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~~SECRET~~ 010218Z MAR 68 CITE \_\_\_\_\_

DIRECTOR

1 MAR 68

IN \_\_\_\_\_

ON 29 FEB 1968, DURING A LUNCHEON THAT WAS GIVEN BY \_\_\_\_\_ AND \_\_\_\_\_ FOR A FEW OF \_\_\_\_\_ BRIGHT YOUNG MEN INCLUDING TOBACCO AND WINE MONOPOLY BUREAU DIRECTOR WANG SHAO-YU (3769/4801/0960) AND HSIA KUNG-CH'UAN (1115/0501/2938), FOREIGN AFFAIRS MINISTRY, THE FOLLOWING COMMENTS ABOUT CAT WERE ELICITED FROM WANG AND HSIA. WANG SAID HE HAD HEARD THAT HUGH HICKS, WHO WAS PILOTING THE AIRCRAFT AT THE TIME OF THE ACCIDENT, HAD NOT BEEN CHECKED OUT ON THE 727. HSIA, WHO ATTENDED THE INITIAL OFFICIAL MEETING OF THE INVESTIGATING COMMITTEE AND IS A FORMER INSTRUCTOR IN INSTRUMENT LANDINGS, REPLIED THAT WHILE IT IS TRUE THAT HICKS IS NOT CHECKED OUT ON THE CAT 727, HE HAS OVER 400 HOURS FLYING TIME ON THE SAT 727, THEREFORE HE IS 727-QUALIFIED. HSIA ADDED THAT AT THE INITIAL MEETING OF THE INVESTIGATING COMMITTEE IT WAS THE CONSENSUS OF COMMITTEE MEMBERS, INCLUDING HSIA, THAT HICKS HAD MISTAKEN THE FIRST BEACON AT LINKOU FOR THE SECOND BEACON WHICH IS MUCH NEARER THE RUNWAY. ALTHOUGH HE WAS NOT CERTAIN WHAT WAS DECIDED

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PAGE 2



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AT SUBSEQUENT MEETINGS OF THE COMMITTEE, HSIA WAS REASONABLY CONFIDENT THAT THIS WOULD BE THE FINAL VERDICT. WANG MENTIONED HE HAD HEARD THAT CAT IS PREPARING TO REPLACE THE 727. HSIA WAS VERY SKEPTICAL THAT THE GRC WILL APPROVE THE REPLACEMENT AND RESUMPTION OF 727 SERVICE. HE GAVE AS HIS REASONS COMPLAINTS FILED BY CHINESE EMPLOYEES OF CAT CONCERNING UNEQUAL TREATMENT; FOR EXAMPLE, CHINESE CO-PILOTS ARE NOT ALLOWED TO BECOME PILOTS AND AMERICAN PILOTS IGNORE THE ADVICE OF THEIR CO-PILOTS.

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89 MAR 20 10 07 AM '68

