INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY
   INCIDENT

4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN
   JAL B-747 CARGO FLT 1628 FROM ICALAND TO ANCHORAGE. CAPT. KENJI TERAKI, SPEED 0.84 M.P.H.

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

   I OBSERVED THE A/C LAND ON R/W 6R AT 1820 HOURS. NO OTHER A/C WAS NOTED. THE B-747 TAXIED TO
   INTL RAMP AREA. I INTERVIEWED CAPT. TERAKI AND CREW

   OF TWO (F/O & F/E). THE CAPT. STATED THAT THIS WAS
   THE 1ST TIME ANYTHING LIKE THIS HAD HAPPENED TO HIM.

   HE STATED THAT APPROX. 5NM AFTER PASSING THE CANADIAN/ALaskan BORDER AT 35,000, SOMETHING APPEARED 5 TO 7
   NM IN FRONT OF THE A/C. IT HAD LIGHTS 4 OR 5 IN
   A LINE (SEE DRAWINGS) AND HE SAID IT WAS BIGGER
   THAN THEY WERE (B-747). AT TIMES THIS OBJECT WOULD
   GO TO THE CAPT SIDE OF THE A/C (LEFT) NEARER THE OTHER SIDE
   (RIGHT). HE REFERRED TO THE DARK SIDE. - AFTER PASSING
   THE FAI AREA HE REQUESTED TO FLY PARALLEL TO COURSE
   AND THIS WAS GRANTED.

   (If more space is required, use reverse side)

   OPERATIONS

   MAINTENANCE

   AVIONICS

   DATE

   REGION AND DISTRICT OFFICE

   FAA Form 3112 (6/70)

   U.S. GOVERNMENT PRINTING OFFICE: 1982-571-368/313
where he turned to the right and flew parallel the object was gone. In all cases the weather radar was also used to identify the object, and the 5 to 7 NM distance was taken from the radar display (20 NM range). They returned to course and the Capt. said "there it was, as if it was waiting for me." At approx. Talkeetna area the object took off to the last and was gone. A United FLT departed from ANC & was requested to check if they could see anything but it was gone before United got there. Nothing different with the cardo except some expensive wine. The Capt. & crew were shook up but professional. James Perry interviewed the crew at JAL Operations. Capt. Terauchi had asked ATC if they were picking up two targets and was told "just one." The total time was approx. 55 minutes. A new crew took the flight on to Tokyo. Capt Terauchi & crew were to be in

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# Inspection and Surveillance Record

## 1. Work Activity

| 4. Name and Address of Carrier, Operator, Airport, Agency, or Airman |
| 5. Certificate No. or Aircraft Registration Mark (No.) |

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<th>6. Results</th>
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<tr>
<td>Satisfactory</td>
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<td>Unsatisfactory (Explain in Item 8)</td>
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<th>7. Further Action Req.</th>
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<td>Yes (Explain action in Item 8)</td>
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## 8. Findings/Recommendations

Anchorage for 3 days before any additional flights. James Derry requested the tapes and any other info be saved.