

Col. C.L. Chennault and Flying Tigers

陈纳德和
飞虎队

Masterminded by the State Council Information Office of the People's Republic of China

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**Dedicated to
American Friends
Who Fought Heroically in China Battlefield
of World's Anti-Fascist War**

**献给
在世界反法西斯战争中国战场上
英勇战斗的美国朋友**

C O N T

American Volunteer Group

- 1-1. The Founder and Commander of Flying Tigers, Claire Chennault
 - 1-2. Pre-War Training
- 1-3. The Founding of American Volunteer Group
 - 1-4. A Combat Debut of 9:0
 - 1-5. Highly Praised Flying Tigers

The 23rd Fighter Group of 10th Air Force

- 2-1. The Founding of the 23rd Fighter Group
 - 2-2. Ready to Experience "Life of Fight"
 - 2-3. Excellent Pilots
- 2-4. Unforgettable American Pilot — Lieutenant Robert H. Mooney
 - 2-5. The Augmentation of the 23rd Fighter Group

The 14th Air Force of U.S. Army

- 3-1. Establish Operational Command
 - 3-2. Unfavorable Initial Operations
 - 3-3. Gradual Seizure of Theater Initiative
 - 3-4. B-29 Strategic Bomber Team
 - 3-5. Rescue Lieutenant Robert Wesselhoeft
 - 3-6. Rescue American Pilots
 - 3-7. Search for Bomber No. 40783
 - 3-8. Leave China with Regret
 - 3-9. Commemorate Forever the American Airmen Died for the Anti-Japanese war

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Claire Chennault was a famous USAF general during the World War II. In 1937, Claire Chennault came to China by request of Song Meiling (wife of

Chian Kai-shek). He worked as an advisor and participated in the air combat in

the initial Anti-Japanese War. In Nov. 1940, he returned to U.S. to recruit

American air volunteers to come to China for war. In August, 1941, China and

U.S. governments permitted to found The American Volunteer Group (AVG).

better known as Flying Tigers, under the command of Claire Chennault, who

successively held the posts of commander of 23rd Fighter Group of U.S. Army

10th Air Force (American Air Task Force in China), brigadier general, and

commander of U.S. Army 14th Air Force, major general. The airpower under

the leadership of Claire Chennault gave a heavy blow to the Japanese aggressors,

especially the Japanese Air Force (JAF) (Japan had no independent Air Force at

that time, here the JAF refers to Japanese Army Air Force and Navy Air Force)

and achieved glorious victory. The Flying Tigers gained considerable fame for

a time and Claire Chennault became a legendary hero.



Col. C. L. Chennault

C O L . C . L . C h e n n a u l t a n d F l y i n g T i g e r s

I

美国志愿航空队



陈纳德与飞虎队

American Volunteer Group

The Founder and Commander of Flying Tigers, Claire Chennault

“飞虎队”的创始人和指挥官陈纳德

Claire L. Chennault was born in Commerce, Texas, on September 6, 1890. His father farmed cotton. In his early years, Chennault matriculated at Louisiana State University, specializing in agriculture and then studied in the State Normal School. After graduation, he worked as a headmaster of a primary school. And he got married soon. In 1917, he was drafted into army and received military training in a military academy in Indiana, and then working as signalman. Later, he became an officer and received lieutenant's bars when the World War I ended. The role of aircraft in war attracted military world's high attention and every nation was developing aviation, especially military aviation. Chennault who loved flying and dedicated himself to aviation took advantage of his good relations with some flight instructor to study bootleg flying lessons. After a period of study, he mastered the skill of how to fly the plane, "Jonny". At that time, every nation was laying emphasis on the development of military aviation and aviators were in urgent need. Because of his mastery of basic flying technique, Chennault was assigned to the 46th fighter squadron of US Army Air Corps as a pilot, and then promoted to deputy commander of the squadron.

In August, 1921, he received regular training and began to study and made research on the air combat tactics. Owing to his hard study and more skillful flight, Chennault became a superlative pilot, and in time he was assigned to Hawaii as commander of the 19th Fighter (Pursuit) Squadron. After analytical research on air combat tactics, Chennault thought that the air combat tactics for single plane applied in World War I had insufficient combat capability and was vulnerable to

克莱尔·李·陈纳德 1890 年 9 月 6 日生于美国德克萨斯州的康麦斯,其父是以种植棉花为生的农民。陈纳德早年在路易斯安那州州立大学学习农业专业,后转入该州师范学院学习,毕业后在一所小学任校长,不久结婚。1917 年应征入伍,在印第安那州军事学校接受军事训练,任通信兵,后提升为军官,军衔晋至中尉。这时第一次世界大战已经结束,飞机在战争中的作用引起军方的高度重视,各国都在发展航空事业,特别是军事航空。热爱飞行有志于航空事业的陈纳德,利用他与一些飞行教官熟识的条件,偷着学习飞行技术。他经过一段时间学习,掌握了驾驶“詹尼”飞机的飞行技术。当时各国都在竞相发展军事航空,招募航空人员,陈纳德由于掌握了基本飞行技术被调入美国陆军第 46 战斗机中队任飞行员,后升任该中队的副官。

1921 年 8 月他参加了正规飞行训练,并开始学习、研究第一次世界大战时的空战战术。由于陈纳德刻苦钻研,飞行技艺超群,1923 年被任命为驻夏威夷第 19 战斗机(当时称驱逐机)中队指挥官。通过对空战战术的分析研究,陈纳德认为第一次世界大战中使用的单机空战,因缺乏整体协调配合,战斗力不强,容易遭受对方攻击。他提出了双机和三机编队空战理论。陈纳德认为双机协同作战,僚机掩护长机进行攻击;长机可以集中精力攻击敌机,有利于提高命中率。同时,在僚机处于有利位置时,长机也可以掩护僚机进行攻击。陈纳德认为,采用 3 机编队战术,以 2 架飞机实施攻击,第 3 架飞机在高空掩护,可以胜过 6 架散开单独作战的飞机。

attack because they lacked integration and synchronization. He advanced the air combat theories of double-plane formation and triple-plane formation. He thought that coordinated two-ship attack was available. A wing plane could cover a lead plane in favorable attack position to make concentrated-attention attack on adversary planes, and vice versa, which contributed to the hit probability. In the triple-plane formation, two planes could engage in attack with the high-level cover of the third plane. Chennault thought that three planes could exceed 6 planes that were separated and fought individually after the application of the tactics of triple-plane formation.

In April, 1929, Claire Chennault was assigned to Brookes base as flight director, promoted to Captain. In order to verify the air combat theories of double-plane formation and triple-plane formation, Chennault organized trial flights. However, the pilots who had been used to the freedom of individual air combat was not accustomed to the strict formation combat, so the initial trial flight resulted in collision. His theory did not attract attention, and even worse, was mocked by some old pilots. Even then he was not downhearted but continued his research on tactics of air combat. He flew many formations for simulated air combat together with his comrades, other two pilots and achieved a better result. He read many books and materials, calculated various fight data, and finally wrote a new textbook of aerial combat tactics for combat teamwork of double-plane and triple-plane formations. He thought that the difference in the number of firepower of opposing sides was the square of the difference of fire weapons. Therefore, if a double-plane formation made a coordinated attack on a single adversary plane, the given superiority ratio is 4:1 instead of 2:1. Claire Chennault paid great attention to the importance of combat teamwork of double-plane and triple-plane formations. In order to perfect pilots' act in the air, he let three planes fly tied together with 65 meters lengths of control cable taking off, and landing with the tethers intact and it seemed as if the three planes were activated by a single mind. But Chennault's superiors regarded their performance as "Aerobatic Show" and didn't think the tactics of the formations would be effective in real war.

1929年4月陈纳德被任命为布鲁克斯基地飞行主任,同时晋升为上尉。陈纳德为了验证双机和三机编队的空战理论,组织人员和飞机进行试飞,因飞行员们习惯于自由自在的单机空战,对严格编队空战非常不适,首次试飞就发生空中双机相撞事故,他的理论非但未能引起人们的注意,反而遭到一些守旧的老飞行员嘲笑。但他并没有因此而气馁,而是继续进行空战战术研究。他与2名志同道合飞行员进行多次编队飞行,模拟空战,并取得较好的效果。陈纳德阅读了大量图书资料,计算各种飞行数据,编写出新的双机、三机编队协同作战空战战术教材。他认为,在其他因素相同的条件下,敌对双方火力数量的差异是火器差异的平方。因此,两架飞机组成的编队,协同攻击一架单独的敌机,他们获得的优势不是二比一,而是四比一。陈纳德十分强调双机、三机编队协同作战的重要性。为了表现飞行员的熟练技巧,他用65米长的绳索分别将三架飞机连在一起,三架飞机在空中飞行就像一个人操纵一样,飞机着陆后,绳索仍保持原样。但是,陈纳德的上司把他们的表演认为是“耍杂技”,并不相信他的双机、三机编队战术会在实战中发挥作用。



Claire L. Chennault, the founder of American Volunteer Group (Flying Tigers), was a prestigious and competent commander. And his associates often called him "Oldman".

“美国志愿航空队”(“飞虎队”)的创始人克莱尔·李·陈纳德,是一个有威望、有能力的指挥官,人们习惯称他“老头子”。



On April 30, 1937, he retired from the U.S. Army Air Corps at age of 47. After his retirement, he lived in a country villa near Lake St. John in Waterproof, Louisiana and continued his research on aerial combat tactics for double-plane and triple-plane formations. His two assistants, Williamson and McDonald went to China as flight instructor after their retirement. When they were informed that Chinese Government intended to invite an air advisor for Aeronautical Commission (the highest authority of Chinese Air Force), they recommended Claire Chennault to the government and made many telephone calls to Chennault to persuade him to show his talent in China.

In June, 1937, Claire L. Chennault accepted the offer to work as an advisor to Aviation Commission in China. His primary mission was to help China to establish a combat-capable Air Force. After a survey, Chennault thought Chinese Air Force (CAF) lacked aircraft and the aircraft that could be used for real war were no more than 100, and some of them were war-vintage machines. Moreover, the CAF's airmen

1937年4月30日,陈纳德从陆军航空队退役,当时47岁。他退役后住在路易斯安那州瓦特普鲁温圣约翰湖的乡间别墅,继续研究双机、三机编队空战战术。他的两位助手威廉·麦克唐纳和约翰·威廉姆森退役后去中国担任飞行教官,当他们得知中国政府要为“航空委员会”(当时中国空军的领导机关)聘请一位顾问时,就向中国政府推荐陈纳德。他们多次打电话给陈纳德,劝他到中国来展现他的才能。

1937年6月陈纳德应聘到中国担任航空委员会顾问,其主要任务是帮助中国建设一支有战斗力的空军。陈纳德经过一番考察认为,中国空军飞机少,真正能够用于作战的飞机不足百架,而且有些是过时的飞机;飞行人员训练不足,特别是战术训练非常之差。由于航空技术装备不足和陈旧,一些飞行员在初级训练阶段就坠机丧生。他认为中国空军要发展就要添购性能先进的飞机,并加强飞行员的飞行技术、战术训练。

Claire Chennault (middle) having picture taken with his two assistants William McDonald (left) and John Williamson (right) in front of Boeing P-12E plane after the flight of double-plane and triple-plane formations.

陈纳德(中)与他的两位助手威廉·麦克唐纳(左)和约翰·威廉姆森进行双机、三机编队飞行后在波音 P-12E 飞机旁合影留念





In 1938, Claire Chennault talking with Italian advisor of CAF Officer School about the training condition of flying cadets.

1938 年陈纳德与在中国空军军官学校任职的意大利顾问交谈，了解飞行学员的训练情况。

lacked training, especially the tactical training. Just because of the shortage and the old of aircraft equipment, some pilots died of crash-land in initial training phase. Chennault thought that it was essential to import high-performance aircraft and strengthen the pilots' flight and tactical training for the development of CAF.

In July, 1937, the Anti-Japanese War broke out. The U.S. and U.K. did not want to export aircraft to China. CAF was forced into passive condition because of the non-replenishment of battle-damaged aircraft. The JAF (JAF) equipped with new type of aircraft gained prominent superiority. In the initial period of the war, the whole CAF was nearly drowned. Under that difficult condition, CAF received aids from Soviet Union and began to live up in every battlefield. After August, 1940, JAF began to bring in advanced aircraft Zero fighters. The USSR-made I-15, I-16 fighters used by CAF could not match the Zero fighters. The Japanese bombers, escorted by Zero fighters, often penetrated into the depth of China to make bombardment. China's major cities as Chongqing, Chengdu, Lanzhou, and some airbases often suffered JAF's attack. In June, 1941, Soviet-German war broke out. The USSR was unable to fend herself and could not provide aircraft to China. So, the Chinese Government could only depend on U. S. government for the support of a fighter unit and aircraft equipment to resist JAF. By that time, the relation between U. S. and Japan had become worse, which provided the Chinese government an opportunity to seek for aids from U.S.

1937 年 7 月抗日战争爆发后,美国和英国都不愿意把飞机卖给中国,中国空军因作战损失的飞机得不到补充而陷入被动,装备着新式飞机的日本空军占有明显优势。战争初期,中国空军几乎全军覆没。在中国空军最困难的时候,得到了苏联政府的援助,中国空军又活跃在各个战场。1940 年 8 月后,日本空军开始使用性能先进的“零”式战斗机,当时中国空军使用的苏制 I-15、I-16 战斗机不是“零”式战斗机的对手。日军轰炸机在“零”式战斗机的掩护下深入中国腹地轰炸,中国后方大城市重庆、成都、兰州等地及空军基地经常遭日本空军空袭。1941 年 6 月,苏德战争爆发后,苏联自顾不暇已无能力继续为中国提供飞机。中国政府寄希望于美国政府向中国提供一支战斗机部队和飞机装备,以抗击日本空军。这时日、美关系恶化,为中国政府谋求美国援助带来机会。



The main fighters used by CAF in August, 1940

1940年8月中国空军使用的主要战斗机



Polikarpov I-15 fighter: a single-seat plane made by Soviet Union National Aviation Industrial Company in 1934; length: 6.10m; wingspan: 9.75m; height 2.92m; powered with M25 air-cooled radial engine with 9 cylinders; horsepower: 700; overall weight: 1370kg; maximum speed: 368km/h; ceiling: 9800m; range: 500km; armament: 4 machineguns.

波里卡尔波夫 I-15 战斗机：乘员 1 人，1934 年苏联国家航空工业公司制造，机长 6.10 米、翼展 9.75 米、机高 2.92 米，装 700 马力 M-25 型 9 缸气冷星型发动机，全重 1370 千克，最大速度 368 千米/小时，升限 9800 米，航程 500 千米，武器 4 挺机枪。



Polikarpov I-16 fighter: a single-seat plane made by Soviet Union National Aviation Industrial Company in 1937; length: 6.07m; wingspan: 9.00m; height: 2.56m; powered with M25 air-cooled radial engine with 9 cylinders; horsepower: 775; overall weight: 2054kg; maximum speed: 464km/h; ceiling: 9000m; range: 800km; armament: 4 machineguns.

波里卡尔波夫 I-16 战斗机：乘员 1 人，1937 年苏联国家航空工业公司制造，机长 6.07 米、翼展 9.00 米、机高 2.56 米，装 775 马力 M-25B 型 9 缸气冷星型发动机，全重 2054 千克，最大速度 464 千米/小时，升限 9000 米，航程 800 千米，武器 4 挺机枪。

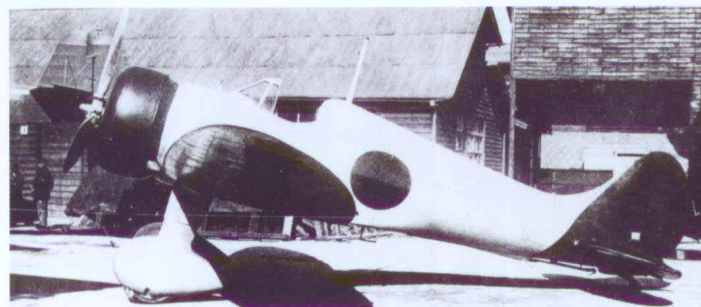
Main fighters used by Japanese aggressors in August, 1940

1940年8月侵华日军使用的主要战斗机



"Type 97" Nakajima Ki-27b land-based fighter: single-seat plane made by Japan Nakajima Plane Company in 1939; length: 7.53m; wingspan: 11.31m; height: 3.25m; powered with Nakajima air-cooled engine with 9 cylinders; horsepower: 710; overall weight: 1790kg; maximum speed: 470km/h; ceiling: 12365m; range: 1710km; armament: two 7.7mm-caliber machineguns, 100kg bombs.

97 式/中岛 Ki-27b 陆上战斗机: 乘员 1 人, 1939 年日本中岛飞机公司制造, 机长 7.53 米、翼展 11.31 米、机高 3.25 米, 装 710 马力中岛 Ha-1b 型 9 缸气冷星型发动机, 全重 1790 千克, 最大速度 470 千米/小时, 升限 12365 米, 航程 1710 千米, 武器 2 挺 7.7 毫米机枪、100 千克炸弹。



Mitsubishi A5M4 fighter: a single-seat plane made by Japan Mitsubishi Industrial Company in 1939; length: 7.56m; wingspan: 11.00m; height: 3.27m; powered with Nakajima air-cooled engine with 9 cylinders; horsepower: 785; overall weight: 1671kg; maximum speed: 434km/h; ceiling: 9800m; range: 1200km; armament: two 7.7mm-caliber machineguns, 60kg bombs.

三菱 A5M4 战斗机: 乘员 1 人, 1939 年日本三菱重工业公司制造, 机长 7.56 米、翼展 11.00 米、机高 3.27 米, 装 785 马力中岛“寿”41 型 9 缸气冷星型发动机, 全重 1671 千克, 最大速度 434 千米/小时, 升限 9800 米, 航程 1200 千米, 武器 2 挺 7.7 毫米机枪、60 千克炸弹。

Japan's Zero fighter is one of the famous fighters in World War II. Zero means the founding of an empire, and the year 2600 stands for 1940. The principal designer of A6M2 Zero fighter was Oriskoshiziron. His plane is characteristic of high speed (maximum speed: 534km/h), high ceiling (10,000m), and strong firepower (two 7.7mm-caliber machineguns and the reformed one is equipped with two 20mm-caliber cannons). The plane also has its weakness. In order to reduce weight, the thin armor plate is used, so its structure is not of sufficient strength to withstand an attack. Diving performance is bad. The speed of steep and long-time dive cannot be over 660km/hour; otherwise the trembles can make the wings broken. The protection plate is too thin to protect their pilots. The oil tank, not the type of self-sealing fuel tank, is apt to catch fire once being hit. The instrument and electric devices are of poor quality and prone to accidents.

日本“零”式战斗机是第二次世界大战中杰出的战斗机之一。“零”是日本纪元 2600(1940)年纪元之意。A6M2“零”式战斗机主设计师堀越二郎。该机具有速度快(最大速度 534 千米/小时),升限高(10000 米),火力强,2 挺 7.7 毫米机枪(改进型装 2 门 20 毫米机炮)。“零”式战斗机的弱点是,为求重量轻金属蒙皮薄,因而结构不强,不耐打击;俯冲性能差,大角度与长时间俯冲,速度不能超过 660 千米/小时,否则,抖震会造成机翼折断;对飞行员的保护差,防护钢板很薄,无自封油箱,击中易着火;仪器、电气设备质量粗糙,容易出故障。