

## MEMORANDUM

TO : SLC via DFD DSAFE  
 FROM : A/DOED  
 SUBJECT : False Marker



DATE : 8 April 1968  
 REF. No. DOED-68-043/GVS

The enclosed statements cover five cases of false marker beacon reports experienced by various pilots of this Company at various times and dates over three separate sites on the northern portion of Taiwan:

Site A	:	120° 49'E	24° 24'N	(Taichung Area, North)
Site B	:	121° 29'E	25° 02'N	(Taipei Area, Southwest)
Site C	:	121° 22'E	25° 04'N	(Linkou Area, West)
Case I	:	Capt. Ralph E. Adams		Site A and C
Case II	:	Capt. B. Coleman		Site A
Case III	:	Capt. K. Chiu		Site A and B
Case IV	:	Capt. D. Kern		Site A and B
Case V	:	Capt. H. S. Chang & G. V. Smith		Site A

It should be borne in mind that reports - official and by personal complaint have continually been made by CAT, USAF and Transient International Pilots over the past several years, mostly to no avail. The CCAA should be asked to produce these past complaints and the consequent remedial work (if any) undertaken. Have we contacted PAA, ALPA, NWA, PAL and USFAA in an effort to secure additional complaint material covering defective aviation radio facilities on Taiwan?

A handwritten signature in dark ink, appearing to read "G. V. Smith".

G. V. Smith

Att.: as stated

cc: DSAFE  
 File (2)

GVS/hk

*already in file*

CASE I

8 April 1968

Site A:

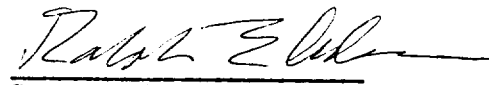
I received a signal on my marker beacon light at the following location: 120 49'E, 24 24'N, which site is located approximately 15 NM. and 040 MHDG. from Taichung Airport. I was flying at an altitude of approximately 3000' climbing out of the Taichung area, returning to Taipei on CAT round Island flight on 5 March 1968. I noted the position on this occasion but had observed the phenomena on several previous flights extending thru the past 6 years. No standard aviation radio facility exists within over 10 miles of this site. The signal was visual and steady for several seconds, then flickered twice before cutting out.

Site C:

(Linkou as will trigger the MB)

On numerous flights I have noticed that the aircraft marker beacon will be activated by electronic influences in the vicinity of Linkou air station. This may occur any where from 3 to 6 miles west of Linkou radio beacon. The last specific example of this phenomena was on 12 March 1968.

Signed:

  
Captain Ralph E. Adams

CASE III

8 April 1968

Site A:

Statement by Captain K. Chiu regarding faulty transmission of marker beacon on March 3, 1968:

While flying the CAT domestic schedule on that date I took off from Taichung airport for the final leg of the day returning to Taipei. The weather at the time aloft was clear and visibility over 7 miles as it is necessary to remain clear of CCK Air Base while transiting this area, I kept well to the right of course during my climb out. Suddenly I was surprised to notice that my marker beacon light was on. It was steady (intermittent) for 2½ seconds. I took notice of this strange item because there is no airfield or airport facility anywhere near this location. I reported this on the flight report of the day (Form 006).

Site B:

Just after take-off from Taipei while making the standard instrument departure, I noted a false marker beacon flash of 1½ seconds over the Sw. area of the city at (Site B) on March 4, 1968. I reported this on the CAT Form 006 (Flight Report).

Signed:

  
Captain Kaiser Chiu

CASE IV

8 April 1968

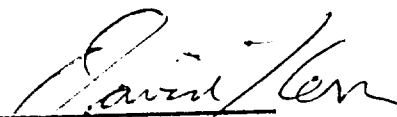
Site A:

On February 10, 1968, I flew CAT RIF return to Taipei. After take-off at Taichung, I kept to the right of course in order to avoid the traffic pattern at CCK Air Base. When I reached Site A, I noticed that my marker beacon was flashing. I took notice of the area and made sure that there was no airway facility in the area. I did not report this occurrence.

Site B:

On March 8, 1968, I took off at 0800 LCL from Taipei airport on C-46 RIF flight to Taichung. I received a positive marker beacon flash from an area on the southwest edge of the city of Taipei. This point is at Site B. I did not make a report.

Signed:

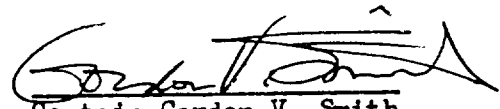
  
Captain David Kern

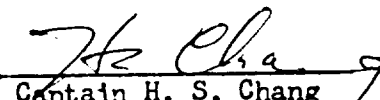
CASE V

APR 8 1968

On March 2, 1968, on return CAT round Island flight after take-off from Taichung Airport, Captain H. S. Chang called my attention to a very unusual occurrence at (Site A). The marker beacon light came on and remained lit for 2 seconds, it then flickered two times and went off. Captain Chang remarked that this happened quite often over that position. No official report was made. I was in the cockpit and flying as check pilot, although I was not giving a formal check ride at the time.

Signed:

  
Captain Gordon V. Smith

  
Captain H. S. Chang