

Separated by Language and Culture but United by a Common Goal

THE LEGACY OF THE FLYING TIGERS

By Margaret Mills Kincannon

Afterward, the two made peace and apologized to each other, but because the physical assault on a superior officer by an NCO was a serious offense that could call for a court martial, the incident was referred to higher levels of command. Gen. George E. Stratemeyer, Commanding General of the Army Air Force's India-Burma Sector, paid a visit to Group to deal with the situation personally. Because Du's education had included foreign languages and he was proficient in English, he often acted as an interpreter when it was required, and he was called upon to assist in this case. Stratemeyer first lectured the squadron co-commanders, Maj. Chester M. Conrad and Maj. Wu Ch'ao-chen, on keeping discipline among their subordinates, and then together they discussed what should be done about the occurrence. The NCO was ultimately sent back to the U.S. but not court marshaled. According to Du, the greatest challenge for the Chinese was that they must understand and communicate in English. This incident demonstrated the difficulties caused by differences in language and culture that existed between the Chinese and Americans, but it also showed their willingness to work together to resolve their differences. Air operations continued, usually with mixed-nationality crews participating on missions.

The squadron moved from Moran to Dergaon Field in late July and missions reconvened in early August. On August 7, Capt. Mark T. Seacrest led a two-plane echelon on a low-level bombing and strafing mission to Naba Junction early in the morning. It was one of Hank's earliest missions and he would remember it for many years afterward. The aircraft arrived on target at 0740 and dropped twelve 500-lb. high-explosive bombs on a railroad bridge. Two bounded off but exploded, shifting the rails and damaging the foundation. One direct hit was scored on the adjacent roadbed, while another bomb hit the bridge but did not explode. Crew members reported that it was a dud. After dropping the bomb load, they came across a train. Encountering it was an unexpected bonus since trains usually moved at night. According to the mission report, rolling stock was strafed, damaging approximately fifteen railroad cars. A 40-mm. machine gun post was in operation 300 yards west of the bridge, and a few bursts were sighted behind and above the planes. Both bombers returned safely to base after three and a half hours. (To be continued)



不同語言文化卻因同一目標 而團結奮戰的兩個人

瑪格麗特追思父親漢克與都凱牧烽火下的堅定友情

王威傑 翻譯/陳彥維 後製

雖然最後是以雙方互相道歉的方式和平收場，但是因為士官動手毆打上官是被列為需要召開軍事法庭審判的重罪，因此，鬥毆事件驚動了美國陸軍航空隊的高層。美國陸軍航空隊印緬方面的指揮官喬治·E·史崔德梅爾上將也為此親自造訪了第1轟炸機大隊。由於都凱牧有受過數種外語的相關教育，且他精通英語，所以必要時，他時常充當傳譯人員。他也因為這次事件，被指派擔任傳譯並予以協助。史崔德梅爾上將首先對第3轟炸機中隊的兩位中隊長切斯特·M·康拉德少校及吳昭成少校談論要如何在部屬之間維持紀律，隨後討論到要如何將此事件作個了結。這位士官最後被調回美國本土，但卻沒有受到軍法審判。根據都凱牧的觀點，對於中華民國成員而言，最大的挑戰就屬必須用英文來理解以及溝通了。此事件突顯出華美雙方在語言及文化上存在的差異，但是也同時表明了雙方想要一起解決存在於彼此之間歧異之處的意願。而此時空中作戰依舊持續進行著，通常都是由混合國籍的機組成員一同執行任務。

第3轟炸機中隊於7月底時從莫蘭機場移防至德爾加奧恩機場，並於8月初時重新執行任務。在8月7日的一大清早，馬克·T·希克雷斯上尉帶領一個以2機編組的任務分隊，執行對緬甸境內的納巴(Naba)鐵路轉運站的低空轟炸掃射任務。這剛好也是漢克在多年之後仍能記得，而且也是他最早開始執行的任務之一。任務機編隊於0740時抵達目標區上空，於一座鐵道橋上投下了12枚500磅高爆炸彈，其中有2枚炸彈彈跳開爆炸，造成鐵軌位移，也對橋墩造成了損害。有一枚則是直接命中並且波及了一旁的路基，同一時間另一枚炸彈雖然命中橋梁，卻沒有爆炸，機組成員回報未爆炸的炸彈為啞彈。把所有掛載的炸彈投放完畢之後，他們碰巧飛越過一列火車，能夠遇到火車真的可算是不期而遇，一個額外的驚喜，因為火車通常都是只有在夜間才會移動的。根據任務報告，整列火車被猛烈地掃射，大約有15節的車廂嚴重受損。一座位於橋樑西側300碼之處的40公釐機砲正在運作，且被目擊向他們開火射擊。這2架B-25轟炸機都於3個半小時之後平安地返回基地。（未完待續）

PHOTO CAPTIONS / 圖說：

左：Capt. Mark T. Seacrest, B-25 pilot and flight leader, 3rd Bomb Squadron operations officer, and later squadron commander
第3轟炸機中隊任務軍官馬克·T·希克雷斯上尉，而後晉任為中隊長。

右：Seacrest with Chinese air and ground crew at Moran Field. B-25H, #714, is in the background.
馬克·T·希克雷斯上尉在莫蘭機場與中華民國空、地勤組員之合影；背景為編號714的B-25H米契爾轟炸機。