



# Rescuing

营救

the 杜利特尔轰炸机队

# Doolittle

# Team

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

中华人民共和国国务院新闻办公室 策划

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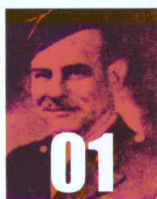
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**Dedicated to  
American Friends  
Who Fought Heroically in China Battlefield  
of World's Anti-Fascist War**

**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



**PC09**

**JAMES HAROLD DOOLITTLE**

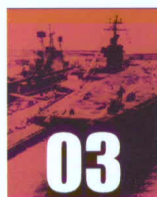
詹姆斯·H·杜利特尔



**PC15**

**SECRET AND SPECIAL TRAINING**

秘密进行特殊训练



**PC21**

**TASK FORCE HEADING TOWARD JAPAN**

特混舰队向日本开进



**PC37**

**30 SECONDS OVER TOKYO**

东京上空 30 秒

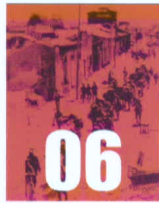


**PC45**

**RESCUING THE DOOLITTLE TEAM**

营救杜利特尔轰炸机队人员

# E N T S



**P079**

**JAPANESE REVENGE AGAINST RESCUE OF AMERICAN PILOTS**

为营救美国飞行员遭日军报复



**P089**

**HEROES IN THE AIR**

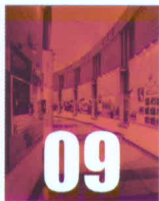
空中英雄



**P093**

**REUNION OF THE RESCUERS AND RESCUEES**

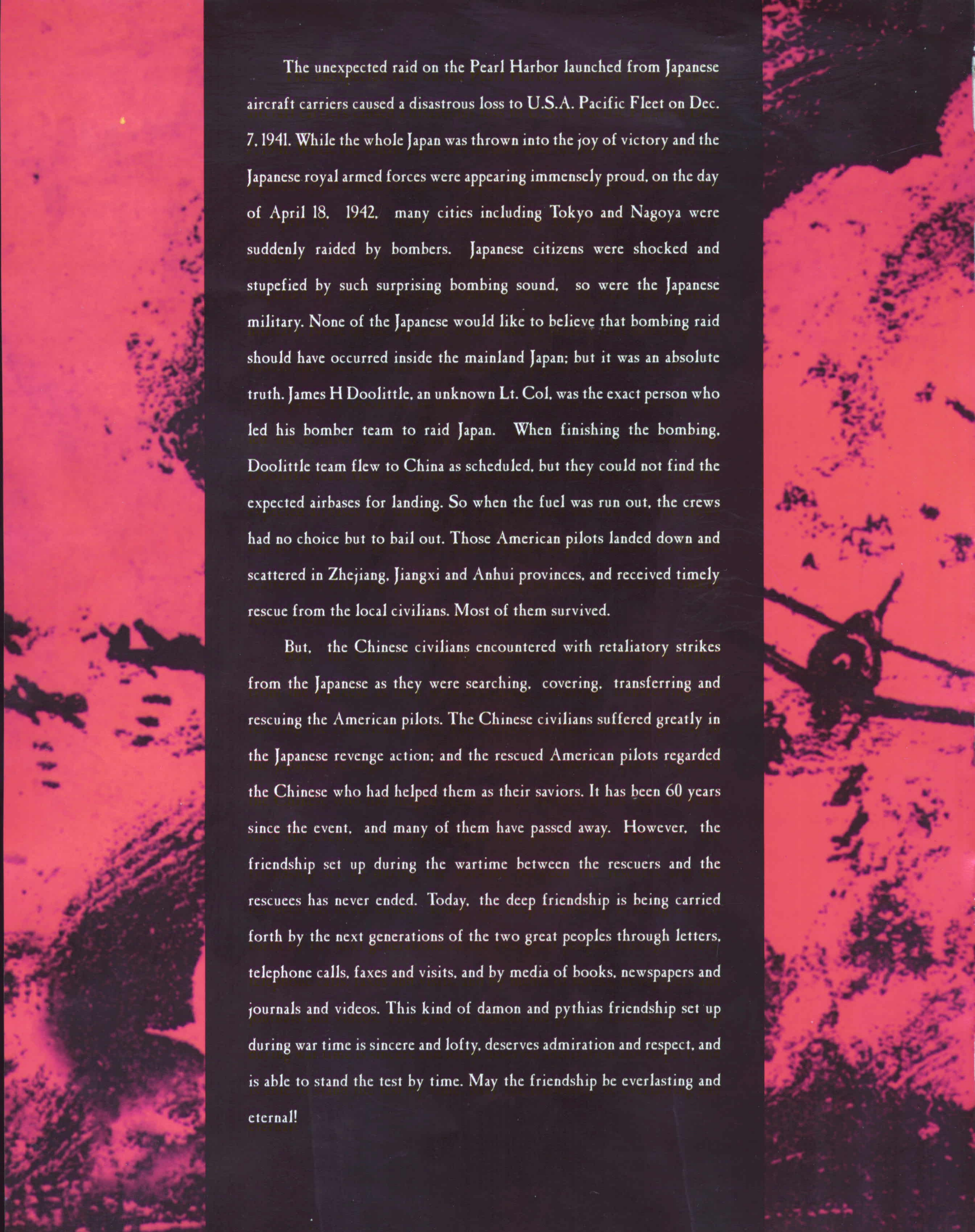
营救者与被营救者共叙旧情



**P111**

**SALUTE TO HEROES OF ANTI-FASCIST WAR**


向参加反法西斯战争的英雄们致敬



The unexpected raid on the Pearl Harbor launched from Japanese aircraft carriers caused a disastrous loss to U.S.A. Pacific Fleet on Dec. 7, 1941. While the whole Japan was thrown into the joy of victory and the Japanese royal armed forces were appearing immensely proud, on the day of April 18, 1942, many cities including Tokyo and Nagoya were suddenly raided by bombers. Japanese citizens were shocked and stupefied by such surprising bombing sound, so were the Japanese military. None of the Japanese would like to believe that bombing raid should have occurred inside the mainland Japan; but it was an absolute truth. James H Doolittle, an unknown Lt. Col, was the exact person who led his bomber team to raid Japan. When finishing the bombing, Doolittle team flew to China as scheduled, but they could not find the expected airbases for landing. So when the fuel was run out, the crews had no choice but to bail out. Those American pilots landed down and scattered in Zhejiang, Jiangxi and Anhui provinces, and received timely rescue from the local civilians. Most of them survived.

But, the Chinese civilians encountered with retaliatory strikes from the Japanese as they were searching, covering, transferring and rescuing the American pilots. The Chinese civilians suffered greatly in the Japanese revenge action; and the rescued American pilots regarded the Chinese who had helped them as their saviors. It has been 60 years since the event, and many of them have passed away. However, the friendship set up during the wartime between the rescuers and the rescuees has never ended. Today, the deep friendship is being carried forth by the next generations of the two great peoples through letters, telephone calls, faxes and visits, and by media of books, newspapers and journals and videos. This kind of damon and pythias friendship set up during war time is sincere and lofty, deserves admiration and respect, and is able to stand the test by time. May the friendship be everlasting and eternal!

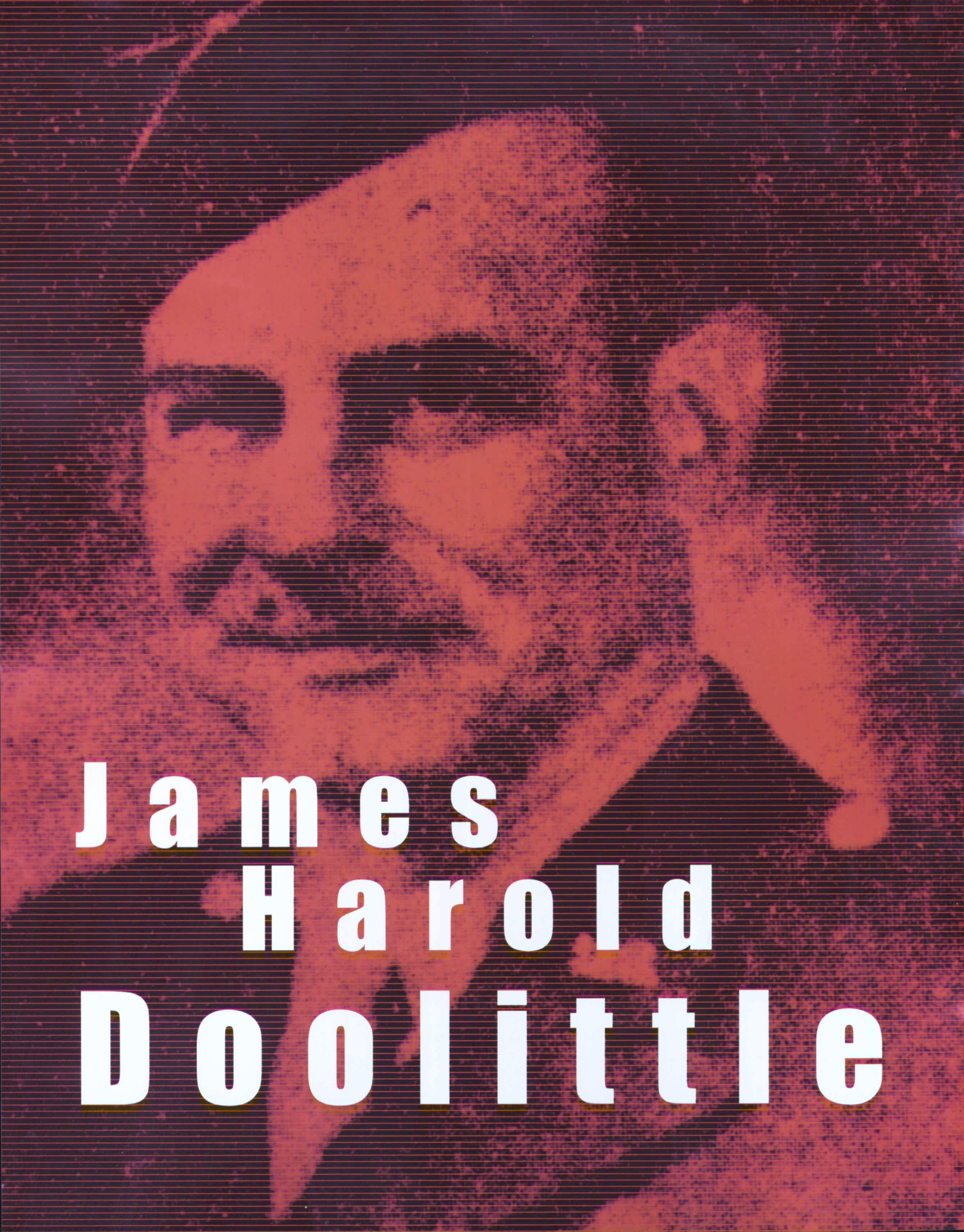




1941年12月7日,日本航空母舰编队突然袭击美国珍珠港,使美国太平洋舰队几乎全军覆没。当日本还沉浸在胜利的喜悦之中,日军还在扬扬得意的时候,1942年4月18日,日本东京、名古屋等地突然遭到轰炸机的空袭。日本民众被这突如其来的炸弹惊呆了,日本军方也被搞懵了。日本本土会遭到空袭!谁也不相信,但这却是事实。带领轰炸机队轰炸日本的就是美国陆军航空队一位名不见经传的中校军官——詹姆斯·H·杜利特尔。杜利特尔轰炸机队轰炸日本后,轰炸机队按计划飞到中国上空,由于没有找到预定的降落机场,加之油料耗尽,机组人员被迫弃机跳伞;美国飞行员降落在浙江、江西、安徽等地,得到当地中国百姓的救助,绝大部分美国飞行员活了下来。

中国百姓为了寻找、掩护、转送和救助美国飞行员,遭到侵华日军的报复。为此,中国百姓付出了沉重的代价;被救助的美国飞行员把救助他们的中国人视为救命恩人。60多年过去了,许多当事人已经离开了人世。但是,营救者与被营救者在战争中结下的深厚友谊,却从来没有中断过。今天,这种深厚友谊,正由当事人的晚辈和中、美两国人民,通过书信、电话、传真和访问,用图书、报刊和影视延续着……这种在战争中和生死之间结下的友谊,是真诚的、崇高的,是令人钦佩和敬仰的,是经得起时间考验的。愿这种友谊天长地久,世代相传。

# PREFACE



**J a m e s**  
**H a r o l d**  
**D o o l i t t l e**

01



詹姆斯·H·杜利特尔



James Harold Doolittle was born in California on Dec. 14, 1896. After the Gold Rush wave, his whole family was moved to Alaska. Jimmie (hypocoristic name for James) was an amateur boxer when he was young, and his powerful fists and unyielding spirit won him the boxing champion for the lightest grade in the Pacific coastal region. Influenced by American's early pilots Leiter and Curtiss since his childhood, he was extremely fascinated in aeroplane and was respectful to those pilots who could assemble aeroplane and flew by themselves. Then he bought a motorcycle engine with the money he earned from boxing, and installed it onto his self-made aircraft. When the engine was installed, an unexpected gale blew his aircraft away from the ground and then his aircraft fell down to become a pile of waste. But his mind of learning to fly had never changed.

Doolittle began to serve in the reserve for American Communication Corps when he was 18 years old; after he was discharged, he came back to study in the University of California. He started his learning from the courses as of meteorology, Morse code, aerodynamics, mathematics, and mechanics, and then he began to learn how to fly. "Janney" was used as the trainer for him at that time. Doolittle was a genius pilot, he began his solo flight only after 6-hour flying with his instructor. March 5, 1918, Doolittle finished his education in the University of California as a Mine Engineering graduate. Working as miner for several months, he eventually chose his career as pilot due to his aerophile mind.

詹姆斯·H·杜利特尔 1896 年 12 月 14 日生于美国加利福尼亚,在“淘金热”后,全家搬到阿拉斯加。吉米·杜利特尔(吉米是他的昵称)年轻的时候是一名业余拳击手,凭着有力的拳头和不屈不挠的精神,成为太平洋沿岸地区最轻量级拳击冠军。由于杜利特尔从小受美国早期飞行家莱特、寇蒂斯等人的影响,对飞机十分着迷,非常羡慕这些自己动手装配和驾驶飞机的飞行家。他用拳击挣来的钱买了台摩托车发动机,装在他自制的飞机上。发动机装好不久,一阵大风把飞机吹起来又摔下来,飞机变成了一堆废铁。但杜利特尔立志学习飞行的思想一点也没有动摇。

杜利特尔 18 岁在美国通信兵预备队服兵役,退役后回到加利福尼亚大学。开始,学习气象学、摩尔斯电码、空气动力学、数学、力学等课程。然后,学习飞行,当时使用“詹尼”飞机作为教练机。杜利特尔是一位天才飞行员,只经过 6 小时带飞就放了单飞。1918 年 3 月 5 日,杜利特尔从加利福尼亚大学的矿井工程专业毕业。杜利特尔当了几个月矿工,热爱航空事业最终还是使他选择了飞行职业。



Doolittle had a picture taken in front of Janney trainer when he was a pilot cadet.

杜利特尔学习飞行时在“詹尼”飞机前留影



Doolittle inside the cockpit of Janney trainer.

杜利特尔在“詹尼”飞机驾驶舱内留影



Doolittle devoted himself to American Army air forces. As he said once, "I really like flying, and it is the matter I can do well. If you like doing something and you can do it quite well, just keep on doing it. Besides, I feel safer in controlling an aircraft than staying in the deep mine well; at least you are by all means sure about how to control your own destiny when you are inside an aircraft. And I love military career - it fits me well." That time, American air force troops was separated from the Communication Corps, and was administered by the newly-established Army Aviation Bureau. Doolittle was soon appointed as a flying instructor due to his solid foundation in flight theory and his outstanding skill in flying. Doolittle was very satisfied with the job as of an instructor; and the pilot cadets also liked him very much.

Working as flying instructor for period, Doolittle then got to learn that only when the job of an aircraft designer was combined with that of the pilot could bring the aircraft into best performance. Based upon this consideration, he got enrolled in Massachusetts Institute of Technology for a special study on aerodynamics, and received a bachelor's degree for engineering from M. I. T to finish his education there. Before long, he became an engineer of aviation.

Doolittle was then arranged to work in a service unit of the air force. Later, he was sent to work in Larry Airport in Virginia and got involved in the air-to-ship bombing test raised by Gen. William Mitchell. So, he became an honest follower of Mitchell's.

On September 4, 1922, Doolittle succeeded in flying across the continental America with a DH-4 aircraft, using 21 hours and covering 3,481km flying range. His name began to appear in newspaper. Then in 1925, he participated in a hydroplane race with his R3C-3 aircraft and won the Schneider Prize for his country with his average flying speed of 374.28 km/hr. Three days later, he renewed his own record by a 397.78km/hr average flying speed with the same hydroplane. Doolittle could make perfect man-aircraft combination and bring the aircraft's performance into full play for creating miracles.

Before long, he was appointed Director for the Flying Division in Leiter Airport. Later, the military "lent" him to Curtiss Aircraft Company, which sent him on a tour over the South American flying with a P-1 fighter plane for demonstration and sale promotion for the manufacturer. During

杜利特尔投身美国陆军航空部队。他说：“我真的很喜欢飞行，而且也是我能做好的事情。当你喜欢做一些事情而且做得非常好时，你就应该继续做下去。此外，我感到控制一架飞机要比呆在深深的矿井里要安全得多，至少在飞机里你对控制自己命运是有一定的把握，我也喜爱军旅生活——这很适合我。”这时美国航空兵部队已经从通信兵团分离出来，由新组建的陆军航空局领导。由于杜利特尔飞行理论基础扎实，飞行技术高超，很快任命他为飞行教官。杜利特尔对飞行教官非常满意，学员也十分喜欢他。

做飞行教官工作一段时间后，杜利特尔认识到，飞机设计师与飞行员的工作要结合在一起才能充分发挥飞机最好的水准。基于这样的考虑，他又考入麻省理工学院学习，专攻空气动力学。他完成学业获得理工学士学位。不久，杜利特尔成为一位航空工程师。

杜利特尔被安排在航空兵勤务部队工作。后来，被派到弗吉尼亚兰利机场，参加威廉·米切尔将军关于飞机对舰船的轰炸试验，成为米切尔的追随者。

1922年9月4日，杜利特尔驾驶DH-4飞机用了21小时，飞行3481千米，完成了横越美国本土的飞行。这使他的名字第一次出现在报纸上。1925年他驾驶R3C-2竞赛水上飞机，以平均374.28千米/小时的速度为美国赢得“施奈德奖”。3天后，他又创造了平均397.78千米/小时的水上飞机速度记录。杜利特尔能够使人 and 飞机很好地结合起来，使飞机的性能得到充分地发挥，创造出奇迹来。

不久，杜利特尔被任命为莱特机场飞行处处长。随后，军方把他“借”给寇蒂斯飞机公司，让他驾驶P-1战斗机去南美洲进行巡回表演，推销产品。在巡回表演中，有一次转场飞往巴西，因为大雾天气使杜利特尔差点迷航。雾天使飞机降落变得非常困难和危险，空中的飞机遇上这样的天气又必须降落。针对浓雾天气及机场上空低云飞机的起、降问题，杜利特尔开始研究“盲目大航线”。1929年9月24日，杜利特尔凭借飞机上的陀螺罗盘和新研制的气压式高度表、人工地平仪及无线电辅助设备，前舱载着飞行检查员，在浓雾中成功地完成了起飞、大起落航线飞行



his demonstration tour, Doolittle once nearly ran into misorientation due to the heavy fog weather condition when he was ferrying to Brazil. Fog condition made the final approach very difficult and dangerous, but the aircraft in air had to land even though it was encountered with such bad weather condition. To tackle with the taking-off and landing in the fog condition as well as the low cloud base above airport, Doolittle began to search for Blind Wide Traffic Pattern. On September 24, 1929, Doolittle successfully finished the course of taking off, wide-pattern flying and approaching in a heavy fog condition with the help of airborne gyrocompass, newly-developed barometric altimeter, artificial horizon and radio-aid instrument and with a flying inspector sitting in the front cockpit. Doolittle should be regarded as the creator of Blind Wide Traffic Pattern. Based on Blind Wide Traffic Pattern, people later developed two basic patterns for descent penetration, namely "Straight-in Let-down" and "Double 180°Wide Pattern", based upon air clearance condition, visibility, and height of cloud base of the airport.

It was because of his extraordinary willpower and creative mind, plus his distinguished flying skill and enriched flying experience that Doolittle was entrusted with such an important task of leading a group to bomb Japan. After the raid, he became widely known, just like a movie star or famous singer. People used all means to praise, eulogize and commemorate Doolittle and his bomber team. The story of Doolittle raid to Japan has been attracting the people all the time. Doolittle died on September 27, 1993. This year is the 10th anniversary of Doolittle's death, and Chinese people would like to dedicate this book, *Rescuing the Doolittle Team*, to the American friends who fought heroically in Chinese battlefield of world's anti-fascist war and to James H. Doolittle.

和着陆。应该说,杜利特尔是“盲目大航线”的创始人。后人在“盲目大航线”的基础上,根据机场净空条件、空中能见度 and 云底高度,又创造了“直线穿云”和“双 180°大航线”两种基本穿云方法。

正是因为杜利特尔有非凡的毅力和勇于创新的精神,以及高超的飞行技术和丰富的飞行经验,所以被委以轰炸日本的带队长机的重任。杜利特尔轰炸机队轰炸日本后,他就像走红的歌星、影星一样,名声大震。人们用各种形式来赞美、颂扬、纪念杜利特尔和他率领的轰炸机队。杜利特尔带领轰炸机队轰炸日本的故事,一直吸引着人们。杜利特尔 1993 年 9 月 27 日逝世,今年是杜利特尔逝世 10 周年。中国人民用这本书——《营救杜利特尔轰炸机队》,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和詹姆斯·H·杜利特尔。



**S e c r e t**

**a n d**

**S p e c i a l**

**T r a i n i n g**





02



秘密进行特殊训练