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April 15, 1987

Articles sent along with request for material on UFO sighting of
JAL #1628, November 17, 1986, Alaska:

NEWSPAPERS:

Washington Post.....	1
San Francisco Chronicle.....	7
Statesman-Journal, Salem, Oregon.....	2
Fresno Bee.....	1
The Sacramento Bee.....	1
New York Daily News.....	1
The Seattle Times.....	1
Newsday.....	4
Los Angeles Herald Examiner.....	4
The Charlotte Observer, NC.....	1
The Dallas Morning News.....	2
Chicago Tribune.....	2
Knoxville New-Sentinel.....	1
Seattle Post-Intelligencer.....	1
Indy News, Indiana.....	1
New York City Tribune.....	1
Daily Record, Northwest, N.J.....	1
The Press, Atlantic City, N.J.....	1

TOTAL 33

Cities/states articles came from (do not have name of paper):

Bakersfield, California.....	1
Las Vegas, Nevada.....	1
Rhode Island.....	1
New York.....	1
Los Angeles, California.....	4 5
Salem, Oregon.....	1
Mesa, Arizona.....	1
Long Beach, California.....	1
Atlanta, Georgia.....	1
San Francisco, California.....	1

TOTAL ~~13~~ 14

Five (5) articles with no name of newspaper or the city/state
where they came from

GRAND TOTAL ~~51~~ 52

(* = repeat calls)

CALLS REGARDING NOVEMBER 17, 1986 "SIGHTING"

<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
12/24, pm	Shokici - Kibe	Kyodo News (Japan)	(local)
12/29, 8:50am	Jeff Berliner	UPI, Anchorage	(local)
12/29, 10:44am	* Shokici - Kibe	Kyodo News (Japan)	248-0836
12/29, 3:45pm	* Jeff Berliner	UPI, Anchorage	277-1300
12/29,	Nortine - Nortanie	Japan, free lance writer	
12/29, 6:45pm	Ron McBee	NBC News, New York	212-765-3521
12/30, 8:52am	Bob Laurie	KIMO-TV channel 13, Anch.	[interview at 10:15a]
12/30, 7:30am		KENI Radio, Anchorage	
12/30, 7:50am	Mike Evans	Radio Hawaii, Honolulu	
12/30, 9:07am	Bruce	AP, Anchorage	
12/30, 9:21am	Mike McCake	CBC, Whitehorse, YT, Canada	
12/30, 9:33am	Earl Golds	Star Magazine, New York	
12/30, 10:14am	Wayne Malloy	KYAK radio, Anchorage	563-8857
12/30, 10:21am	*Ron McBell	NBC News, New York	212-765-3521
12/30, 10:35am	Jackie Ripley	WSLO Radio, Tampa, FL	813-228-9797 [interview at 12:10pm, Paul Gonzalez, live new
12/30, 10:56am	Lauren Maxwell	KTVA, Channel 11, Anch.	562-3456 [interview at 1:00pm]
12/30, 12:10pm	* Earl Golz	Star Magazine, New York	1-800-992-3905 or 914-332-5000
12/30, 3:40 pm	* Jeff Berliner	UPI, Anchorage	277-1300
12/30, 10:35am	*	Canadian Broadcasting Corp.	
12/31, 7:53am	* Earl Golz	Star Magazine, New York	1-800-992-3905
12/31, 8:00am	Martin Brunt	Sunday Mirror, London	
12/31, 9:50am	Ed Mullin	WBBZ Radio talk show, Boston	617-787-7241
12/31, 10:37am	Steve Jones	ABC News, New York	212-580-9000
12/31, 12:12pm	Lee Wilson	NBC, Los Angeles	
12/31, 1:59pm	Marvin McDonal	WGST, Atlanta (live radio)	
12/31, 1:12pm	Dr. Richard Haines	NASA, Ames Research Center Moffett Field, CA	415-941-0958

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<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/2, early am	Capt. Crickenberger	USAF liaison with FAA, Wash. D.C.	FTS 267-3197
1/2/87, 8:36am	* Jeff Berliner	UPI, Anchorage	277-1300
1/2, 8:36am	Leland Schwartz	States News Service, Washington, D.C.	202-628-3100
1/2 am	Tim Woolston	KSKA, Public Radio News	562-2279
1/2, 9:17am	Michael White	Manchester Guardian, Washington, D.C.	202-223-2486
1/2, 9:20am	David Miller (Steve Dun-Lavey)	Channel 5, New York City	212-879-8057
1/2, 9:25am	Bob Engleman	Scripps-Howard News Service Washington, D.C.	202-833-9520
1/2, 9:30am	Walter Andrus	International Director, Mutual UFO Network, Seguin, Texas (UFO Hotline)	512-379-9216
1/2, 9:45am	Mr. Vandoorne or Ms. Benoit	French News Agency, Wash. D.C.	202-293-9380
1/2, 9:50am	Lauren Block	Cable News Network, Wash. D.C.	202-898-7983
1/2, 10:10am	Vicki Cooper	UFO Magazine, Los Angeles	213-273-9409
1/2, 10:00am	Dennis Whitehead	Burda Publications (of West Germany), Arlington, VA	703-524-6814
1/2, 12:10am	* Dennis Whitehead	Burda Publications	
1/2, 10:45am	Mark Miller	News Magazine, Wash. D.C.	202-626-2018
1/2, 1:32pm	* Mark Miller	News Magazine, Wash. D.C.	
1/2, 2:02pm	* Mark Miller	News Magazine, Wash. D.C.	202-626-2018
1/2, 12:26	Hal Spenser	Newsweek	345-2510
1/2, 12:30pm	Jim Doyle	Washington Times	202-636-4838
1/2, 12:45pm	Mike Botula	KTTV Chan. 11, Los Angeles	213-856-1323
1/2, 1:15 pm	Gisele Hudson	KTTV Chan. 11, Los Angeles	213-856-1096
1/2, 2:55pm	Stanton Friedman	New Brunswick, Canada; Fredericton	506-457-0232
1/2, 3:41pm	Tammy Haddad	Cable News (CNN Radio) (Larry King--live talk show)	202-898-7983 -7948 -7600
1/2 am	(Henry Elias and the controller talked with Administrator Engen)		
1/2, am	(Henry Eliastalked with Dr. Tom Rona, Presidential Science Advisor)		202-395-7200

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<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/2, 4:50pm	* Dennis Whitehead	Burda Publications	
1/2, 7:00pm	Tom Grow	Los Angeles Times	
1/2, 7:17pm		BBC, England	
(Saturday)			
1/3, 2:30pm	Leslie	United States Radio Network, N.Y.	
1/4	Sara Bancroft	Mutual News	800-336-4701
1/4	Rob Goodman	CBS, St. #5 (New York)	212-397-9090
1/3, 5:52pm	* Ron McBee	NBC News, New York	
1/3, 1:30	* David Miller	WNYW, Channel 5 New York	
1/3 1:00pm	Lloyd	ABC News, New York	212-580-9000
1/3	*	BBC News	
1/3, 10:21	* Jeff Berliner	UPI, Anchorage	
1/3	* Ron McBee	NBC News, New York	212-765-3521
(Sunday)			
1/4, 7:29am	Bill McCall	United States Radio Network, New York	212-575-6166
1:00pm to 6:30 pm	David Miller,	Interview at ARTCC, WNYW TV New York	
1/4, 9:45am	Sherryl	USA Today	1-800-368-3024
1/4, 10:10am	Wayne Nelson	CBN, CJ92 Radio, Calgary, Canada	
1/4, 11:00am	Dr. Bruce McVee	U.S. Navy	
1/4, 11:38am	Paul Jenkins	AP	
1/5, 8:13am	Andy Regal	NBC Radio, Chicago	[11:10, Morton Downey talk show]
1/5, 8:36am	Margaret West	National Public Radio, Wash. D.C.	
1/5, 11:30am	Noah Admas	National Public Radio, Wash., D.C. [interview for "All Things Considered"]	
1/5, 8:21am	Dick Farnel	Juneau (individual)	
1/5, 8:58am	Linda Mandala	San Diego, CA (individual)	619-295-8706
1/5, 8:48am	Hal Bernton	Anchorage Daily News	

<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/5, 9:00am	Dr. Bruce MaCaby	U.S. Navy	301-394-3458
1/5, 9:11am	* Vicki Cooper	UFO Magazine, Los Angeles	213-273-9409
1/5, 9:35am	Scott Hollenbeck	WFBR Radio, Baltimore	
1/5, 10:25am	Mark Guy	KENI Radio, Anchorage	278-3035
1/5, 10:28am	Dan Blackburn	NBC News, Los Angeles	818-840-3862
1/5, 10:15am	* Hal Bernton	Anchorage Daily News	257-4313
1/5, 10:35am	Alexi Burmistenko	Correspondent (Wash. D.C.) for Trud, Soviet national daily newspaper	301-656-3744
1/5, 11:12am	Mark Reisman	freelance journalist, Los Angeles	818-772-1051
1/5, 11:40am	Cary Anderson	KTVA Chan. 11, Anchorage	561-5882 [interview at 2:35]
1/5, 12:25pm	Laura Ammann	KCBS Radio, San Francisco	415-765-4074 [interview at 1:20pm]
1/5, 9:42am	Brad Hurtado	ABC TV, Detroit	313-827-9251 (called back 2:02pm, no answer)
1/5, 10:46am	Mary Snow	WOR Radio, New York	212-642-4515 (Number called is the "Rambling with Gambling" office. ??)
1/5, 12:08pm	Annie Pong or Jack Blackstone	CBS News, San Francisco	415-362-8051
1/5, 12:30pm	Ira Glass	National Public Radio, "All Things Considered"	202-822-2110
1/5, 12:48pm	Mike Gough	WGST, all-news radio, Atlanta	404-261-9442
1/5, 12:30pm	Beverly Churchill	Valdez (individual)	
1/5, 12:35pm	Russ Park	FAA AWP-5	FTS 984-1431
1/5, 10:55am	Ed Palladino	WWDB Radio, Philadelphia	215-878-1500 (called) back 2:06, no answer)
1/5, 12:25pm	Monica Evans	KEI Radio, Calif.	213-387-5188 (called back at 2:14, no answer)

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<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/5, 12:20pm	Tim Treloar	(individual) Los Angeles	714-529-5099
1/5, 2:18pm	Shokichi Kibe	Kyodo News Service, Anchorage	248-0836
1/5, 11:45am	John Barnier	KSTP radio, St. Paul, MN [will do interview 7:30 Thursday]	612-481-9333
1/5, 12:28pm	Douglas Kiker	NBC News, Wash. D.C.	
1/5, 12:50pm	Randy	KTOO Channel 2, Anchorage	

CALLS REGARDING NOVEMBER 17, 1986 "SIGHTING"

<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/5, 9:27 am 11:45 am	John Barnier	KSTP Radio	612-481-9333
1/5, 10:20 am	Dr. Collins	(FAA ?)	202-647-8593
1/6, 8:30 am	Marilyn Adams	U.S. Today	202-276-6337
1/6, 9:00 am 10:53 am	Judy Rose	BBC-TV	743-1272 x6352
1/6, 1:07 pm	John Opley	CFCF Radio, Montreal Can.	
1/6, 1:34 pm	Nori Tani	Freelance Japan, (LA)	213-305-1353
1/6 12:00 noon	Victor Nerva	KNBR Radio, San Francisco Live radio interview	
1/6, 2:02 pm	Pearl Stein	Phoenix, Arizona	
1/6, 2:45 pm	David Capraro	South Field, Michigan	
1/6, 3:38 pm	Richard Thornton	Conway, Arkansas	
1/7,	Larry Jessie	NASA, D.C.	
1/7, 9:54 am	Morton Downey	NBC Chicago - interview	
1/7, 11:15 am	Martin H. Gaines	BBC-TV, London	44-1-743-1272 x6932
1/7, 11:32 am	Bob Kennelly	Rockville, Maryland	703-486-4233
1/7, 12:00 noon	Shokichi Kibe	Kyodo News, Japan Interview, visit	
1/7, 12:43 pm	Jim Anderson	CBS, Los Angeles	213-852-2202
1/7 12:50 pm	Jeff Berliner	UPI	277-1300
1/7, 12:53 pm	Dave Salesky	KTUU-TV	277-6397
1/7, 12:57 pm	Valerie	KIMO-TV	Anchorage
1/7, 1:55 pm	Jeff Berliner	UPI	277-1300
1/7, 2:40 pm	Ed Hamilton	Univ. of Washington News	206-527-1878
1/7, 3:25 pm	Jim Clarkson		206-533-7587
1/8, 7:56 am	Vicki Cooper	UFO Magazine, Calif.	213-273-9409
1/8, 9:12 am	David Caparro		313-272-4504
1/8, 9:26 am	Donavan		305-586-0201

November 17, 1986 "Sighting

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<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/8, 9:38 am	Col. Tilma	Elmendorf AFB	552-2226
1/8, 10:34 am	Fred Ferrar	FAA-DC, APA	267-3441
1/8, 12:20 pm	Hal Bernton	Anchorage News (3 controllers ?)	257-4313
1/8, 10:50 pm 12:45 pm	Fred Ferrar	FAA, APA-300	267-3441
1/8, 11:21 pm	Ed Hamilton	Univ. of Washington, Seattle	
1/8, 12:00 noon	Jane (Shirley Stocker)	Vancouver, Canada	604-683-2816
1/8, 12:10 pm	Abdul	FCN News Service, Chicago	
1/8, 1:22 pm	Nori Tani	Freelance (Los Angeles)	213-305-1353
1/8, 1:44 pm	Hal Bernton	Anchorage News (Re: Flying Tiger UFOs)	257-4348
1/8, 1:45 pm	Dave Salesky	KTUU-TV, interview	

I was unable to anser the following calls:

Debra Carlton, Seattle PI, 206-448-8326
(2)Mike Gray,* Columbia Pictures, 818-954-4483
(2)Annie Pong,* CBS News, San Francisco, 415-362-8051
(2)Marie Marx, KFYI Radio, Phoenix, 602-258-6161
Gina Sunseri, KHOU-TV, Texas, 713-521-4362
Dr. Friedman, Science Correspondent, 215-342-7100

* Tried twice to reach, unsuccessful

1/9, 8:40 am (2)	Teresa Greco	ANM-5, FAA	446-2005
1/9, 9:02 am (2)	Morris Klesman	Anchorage Photo Agency	258-8362
1/9, 9:50 am	Narianne Robin	<u>National Enquirer</u>	213-306-3811
1/9, 10:30 am	Message placed on AAL-5 media recorder and main incoming line forwarded to it. Hence, can not provide number of calls or names. (Recorder played frequently.)		
1/11, 2:00 pm (Sunday)	Nancy Faber	People Magazine, San Fran. <u>Interview at Captain Cook</u>	415-434-5245
1/11, 3:45 pm	Carolyn Blakly	KTUU-TV (Received among calls regarding 2nd UFO sighting.)	
1/11, 7:44 pm	Don Hunter	Anchorage News (regarding UFO #2)	

CALLS REGARDING NOVEMBER 17, 1986 "SIGHTING

<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
12/29, 7:36pm	Bill McCaw	United Radio Station, N.Y.	
1/12, 8:40am	Jenkins	Associated Press	
1/12, 8:45am	Nancy Faber	People Magazine	
1/12, 9:30am	Walter Andrus	Intl Dir Mutual UFO Network Sequin, Texas	512-379-9216
1/12, 9:43am	Dave Patrick	Ch. 13, KIMO	563-3461
1/12, 10:25am		CBS - LA	
1/12, 1:54pm	Don Redson	Evanston Journal, Canada	
1/12, 2:00pm	Linda	CBS News, Canada	
1/12, 4:40pm	Hal Bernton	Anchorage Daily News	
1/12, 7:16pm	Bill McCaw	United Radio, NY	
1/13, 8:35am	Mike Gray	Film producer, "STARMAN"	
1/13, 9:26am	Rick Murry	Atlantic City Press	
1/13, 11:45am	Susan Baumel	Ch. 5 News, Wash. D.C.	202-244-3086
1/13, 12:55pm	Peg Melnik	Springfield News, Ohio	
1/13, 1:17pm	Nancy Faber	People Magazine	
1/14, 10:12am	Dr. Friedman	Pennsylvania	
1/14, 10:45am	"a journalist"		
1/14, 10:55am		London newspaper	
1/14, 2:00pm	Stanton Friedman	New Brunswick, Canada	
1/15, 12:05pm	John Tracy	Ch. 2 News, KTUU	277-6397
1/15, 12:06pm	Jocelyn Ford	Kyodo News Service	
1/15, 12:15pm		Tokyo, Japan	
1/16, 7:35am	Theda	Headquarters	
1/16, 1:05pm		Sentinal Weekly, Japan News Service	
1/16, 3:23pm	Scott Vincent	Blue Sort, NY, Entertainment	914-725-2005
1/20, 9:12am	Cary Anderson		561-5882

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<u>Date/Time</u>	<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1/20, 10:25am 10:55am	Ron Pandolfi	CIA	703-482-9563
1/20, 12:45pm	Bob Engelman	Scripps Howard News Service	202-833-9520
1/22, 10:00AM	Sally Rayl	OMNI Magazine	



U.S. Department
of Transportation

**Federal Aviation
Administration**

News:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

FOR RELEASE ON
MARCH 5, 1987
#87-09

CONTACT: PAUL STEUCKE

FAA RELEASES DOCUMENTS ON REPORTED UFO SIGHTING LAST NOVEMBER

The Federal Aviation Administration today released documents relating to the reported sighting of an unidentified flying object (UFO) over Alaska by a Japan Air Lines flight crew on November 17, 1986, saying it was unable to confirm the event.

The material was issued by FAA's Regional Office in Anchorage, Alaska, and included transcripts of pilot-controller communications, interviews with controllers and the flight crew, radar plots and other data.

FAA's Regional Public Affairs Officer Paul Steucke pointed out that FAA normally does not investigate UFO sightings but pursued the JAL incident in its role as the operator of the air traffic control system. He said the agency's objective was to determine if there was an unreported aircraft in the vicinity of the JAL flight that could present a safety hazard.

As part of the inquiry, Steucke said, radar data of the JAL flight track was reviewed by FAA experts at the agency's Technical Center in Atlantic City, N.J., using identical equipment. They determined that a second radar target near the JAL flight at the time of the reported sighting was not another aircraft but rather a split radar return from the JAL Boeing 747.

Technically, this is known as an "uncorrelated primary and beacon target return." It means that the primary radar signal reflected off the aircraft's surface did not correlate exactly with the pulse emitted by the aircraft's radar beacon transponder. This phenomenon is not unusual and gives the impression of two separate radar targets.

Steucke also noted that FAA controllers who monitored the JAL aircraft said in their statements that they thought there might have been another aircraft because of the dual radar targets. However, a northbound United Air Lines jet that was diverted by controllers to intercept the JAL flight path did establish visual contact with that aircraft but the pilots saw nothing else.

The Nov. 17 UFO sighting was reported by JAL Captain Kenjyu Terauchi on a cargo flight over the polar cap from Iceland to Japan via Anchorage. Captain Terauchi said he had visual contact from approximately the U.S.-Canadian border to south of Fairbanks. On Jan. 11, 1987, Captain Terauchi also reported another sighting in the same general area as the first.

Steucke said FAA is satisfied that the safety of the air traffic control system was not compromised by the Nov. 17 incident and plans no further investigation of the circumstances.

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Paul Steucke
FAA Public Affairs
701 C Street, Box 14
Anch. AK 99513

March 5, 1987

UNCORRELATED RADAR SIGNALS

Radar data received by the FAA and used to track Japan Airlines flight 1628 on the night of the November 17, 1986, was retained by FAA. Review of this radar data by FAA experts using identical equipment at the FAA's research technical center in Atlantic City, New Jersey, revealed that the radar system was receiving what is called an "uncorrelated primary and beacon target".

This electronic phenomena is not unusual according to Steucke who said, "It is unfortunate that the uncorrelated target phenomena occurred just when a pilot was reporting seeing something outside his aircraft.

The controller's statements, released by the FAA, indicate that they thought there might be another aircraft or object in the area of the JAL flight. Steucke said, "The controllers were doing their job right because they have to work with what is right there in front of them on the screen, especially when you have a Captain that is reporting "other traffic" in his immediate area. The radar data they had was one target, moving slowly across the radar screen. They don't have the benefit of "monday morning quarterbacking" with multiple radar images as was the case in regenerating the radar data." Review of the radar data by FAA experts revealed the "uncorrelated target" phenomena.

FAA electronic technicians explained that an "uncorrelated primary and beacon target" on the radar screen occurs when the radar energy that is sent up toward the aircraft, (primary signal) returns to the radar receiver along with the aircraft transponder (beacon) signal and the two do not match up as being at the same exact location.

#

3235

UN
AP-ALASKA

(ALASKA U-F-0)

(ANCHORAGE) -- THE FEDERAL AVIATION ADMINISTRATION SAID TODAY IT CAN'T EXPLAIN STRANGE FLASHING LIGHTS WHICH SPOOKED THE CREW MEMBERS OF A JAPAN AIR LINES 747 CARGO PLANE AS IT FLEW OVER NORTHERN ALASKA LAST MONTH.

F-A-A SPOKESMAN PAUL STEUCKE (STOOK-EE) SAYS THE AGENCY IS NOT (NOT) INVESTIGATING AS THERE IS NOTHING TO INVESTIGATE.

HE SAYS THE MILITARY HAS BEEN UNABLE -- OR UNWILLING -- TO PROVIDE ANY INFORMATION TO EXPLAIN THE INCIDENT. STEUCKE SAYS THE MILITARY IS SAYING NOTHING.

THE INCIDENT BEGAN AT 5:19 P-M ON NOVEMBER 17TH AS THE J-A-L PLANE WAS HEADED FOR ANCHORAGE ON A FLIGHT FROM EUROPE, VIA ICELAND, ON ITS WAY TO TOKYO. AS THE AIRCRAFT ENTERED U-S AIRSPACE AT THE JUNCTION OF THE CANADIAN BORDER AND THE BEAUFORT SEA, THE PILOT REPORTED SEEING UNUSUAL WHITE AND YELLOW FLASHING LIGHTS.

THE PILOT REPORTED THE LIGHTS WERE APPROXIMATELY EIGHT MILES AWAY, AT THE SAME ALTITUDE OF 35-THOUSAND FEET AND TRAVELING AT THE SAME SPEED AND IN THE SAME DIRECTION AS THE J-A-L PLANE.

STEUCKE SAYS THE PILOT CALLED THE AIR TRAFFIC CONTROL CENTER, AND ASKED IF THERE WAS ANY REPORTED TRAFFIC IN THE VICINITY. A CONTROLLER REPLIED THAT THERE WAS NO KNOWN TRAFFIC IN THE AREA, BUT THAT HE HAD AN UNIDENTIFIED BLIP ON HIS RADAR.

STEUCKE SAYS A SUBSEQUENT REVIEW OF THE RADAR TAPES DID NOT (NOT) REVEAL ANY SUCH OBJECT, BUT THAT THE CONTROLLER INSISTED IT WAS THERE.

AS THE LIGHTS CONTINUED TO PACE THE 747, THE PILOT REQUESTED PERMISSION TO CHANGE ALTITUDE. AS HE DESCENDED TO 31-THOUSAND FEET, STEUCKE SAYS THE PILOT REPORTED THE LIGHTS FOLLOWED IN FORMATION.

THE PILOT THEN REQUESTED PERMISSION TO MAKE A 360-DEGREE TURN TO SEE IF THE LIGHTS WOULD FOLLOW. UPON COMPLETING THE MANEUVER, THE PILOT REPORTED LOSING CONTACT WITH THE LIGHTS.

STEUCKE SAYS RADAR OPERATORS IN FAIRBANKS PICKED UP NOTHING ON THEIR SCREENS IN THE VICINITY OF THE J-A-L FLIGHT. AND HE SAYS A UNITED AIRLINES FLIGHT HEADED TOWARD FAIRBANKS SPOTTED THE J-A-L PLANE, BUT SAW NOTHING ELSE IN THE SKY NEARBY.

MILITARY AUTHORITIES WERE NOTIFIED OF THE SIGHTING WITHIN A FEW MINUTES OF THE INITIAL REPORT, BUT STEUCKE SAYS IT'S NOT (NOT) KNOWN WHAT -- IF ANYTHING -- THEY DID ABOUT IT.

THE J-A-L CREW WAS INTERVIEWED BY THE F-A-A UPON ARRIVAL IN ANCHORAGE. STEUCKE DESCRIBES THEM AS WELL-TRAINED, PROFESSIONAL, RATIONAL AND NOT (NOT) AFFECTED BY DRUGS OR ALCOHOL.

HE SAYS ALL THREE REPORTED THAT THE BLINKING LIGHTS ACCOMPANIED THEIR PLANE FOR ABOUT 50 MILES ACROSS THE NORTHERN ALASKA SKY. HE SAYS THE ENTIRE INCIDENT LASTED ABOUT 30 MINUTES.

AS FOR THE TIME LAG SINCE THE INCIDENT, STEUCKE SAYS: WE DIDN'T EXACTLY BROADCAST IT UNTIL THE NEWS MEDIA DUG IT UP.

AP-AS-12-30-86 0941AST

Sent to DC.- APA-1-(FAA)
Dec. 30, 1986

))BY JAL B747 PILOT, CARGO, ON NOV. 17, 1986. ITEM DID NOT BECOME NEWS
))UNTIL KYODO NEWS SERVICE (JAPAN) PICKED IT UP IN JAPAN SOMEHOW AND
))STARTED ASKING QUESTIONS ON DEC. 24TH. UPI PICKED IT UP FROM JAPAN ON
))DEC. 29 WHEN IT WENT ON WIRE. BEST REGARDS, PAUL STEUCKE.

))

)) On November 17, 1986, at approximately 6:30 pm, the Captain of a
))JAL B747 Cargo flight, enroute to Anchorage and Toyko over the N.Pole,
))reported sighting what appeared to be another aircraft flying about 8
))miles from him at the same speed and direction.

)) He reported the other air traffic, which had white and yellow
))strobe lights that were not in a usual aircraft pattern, to the Anch.
))Air Route Traffic Control Center, and requested a report as to whether
))or not there was other aircraft in the area.

)) The controller reported there were none in the area, although he
))did at times see another blip on radar along with the JAL flight.
))(Military radar at Elmendorf AFB also reported seeing the second target.)

)) The JAL Captain requested a change in altitude from 350 to 310, and
))also performed a 360 degree turn in an attempt to discover if the mystery
))lights followed.

)) The lights moved from in back of the JAL flight to the side and front
))during the early encounter, but disappeared after the 360 turn. All three
))crew members on the JAL flight saw the lights and provided interviews to
))FAA upon landing at Anchorage.

))

Ctrl-Break to go off-line

DGC Terminal

)) The lights moved from in back of the JAL flight to the side and front
))during the early encounter, but disappeared after the 360 turn. All three
))crew members on the JAL flight saw the lights and provided interviews to
))FAA upon landing at Anchorage.

)) The Controller, with the approval of a United Airlines flight, enroute
))(approval of the Captain of the flight) northbound from Anchorage to
))Fairbanks, deviated his flight path so that he could observe the JAL flight
))and check for lights. The United Airlines Captain reported that he saw the
))JAL flight clearly against a grey background but did not see any other
))object or lights.

)) Interviews of the crew by FAA revealed only that the crew was
))professional, well trained, rational, not affected by drugs or alcohol,
))and that all three saw something with blinking lights accompany them
))for about 50 miles across the Northern part of Alaska.

)) The Fairbanks FAA Airport Approach radar tried to locate the
))second target as the flight came and went through their limited radar
))range, but did not find anything.

)) U.S. Military authorities were promptly notified by FAA at the
))time of the sighting but were unable to provide any information that might
))clarify the identity of the lighted object.

)) There were no other reports of unknown objects in the area by other
))aircraft, although there were few aircraft in the area at the time.

)) The FAA has collected information on the incident but is not
))investigating it as there is nothing to investigate. END

Ctrl-Break to go off-line

DGC Terminal

MEMORANDUM, DOT, FAA, ALASKAN REGION

SUB.: INFORMATION: Director's
Management Report (3 week rpt.)

2
January 8, 1987

FROM: Public Affairs Officer
AAL-5

TO : Director, AAL-1 *[Signature]*

PROBLEMS: NONE

HIGHLIGHTS:

1. MEDIA:

* Researched and responded to 101 citizen and news media inquiries re the "sighting" by JAL Captain of FI#1628 on November 17, 1986. 25 radio/tv interviews from across the nation, including contact from Kyodo News Service-Japan, United Press International, Associated Press International, ABC, CBS, NBC, CNN, Fox Network radio/TV, British Broadcasting service-radio and TV, Canadian Broadcasting Service, Mutual News, Newsweek, USA Today, Burda Publications-Germany, French News Agency, "Larry King" talk show, London Sunday Mirror, Washington Times, Scripps Howard News, National Public Radio, Soviet National News Service, to name a few. Coordinated with Air Force, D.C. FAA, and regional division. Expect continued media interest until all available data and interview transcripts have been provided to public/media. Expect Press Conference will be needed to conclude this, in about 2 weeks. D.C. to decide where to hold Press Conference. Complete list of media contacts attached. *will done*

* Prepared news release and script for 9 hourly reports on progress of Santa Claus from crossing the Atlantic to Alaska and onward as tracked by FAA across the nation. Material turned out to be very popular with numerous radio stations using all or portions of the pre-taped script (on FAA media recorders). Availability was carried by United Press International wire service nationally via the Alaska bureau. Known to have aired on KASH, KBYR, KENI, KNIK, KSKA, KYAK, radio in Anchorage.

Also arranged and accompanied KIMO-TV to ARTCC for interview of controller for Santa Claus report, 6:60 and 10:30 news.

* Responded to the following media requests:

- * Ketchikan D. News: Aviation/vs/Marine weather.
- * KIOO-TV: Public Use aircraft (Ref. to NTSB)
- * Wrangell Sentinel: H. Konine enf. case.
- * KIOO-TV, KIVA-TV, Anch. News: NATCA/PATCO vote.



JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA



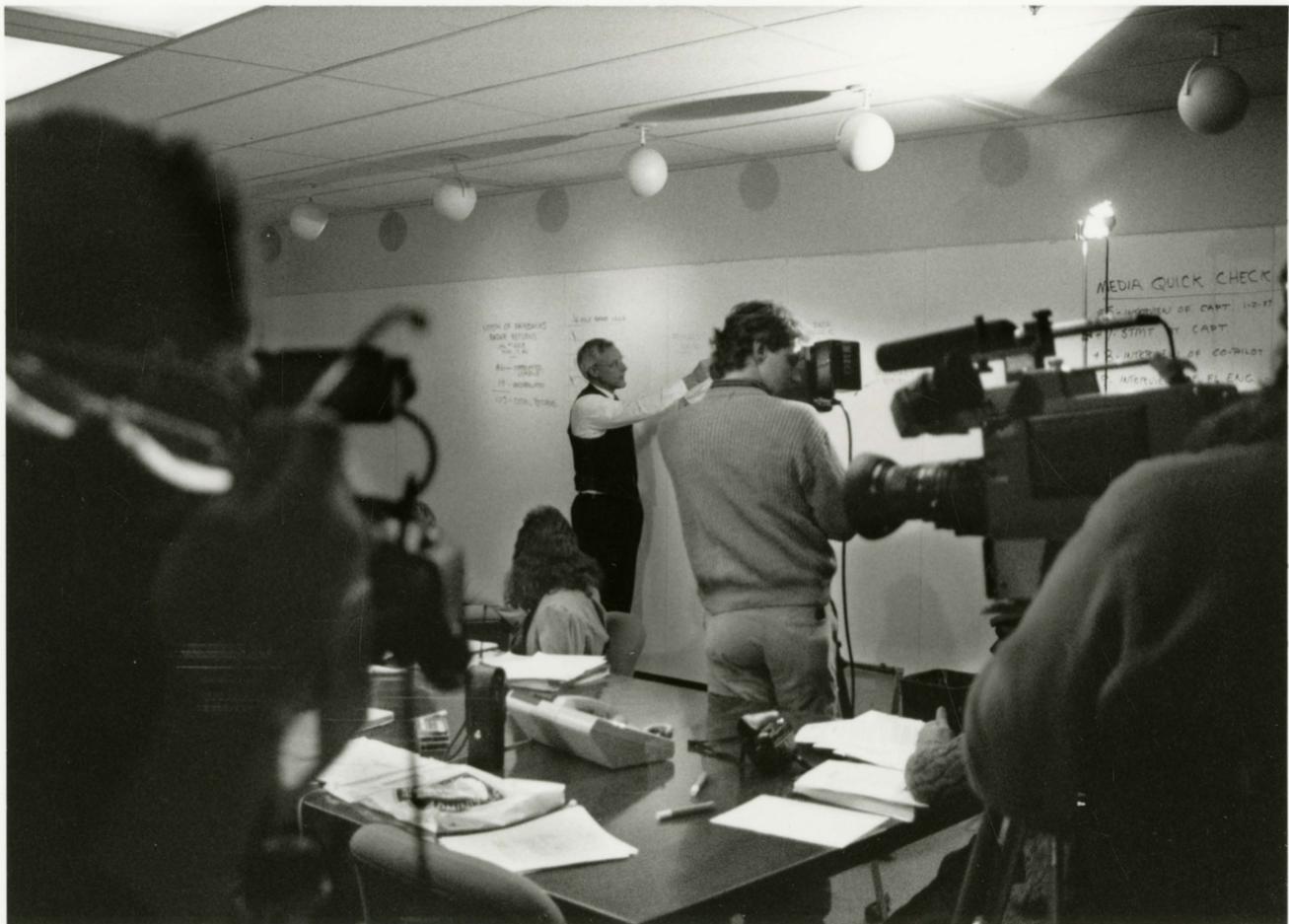
JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA



JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA



JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA



JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA



Robert E. Peary reached the North Pole by dog sledge April 6, 1909.
Richard E. Byrd by airplane 1926, Lincoln Ellsworth, Amundsen, and
Nobile by dirigible 1926. The nuclear submarine NAUTILUS attained the
Pole August 3, 1958. On March 17, 1959, the nuclear sub SKATE
surfaced through the ice precisely at the Pole. Ralph Plaisted,
by snowmobile, made the first surface journey to the Pole by Peary
arriving April 20, 1968. Wally Herbert reached the Pole by dog sledge
April 5, 1989.

U.S.S. NAUTILUS
July 29 - August 7, 1958

February 1970

Path of T-3 (Fletcher's Ice Island)

Monday
Sunday

ALASKA

ALASKA

ALASKA

ALASKA

ALASKA

ALASKA

ALASKA

ALASKA

ALASKA

YUKON

BRITISH COLUMBIA

ALBERTA

MANITOBA

SASKATCHEWAN

ONTARIO

QUEBEC

NEW BRUNSWICK

NOVA SCOTIA

PELLETTIER ISLANDS

QUEBEC

NEW BRUNSWICK

NOVA SCOTIA

PELLETTIER ISLANDS

QUEBEC

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PELLETTIER ISLANDS

QUEBEC

NEW BRUNSWICK

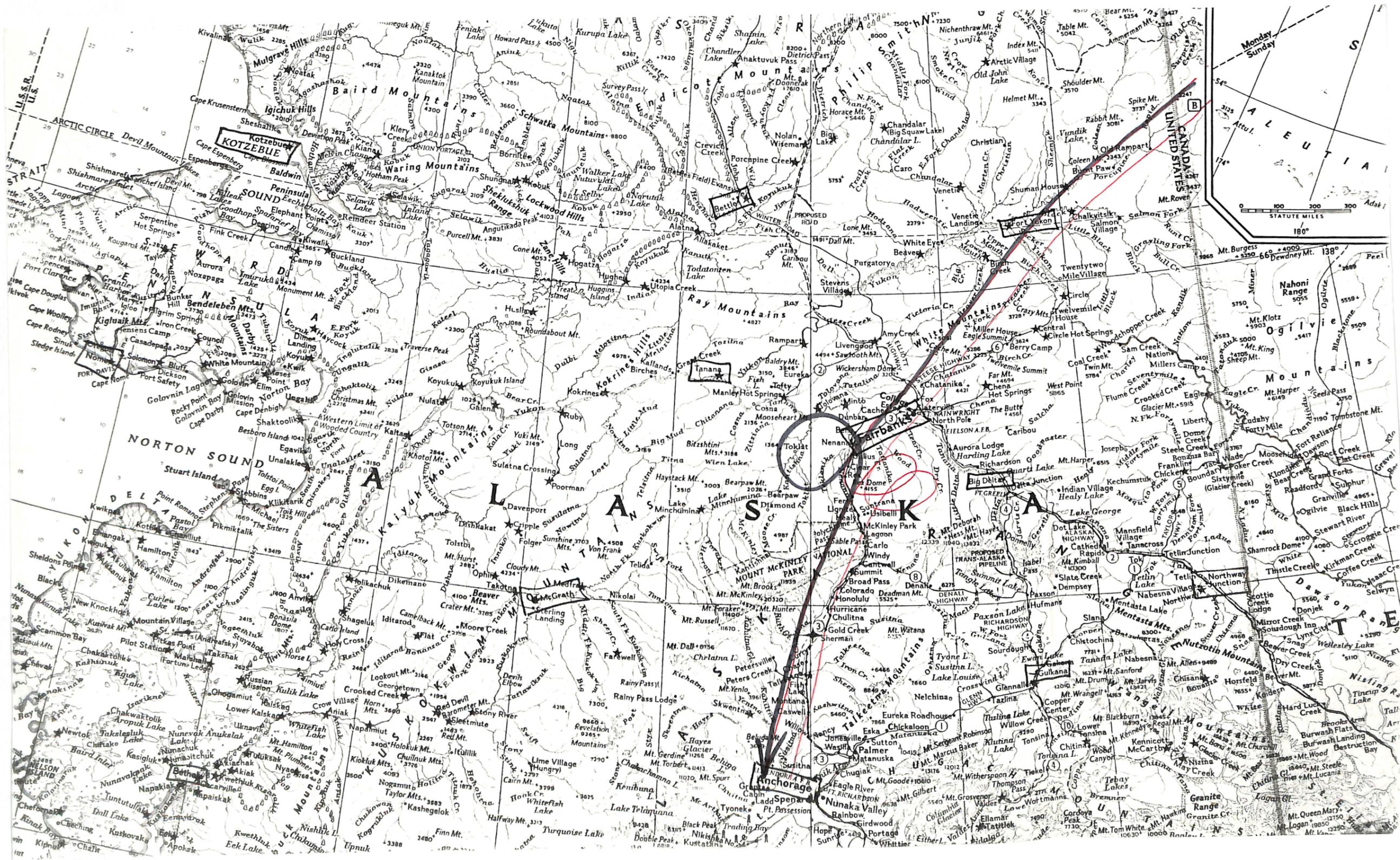
NOVA SCOTIA

NOVA SCOTIA

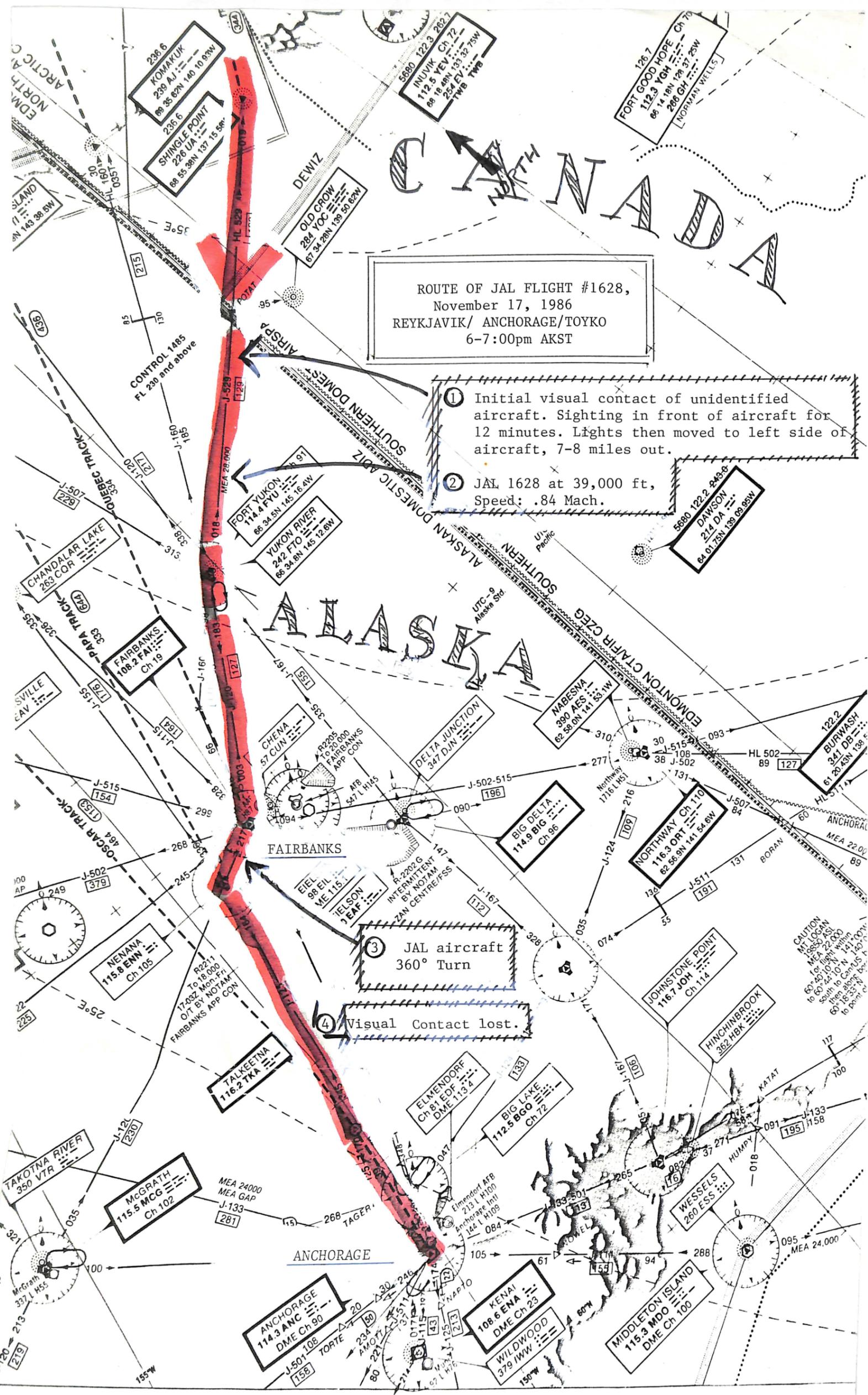
NOVA SCOTIA

NOVA SCOTIA

NO



U.S.S.R. U.S. CANADA



ROUTE OF JAL FLIGHT #1628,
 November 17, 1986
 REYKJAVIK/ ANCHORAGE/TOYKO
 6-7:00pm AKST

① Initial visual contact of unidentified aircraft. Sighting in front of aircraft for 12 minutes. Lights then moved to left side of aircraft, 7-8 miles out.

② JAL 1628 at 39,000 ft,
 Speed: .84 Mach.

③ JAL aircraft
 360° Turn

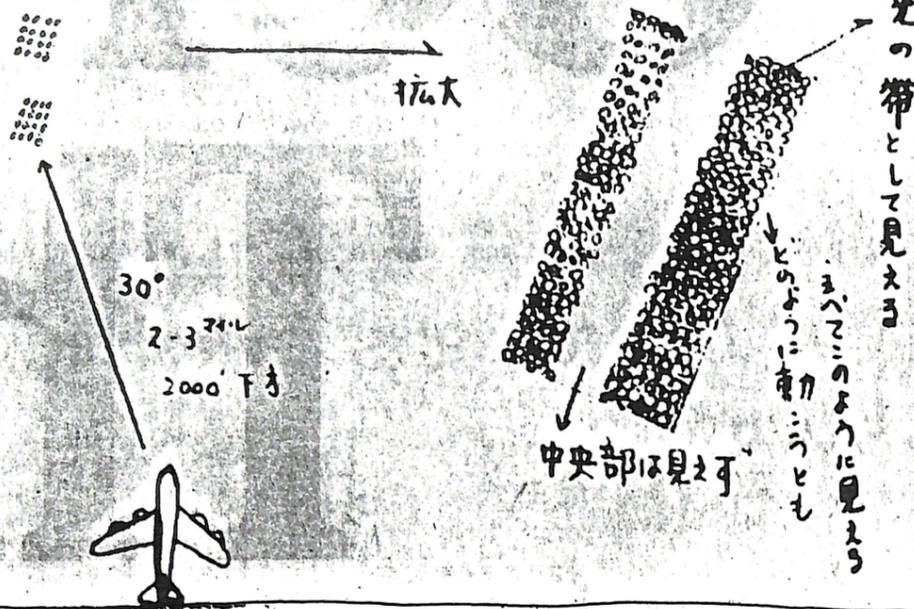
④ Visual Contact lost.

5880 122.2 R438
 DAWSON
 214 DA
 84 01 75N 139 09.85W

CAUTION
 MT 0625W
 16555 ASL
 MEA 24 000
 for flight within
 60 43 10 24 N 141 01 00 W
 60 44 10 24 N 141 01 00 W
 60 46 33 72 W
 to Point of

最初に灯火を発見,

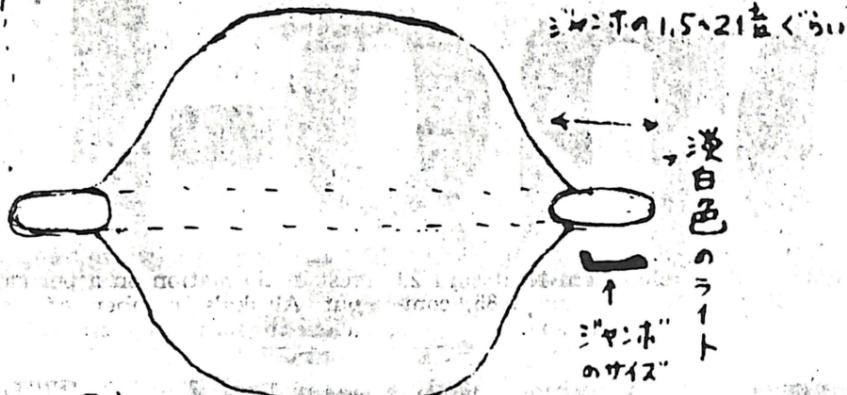
ハア-フリ、フのような
長方形の241Lと見える



怪の灯火により、浮び上がった
母船のシルエット

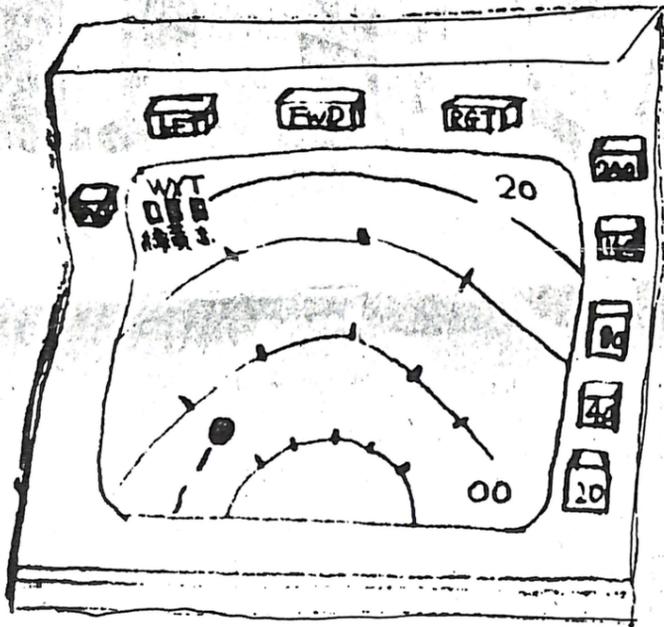
航空母艦サイズの

淡白色のライト



どの角度から見ても我々に見えるライトの
間隔は同じであった。どの角度から
左右のライトは見えた。

デジタル WX レーダーで補足した時の図



レンジ 20 マイル
テイルト 0°
7-8 マイルに
ターゲット
緑色の円

United Press International

What was in the sky

Japan Air Lines pilot Kenju Terauchi prepared an illustration this week of what he saw when his Boeing 747 encountered strange lights over Alaska last month. At top, he shows the UFO lights nearly in front of the plane and a close-up of the lights. In middle, Terauchi depicts what one UFO looked like in silhouette dwarfing the JAL jet. At bottom, he shows where the UFO first appeared on the plane's radar. The Federal Aviation Administration and the U.S. Air Force have confirmed that a UFO appeared on their radar.



U.S. Department
of Transportation
**Federal Aviation
Administration**

News:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

December 29, 1986

The following is a chronological summary of the alleged aircraft sightings by Japan Airlines Flight 1628, on November 18, 1986:
(November 17, 1986 Alaska Time)

All times listed are approximate UTC unless otherwise specified.

- (6:19 pm)
AKST
- 0219 - The pilot of JL1628 requested traffic information from the ZAN Sector 15 controller. When the controller advised there was no traffic in the vicinity, JL1628 responded that they had same direction traffic, approximately 1 mile in front, and it appeared to be at their altitude. When queried about any identifiable markings, the pilot responded that they could only see white and yellow strobes.
 - 0225 - JL1628 informed ZAN that the traffic was now visible on their radar, in their 11 o'clock position at 8 miles.
 - 0226 - ZAN contacted the Military Regional Operations Control Center, (ROCC), and asked if they were receiving any radar returns near the position of JL1628. The ROCC advised that they were receiving a primary radar return in JL1628's 10 o'clock position at 8 miles.
 - 0227 - The ROCC contacted ZAN to advise they were no longer receiving any radar returns in the vicinity of JL1628.
 - 0231 - JL1628 advised that the "plane" was "quite big", at which time the ZAN controller approved any course deviations needed to avoid the traffic.
 - 0232 - JL1628 requested and received a descent from FL350 to FL310. When asked if the traffic was descending also, the pilot stated it was descending "in formation".
 - 0235 - JL1628 requested and received a heading change to two one zero. The aircraft was now in the vicinity of Fairbanks and ZAN contacted Fairbanks Approach Control asking if they had any radar returns near JL1628's position. The Fairbanks Controller advised they did not.
 - 0236 - JL1628 was issued a 360 degree turn and asked to inform ZAN if the traffic stayed with them.
 - 0238 - The ROCC called ZAN advising they had confirmed a "flight of two" in JL1628's position. They advised they had some "other equipment watching this", and one was a primary target only.

MORE →

- 0239 - JL1628 told ZAN they no longer had the traffic in sight.
- 0242 - The ROCC advised it looked as though the traffic had dropped back and to the right of JL1628, however, they were no longer tracking it.
- 0244 - JL1628 advised the traffic was now at 9 o'clock
- 0245 - ZAN issued a 10 degree turn to a northbound United Airlines flight, after pilot concurrence, in an attempt to confirm the traffic.
- 0248 - JL1628 told ZAN the traffic was now at 7 o'clock, 8 miles.
- 0250 - The northbound United Flight advised they had the Japan Airlines flight in sight, against a light background, and could not see any other traffic.
- 0253 - JL1628 advised they no longer had contact with the traffic.

A subsequent review of ANC ARTCC's radar tracking data failed to confirm any targets in close proximity to JL1628.

Aircraft arrived Anchorage International Airport 8:24 pm.

Three JAL crew members on board aircraft were interviewed by FAA Security personnel. Crew members were determined not to be influenced by drugs or alcohol, rational. All three crew members reported seeing the lights. (Capt. Kenjyu Terauchi, 1st.Off. Takanori Tamefuji, Fl.Eng. Yoshio Tsukuda)

Aircraft, a cargo flight, B747, was enroute from Reykjavik, Iceland to Toyko, Japan, via Anchorage, Alaska.

There were no other reports of unknown aircraft in the area by any other aircraft. The unknown aircraft accompanied the JAL flight for about ~~50~~ miles. ⁵⁵⁰

FAA Security, upon being notified immediately informed the FAA Wash. D.C. Security office. The Air Force Military Defense system was alerted by the Anchorage Air Route Traffic Control Center when the JAL pilot reported the sighting via radio to the Center.

The FAA ARTCC reported that there was only one radar target - the JAL B747- no confirmation of any other targets.

Military contact: Col Ted Tilma, USAF, Anchorage, 552-5351.

#

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft JL1628 on November 18, 1986 at 0230 UTC.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring JL1628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position JL1628 reported. Several times I had single primary returns where JL1628 reported traffic. JL1628 later requested a turn to heading 210°, I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent in the vicinity of FAI I requested JL1628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the JL1628 flight but reported no other traffic, by this time JL1628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

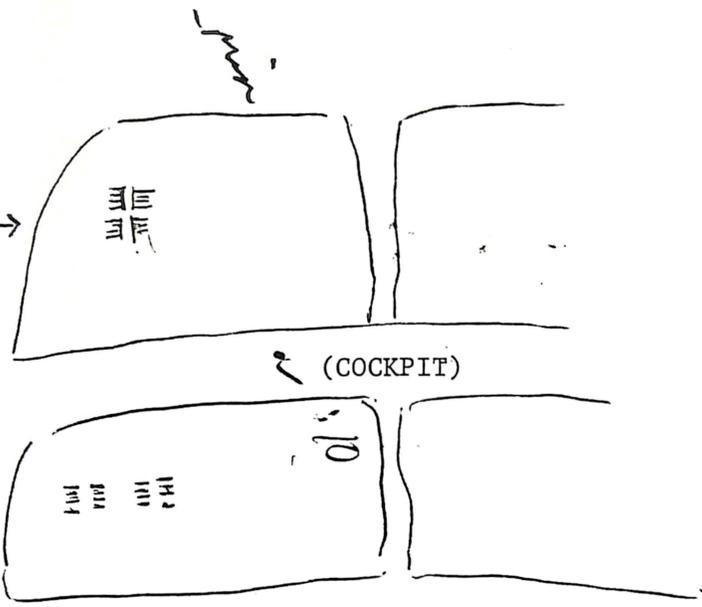
Note: I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions, he reported clear and no clouds.

November 19, 1986

- * "single primary returns" is in reference to target other than JAL.
- ** "the traffic" is in reference to the unidentified object.

AT POTAT

At first sighting then 12 minutes later it moved.



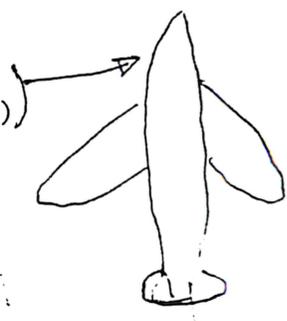
FAA, Alaskan Region
701 C St, Box 14
Anchorage, AK 99513
(907) 271-5296

COPY OF DRAWING MADE BY
CAPTAIN KENJYU TERAUCHI,
JAPAN AIR LINES, NOVEMBER 17,
1986, FOR FAA INVESTIGATOR,
ANCHORAGE AIRPORT.

Reference to flight of JAL
#1628, B747, 6:19 pm, 11/17/86.

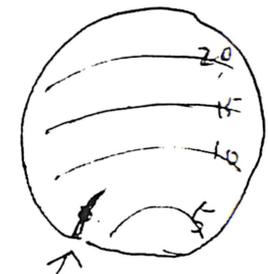


Left Window view, (Capt'n)

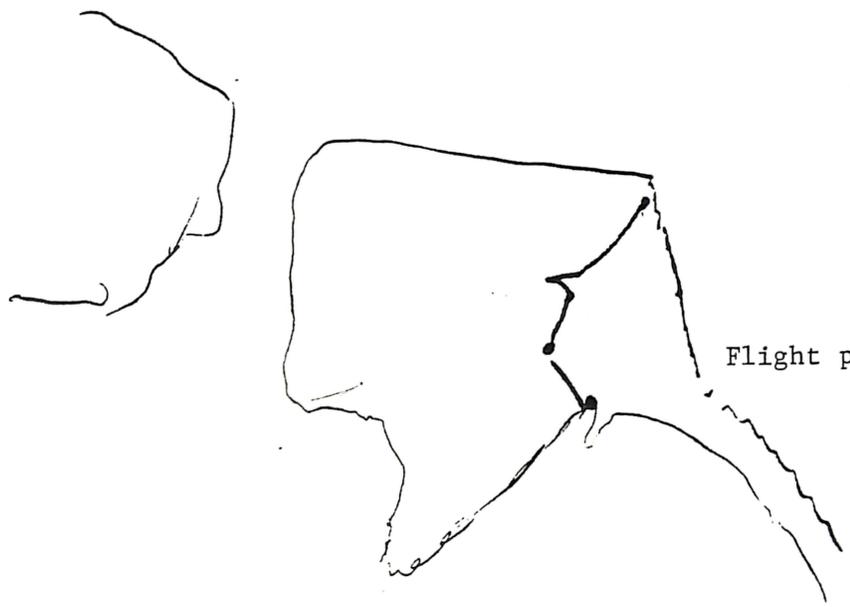


Object moved from front of, after 12 min. to side.

Onboard weather radar



Unidentified object



Flight path across Alaska

FEDERAL AVIATION ADMINISTRATION
ALASKAN REGION
701 C Street, Anchorage, Alaska, 99513

DECEMBER 30, 1986
CONTACT: PAUL STEUCKE, FAA, PUBLIC AFFAIRS, ALASKA
(907) 271-5296

The following information constructed from personal handwritten notes, has been provided to Paul Steucke, FAA Public Affairs Officer, Alaskan Region, by Jim Derry, Manager, FAA Security Division, Alaskan Region, and constitutes the information obtained in personal interviews held the evening of November 17, 1986, at Anchorage International Airport, with the flight crew of Japan Air Lines flight 1628, enroute from Europe and Iceland/ to Toyko, via Anchorage, Alaska.

Attending the interview were: Jim Derry, Manager, Security Division, FAA; Ron Mickle, Investigator, FAA Security; Jack Wright, Investigator, FAA Flight Standards District Office, the Manager of the JAL Anchorage Office; and the flight crew - Captain Kenjyu Terauchi; First Officer Takonori Tamefuji; and Flight Engineer Yoshio Tsukuda.

The interviews were in response to the sighting of unknown and unidentified air traffic which accompanied the flight from the Alaska Canadian border on the north along a flight plan which flows approximately from Ft. Yukon, Alaska, to Fairbanks, to Anchorage.

NOTES:

- * FLIGHT NUMBER JAL 1628, Dep. Reykjavik, Iceland.
- * ADIZ, HL529...J529... (Airway numbers) Contact at POTAT()
- * Visual contact..can see FAI, over FAI did 360 degrees.
- * S. MJ-125, Route

continued...

Page two, JAL #1628, Notes, FAA, Alaska

- * Used onboard color radar, located aircraft, 7 miles.
 - * Size: "As big as B747 or larger, erratic movement."
 - * Lights: Yellow, Amber, Green, No red. Rotating Beacon. Many small lights.
 - * One object, two sets of lights.
 - * Speed of JAL B747: .84 Mach, (Approximately 525 knots)
 - * ATC (Air Traffic Control) picked up target.
 - * Target broke off ---40 N of TKA (Talkeetna)
 - * Radio: Received static only in VHF mode. (Abnormal)
 - * JAL aircraft on instrument navigation.
 - * Flight Crew observation: Normal, professional, rational, no drug or alcohol involvement.
 - * Drawings of situation provided by Captain.
 - * Normal language difficulty between flight crew and interviewer.
- ** Note: Exact conversion to mph or knts is difficult as it varies due to elevation (air density), weather, wind, etc.)

END.

A handwritten signature in cursive script, appearing to read "F. N. Stuck". The signature is written in dark ink and is positioned below the "END." text.

NASA worker tracks UFO reports by pilots

By HAL BERNTON
Daily News business reporter

The mysterious flashing lights sighted by the crew of a Japan Air Lines cargo jet last November aren't the only strange things pilots have seen through their cockpit windows.

In the past 20 years, more than 3,000 sightings of UFOs have been reported by pilots, according to Richard Haines, a NASA scientist who tracks UFO sightings by pilots in his spare time.

"Some of them are very spectacular and very significant from the standpoint of

getting a better idea on how to characterize the phenomena," said Haines.

He said the sightings are reported by military, civilian and commercial pilots who fly both national and international routes. UFO reports from Alaska pilots are relatively rare.

The sightings tend to occur in cycles that peak about every five years, Haines said. For the past two years, sightings have been in a trough.

Haines said many of the reports fall into two main

See Back Page, **SIGHTINGS**

Dr. Richard Haines, 415-941-0958, Ames Research Center, NASA, Moffett Field, CA 94305

SIGHTINGS: UFO reports

Continued from Page A-1

categories.

One category involves UFOs that suddenly appear within view of the cockpit and then disappear very rapidly. "The airplane is flying along essentially minding its own business. Then something comes up and does barrel rolls around the airplane."

Many other reports, including the Nov. 17 sighting by the JAL crew, involve UFOs that tail aircraft for periods ranging from a minute to more than two hours.

Haines' interest in UFOs results from his more than two decades spent working in NASA's man-in-space program. In the early 1960s, as he began studying visual optics in space, he encountered many reports from pilots who claimed to have seen UFOs.

"I thought I could explain all these strange phenomena as nothing more than strange lighting," said Haines, who now studies "human factors in space" at NASA's Ames Research Center in Mountain View, Calif.

"But I had to look at the data as an open-minded scientist and pretty soon realized that we are facing something totally different."

NASA currently doesn't investigate any UFO sightings. But Haines, working out of his Los Altos, Calif., home on his own time, has clipped newspapers, interviewed pilots and talked with controllers to amass reports of more than 3,000 sightings.

Haines said he hopes to fly to Anchorage to investigate the Nov. 17 sighting by Capt. Kenju Terauchi, pilot of a JAL cargo plane en route from Iceland to an Anchorage refueling stop. The report was made public in late December.

Terauchi, a 47-year-old pilot with 20 years of experience, told United Press International that two small brightly lit objects and one enormous object — the size of two aircraft carriers — followed his jumbo jet for 400 miles.

Terauchi first sighted the lights shortly after the plane entered Alaska airspace. At first, the lights were directly in front of the plane, and Terauchi feared a midair collision, said Paul Steucke, Alaska spokesman for the Federal Aviation Administration. Terauchi then obtained permission from an air traffic controller to try and evade the UFOs with several turns and drops in altitude. He finally lost the UFOs about 80 miles northwest of Anchorage, according to Steucke.

The FAA controller who monitored the JAL plane, Flight 1628, reported tracking the UFOs several times on radar, as near as five miles from the aircraft. "The traffic (UFO) stayed with JL1628 through turns and descents," said the controller in a statement released by the FAA. The identity of the controller, however, has not been released.

The Military Regional Operations Control Center reported picking up the UFO on radar about eight miles from the plane. The military center then lost track of the UFO for 11 minutes, then picked up "a flight of two," according to a flight chronology released by the FAA. It picked up the UFOs as they dropped back and to the right of the plane, then lost radar contact.

More recently, Steucke has said that neither the military nor the FAA puts any faith in the early radar sightings. Steucke said that the FAA controller mistakenly interpreted a split-image of the cargo plane as a UFO and that the the military now reports its radar images were simply "clutter."

ANCH. NEWS - 1-6-87



11 LL DL DIIUNUUD TO. UINIUO

New York skins Redskins, 17-0;
Denver downs Browns, 23-20, in OT

Sports, Page B-1



WITANUO GUAL

Hit hard by floods,
musher determined

Lifestyles, Page F-1



Anchorage Daily News

VOL. XLII, NO. 12 48 PAGES

ANCHORAGE, ALASKA, MONDAY, JANUARY 12, 1987

PRICE 25 CE

JAL pilot sees lights in the sky

Object doesn't show on military, FAA radar

By DON HUNTER
Daily News reporter

For the second time in two months, a Japan Air Lines pilot has reported seeing an unknown object flying near his airplane over barren interior Alaska.

Capt. Kenjyu Terauchi reported the second sighting at about 7:30 a.m. Sunday morning, as he, a co-pilot and a flight engineer flew at about 37,000 feet, said Paul Steucke, a spokesman for the Federal Aviation Administration. As on the night of Terauchi's first report in November, he was flying cargo in a Boeing 747 from London to a refueling stop in Anchorage.

There are more differences than similarities between the two reports, however.

Unlike last time, the lights Terauchi saw Sunday morning did not show up on military or FAA radar screens. The pilot himself told FAA investigators there was "no similarity" between the flashing amber and white lights he saw Sunday and the massive flying object that Terauchi reported trailed his aircraft for hundreds of miles on Nov. 17, Steucke said.

As on the first sighting, Terauchi was accompanied by a co-pilot and a flight engineer. They were not the same crew members, Steucke said.

Steucke said the cargo plane's co-pilot was flying the plane at the time of the sighting Sunday morning. The co-pilot reported seeing the lights, but did not watch them as long as Terauchi. The

aircraft's flight engineer, who sits farther back in the cockpit, "indicated he was uncertain whether he saw any lights at all," Steucke said.

"We asked him point-blank if this was like the Nov. 17 sighting and he said, 'no, no,

See Back Page, **SIGHTING**

January 12, 1987

a-8

SIGHTING: Lights in sky

Continued from Page A-1

there's no similarity between the two," Steucke said.

Terauchi reported seeing the lights twice Sunday morning, once for a period of about 20 minutes and once for about 10 minutes. In both cases, he said the lights approached from the front of the 747, went underneath the aircraft and reappeared behind it, Steucke said.

Terauchi radioed word of the sighting to an air traffic controller in Anchorage.

"His statement to the controller was 'irregular lights, looks like a spaceship,'" Steucke said.

Controllers and their supervisors immediately checked radar screens "to see if there were any objects around the JAL aircraft," Steucke said. "There were none, and that was confirmed" by military radar, he said.

Steucke said FAA officials and experienced pilots speculate that Sunday's sighting could have been caused by a weather phenomenon called "bounce light effect."

Both times Terauchi reported seeing the lights Sunday, the airplane was flying over villages, Steucke said.

"The ground temperature in the area was about minus-23 and there was a temperature inversion at 23,500 feet," he said. "Temperature inversions in cold climates, with ice crystals, have been known

to create a bounce light effect."

Light from the villages could have reflected off ice crystals in the inversion and appeared to be hovering in mid-air, Steucke said. As the plane approached and passed over the villages, the reflected light would have appeared to go under the aircraft and reappeared behind it, as Terauchi described the lights he saw Sunday, Steucke said.

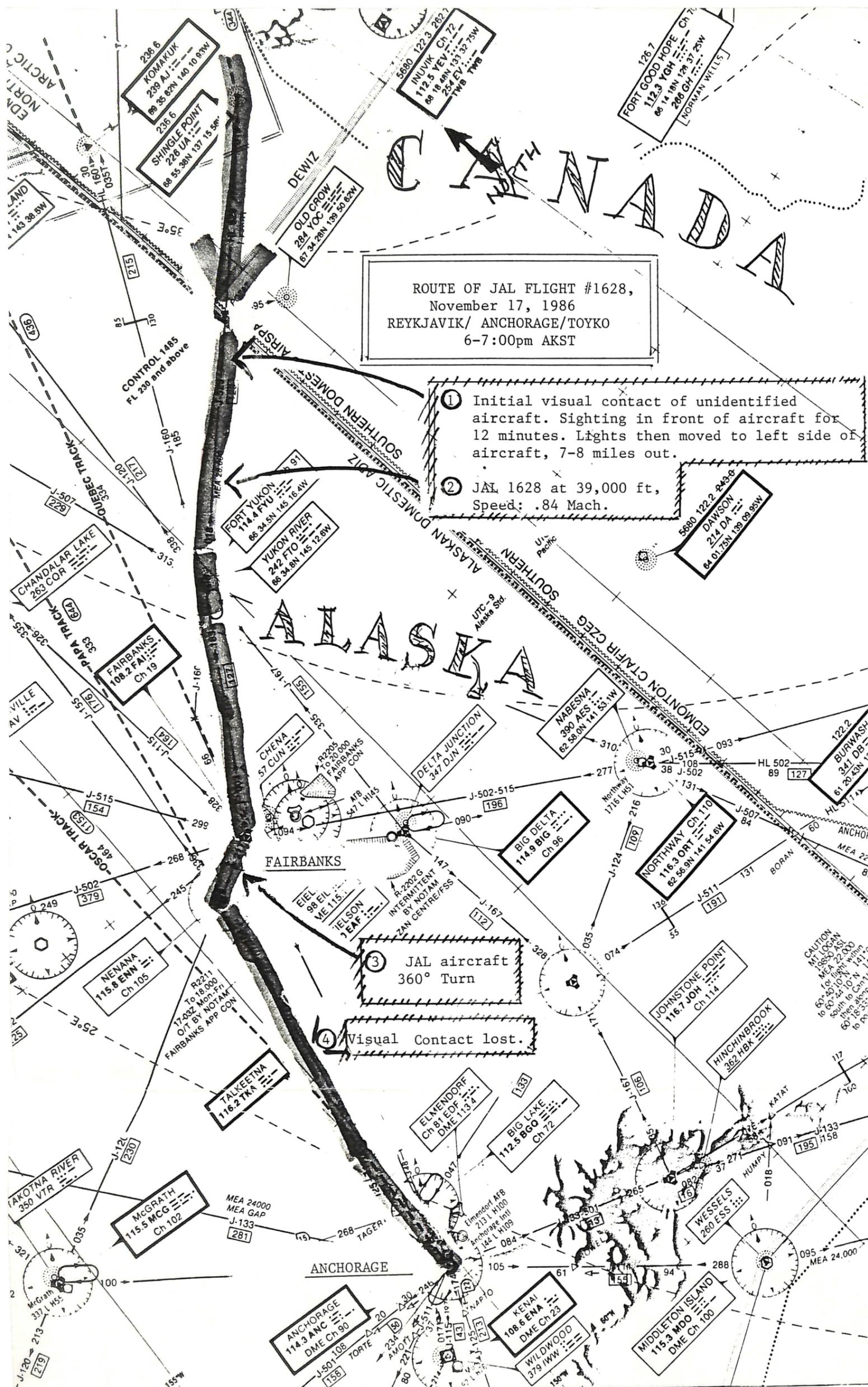
Steucke said the bounce-light theory is only speculation, not an agency finding. "Those of us involved in this talked about it," he said. "People who are experienced at flying mentioned that it is not an infrequent occurrence."

On Nov. 17, Terauchi reported that two brightly lit objects and a much larger third object — roughly twice the size of an aircraft carrier — trailed the JAL plane for more than 300 miles as it crossed into Alaska from Iceland.

Terauchi said the objects changed altitude with him and paced the jet for nearly an hour. In Anchorage, air traffic controllers monitoring the JAL plane's progress saw what appeared to be the radar tracks of another flying object in the air space near Terauchi's plane.

Both incidents are under investigation, Steucke said.

Terauchi could not be reached for comment Sunday.



ROUTE OF JAL FLIGHT #1628,
 November 17, 1986
 REYKJAVIK/ ANCHORAGE/TOYKO
 6-7:00pm AKST

① Initial visual contact of unidentified aircraft. Sighting in front of aircraft for 12 minutes. Lights then moved to left side of aircraft, 7-8 miles out.

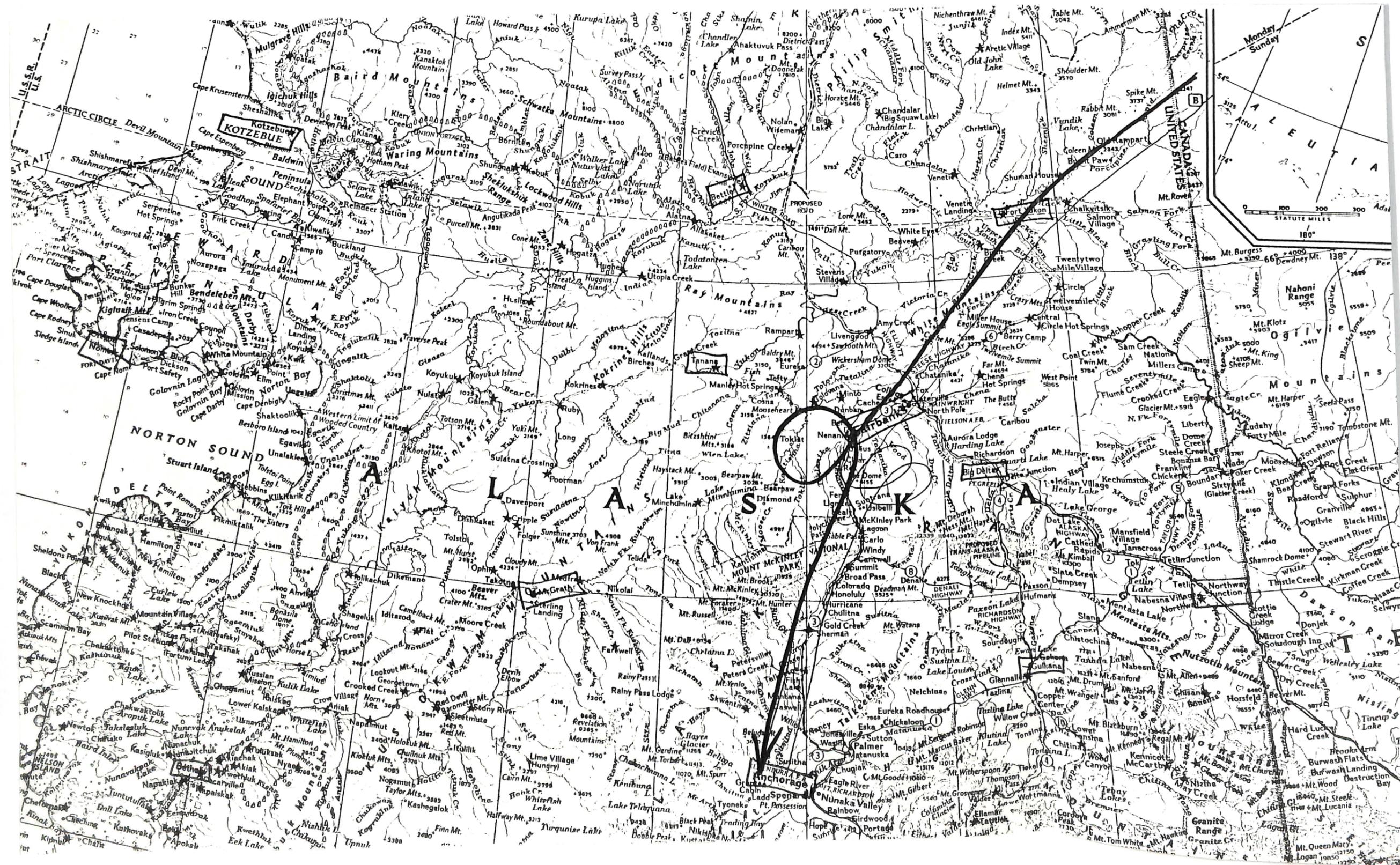
② JAL 1628 at 39,000 ft,
 Speed: .84 Mach.

③ JAL aircraft
 360° Turn

④ Visual Contact lost.

5880 122.2 4-5-8
 DAWSON
 214 DA
 84 01 75N 139 09 85W

CAUTION
 AT LOCAN
 1585-1595
 MEA 22000
 60-40-10-10
 50m to COM
 60-18-30-10
 60-18-30-10



U.S.S.R.
U.S.

ARCTIC CIRCLE

DEVIL MOUNTAIN

SHISHMAROFF ISLAND

LAGOON

CAPE DOUGLASS

CAPE WOOLLEY

CAPE RODNEY

CAPE SIMON

CAPE HORN

CAPE DART

CAPE DENBIGH

CAPE WOOD

CAPE WOODS

CAPE WOODS

CAPE WOODS

CAPE WOODS

WULIK 2285

MULGRAVE HILLS

IGICHUK HILLS

SHISHMAROFF ISLAND

LAGOON

CAPE DOUGLASS

CAPE WOOLLEY

CAPE RODNEY

CAPE SIMON

CAPE HORN

CAPE DART

CAPE DENBIGH

CAPE WOOD

CAPE WOODS

CAPE WOODS

CAPE WOODS

CAPE WOODS

CAPE WOODS

HOWARD PASS 4500

KURUPA LAKE

ANIKUK

LAGOON

CAPE DOUGLASS

CAPE WOOLLEY

CAPE RODNEY

CAPE SIMON

CAPE HORN

CAPE DART

CAPE DENBIGH

CAPE WOOD

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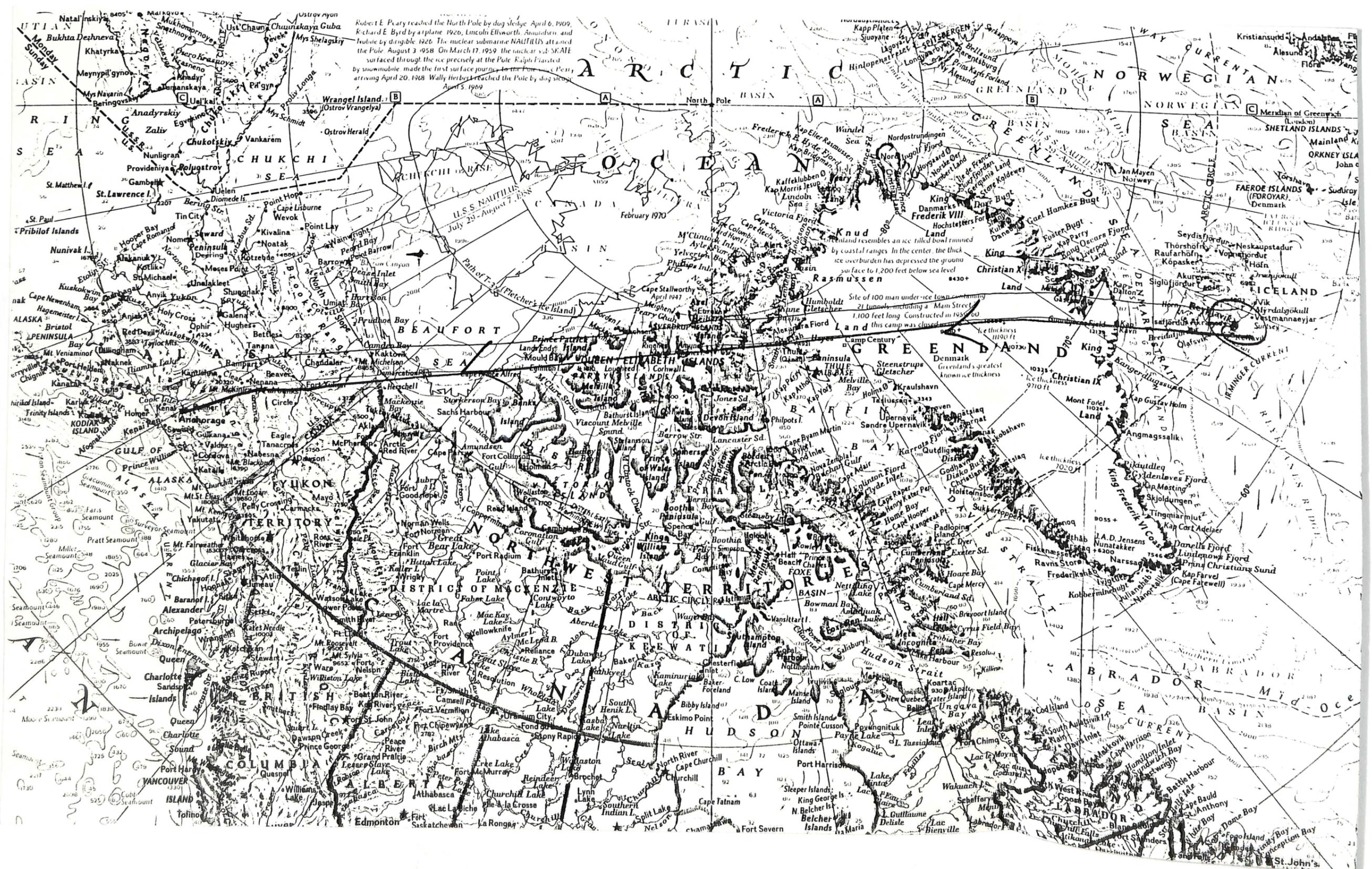
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Robert E. Peary reached the North Pole by dog sledge April 6, 1909. Richard E. Byrd by airplane 1926. Lincoln Ellsworth, Amundsen, and Hobbie by dirigible 1926. The nuclear submarine NAUTILUS attacked the Pole August 3, 1958. On March 17, 1959, the nuclear icebreaker USS SEALE surfaced through the ice precisely at the Pole. Ralph Barneby by snowmobile made the first surface journey to the Pole. Peary arriving April 20, 1909. Wally Herbert reached the Pole by dog sledge August 5, 1969.

Greenland resembles an ice-filled bowl rimmed by coastal ranges. In the center, the thick ice overburden has depressed the ground surface to 1,200 feet below sea level.

Site of 100 man under-ice town. 21 tunnels, including a Main Street, 1,100 feet long. Constructed in 1950. This camp was closed.

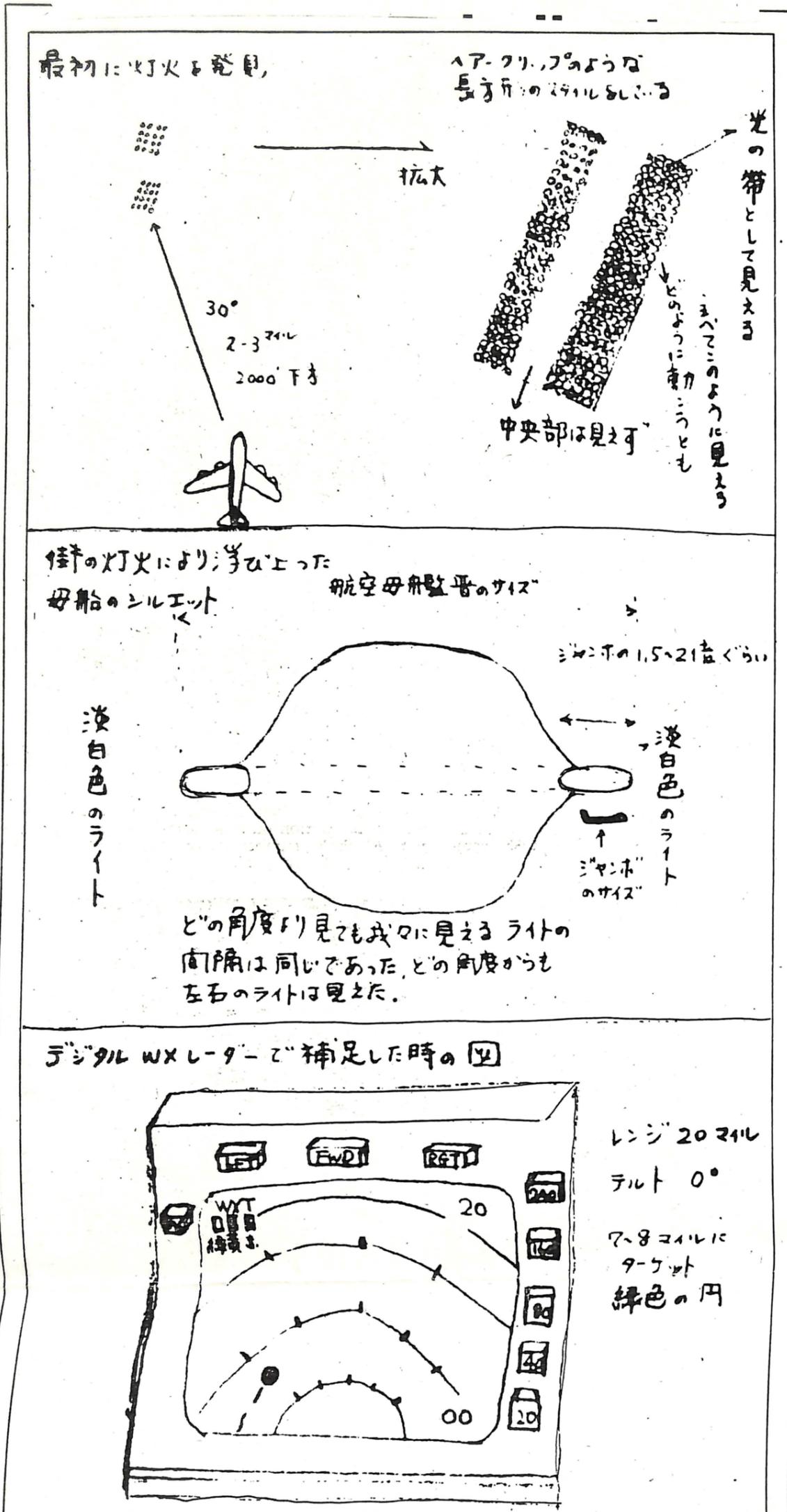
Ice thickness 1190 ft.

Ice thickness 970 ft.

Ice thickness 7020 ft.

Ice thickness 1590 ft.

Ice thickness 1000 ft.



United Press International

What was in the sky

Japan Air Lines pilot Kenju Terauchi prepared an illustration this week of what he saw when his Boeing 747 encountered strange lights over Alaska last month. At top, he shows the UFO lights nearly in front of the plane and a close-up of the lights. In middle, Terauchi depicts what one UFO looked like in silhouette dwarfing the JAL jet. At bottom, he shows where the UFO first appeared on the plane's radar. The Federal Aviation Administration and the U.S. Air Force have confirmed that a UFO appeared on their radar.



JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA