Shared Sacrifice

U.S.–China Cooperation During World War II

患難與共

二战纪念图片专辑

Published by the U.S. Department of State
Consulate General Chengdu, China
January 2015

编印：美国国务院
美国驻成都总领事馆
2015年1月

During the Second World War, the United States and China fought together as allies with great success. This period of history saw American soldiers, Chinese soldiers and Chinese civilians living and working together to overcome daunting challenges. Much of the fighting and many historic achievements took place throughout Southwest China.

The U.S. Consulate General in Chengdu, working with many partners, has compiled the following information, excerpts of personal histories, and photo galleries illuminating this historic period. Though certainly not comprehensive, we hope this sampling of the historical record will help more people to understand this vital period of U.S.-China cooperation, and inspire us with a vision of what can be accomplished when our countries come together to face global challenges today.

Sources are provided for the pictures and stories included here so that those who are interested in learning more can seek out some of the fascinating larger collections of memories from the Second World War period. We have also included brief introductions to key memorial sites around Southwest China.

第二次世界大战期间，美中两国作为同盟国并肩作战，取得了骄人战绩。该段历史见证了美国士兵、中国士兵及中国平民共同生活，共同努力，排除万难。峥嵘岁月与众多历史性成就都发生在中国西南。

美国驻成都总领事馆与许多合作伙伴携手编排了下面的信息、个人经历节选以及摄影集，它们都是这一历史时期的见证。虽无法穷尽，我们还是希望历史纪录的这些片段能够以小见大，让更多人了解美中合作的这一关键时期，并为我们带来启发：当两国共同面对当今国际挑战时，潜力无限。

我们提供了所选照片与故事的来源，想进一步了解的读者可以借此找到二战时期更庞大、更精彩的回忆素材。我们也附上了中国西南地区主要相关纪念场馆的简介。

Published by the U.S. Department of State
Consulate General Chengdu, China
January 2015

编印：美国国务院
美国驻成都总领事馆
2015年1月

Cover photo source: National Archives and Records Administration 封面照片来源：美国国家档案馆

Works Cited
参考文献

Bishop, Donald M. The United States and China During WWII: An Operational Outline. Web. http://beijing.usembassy-china.org.cn/ww2operationaloutline.html

Romanus, Charles F. and Riley Sunderland. "Stilwell's Mission to China." The United States Army in World War II: China-Burma-India Theater. Ed. Greenfield, Kent Roberts. Washington D.C.: Center of Military History, United States Army. 1987. PDF. http://www.history.army.mil/html/books/009/9-1/CMH_Pub_9-1.pdf

Scott, Robert Lee. Flying Tiger: Chennault of China. Garden City: Doubleday & Company, Inc. 1959.

Yu, Maochun. The Dragon's War: Allied Operations and the Fate of China, 1937-1947. Annapolis: Naval Institute Press. 2006.

Acknowledgements

Extensive research and writing for this project was conducted by Logan Ma, University of California, San Diego.

This project would not have been possible without assistance and cooperation from the following individuals and organizations. We extend them our greatest thanks.

致谢

该项目大量的研究与写作工作是由位于圣迭戈的加州大学的Logan Ma担任的。

该项目的实施离不开下列个人及单位的帮助与配合，我们谨向其表示最诚挚的谢意。

69th Flying Tigers Association
第69届飞虎队研究会

Bob Bergin
鲍勃·波尔金

Chennault Aviation and Military Museum
陈纳德航空与军事博物馆

China National Memory
国家记忆

Rare Book and Manuscript Library, Columbia University in the City of New York
哥伦比亚大学

Gregory Crouch
格里高利·克劳奇

Flying Leathernecks Aviation Museum and Historical Foundation
海军陆战队航空博物馆与历史基金会

Charlene Fontaine
夏利恩·冯田

Germaine Hoston
杰梅恩·霍思顿

J.L. Johnson
J.L.约翰逊

Kunming Municipal Museum
昆明市博物馆

The Staff of the Library of Congress
国会图书馆工作人员

Merrill's Marauders Association
梅里尔抢夺者研究会

The family of CNAC pilot Joe Michiels
中国航空有限公司飞行员乔·米歇尔斯的家人

The Staff of the National Archives and Records Administration
美国国家档案与纪录管理局工作人员

The Pan Am Historical Foundation
泛美历史基金会

Robert Passanisi
罗伯特·帕萨尼丝

Prof. Yang Qiwei, Flying Tigers Association in Kunming
昆明飞虎队研究会杨奇威教授

Astrid Rosset
阿斯特里德·罗塞特

San Diego Air and Space Museum
美国圣迭戈航空航天博物馆

Sino American Aviation Heritage Foundation & Jeff Greene
中美航空基金会与杰夫·格林

State Department Office of the Historian, Dr. Joseph Wicentowski
美国国务院历史学家办公室约瑟夫·维森托斯基博士

Al Valdes
阿尔·瓦德斯

Major Laurence Van Der Oord, 14th Air Force
美国陆军第十四航空队劳伦斯·范·德奥德少校

Bingru Wang, Phoenix TV
凤凰卫视王冰汝

A special thanks to the following Chinese World War II veterans for sharing their stories with us:
特别鸣谢下列中国二战老兵与我们分享其经历：

杨毓骧 – Yang Yuxiang
王权 – Wang Quan
陆建航 – Lu Jianhang
刘华 – Liu Hua
李正义 – Li Zhengyi

In the Air
在空中

The American Volunteer Group (The "Flying Tigers")

In April 1941, American President Franklin Roosevelt issued a secret executive order authorizing reserve officers and enlisted men to resign from the Army Air Corps, Naval and Marine air services for the purpose of serving in the American Volunteer Group (AVG) under the command of Claire Lee Chennault. Chennault divided his unit of 100 P-40 fighters into three squadrons, stationing two in Kunming and the third in Burma to protect China's passage to the sea (Yu 38).

The AVG first saw combat on December 20, 1941 when ten enemy heavy bombers raided Kunming. AVG fighters intercepted the bombers, shooting down six and damaging three while sustaining no casualties of their own. With the support of Chinese code breakers and signal intelligence, the AVG continued to provide cover for Chinese ground forces and to defend Chinese cities against attacks by enemy bombers. Their exploits garnered them the legendary nickname the Flying Tigers.

The entrance of the United States into the Second World War meant that the American Volunteer Group was replaced by the American military. The group disbanded on July 4, 1942. By the end of its seven-month existence, the Flying Tigers of the American Volunteer Group had fought more than 50 air battles, and won them all. They destroyed 299 enemy planes at the cost of 12 of their own (Yu 45).

美国航空志愿队（即“飞虎队”）

1941年4月，美国总统富兰克林·罗斯福发出秘密总统令，授权预备军官及现役军人从美国陆军航空队、美国海军航空队退伍，以加入克莱尔·李·陈纳德指挥的美国航空志愿队效力。陈纳德将100架P-40战斗机分为三个中队，两队驻扎昆明，另有一队驻扎缅甸，以保护中国海上通道（Yu 38）。

AVG的首次战斗出现在1941年12月20日，当时十架日军重型轰炸机袭击昆明。美国航空志愿队战斗机对其进行拦截，击落六架，击伤三架，己方没有伤亡。凭借中国密码破解人员与信号情报，美国航空志愿队继续为中国地面力量提供掩护，并保护中国城市不受敌军轰炸机侵犯。其骁勇战绩为其赢得“飞虎队”的美誉。

而美国正式加入二战则意味着美国航空志愿队被美国军方取代。志愿队于1942年7月4日解散。成立七个月时间内，美国航空志愿队的飞虎将们参与作战超过五十次，且全部取胜。共计击毁敌机二百九十九架，损失飞机共十二架（Yu 45）。

Near Yunnan, members of a convoy traveling the Ledo Road see a monument erected by the townspeople to a fallen American Volunteer Group hero. "Fight for Righteousness" is painted on the wall in the background. The monument commemorates the price that at least one American paid for that privilege.
Source: National Archives and Records Administration.

行驶在雷多公路上的车队，在靠近中国云南的地方，看见一座由市民为纪念一位牺牲了的飞虎队英雄而竖立的一座纪念碑。纪念碑背后的墙上写着“为正义而战”。该纪念碑纪念至少一位美国人为此殊荣做出的牺牲。
资料来源：美国国家档案馆

P-40 Pilots from the Panda Bears squadron.
Source: San Diego Air and Space Museum

隶属“熊猫”中队的P-40战机飞行员
资料来源：美国圣迭戈航空航天博物馆

P-40 with Orin Welch, Dick Rossi, Charlie Sharkey, Dick Snell, and Jimmy Fox in Kunming China.
Source: National Archives and Records Administration via San Diego Air and Space Museum.

飞行员奥林·韦尔奇、克·罗西、查理·夏基、迪克·斯内尔、吉米·福克斯与P-40战斗机合影。
地点：中国昆明　　摄影：艾力克·金基斯
资料来源：美国圣迭戈航空航天博物馆

Refueling stop at Yunnan-yi, China on May 28, 1942. Seated from left to right are R.T. Smith, Ken Jernstedt, Bob Prescott, Link Laughlin and Bill Reed. On left: Tom Hayward. Arvid Olson, standing on the right, flew P-40 Tomahawk #68 (in the background) on this mission
Source: San Diego Air and Space Museum

1942年5月28日，飞虎队战机停靠云南驿机场加油。席地而坐的几位，从左至右依次为R.T.史密斯、肯·简斯代德、鲍勃·普雷斯科特、林克·劳克林、比尔·里德。站在左边的是汤姆·海沃德，站在右边的阿维德·奥尔森在此次飞行任务中担任68号P-40战斧式战斗机（图中后方）的飞行员。
资料来源：美国圣迭戈航空航天博物馆

AVG staff in Kunming.
Source: San Diego Air and Space Museum

飞虎队成员在昆明。
资料来源：美国圣迭戈航空航天博物馆

Chennault and Executive Officer C.B. "Skip" Adair in Kunming China.
Source: San Diego Air and Space Museum Archive

陈纳德和主任参谋C.B.斯基普·阿代尔在中国昆明。
资料来源：美国圣迭戈航空航天博物馆档案

3rd Squadron Hell's Angels, Flying Tigers over China, photographed in 1942 by AVG pilot Robert T. Smith.
Source: San Diego Air and Space Museum

第三中队的“地狱天使”，中国上空的飞虎队。时间：1942年。　摄影：飞虎队飞行员罗伯特T·史密斯
资料来源：美国圣迭戈航空航天博物馆

Members of the AVG's 3rd Pursuit Squadron, Hell's Angels, pose for a photograph.
Source: San Diego Air and Space Museum Archives

飞虎队第三追击中队的成员“地狱天使”们合影留念。
资料来源：美国圣迭戈航空航天博物馆

P-40 assembly plant. The post reads, "Working for Righteousness and Peace."
Source: San Diego Air and Space Museum

P-40战斗机总装。立柱上文字为：“为正义与和平而奋斗。”
资料来源：美国圣迭戈航空航天博物馆

The China Air Task Force and 14th Air Force

With the entrance of the United States into the Second World War, there was no longer a need for American pilots to serve as volunteers in the Chinese Air Force as the American Volunteer Group (AVG) did. In the AVG's wake came official pilots of the United States military. Though these pilots openly served under the American flag, they continued to be known as Flying Tigers. Like their predecessors, they provided support for Chinese forces on the ground by fighting enemy planes.

In 1943, the China Air Task Force was incorporated into the newly formed 14th Air Force. The 14th was headquartered in Kunming and commanded by Claire Lee Chennault of the original Flying Tigers. By the end of the war, the 14th Air Force had more than 20,000 men and 1,000 planes in China. From the formation of the China Task Force in July 1942 to the end of the war, the 14th Air Force destroyed 2,135 enemy aircraft, shooting down ten enemy planes for every one they lost. (Bishop).

第十四航空队与第十航空队

随着美国加入二战，不再需要美国飞行员像划分在中国空军的美国航空志愿队那样服役了。在美国航空志愿队解散后，接替其工作的是美国军方正式飞行员。虽然这些飞行员代表美国官方服役，但他们仍被人们称作飞虎。与之前的志愿队成员一样，他们与敌机作战，为中国地面力量提供支持。

1943年，美国陆军航空队中国空中特遣部队被纳入新成立的美国第十四航空队。航空队总部设在昆明，由之前飞虎队指挥官克莱尔·李·陈纳德指挥。在战争结束时，第十四航空队在华拥有20000人与1000架战机。从1942年7月中国空军成立到战争结束时，第十四航空队击毁敌机2135架，平均每损失一架己方战机便击落十架敌机。

Officers and enlisted men of the 74th Fighter Squadron, 23rd Fighter Group, pose on and by a Curtiss P-40 at Kunming, China. February 1, 1943.
Source: National Archives and Records Administration

第23战斗机大队第74战斗机中队官兵在柯蒂斯P-40战斗机前合影
地点：中国昆明；
时间：1943年2月1日。
资料来源：美国国家档案馆

Major John K. Davis, stationed with the 14th Air Force in China, gets a thumbs up from a Chinese soldier after Davis was awarded the Distinguished Flying Cross and the Air Medal. Davis flew with the "China Blitzers" of the 26th Fighter Squadron, 51st Fighter Group.
Source: San Diego Air and Space Museum Archives

随第十四航空队驻扎在中国的约翰·戴维斯少校，在被授予杰出飞行十字勋章和航空勋章后，受到一位中国士兵树起大拇指赞扬。戴维斯曾与第51战斗机大队第26战斗机中队“中国闪电战”并肩作战。
资料来源：圣地亚哥航空航天博物馆档案馆

Major General C. J. Chow, Director of the Commission on Aeronautical Affairs in Chungking, China and Brig. General Albert F. Hegenberger, Chief of Staff of the 14th Air Force, with Colonel Allen R. Springer, A-3 Officer, leave the plane after General Chow's arrival at Kunming Airbase for a visit to the 14th Air Force. April 27, 1945.
Source: National Archives and Records Administration

位于重庆的全国航空事务委员会主任周至柔少将、第十四航空队参谋长海根伯格将军、A-3军官艾伦·R·施普林格上校，在前来访问第十四航空大队的周将军抵达昆明空军基地后离开飞机。1945年4月27日。
资料来源：美国国家档案馆

An American officer hands out candy to female laborers on break during the construction of an airfield in China in 1943.
Source: National Archives and Records Administration

在一处中国机场施工现场：一名美国军官正在向在一处中国机场施工现场劳动间隙的中国女性劳工发放糖果。
时间：1943年
资料来源：美国国家档案馆

Colonel Normal McNeill, Infantry, American Commandant and Senior Instructor of the Chinese General Staff School, introduces a B-24 bomber pilot of Major General Claire L. Chennault's 14th Air Force to Chinese Officers attending the school at a 14th Air Force base somewhere in China.
Source: National Archives and Records Administration

诺马尔·麦克尼尔上校，步兵，美国指挥官，中国总参学院高级教官，向在中国某地的第十四航空队基地学习的中国军官介绍陈纳德少将的第十四航空队一位B-24轰炸机飞行员。
资料来源：美国国家档案馆。

The strong muscles of Miao workers pull the 10 ton roller over the runway surface at Laohwangping Airfield, China.
Source: National Archives and Records Administration

肌肉强健的苗族劳工在中国的黄平机场拖拽着重达十吨的石碾子压过跑道表面。
资料来源：美国国家档案馆

Lt. Colonel Kennerson, in charge of construction, confers with a foreman during the construction of Hsinching Airfield, Matterhorn Project in Chendu, China.
Source: National Archives and Records Administration

负责机场建设的肯内森中校在中国成都新津机场建设过程中与工头商议施工事宜，该机场建设属于马特洪恩计划下的项目。
资料来源：美国国家档案馆

Major Winston Churchill of a Chinese-American Composite Wing Bombardment Group and his Chinese counterpart, Captain T. H. Young.
Source: National Archives and Records Administration

中美混编轰炸大队的温斯顿·丘吉尔少校与大队中方的杨队长。
资料来源：美国国家档案馆

Chinese soldiers refuel a B-29 after an emergency landing at Lingshan, China.
Source: National Archives and Records Administration

中国士兵们正在给一架紧急迫降的B-29轰炸机加油。地点：中国灵山

The " Flying Nurses" of Chennault's 14th AAF arrive in China. On flying status, the young women serve on the aircraft that evacuate the wounded from forward areas. Other American women assist the U.S. Army in China but these are the first to arrive who are actually members of U.S. military forces. Chinese nurses on duty at the local Army hospital greet the American arrivals.
Source: National Archives and Records Administration

陈纳德第十四航空大队的“飞行护士”抵达中国。在执行飞行任务时，这些年轻女士们将在负责从前线疏散伤员的飞机上帮忙。当时也有其他美国妇女在驻中国的美国陆军服役，但这些刚刚抵达的美国姑娘才是军中的正式成员。在当地陆军医院值班的中国护士欢迎接这些来自美国的客人。
资料来源：美国国家档案馆

The Commander of the China Air Task Force's 23rd Fighter Group, Colonel Bruce Holloway, standing second from the left, looks on as pilots from the 23rd Fighter Group's 16th Fighter Squadron prepare for a mission.
Source: National Archives and Records Administration via the Sino American Aviation Heritage Foundation & Jeff Greene

美国空军驻华特遣队第23战斗机大队指挥官，布鲁斯·霍洛威上校（左二）目视正在为执行作战任务做准备的第23战斗机大队第16战斗机中队。
资料来源：美国国家档案馆（由中美航空遗产基金会和杰夫·格林提供）

Chinese aircraft spotters are trained to recognize American aircraft. Here, they study the features of a Curtiss P-40 "Warhawk" at a 14th Air Force base in China.
Source: National Archives and Records Administration

地面观察员接受培训，以识别美国飞机。此时，他们正在位于中国的美国第十四航空大队基地学习柯蒂斯P-40“战鹰”战斗机的特点。
资料来源：美国国家档案馆、

In one of the iconic photographs of the Second World War, a young Chinese soldier stands guard in front of a row of Curtiss P-40K fighters of the China Air Task Force's 23rd Fighter Group
Source: National Archives and Records Administration via the Sino American Aviation Heritage Foundation & Jeff Greene

这是具有标志性意义的二战照片之一,在这张照片中，一名年轻的中国士兵守卫在一排属于美国空军驻华特遣队的第23战斗机大队的柯蒂斯P-40K战斗机前。

Claire Lee Chennault

Before he arrived in China, Claire Lee Chennault was considered a maverick by the United States Army Air Corps. While the Army Air Corp focused on high-altitude bombing tactics, Chennault advocated for the use of pursuit fighter aircraft. His ideas often put him at odds with his superiors, leading to his resignation from the military in May 1937 (Yu 24). Shortly afterward, Chennault travelled to China, where he accepted an offer to survey the Chinese air force.

When hostilities broke out between China and Japan, Chennault offered his services in fighting the Japanese. Chiang Kai-shek immediately placed him in charge of training China’s fighter groups (Yu 30). For Chennault, this was an opportunity to put his theories of fighter tactics into practice. In October of 1940, Chennault traveled back to the United States to seek military aid for China (Yu 34). This mission culminated in the formation of the American Volunteer Group, the legendary outfit known later as the Flying Tigers. Under his command, the Flying Tigers were successful in defending China from the enemy, despite being outnumbered. The United States’ entrance into the war removed the need for a volunteer air force. The American Volunteer Group disbanded in 1942, its duties replaced first by the China Air Task Force and then the 14th Air Force. Chennault continued to serve in China as commander of the 14th Air Force, replicating his early successes.

On August 1, 1945, Chennault left the country for which he had spent the last eight years fighting. On the way to the airport, many thousands of well-wishers lined the streets of Chongqing. Inspired, Chennault’s driver turned off the ignition and allowed the crowd to push the car to the airport (Scott 273).

克莱尔·李·陈纳德将军

在到中国之前，克莱尔·李·陈纳德被美国陆军航空队看作一位独行侠。陆军航空队重视高空轰炸战术，而陈纳德则提倡使用追击战机。他的理念常与上级相左，最终导致其于1937年5月从军队辞职（Yu 24）。不久，陈纳德前往中国，并接受邀请视察中国空军现状。

而当中日开始交战时，陈纳德主动提出为中国抗日出力。蒋介石随即安排其主持中国战斗机队的作战训练（Yu 30）。对陈纳德来说，这是将战斗机战术理论付诸实践的绝佳机会。1940年10月，陈纳德回到美国为中国寻求军事援助（Yu 34）。此行直接促成了美国航空志愿队的成立，该传奇组织后来被称为“飞虎队”。在陈纳德的指挥下，飞虎队在数量处于劣势的情况下，成功帮助中国抵御了外敌。而随后美国正式加入二战，则使航空志愿队不再被需要。美国航空志愿队于1942年解散，其作战任务由中国空军及美国第十四航空队接替。陈纳德作为第十四航空队指挥官继续在中国服役，延续其光辉战绩。

1945年8月1日，陈纳德离开了这个他战斗了八年的国度。在去机场的路上，数千名支持者走上重庆街头送行。陈纳德的司机深受触动，他关上发动机，热情的送别人群将专车一路推去了机场。

October 29, 1934 Capt. C.L Chennault, leader of The Flying Trapeze poses in front of a Boeing P-12E.
Source: San Diego Air and Space Museum

1934年10月29日，“空中飞人”表演队组织者C.L 陈纳德上校在波音P-12E前留影。
资料来源：美国圣迭戈航空航天博物馆

Vice President Wallace and party are greeted by Maj. Gen. Chennault upon the Vice President's arrival at the Kunming Air Base.
Source: National Archives and Records Administration via the Sino American Aviation Heritage Foundation & Jeff Greene

时任美国副总统华莱士与同行人员到达昆明空军基地时，陈纳德少将接机。
资料来源：美国国家档案馆（由中美航空遗产基金会和杰夫口格林提供）

Major General Claire L. Chennault, Commanding General of the 14th Air Force, addresses troops at ceremony opening the Ledo Road, Burma. January 28, 1945.
Source: National Archives and Records Administration

美国第十四航空队指挥官克莱尔·李·陈纳德少将在雷多公路开通纪念仪式上向官兵们讲话。
地点：缅甸
时间：1945年1月28日
资料来源：美国国家档案馆

Claire Chennault in his office at Kunming, China, about May 1942
Source: National Archives and Records Administration

陈纳德在中国昆明办公室中。时间：约为1942年5月
资料来源：美国国家档案馆

General Chennault and Friends 陈纳德将军和他的朋友们

These two, four-year-old Chinese girls who are being held by Maj. Gen. C. L. Chennault, Commanding General of the U.S. Army 14th Air Force in China, are Tayng Wong (left) and Toong Di. They came along to watch Col. P. Y. Shu, Air Force chief interpreter, present to General Chennault a bundle of Christmas greetings written by Chinese grade school children.
Source: National Archives and Records Administration

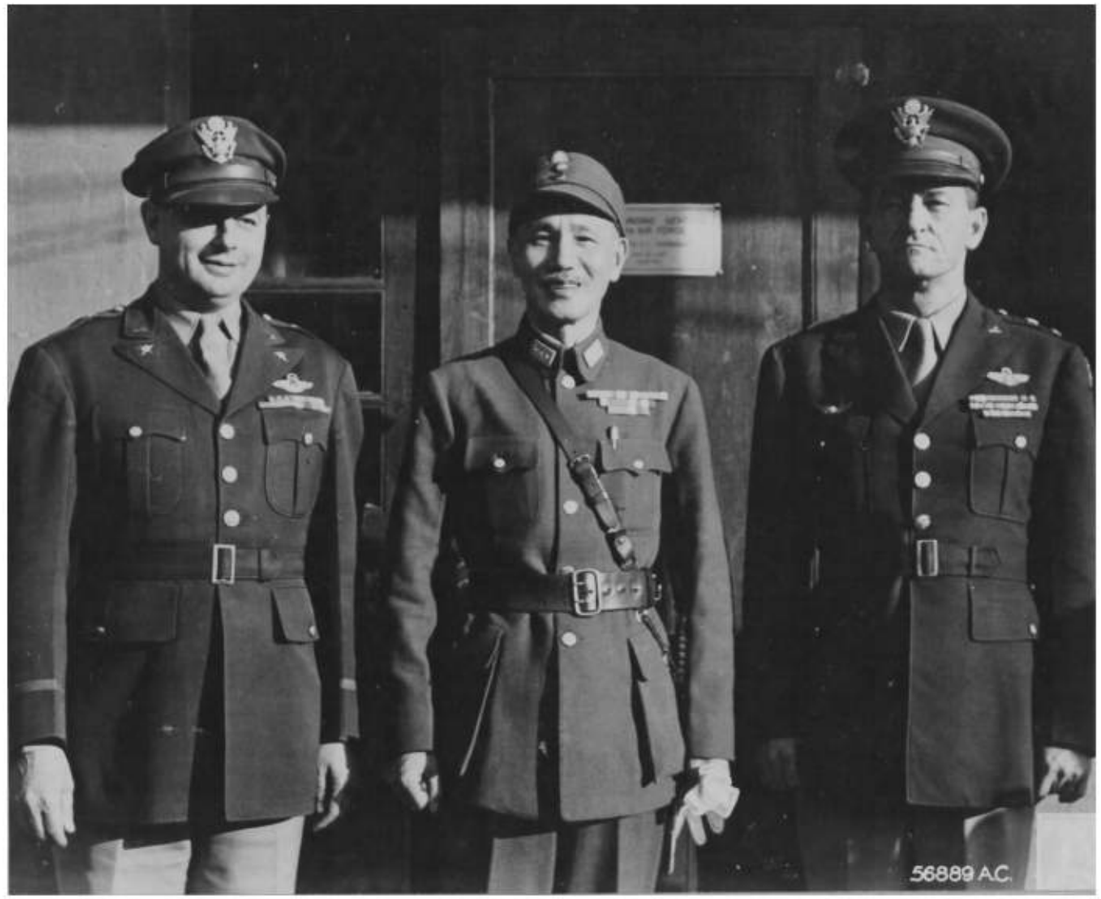
美国陆军第十四航空队总指挥陈C.L.陈纳德少将抱着的这两位四岁大的中国小女孩儿是黄婷（音，左侧）和狄彤（音）。两位小女孩是来看空军基地主任翻译舒寿祺将中国小学生写的一堆圣诞贺卡送给陈纳德将军的。
资料来源：美国国家档案馆

Maj. General Claire L. Chennault, Commanding General of the 14th Air Force, and his staff at an airbase somewhere in China. July 18, 1945.
Source: National Archives and Records Administration

美国第十四航空队指挥官克莱尔·李·陈纳德少将与部下在中国某地机场。
时间：1945年7月18日
来源：美国国家档案馆

Major General Claire L. Chennault personally conducted a tour of inspection of his Headquarters Unit of the 14th Air Force at an advance air base in China for members of Chinese Aeronautical Affairs Commission.
Source: National Archives and Records Administration

克莱尔口李口陈纳德少将亲自带中国航空事务委员会的委员们参观其位于第十四航空队在中国某处先进机场的总部。
资料来源：美国国家档案馆



Chiang Kai Shek received staff officers of the 14th Air Force personally during a visit at the 14th Air Force Headquarters in China and shook hands with each. In his speech, which followed the informal reception, he said, "I wish to thank you all and particularly General Chennault, and to express the hope that when the enemy is defeated in Victory's final hour we will meet again." Left to right: Brig. Gen. Albert F. Hegenberger, Chief of Staff, 14th Air Force, Generalissimo Chiang Kai Shek and Maj. Gen. C.L. Chennault.
Source: National Archives and Records Administration

蒋介石在访问美国第十四航空队中国总部时亲自接见航空队参谋们，并与其一一握手。在简单接待之后的讲话中，他说："我要感谢各位，特别是陈纳德将军，希望击败敌军、取得最终胜利之时再与诸君会面。（译者注：此处未查到讲话原文，将其大意译出）"照片中从左至右：第十四航空队参谋长阿尔伯特·F·海根伯格准将、蒋介石总司令、C.L.陈纳德少将。
资料来源：美国国家档案馆

Lt. General Claire L. Chennault
Source: National Archives and Records Administration via the Sino-American Aviation Heritage Foundation and Jeff Greene.

克莱尔·李·陈纳德中将
来源：美国国家档案馆

Major General Claire L. Chennault, Brig. General Clinton D. Vincent and Lt. General Joseph W. Stilwell shown at Kweilin Airfield, China.
Source: National Archives and Records Administration

克莱尔·李·陈纳德少将、克林顿·D·文森特准将与约瑟夫·W·史迪威中将在中国桂林机场。
来源：美国国家档案馆

Flying the Hump

When the Japanese captured the Burmese town of Lashio in 1942, they effectively cut off the last major Allied supply route into China. Allied commanders devised a daring plan to supply China and the Allied forces via an air route from India. From April 1942 to August 1945, American transport planes from the 10th Air Force and later Air Transport Command made daily flights over the Eastern Himalayan Mountains from India to China, a perilous route that American pilots soon nicknamed "the Hump." It was the first sustained, around-the-clock, all-weather, long-range military aerial supply line in history.

For the pilots, flying the Hump presented numerous challenges. The airfields in northeastern India from which the planes embarked were well within the range of enemy bombers. Once in the air, they faced the constant threat of attack by fighters. Additionally, Hump pilots faced threats from nature. In the middle of their path stood the Himalayas, which reached over 19,500 feet at the highest parts of the Hump route. On both sides of the mountains were dense, impenetrable jungles. Erratic weather patterns made flying especially dangerous, particularly when the monsoon season brought heavy rains and sudden thunderstorms. Another critical problem was finding aircraft capable of carrying heavy cargo at the high altitudes required. By the end of the war, 594 planes were lost or unaccounted for, and 1,314 air crewmen and passengers were killed.

Despite the tremendous toll, the airlift accomplished its mission of providing supplies to China. From its inception in April of 1942 to its last flight in August of 1945, the airlift delivered approximately 650,000 tons of material to China, ensuring that China had the supplies necessary to continue fighting.

飞跃“驼峰航线”

当日军于1942年占领缅甸腊戍时，实际上切断了同盟国向中国输送物资的最后一条主要线路。同盟军指挥官们想出一条大胆的运输为中国和同盟军提供物资的方案，即从印度开辟空中航线。从1942年4月到1945年8月，美国空军第十航空队及之后的陆军航空队空运部提供的运输机每天从喜马拉雅山脉东侧上方从印度飞往中国，该航线十分危险，很快便被美国飞行员戏称为“驼峰”。这也是史上首条持续、随时、全天候的长期军事空中补给线。

对飞行员来说，飞越驼峰航线需要面对几大挑战。飞机起飞的印度东北部机场完全处于敌军轰炸机攻击范围内。一旦起飞，飞行员们就要不断面对敌军战斗机打击的威胁。此外，飞越驼峰航线的飞行员们还面临着来自自然的威胁：在航线中间是喜马拉雅山脉，在驼峰航线上，海拔最高达19500英尺。山脉两侧都是无法穿透的密林。不稳定的天气条件更是让飞行十分危险，特别是季风季节带来的瓢泼大雨和突然的雷暴。另一个关键的问题是找到能在高海拔地区运载重型货物的飞机。在战争结束时，594架飞机失事或失踪，1314名机组人员及乘员牺牲。

尽管损失惨重，空运还是完成了为中国输送物资的使命。从1942年4月启动直至1945年8月最后的最后一班，空运共计向中国运输物资约65万吨，为中国抗战提供了充足的物资保障。

Chinese employees at an airfield near Chungking give a helping hand to enlisted women of the first Women's Army Corps (WAC) Detachment to arrive in the China theater following their first trip over The Hump.
Source: National Archives and Records Administration

重庆附近机场的中国员工对刚刚飞跃“驼峰”到达中国战区的美国陆军妇女队支队女兵搭一把手。
来源：美国国家档案馆

Three soldiers of a Chinese Army unit that may be likened to airborne infantry examine the insignia on the back of an American airman on the India-China Wing, Air Transport Command, U.S. Army Air Force, who will fly them to points where they may be needed. The insignia is used as identification should the airmen be forced down in the parts of China where the people are unfamiliar with Americans.
Source: National Archives and Records Administration

职责类似于空降兵的三位中国士兵在研究印度美国陆军航空队航空运输司令部印度中国联队一位美国飞行员背后贴的标志。这名飞行员会将中国士兵送至需要他们的地方。飞行员背后的标志用于在其意外迫降在中国对美国人不熟悉的地区时辨别身份用。
来源：美国国家档案馆

Chinese troops who will be flown to the Burma frontier to fight with General Joseph W. Stilwell's forces board a Curtiss C-46 at Yunnanyi Air Base in China. 1944.
Source: National Archives and Records Administration

将乘飞机去往缅甸前线与约瑟夫·W·史迪威将军的部队并肩作战的中国部队在中国云南驿机场登上柯蒂斯C-46型运输机。
时间：1944年
来源：美国国家档案馆

With the Japanese advancing steadily in China and war-weary allied forces falling back, the logical solution to stop this onslaught was to relieve the 14th Chinese Division from their duties in Burma and take them quickly to the front in China. The first major action on this movement was on December 5, 1944 when Douglas C-47s of the last 1st and 2nd Air Commando Groups along with the 10th Combat Cargo flew 36 sorties from Myitkyina, Burma to Chan Yi, China. The operation lasted from December 5 to December 11 and a total of 2,700 Chinese officers and enlisted men and all their equipment were flown into China to fight for their own land. Here Chinese troops rest beside the C-47s that brought them over The Hump.
Source: National Archives and Records Administration

随着日军在中国大举行进，疲于战斗的同盟国部队退守，抑制猛攻最符合逻辑的方案就是将驻扎在缅甸的中国第14师迅速调回中国前线。该举措的第一次重大行动即1944年12月5日，第一、第二空中突击队与第十战斗运输队的道格拉斯C-47型飞机在缅甸密支那与中国云南的沾益之间飞行三十六次。该行动从12月5日持续至12月11日，共运送2700名中国官兵与其全部装备回到中国，为祖国战斗。图中，中国部队在带其飞跃驼峰的C-47飞机旁边休息。
来源：美国国家档案馆

Highly trained units of the Chinese forces have occasionally taken to the air as a means of transportation to vital areas of the Far Eastern war front. Transport planes of the India-China Wing, U.S. Army Air Forces Air Transport Command, have been pressed to use for this operation. These soldiers of a Chinese Army unit are seated before a final check just prior to taking off in a plane of the India-China Wing, Air Transport Command, U.S. Army Air Force.
Source: National Archives and Records Administration

训练有素的中国部队时不时地通过空运去往远东战线的重要区域。该行动要求使用美国陆军航空队航空运输司令部印度中国联队的运输机。登上美国陆军航空队航空运输司令部印度中国联队的飞机。这些中国士兵将被送至前线。
来源：美国国家档案馆

Chinese soldiers eat their last meal on the soil of China before being flown over the Hump in a plane of the Air Transport Command, U.S. Army Air Force.
Source: National Archives and Records Administration

这些中国士兵吃上出发前在中国大地上的最后一餐。然后就搭乘美国陆军航空队航空运输司令部的飞机被运至其他地区。
来源：美国国家档案馆

Chinese troops who will be flown to the Burma frontier to fight with General Joseph W. Stilwell's forces board a Curtiss C-46 at Yunnanyi Air Base in China. 1944.
Source: National Archives and Records Administration

将乘飞机去往缅甸前线与约瑟夫·W·史迪威将军的部队并肩作战的中国部队在中国云南驿机场登上柯蒂斯C-46型运输机。　　时间：1944年
来源：美国国家档案馆

U.S. Army Air Force flyers transport Chinese troops on their task missions. This photo shows the interior of a Douglas C-53 with its complement of Chinese troops en route to India.
Source: National Archives and Records Administration

一架美国陆军航空队的运输机送中国部队前去执行任务。图中可以看到道格拉斯C-53型运输机舱内结构，机上的中国部队目的地是印度。
来源：美国国家档案馆

View of the mountains along the Hump route.
Source: CNAC pilot Gifford Bull via Gregory Crouch

驼峰航线沿线山峦景色。
来源：来源：中国航空公司飞行员吉福德·布尔（经格里高利·克劳奇）

The Hump under the wing of a CNAC transport.
Source: CNAC pilot Gifford Bull via Gregory Crouch

中国航空公司运输机机翼下方的“驼峰”。
来源：中国航空公司飞行员吉福德·布尔（经格里高利·克劳奇）

CNAC C-47 on a Hump mission.
Source: CNAC pilot Gifford Bull via Gregory Crouch

中国航空公司C-47运输机执行“驼峰”任务。
来源：中国航空公司飞行员吉福德·布尔（经格里高利·克劳奇）

After fighting together with the Chinese troops for over two years, the American liaison officers, combat officers and soldiers flew over the “Hump” with the Chinese troops. They looked quite relaxed on their journey. 1944.
Photo by the U.S. Army Signal Corps

美军联络官、作战官兵们在缅甸与中国军队并肩作战两年多后，随中国军队从缅甸飞越“驼峰”前往中国，他们在旅途中情绪显得很放松。
美军通信兵部队拍摄

On the Ground
在地面

General Joseph W. Stilwell

Following the bombing of Pearl Harbor by Japan on December 7, 1941, the United States officially entered the Second World War. In early 1942, President Franklin Roosevelt dispatched General Joseph Stilwell to China to advise the Chinese and coordinate Allied forces in the region. Among American generals, Stilwell was already known as an experienced China hand. Before the war, he had served three tours of duty in China, where he became fluent in Chinese. After arriving in Chongqing, Stilwell was assigned to be Chiang Kai-shek's Chief of Staff, the commander of American forces in the China-Burma-India Theater, and the sole controller of American Lend-Lease material bound for China.

Soon afterward, Stilwell faced the first test of his leadership. Ever since Japan's capture of China's eastern coastal cities following the outbreak of war in 1937, China had relied on the “Burma Road” - stretching from Burma's coastal city of Rangoon inland to Kunming in China's southwestern Yunnan Province - for foreign military aid. In January 1942, Japan invaded British-controlled Burma and cut off the Burma Road. Following the fall of Burma, Stilwell set up a training center in Ramgarh, India. Here, American instructors re-equipped and re-trained Chinese soldiers for a campaign to retake Burma and reopen supply lines to China. Tens of thousands of Chinese soldiers graduated from the training center. These soldiers became known as the X Force. In 1944, Stilwell's X Force launched an assault to retake Burma in conjunction with elements of the British Army as well as Chinese forces from Yunnan. Following months of heavy fighting, Allied armies re-opened the supply route to China in early 1945. However, Stilwell would not be there to see the mission succeed. After clashing with the Chinese government over strategy, he was recalled by President Roosevelt in October 1944.

约瑟夫·W·史迪威将军

日本于1941年7月12日轰炸了珍珠港，随后，美国正式加入二战。1942年初，富兰克林·罗斯福总统派约瑟夫·史迪威将军赴中国为中方担任顾问，并协调该地区盟军关系。当时，在美国将军中，史迪威已经是有名的中国通了。在战争开始之前，他就曾三次驻华，其间学会了流利的汉语。到重庆后，史迪威被指派为蒋介石的参谋长、中缅印战区美军总司令、美国租借援华物资专门负责人。

很快，史迪威就遇到了其领导才能的第一次考验。从日本1937发动侵华战争后占领中国东部沿海城市起，中国就依靠“滇缅公路”——从缅甸沿海城市仰光内陆延伸至中国西南云南省昆明市——接受外国军事援助。1942年1月，日本入侵英属缅甸，切断了滇缅公路。缅甸沦陷后，史迪威在印度蓝姆迦设立训练中心。在这里，美国教官们为中国士兵提供了新的装备与训练，帮助其重新拿下缅甸，打通至中国的运输线。数万名中国士兵从训练中心结业。这些士兵被称为“X部队”。1944年，史迪威的X部队与英国军队及中国云南军队联手发动攻击试图夺回缅甸。经过数月鏖战，盟军终于在1945年初重新打开了向中国提供物资的运输线。然而，史迪威没能亲眼见证该任务的成功。由于与中华民国政府关于战略意见冲突，他在1944年被罗斯福总统召回。

American and Chinese officers discuss field tactics with General Stilwell before going through practical demonstration behind lines at Sitapur. July 18, 1944.
Source: National Archives and Records Administration

美中两国军官与史迪威将军在西塔布尔前线后方进行实际操演前讨论战场战术。 时间：1944年7月18日
资料来源:美国国家档案馆

Lt. Gen. Joseph W. Stilwell, helps to make minor repairs on a stalled jeep blocking traffic while on a tour of his troops on the Northern Burma front. Aiding General Stilwell is Dare Singh (wearing goggles), his bodyguard. Shaduzup area of Northern Burma. April 1944.
Source: National Archives and Records Administration

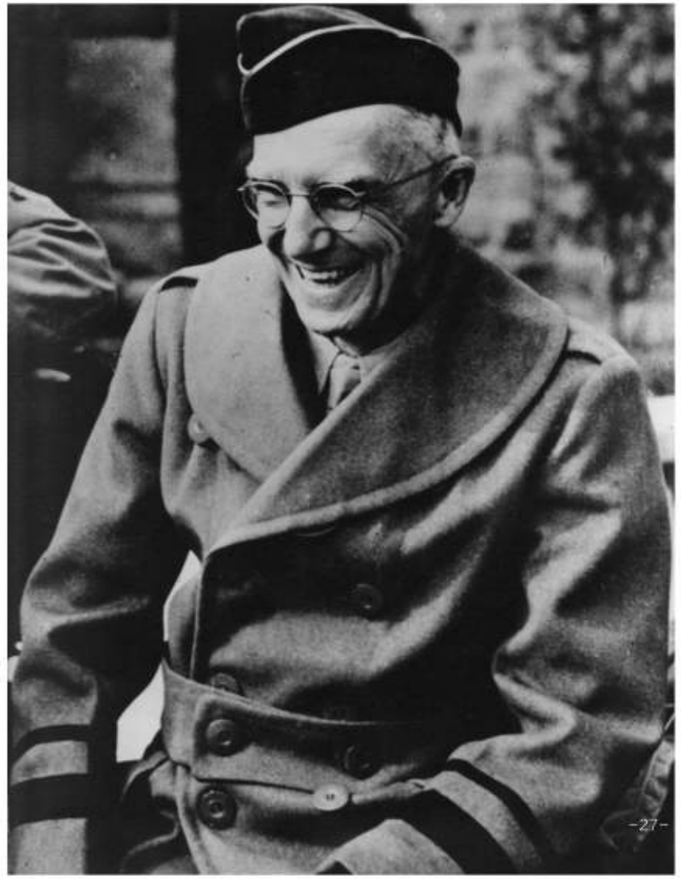
约瑟夫·W·史迪威中将在视察缅北前线部队时路遇一辆熄火的吉普阻碍交通，主动伸出援手，帮忙进行简单修理。一旁协助史迪威将军的是他的保镖戴尔·辛格(戴着护目镜)。时间：1944年4月. 地点：缅甸北部沙都渣地区.
资料来源:美国国家档案馆

Stilwell with Chiang Kai-shek and Madame Chiang, Maymyo, Burma, 1943.
Source: National Archives and Records Administration

史迪威与蒋介石夫妇合影
时间：1943年. 地点：缅甸眉苗.
资料来源：美国国家档案馆

Lt.Gen.Sun Li Zen (Sun Li-ren),Lt.Gen.Stilwell and Brig.Gen.H.L.Boatner looking over Bren guns during inspection of Hq 38th Chinese Div. 1943. Burma.
Source: National Archives and Records Administration

孙立人中将、史迪威中将和博特纳准将在视察新38师总部时观看布伦轻机枪射击操演。
时间：1943年. 地点：缅甸.
资料来源：美国国家档案馆



Stilwell at his headquarters in Chongqing, China, 1943.
Source: National Archives and Records Administration

史迪威在其设在中国重庆的总部。时间：1943年.
资料来源：美国国家档案馆

Stilwell in northern Burma, 1944.
Source: National Archives and Records Administration

史迪威在缅甸北部。 时间：1944年
资料来源:美国国家档案馆

Disabled Chinese veterans showed surprise when Lt. General Stilwell paid an unexpected visit to the Rehabilitation Camp on Ledo Road. The general asked about their injuries in native, smooth Mandarin dialect.
Source: National Archives and Records Administration

当史迪威中将临时决定前往位于雷多公路的康复营探访时，许多中国伤残老兵喜出望外。史迪威操着一口流利的中国当地方言询问他们的伤情。
资料来源：美国国家档案馆

Conference concerning training of Chinese troops at Ramgarh, India, 1943. Left to right are an unknown Chinese officer, B.G. Sibert, Stilwell, General Sun Li-jen, and General Liao Yueh-shang.
Source: National Archives and Records Administration

关于驻扎在印度蓝姆迦的中国军队的军事训练的会议。从左至右依次为：中国军官（姓名未知）、西伯特准将、史迪威、孙立人将军、廖耀湘将军。时间：1943年
资料来源:美国国家档案馆

Lt. General Joseph. W. Stilwell presents the Legion of Merit to Major General Liao Yaoxiang (Liao Yao Hsiang), leader of the 22nd Chinese Division. Burma.
Source: National Archives and Records Administration

约瑟夫·W·史迪威中将授予新22师师长廖耀湘少将军功勋章。地点：缅甸
资料来源:美国国家档案馆

Lt.Gen.Joseph W.Stilwell rewards the Silver Star to a courageous Chinese soldier for gallant action in the face of enemy fire. The presentation was made about six miles south of Laban, Northern Burma.
Source: National Archives and Records Administration

约瑟夫·W·史迪威中将为冒着敌人的炮火勇猛作战的中国士兵颁授银星奖章。颁授地点位于缅甸北部的拉班以南约六公里处。
资料来源:美国国家档案馆

General Stilwell with General Wei Li-huang, commander of the Chinese Y-Force. On the far right is General Frank Dorn, American advisor to the Y-Force.
Source: National Archives and Records Administration

史迪威将军与中国Y部队指挥官卫立煌将军在一起。最右边的是Y部队的美国顾问弗兰克·多恩将军。
资料来源:美国国家档案馆

Stilwell inspecting troops of the Chinese 38th Division at the training base at Ramgarh, India, 1942. General Sun Li-jen, commander of the 38th Division follows Stilwell.
Source: National Archives and Records Administration

史迪威在印度蓝姆迦训练基地视察中国38师的部队。走在史迪威后面的是新38师师长孙立人将军。
时间：1942年资料来源:美国国家档案馆

Stilwell taking a break in northern Burma, 1944.
Source: National Archives and Records Administration

小憩中的史迪威. 地点：缅甸北部. 时间：1944年.
资料来源：美国国家档案馆

Lt. Gen. Joseph Stilwell confers with General Liao Yao Hsiang, Commanding Officer of the 22nd Division of the Chinese Army in Northern Burma. March 1944.
Source: National Archives and Records Administration

第二次缅甸战役期间，史迪威与新22师师长廖耀湘将军交换意见。
时间：1944年
资料来源：美国国家档案馆

The Stilwell Road

December 1942 saw the beginning of one of the most herculean tasks accomplished by the U.S. Army during the Second World War—the building of the Stilwell Road. In the spring of 1942, the main supply road into China, known as the Burma Road, was cut off. Attempts to supply China from then on were limited to "The Hump," a dangerous air route across the eastern Himalayas. In order to reopen the land route to China, General Joseph Stilwell, the commander of the China-Burma-India Theater, called for the construction of a new road that connected the railhead at Ledo in Assam, India to the old Burma Road at the Mong-Yu junction near Wanting, Yunnan in China.

More than 15,000 American soldiers and 35,000 local workers labored to construct a road that passed through extremely difficult terrain. The road traversed high mountains and deep gorges. Steep gradients, hairpin curves and sheer drops were commonplace. As the road was built in conjunction with the Allied offensive to retake Burma, builders occasionally came under fire from enemy forces. By the time the road was completed, $150 million had been spent and 1,100 American lives were lost.

On January 12, 1945, the first convoy of 113 vehicles departed from Ledo. It arrived in Kunming on February 4, 1945. In the months that followed, 26,000 trucks carried 129,000 tons of supplies from India to China.

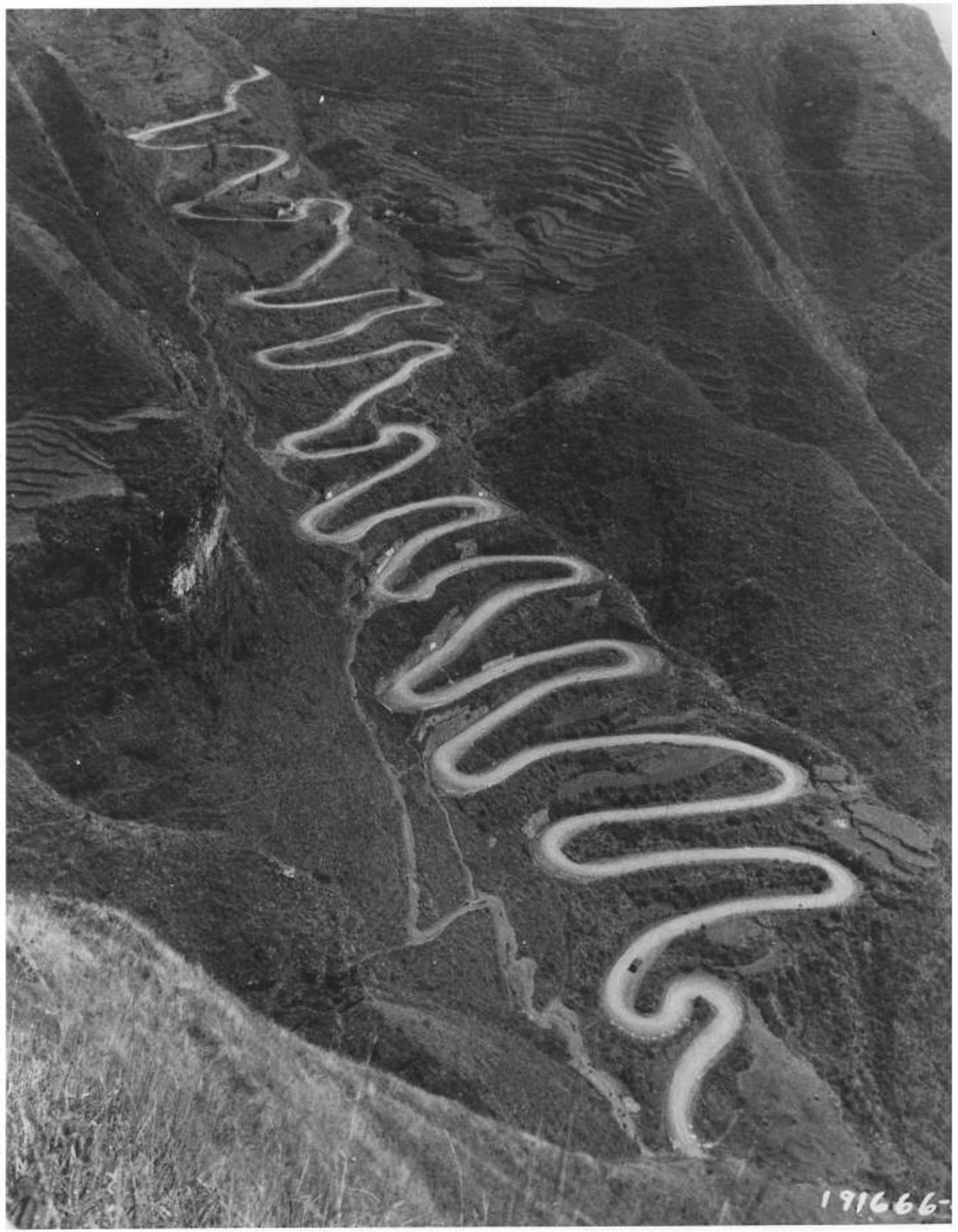
史迪威公路

1942年12月，美国陆军在二战期间最重要的成就之一——雷多公路（后被蒋介石命名史迪威公路）——开始修建。1942年春，通向中国的物资运输要道滇缅公路被切断。之后，向中国的物资运输就仅限于通过"驼峰"这一跨越喜马拉雅山脉东部的危险航线。为重开陆路运输线，约瑟夫·史迪威将军作为美军中缅印战区总指挥，呼吁修建将印度阿萨姆雷多的铁路终点与之前的滇缅公路在云南畹町附近的芒友连接起来。

超过15000名美国士兵与35000名当地工人不辞辛劳地在极其险峻的地形条件下修建了这条公路。该公路贯穿崇山深谷。陡坡、急弯、垂直峭壁四处可见。由于修路期间恰逢同盟国发动夺回缅甸的攻势，有时修路人员们还会遭遇敌军火力。公路竣工时，已花费1.5亿美元，1100名美国人因此牺牲，还有不计其数的中国工人献出生命。1945年1月12日，首批113辆运输车从雷多出发。车队于同年2月4日到达昆明。此后数月，26000辆卡车共将129000吨物资从印度运至中国。

Chinese workers operate air drilling equipment in the reconstruction of the Burma Road. The work is supervised by a member of the Burma Road Engineers. 1944.
Source: National Archives and Records Administration

重建滇缅公路，中国工人操作气钻设备。工程由一名滇缅公路工程师指导。 时间：1944年
资料来源：美国国家档案馆



U.S.-built Army trucks wind along the famous 24 Turns Road.
Source: National Archives and Records Administration

美国制造的军用卡车沿着著名的"二十四道拐"蜿蜒而行。
时间：约为1941年至1945年
资料来源：美国国家档案馆

At the entrance to the city of Kunming, the Governor of Yunnan Province presents Brig. General Lewis A. Pick with a banner for "Meritorious Achievement" in leading the first convoy over the Burma Road into Kunming. The inscription on the banner reads "The Road to Victory."
Source: National Archives and Records Administration

在昆明市入口处，时任云南省长为刘易斯·A·皮克准将送上横幅，祝贺其率领第一批护送车队经滇缅公路到达昆明的“功勋”。横幅上写着“胜利之路”。
资料来源：美国国家档案馆

Passing through the West Gate at Kunming, China, Brig. General Lewis A. Pick returns the salute from the Allied Nations as the first overland convoy from India to China completes its historic mission. A new national holiday is proclaimed in China -- the 4th of February.
Source: National Archives and Records Administration

刘易斯·A·皮克准将穿过昆明西城门，对向其敬礼的同盟国人员回礼。当时是从印度出发至中国的物资护送车队第一次完成其历史使命。同时也宣布了新的全国性节日——2月4日。

This Jeep, seating Brig. General Lewis A. Pick, Ledo Road engineer in front, made history as the first vehicle to cross the Burma-China border at official reopening of the Burma Road at Wanting, China. January 28, 1945. To achieve opening, 14th Air Force fighters and bombers coordinated with Chinese ground forces in tough Salween campaign to blast the Japanese out of the Burma Road.
Source: National Archives and Records Administration

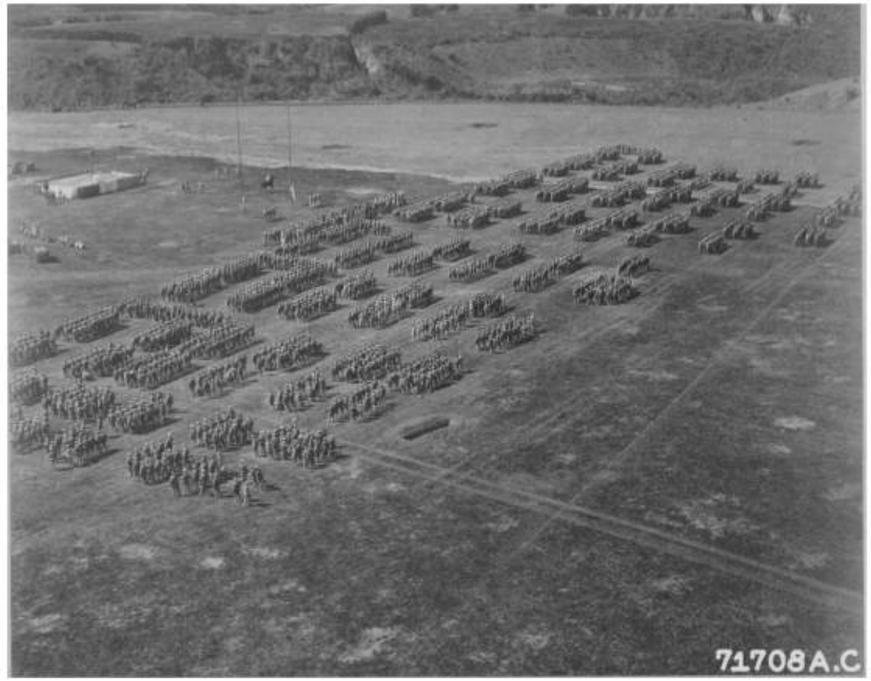
1945年1月28日，这辆前排坐着雷多公路工程师刘易斯·A·皮克准将的吉普车，成为滇缅公路重新通车后第一辆在畹町穿越缅中边境的车辆。为重新通车，第十四航空队的战斗机与轰炸机与中国地面力量联手参加了艰苦卓绝的怒江战役，将日军赶出滇缅公路。
资料来源：美国国家档案馆

Lt. General Dan. I. Sultan, Commanding General of India Burma Theatre, addresses troops at a ceremony opening the Ledo Road, Burma. Major General Claire L. Chennault and Major General Howard C. Davidson stand in the background. January 28, 1945.
Source: National Archives and Records Administration

印缅战区指挥官丹·L·苏尔丹中将在缅甸雷多公路通车仪式上向部队发表讲话。克莱尔·李·陈纳德少将与霍华德·C·戴维森少将站在后方。
时间：1945年1月28日
资料来源：美国国家档案馆

At noon on 28 January 1945, the convoy, journeying up the Ledo Road, reached Me-Se near the China-Burma border. The "Y" Force, fighting up the Salween River from China, and the American-Trained Chinese Expeditionary Force, pushing from Burma had joined at this spot so they lined up side by side and put on an impressive ceremony for the convoy. Theatre Commander, Lt. General Dan L. Sultan; 10 AAF Commanding General, Major General Howard C. Davidson and Marshal Li-hung of the CEF were among those present.
Source: National Archives and Records Administration

1945年1月28日中午，护送车队沿着雷多公路行驶，到达了靠近中缅边境的梅色（音）。由中国向怒江推进的Y部队，与由缅甸推进而来的美国训练的中国远征军会师于此，排成一排，向车队致意。战区指挥官丹·L·苏尔丹中将、第十航空队司令霍华德·C·戴维森少将与中国远征军李鸿元帅当时也在现场。
资料来源：美国国家档案馆



Stilwell Road convoy entering Kunming, China.
Source: National Archives and Records Administration

史迪威公路运输队驶入中国昆明。
资料来源：美国国家档案馆

On their way to the front, Chinese soldiers pass a tractor of the 330th Engineer Regiment working on the Ledo Road between Nam Yang and Tagap, Burma.
Source: National Archives and Records Administration

去往前线的途中，中国士兵经过一辆在楠洋和塔家普之间的雷多公路上作业的第330工程兵团的拖拉机。
资料来源：美国国家档案馆

Convoy moves through gate at Wanting, China, as the Ledo Road is officially opened. January 28, 1945.
Source: National Archives and Records Administration

运输车队在雷多公路正式通车时通过中国畹町。
时间：1945年1月28日
资料来源：美国国家档案馆

Merrill's Marauders

Though tens of thousands of Americans served in the China-Burma-India Theater, only a fraction were combat troops on the front line. These were the men of the 5307th Composite Unit, known by their nickname Merrill's Marauders. Led by their commander Brigadier General Frank Merrill, the Marauders were formed as a long-range penetration jungle warfare unit.

During General Stilwell's campaign to reopen the land supply route to China, the Marauders played a key role. They were sent on missions deep behind enemy lines in order to facilitate the seizure of key points by the main body of Stilwell's forces. The Marauders' mission began with a 1,000-mile walk through dense jungle, without artillery support, into Burma. They had to carry their supplies on their backs and on pack mules, and were resupplied only with airdrops in the middle of the jungle. Merrill's Marauders succeeded in maneuvering behind much larger Japanese forces to cause the disruptions necessary to throw the enemy into confusion.

After a grueling mountain march, the remaining Marauders, along with elements of the 42nd and 150th Chinese infantry regiments, took the Myitkyina airfield in Burma by surprise. This paved the way for the fall of Myitkyina and the reopening of the land route to China. After the battle, the 5307th was disbanded due to grievous losses from battle injuries and sickness. Out of 2,997, only 130 combat-effective officers and men remained (Romanus).

梅里尔抢夺者

尽管数万名美军在中缅印战区服役，其中只有一小部分是前线作战部队，即5307临时混合支队的战士们，他们有一个绰号叫“梅里尔抢夺者”。抢夺者们在弗兰克·道尔·梅里尔准将的指挥下组成了长距离渗透丛林作战支队。

在史迪威将军重新开启向中国的地面运输路线的努力中，抢夺者们扮演了重要角色。他们深入敌后，协助史迪威的主力军攻下要害点。抢夺者们任务的第一步就是在没有火力支援的情况下徒步1000英里，穿越密林，达到缅甸。他们需要自己背着供给，或者让骡子来运，仅在密林深处有空投物资再补给。梅里尔的抢夺者们成功策动至规模远大于他们的日军后方，造成破坏，迷惑敌方。

经过在山间艰苦跋涉，剩下的抢夺者们与中国步兵第42团及150团分队并肩作战，突袭成功，攻下缅甸密支那机场。这为夺回密支那并重启向中国的陆路运输线做好了铺垫。此役之后，5037临时混合支队由于战斗伤亡与疾病损失惨重而解散。最初的2997名官兵最后有战斗力的仅剩130名（Romanus）。

April 28, 1944
Burma,Captain Bernard Martin from the Rhode Island and a Chinese soldier, both from the 5307 Composite Unit were checking each other's guns. The location is near Nhpum in Burma.
Photo by Wayne A. Martin from the U.S. Army Signal Corps

1944年4月28日
缅甸，来自罗德岛州的5307部队的伯纳德·马丁（Bernard Martin)上尉和一名中国士兵，互相检查对方的枪械，地点是在缅甸的Nhpum附近。
拍摄者：一等兵怀恩·马丁（Wayne A.Martin），美军通信兵部队

July 18, 1944
At the front line position, before actually battling, the officers of the Chinese and U.S. troops were discussing tactics with General Stilwell.
Photo by U.S. Army Signal Corps with the approval from the public information department, U.S. Department of Defense

1944年7月18日
在西打坡（Sitapur）的前线阵地，进入实战前，中美两军的军官们与史迪威将军讨论战地战术。
美军通信兵部队拍摄，美国国防部公共信息部准予公开

Troops of B Battalion, 5307th Composite Unit crossing a bridge over Chindwin River in Northern Burma.
Source: National Archives and Records Administration

5307混合支队B营的部队通过缅北钦敦江上的一座桥。
资料来源：美国国家档案馆

This Chinese soldier, age 10, with heavy pack, is a member of an army division boarding a plane returning them to China, following the capture of Myitkyina airfield, Burma, under the allied command of U.S. Major General Frank Merrill, May 1944. Chinese and allied troops had earlier crossed through the treacherous jungle of the Kumon Bum Mountains before attacking Japanese troops to the south. Exhaustion and disease led to the early evacuation of many Chinese and allied troops before the coming assault on Myitkyina town.
Source: National Archives and Records Administration

这位负重的十岁中国士兵是正在登机准备返回中国某师的一位成员。返程背景是1944年5月在同盟国弗兰克·道尔·梅里尔少将指挥下夺回缅甸密支那机场。中国军队和同盟国军队早前在攻击南边日军前穿越了苦蛮山脉的密林。疲劳与疾病导致很多中国军人与同盟国军人在攻打密支那之前就被迫提前撤出。
来源：美国国家档案馆

American troops of Merrill's Marauders and the Chinese march side by side down the Ledo Road.
Source: National Archives and Records Administration

梅里尔抢夺者的美国士兵们与中国士兵在雷多公路上并排行进。
来源：美国国家档案馆

Troops take a break during a march on the Ledo Road. March 1944.
Source: National Archives and Records Administration

队伍在雷多公路上行进期间休息一下。时间：1944年3月
资料来源：美国国家档案馆

Stilwell at Myitkyina Airfield soon after the combined force of Merrill's Marauders and Chinese troops had captured it. On the right is Colonel Hunter of the Marauders.
Source: National Archives and Records Administration

“梅里尔抢夺者”突击队和中国军队共同组成的联合部分刚刚占领密支那机场，史迪威就来到了这里。照片右侧是梅里尔突击队亨特上校。

Man-sized tea cups practically hide a map of planned Myitkyina movements. From left; Col. Joseph W. Stilwell, Jr.; General Stilwell; General Hu Su, commander Chinese 30th Division; Col. Yang Yee, commander Chinese 88th Regiment.
Source: National Archives and Records Administration

大号茶杯几乎遮住了标示了密支那行动计划的地图。左起：小约瑟夫·W·史迪威上校、中国新30师师长胡素中将、第88团团长杨毅（音）上校。
资料来源:美国国家档案馆

Living Side by Side
同甘共苦

Working Together
并肩工作

An officer of the Chinese Air Force receives Link Trainer instruction from a U.S. Air Force officer at Kunming Army Air Base, China. March 20, 1945.
Source: National Archives and Records Administration

中国空军军官在中国昆明空军基地接受美国空军军官给予的林克飞行模拟器教学指导。
时间：1945年3月20日
资料来源：美国国家档案馆

Chinese student mechanics receive instruction from an AAF enlisted member on the maintenance of aircraft at the 1340th AAF Base Unit (ATC) in Kunming, China. 30 May 1945.
Source: National Archives and Records Administration

中国机械师学员在中国昆明第1340美国陆军航空队基地单位（陆军训练中心）接受美国陆军航空部队士兵提供的飞机维护培训。
资料来源：美国国家档案馆

Communications is an important phase in the training of the Chinese-American unit. Here, Lt. Kwang Chao-Li checks a defective radio receiver at a test bench in the hangar. Sgt. Anthony Puflia, N.J. left, stands by to offer assistance while Sgt. W.L. Whisenant, Chostow, Okla., right, continues with his duties.
Source: National Archives and Records Administration

通信培训是美国华裔部队训练的一个重要阶段。此时，李广朝（音）中尉正在机库的试验台上检查有缺陷的无线电接收机。来自新泽西的安东尼·普夫利亚军士（左），站在一旁协助，而来自俄克拉荷马州乔斯妥的维森南军士（右）则在继续做他自己的工作。
资料来源：美国国家档案馆

Capt. T. F. Hackleman, Springfield, Ohio holds a class in aircraft identification.
Source: National Archives and Records Administration

哈考曼上尉在俄亥俄州斯普林菲尔德进行飞机识别培训。
资料来源：美国国家档案馆

Major General Claire L. Chennault and Major General G.X. Cheves and Chiang Kai-Shek; March 24, 1945.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

陈纳德少将、彻维斯少将与蒋介石合影 时间：1945年3月24日
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

Memorial service for Roosevelt in Kweiyang, 1945.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

在贵阳举行的罗斯福总统追悼会 时间：1945年
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

Among Chinese newsmen present at the first of a series of press conferences given by the Public Relations Office of the 14th Air Force to improve Chinese-American relations were, left to right: Kong Chi-hung, Cheng Min-hsien, Thomas Dunn (OWI), Kang Tangfeng, Ou Kung, Wang Chein, Wu Ernan and Yuan I-jen. Miss T.S. Chen, a newspaperwoman, is seated between Brig. General Russell E. Randall (left) and Brig. General W.C. Morse of the 14th Air Force. September 4, 1944.
Source: National Archives and Records Administration

为了改善中美关系，第十四航空大队公关部举行了一系列记者招待会，出席首次记者招待会的中国记者包括（从左至右）：孔志鸿（音）、程敏贤（音）、托马斯·邓恩(战时新闻局)、康唐峰（音）、欧昆（音）、王轩（音）、吴尔南（音）、宫义仁（音），以及坐在第十四航空大队的拉塞尔·兰德尔准将(左)和莫尔斯准将之间的女记者陈小姐。
时间：1944年9月4日
资料来源：美国国家档案馆

S/Sgt. Richard R. Boot, a left gunner on a Boeing B-29, and a Chinese guard warm themselves over a small oil fire before take-off time for the December 9 mission.
Source: National Archives and Records Administration

在起飞执行12月9日的轰炸任务之前，波音B-29轰炸机的左机枪手，里查德·布特军士和一名中国卫兵正在一个小油炉前烤火。
资料来源：美国国家档案馆

Chinese and American soldiers of the Chinese-American Wing attached to the 14th Air Force in China stand sentry together.
Source: National Archives and Records Administration

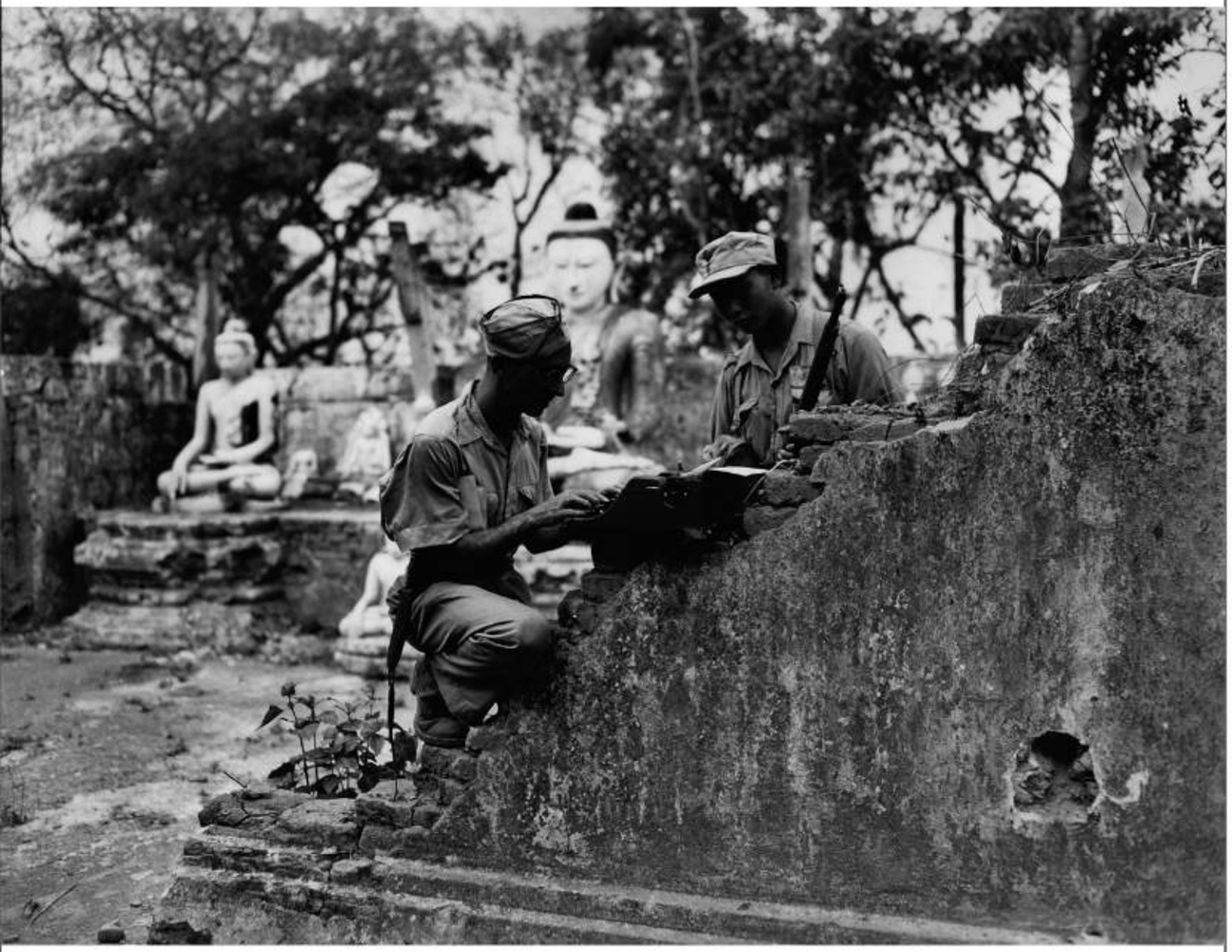
隶属驻扎于中国的第十四航空大队中美联队的中美士兵在一起站岗。
资料来源：美国国家档案馆

Private First Class soldier Mike Harris was talking to a Chinese female captain.
Photo by Technical Sergeant W.E. Shemorry from the U.S. Army Signal Corps with the approval from the public relations bureau, US Department of Defense in Washington

上等兵迈克·哈瑞斯（Mike Harris）与中国军队女上尉交谈。
摄影师：谢默瑞（W.E. Shemorry）技术军士，美军通信兵部队，华盛顿国防部公共关系局准予公开

February 12, 1944
Upon completion of the training program, instructor Captain Herman Freddburg from Massachusetts received a pennant from Captain Lin Yu Kun, commander of the instruction company of the 53rd Army.
Photo by Technical Sergeant George L. Kocourek from the U.S. Army Signal Corps, issued by the Bureau of Public Relations, the US Department of Defense in Washington

1944年2月12日
训练结业后，麻省的训练教官赫曼·佛莱德伯格上尉在接受一面由第53军教导连的林玉坤（音，Lin Yu Kun）上尉连长赠送的锦旗。
摄影师：乔治·寇科瑞克（George L. Kocourek）技术军士，美军通信兵部队，华盛顿国防部公共关系局发布



March, 1945
In Bhamo, Burma, an American journalist with CBI ROUNDUP was writing articles with a typewriter, a soldier from the Chinese troops in India was watching with curiosity.
Photo by the U.S. Army Signal Corps

1945年3月
在缅甸八莫，《中缅印战区综合新闻报》（CBI ROUNDUP）的一名美军记者在一座毁坏的佛寺前用打字机写稿件，身边的一名中国驻印军的战士在好奇地观望。
美军通信兵部队拍摄

Colonel Chen, commander of a regiment of the 38th Division, Brigadier General Dan I. Sultan, chief commander of the IB theater, General Sun Liren, Lieutenant Colonel Charles W. Allen and Colonel Levelle visited the yard along the Old Lashio--Mandalay railway. Burma Old Lashio, March 8, 1945.
Photo by Shearer from the U.S. Army Signal Corps

1945年3月8日　缅甸老腊戍
新38师一位团长陈（译者注：左一陈鸣人）上校、印缅战区（IB Theater）总指挥丹·索尔登（Dan I. Sultan）准将、孙（立人）将军、查尔斯·埃伦（Charles W. Allen）中校，以及列维勒（Levelle）上校一行察看老腊戍——曼德勒铁路线上的车场。（译者注：背面未注明，左二李鸿、右一唐守治）。
摄影师：谢瑞尔（Shearer），美军通信兵部队

Major Paul C. Traver from the State of New York was the chief liaison officer with the 1st Infantry Regiment of the Chinese troops in India, he was exchanging views on the war with Major General Lin Guanxiong, commander of the regiment. Kyaukme, Burma, March 30, 1945.
Photo by Raczkowaski from the U.S. Army Signal Corps

1945年3月30日
缅甸乔梅（Kyaukme）
纽约州的保罗·特拉瓦（Paul C. Traver）少校，时任中国驻印军独立步兵第一团主联络官，正与该团团长林冠雄少将商谈战情。
摄影师：瑞克佐科斯基（Raczkowaski），美军通信兵部队

Living Together
共同生活

Two WAC officers, who were among the first in China, and Chinese boys give the "thumbs up" sign during a sight-seeing tour after the WACS arrival. November 20, 1944.
Source: National Archives and Records Administration

在美国妇女军团抵达中国后，安排了观光旅行，期间，作为头一批抵达中国的美国妇女军团成员的两名女军官受到三名中国男孩竖起大拇指赞扬。
时间：1944年11月20日
资料来源：美国国家档案馆

Vice President Henry A. Wallace carries on a lively though one-sided conversation with three Chinese children in a corn field near Chengdu, China.
Source: National Archives and Records Administration

副总统亨利·华莱士在中国成都附近的玉米地里与三名中国儿童进行着一场单向却不失生动的对话。
资料来源：美国国家档案馆

Chinese and Americans at round table.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

中美双方圆桌会议。
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

Barney Rosset being served tea in Kunming, 1945.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

巴尼□罗塞特在昆明喝茶
时间：1945年
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

Recuperating POW shows photo album in hospital in Kunming. Aug. 29, 1945; Photo by Hendrick.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

在昆明某医院康复中的战俘展示影集
时间：1945年8月29日
摄影：亨德里克
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

Chinese and Americans at Officers' Club. 1944-45.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

中美双方在军官俱乐部
时间：1944至1945年
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

Barney Rosset buying food on the street, Kweiyang, 1944.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

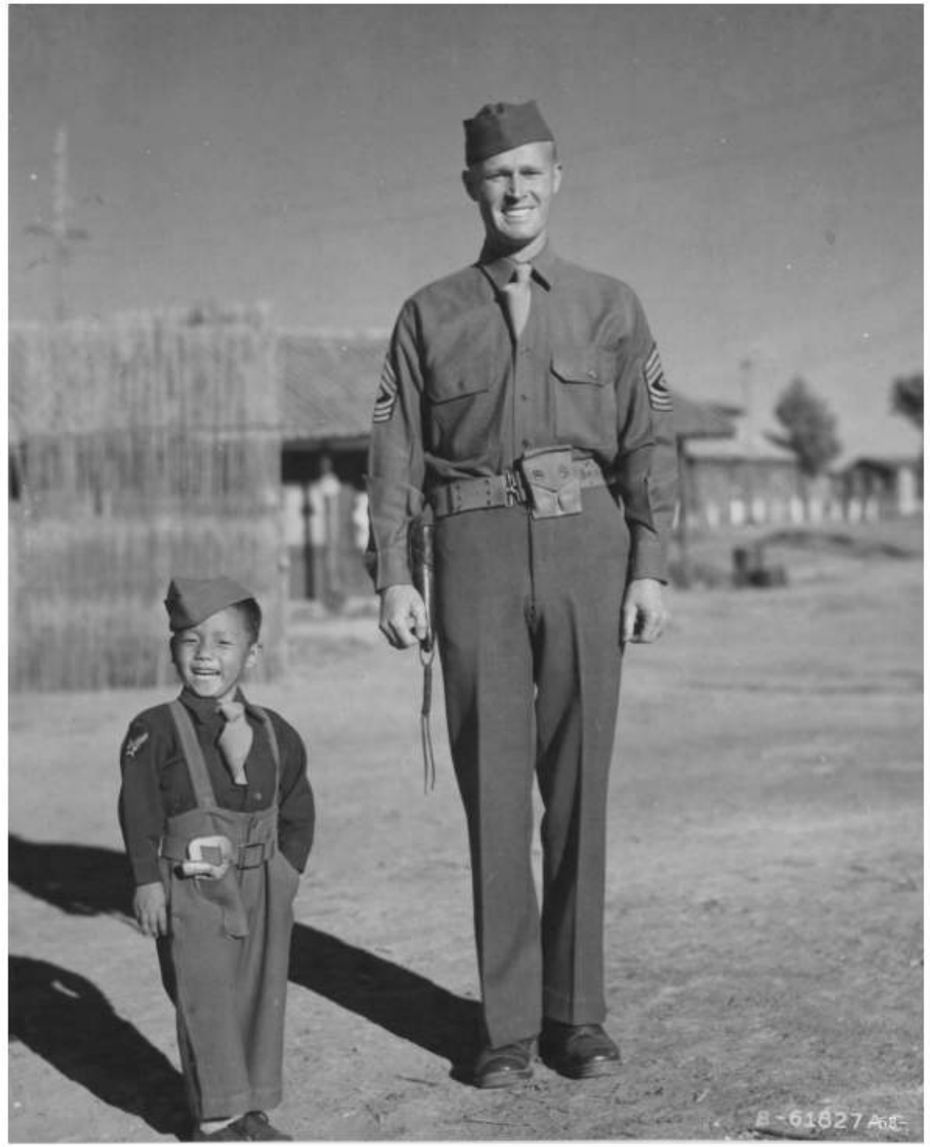
巴尼·罗塞特在街上买食品 地点：贵阳 时间：1944年
资料来源：纽约市哥伦毕业大学珍本及手稿图书馆巴尼·罗塞特资料库

After a busy day's training, Americans and Chinese enjoy a bit of recreation in the named "Flanagan's Bar" for Sgt. Wm. Flanagan, seated third from left in front row. Lt. Tong, K.T. communications officer of the Chinese Air Force, plays the Chinese violin for his own amusement and the amusement of the crowd.
Source: National Archives and Records Administration

在一天忙碌的训练之后，美中两国军人在以威廉·弗拉纳根中士的名字命名的“弗拉纳根的酒吧”享受些许娱乐。弗拉纳根中士此时坐在前排左起第三个位置。中国空军通信官佟（音）中尉演奏二胡，自娱自乐，也娱乐众人。
资料来源：美国国家档案馆

Little Tiger Joe
"Little Tiger Joe," a Chinese refugee baby adopted by one of the units of the 14th Air Force, stands on the drill ground at the 14th Air Force headquarters with 1st Sergeant Robert Duerson of 907th Engineers Headquarters Company.
Source: National Archives and Records Administration

“小老虎乔”是第十四航空队某部队收养的一名幼年中国难民，此时他正和第907工程师总部公司的罗伯特·杜尔木上士站在第十四航空队总部的训练场上。
资料来源：美国国家档案馆



Wally Taboo, left homeless and an orphan after a raid by the Japanese on city where he once lived, was adopted by S/Sgt's Leming, Thomas and Kardash. Here they are telling him a bed time story.
Source: National Archives and Records Administration

日本空袭沃利·塔布曾经住过的城市，使他成为无家可归的孤儿。之后，乐明、托马斯和卡尔达什三位军士收养了他。此时，这几位军士正在给这个孤儿讲睡前故事。
资料来源：美国国家档案馆

14th Air Force WACs stage a party for war orphans of China. December 26, 1945.
Source: National Archives and Records Administration

第十四航空队的妇女军团成员为中国战争孤儿举办聚会。时间：1945年12月26日
资料来源：美国国家档案馆

In his "home" of a small tent at the front line of Nujiang River, Technical Sergeant George L. Kocourek, photographer of the U.S. Army Signal Corps from Los Angeles in California was writing a letter to his elders at home; a Chinese child named "Mink" was quietly reading a magazine by his side. Kunming, China, October 24, 1944.
Photo by Edward R. McCormick from the U.S. Army Signal Corps

在怒江前线，在他的小帐篷"家"中，加州洛杉矶的通信兵摄影师乔治·冠科瑞克(George L.Kocourek)技术军士正在给美国的家中父老写信；名叫"明克(Mink)"的中国小朋友在一旁静静地阅读杂志。
中国昆明 1944年10月24日
摄影师：爱德华·迈克尔米科，美国陆军通信兵部队

Lieutenant Colonel John A. Cleveland from Miami, Florida was with the headquarters of the combat troops, General Wei Lihuang, Commander of the China Expeditionary Force and Lieutenant General Zhou Fucheng, commander of artillery of the China Expeditionary Force (should be Lieutenant General, commander of the 53rd Army of the China Expeditionary Force) were enjoying their meals in the field in the Chinese way on top of the Young Ko Mountain above the Huitong Bridge by the Nujiang River. June 4, 1944.
Photo by U.S. Army Signal Corps

来自佛罗里达州迈阿密的约翰·A·克里夫兰（John A.Cleveland）中校，隶属于作战部队总部，中国远征军司令长官卫立煌上将和中国远征军炮兵司令周福成中将（译者注：应为中国远征军第53军中将军长）在怒江惠通桥上方的永阔山（音Young Ko）山顶，以中国方式享用野餐。1944年6月4日
美军通信兵部队拍摄

Veteran Recollections

In this section, we share memories of World War II veterans.

老兵回忆

在该部分，我们与您分享二战老兵的回忆。

●From Wayne Johnson, the 23rd Fighter Group, 14th Air Force

"The Japanese attack on Pearl Harbor brought on a surge of patriotism throughout America. I signed up for the U.S. Army Air Corps on 8 December, 1941… After completion of the Air Corps pilot training, I was sent to China and assigned to the 118th Tactical Reconnaissance Squadron, and for a short time, the 75th Fighter Squadron, both in the 23rd Fighter Group, 14th Air Force. I was very happy about the opportunity to serve in China, since I had great admiration for General Claire Chennault. I really knew very little about the culture in China except what I learned through history classes, which was quite rudimentary, and what I had read in news releases. While serving there I learned a great deal about the Chinese people, which was most favorable. We made many friends among the Chinese pilots and air crews that survived through our meetings in the Flying Tigers-14th Air Force Association until the Association was dissolved in 2009. I served in China for about one and a half years…We loved the local people. Everywhere we went we were impressed by how friendly they were. We had great admiration for the local people and were most impressed by how willing they were to risk their own lives to rescue our downed airmen."

●韦恩·约翰逊，美国第十四航空队第23战斗机大队

"日本空袭珍珠港使全美爱国情绪高涨。我在1941年12月8号报名参加了美国陆军航空队……在航空队飞行员培训结业后，我被派往中国，加入了第一一八战术勘测分队，也曾短暂为第75战斗机中队效力，两队均属于第十四航空队第二十三战斗机大队。我很高兴有机会赴中国服役，因为我很仰慕克莱尔·陈纳德将军。我当时对中国文化知之甚少，只是通过历史课学到一些基础知识并通过新闻得到一些信息。在华服役期间，我深入了解了中国人民，这一点是最棒的。我们结识了许多中国飞行员和机组人员朋友，这种友谊贯穿着我们飞虎队协会（即美国第十四航空队协会）的全部会面，直到协会于2009年解散。我在中国服役大约一年半……我们很喜欢当地人民。所到之处，均感受到其友好。我们很敬重当地人民，特别是因为他们甘愿冒生命危险来救援我方被击落的飞行员。"

●Hank Tursky, 69th Depot Repair Squadron

"The Chinese fellows I worked with were terrific—they would bend backwards to help you. Most of these fellows were mechanics. I worked with a bunch of sheet metal workers. They did a wonderful job. We had little trouble communicating but after a while we got to know each other. If I saw them now, I'd give them a big bear hug. I'm glad to have met them. There are a lot of people in this world that weren't nice but they were. They accepted us, and we accepted them. My experience in China was wonderful. I'm glad I got it. Not many people had the opportunity I had."

●汉克·特斯克，第69航空站修理中队

"这些和我们一起工作的中国员工很棒——他们会尽力来帮你。很多员工都是技术工。我和一群钣金工一起工作。他们做了非常棒的工作。我们在交流上有一些小麻烦，但是之后我们认识了彼此。如果现在我可以见到他们，我会给他们一个大大的熊抱。我很高兴可以见到他们。有很多人在世界上都不是很友好，但是他们却是很好的人。他们接纳了我们，我们接纳了他们。我在中国的经历都非常美好。我很高兴我们有过这样一段经历。不是许多人都像我，可以有这样的机会的。"

●From Liu Hua, Member of Chinese Expeditionary Force who passed away in June 2014

"After graduating, I was assigned to the New 11th Army, which later changed into the 8th Army… Two months into my position as platoon leader, I went to the battlefield… In 1943, our troop was dispatched from Hubei to Yunnan and was garrisoned in Maguan. We were responsible for defending the border, focusing on strengthening training and getting ready for counterattacks. That was when we had Americans joining us… The American liaison officers attached great importance to our location and kept asking us about it. Besides, they were very cooperative when it came to certain requirements of the troop, such as supply and air-drops. When we crossed the Nujiang River (the Salween River) and tried to take Longling, we had an extreme shortage of supply. Yet since they were very responsible with their work, we managed to accomplish the mission in spite of the adverse weather…

Americans are enthusiastic and sincere. They won't say something and act otherwise. These are the virtues of the Americans. So I had a really favorable impression of the Americans I met during WWII."

●刘华，中国远征军成员，2014年7月去世

"毕业后分到新十一军，新十一军后来改编成第八军。..我当排长大概一两个月，就开到打仗的地方…1943年我们部队从湖北调到云南，驻守在云南马关，担任国境线的守备任务，主要是加强训练，准备反攻。那时候就有美国人来了…美国联络官很注意我们部队的位置，随时都在向我们了解。另外，部队有一些要求，如需要补给、空投啥的，他们都很配合。那时候我们渡过怒江打龙陵时补给相当困难，由于他们很负责，在气候很不好的情况下，还能认真负责（完成任务）…

美国人很热情，对人也诚恳，没什么嘴上一套、心头一套。这是美国人的优点。所以二战，从我接触的美国人来看，对他们的印象是不错的。"

●From Lu Jianhang, WWII Pilot for the Chinese Air Force

"I joined the China Air Force quite early, in 1940. I was in Chengdu and I was only 14 years old. It was at a time when the war against the Japanese was in the toughest phase... When I was in Kunming in 1943, we had the Flying Tigers with us. That was when I saw them. We spent much time together... The war against the Japanese invaders took eight years and China wouldn't have won without the assistance of America. During WWII, the American pilots came to China and fought for China at the risk of their own lives--not even imaginable in other capitalist countries. So I feel that America is the real helping hand to China… China is a country of honesty and sincerity that is willing to return favors. America's support and assistance to China ranged from weapons to personnel. Take the air forces for example, President Roosevelt signed the Lend-Lease Act with Chiang Kai-shek; America trained pilots for China when all the Chinese pilots had lost their lives back then. The promise to help China train 1000 pilots was by no means an easy task. When we finally triumphed in the war, America didn't charge us a single penny for the planes, artillery and training the 1000 pilots. President Truman said that America would not ask for money for what it had provided. Such generosity towards China was only possible with America. Such history sticks in my mind.

I would like to say "thank you". We had really close ties and we fought together in the bloody battles. I still remember that some Flying Tigers and pilots that I had training with came to Kunming and visited me."

●陆建航，二战中国空军

"我在1940年参加空军，说起来早，那时候在成都，当年我十四岁。我那时候是学生，在抗战最艰苦的时候。1943年我在昆明时，Flying Tiger（飞虎队）和我们就在一起嘛。那时候就看见他们了，时常在一起，还有陈纳德。.. 八年抗战，如果没有美国的帮助，中国打不下来的，中国不可能胜利。二战的时候，美国的飞行员到中国来替中国卖命，在其他的资本主义国家根本不可能，所以我感觉到真正帮助中国的是美国。

中国是个忠厚的国家，能知恩报德。美国对中国的支援，从军火到培养人员。就拿空军来讲，罗斯福总统和蒋介石定的《租借法案》，培训中国的飞行员，因为中国已经没有飞行员了，都牺牲光了。答应为中国培养一千个飞行员。当时这对中国来讲，是多么大的一件事，很不容易的。后来美国供应中国的飞机、大炮，和培训的一千名飞行员的钱，到抗日战争胜利时，一分钱都没有要。那时候杜鲁门总统说算了，不要钱了。这对中国来讲，没有第二个国家这么慷慨。在我的脑海里，这些历史是清楚的。

我想说，谢谢他们，我们以前的感情深，他们和我们浴血奋战。我记得有一年，flying tiger还有在德州一起训练的飞行员到昆明来，很多人来找我嘛。"

●From Li Zhengyi, Soldier in Chinese Army

"I joined the army in Hunan. The Japanese occupied Jiangxi province and the war transferred to Hubei province, a place called Wuxianzhao (pronunciation). Then I went back to Xiangtan and joined the Fifth Army. I went to Guangxi afterwards where my mouth was injured and three of my teeth were gone in an explosion. Then I went to fight in Baoshan, Yunnan province… We didn't have planes of our own and could only rely on planes from America. These planes were the only available ones in our battles. It was in the year of 1945 when we first came into contact with the new weapons and American instructors. I can still remember one particularly nice instructor and a lieutenant who came from a wealthy family in the United States. We practiced battle exercises together where he taught us only in the mornings in Wujiaba. The American knew someone who had a car which took us to have meals. He was from a very rich family. We sang together, and then he drove us back to our headquarters… We thank those American friends who helped us fight against the Japanese; victory was impossible without the Americans."

●李正义，二战中国士兵

"我在湖南参军。日本人把江西占领了，战争转移到湖北。湖北wu xian zhao, 然后回湘潭，进入第五军。后来，我再到广西，我的嘴负伤了，三颗牙齿被炸掉。在后来就到了云南。…那个时候，我们没有飞机，全凭美国的飞机，我们打战全靠美国的飞机，原来的巫家坝就是他们的飞机场，美国的飞机飞来把日本的飞机打下去，打下去了好几次。

我们那时候在云南，我们1945军接触到美国的新式武器，接触到美国的教官，我记得有一个教官，人很好，还有一个上尉。他家里

在美国是大资本家。演习的时候他们就教我们，他只在早上教，在巫家坝，美国人找个熟人，配个车子，去吃饭，他们家是大资本家。我们一起唱歌，然后拿车子把我送回来…我们感谢美国朋友，帮助我们打鬼子；没有美国我们中国胜利不了，不可能胜利。”

●From Yang Yuxiang, Member of Expeditionary Force

“I joined the army mainly because I myself was exposed to the war against the Japanese when I was in Nujiang. They bombed Nujiang and Baoshan several times. The entire Baoshan region was ruined by the bombing from the airplanes. About 300 or 400 people died from the blast… I remember an American Air Force major whose plane was disturbed by a Japanese plane charging towards it. Then his plane was shot down and landed near a gutter in Baoshan where this American major parachuted into and was saved by local farmers… Back when we were in Kunming, we had six or seven Americans in our regiment. We miss them a lot. Later when we went to Ramgarh, we were trained and taught how to drive at an automobile training school for one month. The composition of the staff was like this: three platoons in a company, one American major and a Chinese major as his interpreter. We also chose a company commander, director of special tasks, three platoon leaders, squad leader and deputy squad leader. The process was very democratic, inviting all the soldiers to be involved in decision-making. Now we really miss these American officers. I still remember an American major who is of medium height and a bit chunky. Another American had eyebrows that were in a line and so we called him “yizhimei” (“Unibrow”). It’s a pity that we didn’t learn their names by heart back then.

The U.S. has said that China’s contribution in World War II is indelible. We fought hard during the war, and many American soldiers died along the Hump, we will never forget them. Now both President Xi Jinping and President Obama speak highly of the war as well as the Flying Tigers. .. The friendship between us will be unforgettable. We didn’t speak the same language, but we communicated with each other heart and soul. I will always remember them. We all miss them and wish to meet them again someday.”

●杨毓骧，中国远征军成员

“我参加远征军，主要是因为我自己遭受了抗日战争，就是怒江，日本人来轰炸怒江、保山几次。我们整个保山都被日本飞机轰炸摧毁。轰炸造成了三、四百人死亡。

我记得有一个美国的空军少校。美国飞机冲上去了，一架日本飞机冲上去，冲破了它的阵线。这架美国飞机被日本飞机击落了下来，落在保山城的一个水沟，这个美国少校跳伞，掉在水沟里，是当地农民把他救了。

过去在昆明，我们这个团还有六、七个（美国人）。我们非常想念他们。后来到了印度蓝姆迦的时候，我们在一个汽车学校接受训练，我们进行1个月的汽车驾驶训练。当时的编制是：一个连队有三个排，一个美军少校，一个中方的翻译官，少校。当时我们自己还推举了一个连长，一个特务长，三个排长，班长副班长，这是非常民主的。因为我们的团长是燕京大学毕业，然后到美国加利福利亚州的军事学院学习，英语是非常非常好。当时我们向美国学习，不仅是学习了军队训练，还有民主的制度，一切都要由士兵做主。 现在我们很想念这些美国军官，因为我还记得很清楚，有一个美国上校，个子矮一点，胖胖的。有一个美国军人的眉毛是一环的，连在一起的，我们就叫他一枝眉。可惜了我们当时没能把他们的名字记下来。

这个意义很重大。我们中美联合，在二战中血肉不分。现在美国看清楚了，虽然在很多战斗中取得重大胜利，像太平洋岛屿呀，尤其是珍珠港以来，然后中国战场也牵制了日本部队占领太平洋。美国已经说了中国在二战的力量不可磨灭。中美两国人民在二战中血肉不分，美国在驼峰航线上也牺牲了很多士兵，我们是不会忘记的。现在习近平和奥巴马都肯定这场战争，对中美飞虎队员做出一致肯定。

当时我们的战斗友谊记在心上。虽然我们语言不通，但心灵相通，我们永远记住他们。不光是我自己，我们老兵谈到往事，都怀念他们，希望能见见面，找到他们。”

●From Wang Quan, member of Expeditionary Force

“There were only more than 300 of us from Xikang [who signed up] who were later dispatched to Chengdu. We were called the No.2 Training Regiment of the China Expeditionary Force. We were trained at Xijiaochang (the western drill ground) because some training was what we needed before we go and serve abroad. We then went to Xinjin Airfield, which was for the Flying Tigers. Then we were sent to India across the Himalayas…From a historical perspective, the cooperation between China and America was crucial and changed the situation of the entire world. The cooperation and harmonious development of the two countries will bring good lives to both peoples. This is something truly remarkable. It’s something worth celebrating that we have jointly done something great.”

●王权，中国远征军成员

“当时是那样子，我们西康省只有三百多人（报名），后来把300多人送到成都，叫中国远征军教导第二团。我们在成都西校场训练，要通过一些训练才能够出国。我们是通过新津飞机场，新津飞机场是飞虎队的飞机场，通过喜马拉雅山我们被送到印度的。

从历史角度说，中美两国的合作起到了非常关键作用，改变了整个世界的面貌。两个国家合作、和谐发展，大家都过上好日子。这个是很了不起的事情。我们大家一起能够共同做那么一件大事，是值得我们互相祝贺的。”

Keeping the Memory Alive

It is important to continue to study and honor the shared history of the United States and China during World War II. If you are interested in visiting historic WWII sites in Southwest China, below are a list of some of the museums and monuments dedicated to this period.

重拾记忆

学习和珍视美中两国二战期间共同经历十分重要。在该部分，以下列出的一些博物馆及建筑是专门针对这一历史时期所建。 如果您对参观中国西南二战历史遗址感兴趣，

Chongqing
重庆市

●Stilwell Museum – 重庆史迪威博物馆

●Flying Tigers Museum – 抗战飞虎队纪念馆

Sichuan Province
四川省

●Jianchuan Museum Cluster (town of Anren) – 建川博物馆

Guizhou Province
贵州省

●“The 24 Turns” /The Stilwell Road (Qinglong County in Qian Xi Nan prefecture 黔西南州) – “二十四道拐”/史迪威公路

Yunnan Province
云南省

●Kunming Municipal Museum – 昆明市博物馆，Flying Tigers Exhibit

●Flying Tigers Museum (Kunming) – 云南昆明飞虎队博物馆

●Flying Tigers Association (Kunming) – 云南省飞虎队研究会

●Hump Air Route Monument (outside Kunming) – 驼峰飞行纪念碑

●National Cemetery to the Fallen of WWII (Tengchong) – 腾冲国殇墓园

●Western Yunnan WWII Museum (Tengchong) – 滇西抗战纪念馆

●Songshan Battlefield (Longling County) – 松山战役旧址

●Robert H. Mooney Memorial Monument (Xiangyun County, near Dali) –罗伯特H.穆尼纪念碑（祥云县，靠近大理）