

THE LEGACY OF THE FLYING TIGERS

Separated by Language and Culture but United
by a Common Goal

EPISODE 7

By Margaret Mills Kincannon

Hank related details many years later: "I was top turret gunner. I rode up with the pilot." As he remembered it, Seacrest told him, "We're going to strafe that train" but warned against firing forward because the concussion from the guns would break the Plexiglas cover. According to Hank, the pilot instructed, "When I get part-way through, I'll pull up real steep and you shoot between the tails" (the plane's two vertical stabilizers). Hank described what happened next: "I turned the guns around and he did what he said. He went in at an angle where he fired, then he pulled up and I put those tracers on that train and fired all the way down and in a little bit one blew up and it made fire—smoke and flame you could see for fifty miles. So that's the only thing I know of that I did that affected anything." He felt pride in that mission. "I got a lot of satisfaction that day. That one day I hurt them."

In addition to successfully flying missions together, an example of the squadron's bi-national cooperation was the celebration on August 14 of Chinese Air Force Day, held annually to commemorate the heroism and sacrifice of Chinese pilots in defense of their homeland on that date in 1937, when the CAF scored its first air-to-air victory over the foreign invaders. The entire squadron, Chinese and American, participated in a flag ceremony at 0800, with two Chinese generals and staff as guests of honor. Banners to commemorate the occasion were presented to the squadron's American component.

Speakers were Gen. Sun S. C. (Song Shou-zhuang), Division Commander, as well as Maj. Wu and Maj. Conrad. Two missions were conducted that afternoon, the first against an important supply depot at Mohnyin on the Mohnyin-Indaw railroad and the second to attack a twin bridge near Lashio, the starting point of the Burma Road's south end. Both missions were flown by American pilots, Maj. Conrad and Capt. Seacrest, with Chinese aircrews and observers. That evening, Chinese members of the squadron hosted a dinner and entertainment that included a two-act Chinese opera. It became common practice for the two national groups to invite their counterparts for celebration of their holidays and other special occasions. (To be continued...)

飛虎傳奇 之七

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-烽火下的堅定有情

漢克在多年之後回憶起細節並說道：「我是機體上層槍塔的機槍手，當時和飛行員一起爬上爬下的。」他記得希克雷斯上尉當時對他說：「我們要掃射那列火車。」但當機槍朝前方開火，會產生後座力帶來震盪，有可能把機槍塔的樹脂玻璃給震壞。漢克指出飛行員曾教過他們：「當我駕駛飛機飛越目標一半的時候，會將飛機急拉向上爬升，這時候你就可以往對方中央射擊（B-25轟炸機是雙垂直尾翼的設計）。」漢克描述了接下來發生的事：「我調轉機槍並照著飛行員所教的去做，希克雷斯上尉往他要射擊的角度方向飛去，隨後他便將飛機拉起，漢克立即將機槍轉向，把曳光彈打在列車上，並且將所有的彈藥發射出去；不久之後，列車發生爆炸並起火燃燒，甚至遠在五十英里外，都能夠看到爆炸的煙硝和火焰。這對我而言，是我人生所做過的事情當中，唯一一件能對後世產生影響的事。」漢克覺得他能夠執行這項任務，是一件非常光榮的事。「擊潰日軍的那天，讓我覺得相當滿意。」

除了共同完成飛行任務外，第三轟炸機中隊還有另外一項華美兩國成功合作的案例，就是在八月十四日中華民國空軍節。中華民國空軍在西元一九三七年八月十四日，抵禦入侵國土的外來侵略者，並首次取得空對空作戰勝利。所有第三轟炸機中隊的成員，不分國籍都於八月十四日當天上午八時共同參加升旗典禮，邀請兩位中華民國將領及所屬參謀擔任與會貴賓。而紀念此一時刻的橫幅，則被送給第三轟炸機中隊的美方成員。演講者為師長宋守壯（音譯，Song Shou-zhuang）將軍以及第三轟炸機中隊的兩位中隊長吳昭成少校與切斯特·M·康拉德少校。典禮結束後，當天下午執行兩項任務，第一項是針對緬甸境內的莫寧鎮（Mohnyin）執行轟炸，它是位於莫寧-因多鐵路（Mohnyin-Indaw Railroad）上的重要補給點；第二項任務則是攻擊位於緬甸公路南端起點的臘戍（Lashio）附近的雙子橋。前述皆由美方的飛行員中隊長康拉德少校與希克雷斯上尉來飛行，而空勤機組成員與觀察員則由中華民國的成員來擔任。任務結束當天晚上，第三轟炸機中隊的中華民國成員舉辦了一個小型餐會，並表演兩段國劇做為飯後娛樂。這類交流後來演變成一種普遍作法，用來邀請雙方慶祝重要節日或其他特殊場合。(未完待續)



機槍手漢克上士 T/Sgt. James H. Mills
(B-25 crew chief and aerial gunner)



一大隊三中隊全體人員簽名的錦旗 ▶