

*Mr. Waite*

NEWS RELEASE

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Commenting on reports in the local press regarding the alleged negligence of Civil Air Transport's Captains Stuart E. Dew and Hugh H. Hicks in the operation of the CAT Boeing 727 which was involved in an accident near Linkou on February 16 and also management's discipline of its flight crews, CAT officials pointed to Chinese Civil Air Regulations 11 "Examination and Issuance of Licenses and Certificates - Civil Aviation Pilots", as amended 19 August, 1961.

Article 2(a) of CCAR 11 (which recognizes that the pilot-in-command does not have to remain at the controls) and Article 53 (permitting any licensed air transport pilot to serve as pilot-in-command in scheduled air transportation on the category, class and type of aircraft for which he is certified) clearly establish that Captain Hicks' position at the controls, under the supervision of the Manager of Flying - Jet, Captain Dew, was a perfectly normal exercise of approved flying techniques.

Furthermore, both pilots were assigned to the aircraft in accordance with long-established Company rules and procedures which in no way conflict with CCAR requirements.

Captains Hicks and Dew were both correctly manifested as crew members of the flight in question.

All of the procedures followed by CAT administrative and pilot personnel are typical of those in force in the airline industry worldwide.

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Under the circumstances of the three veteran pilots of CAT's Boeing 727 being properly trained and fully licensed and qualified, and their assignment being in compliance with pertinent Civil Air Regulations and standing Company regulations, the management of CAT is at a loss to understand in what respect its administration was lax, a Company spokesman said.

It also appears to have become obscured that just two days prior to the accident, under precisely the same arrangement, Captain Hicks piloted the same aircraft from Taipei to Hongkong, again under the supervision of Captain Dew. The routine flight release reflecting this fact was signed by Captain Hicks (as was the release on the flight which experienced the accident) and duly presented to the concerned officials at Taipei International Airport.

The Taipei/Hongkong flight took off and operated under instrument conditions for some 30 minutes of that flight.

The three veteran pilots in the cockpit of the Boeing 727 at the time of the accident held all the valid licenses required to operate this type of aircraft.

Captain Hicks held Air Transport Ratings (ATR) issued to him by both the Chinese Civil Aeronautics Administration and the U.S. Federal Aviation Agency.

Both organizations had also type rated (authorized) him to pilot the Boeing 727. He also held a CCAA Authorized Check (Instructor) Pilot's license.

Captain Hicks received his Boeing 727 training at Boeing's training headquarters near Seattle, Washington and received a diploma of competence.

Captain Hicks has been flying multi-engine CAT aircraft for over 17 years. During this time he made countless night instrument approaches to and landings at Taipei International Airport. He is intimately familiar with the airport's Instrument Landing System (ILS) and all pertinent procedures.

Captain Hicks' pilot statistics:

Total flying time:	22,208 hours
Total transport aircraft flying time:	18,736 hours
Total Company flying time:	12,533 hours
Total Boeing 727 jet flying time:	142 hours

Captain Dew also held ATRs issued to him by both the Chinese CAA and the U.S. FAA. He was also type rated on the Boeing 727 by the CCAA. And he held a CCAA Authorized Check Pilot's license.

He received his Boeing 727 ground and flight training from authorized and qualified airline instructor personnel with extensive Boeing 727 operating experience.

Captain Dew has been a CAT multi-engine pilot for over 21 years. In over two decades of flying, he has made innumerable night instrument approaches to and landings at Taipei International Airport and was perfectly familiar with all pertinent procedures.

Captain Dew's pilot statistics:

Total flying time:	19,714 hours
Total transport aircraft flying time:	19,028 hours
Total Company flying time:	18,346 hours
Total jet flying time:	4,815 hours
Total Boeing 727 jet flying time:	104 hours

First Officer P. H. Wong, who was flying co-pilot, held an ATR from the CCAA; he was also type rated on the Boeing 727 by the CCAA.

He received his Boeing 727 ground and flight training from authorized and qualified airline instructor personnel with extensive Boeing 727 operating experience.

F/O Wong has been flying multi-engine CAT aircraft for over 17 years during which time he flew on hundreds of night instrument approaches to and landings at Taipei International Airport; he was thoroughly familiar with all pertinent procedures.

F/O Wong's pilot statistics:

Total flying time:	16,872 hours
Total transport aircraft flying time:	16,780 hours
Total Company flying time:	13,594 hours
Total jet flying time:	3,230 hours
Total Boeing 727 jet flying time:	108 hours

All three pilots are mature, stable, conscientious airmen, seasoned by many years of airline experience -- most of it in the Orient.

FACT SHEET

Chinese Civil Air Regulations 11 "Examination and Issuance of Licenses and Certificates - Civil Aviation Pilots", as amended 19 August, 1961.

Article 2 : Definiations of terms used herein are as follows:

- (a) Pilot-in-command -- The pilot responsible for the operation and safety of the aircraft in flight, without regard to whether or not he is personally manipulating the controls.

Article 53: In addition to enjoying all the privileges of a private pilot, a commercial pilot and a senior commercial pilot, an airline transport pilot may serve as pilot-in-command in scheduled air transportation on the category, class and type of aircraft for which he is certified.