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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRANSPORTATION SECURITY

As per telephonic request from FSDO-63, the following are the events which took place on November 17, 1986 and were taken from my personal notes during the interview: Responded to Japan Airlines station office as instructed by Manager (James S. Derry), AAL-700. Myself and Jim Derry interviewed the crew of JAL Flight 1628, which reported the sighting of unidentified air traffic. The flight crew consisted of the Captain, Kenju Terauchi, First Officer Takanori Tamefuji, and Flight Engineer Yoshio Tsukuda. Captain Terauchi stated the cargo only flight had departed Reykjavik, Iceland. Captain Terauchi stated he first sighted (visually) the unidentified air traffic (UAT) in the vicinity of Potat intersection and the ADIZ. The aircraft he was piloting (B747) was at flight level 390, airspeed 0.84 Mach. Captain Terauchi indicated the UAT was in front of his aircraft at a distance of approximately seven to eight nautical miles for approximately 12 minutes. The Captain stated the distance was indicated by the onboard Bendix color radar. Captain Terauchi stated that while he had a visual on the UAT, he spotted yellow, amber and green lights, and a rotating beacon, but no red lights. The Captain said there were two distinct sets of lights, but appeared to be joined together (as fixed to one object). Captain Terauchi ascertained through visual sighting and radar, that the UAT was equal in size to a B747, possibly larger.

Captain Terauchi stated that during the visual sighting, the lights of the UAT changed from a horizontal position to a vertical position and had positioned itself from in front of the B747 to port side. The UAT stayed on the port side for approximately 35 minutes.

Captain Terauchi said he was communicating with ARTCC personnel during the sighting. The captain stated he requested, and received, permission to perform a 360 degree turn while in the vicinity of Fairbanks, Alaska, which he had a visual on. Captain Terauchi stated the UAT maintained its position on the port side during the turn. Captain Terauchi stated visual sight of the UAT was lost approximately 40 nautical miles north of Talkeetna, while continuing on to Anchorage.

Additional information regarding the flight:

Captain Terauchi stated there was static during VHF communications with the ARTCC.

Captain Terauchi indicated there was erratic movement with lights of the UAT during the visual contact.

Navigation was being performed by coupling of the onboard INS's.

INTERVIEWED/REVIEWED ON November 17, 1986 , AT Anchorage, Alaska ,
BY Ronald E. Mickle, FAA S/A , FILE NO. _____

DEPARTMENT OF TRANSPORTATION
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Captain TERAUCHI stated that FAA ATC had indicated to him the presence of a primary target in addition to his aircraft.


Ronald E. Mickle
PSI, AAL-700

Addendum: Through a confidential source at Japan Airlines, it was stated to me that this was not the first sighting of an unidentified aircraft by Captain TERAUCHI.



INTERVIEWED/REVIEWED ON November 17, 1986 AT Anchorage, Alaska

by Ronald E. Mickle, PSI, FAA, AAL-700 FILE NO. _____

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On November 17, I responded to a call from the ROC reference an incident involving unidentified air traffic (UAT) following JAL flight 1628 into Anchorage. I asked Agent Mickle to meet me at Anchorage Airport.

Upon arriving at ANC, I met Agent Mickle and Inspector Wright (FSDO-63) who had been at the aircraft. All three of us then proceeded to JAL operations to interview the crew. At JAL Operations we met with Captain Terauchi, 1st Officer Tamefuji, and 2nd Officer Tsukuda along with Mr. Shimbashi, the JAL Operations Manager at Anchorage.

The three crewmen stated that just after passing POTAT intersection inbound to Anchorage on J529 they observed strange lights ahead of their B-747. These lights changed position after 2 minutes but remained in front of the A/C for another 10 minutes, then moved to the left side of the A/C. They stated that all they could see were the lights and at no time could they see any craft. However, they did show an object on their WX radar at about 7 miles. The lights were yellow, amber, and green, but no red. The lights were in two separate sets which changed position relative to one another. The crew said that they contacted ARTOC confirmed that they also had it on radar. Near Fairbanks, the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceeded to Anchorage and the lights were still visible until around 40 miles north of TK, when they moved away to the east. The crew reported their speed as 0.84 Mach and their altitude between FL390 and 310 as assigned along the route.

The only problem noted with their systems was some static in the VHF receiver. The Navigational system in use was INS with no apparent problems.

Upon completion of my discussion with the crew, I called Captain Stevens (Duty Officer to NORAD) and asked if he had any question other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence in the morning. I then asked Bobby Lamkin by phone if AF was holding the data and he said yes.

INTERVIEWED/REVIEWED ON November 17, 1987 AT Anchorage, Alaska
BY Special Agents James Derry [redacted] FILE NO. _____

DEPARTMENT OF TRANSPORTATION
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Agent Mickle and I then met with Dave Smith (ACS-300) and briefed him on the incident.

On the morning of November 18, I briefly discussed the incident with AAL-1 & 2.

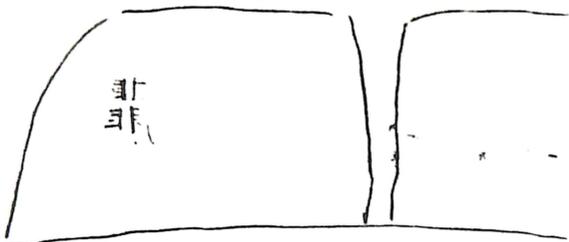
Attached is a statement from Agent Mickle and a chart and drawings by the JAL Captain.

only the drawings are by Cpt. Teruchi
the chart was drawn by Agent Mickle from
the Captains statement *[Signature]* -

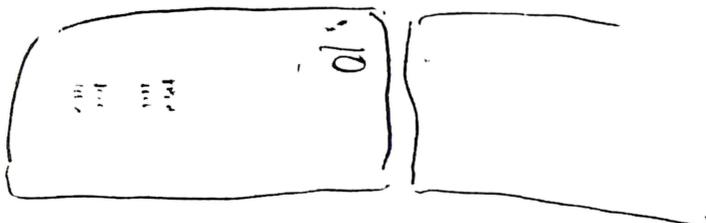
INTERVIEWED/REVIEWED ON November 17, 1986 AT Anchorage, Alaska
BY Special Agents *[Signature]* James Derry [Redacted] FILE NO. _____

AT PCTAT

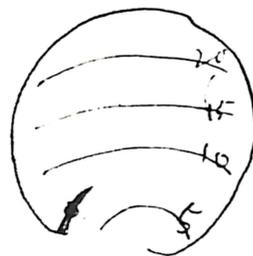
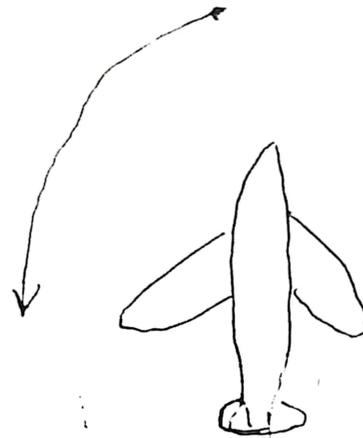
1.



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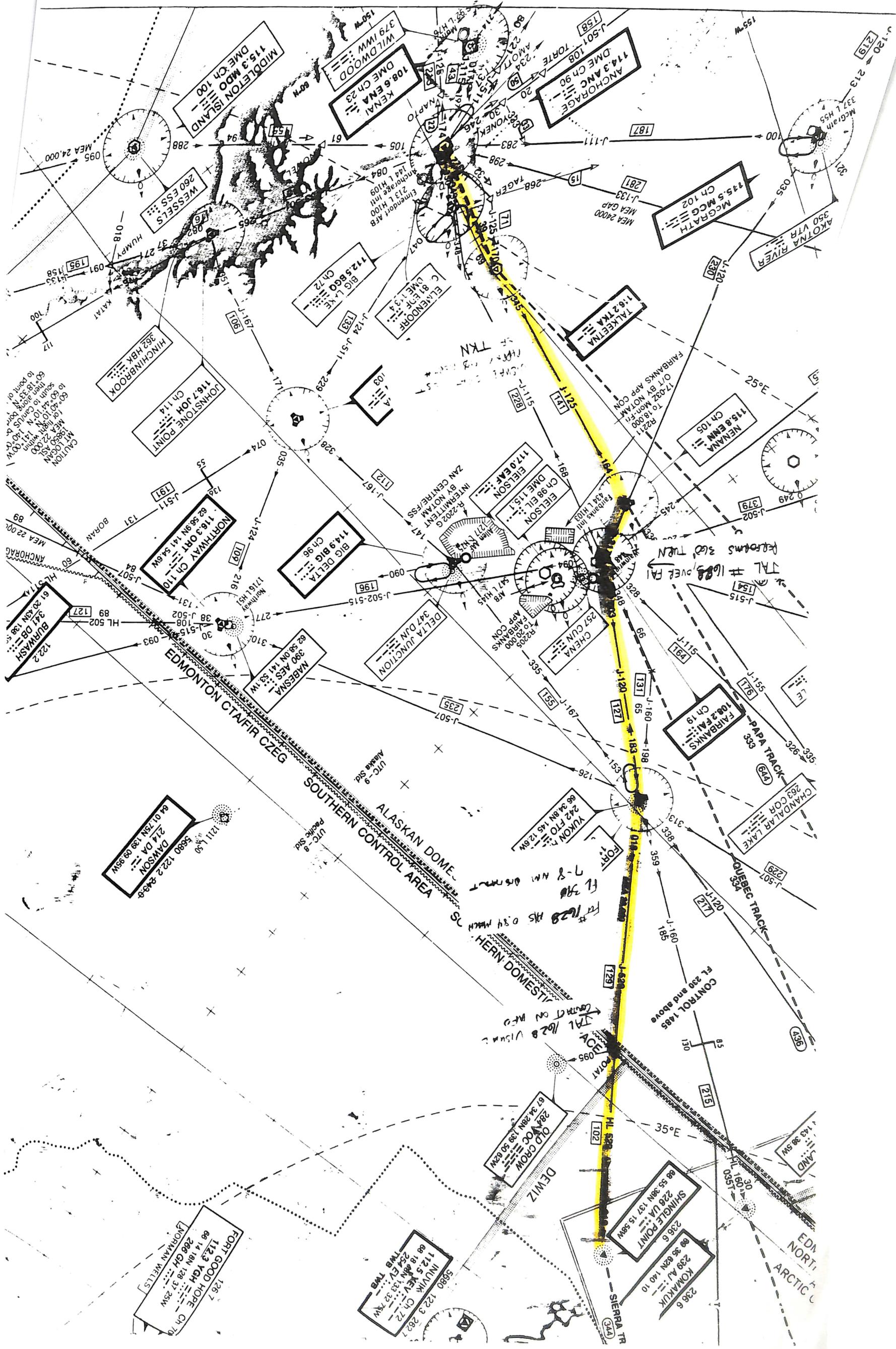


3.



Drawing by
Sgt. Kenji Teranishi
JAL - Pilot
Nov. 17th

[Handwritten signature]



MIDDLETON ISLAND
175.3 MDO Ch 100
DME Ch 100

WILDWOOD
379 IWM
108.6 ENA
DME Ch 23

ANCHORAGE
174.3 ANG Ch 90
DME Ch 90

McGRATH
135.5 MCG Ch 102
Ch 102

HINCHINBROOK
362 HBR
116.7 JOH
Ch 114

BIG LAXE
112.5 BGO Ch 72
Ch 72

TALKEETNA
116.2 TKA
Ch 114

NEENAH
115.8 ENN
Ch 105

NORTHWAY
116.3 ORT Ch 110
Ch 110
116.3 ORT 141 54.8W

BIG DELTA
114.9 BIG
Ch 96

EILSON
117.0 EAF
Ch 98 EL
DME 151

FAIRBANKS
108.2 FAI
Ch 19

DAWSON
274 DA
5880 122.2 2438
84 01 75N 159 09 95W

ABESNA
300 ABS
141 53 1W

YUKON
242 FTO
88 34.8N 145 12.8W

CHANDALAR LAKE
263 CLR
Ch 19

FORT GOOD HOPE
112.3 YGH
88 14 18N 128 37 23W

INUUK
112.5 IUK
88 18 48N 131 32 73W

SINGLE POINT
236 G
88 55 38N 137 15 58W

KOMAKUK
239 K
88 35 82N 140 10

DEWIZ
284 OC
87 34 28N 138 50 62W

HERN DOMESTIC
112.8 HSD
85 03 4W

CONTROL 1485
FL 230 and above

Handwritten notes: TAL # 1628 OVER FAI, KEBRONS 360 TURN

Handwritten notes: CONTROL ON RWY

Handwritten notes: FL 380, 7-8 NM DISMANT

Handwritten notes: J-120, J-160, J-183, J-198, J-215, J-217, J-229, J-251, J-257, J-277, J-313, J-319, J-326, J-335, J-336, J-337, J-338, J-339, J-340, J-341, J-342, J-343, J-344, J-345, J-346, J-347, J-348, J-349, J-350, J-351, J-352, J-353, J-354, J-355, J-356, J-357, J-358, J-359, J-360, J-361, J-362, J-363, J-364, J-365, J-366, J-367, J-368, J-369, J-370, J-371, J-372, J-373, J-374, J-375, J-376, J-377, J-378, J-379, J-380, J-381, J-382, J-383, J-384, J-385, J-386, J-387, J-388, J-389, J-390, J-391, J-392, J-393, J-394, J-395, J-396, J-397, J-398, J-399, J-400