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Chief of Operations

IDENTIFICATION A.		1. CODE	2. DATE	3. TIME (Local)	AIRCRAFT INCIDENT RECORD		
		4. CATEGORY <input checked="" type="checkbox"/> AIR CARRIER-TYPE <input type="checkbox"/> AIR TAXI <input type="checkbox"/> COMMUTER <input type="checkbox"/> GENERAL AVIATION <input type="checkbox"/> OTHER	5. DAY OF WEEK Thursday 6. COORDINATES 63.20N 157.30W	7. LOCATION (City and State) 60 miles west of McGrath, AK 8. NEAREST FIX (Radial and Distance) MCG 272°/60 miles			
AIRCRAFT B.	1. AIRFRAME		MAKE/MODEL	TOTAL HOURS	MAKE/MODEL	TOTAL HOURS	
	Boeing 737		N/A		N/A		
	REGISTRATION NO. N743AS	AIRCRAFT CLASS	SERIAL NO. (Malfunctioning)		SERIAL NO. (Malfunctioning)		
	AIRWORTHINESS CLASS Standard		1. _____ 2. _____	3. _____ 4. _____	1. _____ 2. _____	3. _____ 4. _____	
HOURS		T.S.O. (Malfunctioning)		T.S.O. (Malfunctioning)			
T.S.O. N/A	TOTAL TIME N/A	1. _____ 2. _____	3. _____ 4. _____	1. _____ 2. _____	3. _____ 4. _____		
OPERATOR C.	1. NAME AND ADDRESS Alaska Airlines Seattle, Washington			6. AIR CARRIER OPERATING CERTIFICATE NO. 802	AUTHORIZED OPERATIONS UNDER FAR PARTS. 121		
	2. FLIGHT NO. AS #53	4. MAINT. DESIGNATOR ASAA		7. OPERATING CERTIFICATE NO. N/A	AUTHORIZED OPERATIONS UNDER FAR PARTS: N/A		
	3. UNDER FAR 121	5. CAB 298C FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
INJURY AND DAMAGE D.	1. PERSONS INVOLVED	2. PERSONS ABOARD	3. MINOR INJURY	4. SERIOUS INJURY	5. FATAL INJURY	6. DAMAGE	8. TYPE OF FLYING
	PASSENGERS	17	0	0	0	<input checked="" type="checkbox"/> NONE MINOR SUBSTANTIAL DESTROYED	PERSONAL BUSINESS EXECUTIVE CORP INSTRUCTION
	FLIGHT CREW	2	0	0	0	FIRE AFTER IMPACT PROPERTY DAMAGE UNKNOWN	AERIAL APPLICATION INDUSTRIAL SPECIAL FERRY TEST
	CABIN CREW	2	0	0	0	7. PHASE OF OPERATION	
	GROUND CREW	0	0	0	0	GROUND TAXI TAKEOFF	FOREST FIRE PARACHUTE AIR SHOW
	PUBLIC/OTHER	0	0	0	0	CLIMB <input checked="" type="checkbox"/> LEVEL FLIGHT DESCENT APPROACH LANDING	PASSENGER CARGO PASSENGER/CARGO MAIL OTHER UNKNOWN
	TOTALS	21	0	0	0		
	HANDICAPPED	0	0	0	0		
	EVACUATION INJURIES	0	0	0	0		
	9. PART NAME/NO. N/A						
AIRPORT E.	1. NAME N/A <input type="checkbox"/> CONTROLLED <input type="checkbox"/> UNCONTROLLED				6. REMARKS		
	2. RUNWAY NUMBER	3. FIELD ELEVATION	4. RUNWAY LENGTH	5. SURFACE CONDITION			
WEATHER F.	1. SOURCE Pilot	3. SKY CONDITION Clear	5. VISIBILITY RESTRICTION none	7. D.P. UNK	8. WIND UNK	10. REMARKS	
	2. TIME 1835AST	4. VISIBILITY Unlimited	6. TEMP. -38° Approx.	9. ALTIMETER 29.92			



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

Memorandum

Subject: INFORMATION: Transcription concerning the
incident involving Alaska Airlines 53 on
January 30, 1987

Date: FEB 9 1987

From: Bobby J. Lamkin
Air Traffic Service Evaluator
Alaskan Region

Reply to
Attn of

To:

This transcription covers the time period from January 30, 1987, 0336 UTC to
January 30, 1987, 0349 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviation</u>
Anchorage Air Route Traffic Control Center	ZAN
Alaska Airlines Flight 53	AS53

I HEREBY CERTIFY that the following is a true transcription of the recorded
conversations pertaining to the subject aircraft incident.


Name

ATS Evaluator
Title

(0336)

(0337)

(0338)

0339:29 AS53 Center fifty-three

0339:30 ZAN Alaska fifty-three—go ahead

0339:33 AS53 Any traffic in this ah area do you headed towards Anchorage

0339:36 ZAN Ah I have one coming outbound from Anchorage towards McGrath at this time—its a piper navajo at twelve thousand and ah—I have a same direction Ryan Air beech zero two estimating over McGrath zero four zero eight at two five zero other than that I don't have any other airplanes

0339:52 AS53 Okay we're just curious up at about our altitude ah headed that direction—thanks-----you haven't had any UFO reports lately—huh

0340:10 ZAN Well I was just getting ready to ask you about that ah could you tell me ah the position of that aircraft

0340:15 AS53 *(Ahead) just underneath our radar pickup up a blip he's moving about a mile a second just pulled right away (unintelligible) shot at him but ah—*(man) he was there and then he was gone

0340:26 ZAN Alaska fifty-three roger and ah—ah did you have any visual sighting with that aircraft or anything like that

0340:32 AS53 Negative we just pickup up on radar the ah traffic and ah just watched it just pulls out straight ahead of us and just just disappear in a matter of seconds

0340:41 ZAN Alaska fifty-three roger standby please

0344:31 AS53 Anchorage Alaska fifty-three McGrath

0344:34 ZAN Alaska fifty-three go ahead

0344:36 AS53 Fifty-three McGrath at zero three four four level three five zero—Anchorage zero four one four landing

0344:45 ZAN Alaska fifty-three roger contact Anchorage Center one one eight point two six zero DME southeast of McGrath—and I just checked on this we don't have military as active there

shouldn't be any any military aircraft over we're ah not
talking too at this time operating in your vicinity ah have
you shown any else on radar since that last ah contact

0345:03 AS53 Ah no sir

0345:06 ZAN Alaska fifty-three will see you next time good day

0345:08 AS53 (unintelligible)

(0346)

(0347)

(0348)

(0349)

End of Transcript

*This portion of the recording is not entirely clear, but this represents
the best interpretation possible under the circumstances.



U.S. Department
of Transportation
Federal Aviation
Administration

Alaskan Region

FSDO-63
4510 W. Int'l. Airport Road, Suite 302
Anchorage, Alaska 99502-1088


STATEMENT OF INTERVIEW WITH ALASKA AIRLINES CREW

January 29, 1987 at 1930 AST

At approximately 1900 on January 29, 1987, I received a call from Anchorage Center Manager, stating that Alaska Airlines Flight No. 53 had reported to Anchorage Center that it had seen a target on their weather radar and asked if the Center had any other aircraft operating in the area. I informed the ARTCC Manager that I would interview the crew at Anchorage International Airport.

I interviewed the crew at Alaska Airlines Operations on January 29, 1987 at approximately 1930 AST. The crew stated that they had departed Nome, Alaska at 1800 enroute to Anchorage. The incident happened approximately 60 miles west of McGrath, Alaska. The aircraft was operating on a heading of East at an altitude of 35,000 feet and an airspeed of Mach .73. The weather was clear and the visibility was unlimited. At approximately 1835 AST the crew noticed a return on the weather radar at their 12 o'clock position and at a range of 25 miles. Both pilots stated that the target was strong and bright. They both looked outside and could not see any lights or targets. Looking back at the radar the target had moved approximately 5 miles further ahead of them to approximately 30 miles. Each sweep of the radar (approximately 1 second) the target would move 5 miles further ahead of them until it went off the radar scope at 50 miles. The captain stated that since the military was having "war games" in the area that it was probably a USAF Aircraft going at a very high rate of speed. He then called Anchorage Center and asked the controller if there was any reported aircraft in the area and reported what he had seen.

The area is not within radar coverage of the Anchorage ARTCC. The controller on duty checked with the USAF (Alaska Air Command) and was told they did not have aircraft operating in that area at that time.


Richard O. Gordon
Manager
AAL FSDO-63

PERSONNEL STATEMENT

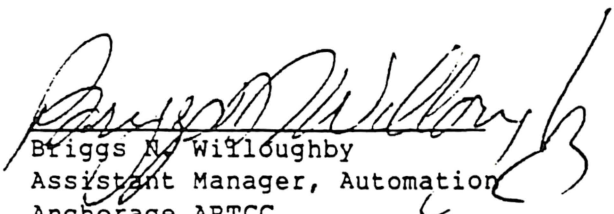
FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

February 3, 1987

The following is a report concerning the incident involving Alaska Airlines Flight 53 (AS53) at approximately 40W MCG on January, 30 1987 at 0340 UTC.

My name is Briggs N. Willoughby (BW). I am employed as the Assistant Manager of Automation by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

I have reviewed recorded radar data covering the time and location of the reported incident. I found nothing to indicate that an aircraft performing as reported was present.


Briggs N. Willoughby
Assistant Manager, Automation
Anchorage ARTCC



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

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FOR IMMEDIATE RELEASE

February 6, 1987 (REVISED FEB.21,1987)*
#86-06 (#87-09)

**UNKNOWN TRAFFIC SIGHTED BY ALASKA AIRLINES CREW
ON ONBOARD WEATHER RADAR**

The Alaska Airlines flight crew of a Boeing 737 aircraft, flight #53, enroute from Nome to Anchorage, Alaska, on January 29, 1987, reported to the FAA Anchorage Air Route Traffic Control Center, the sighting of unidentified air traffic on their onboard weather radar system. The incident occurred at about 6:39 pm, 60 miles west of the community of McGrath, which is approximately 200 miles northwest of Anchorage. The aircraft was flying at 35,000 feet altitude at night, the weather was clear.

Both pilots noticed the target on their weather radar scope and looked to see if there was any "traffic" in front of them. At no time did either crewmember see anything outside the aircraft. The Captain asked the FAA air traffic controller in Anchorage if there was "any traffic in this-ah-area, do you---headed towards Anchorage?".

The FAA controllers at the air route control center in Anchorage reported a piper navajo at twelve thousand outbound from Anchorage towards McGrath, and a Beech estimated to be over McGrath at 4:04 pm, but nothing else.

The Alaska Airlines Captain responded, "Okay, we're just curious. Up at about our altitude (35,000) ah..headed that direction--thanks--...You haven't had any UFO reports lately...huh?". The controller responded, "Well I was just getting ready to ask you about that ...ah...could you tell me ...ah...the position of that aircraft."

The area is not within radar coverage of the FAA air route traffic control center. Control of aircraft in the area is done by the center with the use of radio contact. The controller on duty checked with the USAF, Alaskan Air Command, and was told that they did not have military aircraft operating in that area at that time.

more...

-2- ALASKA AIRLINES RADAR SIGHTING, JAN.29, 1987.

The flight crew reported that the target on their radar moved at a very high rate of speed, approximately 5 miles on each sweep of the radar (5 MILES PER SECOND). As the target moved off their radar they changed the range of their radar from 50 miles to 100 miles and saw the target briefly before it became lost in the ground clutter created by the Alaska Range of mountains.

The flight crew was interviewed by FAA inspectors when they landed at Anchorage.

Material developed as a result of this investigation will be released on or about March 5, 1987, in Anchorage, Alaska.

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* Release updated due to additional available material from inquiry.