April 15, 1987

Articles sent along with request for material on UFO sighting of JAL #1628, November 17, 1986, Alaska:

NEWSPAPERS:

Washington Post...........................................1
San Francisco Chronicle.....................................7
Statesman-Journal, Salem, Oregon.........................2
Fresno Bee..................................................1
The Sacramento Bee........................................1
New York Daily News........................................1
The Seattle Times..........................................1
Newsday....................................................1
Los Angeles Herald Examiner................................4
The Charlotte Observer, NC..................................1
The Dallas Morning News...................................2
Chicago Tribune...........................................2
Knoxville New-Sentinel......................................1
Seattle Post-Intelligencer................................1
Indy News, Indiana.........................................1
New York City Tribune.....................................1
Daily Record, Northwest, N.J.............................1
The Press, Atlantic City, N.J.............................1

TOTAL 33

Cities/states articles came from (do not have name of paper):

Bakersfield, California......................................1
Las Vegas, Nevada............................................1
Rhode Island.................................................1
New York.....................................................1
Los Angeles, California....................................25
Salem, Oregon................................................1
Mesa, Arizona.................................................1
Long Beach, California....................................1
Atlanta, Georgia..............................................1
San Francisco, California..................................1

TOTAL 13

Five (5) articles with no name of newspaper or the city/state where they came from:

GRAND TOTAL 52
## CALLS REGARDING NOVEMBER 17, 1986 "SIGHTING"

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/24, 6 pm</td>
<td>Shokici - Kibe</td>
<td>Kyodo News (Japan)</td>
<td>(local)</td>
</tr>
<tr>
<td>12/29, 8:30 am</td>
<td>Jeff Berliner</td>
<td>UPI, Anchorage</td>
<td>(local)</td>
</tr>
<tr>
<td>12/29, 10:44 am</td>
<td>* Shokici - Kibe</td>
<td>Kyodo News (Japan)</td>
<td>248-0836</td>
</tr>
<tr>
<td>12/29, 3:45 pm</td>
<td>* Jeff Berliner</td>
<td>UPI, Anchorage</td>
<td>277-1300</td>
</tr>
<tr>
<td>12/29, 6:45 pm</td>
<td>Nortine - Nortanie</td>
<td>Japan, free lance writer</td>
<td></td>
</tr>
<tr>
<td>12/29, 6:45 pm</td>
<td>Ron McBee</td>
<td>NBC News, New York</td>
<td>212-765-3521</td>
</tr>
<tr>
<td>12/30, 8:52 am</td>
<td>Bob Laurie</td>
<td>KIMO-TV channel 13, Anch.</td>
<td>[interview at 10:15a]</td>
</tr>
<tr>
<td>12/30, 7:30 am</td>
<td>Mike Evans</td>
<td>KENI Radio, Anchorage</td>
<td></td>
</tr>
<tr>
<td>12/30, 7:50 pm</td>
<td>Bruce</td>
<td>Radio Hawaii, Honolulu</td>
<td></td>
</tr>
<tr>
<td>12/30, 9:07 am</td>
<td>Mike McCake</td>
<td>CBC, Whitehorse, YT, Canada</td>
<td></td>
</tr>
<tr>
<td>12/30, 10:14 am</td>
<td>Wayne Malloy</td>
<td>KYAK radio, Anchorage</td>
<td>563-8857</td>
</tr>
<tr>
<td>12/30, 10:35 am</td>
<td>Jackie Ripley</td>
<td>WSLO Radio, Tampa, FL</td>
<td>813-228-9797</td>
</tr>
<tr>
<td>12/30, 10:56 am</td>
<td>Lauren Maxwell</td>
<td>KTVA, Channel 11, Anch.</td>
<td>562-3456</td>
</tr>
<tr>
<td>12/30, 12:10 pm</td>
<td>* Earl Golz</td>
<td>Star Magazine, New York</td>
<td>1-800-992-3905 or 914-332-5000</td>
</tr>
<tr>
<td>12/30, 3:40 pm</td>
<td>* Jeff Berliner</td>
<td>UPI, Anchorage</td>
<td>277-1300</td>
</tr>
<tr>
<td>12/30, 10:35 am</td>
<td>*</td>
<td>Canadian Broadcasting Corp.</td>
<td>277-1300</td>
</tr>
<tr>
<td>12/31, 7:53 am</td>
<td>* Earl Golz</td>
<td>Star Magazine, New York</td>
<td>1-800-992-3905</td>
</tr>
<tr>
<td>12/31, 8:00 am</td>
<td>Martin Brunt</td>
<td>Sunday Mirror, London</td>
<td></td>
</tr>
<tr>
<td>12/31, 9:50 am</td>
<td>Ed Mullin</td>
<td>WBBZ Radio talk show, Boston</td>
<td>617-787-7241</td>
</tr>
<tr>
<td>12/31, 10:37 am</td>
<td>Steve Jones</td>
<td>ABC News, New York</td>
<td>212-580-9000</td>
</tr>
<tr>
<td>12/31, 12:12 pm</td>
<td>Lee Wilson</td>
<td>NBC, Los Angeles</td>
<td></td>
</tr>
<tr>
<td>12/31, 1:59 pm</td>
<td>Marvin McDonal</td>
<td>WGST, Atlanta (live radio)</td>
<td></td>
</tr>
<tr>
<td>12/31, 1:12 pm</td>
<td>Dr. Richard Haines</td>
<td>NASA, Ames Research Center</td>
<td>415-941-0958</td>
</tr>
</tbody>
</table>
November 17, 1986 "Sighting"

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2/87, 8:36am</td>
<td>* Jeff Berliner</td>
<td>UPI, Anchorage</td>
<td>277-1300</td>
</tr>
<tr>
<td>1/2, 8:36am</td>
<td>Leland Schwartz</td>
<td>States News Service, Washington, D.C.</td>
<td>202-628-3100</td>
</tr>
<tr>
<td>1/2 am</td>
<td>Tim Woolston</td>
<td>KSKA, Public Radio News</td>
<td>562-2279</td>
</tr>
<tr>
<td>1/2, 9:20am</td>
<td>David Miller (Steve Dun-Lavey)</td>
<td>Channel 5, New York City</td>
<td>212-879-8057</td>
</tr>
<tr>
<td>1/2, 9:30am</td>
<td>Walter Andrus</td>
<td>International Director, Mutual UFO Network, Seguin, Texas (UFO Hotline)</td>
<td>512-379-9216</td>
</tr>
<tr>
<td>1/2, 9:45am</td>
<td>Mr. Vandoorne or Ms. Benoit</td>
<td>French News Agency, Wash. D.C.</td>
<td>202-293-9380</td>
</tr>
<tr>
<td>1/2, 9:50am</td>
<td>Lauren Block</td>
<td>Cable News Network, Wash. D.C.</td>
<td>202-898-7983</td>
</tr>
<tr>
<td>1/2, 10:10am</td>
<td>Vicki Cooper</td>
<td>UFO Magazine, Los Angeles</td>
<td>213-273-9409</td>
</tr>
<tr>
<td>1/2, 10:00am</td>
<td>Dennis Whitehead</td>
<td>Burda Publications (of West Germany), Arlington, VA</td>
<td>703-524-6814</td>
</tr>
<tr>
<td>1/2, 12:10am</td>
<td>* Dennis Whitehead</td>
<td>Burda Publications</td>
<td></td>
</tr>
<tr>
<td>1/2, 10:45am</td>
<td>Mark Miller</td>
<td>News Magazine, Wash. D.C.</td>
<td>202-626-2018</td>
</tr>
<tr>
<td>1/2, 1:32pm</td>
<td>* Mark Miller</td>
<td>News Magazine, Wash. D.C.</td>
<td></td>
</tr>
<tr>
<td>1/2, 2:02pm</td>
<td>* Mark Miller</td>
<td>News Magazine, Wash. D.C.</td>
<td>202-626-2018</td>
</tr>
<tr>
<td>1/2, 12:26</td>
<td>Hal Spenser</td>
<td>Newsweek</td>
<td>345-2510</td>
</tr>
<tr>
<td>1/2, 12:30pm</td>
<td>Jim Doyle</td>
<td>Washington Times</td>
<td>202-636-4838</td>
</tr>
<tr>
<td>1/2, 12:45pm</td>
<td>Mike Botula</td>
<td>KTTV Chan. 11, Los Angeles</td>
<td>213-856-1323</td>
</tr>
<tr>
<td>1/2, 1:15</td>
<td>Gisele Hudson</td>
<td>KTTV Chan. 11, Los Angeles</td>
<td>213-856-1096</td>
</tr>
<tr>
<td>1/2, 2:55pm</td>
<td>Stanton Friedman</td>
<td>New Brunswick, Canada; Fredericton</td>
<td>506-457-0232</td>
</tr>
<tr>
<td>1/2, 3:41pm</td>
<td>Tammy Haddad</td>
<td>Cable News (CNN Radio) (Larry King--live talk show)</td>
<td>202-898-7983</td>
</tr>
</tbody>
</table>

1/2 am (Henry Elias and the controller talked with Administrator Engen)
1/2, am (Henry Eliastalked with Dr. Tom Rona, Presidential Science Advisor) 202-395-7200
Date/Time       Name                  Organization                        Phone
1/2, 4:50pm     * Dennis Whitehead     Burda Publications
1/2, 7:00pm     Tom Grow               Los Angeles Times
1/2, 7:17pm     BBC, England
(Saturday)
1/3, 2:30pm     Leslie                 United States Radio Network, N.Y.
                1/4
                Sara Bancroft         Mutual News                      800-336-4701
                1/4
                Rob Goodman            CBS, St. #5 (New York)            212-397-9090
1/3, 5:52pm     * Ron McBee            NBC News, New York
1/3, 1:30       * David Miller         WNYW, Channel 5 New York
1/3, 1:00pm     Lloyd                  ABC News, New York                212-580-9000
1/3
                *                                 BBC News
1/3, 10:21      * Jeff Berliner        UPI, Anchorage
1/3             * Ron McBee            NBC News, New York                212-765-3521
(Sunday)
1/4, 7:29am     Bill McCall           United States Radio Network, New York 212-575-6166
                1:00pm to 6:30 pm David Miller, Interview at ARTCC, WNYW TV New York
1/4, 9:45am     Sherryl                USA Today                        1-800-368-3024
1/4, 10:10am    Wayne Nelson          CBN, CJ92 Radio, Calgary, Canada
1/4, 11:00am    Dr. Bruce McVee        U.S. Navy
1/4, 11:35am    Paul Jenkins          AP
1/5, 8:13am     Andy Regal            NBC Radio, Chicago [11:10, Morton Downey talk show]
1/5, 8:36am     Margaret West         National Public Radio, Wash. D.C.
1/5, 11:30am    Noah Admas            National Public Radio, Wash., D.C. [interview for "All Things Considered"]
1/5, 8:21am     Dick Farnel           Juneau (individual)
1/5, 8:58am     Linda Mandala         San Diego, CA (individual)  619-295-8706
1/5, 8:48am     Hal Bernton           Anchorage Daily News
**November 17, 1986 "Sighting"**

**Page 4**

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/5, 9:00am</td>
<td>Dr. Bruce Macaby</td>
<td>U.S. Navy</td>
<td>301-394-3458</td>
</tr>
<tr>
<td>1/5, 9:11am</td>
<td>* Vicki Cooper</td>
<td>UFO Magazine, Los Angeles</td>
<td>213-273-9409</td>
</tr>
<tr>
<td>1/5, 9:35am</td>
<td>Scott Hollebeck</td>
<td>WFBR Radio, Baltimore</td>
<td></td>
</tr>
<tr>
<td>1/5, 10:25am</td>
<td>Mark Guy</td>
<td>KENI Radio, Anchorage</td>
<td>278-3035</td>
</tr>
<tr>
<td>1/5, 10:28am</td>
<td>Dan Blackburn</td>
<td>NBC News, Los Angeles</td>
<td>818-840-3862</td>
</tr>
<tr>
<td>1/5, 10:15am</td>
<td>* Hal Bernton</td>
<td>Anchorage Daily News</td>
<td>257-4313</td>
</tr>
<tr>
<td>1/5, 10:35am</td>
<td>Alexi Burmistenko</td>
<td>Correspondent (Wash. D.C.) for Trud, Soviet national daily newspaper</td>
<td>301-656-3744</td>
</tr>
<tr>
<td>1/5, 11:12am</td>
<td>Mark Reisman</td>
<td>freelance journalist, Los Angeles</td>
<td>818-772-1051</td>
</tr>
<tr>
<td>1/5, 11:40am</td>
<td>Cary Anderson</td>
<td>KTVA Chan. 11, Anchorage</td>
<td>561-5882</td>
</tr>
<tr>
<td>1/5, 12:25pm</td>
<td>Laura Ammann</td>
<td>KCBS Radio, San Francisco</td>
<td>415-765-4074</td>
</tr>
<tr>
<td>1/5, 9:42am</td>
<td>Brad Hurtado</td>
<td>ABC TV, Detroit</td>
<td>313-827-9251</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(called back 2:02pm, no answer)</td>
</tr>
<tr>
<td>1/5, 10:46am</td>
<td>Mary Snow</td>
<td>WOR Radio, New York</td>
<td>212-642-4515</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(Number called is the &quot;Rambling with Gambling&quot; office. ??)</td>
</tr>
<tr>
<td>1/5, 12:08pm</td>
<td>Annie Pong or Jack Blackstone</td>
<td>CBS News, San Francisco</td>
<td>415-362-8051</td>
</tr>
<tr>
<td>1/5, 12:30pm</td>
<td>Ira Glass</td>
<td>National Public Radio, &quot;All Things Considered&quot;</td>
<td>202-822-2110</td>
</tr>
<tr>
<td>1/5, 12:48pm</td>
<td>Mike Gough</td>
<td>WGST, all-news radio, Atlanta</td>
<td>404-261-9442</td>
</tr>
<tr>
<td>1/5, 12:30pm</td>
<td>Beverly Churchill</td>
<td>Valdez (individual)</td>
<td></td>
</tr>
<tr>
<td>1/5, 12:35pm</td>
<td>Russ Park</td>
<td>FAA AWP-5</td>
<td>FTS 984-1431</td>
</tr>
<tr>
<td>1/5, 10:55am</td>
<td>Ed Palladino</td>
<td>WWDB Radio, Philadelphia</td>
<td>215-878-1500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(called back 2:06, no answer)</td>
</tr>
<tr>
<td>1/5, 12:25pm</td>
<td>Monica Evans</td>
<td>KEI Radio, Calif.</td>
<td>213-387-5188</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(called back at 2:14, no answer)</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>Organization</td>
<td>Phone</td>
</tr>
<tr>
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<td>---------------</td>
<td>------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1/5, 12:20pm</td>
<td>Tim Treloar</td>
<td>(individual) Los Angeles</td>
<td>714-529-5099</td>
</tr>
<tr>
<td>1/5, 2:18pm</td>
<td>Shokichi Kibe</td>
<td>Kyodo News Service, Anchorage</td>
<td>248-0836</td>
</tr>
<tr>
<td>1/5, 11:45am</td>
<td>John Barnier</td>
<td>KSTP radio, St. Paul, MN</td>
<td>612-481-9333</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[will do interview 7:30 Thursday]</td>
<td></td>
</tr>
<tr>
<td>1/5, 12:50pm</td>
<td>Randy</td>
<td>KTOO Channel 2, Anchorage</td>
<td></td>
</tr>
</tbody>
</table>
## Calls Regarding November 17, 1986 "Sighting"

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/5, 9:27 am</td>
<td>John Barnier</td>
<td>KSTP Radio</td>
<td>612-481-9333</td>
</tr>
<tr>
<td>1/5, 11:45 am</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/5, 10:20 am</td>
<td>Dr. Collins</td>
<td>(FAA ?)</td>
<td>202-647-8593</td>
</tr>
<tr>
<td>1/6, 8:30 am</td>
<td>Marilyn Adams</td>
<td>U.S. Today</td>
<td>202-276-6337</td>
</tr>
<tr>
<td>1/6, 9:00 am</td>
<td>Judy Rose</td>
<td>BBC-TV</td>
<td>743-1272 x6352</td>
</tr>
<tr>
<td>1/6, 10:53 am</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/6, 1:07 pm</td>
<td>John Opley</td>
<td>CFCF Radio, Montreal Can.</td>
<td></td>
</tr>
<tr>
<td>1/6, 1:34 pm</td>
<td>Nori Tani</td>
<td>Freelance Japan, (LA)</td>
<td>213-305-1353</td>
</tr>
<tr>
<td>1/6, 12:00 noon</td>
<td>Victor Nerva</td>
<td>KNBR Radio, San Francisco Live radio interview</td>
<td></td>
</tr>
<tr>
<td>1/6, 2:02 pm</td>
<td>Pearl Stein</td>
<td>Phoenix, Arizona</td>
<td></td>
</tr>
<tr>
<td>1/6, 2:45 pm</td>
<td>David Capraro</td>
<td>South Field, Michigan</td>
<td></td>
</tr>
<tr>
<td>1/6, 3:38 pm</td>
<td>Richard Thornton</td>
<td>Conway, Arkansas</td>
<td></td>
</tr>
<tr>
<td>1/7, 9:54 am</td>
<td>Larry Jessie</td>
<td>NASA, D.C.</td>
<td></td>
</tr>
<tr>
<td>1/7, 11:15 am</td>
<td>Martin H. Gaines</td>
<td>BBC-TV, London</td>
<td>44-1-743-1272 x6932</td>
</tr>
<tr>
<td>1/7, 11:32 am</td>
<td>Bob Kennelly</td>
<td>Rockville, Maryland</td>
<td>703-486-4233</td>
</tr>
<tr>
<td>1/7, 12:00 noon</td>
<td>Shokichi Kibe</td>
<td>Kyodo News, Japan Interview, visit</td>
<td></td>
</tr>
<tr>
<td>1/7, 12:43 pm</td>
<td>Jim Anderson</td>
<td>CBS, Los Angeles</td>
<td>213-852-2202</td>
</tr>
<tr>
<td>1/7, 12:50 pm</td>
<td>Jeff Berliner</td>
<td>UPI</td>
<td>277-1300</td>
</tr>
<tr>
<td>1/7, 12:53 pm</td>
<td>Dave Salesky</td>
<td>KTUU-TV</td>
<td>277-6397</td>
</tr>
<tr>
<td>1/7, 12:57 pm</td>
<td>Valerie</td>
<td>KIMO-TV</td>
<td>Anchorage</td>
</tr>
<tr>
<td>1/7, 1:55 pm</td>
<td>Jeff Berliner</td>
<td>UPI</td>
<td>277-1300</td>
</tr>
<tr>
<td>1/7, 2:40 pm</td>
<td>Ed Hamilton</td>
<td>Univ. of Washington News</td>
<td>206-527-1878</td>
</tr>
<tr>
<td>1/7, 3:25 pm</td>
<td>Jim Clarkson</td>
<td></td>
<td>206-533-7587</td>
</tr>
<tr>
<td>1/8, 7:56 am</td>
<td>Vicki Cooper</td>
<td>UFO Magazine, Calif.</td>
<td>213-273-9409</td>
</tr>
<tr>
<td>1/8, 9:12 am</td>
<td>David Caparro</td>
<td></td>
<td>313-272-4504</td>
</tr>
<tr>
<td>1/8, 9:26 am</td>
<td>Donavan</td>
<td></td>
<td>305-586-0201</td>
</tr>
</tbody>
</table>
November 17, 1986 "Sighting

Date/Time | Name | Organization | Phone
---|---|---|---
1/8, 9:38 am | Col. Tilma | Elmendorf AFB | 552-2226
1/8, 10:34 am | Fred Ferrar | FAA-DC, APA | 267-3441
1/8, 12:20 pm | Hal Bernton | Anchorage News (3 controllers ?) | 257-4313
1/8, 10:50 pm | Fred Ferrar | FAA, APA-300 | 267-3441
1/8, 12:45 pm | Ed Hamilton | Univ. of Washington, Seattle | 
1/8, 12:00 noon | Jane (Shirley Stocker) | Vancouver, Canada | 604-683-2816
1/8, 12:10 pm | Abdul | FCN News Service, Chicago | 
1/8, 1:22 pm | Nori Tani | Freelance (Los Angeles) | 213-305-1353
1/8, 1:44 pm | Hal Bernton | Anchorage News (Re: Flying Tiger UFOs) | 257-4348
1/8, 1:45 pm | Dave Salesky | KTUU-TV, interview | 

I was unable to answer the following calls:

Debra Carlton, Seattle PI, 206-448-8326
(2)Mike Gray,* Columbia Pictures, 818-954-4483
(2)Annie Pong,* CBS News, San Francisco, 415-362-8051
(2)Marie Marx, KFYI Radio, Phoenix, 602-258-6161
Gina Sunseri, KHOU-TV, Texas, 713-521-4362
Dr. Friedman, Science Correspondent, 215-342-7100

* Tried twice to reach, unsuccessful

1/9, 8:40 am (2) | Teresa Greco | ANM-5, FAA | 446-2005
1/9, 9:02 am (2) | Morris Klesman | Anchorage Photo Agency | 258-8362
1/9, 9:50 am | Narianne Robin | National Enquirer | 213-306-3811
1/9, 10:30 am | Message placed on AAL-5 media recorder and main incoming line forwarded to it. Hence, can not provide number of calls or names. (Recorder played frequently.) | |
1/11, 2:00 pm (Sunday) | Nancy Faber | People Magazine, San Fran. 415-434-5245 Interview at Captain Cook | 
1/11, 3:45 pm | Carolyn Blakly | KTUU-TV (Received among calls regarding 2nd UFO sighting.) | 
1/11, 7:44 pm | Don Hunter | Anchorage News (regarding UFO #2) |
### CALLS REGARDING NOVEMBER 17, 1986 "SIGHTING"

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/29, 7:36pm</td>
<td>Bill McCaw</td>
<td>United Radio Station, N.Y.</td>
<td></td>
</tr>
<tr>
<td>1/12, 8:40am</td>
<td>Jenkins</td>
<td>Associated Press</td>
<td></td>
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<tr>
<td>1/12, 8:45am</td>
<td>Nancy Faber</td>
<td>People Magazine</td>
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<tr>
<td>1/12, 9:30am</td>
<td>Walter Andrus</td>
<td>Intl Dir Mutual UFO Network, Sequin, Texas</td>
<td>512-379-9216</td>
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<tr>
<td>1/12, 9:43am</td>
<td>Dave Patrick</td>
<td>Ch. 13, KIMO</td>
<td>563-3461</td>
</tr>
<tr>
<td>1/12, 10:25am</td>
<td></td>
<td>CBS - LA</td>
<td></td>
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<tr>
<td>1/12, 1:54pm</td>
<td>Don Redson</td>
<td>Evanston Journal, Canada</td>
<td></td>
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<tr>
<td>1/12, 2:00pm</td>
<td>Linda</td>
<td>CBS News, Canada</td>
<td></td>
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<tr>
<td>1/12, 4:40pm</td>
<td>Hal Bernton</td>
<td>Anchorage Daily News</td>
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<td>1/12, 7:16pm</td>
<td>Bill McCaw</td>
<td>United Radio, NY</td>
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<tr>
<td>1/13, 8:35am</td>
<td>Mike Gray</td>
<td>Film producer, &quot;STARMAN&quot;</td>
<td></td>
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<td>1/13, 9:26am</td>
<td>Rick Murry</td>
<td>Atlantic City Press</td>
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<tr>
<td>1/13, 11:45am</td>
<td>Susan Baumel</td>
<td>Ch. 5 News, Wash. D.C.</td>
<td>202-244-3086</td>
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<tr>
<td>1/13, 12:55pm</td>
<td>Peg Melnik</td>
<td>Springfield News, Ohio</td>
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<td>1/13, 1:17pm</td>
<td>Nancy Faber</td>
<td>People Magazine</td>
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<td>1/14, 10:12am</td>
<td>Dr. Friedman</td>
<td>Pennsylvania</td>
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<tr>
<td>1/14, 10:45am</td>
<td>&quot;a journalist&quot;</td>
<td>London newspaper</td>
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<td>1/14, 10:55am</td>
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<td>New Brunswick, Canada</td>
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<td>1/14, 12:05pm</td>
<td>John Tracy</td>
<td>Ch. 2 News, KTUU</td>
<td>277-6397</td>
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<td>1/15, 12:06pm</td>
<td>Jocelyn Ford</td>
<td>Kyodo News Service</td>
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<td>1/15, 12:15pm</td>
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<td>Tokyo, Japan</td>
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<td>1/16, 7:35am</td>
<td>Theda</td>
<td>Headquarters</td>
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<td>1/16, 1:05pm</td>
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<td>Sentinal Weekly, Japan News Service</td>
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<td>1/16, 3:23pm</td>
<td>Scott Vincent</td>
<td>Blue Sort, NY, Entertainment</td>
<td>914-725-2005</td>
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<td>1/20, 9:12am</td>
<td>Cary Anderson</td>
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<td>561-5882</td>
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<td>1/20, 10:25am</td>
<td>Ron Pandolfi</td>
<td>CIA</td>
<td>703-482-9563</td>
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<td>10:55am</td>
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<tr>
<td>1/20, 12:45pm</td>
<td>Bob Engelman</td>
<td>Scripps Howard News Service</td>
<td>202-833-9520</td>
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<tr>
<td>1/22, 10:00AM</td>
<td>Sally Rayl</td>
<td>OMNI Magazine</td>
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FAA RELEASES DOCUMENTS ON REPORTED UFO SIGHTING LAST NOVEMBER

The Federal Aviation Administration today released documents relating to the reported sighting of an unidentified flying object (UFO) over Alaska by a Japan Air Lines flight crew on November 17, 1986, saying it was unable to confirm the event.

The material was issued by FAA's Regional Office in Anchorage, Alaska, and included transcripts of pilot-controller communications, interviews with controllers and the flight crew, radar plots and other data.

FAA's Regional Public Affairs Officer Paul Steucke pointed out that FAA normally does not investigate UFO sightings but pursued the JAL incident in its role as the operator of the air traffic control system. He said the agency's objective was to determine if there was an unreported aircraft in the vicinity of the JAL flight that could present a safety hazard.

As part of the inquiry, Steucke said, radar data of the JAL flight track was reviewed by FAA experts at the agency's Technical Center in Atlantic City, N.J., using identical equipment. They determined that a second radar target near the JAL flight at the time of the reported sighting was not another aircraft but rather a split radar return from the JAL Boeing 747.

Technically, this is known as an "uncorrelated primary and beacon target return." It means that the primary radar signal reflected off the aircraft's surface did not correlate exactly with the pulse emitted by the aircraft's radar beacon transponder. This phenomenon is not unusual and gives the impression of two separate radar targets.

Steucke also noted that FAA controllers who monitored the JAL aircraft said in their statements that they thought there might have been another aircraft because of the dual radar targets. However, a northbound United Air Lines jet that was diverted by controllers to intercept the JAL flight path did establish visual contact with that aircraft but the pilots saw nothing else.

The Nov. 17 UFO sighting was reported by JAL Captain Kenjyu Terauchi on a cargo flight over the polar cap from Iceland to Japan via Anchorage. Captain Terauchi said he had visual contact from approximately the U.S.-Canadian border to south of Fairbanks. On Jan. 11, 1987, Captain Terauchi also reported another sighting in the same general area as the first.

Steucke said FAA is satisfied that the safety of the air traffic control system was not compromised by the Nov. 17 incident and plans no further investigation of the circumstances.
UNCORRELATED RADAR SIGNALS

Radar data received by the FAA and used to track Japan Airlines flight 1628 on the night of the November 17, 1986, was retained by FAA. Review of this radar data by FAA experts using identical equipment at the FAA's research technical center in Atlantic City, New Jersey, revealed that the radar system was receiving what is called an "uncorrelated primary and beacon target".

This electronic phenomena is not unusual according to Steucke who said, "It is unfortunate that the uncorrelated target phenomena occurred just when a pilot was reporting seeing something outside his aircraft.

The controller's statements, released by the FAA, indicate that they thought there might be another aircraft or object in the area of the JAL flight. Steucke said, "The controllers were doing their job right because they have to work with what is right there in front of them on the screen, especially when you have a Captain that is reporting "other traffic" in his immediate area. The radar data they had was one target, moving slowly across the radar screen. They don't have the benefit of "monday morning quarterbacking" with multiple radar images as was the case in regenerating the radar data." Review of the radar data by FAA experts revealed the "uncorrelated target" phenomena.

FAA electronic technicians explained that an "uncorrelated primary and beacon target" on the radar screen occurs when the radar energy that is sent up toward the aircraft, (primary signal) returns to the radar receiver along with the aircraft transponder (beacon) signal and the two do not match up as being at the same exact location.
ANCHORAGE -- The Federal Aviation Administration said today it can't explain strange flashing lights which spooked the crew members of a Japan Air Lines 747 cargo plane as it flew over northern Alaska last month.

F-A-A spokesman Paul Steucke (STOCK-ee) says the agency is not (NOT) investigating as there is nothing to investigate.

He says the military has been unable -- or unwilling -- to provide any information to explain the incident. Steucke says the military is saying nothing.

The incident began at 8:19 P-M on November 17th as the J-A-L plane was headed for Anchorage on a flight from Europe, via Iceland, on its way to Tokyo. As the aircraft entered U-S airspace at the junction of the Canadian border and the Beaufort Sea, the pilot reported seeing unusual white and yellow flashing lights.

The pilot reported the lights were approximately eight miles away, at the same altitude of 30,000 feet and traveling at the same speed and in the same direction as the J-A-L plane.

Steucke says 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 says a subsequent review of the radar tapes did not (NOT) reveal any such object, but that the controller insisted it was there.

As the lights continued to face the 747, the pilot requested permission to change altitude. As he descended to 31,000 feet, Steucke says the pilot reported the lights followed in formation.

The pilot then requested permission to make a 360-degree turn to see if the lights would follow. Upon completing the maneuver, the pilot reported losing contact with the lights.

Steucke says radar operators in Fairbanks picked up nothing on their screens in the vicinity of the J-A-L flight, and he says a United Airlines flight headed toward Fairbanks spotted the J-A-L 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 Steucke says it's not (NOT) known what -- if anything -- they did about it.

The J-A-L crew was interviewed by the F-A-A upon arrival in Anchorage. Steucke describes them as well-trained, professional, rational and not (NOT) affected by drugs or alcohol.

He says all three reported that the blinking lights accompanied their plane for about 50 miles across the northern Alaska sky. He says the entire incident lasted about 30 minutes.

As for the time lag since the incident, Steucke says: He didn't exactly broadcast it until the news media dug it up.

AP-03-12-30-86 0541307
BY JAL B747 PILOT, CARGO, ON NOV. 17, 1986. ITEM DID NOT BECOME NEWS
UNTIL KYODO NEWS SERVICE (JAPAN) PICKED IT UP IN JAPAN SOMEHOW AND
STARTED ASKING QUESTIONS ON DEC. 24TH. UPI PICKED IT UP FROM JAPAN ON
DEC. 29 WHEN IT WENT ON WIRE. BEST REGARDS, PAUL STEUCKE.

On November 17, 1986, at approximately 6:30 pm, the Captain of a
JAL B747 Cargo flight, enroute to Anchorage and Toyko over the N.Pole,
reported sighting what appeared to be another aircraft flying about 8
miles from him at the same speed and direction.
He reported the other air traffic, which had white and yellow
strobe lights that were not in a usual aircraft pattern, to the Anch.
Air Route Traffic Control Center, and requested a report as to whether
or not there was other aircraft in the area.
The controller reported there were none in the area, although he
did at times see another blip on radar along with the JAL flight.
(Military radar at Elmendorf AFB also reported seeing the second target.)
The JAL Captain requested a change in altitude from 350 to 310, and
also performed a 360 degree turn in an attempt to discover if the mystery
lights followed.
The lights moved from in back of the JAL flight to the side and front
during the early encounter, but disappeared after the 360 turn. All three
crew members of the JAL flight saw the lights and provided interviews to
FAA upon landing at Anchorage.

CTRL-BREAK TO GO OFF-LINE DGC TERMINAL

CTRL-BREAK TO GO OFF-LINE DGC TERMINAL
MEMORANDUM, DOT, FAA, ALASKAN REGION

SUB.: INFORMATION: Director's Management Report (3 week rpt.)  January 9, 1987

FROM: Public Affairs Officer AAL-5

TO: Director, AAL-1

PROBLEMS: NONE

HIGHLIGHTS:

1. MEDIA:

* Researched and responded to 101 citizen and news media inquiries re the "sighting" by JAL Captain of Fl#1628 on November 17, 1986. 25 radio/tv interviews from across the nation, including contact from Kyodo News Service-Japan, United Press International, Associated Press International, ABC, CBS, NBC, CNN, Fox Network radio/TV, British Broadcasting service-radio and TV, Canadian Broadcasting Service, Mutual News, Newsweek, USA Today, Burda Publications-Germany, French News Agency, "Larry King" talk show, London Sunday Mirror, Washington Times, Scripps Howard News, National Public Radio, Soviet National News Service, to name a few. Coordinated with Air Force, D.C. FAA, and regional division. Expect continued media interest until all available data and interview transcripts have been provided to public/media. Expect Press Conference will be needed to conclude this, in about 2 weeks. D.C. to decide where to hold Press Conference. Complete list of media contacts attached.

* Prepared news release and script for 9 hourly reports on progress of Santa Claus from crossing the Atlantic to Alaska and onward as tracked by FAA across the nation. Material turned out to be very popular with numerous radio stations using all or portions of the pre-taped script (on FAA media recorders). Availability was carried by United Press International wire service nationally via the Alaska bureau. Known to have aired on KASH, KBYR, KENI, KNIK, KSKA, KYAK, radio in Anchorage. Also arranged and accompanied KIMO-TV to ARTCC for interview of controller for Santa Claus report, 6:00 and 10:30 news.

* Responded to the following media requests:
  * Ketchikan D. News: Aviation/vs/Marine weather.
  * K100-TV: Public Use aircraft (Ref.to NTSB)
  * Wrangell Sentinel: H.Konine enf. case.
  * K100-TV, KIVA-TV, Anch. News: NATCA/PATCO vote.
JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA
JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA
JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA
JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA
Initial visual contact of unidentified aircraft. Sighting in front of aircraft for 12 minutes. Lights then moved to left side of aircraft. 7-8 miles out.

JAL 1628 at 39,000 ft, Speed: .84 Mach.
What was in the sky

Japan Air Lines pilot Kenju Terauchi prepared an illustration this week of what he saw when his Boeing 747 encountered strange lights over Alaska last month. At top, he shows the UFO lights nearly in front of the plane and a close-up of the lights. In middle, Terauchi depicts what one UFO looked like in silhouette dwarfing the JAL jet. At bottom, he shows where the UFO first appeared on the plane’s radar. The Federal Aviation Administration and the U.S. Air Force have confirmed that a UFO appeared on their radar.
December 29, 1986

The following is a chronological summary of the alleged aircraft sightings by Japan Airlines Flight 1628, on November 18, 1986:
(November 17, 1986 Alaska Time)

All times listed are approximate UTC unless otherwise specified.

(6:19 pm) AKST

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 position of JL1628. The ROCC advised that they were receiving a primary radar return in JL1628's 10 o'clock position at 8 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 right 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.

Aircraft arrived Anchorage International Airport 8:24 pm.

Three JAL crew members on board aircraft were interviewed by FAA Security personnel. Crew members were determined not to be influenced by drugs or alcohol, rational. All three crew members reported seeing the lights. (Capt. Kenju Terauchi, 1st.Off. Takanori Tamefuji, Fl.Eng. Yoshio Tsukuda)

Aircraft, a cargo flight, B747, was enroute from Reykjavik, Iceland to Tokyo, Japan, via Anchorage, Alaska.

There were no other reports of unknown aircraft in the area by any other aircraft. The unknown aircraft accompanied the JAL flight for about 50 miles.

FAA Security, upon being notified immediately informed the FAA Wash. D.C. Security office. The Air Force Military Defense system was alerted by the Anchorage Air Route Traffic Control Center when the JAL pilot reported the sighting via radio to the Center.

The FAA ARTCC reported that there was only one radar target - the JAL B747 - no confirmation of any other targets.

Military contact: Col Ted Tilma, USAF, Anchorage, 552-5351.
The following is a report concerning the incident to aircraft JL1628 on November 18, 1986 at 0230 UTC.

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 vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I 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 360° 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 UA59 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 JL1628 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

* "single primary returns" is in reference to target other than JAL.
** "the traffic" is in reference to the unidentified object.
At first sighting, then 12 minutes later it moved.

Object moved from front of, after 12 min. to side.

Left Window view, (Capt'n)

Flight path across Alaska

Onboard weather radar

Unidentified object

FAA, Alaskan Region
701 C St, Box 14
Anchorage, AK 99513
(907) 271-5296

COPY OF DRAWING MADE BY
CAPTAIN KENJYU TERAUCHI,
JAPAN AIR LINES, NOVEMBER 17,
1986, FOR FAA INVESTIGATOR,
ANCHORAGE AIRPORT.

Reference to flight of JAL
#1628, B747, 6:19 pm, 11/17/86.
FEDERAL AVIATION ADMINISTRATION
ALASKAN REGION
701 C Street, Anchorage, Alaska, 99513

DECEMBER 30, 1986
CONTACT: PAUL STEUCKE, FAA, PUBLIC AFFAIRS, ALASKA
(907) 271-5296

The following information constructed from personal handwritten
notes, has been provided to Paul Steucke, FAA Public Affairs
Officer, Alaskan Region, by Jim Derry, Manager, FAA Security
Division, Alaskan Region, and constitutes the information
obtained in personal interviews held the evening of November 17,
1986, at Anchorage International Airport, with the flight crew of
Japan Air Lines flight 1628, enroute from Europe and Iceland to
Tokyo, via Anchorage, Alaska.

Attending the interview were: Jim Derry, Manager, Security
Division, FAA: Ron Mickle, Investigator, FAA Security: Jack
Wright, Investigator, FAA Flight Standards District Office, the
Manager of the JAL Anchorage Office; and the flight crew -
Captain Kenjyu Terauchi; First Officer Takonori Tamefuji; and
Flight Engineer Yoshio Tsukuda.

The interviews were in response to the sighting of unknown and
unidentified air traffic which accompanied the flight from the
Alaska Canadian border on the north along a flight plan which
flows approximately from Ft. Yukon, Alaska, to Fairbanks, to
Anchorage.

NOTES:

* FLIGHT NUMBER JAL 1628, Dep. Reykjavik, Iceland.
* ADIZ, HL529...J529... (Airway numbers) Contact at POTAT()
* Visual contact...can see FAI, over FAI did 360 degrees.
* S. MJ-125, Route

continued...
* Used onboard color radar, located aircraft, 7 miles.
* Size: "As big as B747 or larger, erratic movement."
* Lights: Yellow, Amber, Green, No red. Rotating Beacon. Many small lights.
* One object, two sets of lights.
* Speed of JAL B747: .84 Mach, (Approximately 525 knots)
* ATC (Air Traffic Control) picked up target.
* Target broke off ---40 N of TKA (Talkeetna)
* Radio: Received static only in VHF mode. (Abnormal)
* JAL aircraft on instrument navigation.
* Flight Crew observation: Normal, professional, rational, no drug or alcohol involvement.
* Drawings of situation provided by Captain.
* Normal language difficulty between flight crew and interviewer.

** Note: Exact conversion to mph or knts is difficult as it varies due to elevation (air density), weather, wind, etc.)

END.
NASA worker tracks UFO reports by pilots

By HAL BERNTON
Daily News business reporter

The mysterious, flashing lights sighted by the crew of a Japan Air Lines cargo jet last November aren't the only strange things pilots have seen through their cockpit windows.

In the past 20 years, more than 3,000 sightings of UFOs have been reported by pilots, according to Richard Haines, a NASA scientist who tracks UFO sightings by pilots in his spare time.

"Some of them are very spectacular and very significant from the standpoint of getting a better idea on how to characterize the phenomena," said Haines.

He said the sightings are reported by military, civilian and commercial pilots who fly both national and international routes. UFO reports from Alaska pilots are relatively rare.

The sightings tend to occur in cycles that peak about every five years, Haines said. For the past two years, sightings have been in a trough.

Haines said many of the reports fall into two main categories.

Dr. Richard Haines, 415-941-0958, Ames Research Center, NASA, Moffett Field, CA 94305

SIGHTINGS: UFO reports

Continued from Page A-1

One category involves UFOs that suddenly appear within view of the cockpit and then disappear very rapidly. "The airplane is flying along essentially minding its own business. Then something comes up and does barrel rolls around the airplane."

Many other reports, including the Nov. 17 sighting by the JAL crew, involve UFOs that tail aircraft for periods ranging from a minute to more than two hours.

Haines' interest in UFOs resulted from his more than two decades spent working in NASA's man-in-space program. In the early 1960s, as he began studying visual optics in space, he encountered many reports from pilots who claimed to have seen UFOs.

"I thought I could explain all these strange phenomena as nothing more than strange lighting," said Haines, who now studies "human factors in space" at NASA's Ames Research Center in Mountain View, Calif.

"But I had to look at the data as an open-minded scientist and pretty soon realized that we are facing something totally different."

NASA currently doesn't investigate any UFO sightings. But Haines, working out of his Los Altos, Calif., home on his own time, has clipped newspapers, interviewed pilots and talked with controllers to amass reports of more than 3,000 sightings.

Haines said he hopes to fly to Anchorage to investigate the Nov. 17 sighting by Capt. Kenji Terauchi, pilot of a JAL cargo plane en route from Iceland to an Anchorage refueling stop. The report was made public in late December.

Terauchi, a 47-year-old pilot with 20 years of experience, told United Press International that two small brightly lit objects and one enormous object -- the size of two aircraft carriers -- followed his jumbo jet for 400 miles.

Terauchi first sighted the lights shortly after the plane entered Alaska airspace. At first, the lights were directly in front of the plane, and Terauchi feared a midair collision, said Paul Steucke, Alaska spokesman for the Federal Aviation Administration. Terauchi then obtained permission from an air traffic controller to try and evade the UFOs with several turns and drops in altitude. He finally lost the UFOs about 80 miles northwest of Anchorage, according to Steucke.

The FAA controller who monitored the JAL plane, Flight 1628, reported tracking the UFOs several times on radar, as near as five miles from the aircraft. "The traffic (UFO) stayed with JAL1628 through turns and descents," said the controller in a statement released by the FAA. The identity of the controller, however, has not been released.

The Military Regional Operations Control Center reported picking up the UFO on radar about eight miles from the plane. The military center then lost track of the UFO for 11 minutes, then picked up "a flight of two," according to a flight chronology released by the FAA. It picked up the UFOs as they dropped Pack and to the right of the plane, then lost radar contact.

More recently, Steucke has said that neither the military nor the FAA puts any faith in the early radar sightings. Steucke said that the FAA controller mistakenly interpreted a split-image of the cargo plane as a UFO and that the military now reports its radar images were simply "clutter."
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. Kenju 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 Anchorage.

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 co-pilot reported seeing the lights, but did not watch them as long as Terauchi. The 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,'" 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.

Steucke 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 bounce-light 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 lit 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.
ROUTE OF JAL FLIGHT #1628,
November 17, 1986
REYKJAVIK/ ANCHORAGE/TOYKO
6-7:00pm AKST

Initial visual contact of unidentified aircraft. Sighting in front of aircraft for 12 minutes. Lights then moved to left side of aircraft, 7-8 miles out.

JAL 1628 at 39,000 ft, Speed: .84 Mach.

JAL aircraft 360° Turn

Visual Contact lost.
What was in the sky
Japan Air Lines pilot Kenju Terauchi prepared an illustration this week of what he saw when his Boeing 747 encountered strange lights over Alaska last month. At top, he shows the UFO lights nearly in front of the plane and a close-up of the lights. In middle, Terauchi depicts what one UFO looked like in silhouette dwarfing the JAL jet. At bottom, he shows where the UFO first appeared on the plane’s radar. The Federal Aviation Administration and the U.S. Air Force have confirmed that a UFO appeared on their radar.
JAL #1628 (UFO)
FAA PRESS CONFERENCE
MARCH 5, 1987
ANCHORAGE, ALASKA