

2772-:01		ACCUSE OF MALE IN THE STATE OF	
REPORT DOCUMENTATION PAGE	1. REPORT NO. TOT/FAA/AL-87/1	2.	PECT 1842061AS
4 Title and Subtitle JAL Flight 1628 U	Unidentified Traff_c Sightin	g, 11/17/86	March 5, 1987
7. Author(s)			8. Performing Organization Rept. No.
& Performing Organization Name a	and Address		10. Prc act/Task/Work Unit No.
Federal Aviation 701 C Street, Bos Anchorage, AK 9		gion, Anchorage	AK ii. Contract(C) or Grant(G) No. (C) (G)
22. Sponsoring Organization Name	and Address		13. Type of Report & Period Covered Final 14.
Supplementary Notes			

Aberract (Limit, 200 word)

On November 17, 1986 Japan Airlines Flight 1628, an all cargo Boeing 747, was enroute from Keflavik, Iceland to Anchorage, Alaska. At 9219 UTC (November 18, 1986) the captain of Flight 1628 reported traffic at his altitude 1 mile in front of his aircraft. The unidentified traffic was later reported visible on JAL 1628's weather radar and intermittently by Anchorage Center and the Military Regional Operations Center. JAL 1628 reported that the traffic stayed in his vicinity during a descent and turns, including a 360 degree turn. At 0253 UTC, JAL 1628 reported that the unidentified traffic was no longer in sight.

This report includes the inspection/investigator (Flight Standards) package, the Air Traffic package, radar data, and news release statements.

### Comment Analysis a. Descriptors

- Alaska
- · Radar tracking

### COLOR ILLUSTRATIONS REPRODUCED IN BLACK AND WHITE

@ mesers/Open-Ended Terms

Japan Airlines Flight 1628
Chidentified air traffic

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tlatement	Release unlimited	19. Security Class (This Report)	.   ZI. No. of Pages
		Unclassified	375
		20. Security Class (This Page)	22. Price

See Instructions on Reverse

OPTIONAL FORW 272 (4-77 (Formerly NTIS-35) Department of Commerce



Archives for UFO Research Arkivet för UFO-forskning Box 11027 SE-600 11 Norrköping Sweden



### page two - flight 1628

0225:50	R/D15	Negative, whuh, it's not erroneous. I want you (ROCC) to keep a good track on there, and if you pick up a code, and verify that you do not have any aircraft operating in that area military.
0225:57	ROCC	That is affirm. We do not have anybody up there right now, ah. Can you give me the position of the primary your receiving?
0226:03	R/D15	Okay, I'm not. I'm ah, picking up a primary - approximately five zero miles, south, right up there - right in front of the ah, one five five zero code.
0226:18	ROCC	Ckay, I've got him about his-ah, ch-it looks like about, ahten o'clock, at about that range, yes.
0226:25	R/D15	Alright keep an eye on that, and ah-see if-ah, any other military (unintelligible) in that area.
0227:53	ROCC	It is an unknown, okay, we've lost contact with it now.
0230:56	JL1628	It's ah, I think ah, very quite big ah, plane.
0231:48	R15	Are you (Fairbanks FAA tower) pickin up a primary target right with that aircraft?
0231:58	FBKS	Ah, no. It's (the JL1628) the only target I see there.
0232:04	R15	If you see a primary with it, keep your eye on it. And he should be at three five oh(zero)also.
0232:05	FBKS	Alright, very good, we're watching.
0232:07	JL1628	Japan Air sixteen twenty eight, ah request descent.
0232:20	JL1628	Japan Air sixteen twenty eight, request three one zero.
0232:25	R15	Japan Air sixteen twenty eight heavy, understand, requesting flight level three one zero.
0232:41	R15	Japan Air sixteen one er correction sixteen twenty eight heavy, descend at pilot discretion-maintain flight level three one zero.
0232:45	JL1628	Leaving three five zero to three one zero.
0232:58	R15	Japan Air sixteen twenty eight heavy, do you still have your traffic?
0233:00	JL1628	Still, ah, coming ah, ah, right formation, in ah formation.

page	3	-	flight	1628

		사람들은 아이들 아이들 때문에 가장 보고 있다면 하는 것이 없는 것이 없는 것이 없는 것이 없었다. 그 없는 것이 없는 것이 없는 것이 없는 것이 없는 것이 없다면
0234:52		Japan Air sixteen twenty eight heavy, understand your traffic is over Fairbanks at this time.
0234:56	JL1628	Affirmative ah request heading two one zero.
0235:02	R15	Japan Air sixteen twenty eight heavy, roger. Deviations approved as necessary for traffic.
0235:24	D15	Approach center (Fairbanks FAA tower) on the sixty one line.
0235:27	FBKS	Approach.
0235:30	D15	Look at your radar. We got a Japan Air one six two eight, ah-he's deviating. He's about ah-five miles north of Fairbanks V-O-R squawking one five five zero.
0235:39	D15	Do you have any traffic with him? He sees traffic, he was deviating.
0235:44	FBKS	Ah - ya, no we don't. I don't see anything there aside from his, ah-his target.
0236:12	JL1628	Ah-Anchorage Center; Japan Air one six two eight, request direct ah-Talkeetna.
0236:18	R15	Japan Air sixteen twenty eight heavy, cleared direct Talkeetna, and in-ah-advise me of your position of your traffic?
0236:24	JL1628	Ah, same po, same position.
0236:37	R15	Japan Air sixteen twenty eight heavy, ah-sir I'm gonna request you to . ke a right turn, three six zero degrees, three hundred and sixty degree turn, and advise me what your traffic does then.
0236:47	JL1628	Right turn, three sixty.
0237:23	ROCC	(kay. We have, no, we have confirmed, we have no military aircraft working up there.
0237:25	D15	Okay thank you very much.
0237:29	D15	You have no traffic at all?
0237:30	ROCC	That's correct, does he (JAL-1628) still have somebody visual?
0237:32	D15	He says he does.

FEKS - Fairbanks Airport FAA Approach Control (Tower)

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0237:55	R15	Japan Air sixteen twenty eight heavy. Sir, does your traffic appear to be staying with you?
0238:00	JL1628	(unintelligible) just looking.
0239:01	R15	Japan Air sixteen twenty eight. Say again?
0239:04	JL1628	It ah-disappeared. Japan Air sixteen twenty eight.
0239:58	ROCC	Ya, this is one dash two again. On some other equipment here we have confirmed there is a flight size of two around your one five five zero. Squawk one primary return only.
0240:05	D15	Okay, where is is he following him?
0240:07	ROCC	It looks like he is, yes.
0240:10	R15	Japan Air sixteen twenty eight heavy; roger. At your discretion proceed direct Talkeetna, Jay one two five Anchorage. (J125 = air route)
0240:23	R15	Japan Air sixteen twenty eight; roger. Sir, the military radar advises they do have a primary target in trail of you at this time.
0240:24	D15	Okay do you have anybody you can scramble up there?
0240:24	D15 ROCC	Oksy do you have anybody you can scramble up there?  I'll tell you what, we're gonna talk to your liasion sir about that.
		I'll tell you what, we're gonna talk to your liasion sir
0240:30	ROCC RL5	I'll tell you what, we're gonna talk to your liasion sir about that.  Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you
0240:30 0240:35 0240:51	ROCC R15	I'll tell you what, we're gonna talk to your liasion sir about that.  Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you in-trail, in-trail I say again.  Ah-I'm gonna talk to my other radar man here - has gotta,
0240:30 0240:35 0240:51	ROCC RIS ROCC DIS	I'll tell you what, we're gonna talk to your liasion sir about that.  Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you in-trail, in-trail I say again.  Ah-I'm gonna talk to my other radar man here - has gotta, he's got some other equipment watching this aircraft.
0240:30 0240:35 0240:51 0240:54	ROCC RIS ROCC DIS	I'll tell you what, we're gonna talk to your liasion sir about that.  Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you in-trail, in-trail I say again.  Ah-I'm gonna talk to my other radar man here - has gotta, he's got some other equipment watching this aircraft.  Okay.  Roger sir. Would you (JAL 1628) like our military to
0240:30 0240:35 0240:51 0240:54 0240:13	ROCC R15 ROCC D15 R15	I'll tell you what, we're gonna talk to your liasion sir about that.  Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you in-trail, in-trail I say again.  Ah-I'm gonna talk to my other radar man here - has gotta, he's got some other equipment watching this aircraft.  Okay.  Roger sir. Would you (JAL 1628) like our military to scramble on the traffic?

### page 5 - flight 1628

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end.

0242:24	ROCC ,	It looks like he, he-ah-offset left, and then possibly fell back in-trail. However, I can't see him now, I can't pick him out.
0242:29	D15	Okay thank you very much S-R.
0244:13	R15	Japan Air sixteen twenty eight heavy. Do you still have the traffic?
0244:17	JL1628	Ah-affirmative. Ah-nine o'clock, ah, ah.
0244:39	R15	United sixty nine, Anchorage request.
0244:41	UP.59	Ah, go ahead, United sixty nine heavy.
0244:43	R15	United sixty nine heavy. Sir, I've got a Japan Air seven forty seven presently in your eleven o'clock position and one hundred and one, correction, one, one, zero miles, and he has traffic (unintelligible) I'll keep you advised, ah-when you're closer to him I want you to see if you see anything with him.
 0245:04	UA69	Okay fine, ah-we'll look for ya.
0245:49	R15	United sixty nine heavy. In your eleven o'clock position, one, zero, zero miles, southbound, is a Japan Air, seven forty seven. He is at flight level three one zero. Says he has traffic at his nine o'clock position same altitude.
0246:06	UA59	We'll be looking, that's ah-ah, can't see anything yet.
0246:59	R15	Japan Air sixteen twenty eight; roger. I'm gonna have a United aircraft get close to you and take a look, ah-to see if he can identify your traffic.
0247:06	JL1628	Thank you.
0247:09	R15	United sixty nine heavy, turn ten degrees left, radar vectors, ah-to see traffic.
0248:31	R15	Japan Air sixteen twenty eight heavy. Say the position of your traffic.
0248:34	JL1628	Ah-now, ah-ah-moving to ah-around ten mile, now-ah-ah-position-ah-seven, ah-eight o'clock, ten mile.
0248:52	R15	Japan Air sixteen seventy eight heavy; roger.

UA69 = United Airlines flight #69

### page 6 - flight 1628

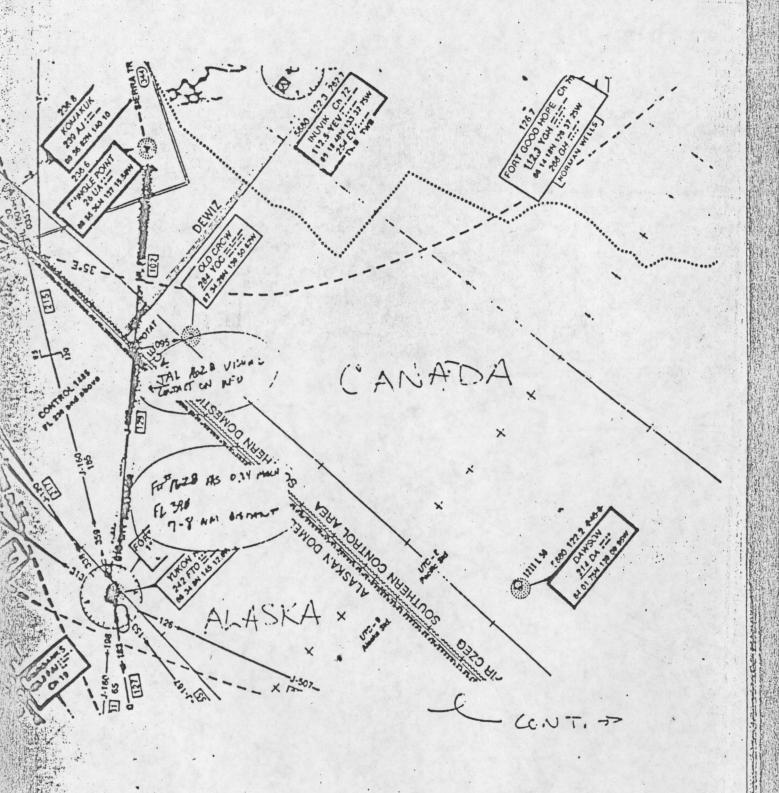
0249:52	R15	United sixty nine heavy; roger. The Japan Air says the traffic is in his seven to eight o'clock position and one zero miles in-trail.
0250:00	UA69	Okay, we're lookin.
0250:05	UA69	Why don't you get us a little closer?
0250:07	R15	United sixty nine heavy; roger. Another additional ten degrees left.
0250:14	UA69	Roger, United sixty nine.
0250:46	RL5	United sixty nine, that's what he says. Japan Air sixteen twenty eight heavy, say the position of your traffic now.
0250:52	JL1628	Ah-now distinguishing but, ah-ah-your I guess, ah-twelve o'clock below-ah-you, over.
0251:32	UA69	Ah, Center from United ah sixty nine. Ah-the-ah-Japan Airliner is silhouetted against a-ah-light sky. I don't see anybody around him at all. I can see his contrail but I sure don't see any other airplanes. Do you see him?
0251:49	R15	United sixty nine heavy, ah-negative sir. We got just a very few primary hits on the ah-target and then ah-we really haven't got a good track on him ever.
0252:31	METOT	If you want we've got extra gas we could bop up another five or six thousand feet and turn around.
0252:36	R15	Totem (military C130 flight) seven one, ah roger sir. If you'd like ah-standby, Totom seven one, turn ah-right, heading two five, correction turn right, heading two seven zero, radar vecturs to intercept.
0253:10	R15	Japan Air sixteen twenty eight heavy, descend at pilot discretion, maintain flight level two five zero.
0253:13	JL1628	Japan Air sixteen twenty eight, ah-pilot's discretion, maintain ah-ah-two five zero, so-ah-ah-I cannot, I couldn't see ah-U-F-O, over.
0253:27	R15	Japan Air sixteen twenty eight heavy. Understand you do not see the traffic any longer.
0253:31	JL1628	Affirmative.
0254:04	TOTEM	Okay sir, we're searching this time, we think we have him.

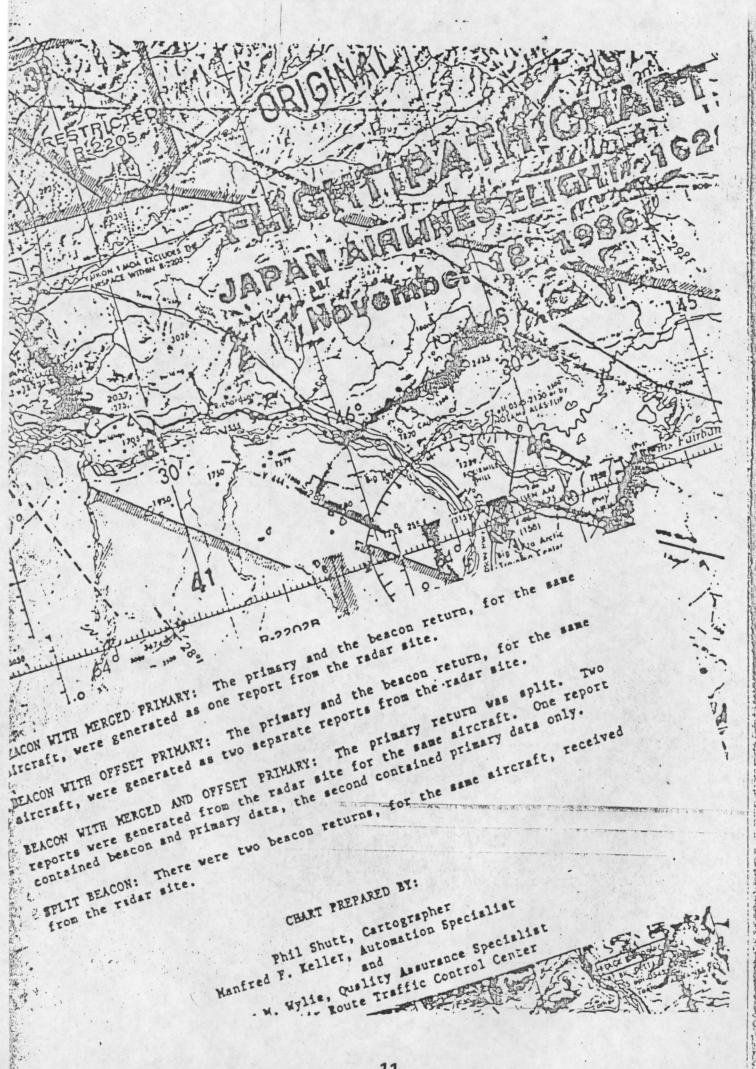
TOTEM = Military C130 aircraft

### page 7 - flight 1628

0254:09	R15	Japan Air sixteen twenty eight heavy, flash your landing lights please.
0255:25	TOTEM	Ah, yes sir, we've got him insight.
0255:35	R15	Totem seven one, do you see any traffic in his vicinity?
0255:38	TOTEM	Not flashing any lights at this time sir.
0323:		JL1628 landed at Anchorage International Airport (approximate)

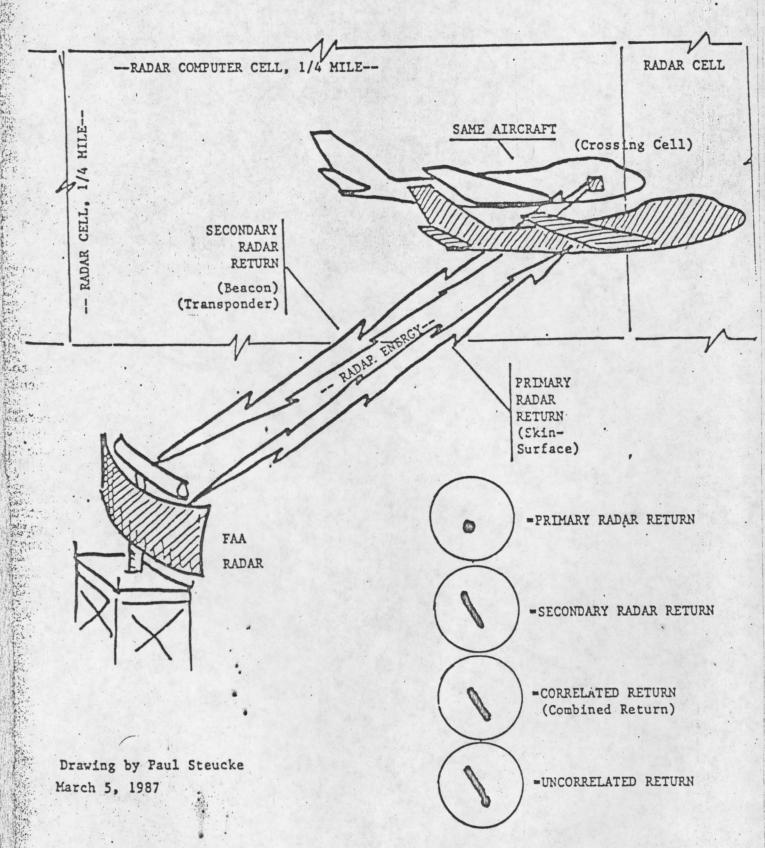
Universal Time Coordinated. (Uses to the Least The International Contract of the Coordinated Courses to the Course to the Coordinated Courses to the Coordinated Courses to the Course to the Cou UTC NORAD North American Defense Air Command FSD0-63 FAA Flight Standards District Office, Anchorage/S.C. Area POTAT Intersection location name on airway map. (Northwest of . Fort Yukon. J529 Airway route INS Internal Navigation System ARTCC (Anchorage) Air Route Traffic Control Center (Enroute traffic) PVD Plan View Display (Radar Screen) ROCC Regional Operations Command Center (Military, AF) 350 35,000 feet elevation





#### UNCORRELATED RADAR SIGNALS

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



# ANALYSIS OF UNCORRELATED PRIMARY AND BEACON TARGETS (JAL-1628, 11/17/86 AKST)

Approximately 61 minutes of data was extracted from the EARTS CDR printouts relating to the November 18 incident involving JAL-1628 and the alleged UFO sighting.

Review of the data involving this incident did not show any abnormalities that could be associated with any type of target as indicated by the pilot of JAL-1628.

Radar returns from the aircraft and surrounding terrain vary with the different segments of the flight, but are considered normal for the area.

Returns relating to the incident can be categorized as three types: primary radar reinforced by a beacon reply (primary radar returns and beacon returns are both evident in the same 1/4 mile range cell), beacon only reply and beacon with an associated radar reply. Seventy-two percent of the replies were radar with beacon reinforcement (same range cell) which is normal for the Murphy dome radar system.

Approximately 25 percent were beacon only and of those that registered as beacon only, 90 percent of those had a primary only reply within 1/8 of a mile. either ahead or behind the beacon target (5 behind, 12 ahead).

These uncorrelated primary returns are not uncommon, due to the critical timing associated with the delay adjustments in the aircraft transponder for beacon systems and the target correlation circuitry within the radar equipment.

When an aircraft is being interrogated as it passes through the beginning of adjacent range cells the intricate timing between the two systems very often is off just enough to declare both a beacon and a radar target in different range cells, resulting in uncorrelated radar replies.

The data derived from the JAL-1628 flight is representative of the data from another aircraft in the same general area and is considered normal.

DS.
Dennis R. Simantel
ZAN-AAL-ARTCC

CONCUR: David 7. Morse, AAL-400

March 5, 1987 FAA, Alaskan Region Public Affairs Office 701 C Street, Box 14 Anchorage, Alaska 99513

COMPUTER CDR PRINTOUT
Reference to Japan Air Lines Flight #1628
November 17, 1986, 5:19 pm AKST
RECORDED FAA RADAR DATA

TIME:11/18/86, 02:11.23 UTC 11/18/86, 02:49.13 UTC\*

(38 minutes computer time)
(20 minutes between first and last uncorrelated return)

KANGE:35-215, AZIMUTH: 1-90

1550 = Computer assignment number for JAL #1628.

RB = Reinforced Beacon return (Normal)

RT = Primary radar return, uncorrelated (Skin/surface)

BT = Secondary radar return, (Beacon/transponder)

Number of pages in computer printout = 15 Pages with uncorrelated returns: 2,3,4,5,6,7,10.

19 = NUMBER OF UNCORRELATED RETURNS

86 = NUMBER OF USABLE RADAR RETURNS

105 = TOTAL NUMBER OF RETURNS FOR ABOVE TIME FRAME.

0219:15, (5:19 pm) Pilot first questioned ARTCC re other traffic. 0253:13, (5:53 pm) Pilot said, "I couldn't see UFO".

\*UTC = UNIVERSAL TIME COORDINATED

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DISP	2. CFFI.E AND-201				EST Peter F	. Beck
٥	3. DATE January 26, 1987		8. RELATED		None	
	On November 17, 1986 Japan				-	
E	en route from Keflavik, Ice 1986) the captain of Flight of his aircraft. The unide 1628's weather radar and in Regional Operations Center. vicinity during a descent a JAL 1628 reported that the	"1625 reported intified traffic termittently by JAL 1628 repoind turns, inclu	traffic at 1 was later of Anchorage ( rted that the ding a 360 (	nis altitureported v Center and the traffic degree tur	de l mile risible on the Milit stayed in the At 02	in from
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#### INSPECTION AND SURVEILLANCE RECORD

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& HAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT,	S. CERTIFICATE NO. OR	6. RESULTS	7. FURTHER
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L FINDINGS/RECOMMENDATIONS

J.A.L. 8-747 CARGO FLT 1628 From ICETAND TO ANCHORAGE. CAPT. KENJY TERAUCKI. SPEED .84 HACK.

I received A CALL From Dick Power's CONCERNING A

JAL FLT which the CAPT. HAD STATED HE WAS being followed or Shadowed.

I Observed The AK LAND ON R/W 6R AT 1820 hours
NO OTHER A/C WAS NOTED. THE B-747 TAYIED TO

INTE RAMP Avea. I INTERVIEWED CAPT. TERAUCHI & CVEU
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. SAM AFTER PASSING the Canadism/
RISTATED that approx. SAM AFTER PASSING the Canadism/
RISTATED Host of the A/C it had lights for 5 in

NM IN Front of the A/C it had lights for 5 in

A line (see drawings) and he said it was begger
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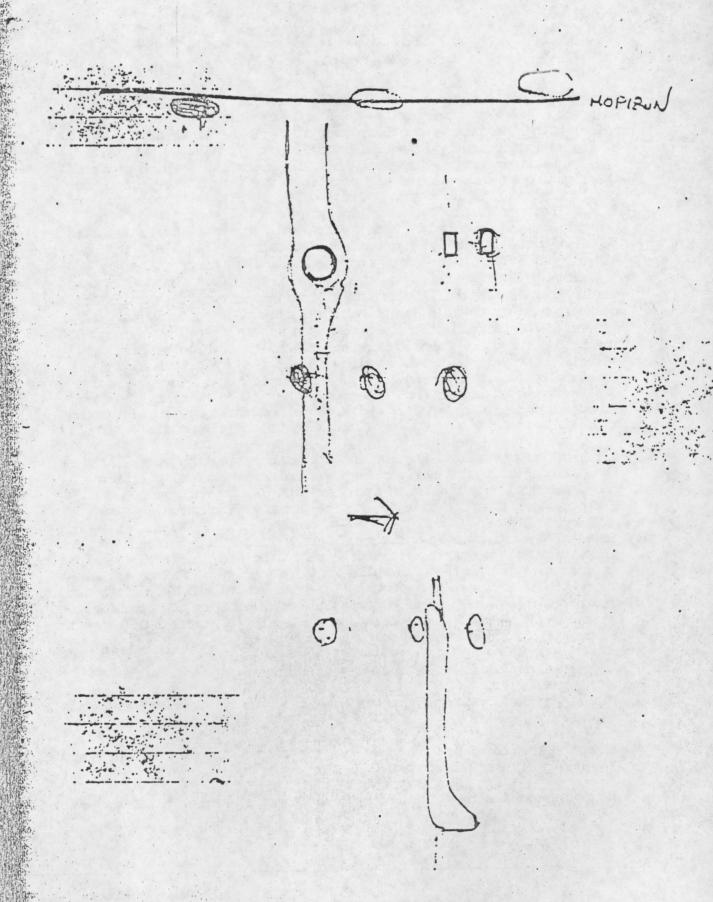
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## DEPARTMENT OF TRANSPORTATION LERAL AVIATION ADMINISTRATION AIR TRANSPORTATION SECURITY

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 sited (visually) the unidentified air traffic (UAT) in the vacinity 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 Berdix 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). Captian 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 approximmately 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 vacinity 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	Ar Anchorage, Alaska
Ponald E. Mickle, FAA S/A	FILE NO.
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## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AIR TRANSPORTATION SECURITY

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.

November 17, 1986

Ar Anchorage, Alaska

Fronald E. Miche, PSI, FAA, AAL-700

FILE NO.

400 141-014

FAA Form 1600-22-1 (2-73)

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## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AIR TRANSPORTATION SECURITY

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 proceded 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 W radar at about 7 miles. The lights were yellow, amber, and green, but no red. The lights were in two seperate sets which changed position relative to one another. The crew said that they contacted ARTCC confirmed that they also had it on radar. Hear Fairbanks, the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceded to Anchorage and the lights were still visible until around 40 miles north of TAR when they moved away to the east. The crew reported their speed as 0.5% 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 VMF receiver. The Navigational system in use was INS with no apparent problems.

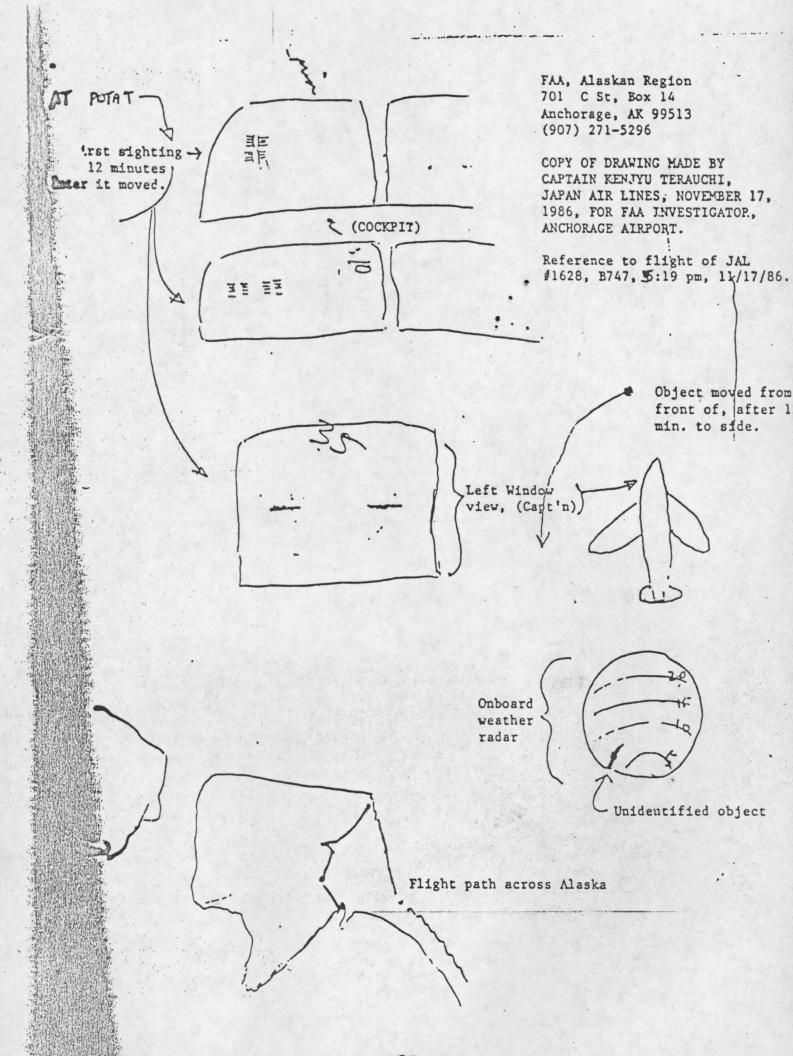
Upon completion of my discussion with the crew, I called Captain Stevens (Duty Officer to NORAD) and asked if he had any question other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence 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	Ar Anchorage, Alaska,
or Special Agents James Derry	FILE NO.

MA Form 1600-32-1 (2-73)

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#### RECORD OF INTERVIEW WITH JAL CAPTAIN

Richard Gordon, Manager, FSDO-63 Kenju Terauchi, Captain, JAL Frank Fujii, Interpretor, JAL Sayoko Mimoto, FAA Airways Facilities Mr. Shinbashi, Station Manager

On January 2, 1987, Inspector Richard O. Gordon, FSDO-63, and Japanese Interpertor Sayoko Mimoto, FAA Airways Facilities, interviewed JAL Cartain Kenju Terauchi at JAL Operations, Anchorage, Alaska. The interview was conducted for the purpose of gathering first-hand witness testimony with regard to a sighting on November 17, 1986, by Captain Terauchi and his crew of an unidentified flying object. The following text is a record of the interview:

R. Gordon Think what I'm going to . . .

#### Carbled

- R. Gordon

  I have a, ch, a few questions here, and I'll be glad to let you read them and it's just some clarification because I didn't do it, but one of the people that work for me, I'm the office manager over here at the FSDO, the Flight Standards Office. And Jack Wright, one of my people came over and met with the Captain the first night . . .
- K. Terauchi Oh yeah.
- R, Gordon Jack Wright gave you his card . . .
- K. Terauchi Yeah.
- R. Gordon Well then that's what Jack wrote down here. Well when they came I was out of town, I was in Washington DC, but when I came back, then I asked a couple questions and then the Administrator is asking some questions and I said, well we don't know we didn't ask that, so they gave me that list of questions right there, and we'll just address them along the way and then talk about them.
- K. Terauchi Okay.
- R. Gordon And it's almost reiterating what we've been through already on this thing.
- K. Terauchi Scretimes, sometimes.
- F. Fujii Reiterating questions, but, was this the first experience, Captain?
- K. Terauchi No, third time.
- R. Gordon This is the third time that ah that you've seen, where, in the same area or . . .

K. Terauchi No, no, no . . . um, ah I saw, um, mothership. Taipai, Kushung, Formosa, south of Formosa.

R. Gordon Around, near Formosa.

K. Terauchi Yeah ah no

F. Fujii This Tiapai mainland China

R. Gordon Uh uh

K. Terauchi And Taipai, Kushung is here, so ah this cargo flight ah I took off ah 2 am midnight, after midnight, after takeoff. When we start climb we saw left-hand side big mothership, but ah . . . it was so wierd, I ignored it (did not look).

F. Fujii Cause he wasn't feeling well . . .

R. Gordon No I can understand that, but that was the first time?

K. Terauchi Eig Ship - yes and the second time ah, the, in my home I saw a sky clear daytime; ah, we can, we saw bright lights, I guess maybe ah 10,000 feet so ah . . . the light continued for about ten minutes.

F. Fujii The light continued for about ten minutes, so ah disappeared suddenly.

K. Terauchi It's ah I guess this one.

R. Gordon Okay now this one you saw off mainland China what timeframe did that happen, when did that happen?

T. Fujii What-time was it?

K. Terauchi 2 am

R. Gordon When last month

Interruption

2. Gordon Okay, excuse me one moment, but ah . . . Okay Frank I was trying to figure out that first sighting last year or this year

L. Terauchi Five years ago

2. Gordon Oh five years ago, just trying to get the timeframe that we sighted these things ah, the next one was that we wanted to talk about . .

T. Fujii Was it the first experience for the crew members?

- R. Gordon First time for the other crew members, okay that's fine.
- K. Terauchi I think it was the first time.
- F. Fujii Who was the first person who saw it?
- K. Terauchi It was me. I saw it in inside.
- F. Fujii What did you notice at first?
- K. Terauchi During first time we saw light, I think a navigation light.
- R. Gordon Ah ha, but you saw it visually first you didn't pick it up on radar or anything you just saw some light out there, okay and that really coinsides with the air traffic statement, you called and said do you have any traffic in my area
- K. Terauchi Yeah, yeah before, before, about six minutes before I saw this one so ah . . .
- R. Gordon You were watching him for about five or six minutes before you called . . .
- K. Terauchi Before I contact Anchorage Center
- R. Gordon Ah ah, okay

- F. Fujii Okay fourth question, what did you see exactly shape, light, and all, the shape, lighting, etc. . . .
- R. Gordon Well if you can just explain these to me cause it looks like you've done alot of drawing here so it's not necessary for you to redraw all this stuff
- K. Terauchi This light was amber and whitish, but, when it came to here it was only amber . . . white light. Why don't I understand. (Japanese) right
- F. Fujii First of all it's like amber and whitish color, came closely it seems like all the output exhaust pocition of the jets, all these Challenger
- R. Gordon Look like something like after burners . . . okay okay, like each one of these was an individual exhaust
- ? Yes
- R. Gordon Okay
- K. Terauchi So this light is special like (Japanese) when ah Challenger, yes & F. Fujii like Challenger took off amount of flame going on, we can't see Challenger by this flame

- R. Gordon Okay, yes
- K. Terauchi But this one is nozzle direction (Japanese)(garbled) we couldn't see this light this direction we could see big flame
- R. Gordon Maybe we're saying then if you're looking at the back of it and then when it turns sideways this doesn't show. Okay I understand.
- F. Fujii From the forward you could see the flame and the exhaust and flame were surrounding it.
- R. Gordon Okay
- F. Fujii So maybe ah, I I think ah, um exhaust started (garbled)
- R. Gordon Being okay these things here, maybe being each one of these things here, so these were maybe stacked, in otherwards if you were looking at the top view down, you would just see one if you come around here you would see all of those lights. Okay yeah
- K. Terauchi So if they moved up or I guess this ah exhaust moved to ah, this way down so finally five years ago I saw the rocket.
- R. Gordon Maybe that would account for that bright light he saw five years ago. In otherwords if these turned down you couldn't see them and then when it looked like it moved over here some over here turned up and then you could see them where it looked like it moved over there? So you're saying . . .
- K. Terauchi Anyway ah (Japanese) right (Japanese) . . . Talk to me . . . Could not see but only here and here . . . and this, here, dark area, I saw sparks, like fire. When using gasoline or carbon fuel. You can see a great big flame, but I could not see (flame) at all in this angle, although there was a big blast.
- T. Fujii Seems like it's really high technology because you can't see anything over here unless it's spinning rotation.
- R. Gordon Yeah, okay, yeah, somebody said sometimes the sparks kick over into that and you could see the exhaust, now with ah that in mind this other picture you have here, where would this be on this thing captain?
- 7. Fujii What you're asking him where this (garbled) . . .
- Terauchi Quite different, this is just small space ship, this one size of carrier, two times carrier so mothership, so ah after they flew with us three ah five minutes like home mission, then move to a mothership. So then I found mothership light, but this is not light, all engine, because ah we have contact seven or eight mile here, so we saw this first lights, so um after light contact ah they move behind so we saw this pairs of light, so we saw this light same size, this one, same size.

- R. Gordon Same distance apart . . . Now do you think that was just the mothership and then these little things were . . .
- K. Terauchi But, yes, that right
- R. Gordon I mean they were moving along, at that time where were these lights, captain?
- F. Fujii (Japanese) disappear
- R. Gordon Okay, okay
- K. Terauchi Then we find this light, so I think this one is light, but I think now this is engine, so ah, same type of engine, the same logic. . . the same type of engine. This one and this one, the same logic, this point and this point are the same just bigger in . size. This is the small one so it looked like this, but the bigger one, I could not see but only here, small size, big size, same technology. Yeah
- R. Gordon Oh, oh
- F. Fujii The mothership seems like it, he said that, this, this, same technology, type of engine
- R. Gordon Well they're alot, much larger.
- K. Terauchi Yes, much larger . . .
- R. Gordon So this right here would be ah, sitting . . .
- S. Mimoto No, this light is sitting here
- K. Terzuchi Yeah, yeah, yeah, yeah, yeah, yeah, yeah . . .
- R. Gordon . . . Only much larger (garbled)
- K. Terauchi Yeah much larger, much power. But, this color is white uh . . it's ah um dark white pole . . . weak light . . . (unintelligible)
- A. Gordon Maybe because it's so much bigger.
- L. Terauchi Yeah
- Cordon Now this distance, now you were speaking of these were fairly close uh?
- L. Terauchi Hum uh, ah distances is ah, ah, not this, this one ah, 500, ah between 500 and 1,000 feet.
- Cordon Okay, out from you, and then it took off and went out here and maybe this is, ah, you said five to seven ailes or something on the radar.

A JAL flight engineer, Yoshio Tsukuba, was interviewed by Pete Beckner of FAA on January 15, 1987, through an interpreter, Sayoko Mimoto, regarding to the UFO which had been sighted on the 17th of November, 1986, by Captain Terauchi.

Beckner: Describe what you saw.

Tsukuba: May I speak in Japanese?

Beckner: Oh! Yes, please. Mimoto: Oh! yes, please.

Tsukuba: The first time I saw it was through the L1 window, at the l1 o'clock position. It looked larger than navigation lights. I do not remember exactly how many of those (lights) were there but clusters of lights were undulating.

Beckner: What was the color of those lights, was it green?

Tsukuba: I can not describe the details but it was white or amber colored lights.

Beckner: When you saw the object was it obvious to you? Did you notice it immediately?

Tsukuba: Yes, it was. I noticed it immediately.

Beckner: Did it stay with you at position 11 o'clock? How long did you see this object?

Tsukuba: Yes, approximately 5 minutes, 10 minutes, I think I saw it for about 10 minutes after I sighted it the first time. The reason is because the Captain wanted to take pictures. His camera bag was placed behind his seat, beside mine, and I handed it to him. But he could not take pictures, so I placed his camera bag beside my seat again. So I think it took about 10 minutes.

Beckner: Why could he not take any pictures?

Tsukuba: Well, his camera is Alpha 7,000, with film ASA 100. He could not operate it well. I mean the operating procedure of the camera was not understood well.

Beckner: What kind of camera did he have?

Tsukuba: Alpha 7,000. It is made by Minoruta. I wonderwhat it is called in America.

Beckner: Have you seen this kind of thing before? Was this the first time anything of this nature has happened to you?

Tsukuba: Yes, this was the first time.

Beckner: Who first sighted the object?

Tsukuba: I do not know which person picked it up first. I was making a landing data. The Captain told us to see if there is a some kind of object outside.

Beckner: Did you see the radar?

Tsukuba: When the Captain told me to look, I could see the radar.

Beckner: Were you able to see it on radar? What did you see on the radar?

Tsukuba: Yes, a green dot like, not exactly like a dot. It was not a dot, but stream like, I think the range was about 10 miles. I do not think it (on the radar) was the same lights as the one I saw in front of us.

Beckner: How was the intensity of the lights? Did the intensity of the objects' lights change?

Tsukuba: Basically the same. I cannot describe it. Not even in Japanese. The first one did not change. The second light was very difficult to see. It was so vague.

Beckner: Was any other target picked up on radar?

Tsukuba: I cannot remember. The tilt angle of the radar was difficult to see.

Beckner: Difficult to remember, on the radar, did you have to look for the object?

Tsukuba: I identified immediately the one in front of us .

Beckner: At the time of sighting, how were the lighting conditions outside?

Tsukuba: It was just at sunset at right front of us. There was a stripe of red line and almost dark, it was almost pitch dark behind us.

Beckner: How was the lighting conditions inside the cockpit?

Tsukuba: We had night illumination at above sideways. I was using a spot light while calculating the data. I do not remember whether the Captain had the lights turned off or not. There is a switch that can turn the light to regular fluorescent or to dark. It was set to dark.

Beckner: How long did you see the object?

Tsukuba: The one in front of us, as I mentioned earlier, I saw it for about 10 minutes, then, the one on our left side at 9 o'clock, together, a total of 30 minutes. The lights in front of us and the other one were of two absolutely different nature of lights.

Beckner: Would you show us what they looked like on this paper?

Tsukuba: The lights in front of us were clusters of lights like this. I think they were made of two parts. How should I say this, but the lights were shaped like windows of a passenger aircraft.

Beckner: What was the shape of the object like?

Tsukuba: I do not know. It was just lights. The one in front of us was like an aircraft viewed from another aircraft which was ours.

Beckner: Did the object move with your aircraft when you changed direction or altitude?

Tsukuba: When we saw the first one in front of us, we'did not change the heading, but the second one, it was really hard to see, I had to try real hard to see it, so we changed heading. I think the object was with us when we changed altitude. When we changed altitude, I could not see. The Captain said it was still there, so I felt like it was there.

Beckner: Did you see another aircraft?

Tsukuba: I saw United Air Line.

Beckner: Any other lighted, or unlighted objects?

Tsukuba: When the United aircraft was passing by, we were seeing the second lights.

Beckner: Did the intensity of lights change?

Tsukuba: The first lights I saw was unchanged until they disappeared. The second one, it was so hard to see.

In my mind, I am not certain whether it was lights of a distant town or a strange object.

Beckner: What were the weather conditions?

Tsukuba: It was clear.

Beckner: Did you see any stars?

Tsukuba: I think there were stars, but ...

Beckner: Any-magnetic disturbance?

Tsukuba: No.

Eeckner: Were there any instrument fluctuations on your Flight Engineer's panel during the objects presence?

Tsukuba: No, it didn't (there weren't).

Beckner: Do you wear glasses?

Tsukuba: No, I don't.

Beckner: Was there any reflection on the inside of the glass?

Tsukuba: Reflection? What do you mean?

Mimoto: Did you'see any reflection of inside lights on the aircraft window glass?

Tsukuba: No. there was not any.

Backner: Would you like to add anything? Do you have any questions? We have come here and interviewed you a lot. Is there anything we can answer regarding your questions?

Tsukuba: The points I would like to reinforce are that the lights in front of us were different from town lights. I can not describe the shape. I am not as certain as I am about the lights on the left side. I do not know what the shape of the objects was. So I am sure that the lights that were in front of us were different from town lights. When I was interviewed here at the first time by FAA personnel, I was not sure whether the object was an UFO or not. My mind has not changed since then.

Peter E. Beckner

A.S.I.

Sayoko D. Mimoto Interpreter F.E.'s DRAWINGS

SAW ON RADAR.

WHAT F.E.
SAW AT 11:00
PESITION

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#### 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.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

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 The aircraft advised he had traffic 12 o'clock same altitude. I vicinity. 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 3600 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 J11628 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

Parl E. Henry

# FEDERAL AVIATION ADMINISTRATION Anchorage Air Route Traffic Control Center

January 6, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Carl E. Henley (HC). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 2030 UTC, November 18, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, and the R15 position from 0230 UTC, November 18, 1986 to 0258 UTC, November 18, 1986.

I am making this statement to clarify certain points in my original statement dated November 19, 1986.

Ref paragraph 4:

I stated in paragraph four that several times I had several primary returns where JL1628 reported traffic; in sctuality I observed three types of targets. I saw tentative radar targets which showed up as a (-) symbols. I saw (+) symbols that indicate radar only tracks. I also saw non run lenth targets which show up as a (.) symbols.

Additionally, I stated the traffic stayed with JL1628 through turns and descent, this information was what I received from JL 1628.

Carl E. Henley

Air Traffic Control Specialist

Anchorage ARTCC

### FEDERAL AVIATION ADMINISTRATION Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident involving aircraft JL 1628 morth of Fairbanks on November 18, 1986 at 0218 UTC.

By name is Samuel J. Rich (SR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

The pilot of JL 1628 reported that he had traffic at his altitude. He stated it was a big plane with yellow and white lights. We advised him we had no traffic in his position. We adjusted the radar PVD to approximately a 25 mile scale and there was a radar return in the position the pilot had reported traffic.

I called ROCC to ask if they had any military traffic operating near JL 1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL 1628. ROCC advised that they had traffic near JL 1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL 1628, they said they would call back. However, there was no further communication regarding the request for a scramble.

Samuel J. Rich

Air Traffic Control Specialist

Anchorage ARTCC

### FEDERAL AVIATION ADMINISTRATION Anchorage Air Route Traffic Control Center

January 9, 1986

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is John L. Aarnink (AA). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2230 UTC, November 17, 1986 to 0630 November 18, 1986 I was on duty in the Anchorage ARTCC. I was training on Sector D13 from 2300 UTC, November 17, 1986, to 0300 UTC, November 18, 1986.

I was on my way to take a break when I noticed the unusual activity at the Sector 15 positions. I plugged into the C15 position and assisted them by answering telephone lines, making and taking handoffs, and coordinating as necessary. As to the specific incident, I monitored the aircrafts transmissions and observed data on the radar that coinsided with information that the pilot of JL1628 reported. I coordinated with the ROCC on the BRAVO and CHARLIE lines. They confirmed they also saw data in the same location. At approximately abeam CAWIN intersection, I no longer saw the data and the pilot advised he no longer saw the traffic. I called the ROCC and they advised they had lost the target. I then unplugged from the position and went on a break.

John-L. Aarnink

Air Traffic Control Specialist

Anchorage ARTCC

(0214)		
(0215)		
(0216)		
(0217)		
(0218)		
(0219)		
0219:15	JL1628	Anchorage Center Japan Air sixteen twenty eight ah do you have any traffic ah seven o'clock above
0219:24	R/D15	Japan Air sixteen twenty eight heavy say again
0219:28	JL1628	Ah do you have any traffic in front of us
0219:32	R/D15	Japan Air sixteen twenty eight heavy negative
0219:36	JL1623	Ah Japan Air sixteen twenty eight roger and ah we insight ah two traffic ah in front of us one mile about
0219:49	R/D15	Japan Air sixteen twenty eight roger do you have ah can you identify the aircraft
0219:58	JL1628	Ah we are not sure but ah we have traffic in sight now
0220:04	R/D15	Japan Air sixtee twenty eight heavy roger maintain visual contact with your traffic and ah can you say the altitude of the traffic
0220:14	JL1628	Um at the same altitude sixteen twenty eight
0220:21	R/D15	Japan Air sixteen twenty eight roger would you like higher or lower altitude

0220:27	JL1628	Ah no negative Japan Air sixteen twenty eight
(0221)		
0221:19	R/D15	Japan Air sixteen twenty eight heavy sir if your able to identify the type of aircraft sh and see if you can tell whether its military or civilian
0221:35	JL1628	Ah Japan Air sixteen twenty eight we cannot identify ah the type ah but ah we can see ah navigation lights and ah strobe lights
0221:48	R/D15	Roger sir say the color of the strobe and beacon lights
0221:56	JL1628	The color is ah - white and yellow I think
0222:03	R/D15	White and yellow thank you
0222:09	R/D15	Japan Air sixteen twenty eight heavy say flight conditions
Y carry		
0222:11	JL1628	Ah normal
0222:12	R/D15	Roger sir do you have clouds ah above you or below you
0222:16	JL1028	Just ah ah same level
0222:23	R/D15	Japan Air sixteen twenty eight say again
0222:26	JL1628	Ah same ah same level ah flight level three five zero
	ij	
0222:31	R/D15	Roger sir do you have clouds I say again do you have clouds above you or below you

0222:41	R/D15	Japan Air sixteen twenty eight your garbled change to frequency one three three point one
0222:46	JL1628	Ah confirm one three three one
0222:48	R/D15	Japan Air sixteen twenty eight heavy affirmative
0222:52	JL1628	Thank you
0222:55	JL1628	Anchorage Center Japan Air sixteen twenty eigh flight level three five zero
0223:00	R/D15	Japan Air sixteen twenty eight heavy roger and d you have clouds above you or below you
0223:05	JL1628	below - below us Japan Air sixteen twenty eight
0223:10	R/D15	Japan Air sixteen twenty eight roger
0223:13	JL1628	And now the target ah traffic is ah extinguished a we cannot see now
0223:19	R/D15	Japan Air sixteen twenty eight roger and I'm no receiving any relar replies
0223:26	JT.1628	Ah negative
0223:35	ROCC	One dash two go ahead
0223:37	R/D15	Ya could you look ah approximately forty miles sour of Fort Yukon there should be a code up there of or five five zero can you tell me you see a primartarget about his position
Yes		target about his position

Just ah now (unintelligible)

0222:36 JL1628

0223:51	ROCC	Okay stand-by I'm going to expand out just a moment here one five five zero squawk huh
(0224)		
0224:09	R/D15	Affirmative
0224:11	ROCC	Let me take a look here
0224:13	R/D15	Righ altitude thirty five thousand
0224:14	ROCC	Okay let me switch over to my other scope here
0224:17	JL1628	Japan Air sixteen twenty eight
0224:19	R/D15	Alright I'll see what ah I'll call you right back
0224:21	ROCC	Okay R-F
0224:50	R/D15	Japan Air sixteen twenty eight do you still have ah visual contact with the ah traffic
0224:53	JL1628	Affirmative sh so we radar contact sh (unintelligible)
0225:02	R/D15	Japan Air sixteen twenty eight heavy roger sir I'm picking up a ah hit on the radar approximately five miles in trail of your six o'clock position do you concur
0225:12	JL1628 :	Ah negative ah eleven o'clock ah eight miles ah sam level over
0225:18	R/D15	Japan Air sixteen twenty eight heavy roger

0225:37	ROCC	One dash two's on
0225:39	R/015	Ya ah did you get another ah target up there by that one five five zero code
0225:43	ROCC	Okay I've got your squawk it looks like I am getting some surge primary return ah I don't know if it's erroneous or whatever but
0225:50	R/D15	Negative whuh it's not erroneous I want you to keep a good track on there and if you pick up a code and verify that you do not have any aircraft operating in that area military
0225:57	ROCC	That is affirm we do not have anybody up there right now ah can you give me the position of the primary your receiving
0226:03	R/D15	Okay I'm not I'm ah picking up a primary approximately five zero miles south right up there right in front of the ah one five five zero code
0226:13	ROCC	Okay I've got him his about
0226:15	R/D15	Eight miles in front of the one five five zero code he's got traffic at the same altitude three five oh
0226:18	ROCC	Okay I've got him about his ah oh it looks like about ah ten o'clock at about that range yes
0226:25	R/D15	Alright keep an eye on that and ah see if ah any other military (unintelligible) in that area
0226:33	ROCC	Okay ah we'll look around here see what we can find out
0226:35	R/D15	H-C

	0226:36	ROCC	Okay R-F
	(0227)	Part of the second	
	0227:43	ROCC	One dash two
	0227:45	R/D15	Ya ah reference that ah (unintelligible)
	0227:48	ROCC	Okay
	0227:49 .	R/D15	That is unknown to us
	0227:50	ROCC	It is what
	0227:52	R/D15	It is ah unknown to us
しているから	0227:53	ROCC	It is an unknown okay we've lost contact with it now
学は 中川 小さばい物	0227:58	R/D15	Okay were not working that sircraft (unintelligible)
母の名のないないない	0228:04	ROCC	Okay I - I'm still not I we lost contact on him now I don't see him at all
中華の	0228:09	R/D15	Okay
いるない	0228:10	ROCC	Okay R-F
	(0229)		
	(0230).		
	0230:16	JL1628	(unintelligible )
	0230:20	R15	Japan Air sixteen twenty eight heavy you're coming in broken say again

0230:23	JL1628	Request ah deviate ah ah from ah from object request heading two four zero
0230:31	R15	Japan Air sixteen twenty eight roger fly heading two four zero Japan Air sixteen twenty eight ah heavy deviatious approved as necessary for traffic
0230:49	JL1628	It's ah quite big
0230:52	R15	Japan Air sixteen twenty eight heavy you're still broken say again
0230:56	JL1628	It's ah I think ah very quite big ah plane
	****	
(0231)		
0231:27	R15	Approach sector fif approach fifteen request
0231:36	APCH	Go shead
0231:40	R15	Let's see one two miles southeast of the Alpha (unintelligible) you'll see a code of one five five zero at flight level three five zero
0231:47	APCE	Ya
0231:48	R15	Are you pickin up a primary target right with that aircraft
0231:51	APCH	You mean aside from the aircraft itself
0231:53	R15	Ya ya other than that one are you pickin up a ah it a be primary ah he's probably not squawking a code
0231:58	APCH	Ah no it's the only target I see there

0232:00	R15	Okay if you see a primary watch that fifteen fifty code if you have time
0232:03	APCH	Ya
0232:04	R15	If you see a primary with it keep your eye on it and he should be at three five oh also
0232:05	APCH	Alright very good we're watching
0232:07	JL1628	Japan Air sixteen twenty eight ah request descent
0232:20	JL1628 ·	Japan Air sixteen twenty eight request three one zero
0232:25	R15	Japan Air sixteen twenty eight heavy understand requesting flight level three one zero
0232:34	R15	Japan Air sixteen twenty eight heavy your transmissions are broken say again
0232:39	JL1628	Flight level three one zero
	R15	Japan Air sixteen one er correction sixteen twenty eight heavy descend at pilot discretion maintain flight level three one zero
0232:45		Leaving three five zero to three one zero
thr.	R15	Japan Air sixteen twenty eight heavy do you still have your traffic
<b>233:</b> 00	JL1628	Still ah coming ah ah right formation in ah formation
(233:07	R15	Japan Air sixteen twenty eight understand

	(0234)		
	0234:38	R15	Japan Air sixteen twenty eight heavy say position of your traffic
	0234:42	JL1628	Affirmative west of ah Fairbanks
	0234:52	R15	Japan Air sixteen twenty eight heavy understand your traffic is over Fairbanks at this time
	0234:56	JL1628	Affirmative ah request heading two one zero
	0235:02	R15	Japan Air sixteen twenty eight heavy roger deviations approved as necessary for traffic
	0235:15	R15	Japan Air sixteen twenty eight say altitude of your traffic
	0235:20	JL1628	Ah ou ah sa ah same level
	0235:24	D15	Approach center on the sixty one line
	0235:27	АРСН	Approach
	0235:28	D15	Have you got a second
	0235:29	APCH	Sure go ahead
一人 一	0235:30	D15	Look at your radar We got a Japan Air one six two eight ah he's deviating he's about ah five miles north of Fairbanks V-O-R squawking one five five zero
	0235:38	APCH	Uh huh

	0235:39	D15	Do you have any traffic with him he sees traffic he was deviating
	0235:42	RI5	I already asked approach
	0235:43	D15	Oh he's already asked you I guess huh
	0235:44	APCE	Ah - ya no we don't I don't see anything there aside from his ah his target
	0235:49	D15	Okay thank you S-R
	0235:50	APCH	Unintelligible
	(0236)		
	0236:12	JL1628	Ah Anchorage Center Japan Air one six two eight request direct ah Talkeetna
4,	0236:18	R15	Japan Air sixteen twenty eight heavy cleared direct Talkeetna and in ah advise me of your position of your traffic
	0236:24	JL1628	Ah same po same position
	0236:37	R15	Japan Air sixteen twenty eight heavy ah sir I'm gonna request you to make a right turn three six zero degrees three hundred and sixty degree turn and advise me what your traffic does then
	0236:47	JL1628	Right turn three sixty
	(0237)		
The same of	0237:12	D15	Anchorage Center

0237:13	ROCC	Ya one dash two are you still working the one five five zero squawk
0237:18	D15	One five sh
0237:19	ROCC	Ya he's the one that had somebody in front of him level
0237:21	D15	Yes
0237:23	ROCC	Okay we have no we have confirmed we have no military aircraft working up there
0237:25	D15 .	Okay thank you very much
0237:27	ROCC	Does he still have tally on the aircraft out there
0237:29	D15	You have no traffic at all
0237:30	ROCC	That's correct does he still have somebody visual
0237:32	D15	He says he does
0237:33	ROCC	Oh okay thank you
0237:55	R15	Japan Air sixteen twenty eight heavy sir does your traffic appear to be staying with you
0238:00	JL1628	(unintelligible) just looking
0238:54	R15	Japan Air sixteen twenty eight sir do you still have the traffic
0238:57	JL1628	Ah (unintelligible) distinguished

0239:01	-R15	Japan Air sixteen twenty eight say again
0239:04	JL1628	It ah disappeared Japan Air sixteen twenty eight
0239:57	D15	Anchorage Center
0239:58	ROCC	Ya this is one dash two again on some other equipment here we have confirmed there is a flight size of two around your one five five zero squawk one primary return only
0240:05	D15	Okay where is is he following him
0240:07	ROCC	It looks like he is yes
0240:10	R15	Japan Air sixteen twenty eight heavy roger at your discretion proceed direct Talkeetna Jay one two five Anchorage
0240:15	JL1628	(unintelligible)
0240:23	R15	Japan Air sixteen twenty eight roger sir the military radar advises they do have a primary target in trail of you at this time
0240:24	D15	Okay do you have anybody you can scramble up there
0240:30	. ROCC .	I'll tell you what we're gonna talk to your liasion sir about that
0240:32	JL1628	Ah say again Japan Air sixteen twenty eight
0240:35	R15	Japan Air sixteen twenty eight heavy military radar advises they are picking up intermittent primary target behind you in-trail in-trail I say again
0240:47	JL1628	(unintelligible)

0240:46	ROCC	Where is this search return at right behind him or where
0240:50	D15	Say again
0240:51	ROCC	Ah I'm gonna talk to my other radar man here has gotta he's got some other equipment vatching this aircraft
0240:54	D15	Okay
0240:55	ROCC	Okay we're gonna call the military desk on this
0240:57	D15	Okay thank you
0240:58	ROCC	Okay R-F

### (There was an overlap of transmissions during this time frame)

0240:10	R15	Japan Air sixteen twenty eight-Anchorage request
0240:12	JL1628	Go ahead
0240:13	R15	Roger sir would you like our military to scramble on the traffic
0240:17	JL1628	Negative negative
0240:26	R15	Japan Air sixteen twenty eight heavy sir we do have military ah at Eilson forty miles away I can put em up and let em check the traffic for you
0240:34	JL1628	Roger
0240:35	R15	Japan Air sixteen twenty eight roger would you like us to do that

0240:44	TOTEM	Anchorage Center you have Totem seven one up here ah we might be able to get close to him
0240:48	RL5	Japan Air sixteen twenty eight you were broken say again
0240:55	JL1628	Ah say again Japan Air sixteen twenty eight
0240:59	R15	Japan Air sixteen twenty eight your transmission was broken sir we do have military aircraft in your vicinity that we can ah check on the ah traffic with you
(0241)		
0241:07	JL1628	Ah (unintelligible) sixteen twenty eight no radar traffic above
0241:49	ROCC	One two's on
0241:51	.D15	Roger where's that ah are you still painting a primary ah by that Japan Airlines flight squawking fifteen fifty
0241:56	ROCC	Okay let me look at my other
0241:59	D15 '	Can you tell where's the position of it
0242:00	ROCC	Okay standby
0242:04	JL1628	Anchorage Center Japan Air sixteen twenty eight confirm direct to Talkeetna three one zero
0242:09	R15	Japan Air sixteen twenty eight heavy affirmative direct Talkeetna and descend at pilot's discretion maintain flight level two five zero

0242:16	JL1628	Ah pilot's discretion two five zero Japan Air sixteen twenty eight
0242:24	ROCC	It looks like he he ah offset left and then possibly fell back in-trail however I can't see him now I can't pick him out
0242:29	D15	Okay thank you very much S-R
0242:31	ROCC	R-F
0242:35	JL1628	Ah we have - Anchorage Center Japan Air one six two eight ah we have in sight same position over
0242:42	R15	Japan Air sixteen twenty eight understand in sight in same position
(0243)		
0244:07	R15	Japan Air sixteen twenty eight sir do you still have the traffic
0244:12	JL1628	Ah say again please
0244:13	R15	Japan Air sixteen twenty eight heavy do you still have the traffic
0244:17	JL1628	Ah affirmative ah nine o'clock ah ah
0244:39	R15	United sixty nine Anchorage request
0244:41	UA69	Ah go shead United sixty nine heavy

0244:43	R15	United sixty nine heavy sir I've got a Japan Air seven forty seven presently in your eleven o'clock position and one hundred and one correction one one zero miles and he has traffic (unintelligible) I'll keep you advised ah when you're closer to him I want you to see if you see anything with him
0245:04	UA69	Okay fine ah we'll look for ya
0245:10	R15	United sixty nine heavy sir if you can I would like to identify the ah type of aircraft when you go by him
0245:16	UA69	Okay you got some background ah noise so you you want us to identify the trailing aircraft if we can
0245:24	R15	United sixty nine heavy affirmative
0245:46	UA69	Say again the location of the traffic for Unite sixty nine
0245:49	R15	United sixty nine heavy in your eleven o'cloc position one zero zero miles southbound is a Japa Air seven forty seven he is at flight level threone zero says he has traffic at his nine o'cloc position same altitude
0246:06	UA69	We'll be looking that's ah ah can't see anything yet
0246:12	R15	Roger sir he's ah way up to ah to the north of you with your concurrence I'm gonna put you on a vector and take you ah closer to him ah so when you pas you'll be within five miles of each other
¥0246:22	UA69	Okay you're uh something wrong with your transmitted or something but ah I think your talking to United sixty nine

0246:34	R15	United sixty nine heavy that is affirmative sir I'm gonna take you on a vector closer to the Japan Air he'll still be at flight level three one ze:o and I'm gonna keep you at flight level two nine zero as long as you can stay up with your approval
0246:46	UA69 .	That'll be fine
0246:48	R15	Japan Air sixteen twenty eight heavy maintain flight level three one zero
0246:54	JL1628	Japan Air one six two eight (unintelligible) maintain three one zero
0246:59	R15	Japan Air sixteen twenty eight roger I'm gonna have a United aircraft get close to you and take a look ah to see if he can identify your traffic
0247:06	JL1628	Thank you
0247:09	R15	United sixty nine heavy turn ten degrees left radar vectors ah to see traffic
0247:10	UA69	Left United sixty nine
(0248)		
0248:11	UA69	Ah say again the traffic (unintelligible)
0248:13	R15	Aircraft calling Anchorage Center with traffic say again
0248:16	UA69	United sixty nine can you point the traffic out again please
0248:19	R15	United sixty nine heavy affirmative the ah Japan Air is in your eleven o'clock position and five zero miles southbound

0248:28	UA69	Ah roger thank you
0248:31	R15	Japan Air sixteen twenty eight heavy say the position of your traffic
0248:34	JL1628	Ah now ah ah moving to ah around ten mile now ah ah position ah seven ah eight o'clock ten mile
C248:52	R15	Japan Air sixteen seventy eight heavy roger
(0249)		
0249:32	UA69	Ask that Japan Airliner to ah turn on his lights and turn it off for United sixty nine would ya
0249:39	R15	Japan Air sixteen twenty eight heavy ah flash your ah landing lights on and off please
0249:45	an Armad 🕏 epigen en 1991 (1	Do now Japan Air sixteen twenty eight
0249:47	and the land west that the ment was	Okay we've got the ah Japan Airlines airplane this is United sixty nine
	a ilikaria a walee ga a	to the feet remainded to the control of the control
0249:52		United sixty nine heavy roger the Japan Air says the traffic is in his seven to eight o'clock position and one zero miles in-trail
the same of the same	d best or one	
0250:00	UA69	Okay we're lookin
0250:05	UA69	Why don't you get us a little closer
0250:07	R15	United sixty nine heavy roger another additional ten degrees left
0250:14	UA69	Roger United sixty nine

0250:35	UA69	United sixty nine heavy we've got the Japan Airliner insight I don't see anybody around him ah he's at his seven to eight o'clock position huh
0250:46	R15	United sixty nine that's what he says Japan Air sixteen twenty eight heavy say the position of your traffic now
0250:52	JL1628	Ah now distinguishing but ah ah your I guess ah twelve o'clock below ah you over
(0251)		
0251:02	R15	Japan Air sixteen twenty eight heavy say again you're broken
0251:06	JL1628	Just shead of ah United ah (unintelligible)
0251:32	UA69	Ah Center from United ah sixty nine ah the ah Japan Airliner is silhouetted against a ah light sky I don't see anybody around him at all I can see his contrail but I sure don't see any other airplanes do you see him
0251:49	R15	United sixty nine heavy ah negative sir we got just a very few primary hits on the ah target and then ah we really haven't got a good track on him ever
(0252)		
0252:03	UA69	Yeah we'd like to start down now United sixty nine
2252:05	R15	United sixty nine heavy cleared direct Fairbanks descend at pilot discretion maintain one zero thousand Fairbanks altimeter three zero two two
€32:12	UA69	Down to one zero thousand direct to Fairbanks United sixty nine

0252:18	R15	And United sixty nine heavy I thank you for your help
0252:28	R15 ·	Totem seven one contact Anchorage Center one one eight point two
0252:31	TOTEM	If you want we've got extra gas we could bop up another five or six thousand feet and turn around
0252:36	R15	Totem seven one ah roger sir if you'd like ah standby Totem seven one turn ah right heading two five correction turn right heading two seven zero radar vectors to intercept
0252:55	TOTEM	Two seven zero you want us to go up five or six thousand
(0253)		
0253:10	R15	Japan Air sixteen twenty eight heavy descend at pilot discretion maintain flight level two five zero
0253:13	JL1628	Japan Air sixteen twenty eight ah pilot's discretion maintain ah ah two five zero so ah ah I cannot I couldn't see ah U-F-O over
0253:27	.R15	Japan Air sixteen twenty eight heavy understand you do not see the traffic any longer
0253:31	JL1628	Affirmative
0253:33	R15	Roger sir I've got a military C one ah thirty that's gonna go over and take a look at it
0253:53	R15	Totem seven one sir the military seven forty seven on completion of your turn will be in your two o'clock position three zero miles southbound at ah flight level three one zero

(0254)		
0254:04	TOTEM	Okay sir we're searching this time we think we have him
0254:09	R15	Japan Air sixteen twenty eight heavy flash your landing lights please
0254:32	TOTEM	And Center Totem seven one would like to climb to two four zero
0254:34	R15	Totem seven one climb and maintain flight level two four zero
0254:37	TOTEM	Out of two one zero for two four zero Totem seven one
(0255)		
0255:18	R15	Totem seven one the seven forty seven is now two o'clock one five miles southbound three one zero
0255:25	TOTEM	Ah yes sir we've got him insight
0255:27	R15	Totem seven one understand you do have him insight
0255:31	TOTEM	(unintelligible)
0255:35	R15	Totem seven one do you see any traffic in his vicinity
0255:38	TOTEM	Not flashing any lights at this time sir
0255:58	R15	Totem seven one deviations approved as ah necessary to ah take a look

(0256)		
0256:02	TOTEM	Okay sir Totem seven one wilco
0256:04	R15	And Totem seven one sir after your ah the seven forty seven goes by you ah your discretion direct Eilson
0256:10	TOTEM	Okay that would be Elmendorf sir but ah understand direct
0256:13	R15	Totem seven one that's my correction sir be direct Elmendorf your discretion
0256:17	TOTEM	Roger sir
0256:22	JL1628	Anchorage Center Japan Air one six two eight leaving ah three one zero for ah two five zero now
0256:28	R15	Japan Air sixteen twenty eight heavy roger and traffic in your eleven o'clock ah correction your ten o'clock position five miles westbound is a military C one thirty flight level two four zero
0256:40	JL1628	Roger
(0257)		
0257:13	R15	Japan Air sixteen twenty eight heavy contact Anchorage Center one one eight point two
0257:18	JL1628	Eight point two good day
(0258)		
(0259)		

End of Transcript

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

All times listed are approximate UTC unless otherwise specified.

- 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 porition of JL1628. The ZAN controller advised that he had a primary target in the aircraft's 11 o'clock position eight miles. The ROCC advised that they were receiving a primary radar return in JL1628's 10 o'clock position same range (eight 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.
  - 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 left 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.

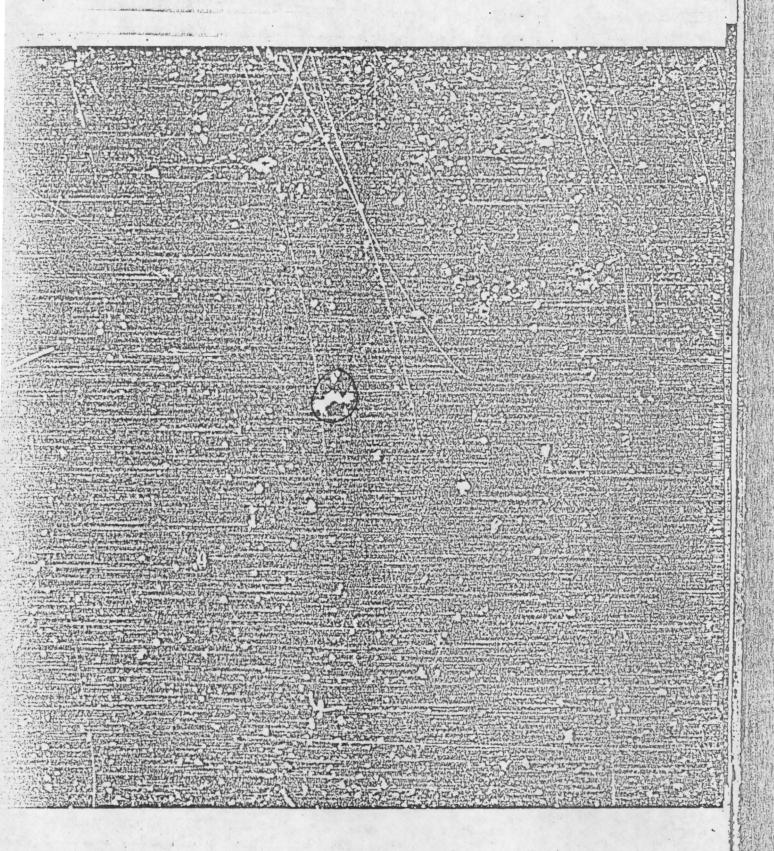
0253 - JL1628 advised they no longer had contact with the traffic.

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

These portions were revised from the original summary, following further review of the voice recordings.

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#### SIMULATION #2

Is the plotted positions of JL1628 at 02327. The JL1628 flight was in descent. The pilot stated the other object was descending in formation: with him.

INFORMATION: ALERT REPORT

Director, AAL-1

Administrator

NOV.17. 1986. "SIGHTING": At 6:19 pm AST, JAL \$1628 Cargo, B747, FL350 enroute to Tokyo via Reykjavik, Iceland, and Anchorage, reported observing lighted air traffic, in close proximity. Plight crew unable to determine shape but est. size, based on flashing yellow, amber, green, lights (no red lights) to be equal to B747. ARTCC controller advised him that there was no known air traffic, but did report intermittent radar targets. (Subsequent regeneration of radar tapes revealed no valid traffic data.)

Air crew sighting continued for over 350 miles until object left in eastern direction. Pilot also was able to view object using onboard color radar. US Air Force, Elmendorf AFB, reported having the J/L and an occasional primary target on ADC radar (military informing media that it was "clutter"). JAL pilot requested and performed 360-degree turn and object continued with him. UAL #69 and military C-130, volunteered to be vectored in attempt for visual sighting, both with negative reports.

JAL flight crew interviewed by FAA upon landing. Crew determined to be professional, rational. We have been coordinating with the military.

National and international news media inquiries mounting after inquiry by Kyodo News Service.

Pranklin L. Cunningham

# THE WALL STREET JOURNAL.

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# We're Going to Ruin the Ending: The Split-Radar Returns Did It

By KEN WELLS

Polishers who se'll paperhark myster for £1.96 may be envious of the Federal calcan Administration's regional office in for £1.96 may be envious of the Federal calcan Administration's regional office in force, Alaska. The office is offering a force which may mystery that's drawing a fot of attending a 144.30 unbound collection of repairing with the celebrated sighting a 144.30 by a Japan Air Lines pilot over the first fixed fast Nov. 17.

and received about 300 orders for parks, says Paul Steucke, an FAA

Color Photos

resources aren't astronomical, the resources aren't astronomical, the resources aren't astronomical, the resources aren't astronomical, the resources are the collection. These include a 550 recording of the conversation be furth too rollers and the JAL crew the 50-minute encounter, and a 550 minute encounter,

Continue to roll in despite the state conclusion—in a separate report the state nothing—that it couldn't substantial by sighting. Its technical experts in that appeared to centirm an object

in the vicinity of the JAL jet were actually "split-radar returns"—shadows of the plane's primary echo.

The conclusion was bolstered, says Mr. Stoocke, by a report of a United Airlines prior who, at the request of Anchorize flight controllers, flew near the path of the JAL, jet at the time of the mysterious radar readings. He saw no other aircraft.

The FAA normally doesn't get into elther the UFO or the publishing business. But it investigated this incident because an aircraft might have ventured unreported into the airspace of the JAL cargo carrier, which was en route from Iceland to Anchorage, Mr. Steucke says.

#### A Pilot's View

And though the agency routinely makes certain reports available, it has been as as mystified by the demand for its entity documents as some people are by the sighting itself. But the graphic testimony of Kenju Terauchi, the JAL pilot who reported the sighting, probably hasn't hurt sides.

He told the FAA immediate, after the incident that he had been followed by two straines of lights, pulsating with aniber glows, and a huge craft that appeared to be a "nighter ship." He later said the large UFO was the "size of two battleships" and appeared to be made by "a very high technology and intelligence."



Anchorage Daily News/Michael Penn

FAA spokesman Paul Steucke waits as reporters reed his agency's findings about the JAL pilot's sighting of a UFO.

# FAA has no conclusion about UFO

By HAL BERNTON Daily News reporter

The Federal Aviation Administration Thursday released the results of its investigation of the celebrated Nov. 17 sighting of UFOs by a Japanese Air Lines crew. There was first-person testimony from the JAL crew members, statements from controllers and reams of radar data. Everything but a conclusion.

"The FAA does not have enough material to say that something was there," said Paul Steucke, an agency spokesman. "We are accepting the descriptions of the crew but are unable to support what they saw."

The FAA originally said radar data confirmed a UFO sighting in the area. But after a lengthy review of tapes, the agency determined that three controllers on duty that day were mistaken—the radar did not pick up an object.

However, reporters who flocked to the press conference from as far away as Japan and Philadelphia did not go away impty-handed. Each received a free copy of the FAA's anthology of the event, a thick packet of documents, tapes and radar photographs. And also news of a new mystery to puzzle.

The FAA disclosed another UFO sighting on the evening of Jan. 29 by

flying over McGrath. As two pilots examined a weather radar, they noticed a "target" out in front of them.

"Up at our altitude, (35,000 feet)...
you haven't had any UFO reports
lately?" one of the pilots radioed the
FAA controller.

The crew reported the target quickly moved off their radar screen at an estimated speed of 300 miles a minute. They reset their screen from a 50-mile to a 100-mile radius. They briefly spied the target again. Then it became lost in the radar clutter created by the Alaska Range. The crew never saw the UFO

Cas Bart Dona IIra

# UFO: FAA releases reams of data from investigation,

### but comes to no conclusion about pilot's sighting

#### Continued from Page A-1

except on radar.

The FAA did not have ground radar coverage in the McGrath area, so there was no way to confirm the plane's, sighting. Agency officials interviewed crew members after they landed, but formed no opinion about the Alaska Airlines sighting.

FAA officials Thursday had more to say about the Nov. 17 reported sighting of two small UFOs and an enormous "mothership." The JAL pilot's initial report appeared to be partially confirmed by three ground controllers, who said in statements released at the press conference they thought they picked up one of

the UFOs on FAA rada r.

But also on Thursd: ay, the FAA released a formal review of the controller radar tapes by New Jersey-based agency technicians that concluded the controllers mistakenly interpreted a split-image of the JAL plane as a second object.

"It is unfortunate," Steucke said, that the split image appeared "just when a pilot was reporting; seeing something outside his aircraft."

Steucke said the FAA launched its three-mionth examination of the Nlovember sighting to make stare some strange aircraft; wasn't menacing the safety of the air traffic control lystem; Since the radar didn't pick up a second aircraft, the FAA now

considers the air traffic system sais and the case closed.

"We are not in the UFO business and don't intend to be," Steucke said.

Does that mean the FAA doesn't believe the reports of the sightings from the JAL crew?. Not at all. "As far as we know, the whole crew are people of integrity and did report what they saw accurately," Steucke said.

Kenju Terauchi, the pilot of the JAL plane, describes the sightings in almost mystical terms in a December report titled "Meeting the Future" to JAL management.

"Once upon a time if a hunter saw a TV, how did he describe it to other people? My experience was similar to this," he began his tale. "...

There was no danger, but it crested many questions that a human being cannot answer."

Terauchi said he first saw two spaceships that hovered almost stationary, then rapidily pulsed across the sky. "Most unexpectedly, two spaceships stopped in front of our face, shooting off lights. The inside cockpit shined brightly and I felt warm in the face," Terauchi wrote in his report to JAL officials.

Later, as the JAL plane flew over Fairbanks, Terauchi reported a third UFO, a huge spaceship the size of two battleships. He said the spaceship followed the JAL plane south of Fairbanks, then abruptly disappeared as controllers directed a United Air-

lines plane to check out the sighting.

In an interview with FAA officials, Terauchi said the Nov. 17 incident was the third UFO sighting of his 29-year career as a pilot. A fourth sighting Terauchi reported in January he later dismissed as the lights of a town reflected in the clouds by an air inversion.

Co-pilot Takanori Tamefuji and engineer Yoshio Tsukuba said the November sighting was their first. Both, in interviews with FAA officials, confirmed parts of Terauchi's account.

Tsukuba, the flight engineer, said he saw strange white and amber-colored lights that glowed with a

strange intensity that "I cannot describe ... not even in Japanese."

But in two interviews with FAA officials, he said he didn't know whether the objects were UFOs. "When I was interviewed here the first time by FAA personnel," Tsukuba said in his second interview, "I was not sure whether the object was a UFO or not. My mind has not changed since then."

Tamefuji said he spotted the first series of lights about the same time as the captain, and that they followed the plane. But he said he could not make out the large object spotted over Fairbanks be cause it followed on Terauchi's side of the plane.



# Mail order will get you UFO details

By HAL BERNTON Daily. News reporter

To all those hungering for an inside look at the strange world of extraterrestrial happenings, here's a special offer. Mail the Federal Aviation Administration a check for \$194.30, and they'll send you everything you ever wanted to know about the celebrated UFO sighting by a Japan Air Lines flight crew.

The complete package in-cludes tapes of interviews with all the crew, spaceship drawings by the JAL pilot and air controller statements. You even get four glossy color photos of regenerated radar

The unusual FAA mailorder business is an effort to cope with the enormous pub-lic interest in the bizarre November sighting, which triggered a burst of international publicity. Since the sighting was publicly disclosed in early January, the FAA's Anchorage office has received information requests from more than 200 members of the media, as well as 46 requests

See Back Page, FAA

AA: Information on UFO sighting available by mail order

ence point. The objects, Terauchi said, "were not made by human kind. They were of a very high technology and intelligence." who saw what they thought was an object on their own radar at about the same refering to Anchorage controllers tleships. He radioed the sight

On March 5, the FAA is scheduled to release the re-sults of its own investigation of the sighting. No charge.

In an encounter that lasted about 50 minutes, he also reported seeing a third aircraft, on a cargo flight from Iceland to Anchorage entered Alaska air space. Capt. Kenju Terauchi reported seeing two belts of light that followed his need," Steucke said.
The incident unfolded on Nov. 17 as JAL flight crew plane, pulrating and emitting amber glows. gets or limited interest, the FAA has broken down the complete UFO package into 20 individual items. They

range from a \$50 cassette tape of communications between "We wanted to be as re-sponsive as we can to the public. We don't want them to spend \$100 for data they don't

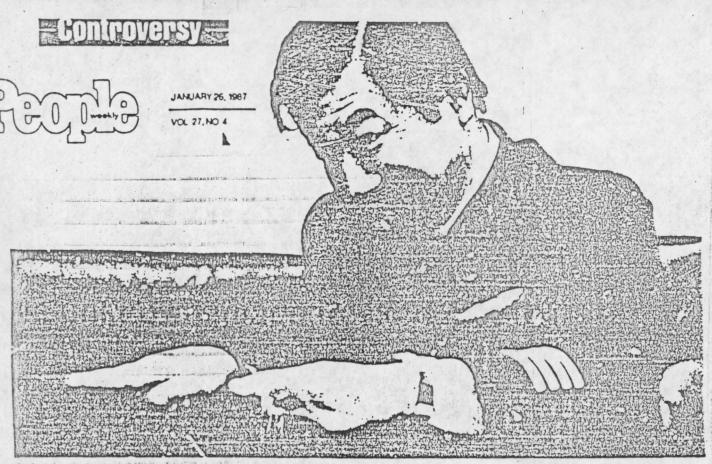
a huge spaceship which he

controllers and the flight crew to a 50-cent copy of an sighting. Orders less than \$5 FAA form summarizing the are free.

"Without at a doubt, this thing has had the most inquiries," Steucke said. For those with tight bud-

Continued from Page 7-1 from Indichduals.

lowed the 1963 downing of a Korean Air Lines jet by the Paul Steucke, the FAA spokesman, said the information requests for the UFO incident exceed those that fol-Soviets.



onstrates how a glant object maneuvered to fly in formation with his plane.

#### THROUGH THE ALASKAN DARKNESS KENJUTERAUCHI, A 747 PILOT, IS PURSUED BY A UFO—OR SO HE CLAIMS

As the Japan Air Lines 747 cargo jet Inders with row after row of spinning winged through the night skies over northern Alaska last Nov. 17 there was no hint of anything out of the ordinary. For the three-man cockpit crew of flight 1628, the leg from Raykjavík to Anchorage was a routine mllk run, though the hold was brimming with cases of Beaujolais for the Japanese market. Then around 6 p.m., with the plane "rulsing smoothly at 35,000 feet, Capt. Kenju Terauchi, 47, sighted "two columns of light" plercing the darkness about a mile ahead and some 30 degrees to his left. "I thought it might be a military aircraft," he recalls, "so I radioed Anchorage flight control to ask, 'is there another plane near here?' Anchorage replied. 'The only traffic is you."

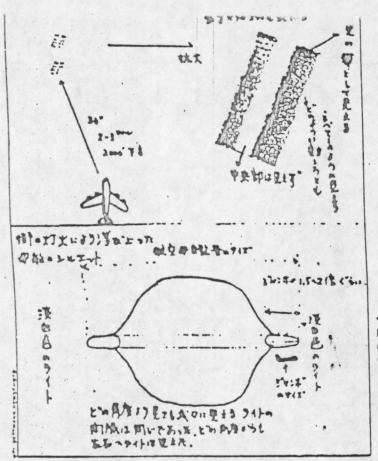
As for the pllot's account of the blzarre events that followed, Steven Spielberg could hardly have scripted it better. "Suddenly the lights came to within 500 to 1,000 feet of the plane," says Terauchi, who saw "two dark cylamber lights, one row spinning in one. direction, the next in the opposite." These were no ordinary lights-"They were incredibly bright but cast no shadow," he insists. "I was sure it wasn't another plane; it moved so quickly that I realized it was not something human but had to do with very high technology, very high intelligence. I thought it might be a UFO."

A JAL flier with 19 years experience, Terauchi was astonished at the spectacle, yet says he felt no fear. The twin cylinders "flew in formation, and I realized they had better control of their craft than I did, so there was no fear of collision." He watched mesmorized for three to five minutes as the UFO sped ahead and disappeared. In its place the pilot saw two white, fluorescentlike lights perhaps eight miles away. He flipped on his weather radar and got a faint blip on his screen. Gradually Terauchi's 747 overtook the apparition and, against the glow of Fairbanks' city lights far below, he glimpsed a startling silhouette-a giant ball "the size of two aircraft carriers" with protruding lights and a light band through the middle.

Since Anchorage air controllers had registered a : adar target near flight 1628, they called for a backup radar check from the regional military control center. The U.S. Air Force controllers reported seeing a blip similar to Terauchi's, but called back a minute later to say the signal was gone. Terauchi nevertheless received permission to make any course changes "needed to avoid the traffic." As the 747 flew a 360-degree turn, says Terauchi, the UFO "followed along in the same beautiful formation." Finally, at 6:53, all sightings ceased, and flight 1628 proceeded to land in Anchorage without further incident.

Officials from the Federal Aviation Administration's Anchorage office and JAL promptly launched an investigation. Far from providing a reassuring

CONTINUED



Terauchl's drawlngs of the UFO showed the twin cylinders (top), and the glant ball swarfing his 747 (located under rim on right side).

**Controversy** 

explanation, the probe has served only to deepen the mystery.

The customary explanations of supposed UFO sightings—special climatic conditions, refraction or reflection of light from another source—have all been suggested but none seems appropriate. What about the radar signals? The Air Force can't vouch for what Terauchi saw on his weather radar and now attributes its own brief blip to "electronic clutter," possibly a radar echo.

More Intriguing is what Terruchl's crew, copilot Takanori Tamefuji and flight engineer Yoshlo Tsukuda, saw or didn't see. Both sighted a peculiar light tracking their plane, but neither witnessed the closer encounters with the UFO. The pilot's suggestion that his crew was too busy with flight duties seems curious and, still more perplexing, news reports suggest there was minimal cockpit chatter of the "Whatwas-that?" variety.

The FAA has discounted the possibility that Terauchi might have hallucinated the whole experience due to fatigue or the influence of drugs. And no one has accused the crew of taking licit sips from the cargo. Although the

crew was not tested, the FAA solemnly reported that "crew members were not influenced by drugs or alcohol."

'Illimately the Issue hinges on the credibility of Captain Terauchi, a one-time Japan Air Self Defense fighter jock and a pilot with an impeccable record. No one could suggest a reason why he might want to invent a cockamamie yarn and risk professional ridicule. Terauchi contends that other pilots have seen things in the skies but don't report them because doing so is bad for one's career.

To date the FAA takes the position that while Terauchl is a responsible pllot, there is scant evidence to corroborate his strange sighting. But the captain is not done with UFOs. Just last week, flying a similar cargo mission from Europe to Anchorage, he said it happened again. "Please record this," he radioed air traffic control excitedly. lapsing partly into Japanese. "Irregular lights, looks like a space ship." This time there were no unexplained radar contacts, though Terauchi's cockpit companions (a different crew from flight 1628's) again were uncertain as to what, if anything, had happened. The FAA will investigate. Watch this space. -Written by Dan Chu, reported by Nancy Faber





# Anchorage Daily News

WOL XLE, NO 12 48 PAGES

ANCHORAGE, ALASKA, MONDAY, JANUARY 12, 1987

PRICE 25 (

# 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 Ancherage.

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 copilot reported seeing the lights, but did not watch 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

# 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.

Strucke 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 bouncelight 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 lite 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.

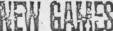


Sports, Page C-1



2,000 for first time

Business, Page B-4



Ways to go to the boards Litestyles, Page E-1



# Anchoras

TO XLI NO 9 70 PAGES

ANCHORNOE, ALASKA, FRIDAY, JANUARY 9, 1987

PRICE 25 CENT

# Controller says unknown image tracked on radar

age seemed to be following JAL cargo plane that reported sighting of UFO

) BLAL BERNTON

D Move business reporter

Dree air traffic controllers and on radar an image seemed to be following Dov. 17 flight of a Japa-Air Lines cargo plane, Comming to one of the conwho belped monitor

captain of the JAL reported that an unimiled flying object was bis aircraft at the bocation as the radar

"All three of us thought there was a track," said Sam Rich, a controller who has worked for the Federal Aviation Administration for more. than a decade. A track is what air traffic controllers call the radar image of an aircraft.

In previous news releases, the Federal Aviation Administration reported only one controller sighting the mysterious object - described by

the crew as wavering lights -.on radar. That controller, whose name has not been released by the FAA, mistakenly interpreted a split-image of the cargo plane as a second object, FAA officials said following a review of radar tapes.

On Thursday, FAA spokesman Paul Steucke said he had no knowledge of additional controllers who had tracked the UFO reported by the JAL's pilot and two-man

Capt. Kenju Terauchi sald! the UFO tailed their plane for 1 more than 300 miles as it! crossed into Alaska air space: en route from Iceland to an Anchorage refueling spot.

Terauchi told United Press International that he saw two brightly lit objects and a third enormous object twice the size of an aircraft carrier - follow the plane.

Ese Back Page, EPO :

# 30: Controller says there was something on the radar

Discount from Page A-1

port triggered a new Destigation of the incione a burst of interns-Dealicity for Terauchi.

moders have been inby FAA officials. Thursday had not the press.

and be was on duty Do balf-hour during ) AL plane reported UFO.

belled the JAL crew first Anchorage air as their plane flew Yakon. "They said was following Despeared to be light. And appeared to be white, orange and yellow," he said.

Rich said the pilot sounded shaken. "He was concerned. There was a quaver in his voice."

Rich said the controllers immediately turned down their radar range to small-scale that would better define the air space around the JAL plane.

"Toere did appear to be a track near the plane about where he (Terauchi) said there was. So we kept looking."

The track was not real strong, Rich said, but neither he nor any of his colleagues. then thought it might be a

split image.

After spotting the track, Rich said he called the Milltary Regional Operations Control Center. "They informed me that they had the same track."

Another controller then told the pilot to make a series of turns and a descent in an effort to shake the UFO. Finally, as the plane headed south from Fairbanks, the controllers lost track of the

Since the November incident, the FAA launched a major review of the radar tapes; initially confirming the

controller tracking, then dismissing it as a split or double-image of the JAL plane.

Rich confirmed that double images often occur on the FAA radar screen, which relies on computer-generated data. But the plane didn't fly through the areas where the split images normally occur.

The JAL pilot isn't the first pilot to report strange things in that northern corridor. During the past decade, there's been about a half dozen reports of unidentified lights from civilian and milltary pilots. "It's pretty real to them (the pilots)," Rich said.

### UFO sighting still a mysterv

BY ROBERT ENGELMAN Scripos Howard News Service

A Federal Aviation Administration probe of a UFO that showed up on an air controller's screen in November was set back when a radar recording failed to show the craft's signal, an FAA spokesman said Friday.

Agency officials Friday also interviewed for a second time a Japanese pilot who

was belped by an FAA air controller to evade what he said was an unidentified flying object over Alaska in mid-November.

But the UFO sighting remained a mystery, with FAA and Air Force sources saying it was unlikely that the origin of the craft described by Kenju Terauchi would ever be determined.

Terauchi, a veteran pilot ferrying JAL Flight 1628 from

Iceland to Japan, told United Press International last Tuesday that on the evening of Nov. 17 he had been shadowed for more than 30 minutes and for nearly 400 miles over Alaska by a mysterious aircraft much larger than his own plane.

The object, which Terauchi said was twice the size of an aircraft carrier, was accompa-

See Page B-3, UFO

## UFO: Does not show up on a recording of radar screen

Continued from Page B-1

nied by two smaller aircraft, the pilot said. The night was ciear, and FAA investigators who questioned the crew concluded in a report that they were rational and professional and showed no evidence of drug or alcohol use.

Anchorage FAA spokesman Paul Steucke sald the agency was investigating the matter further only to find out if unknown aircraft had violated the Japan Air Lines plane's airspace, not to ascertain if the unknown craft had extraterrestrial origins. He said he did not expect Terauchi to add to the information in press accounts.

But Steucke confirmed that an FAA air traffic controller had spotted the unknown craft as a "weak, intermittent signal" on his own radar. The

signal appeared within eight miles of the JAL aircraft and at the same speed and altitude.

When the recorded radar transmission was replayed later, however, there was no in age of any aircraft except for the commercial airliner. Steucke said. He said it was possible the signal from the UFO was strong enough to be picked up while the incident was occurring but not strong enough to register on the radar recording system.

Officials with the Air Force's Alaskan Air Command initially told the FAA air controller they, too, could see the object's radar signal. But Friday, Capt. Larry Jenkins, a command spekesman, said the signal didn't last long enough to be confirmed and that the command now attributed the signal to electronic clutter.

"We're not doing any further investigation." Jenkins

The FAA has no systematic procedure for evaluating reports of unidentified flying objects. The Air Force once did, but abandoned such investigations more than 15 rears ago. Jenkins said.

A spokesman for the North American Aerospace Defense Command in Colorado said officials there had no radar signal that could correlate with what Terauchi described and were not investigating the incident.

Terauchi and his crew of two told the FAA at 6:19 p.m. on Nov. 17 that they were fast approaching the lights of a large flying object and requested help in avoiding it.

An FAA controller, spotting the signal of the mysterious craft on radar, directed the JAL pilot to take evasive action, at one point approving a 360-degree turn to shake the object.

Steucke sald both objects appeared to be traveling about 550 mph at 35,000 feet in altitude and traveled together for more than 350 mi-

"I haven't seen anything like this (situation) before." sald Steucke, who has lived In Anchorage for 12 years and worked in the FAA for four. He said theories on the origin of the mysterious object varled from "a UFO to somebody else's (foreign) military aircraft."

# There's no explaining those lights

### JAL crew reports 'strange' sighting

Accordated Press

The Federal Aviation Administration today said it couldn't explain strange flashing lights that spooked the crew of a Japan Air Lines 747 cargo plane as it flew over northern Alaska last month.

"We are not investigating as there is nothing to investigate," said Paul Steucke, FAA spokes-

man in Anchorage.

He said the military has been unable — or unwilling — to provide any information.

"They're saying nothing,"

Steucke sald.

The incident began at 6:19 p.m. Nov. 17 as the JAL plane was headed for Anchorage on a flight from Europe via Iceland on its way to Tokyo. As the air traft entered U.S. sirspace at the junction of the Canadian to the function of the Canadian to the pilot reported seeing unusual white and yellow flashing lights.

The lights were approxi-pressonately 8 miles away, at the same altitude of 35,000 feed and traveling at the same speed and in the same direction as the JAL plane,

the pllotreported.

Steucke said 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 said a subsequent review of the radar tapes did 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 31,000 feet, the lights followed "in formation," Steucke said.

The pilot then requested permission to make a 360-degree TUESDAY EVENING, DECEMBER 30, 1986

# Sighting: Nothing

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BCRIP turn to see if the lights would follow. Upon completing the maneuver, the pilot reported losing contact with the lights.

Sleucke said radar operators in Falrbanks picked up nothing on their screens in the vicinity of the JAL flight. And be said a United Airlines flight headed toward Fairbanks spotted the JAL 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 it's not known what — If anything -they did about it, Steucke said.

The JAL crew members were interviewed by the FAA upon arrival in Anchorage. Steucke said they all appeared to be "well-trained, professional, rational and not affected by drugs or alcohol."

He said all three reported that the blinking lights accompanied their plane for about 50 miles across the porthern Alaska sky. The entire incident lasted about 30 minutes, Steucke said.

As for the time lag since the incident, Steucke said. "We didn't exactly broadcas! It until the news media dug it up."

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