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INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY <p style="text-align: center; font-size: 1.2em;">INCIDENT</p>	2. UNITS	3. HOURS									
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="text-align: center;">6. RESULTS</td> <td style="text-align: center;">7. FURTHER ACTION REQ.</td> </tr> <tr> <td colspan="2" style="text-align: center;">SATISFACTORY</td> <td style="text-align: center;">NO</td> </tr> <tr> <td colspan="2" style="text-align: center;">UNSATISFACTORY <small>(Explain in item 8)</small></td> <td style="text-align: center;">YES <small>(Explain action in item 8)</small></td> </tr> </table>	6. RESULTS		7. FURTHER ACTION REQ.	SATISFACTORY		NO	UNSATISFACTORY <small>(Explain in item 8)</small>		YES <small>(Explain action in item 8)</small>
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SATISFACTORY		NO									
UNSATISFACTORY <small>(Explain in item 8)</small>		YES <small>(Explain action in item 8)</small>									

8. FINDINGS/RECOMMENDATIONS

J.A.L. B-747 CARGO FLT 1628 FROM ICELAND TO ANCHORAGE. CAPT. KENJU TERAUCHI. SPEED .84 MACH.

I RECEIVED A CALL FROM DICK POWERS CONCERNING A JAL FLT WHICH THE CAPT. HAD STATED HE WAS BEING FOLLOWED OR SHADOWED.

I OBSERVED THE A/C LAND ON R/W 6R AT 1820 HOURS NO OTHER A/C WAS NOTED. THE B-747 TAXIED TO INTL RAMP AREA. I INTERVIEWED CAPT. TERAUCHI & CREW OF TWO (F/O & F/E) THE CAPT. STATED THAT THIS WAS THE 1ST TIME ANYTHING LIKE THIS HAD HAPPENED TO HIM. HE STATED THAT APPROX. 5NM AFTER PASSING THE CANADIAN/ALASKAN BORDER AT 35,000' SOMETHING APPEARED 5 TO 7 NM IN FRONT OF THE A/C IT HAD LIGHTS 40RS IN A LINE (SEE DRAWINGS) AND HE SAID IT WAS BIGGER THAN THEY WERE (B-747). AT TIMES THIS OBJECT WOULD TO THE CAPT SIDE OF THE A/C (LEFT) NEVER THE OTHER SIDE (RIGHT). HE REFERRED TO THE DARK SIDE. - AFTER PASSING THE FAI AREA HE REQUESTED TO FLY PARALLEL TO COURSE AND THIS WAS GRANTED. ~~SEE~~ page 2

(If more space is required, use reverse side)

<input type="checkbox"/> OPERATIONS	<input type="checkbox"/> MAINTENANCE	<input checked="" type="checkbox"/> AVIONICS	DATE 11/17/86	REGION AND DISTRICT OFFICE AAL-ASDO-63	INSPECTOR'S SIGNATURE <i>[Signature]</i>
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		UNSATISFACTORY <small>(Explain in item 8)</small>
		7. FURTHER ACTION REQ.
		NO
		YES (Explain action in item 8)

Page 2

when he turned to the right and flew parallel the object was gone. [IN ALL CASES the weather RADAR WAS ALSO USED to identify the object. and the 5 to 7 NM distance was taken from the radar display (20NM Range)]. They returned to course and the CAPT SAID "There it was, as if it was waiting for me". At Approx. TALKETNA Area the object took off to the east and was gone. A UNITED FLT departed from ANC & WAS REQUESTED to check if they could see anything but it was gone before United got there. NOTHING ~~different~~ different with the cargo EXCEPT SOME EXPENSIVE wine. The CAPT. & Crew were shook-up but professional. JAMES DERRY INTERVIEWED THE CREW AT JAL Operations. CAPT. TERACHI had asked ATC if they were picking up two targets and was told "just one". THE TOTAL TIME WAS APPROX. 55 MINUTES - A NEW CREW took the flight ON TO TOKYO. CAPT TERACHI & crew were to be in (Page 3)

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MAINTENANCE			
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		SATISFACTORY	NO
		UNSATISFACTORY <i>(Explain in item 8)</i>	YES <i>(Explain action in item 8)</i>

8. FINDINGS/RECOMMENDATIONS

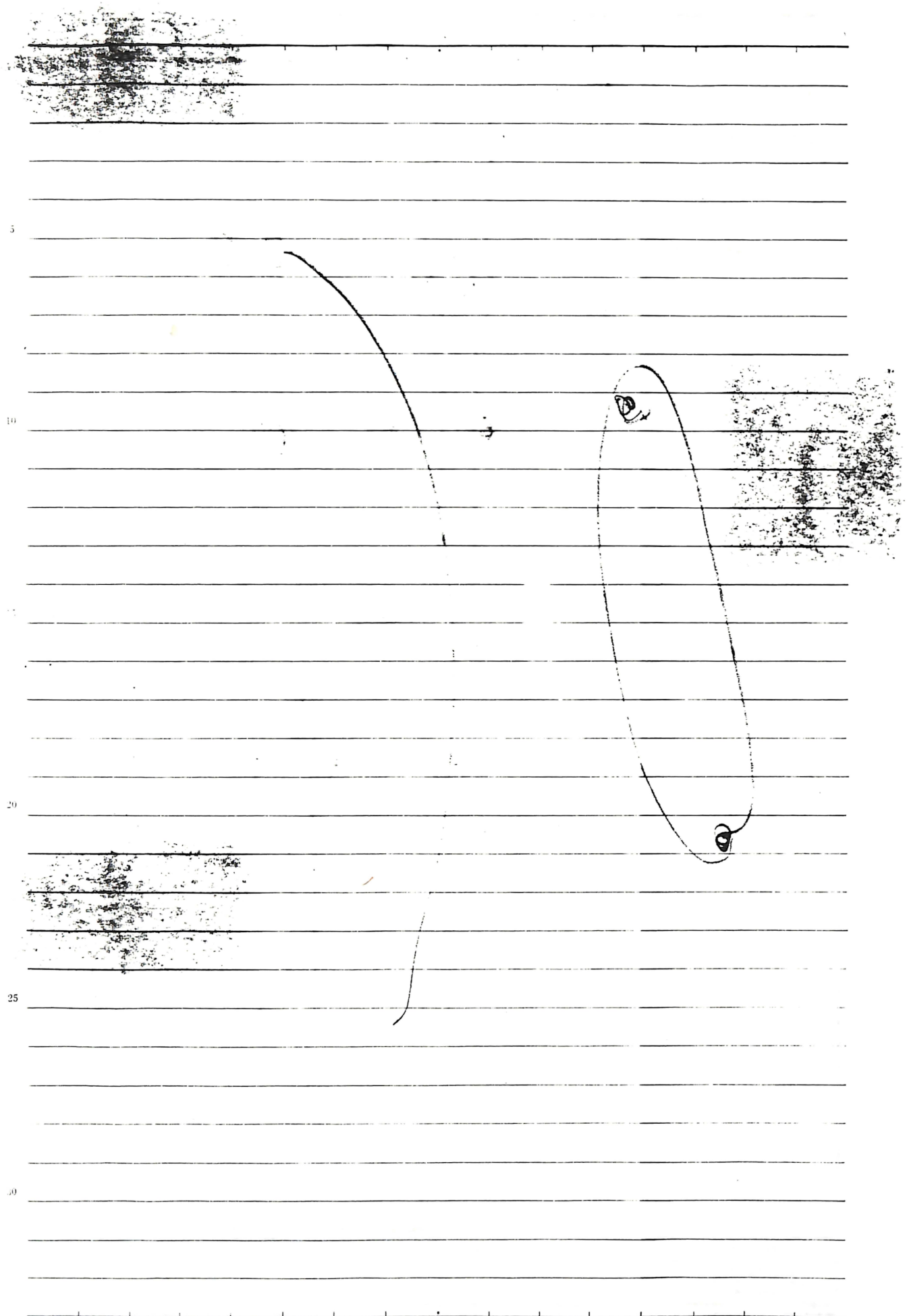
Anchorage for 3 days before any additional flights.

James Derry requested the tapes AND ANY OTHER info be saved.

(If more space is required, use reverse side)

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日本航空 / JAPAN AIR LINES





HOPFEN

