.

[41]. Once at sea, it had dropped below 4,000 feet—safe from the eyes of radar. Now it would come in at its target, very low, and achieve tactical surprise. Major Hayden called the General.

[42]. When the phone rang in the Smith home at West Point, the General, a spare man with irongray hair, was balanced atop a ladder, putting the angel on top of the tree, while his grandchildren shrilled their advice and admonitions. The General's daughter answered the phone, and said, "It's for you, Dad."

[43]. The General said, "Tell them I'm busy. Ask them to wait a minute."

[44]. It took the General three minutes to place the angel exactly as he wanted, and exactly straight and upright. "Well," he said, climbing down, "there's the angel that stands guard over this house." At that moment, three minutes may have been the critical factor.

[45]. The General picked up the phone. He listened without speaking, and then said, "All right, red alert. Order SCAT. SCAT is all that will save us now."

[46]. When he put down the phone the General looked ten years older. His daughter said, "What's up?"

[47]. "An unidentified plane," he said, putting on his coat. "Off the coast."

[48]. "Just one?" asked Tracy Smith.

[49]. "One plane, one bomb, one city," said the General. "Maybe New York." Then he was gone.

[50]. Major Hayden flashed the SCAT order to every airfield in his zone. SCAT meant Security Control of Air Traffic. Under SCAT, every plane, military and commercial—except fighters on tactical missions—was to land at the nearest field immediately. In thirty minutes the air must be cleared of everything except the enemy and our fighters. This would give the fighters, and the antiaircraft batteries, and the Nike rocket battalions, elbow room to work.

[51]. Very shortly, Major Hayden discovered that on this particular night—of all nights—SCAT couldn't operate properly. In all the big cities, holiday travel was setting records. Planes were stacked in layers up to 20,000 feet over airports Idlewild, La Guardia, and Newark. Boston, Philadelphia, Camden, and Washington national airports were the same. And the airways between cities were jammed. Hayden didn't know how long it would be before the Nike rockets could be used. A Nike is a smart rocket, but it cannot tell the difference between a transport loaded with eighty people and a jet bomber.

[52]. The General came into the plotting room just as the report came in from a lonely spotter on the Long Island coast. A huge jet had come in from the sea at a speed he refused to estimate. It had swept wings, and its four engines were housed in these wings, close to the fuselage. It was bigger than a B-47. It had come in at 2000 feet, and he swore it was marked with a red star.

[53]. The General knew then that it was too late, unless he

ordered everything shot out of the air. This he could not do, not at Christmas.

[54]. A few minutes later, a strange plane joined the traffic pattern circling Idlewild Airport, easing itself between two Constellations. It was the jet. One of the Constellations came in for a landing, and then the jet turned on its wing lights and landed. It taxied up to the Administration Building as if it owned the place; and the blue and red flames of its engines were snuffed out, one by one. Three men got out. They wore strange uniforms.

[55]. The Air Force liaison officer called in the news to the General. "Two of them are Poles," he said, "and the other is a Czech. They've escaped from behind the Iron Curtain."

[56]. "The plane is the new type Russian 428 that the Soviets showed last May Day over Moscow. Only this one is fitted out as a weather ship. These three fellows said they had been planning their escape for almost a year. One of them used to live in Chicago, and another has an uncle in Pittsburgh, and they all speak English."

[57]. "It's wonderful!" the General said. "But it's a miracle they got here. By rights, they should have been shot down long ago."

[58]. "Well," said the liaison officer, "they said Christmas Eve was their only chance. They said nothing means so much to Americans as Christmas."

[59]. "Yes," said the General. "They're three smart men."

[60]. And when the story got back to the radar shack at Thule, Greenland, Airman 2/c Warren Pitts thought so, too.

from *ENGLISH, BOOK V*
Nanjing Foreign Languages Institute, PLA

NOTES

1. 2/c ----- second class
2. Thule ----- an Eskimo settlement in northwest Greenland, a U.S. Air Force base since 1951
3. tail-end Charlie ----- (slang) a tail gunner, or the last element of a bomber or fighter information. From the phrase it can be inferred that the hindmost part is the most vulnerable or disadvantageous position. So, tail-end Charlie duty is the duty during the least desirable period of time.
4. USO ----- the United Service Organization, begun in 1941, endorsed by the government and sponsored by several civilian organizations including the Salvation Army in order to render services to enlisted men away from home
5. Sinatra, Frank (1915-) ----- American singer, actor and composer.
6. Santa Claus and eight tiny reindeer ----- Santa Claus is said to come from the North Pole on a sledge drawn by eight reindeer on Christmas Eve to fill children's stockings with presents.
7. an erratic Phase Three ----- above 50 knots, a strong wind shifting irregularly from one to another of the last three strengths of Beaufort Scale, eg. No.10 (whole gale): 48-55 knots; No.11 (storm): 56-63knots; and No. 12 (hurricane): 64-71 knots.
8. red alarm button ----- button to be pressed to flash the signal of "air defense warning red". In the U.S. degrees of air raid probability are signaled according to the following code: a/. Air defense warning yellow—Attack by hostile aircraft &/or missiles is possible, or a bogey is found en route. b/. Air defense warning red—attack by hostile aircraft &/or missiles is imminent

- or in progress within air defense sector or in immediate vicinity.
C/. Air defense warning white—Air attack is improbable.
9. Scramble, Lightning Blue! Ready, Lightning Red -----orders for pilots to rush to their planes and take off. The first command orders a plane into the sky, the second orders a second plane to be ready.
10. EST ----- Eastern Standard Time
11. Eastern (Air) Defense Command ----- A major component of the Air Defense Command, the EADC provides defense for nineteen eastern states and the District of Columbia, i.e., the vital third of the U.S.
12. The Point ----- West Point, a military post in Orange County, SE New York, seat of the U.S. Military Academy
13. Planes were stacked in layers up to 20,000 feet -----planes waiting for landing instructions were flying in racetrack patterns over the airfield at various altitudes, the topmost of which was as high as 20,000 feet.

EXERCISES

I. Topics for Oral Discussion or Written Composition:

1. Try and work out a timetable for the incident.
2. How, according to this article, does the U.S. air defense system operate?
3. What serious flaws were revealed in American defense?
4. All in all, who or what should be the first to bear the blame for the delays and failings?

II. Translation:

1. Translate the following into Chinese:

When I awoke on the morning of Sunday, the 22nd, the news was brought to me of Hitler's invasion of Russia. This changed conviction into certainty. I had not the slightest doubt where our duty and our policy lay. Nor indeed what to say. There only remained the task of composing it. I asked that notice should immediately be given that I would broadcast at 9 o'clock that night. Presently General Dill, who had hastened down from London, came into my bedroom with detailed news. The Germans had invaded Russia on an enormous front, had surprised a large portion of the Soviet Air Force grounded on the airfields, and seemed to be driving forward with great rapidity and violence. The Chief of the Imperial General Staff added, "I suppose they will be rounded up in hordes."

I spent the day composing my statement. Beaverbrook was present. He devoted the whole day to it ... The speech was only ready at twenty minutes to nine.

In this broadcast I said: "The Nazi regime is indistinguishable from the worst features of Communism. It is devoid of all theme and principle except appetite and racial domination. It excels all forms of human wickedness in the efficiency of its cruelty and ferocious aggression. No one has been a more consistent opponent of Communism than I have for the last twenty-five years. I will unsay no word that I have spoken about it. But all this fades away before the spectacle which is now unfolding. The past, with its crimes, its follies, and its tragedies, flashes away."

2. Translate the following into English:

用兵打仗应以善于实施军事欺骗为原则。因此要做到：能

打，装作不能打；要打，装作不要打；要向近处，装作要向远处；要向远处，装作要向近处；敌人贪利，就用小利引诱它；敌人混乱，就乘机攻取它；敌人力量充实，就注意防备它；敌人兵强卒锐，就暂时避开它；敌人气势汹汹，就设法屈挠它；敌人辞卑慎行，就要使之骄横；敌人休整良好，就要使之疲劳；敌人内部和睦，就离间它。要在敌人没有防备处发动攻击，在敌人意料不到时采取行动。这是军事家指挥的奥妙，是不可预先讲明的。