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| IDENTIFICATION A. | | 1. CODE | 2. DATE | 3. TIME (Local) | AIRCRAI IDENT RECORD | | |
|---|---|--|-----------------------------|---|---|--|--------------------|
| | | | | 11/17/87 | 1720 AST | | |
| 4. CATEGORY <input checked="" type="checkbox"/> AIR CARRIER-TYPE: <input type="checkbox"/> AIR TAXI <input type="checkbox"/> COMMUTER <input type="checkbox"/> GENERAL AVIATION <input type="checkbox"/> OTHER | | 5. DAY OF WEEK Monday | | 7. LOCATION (City and State) Fort Yukon, Alaska | | | |
| | | 6. COORDINATES 69.00N 141.00W | | 8. NEAREST FIX (Radial and Distance) FYU 360/180 | | | |
| AIRCRAFT B. | 1. AIRFRAME | | MAKE/MODEL | TOTAL HOURS | MAKE/MODEL | TOTAL HOURS | |
| | Boeing 747 | | N/A | | N/A | | |
| | REGISTRATION NO. | AIRCRAFT CLASS | SERIAL NO. (Malfunctioning) | | SERIAL NO. (Malfunctioning) | | |
| | N/A | AMEL | 1. _____ 2. _____ | 3. _____ 4. _____ | 1. _____ 2. _____ | 3. _____ 4. _____ | |
| | AIRWORTHINESS CLASS Standard | | T.S.O. (Malfunctioning) | | T.S.O. (Malfunctioning) | | |
| | HOURS | | 1. _____ 2. _____ | 3. _____ 4. _____ | 1. _____ 2. _____ | 3. _____ 4. _____ | |
| T.S.O. | | TOTAL TIME | | | | | |
| OPERATOR C. | | 1. NAME AND ADDRESS Japan Airlines Co. Ltd. | | 6. AIR CARRIER OPERATING CERTIFICATE NO. N/A | AUTHORIZED OPERATIONS UNDER FAR PARTS: 129 | | |
| 2. FLIGHT NO. 1628 | | 4. MAINT. DESIGNATOR None | | 7. OPERATING CERTIFICATE NO. | AUTHORIZED OPERATIONS UNDER FAR PARTS: | | |
| 3. UNDER FAR 129 | | 5. CAB 298C FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | | | | |
| INJURY AND DAMAGE D. | 1. PERSONS INVOLVED | 2. PERSONS ABOARD | 3. MINOR INJURY | 4. SERIOUS INJURY | 5. FATAL INJURY | 6. DAMAGE | 8. TYPE OF FLYING |
| | PASSENGERS | 0 | 0 | 0 | 0 | <input checked="" type="checkbox"/> NONE | PERSONAL |
| | FLIGHT CREW | 3 | 0 | 0 | 0 | MINOR | BUSINESS |
| | CABIN CREW | 0 | 0 | 0 | 0 | SUBSTANTIAL | EXECUTIVE/CORP |
| | GROUND CREW | 0 | 0 | 0 | 0 | DESTROYED | INSTRUCTION |
| | PUBLIC/OTHER | 0 | 0 | 0 | 0 | FIRE AFTER IMPACT | AERIAL APPLICATION |
| | TOTALS | 3 | 0 | 0 | 0 | PROPERTY DAMAGE | INDUSTRIAL/SPECIAL |
| | HANDICAPPED | 0 | 0 | 0 | 0 | UNKNOWN | FERRY |
| | EVACUATION INJURIES | 0 | 0 | 0 | 0 | 7. PHASE OF OPERATION | |
| | 9. PART NAME/NO. | | | | | | GROUND |
| | | | | | | TAXI | FOREST FIRE |
| | | | | | | TAKEOFF | PARACHUTE |
| | | | | | | CLIMB | AIR SHOW |
| | | | | | | <input checked="" type="checkbox"/> LEVEL FLIGHT | PASSENGER |
| | | | | | | DESCENT | CARGO |
| | | | | | | APPROACH | PASSENGER/CARGO |
| | | | | | | LANDING | MAIL |
| | | | | | | | OTHER |
| | | | | | | | UNKNOWN |
| AIRPORT E. | 1. NAME N/A <input type="checkbox"/> CONTROLLED <input type="checkbox"/> UNCONTROLLED | | 6. REMARKS | | | | |
| | 2. RUNWAY NUMBER | 3. FIELD ELEVATION | 4. RUNWAY LENGTH | 5. SURFACE CONDITION | | | |
| WEATHER F. | 1. SOURCE | 3. SKY CONDITION | 5. VISIBILITY RESTRICTION | 7. D.P. | 8. WIND | 10. REMARKS | |
| | 2. TIME | 4. VISIBILITY | 6. TEMP. Darkness | N/A | N/A | | |
| | | | | 9. ALTIMETER 29.92 | | | |

| | | | | | | | | | | |
|---------------------------|--|-------|---|-------|---|----------|----------------------------|--|--------|----|
| AIR TRAFFIC G. | 1. CONTROL POINT Anchorage, ATCC | | 4. DEPARTURE POINT DATE TIME Keflavik, Iceland 11/17/86 | | 7. RADAR CONTROL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | 8. TYPE OF APPROACH N/A | | | |
| | 2. FLIGHT PLAN/CLEARANCE <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> NONE | | 5. DESTINATION ETA OR ATA Anchorage, Alaska 1820 AST | | 3. RADAR CONTROL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | 10. TYPE APPROACH | | | |
| | 3. TAKEOFF GROSS WEIGHT/C.G. N/A | | 6. LAST COMMUNICATION (Position, Time, Altitude) Anchorage Tower/Ground Control Anchorage, Alaska | | | | | | Visual | |
| CREW HISTORY H. | 1. PIC | | 2. SIC | | 3. FE | | | | | |
| | NAME | | Kenju Terauchi | | Takanori Tamefuji | | Yoshio Tsukuba | | | |
| | DATE OF BIRTH/AGE | | N/A | | N/A | | N/A | | | |
| | CERTIFICATE NO. AND TYPE | | | | | | | | | |
| | DATE OF LAST MEDICAL | | | | | | | | | |
| | HOURS THIS MAKE/MODEL | | | | | | | | | |
| | HOURS LAST 90 DAYS - MAKE/MODEL | | | | | | | | | |
| | TOTAL HOURS LAST 90 DAYS | | | | | | | | | |
| | TOTAL HOURS | | | | | | | | | |
| | DUTY TIME (Last 24 Hours) | | | | | | | | | |
| | RATINGS | | | | | | | | | |
| | PROFICIENCY CHECK DATE | | | | | | | | | |
| | ROUTE CHECK DATE | | | | | | | | | |
| SIMULATOR CHECK | | | | | | | | | | |
| SEAT OCCUPIED | | Left | | Right | | Engineer | | | | |
| DOMICILE (City and State) | | Japan | | Japan | | Japan | | | | |
| OTHER-SPECIFY | | | | | | | | | | |
| HUMAN FACTORS I. | 1. PASSENGERS | | 2. EQUIPMENT | | 3. ENVIRONMENT | | 4. INVESTIGATION | | YES | NO |
| | N/A | | N/A | | N/A | | NTSB NOTIFIED | | X | |
| | OBESE | | SEATS | | SMOKE | | VOICE RECORDER REVIEW | | | X |
| | AGED | | RESTRAINTS | | FUMES | | FLIGHT RECORDER REVIEW | | | X |
| | BLIND | | EXITS | | FIRE | | OFFICE INVESTIGATION | | | X |
| | INFANT | | SLIDES | | LIGHTS | | SCENE INVESTIGATION | | X | |
| | | RAFTS | | | | | | | | |
| | | VESTS | | | | | | | | |
| DISP J. | 1. REPORT SUBMITTED BY: Jerry Paterson, AAL-207 | | | | 5. SOURCE OF INFO Crew/ATC | | | | | |
| | 2. OFFICE AAL-207 | | | | 6. FAA COORDINATOR/INVEST Peter E. Beckner | | | | | |
| | 3. DATE January 26, 1987 | | | | 7. NTSB INVESTIGATOR N/A | | | | | |
| | 4. DISTRIBUTION AVN-120 thru AAL-200 | | | | 8. RELATED REPORTS None | | | | | |
| NARRATIVE K. | <p>On November 17, 1986 Japan Airlines Flight 1628, an all cargo Boeing 747, was en route from Keflavik, Iceland to Anchorage, Alaska. At 0219 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.</p> | | | | | | | | | |
| | <p>Refer to attachments for specific information.</p> | | | | | | | | | |

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5. Written Statement and Drawing by Captain Terauchi
6. Transcript of Interview with First Officer Tamefuji
7. Transcript of Interview with Flight Engineer Tsukuba
8. ATC report of Unidentified Traffic Sighting by Japan Airlines Flight 1628, November 18, 1986, ANC ARTCC
9. Tape of Interview with Captain Terauchi
10. Tape of Interview with First Officer Tamefuji
11. ATC Tape