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'Encounter' Package For Sale

The story on the giant UFO spotted by a Japan Airlines Crew has generated so much interest that the FAA is now selling a mail-order package about the incident.

The package includes interviews with the crew members, spaceship drawings by the pilot and statements by air controllers. There's also four glossy color photos of regenerated radar data, all for a measly \$194.30.

Or, you can order individual items ranging from a 30 cent copy of the FAA form summarizing the sighting to a \$50 cassette tape of the interchange between the crew and ground controllers.

You will recall that Capt. Kenjyu Terauchi reported on Nov. 17 that he saw a giant spaceship the size of two aircraft carriers which looked a lot like a giant walnut. The apparition was also spotted on radar by ATC and Air Force radar crews.

If you just have to have this UFO package (or are just a fan of giant walnuts), write to the FAA, 701 C. St., Box 14, Anchorage, Alaska 99513.

Close Encounter Of The Wrong Kind

By Name Withheld

I read with interest your story about the giant spaceship that harassed the Japan Air Lines 747 crew over Alaska last November and feel that the time is right to reveal a similar experience I had in my Cessna 150 over downtown Los Angeles.

I was taking my first long night flight to qualify for my private license. Of course, I had my instructor with me but since he (like most of them) had a second job to make ends meet, he fell fast asleep shortly after takeoff.

I'd better not say which airport we left from since the FAA might be able to track him down and I don't want to get the old guy in trouble. Besides, he's hardly skipped any of the AA meetings lately.

Anyway, it was about eight o'clock at night — also last November — and I was cruising to our destination of Santa Monica Airport at about 3,000 feet. I was marveling at the sight of all the Los Angeles lights twinkl-

ing below, especially around Hollywood, when I spotted it.

The thing was BIG, and I mean huge. It had lights all around it that looked like passenger windows, a red light sticking out on the left and a green one on the right. It also had what looked like three or four giant headlights that just filled the cockpit. (It reminded me of that scene from "Close Encounters" where the guy in the pickup truck is bathed in light from a UFO behind him.)

It made this roaring noise that I could hear clearly and which got louder as it approached me. I was scared, I don't mind telling you. I started to wake up my instructor but he gave me strict orders to leave him alone unless I got lost and was almost out of fuel.

I guess I kind of got transfixed by watching this unidentified object barreling toward me because I didn't do anything for a long time... just stared at it wishing I had a camera. But then it began to dawn on me that maybe it intended to ram

me or maybe grab me with some sort of alien cherry picker and throw me in its cargo bay for later examination.

Since my airplane doesn't have any running lights or radios (I bought it as a fixer-upper and hadn't gotten around to fixing anything yet), I figured I might be able to evade the UFO by some tricky flying like I saw in Top Gun.

I pulled the power back and nosed the plane over into a dive, watching the lights of Century City rush up toward me. I don't know exactly how low I got — since I couldn't see the altimeter because I didn't have any cabin lights — but I was looking up at the Hollywood sign.

Anyway, I did a terrific job because the UFO just kept going with a terrible WHOOSH and roar as it passed overhead. It had some sort of alien writing on it that, of course, I couldn't read but it looked something like this: "U:ted ir nes." I started to wake my instructor up but I didn't need to since the

wake turbulence from the UFO started throwing us around really good.

The plane survived the experience okay and I'm all right; my instructor is expected to be out of the hospital in a few weeks. I'm glad that he had decided to go to his AA meetings again. Maybe I shouldn't have told him what really happened.

OUR PLACE OR YOURS

Anchorage Daily News

100 PAGES

ANCHORAGE, ALASKA, THURSDAY, JANUARY 15, 1987

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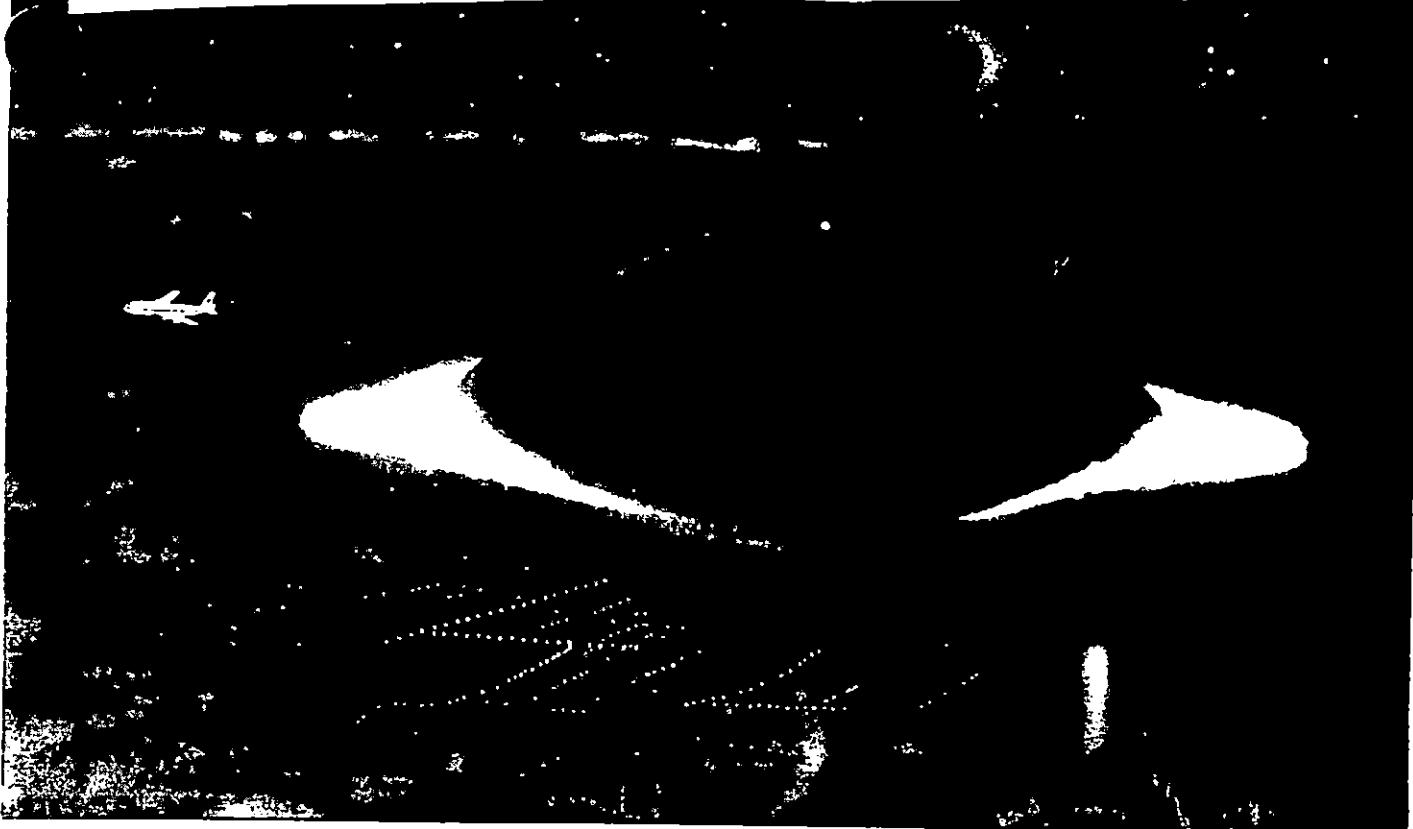


Illustration by William Hays

an illustration based on a description Japan Air Lines pilot Kenju Terauchi provided to Anchorage Illustrator William Hays of the larger craft — which he estimated to be twice the size of an aircraft carrier and 2 to 3 miles away.



Capt. Kenju Terauchi: "It was like a dream. Unbelievable."

Anchorage Daily News/Jim Lavrakas

A night flight to remember

Veteran JAL pilot who never believed in UFOs does now

By HAL BERNTON
Daily News business reporter

A full moon shone in the arctic sky as Capt. Kenju Terauchi took off from Iceland Nov. 17 in a Japan Air Lines cargo jet loaded with French Beaujolais wine. He was bound for Anchorage on a route across Greenland to Elsmere Island, Canada, over the Beaufort Sea, then into Alaska air space above Fort Yukon.

For the first two and a half hours, the flight — crewed by Terauchi, co-pilot Takanori Tamefuji and engineer Yoshio Tsukuda — was uneventful. The sky was clear and the winds — except for some light gusts over Greenland — calm. Then Terauchi's jet cruised into Alaska, and he first saw the two belts of light.

They were an estimated three miles ahead of the plane, slightly to the left of the pilot's cockpit seat, and 2,000 feet lower than the plane. They emitted a steady amber glow. They hovered almost stationary, shifted from side to side, then pulsed across the sky in abrupt bursts of speed.

The objects, Terauchi believes, "were not made by human kind. They were of a very high technology and intelligence."

The events recounted by Terauchi in the 50 minutes

See Back Page, FLIGHT

FLIGHT TO REMEMBER: Veteran JAL pilot recounts sighting of strange company

Continued from Page A-1

after that first sighting of lights are some of the most bizarre in Alaska aviation history. Since first becoming public in late December, the reports have transformed this soft-spoken, 47-year-old, Anchorage-based pilot into an international celebrity, interviewed by People magazine, Tokyo television and more than a dozen other national and international publications.

Terauchi has lived quietly in a comfortable house in Anchorage, his base for the last three years. He spends several weeks a month flying polar routes between Europe and Alaska. During his time off, he enjoys fishing for red and silver salmon.

This week, Terauchi is home again. His phone rings often with reporters eager to hear about his strange November flight.

Terauchi has an impressive list of professional credentials to lend weight to his rather incredible tale. He has 29 years flying experience. He says he hasn't often navigated the Iceland-Greenland-Anchorage route, but he has routinely flown other trans-polar routes.

Until November, Terauchi says, he never believed in UFOs. Now, he does. He thinks they're sent by visitors from outer space. In fact, last Sunday, Terauchi again reported mysterious lights of a spaceship during a flight to Anchorage.

This time, however, he admits he made a mistake. He now concedes that there was a more terrestrial explanation to what he saw. He agrees with Federal Aviation Administration officials who

speculated that the second sightings were the lights of villages reflected off ice crystals in the atmosphere.

But Terauchi remains convinced that the lights he saw in November were spaceships of some unknown, extra-terrestrial origin. In interview after interview, he methodically makes his case, charting the events of the sighting on flight maps of the arctic sky.

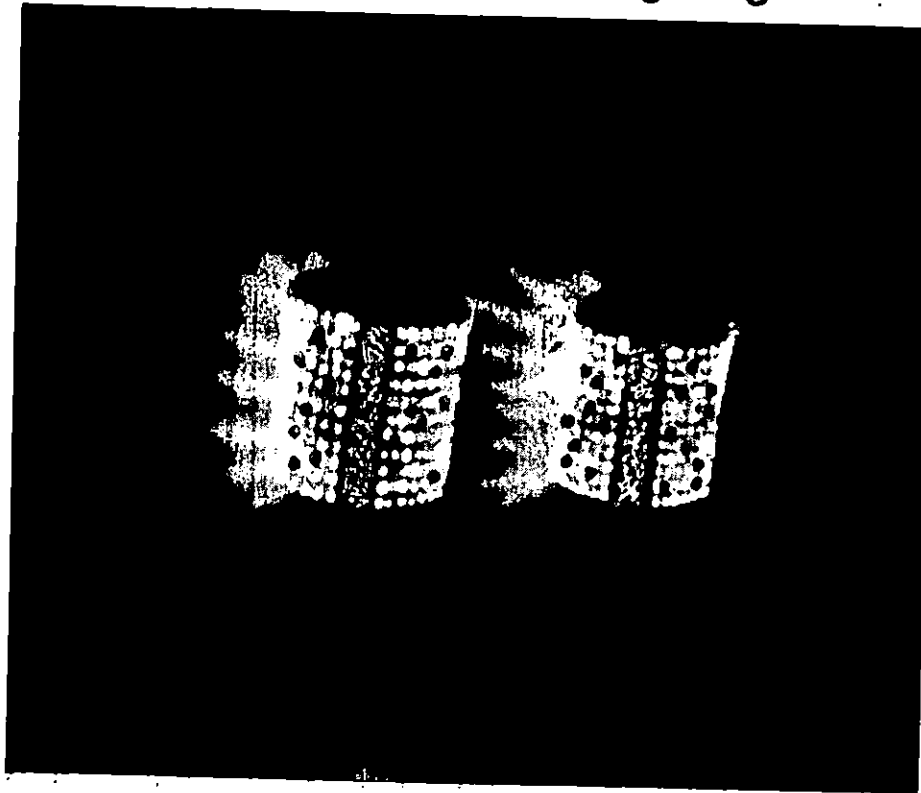
One day, he's convinced someone else will see the crafts, and his account will take on new meaning. "I think we have to keep this record...."

Terauchi's encounter began with his sighting of the two belts of amber lights. To check them out, he radioed Anchorage air traffic controllers. The controllers replied that no military or civilian flights were in the vicinity.

The two belts of light continued to dance in front of the plane. Terauchi grabbed for his camera, but realized that taking a picture would be futile because there was not enough light to expose the film properly.

Five minutes after the lights first appeared in front of the plane, they suddenly moved farther out ahead of the plane, he said. He could then make out the shapes of the crafts — cylinders wrapped in lateral lines of light that extended from a darker center. The lines appeared to be exhaust outlets, and they alternately pulsed light from the two sides of the cylinder. They appeared to be controlled by computers, he said. As the two objects reversed direction, the exhaust lights appeared to flare brighter.

Co-pilot Tamefuji, in a separate interview, also reported



Above is an illustration based on a description Japan Air Lines pilot Kenju Terauchi provided illustrator William Hays. It shows two smaller craft Terauchi says hovered in front of the cockpit window of his 747 cargo plane on Nov. 17. At a distance they appeared rectangular and, as they moved closer, square (as drawn here). He described the lights as pulsating in the direction of the darker panel in the middle, which he said resembled black charcoal dotted with glowing orange embers.

Illustration by William Hays

seeing the two strange lights. "I saw several lights in front of us, and then I couldn't see them, and the captain told me they were on the left-hand side," he said.

After about 15 minutes, the first two lights disappeared, Terauchi said. Then, on his left, he saw a big band of

glowing white light, similar to the light emitted by a fluorescent bulb. He turned on his weather radar and tuned it to a 20-mile radius. At eight miles, on the left side of the screen, the radar showed a tiny ball.

Terauchi radioed the FAA flight control center in An-

chorage. Three controllers monitoring radar saw what they thought was an object at about the same reference point on their monitor, according to Sam Rich, an air traffic controller, and Paul Steucke, an FAA spokesman.

Steucke, however, said subsequent examination of the

radar tape showed the object to be a split-image of the JAL plane. Rich said none of the controllers, at the time, thought that was the case.

As the plane flew over Fairbanks, the lights of the city gave Terauchi a better view of the new object. He says the band of light circled a huge walnut-shaped object that appeared to be twice the size of an aircraft carrier.

As the lights of the city faded, Terauchi again could see only the white band of light. To try to lose the object, he got permission from a controller to descend from 35,000 to 31,500 feet. The object descended "in formation," he said.

Then Terauchi, after consulting with the controllers, made two 45-degree turns to the right, then completed a 360-degree turn. The object remained in view.

As the JAL plane flew past Mount McKinley, controllers asked a Fairbanks-bound United Airlines flight to try to confirm the sighting. The United plane veered off to follow the JAL flight path at a lower altitude.

Just before the two planes passed one another, the white light disappeared.

"It was like a dream. Unbelievable," Terauchi said.

Mulling things over in the living room of his Anchorage home, Terauchi postulates that whatever he saw was friendly. "I can't understand the technology, but it was not dangerous. It was completely controlled."

If he sees the objects again, he's ready to try communicating. Perhaps four blinks of the wing lights, then two more.

In Morse code, he says, that's "HI."

Did Alaska UFO just want

By JIM FAIN

WASHINGTON—Flying saucers are as pure a blessing as fresh air and snowflakes, but—in our churlish way—we insist on thinking they're out to get us.

The record proves these celestial sprites never harm a soul, though some humans do themselves in by chasing them too far, too high or too fast. Saucers are friendly, inquisitive, fun-loving. Only pointy-head bureaucrats call them UFOs.

When a Japanese cargo pilot spotted a giant walnut of a saucer, "two times bigger than an aircraft carrier," flying formation with him over the Arctic recently, he reacted with characteristic humanoid skittishness. He got FAA permission to take evasive maneuvers.

Silly boy. Nobody evades a saucer.

To these fun-loving visitors from outer space, a plane's darting away is an invitation to dance.

I've followed saucers since their debut in 1947. In the late '50s, as an Air Force reservist, I had a desk in an intelligence shop next to the Project Blue Book officer who researched all saucer sightings.

He found the saucers curious about everything on earth, especially junk food. A gentleman in the Midwest once came upon several extraterrestrials picnicking by a parked saucer. He sent in a sample of what they had been eating. Chemical analysis showed it to be pancake mix.

Any student of psychographics knows flapjack eaters are laid back and mellow. If saucer crews were mean-spirited ideologues like Pat-

rick Buchanan, they would not eat flapjacks. They would breakfast on All-Bran and fried eggs like other curmudgeons.

Saucers contribute to the gross national product, providing weekly articles for the tabloids supermarkets sell. These frequently deal with food; as when a saucer several years ago hijacked a truck load of peanut butter. It was returned after tasting, much as a magician hands back your tie after appearing to mangle it. Though saucers are incorrigibly mischievous, there's not a mean or mendacious bone in them.

The current Weekly World News features a sketch of a female space alien under a headline, "UFO Crash Survivors on the Loose."

This lady, who crashed in 1954, escaped from and may be on the tabloid sa invariably do harm coming tra-terrestria

Forget it, Earthlings get brim with gut not germs.

Why do people saucers are because we make our own imaginary ridden to grateful to appreciate the absurdity of things out to be

Tough airport marketing efforts

By SUE CROSS

Associated Press Writer

JUNEAU—Alaska officials have been trumpeting stopover business at the Anchorage and Fairbanks international airports as a big plus for the state economy, but they're worried about losing that advantage because of new aviation technology and competition.

Several travel promotion groups and nearly all of the Alaska Senate want to offset the changes with an aggressive marketing plan for the airports.

"If we don't do that, we're going to have an international airport system that, instead of making money as it does today, will lose money. When it starts losing money, the landing fees and fueling fees for domestic flights will go up and all of

us will be hurt," says Dale Fox, director of the Alaska Visitors Association. Fox was in Juneau today to ask state officials to boost their airport marketing efforts.

A resolution (SCR5) asking the Cowper administration to come up with a promotional plan for the airports was introduced Wednesday in the Alaska Senate. It was drafted by Sen. Arliss Sturgulewski, R-Anchorage, and co-sponsored by 18 other senators.

A major angle of state tourism efforts has been to get international passengers from flights refueling in Alaska off their planes to visit the state enroute to their final destinations.

In addition, cargo flights make up 60 percent of the airports' business, and they must not be lost to

other states, Fox said.

But according to the proposed resolution, Alaska airports' success in winning stopover business is being jeopardized by development of new aircraft capable of flying nonstop between Europe and the Orient.

Other airports around the Pacific Rim also are promoting themselves to get a greater share of markets for trans-Pacific flights, international tourism and air cargo, Sturgulewski said.

Fox said such promotions have long been run by the Seattle, New York, Los Angeles and other major

about the ene

airports cities as ting into

"Ancient advantage of its more than its said.

Sturgulewski to lose \$100 million last year and Fairbanks come can venues.

"Good business is good business," said.

tate / Alaska Life / Weather

B



Photo by Norris Klasmann

hi points to where he encountered lights over Alaska.

JAL captain tells of 2nd UFO sighting

Associated Press
For the second time in less than two months, a veteran Japan Air Lines pilot has reported spotting an unidentified object flying near his cargo jet over interior Alaska.

Capt. Kenjyu Terauchi reported his second sighting at about 7:30 a.m. Sunday, said Paul Steucke, a spokesman for the Federal Aviation Administration. Terauchi was accompanied by a co-pilot and engineer on the cargo flight from London to a refueling stop in Anchorage.

Unlike the sighting Terauchi reported in November, the lights he said he saw Sunday did not show up on military or FAA radar.

Steucke said the co-pilot was at the controls when the lights were spotted Sunday. The co-pilot reported seeing the lights. The 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, there's no similarity between the two,'" Steucke said.

Terauchi said he saw the lights twice Sunday, once for about 20 minutes and again for about 10 minutes as his plane flew at 37,000 feet. The pilot said in both cases, the lights approached from the front of the Boeing 747, went beneath the aircraft and reappeared to the rear,

Steucke said. Terauchi notified an air traffic controller in Anchorage of the sighting. "His statement to the controller was 'irregular lights, looks like a spaceship,'" Steucke said.

Controllers and the supervisors immediately checked their radar screens for objects in the vicinity of the JAL flight. "There were none, and that was confirmed" by military radar, he said.

Steucke said FAA officials and experienced pilots speculated that Sunday's sighting could have been caused by light bouncing off ice crystals in the atmosphere.

Both times Terauchi reported seeing lights Sunday, his plane 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 midair, Steucke said. As the plane approached and passed over villages, the reflected light would appear to go under the aircraft and reappear behind it, as Terauchi described, Steucke said.

Steucke said the bounce-light theory is only speculation and is not an FAA finding. In the case



Photo by Marlie Kibsmann

Terauchi points to where he encountered lights over Alaska.

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Associated Press

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FAA to send report to Washington

UFO inquiry records to be forwarded

ANCHORAGE (AP)—Federal Aviation Administration officials say they will send on to Washington their radar tapes and records from an inquiry into a Japan Air Lines pilot's report that a UFO followed his plane over Alaska.

Because of public interest in the case, the agency interviewed the pilot, Kenji Terauchi, a second time Friday, said FAA spokesman Paul Steucke.

Terauchi told investigators three lights started following his Boeing 747 cargo jet Nov. 17 just after it crossed into Alaska from Canada, and stayed with him for 55 minutes.

He said two of the lights were about eight feet across, while the third appeared to be part of a darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

The pilot said the large unidentified flying object registered on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was considered a coincidental "split image" of the aircraft, Steucke said.

A JAL spokeswoman said Terauchi was on a flight to Europe and was unavailable for further comment.

Flight 1628, with a crew of three, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew picked up the plane in Iceland for the Polar leg of the flight to Anchorage.

The sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada just northeast of Fort Yukon at 35,000 feet.

Terauchi said he then saw the wavering lights eight miles in front of his aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

"His main concern was trying to determine whether he was overtaking another aircraft," Steucke said. He said the pilot reported he dimmed cockpit lights to ensure he was not seeing a reflection.

After about six minutes, Terauchi reported the lights and air traffic controllers told him to take any evasive action needed. Terauchi decreased altitude to 31,000 feet, but said the lights went down with him "in formation," Steucke said.

South of Fairbanks, Terauchi turned the plane in a complete cir-

cle to see if the lights would follow. They did, and moved to the left side of the jet, Steucke said.

The FAA and the military in Alaska use the same long-range radar in Fairbanks, Steucke said. The FAA also uses sophisticated computer systems to remove clutter from radar images, but the military does not, he said.

"The military decided about a minute into this exercise that what it was seeing was clutter," he said. The Air Force did not send up an interceptor and is not investigating the matter, Steucke said.

At the FAA center in Anchorage, controllers following the flight noted occasional second blips, or "split targets," on the screen near Flight 1628, Steucke said.

Pilot's UFO sighting called a bright image of the planet Jupiter

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November was actually seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said yesterday.

Philip J. Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Mr. Klass said.

Mr. Klass, an editor with the magazine Aviation Week and Space Technology and a longtime investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

John Layden, a spokesman for the Federal Aviation Administration in Washington, quoted from a summary of conversations between the pilot and ground controllers in which the pilot reported losing sight of the object after completing his turn.

The object reappeared a few moments later, according to the FAA summary quoted by Mr. Layden.

The pilot, Capt. Kenjyu Terauchi, was over Alaska enroute from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Mr. Terauchi told FAA officials in an interview that the object stayed with him as he turned.

Mr. Steucke said the FAA would be releasing the results of its own investigation in mid-February.

According to Mr. Klass, who reviewed a complete copy of the transcript, the pilot never reported

seeing Jupiter or Mars, even though they were clearly visible.

Mr. Klass' report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Mr. Klass, who heads the organization's UFO subcommittee, is the author of "UFOs: The Public Deceived." He has been investigating UFO sightings for more than 20 years.

"Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," said Mr. Klass in his report. Mars was visible closer to the horizon and to the right of Jupiter, but was not as bright, the report said.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Mr. Klass said.

A United Airlines flight and an Air Force C-130 cargo plane that were in Mr. Terauchi's vicinity at the time of the claimed sighting were asked to look for the object, and neither reported seeing it.

"I think that the Japanese pilot should have been a little more skeptical when the United airliner and the Air Force plane reported seeing nothing," Mr. Klass said yesterday.

A reported radar "blip" near the Japan Air Lines plane was a spurious echo from the mountainous terrain underneath the aircraft, Mr. Klass said.

Mr. Terauchi reported a second UFO sighting in approximately the same area on Jan. 11. That sighting was explained by FAA officials as village lights bouncing off ice crystals in the atmosphere.

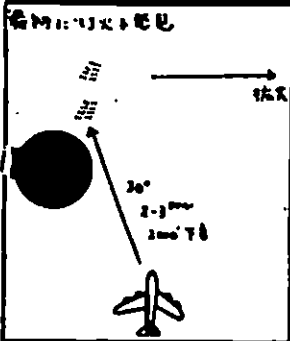
Mr. Terauchi later conceded that that was a reasonable explanation, Mr. Steucke said.

*Senior Editor
East Av. 10/21/87*

Washington Times

Did the FAA have it on radar?

GIGANTIC UFO THAT SHOCKED THE WORLD!



JET pilot Kenju Terauchi's sketch shows where the UFO lights first appeared 8 miles in front of his plane.

By DICK DONOVAN
 The U.S. government at first confirmed, then mysteriously denied that a huge UFO, described as bigger than two aircraft carriers, was tracked on radar as it played a bizarre cat-and-mouse game — with a Boeing 747 jet!

FAA air traffic controllers had flatly stated they had tracked the gigantic spacecraft for more than 32 minutes as it followed a Japan Air Lines cargo flight bound for Anchorage, Alaska.

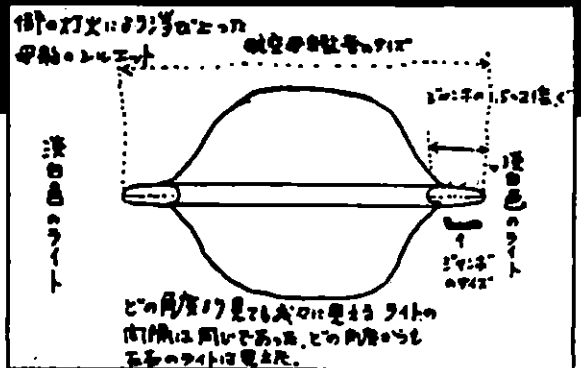
Then, in a surprise official flip-flop, an agency spokesman said the eerie blip that zipped helter-skelter across the radar scope was merely a duplicate image of the 747.

That bit of mumbo jumbo, however, flies in the face of eyewitness accounts of the jet's three-man crew that had been kept secret for six weeks — until a crewmember leaked the story to the press.

According to a vivid and detailed account of the incident by veteran JAL pilot Kenju Terauchi, his 747 was flying in clear skies at 35,000 feet and cruising at 525 knots when three walnut-shaped UFOs, the huge one and two smaller ones, streaked out of the heavens.

"We could all see the UFOs very clearly," the 47-year-old pilot said. "One was very large ... two times bigger than an aircraft carrier. It dwarfed our 747."

"The UFOs were flying parallel and then suddenly approached very close. They moved with amazing speed."



JUMBO jet was dwarfed by huge walnut shaped UFO. This sketch by pilot Terauchi shows the relative sizes of the spacecraft and his 747. The plane is the tiny block shape at right.

Driver aims at ferry but misses boat

Widow Jessica Rawlings missed the boat and narrowly avoided a disaster when she drove her car down a ferry slip — and straight into the water.

The 74-year-old Poole, England, woman was rescued by courageous bystanders who waded into the icy water in 60 minutes to pull her from it.

"It was entirely my own fault," said the flustered oldster.

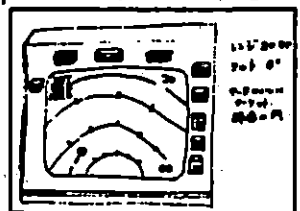
"I thought the ferry was there, but when I drove down the ramp it wasn't. The next thing I knew I was in the water."

It was not from this earth, says pilot of jumbo jet after close encounter off Alaska

flight control reports, the UFOs dogged the 747 for at least 32 minutes.

Terauchi, however, said the ships followed him for 400 miles.

Terauchi, whose flying ca-



PILOT'S sketch of plane's radar shows how UFO ap-

reer spans 29 years, said he and his crew tried to escape the UFOs by following FAA instructions to descend 4,000 feet and make several evasive maneuvers.

But the 747 jet was no match for the maneuvering ability of the spacecraft.

"They were still following us," Terauchi said, and FAA radar at that time confirmed that at least one of the UFOs remained nearby.

FAA investigators questioned the 747's crew in Anchorage and said they are "normal, rational, professional" people with no drug or alcohol problems.

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Terauchi radioed that the lights he saw were yellow, amber and green, but not red, which is the international color for aircraft beacons.

Paul Steucke, the FAA spokesman in Anchorage, said his agency is continuing its investigation into the incident and that radar tapes and the recorded radio messages are being sent to Washington.

But Terauchi said his only conclusion is that the three UFOs he saw on that November 17 flight were not from earth.



11 LL DL UNIKOO TO. UNITO
 New York skins Redskins 17-0;
 Denver downs Browns, 23-20, in OT
 Sports, Page B-1



WILKINSON QUAL
 Hit hard by floods,
 musher determined
 Lifestyles, Page F-1



Anchorage Daily News

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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 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

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 a-8

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.

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

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

There's no explaining those lights

ANCHORAGE

JAL crew reports 'strange' sighting

TIMES

Associated 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 spokesman in Anchorage.

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

"They're saying nothing," Steucke said.

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 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.

ERROR
390

The lights were approximately 8 miles away, at the same altitude of 35,000 feet and traveling at the same speed and in the same direction as the JAL plane, the pilot reported.

ERROR
390

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, 1936

Sighting: Nothing

Continued from page A-1

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

Steucke said radar operators in Fairbanks picked up nothing on their screens in the vicinity of the JAL flight. And he 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 northern 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 broadcast it until the news media dug it up."

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FAA can't explain lights in the north

The Associated Press

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"We are not investigating as there is nothing to investigate," said Paul Steucke, FAA spokesman in Anchorage.

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Continued from Page A-1

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The lights were approximately 8 miles away, at the same altitude of 35,000 feet and traveling at the same speed and in the same direction as the JAL plane, the pilot reported.

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See Back Page, LIGHTS

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See Back Page LIGHTS

Continued from Page A-1

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O-R
Anchorage Daily News Wednesday December 31, 1986

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

See Back Page, **SIGHTINGS**

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

SIGHTINGS: UFO reports

Continued from Page A-1

categories.

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 results 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

"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. Kenju 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

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 JL1628 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 back 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."

ANCH. NEWS - 1-6-87

UFO sighting still a mystery

By **ROBERT ENGELMAN**
Scripps 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 helped 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 clear, 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 said 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 image 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 spokesman, said the signal didn't last long enough to be confirmed and that the command now attributed the signal to elec-

tronic clutter.

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

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 years 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 re-

quested 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 said both objects appeared to be traveling about 550 mph at 35,000 feet in altitude and traveled together for more than 350 miles.

"I haven't seen anything like this (situation) before," said 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 varied from "a UFO to somebody else's (foreign) military aircraft."

Public interest spurs on FAA's UFO investigation

Associated Press

The Federal Aviation Administration has stepped up efforts to determine the cause of wavering lights that plagued a Japan Air Lines 730 jet across Alaska's sky for nearly an hour last November.

"We're looking at it to ensure that somebody didn't violate airspace we control," a spokesman Paul Steucke said Sunday. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot. He provided us with additional information." Veteran pilot Kenji Terauchi told investigators Friday through an interpreter that most of the lights were small,

perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

The pilot said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the FAA in Washington, D.C., later this week for review, Steucke said.

A JAL spokeswoman Sun-

day said Terauchi was on a flight to Europe and was unavailable.

Flight 1628, with a three-man crew, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew picked up the Boeing 747 in Iceland for the Polar leg of the flight to Anchorage.

The evening sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada, just northeast of Fort Yukon. At 6:19 p.m. (AST), as the plane flew at 35,000 feet, Terauchi said he saw three lights eight miles in front of his aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international col-

or for aircraft beacons.

"The two smaller ones moved a little bit, changed their angle. The smaller ones did not show up on the weather radar on board," Steucke said. "The larger one did.

"It appeared to him it might be possible that the lights might be exhaust pipes, they kind of wavered but did not blink. His main concern was trying to determine whether he was overtaking another aircraft."

Steucke said the pilot reported he dimmed cockpit lights to ensure he was not seeing a reflection.

"He flew for about six minutes before he decided to report anything," Steucke said. "I can't say I blame him for that."

ANCH. NEWS

1-5-87

Terauchi radioed Anchorage FAA air controllers, who direct all aircraft traffic.

The pilot reported the object was staying with him and controllers told him to take any evasive action needed. Terauchi decreased altitude to 31,000 feet, but the lights went down with him "in formation," Steucke said.

South of Fairbanks, Terauchi turned the plane in a complete circle to see if the lights would follow. "That was pretty clever," Steucke said. "It allowed him to eliminate any natural phenomenon which would have stayed stationary."

The lights vanished, heading east, when the JAL jet was about 80 miles north of Anchorage, Steucke said.

Investigators give November UFO

Associated Press

The Federal Aviation Administration has stepped up its investigation of wavered lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November, an official said Sunday.

"We're looking at it to ensure that somebody didn't violate airspace we control," said FAA spokesman Paul Steucke. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

The veteran pilot, Kenji Terauchi,

told investigators two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

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ANCH. TIMES -

sighting a second look

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"He flew for about six minutes before he decided to report anything," Steucke said. "I can't say I blame him for that."

Terauchi radioed Anchorage FAA air controllers, who direct all aircraft traffic in the state, except for planes near airports, Steucke said. Fairbanks controllers checked their screens but saw only Flight 1628, Steucke said.

1-5-87

SUNDAY, JANUARY 4, 1987 A3

FAA Reopens Its Inquiry Into UFOs

Objects Violated Alaskan Airspace

United Press International

ANCHORAGE, Jan. 3—The Federal Aviation Administration has reopened its inquiry into what happened the night a Japan Air Lines Boeing 747 cargo crew reported seeing unidentified flying objects (UFOs) over Alaska, an FAA spokesman said today.

FAA investigators interviewed Capt. Kenju Terauchi, the pilot, for a second time Friday and are reviewing all radar records from the evening of Nov. 17, 1986, when an unexplained blip appeared on radar screens as the JAL crew reported seeing mysterious lights.

"The reason we're exploring it is that it was a violation of airspace," FAA spokesman Paul Steucke said. "That may sound strange, but that's what it was."

When the incident first came to light last week, the FAA reported that it was no longer investigating and considered the matter an unexplained sighting.

However, a thorough review of available data in the case began Friday and will continue this week, Steucke said, noting that he is calling it an inquiry, not an investigation.

"The object of the inquiry—of collecting all the data and interviewing people—is to identify the object, if possible," Steucke said.

"However, considering the type of data we have available, no one considers it realistic that we can identify the object," he added.

The decision to reopen the inquiry was made by the regional director of the FAA, Steucke said.

An unknown object appeared on radar screens monitored by the Anchorage Air Route Traffic Control Center, the Alaska Air Command at Elmendorf Air Force Base and in the cockpit of the JAL plane.

Air Force officials have dismissed the unidentified blip as "random clutter," but Steucke said the FAA's radar system is designed to remove this kind of clutter.



RANKED 5th
 UAA among best
 in basketball poll
Sports, Page C-1



BULLS ROMP
 Dow average over
 2,000 for first time
Business, Page B-4

NEW GAMES
 Ways to go
 to the boards
*Lifestyles,
 Page E-1*



Anchorage Daily News

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ANCHORAGE, ALASKA, FRIDAY, JANUARY 9, 1987

PRICE 25 CENTS

Controller says unknown image tracked on radar Image seemed to be following JAL cargo plane that reported sighting of UFO

By HAL BERNTON
 Daily News-business reporter

Three air traffic controllers tracked on radar an image that seemed to be following the Nov. 17 flight of a Japanese Air Lines cargo plane, according to one of the controllers who helped monitor the radar.

The captain of the JAL plane reported that an unidentified flying object was tailing his aircraft at the same location as the radar

image.
 "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

crew.
 Capt. Kenju Terauchi said the UFO tailed their plane for 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.

See Back Page, UFO

UFO: Controller says there was something on the radar

Continued from Page A-1

That report triggered a new FAA investigation of the incident and a burst of international publicity for Terauchi.

Controllers have been interviewed by FAA officials, but until Thursday had not talked to the press.

Rich said he was on duty for the half-hour during which the JAL plane reported spotting the UFO.

He said the JAL crew first contacted the Anchorage air controllers as their plane flew over Fort Yukon. "They said 'something was following them.' It appeared 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.

"There 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 Military 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 UFO.

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 military pilots. "It's pretty real to them (the pilots)," Rich said.

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.

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See Back Page, SIGHTINGS

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

SIGHTINGS: UFO reports

Continued from Page A-1

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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 J1628 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 back 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."

ANCH NEWS - 1-6-87

There's no explaining those lights

JAL crew reports 'strange' sighting

Associated 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 spokesman in Anchorage.

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

"They're saying nothing," Steucke said.

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 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 lights were approximately 8 miles away, at the same altitude of 35,000 feet and traveling at the same speed and in the same direction as the JAL plane, the pilot reported.

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

Continued from page A-1

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

Steucke said radar operators in Fairbanks picked up nothing on their screens in the vicinity of the JAL flight. And he 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 northern 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 broadcast it until the news media dug it up."

ANCHORAGE

TIMES

390

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Public interest spurs on FAA's UFO investigation

ANCH. NEWS 1-5-87

By Associated Press

The Federal Aviation Administration has stepped up efforts to determine the source of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour on November 17.

"We're looking at it to ensure that somebody didn't violate airspace we control," FAA spokesman Paul Steucke said Sunday. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot. He provided us with additional information."

Veteran pilot Kenji Terauchi told investigators Friday through an interpreter that two of the lights were small,

perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

The pilot said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the FAA in Washington, D.C., later this week for review, Steucke said.

A JAL spokeswoman Sun-

day said Terauchi was on a flight to Europe and was unavailable.

Flight 1628, with a three-man crew, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew picked up the Boeing 747 in Iceland for the Polar leg of the flight to Anchorage.

The evening sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada, just northeast of Fort Yukon. At 6:19 p.m. (AST), as the plane flew at 35,000 feet, Terauchi said he saw three lights eight miles in front of his aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international col-

or for aircraft beacons.

"The two smaller ones moved a little bit, changed their angle. The smaller ones did not show up on the weather radar on board," Steucke said. "The larger one did."

"It appeared to him it might be possible that the lights might be exhaust pipes, they kind of wavered but did not blink. His main concern was trying to determine whether he was overtaking another aircraft."

Steucke said the pilot reported he dimmed cockpit lights to ensure he was not seeing a reflection.

"He flew for about six minutes before he decided to report anything," Steucke said. "I can't say I blame him for that."

Terauchi radioed Anchorage FAA air controllers, who direct all aircraft traffic.

The pilot reported the object was staying with him and controllers told him to take any evasive action needed. Terauchi decreased altitude to 31,000 feet, but the lights went down with him "in formation," Steucke said.

South of Fairbanks, Terauchi turned the plane in a complete circle to see if the lights would follow. "That was pretty clever," Steucke said. "It allowed him to eliminate any natural phenomenon which would have stayed stationary."

The lights vanished, heading east, when the JAL jet was about 80 miles north of Anchorage, Steucke said.

Investigators give November UFO

Associated Press

The Federal Aviation Administration has stepped up its investigation of waver lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November, an official said Sunday.

"We're looking at it to ensure that somebody didn't violate airspace we control," said FAA spokesman Paul Steucke. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

The veteran pilot, Kenji Terauchi,

told investigators two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

Terauchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a "coincidental 'split image' of the aircraft," Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the

FAA in Washington, D.C., later this week for review, Steucke said.

A JAL spokeswoman Sunday said Terauchi was on a flight to Europe and was unavailable.

Flight 1628, with a three-man crew, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew boarded the Boeing 747 in Iceland for the Anchorage leg of the trip.

The evening sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada, just northeast of Fort Yukon. As the plane flew at 35,000

ANCHOR TIMES

sighting a second look

feet, Terauchi said he saw three lights eight miles in front of his aircraft, determine whether he was overtaking another aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons. Steucke said the pilot reported he dimmed cockpit lights to ensure he was not seeing a reflection.

"He flew for about six minutes before he decided to report anything," Steucke said. "I can't say I blame him for that." "The two smaller ones moved a little bit, changed their angle. The smaller ones did not show up on the weather radar, onboard," Steucke said. "The larger one did."

"It appeared to him it might be possible that the lights might be exhaust pipes; they kind of wavered but did not blink. His main concern was trying to Terauchi radioed Anchorage FAA air controllers, who direct all aircraft traffic in the state, except for planes near airports, Steucke said. Fairbanks controllers checked their screens but saw only Flight 1628, Steucke said.

1-5-87

UFO sighting still a mystery

By ROBERT ENGELMAN

Scripps 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 helped 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 Kenji 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 clear, 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 said 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 image 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 spokesman, said the signal didn't last long enough to be confirmed and that the command now attributed the signal to elec-

tronic clutter.

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

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 years 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 8:19 p.m. on Nov. 17 that they were fast approaching the lights of a large flying object and re-

quested 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 said both objects appeared to be traveling about 550 mph at 35,000 feet in altitude and traveled together for more than 350 miles.

"I haven't seen anything like this (situation) before," said 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 varied from "a UFO to somebody else's (foreign) military aircraft."



Editorials

That was no UFO

THERE'S NO big mystery about the strange flashing lights seen in the sky over northern Alaska by a Japan Airlines crew flying into Anchorage from Europe.

Sure, there's been a lot of talk about the possibility that the lights belonged to some strange, unidentified flying object from another planet somewhere out there in space.

But we know that isn't true.

So what, if the eyewitnesses aboard the JAL Boeing 747 cargo plane reported that the lights followed at about eight miles distance, even when the aircraft's altitude was brought from 35,000 feet down to 31,000 feet?

And what difference does

it make if the lights followed the plane for more than 30 minutes as it sped from Canadian airspace down toward Fairbanks, on its path to Anchorage?

THAT JUST makes it all the more simple to explain.

After all, this happened on the night of Nov. 17.

And the flight path was on line with North Pole, Alaska.

Simple.

That was just Santa Claus up there at 35,000 feet on a training flight with his reindeer, getting ready for Christmas Eve.

And you'd think all those brilliant fellows over at the Federal Aviation Agency could figure that out, wouldn't you?



RALPH DOMINGUEZ/GLOBE PHOTOS

Shirley MacLaine, *Out on a Limb*: Hello, everybody out there!

28



RICHARD HOWARD

Long-forgotten Calder toy: It had a glint in its eye

53



WARING ABBOTT/OUTLINE

Rose Kennedy: Making a marriage of disappointments work

54

ON THE COVER 44

Young Prince Edward's sudden and surprising exit from the rigorous life of the Royal Marines has all Britain wondering: Is he soft or courageous? Is his old man, Prince Philip, a bully or a defender of proud, healthy tradition? After all, military service didn't seem to hurt the Princes Charles and Andrew. Still, it may just be time to rethink those centuries-old rules of royalty

Cover photograph by Tim Graham/Syigma
 Insets, left to right: Newspix International, Lionel Cherruault, Robin Nunn, Photographers International

MAIL 4

PICKS & PANS 13

TAKE ONE 27

STAR TRACKS 101

CHATTER 104

UP FRONT 28

□ Playing her divers selves in *Out on a Limb*, ABC's miniseries version of her psychic autobiography, **Shirley MacLaine** focuses attention on such New Age astral travel agents as **JZ Knight**, **Chris Griscom** and **Ruth Norman**, and on such past believers as **Thomas Edison**, **George Patton** and **Henry Ford**

□ The sirens were still echoing when disaster lawyer **John Coale** arrived at the scene of the Dupont Plaza holocaust-

MAIN STREET 43

Being a kid can be a tankless job, but not for 6-year-old **Richie Alegria**

DISCOVERY 53

One look at a wooden duck told **Mary Mace** that she'd found a stash of toys made by the late sculptor **Alexander Calder**

BONUS BOOK 54

In an excerpt from the new book *The Fitzgeralds and the Kennedys*, by **Doris Kearns Goodwin**, arrogant, ambitious **Joe Kennedy** wins a Boston mayor's daughter, **Rose Fitzgerald**, and risks losing her through his womanizing ways

JOCKS 68

Giants' linebacker **Harry Carson**, a veteran of too many lean years, prepares for splashdown at Super-Bowl XXI

PARTY 72

Hollywood in all its hoary glory turns out to fete **Sophia Loren** and **Kirk Douglas**

CONTROVERSY 74

Veteran airline pilot **Kenju Terauchi** says that he encountered a UFO in U.S. airspace

KIN 80

Roberts Coles III, great-grandson (times 5) of **Thomas Jefferson**, wraps himself in the ancestral mantle

SCENE 83

After triumphing over alcoholism, a band of **Shuswap Indians** in British Columbia spreads the message to other tribes.

VOICES 87

Ninety-nine-year-old **Frances Steloff's** Gotham Book Mart made its mark as a sanctuary for books and their authors

STYLE 95

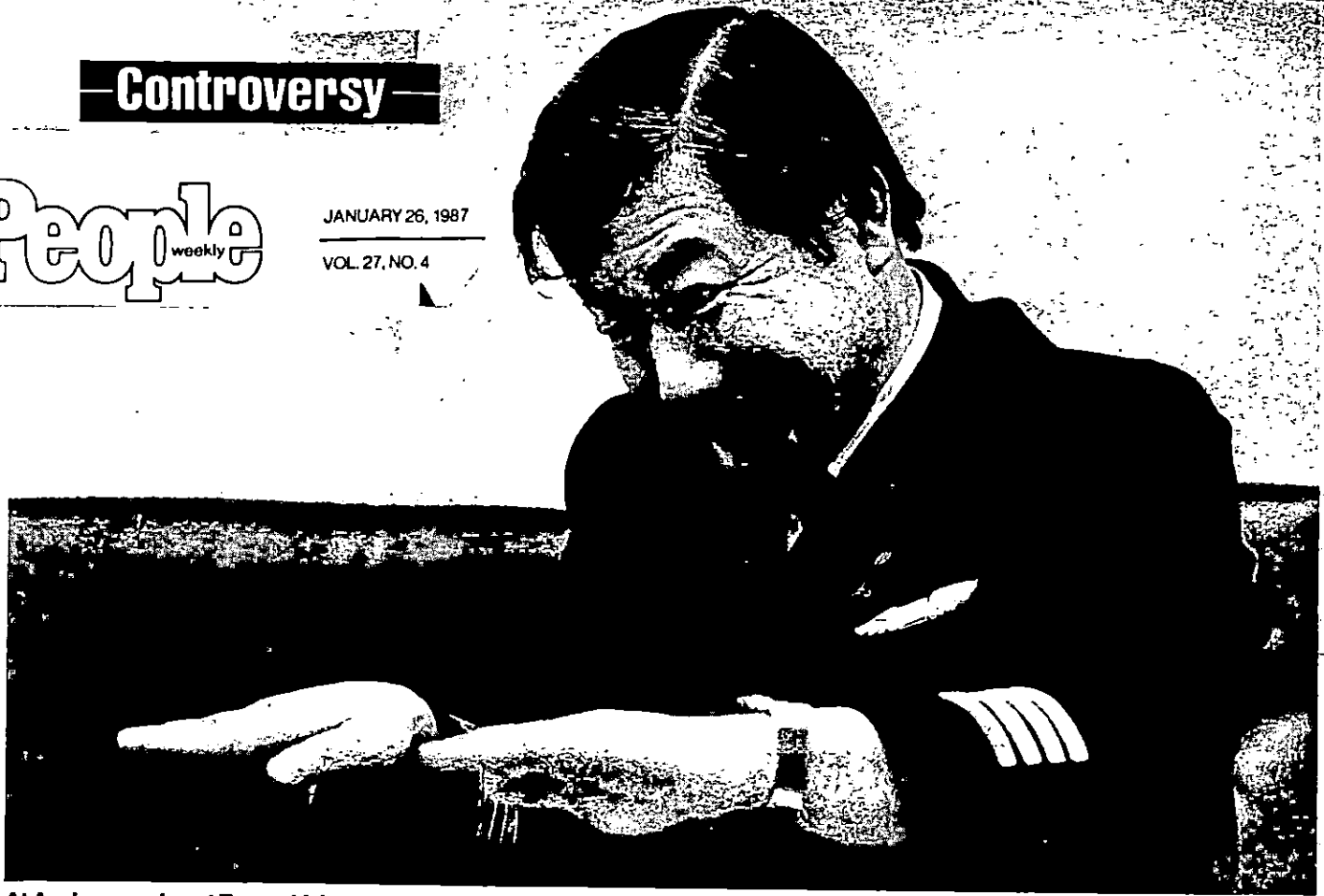
Flamboyant Frenchman **Philippe Starck** has Paris in a tizzy with his far-out interior designs

ARTS 102

Claes Oldenburg and **Coosje van Bruggen** launch a buoyant sculpture that is half knife and half boat

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At Anchorage airport Terauchi demonstrates how a giant object maneuvered to fly in formation with his plane.

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

As the Japan Air Lines 747 cargo jet 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 Reykjavik to Anchorage was a routine milk run, though the hold was brimming with cases of Beaujolais for the Japanese market. Then around 6 p.m., with the plane cruising smoothly at 35,000 feet, Capt. Kenju Terauchi, 47, sighted "two columns of light" piercing 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 pilot's account of the bizarre 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 cyl-

inders with row after row of spinning amber 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."

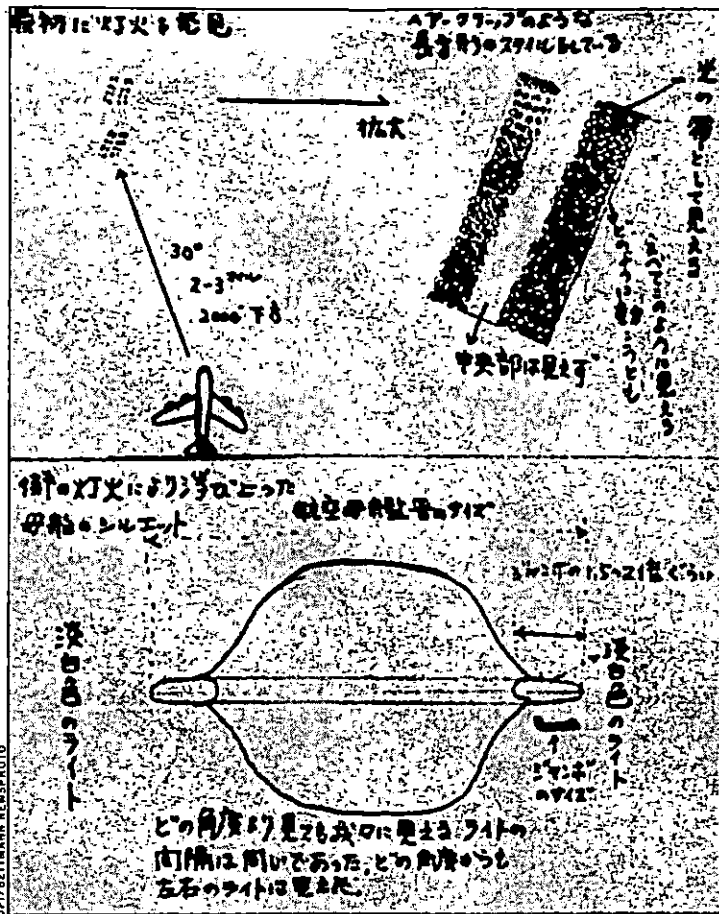
A JAL flier with 19 years experience, Terauchi was astonished at the spectacle, yet says he felt no fear. The twin cylinders "flew in formation, and I realized they had better control of their craft than I did, so there was no fear of collision." He watched mesmerized for three to five minutes as the UFO sped ahead and disappeared. In its place the pilot saw two white, fluorescent-like 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 radar 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



Terauchi's drawings of the UFO showed the twin cylinders (top), and the giant ball dwarfing 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 Terauchi's crew, copilot Takanori Tamefuji and flight engineer Yoshio 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 "What-was-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 illicit sips from the cargo. Although the

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

Ultimately 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 Terauchi is a responsible pilot, 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

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deserves a
chance to
make it on
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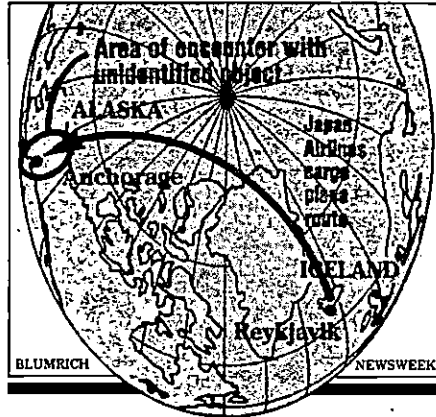
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Strange Encounter Over Alaska

Was an FAA-confirmed sighting really a UFO?

It was big—bigger than anything known to fly, according to an experienced pilot who watched it from as little as eight miles off. It was fast—fast enough to keep pace with a 747 jet for half an hour as it flew over the empty Alaska wilderness. It was flanked by two smaller objects that maneuvered with it; together the three objects flashed a brilliant pattern of yellow, amber and green lights. And—if this sounds awfully familiar to connoisseurs of UFO tales—there is one thing that set this particular apparition apart: it may have shown up on radar.

Although the Federal Aviation Administration confirmed last week that some sort of sighting did take place aboard Japan Air Lines Flight 1628, much of what happened remains a mystery. The incident began on the evening of Nov. 17, with veteran pilot Kenjyu Terauchi, 47, at the controls of the JAL cargo plane, which was en route to Anchorage from Reykjavik, Iceland, the middle leg of a Europe-to-Tokyo flight. The weather was clear as the jet crossed the Beaufort Sea off Alaska's north coast. Suddenly Terauchi and his two fellow crew-



men spotted flashing lights moving alongside them—about eight miles off, at the plane's altitude of 35,000 feet. Terauchi radioed FAA controllers and received permission to descend to 31,000 feet. After a minute the controllers asked if the lights were still there. "It is descending in formation," the pilot replied.

Terauchi said he glimpsed the full craft only once, in profile. "It was a very big one—two times bigger than an aircraft carrier," he reported. He sketched it as walnut-shaped, with a wide flat rim and bulges above and below. According to FAA spokesman Paul Steucke of the Anchorage regional office, Terauchi located the object

with his own on-board weather radar. Both Air Force and civilian flight controllers reported briefly seeing echoes of what might have been another craft nearby the JAL flight. But when radar tapes covering the period were replayed by FAA investigators, Steucke says, the reported echoes could not be found. The Air Force, he added, is now attributing the supposed radar sightings to "clutter."

'A mystery': Approaching Fairbanks, Terauchi steered his plane in a 360-degree circle, but the object stayed with him, finally disappearing as the 747 approached Anchorage. FAA officials interviewed the crew on the ground and found them, in Steucke's words, "professional, rational, well-trained people." The FAA confirmed the incident after inquiries from Japanese reporters, who heard about it from a relative of one of the crewmen. But it has closed its inquiry into the sighting. "It's a mystery," Steucke concedes, "but, really, we have nothing here to investigate. The controller saw what he saw. . . . As far as what it could be, on the extreme side it could have been the proverbial unknown object, or possibly military aircraft from the United States, Canada or some foreign country." As for Terauchi, he told a UPI reporter that he believes the object he saw over the Alaska sky that night must have come from another planet with a civilization far more advanced than ours. Only that can explain, he says lightly, their interest in his cargo: cases of French Beaujolais wine.

The 'Onion Field' Parole: Rose Bird's Parting Shot

Californians may have voted to unseat Rose Bird, but the controversial chief justice of the state's Supreme Court

Last word? *The chief justice*



has managed to have one last word. Last November, Bird was ousted after nine years on the court's top job after a vitriolic campaign that focused on her opposition to the death penalty and reputation for coddling criminals. Last week, six days before stepping down, Bird infuriated her critics once more. She voted to uphold the parole of convicted cop-killer Gregory Powell. It was a routine matter, one of several backlogged cases Bird pledged to hear before leaving office. But her vote set off another round of Bird-bashing and sent state officials scrambling to undo her parting judicial shot.

Powell and his partner Jimmy Lee Smith were convicted in the 1963 murder

of Los Angeles police officer Ian Campbell, who was executed at point-blank range outside Bakersfield. The incident was detailed in Joseph Wambaugh's best-selling novel "The Onion Field." Both men were sentenced to death. But when the court nullified the death penalty in 1972, Powell and Smith were given life sentences, which made them eligible for parole. Powell kept his nose clean, and in 1977 the parole board said he could be released in 1982.

Hard-liners: The parole decision was reaffirmed twice, but when a citizens group mounted a protest, the board reversed itself. Last week's ruling upheld the original decision. Still, it's doubtful Powell will be on the street

soon. Gov. George Deukmejian, an unrelenting critic of Bird's, has pledged to name law-and-order hard-liners to replace her and two other liberal jurists unseated last fall. If a new court reviews the state's appeal, says Deputy Attorney General Steve White, "we have a fair shot at a rehearing."

Bird, who leaves behind a legally solid, if tendentious legacy, isn't finished defending her views yet. She is planning a book about her experiences as California's first female chief justice. Bird will donate the profits to a program designed to educate the public on the importance of constitutional rights—including, of course, those of convicted criminals.

Shooting down a UFO

WELL, shucks.

That darn UFO, says a fellow who apparently is one of the nation's most respected investigators of unidentified flying objects, was just the planet Jupiter hanging low on the horizon.

That's what confused the Japan Air Lines pilot as he flew south across the dark Alaskan sky last November.

Adding further to the illusion of something odd in the sky was the fact that Mars was just below and to the right of Jupiter at the time, says the UFO expert. And that led to Capt. Kenjyu Terauchi's report that he initially saw two strange lights

THERE'S no reason for Capt. Terauchi to be embar-

rassed, if indeed he mixed up a couple of planets for a UFO.

He's not the first to do so. And he won't be the last.

And he certainly was correct that, if this is the case, that what he saw was something from outer space. Those particular celestial bodies are way out there.

And he's more right than we were.

We suggested that the lights were simply from Santa Claus' sleigh, as he warmed up for Christmas Eve with a practice flight over Fairbanks and North Pole.

Jupiter, huh? Well, okay. But UFO's have a lot more pizzaz.

Seeing what we wish were true

Dear Editor:

The mystery of the UFOs remains.

I've arrived at an explanation! People have dreamt of UFO encounters and then awake to realize the experience was just a dream. Suppose an airline pilot was relaxing on the shore of a remote lake and lost in reverie or in fantasy, daydreaming. At that moment the pilot "sees" a UFO and it does impossible things. The pilot's friend approaches and the UFO vanishes. The pilot would regard the experience as very real.

While daydreaming, consciousness is not fully aware of reality and in such a state the dream mechanism in the brain could provide consciousness with a dream; in Freud's terms, the fulfillment of a wish to see a UFO. Since the pilot would not realize he had been more unconscious than conscious and does not awake to remember having been in a dream the pilot would swear the incident to have been real.

are given to give authenticity to the event. As the pilot has many hours of flying experience and a respectable reputation, his story tends to be believed by many because they too have a wish for UFOs to be true! They, similar to Star Trek fans and their obsession with science fictions.

Perhaps the dreamers are "seeing" humanity's future; our voyage into space and we will provide others out there somewhere with "encounters of the third kind." If we would wish to have a religious future, or an atomic holocaust, their realizations would be dreamt first, then sought after. In the seeking they would be created by the most sensitive dreamers. If we dream but think we think that money will solve our problems, we'll create that kind of economy and as we're actually dreaming we would assume it is the only way we can survive. Whatever resists our efforts would be considered wrong, even evil and be just reason for a nuclear war.

Jack E. Hughes

Saturday, June 27, 1967, The Anchorage Times

'Cosmic Watergate' decried

WASHINGTON — Researchers, trying to document that the government recognizes the existence of unidentified flying objects, believe that Washington has tried to keep UFO information under wraps. "We've been dealing with a kind of cosmic Watergate," said UFO researcher Stanton T. Friedman at a briefing Friday on this weekend's "International Symposium on Unidentified Aerial Phenomena, 1947-1987." Friedman is one of the scheduled participants in the weekend session at American University coinciding with the 40th anniversary of the first reported UFO sighting on June 24, 1947. Friedman said that the government has been able to keep the lid on its UFO program, which began with the so-called Majestic 12 group under the Eisenhower administration, because only a few people keep the information.

Skeptics brace themselves for another attack of UFOria

By CURT SUPLEE

The Washington Post

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See Page 24, UFO

UFO: Americans look to the skies while skeptics prepare counterattack

(Continued from Page D-1)

"Warday," "The Hunger," "The Wolfen") was the first out of the UFOlogical gate last month with "Communion" (Morrow). "E.T." it ain't. The gruesome, "true story" of how Strieber and his family were repeatedly tormented by creatures he calls The Visitors includes such delectable interludes as needles stuck into the brain ("What can we do," a female alien inquires, "to help you stop screaming?"), a sort of anal rape with a metering device (a thin probe shoved through the nostril to the temporal lobe and other manifestations of what Strieber assumes is a form of interspecies research. With his son, haunted by night terrors and his marriage crumbling, Strieber—hoping for mere madness—turned to neurology, psychiatry and hypnosis. Still the horrors persisted, obliging him, finally to regard The Visitors as somehow real, even to find a grudging empathy for their purposes.

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The most recent Gallup Poll on the subject was taken in 1978. At that time, 57 percent said they believed UFOs were real and 9 percent said they had personally seen something they thought was a UFO. Last June, the National Science Foundation released the results of a nationwide survey that found that 49 percent of adults surveyed agreed that "It is likely that some of the unidentified flying objects that have been reported are really space vehicles from other civilizations." The NSF saw dismaying evidence of scientific illiteracy, book publishers may see a market.

NORWAY WINS
National team
outskates UAA
Sports, Page C-1

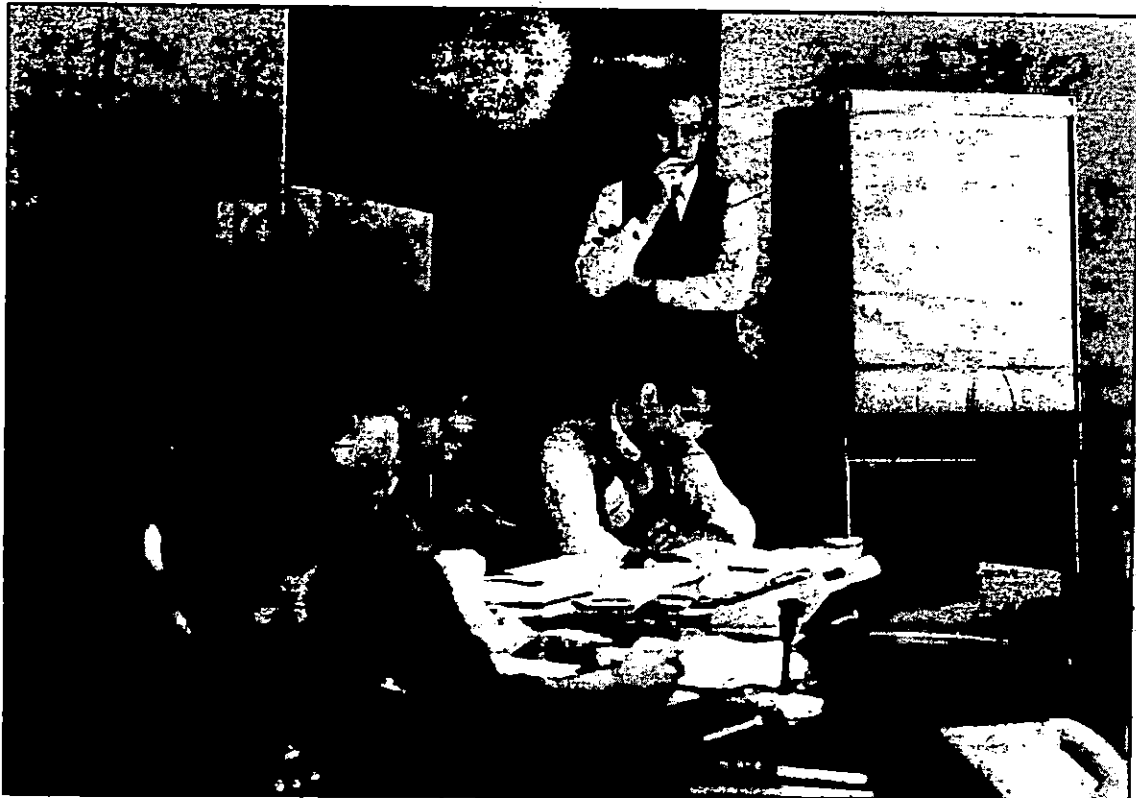
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Anchorage Daily News/Michael Penn

FAA spokesman Paul Steucke waits as reporters read 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

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 empty-handed. Each received a free copy of the FAA's anthology of the event, a thick packet of documents,

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

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 radar.

But also on Thursday, 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-month examination of the November sighting to make sure some strange aircraft wasn't menacing the safety of the air traffic control system. Since the radar didn't pick up a second aircraft, the FAA now

considers the air traffic system safe 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 created many questions that a human being cannot answer."

Terauchi said he first saw two spaceships that hovered almost stationary, then rapidly 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 because it followed on Terauchi's side of the plane.

Skeptics brace themselves for another attack of UFOria

By CURT SUPLEE

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See Page 4, UFO

Thursday, March 12, 1987

d-1

UFO: Americans look to the skies while skeptics prepare counterattack

Continued from Page D-1

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Did Alaska UFO just want plane's wine?

By JIM FAIN

WASHINGTON—Flying saucers are as pure a blessing as fresh air and snowflakes, but—in our churlish way—we insist on thinking they're out to get us.

The record proves these celestial sprites never harm a soul, though some humans do themselves in by chasing them too far, too high or too fast. Saucers are friendly, inquisitive, fun-loving. Only pointy-head bureaucrats call them UFOs.

When a Japanese cargo pilot spotted a giant walnut of a saucer, "two times bigger than an aircraft carrier," flying formation with him over the Arctic recently, he reacted with characteristic humanoid skittishness. He got FAA permission to take evasive maneuvers.

Silly boy. Nobody evades a saucer.

To these fun-loving visitors from outer space, a plane's darting away is an invitation to dance.

I've followed saucers since their debut in 1947. In the late '50s, as an Air Force reservist, I had a desk in an intelligence shop next to the Project Blue Book officer who researched all saucer sightings.

He found the saucers curious about everything on earth, especially junk food. A gentleman in the Midwest once came upon several extraterrestrials picnicking by a parked saucer. He sent in a sample of what they had been eating. Chemical analysis showed it to be pancake mix.

Any student of psychographics knows flapjack eaters are laid back and mellow. If saucer crews were mean-spirited ideologues like Pat-

rick Buchanan, they would not eat flapjacks. They would breakfast on All-Bran and fried eggs like other curmudgeons.

Saucers contribute to the gross national product, providing weekly articles for the tabloids supermarkets sell. These frequently deal with food, as when a saucer several years ago hijacked a truck load of peanut butter. It was returned after tasting, much as a magician hands back your tie after appearing to mangle it. Though saucers are incorrigibly mischievous, there's not a mean or mendacious bone in them.

The current Weekly World News features a sketch of a female space alien under a headline, "UFO Crash Survivors on the Loose."

This lady was on a starship that crashed in Brazil last summer, escaped from a detention center and may be on her way to the U.S., the tabloid says. Then, as humans invariably do, it speculates about harm coming to people through extra-terrestrial viruses.

Forget it, Weekly World News. Earthlings grow viruses. Saucers brim with gusto and good humor, not germs.

Why do people insist on thinking saucers are hostile? Probably because we make everything over in our own image. We're too guilt-ridden to grasp innocence, too fearful to appreciate radiance. Because we lack the zest to enjoy the absurdity of life, we make everything out to be as grim as we are.

Saucers are for merriment, high jinks, fun. Unlike the bashful Nessie of the Scottish loch or Yeti of the high Himalayas, saucers are spirited extroverts, sociable as puppies. Astronomers say a huge galaxy was born the other day. Small wonder the saucers are out in force, lighting up the heavens. What better way to mark the birth of new stars?

When the next flying saucer shimmers up to you, grab on and soar. If peanut butter sticks to your palate, ask for wine. The saucer that glommed onto the Japanese plane the other day knew exactly what it was doing. That 747 was loaded to its gunnels with new Beaujolais.

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Tough airport marketing efforts

By SUE CROSS

Associated Press Writer

JUNEAU—Alaska officials have been trumpeting stopover business at the Anchorage and Fairbanks international airports

us will be hurt," says Dale Fox, director of the Alaska Visitors Association. Fox was in Juneau today to ask state officials to boost their airport marketing efforts.

other states, Fox said.

But according to the proposed resolution, Alaska airports' success in winning stopover business is being jeopardized by development

airports cities as ting into "Anci adven

THE WALL STREET JOURNAL

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MARKETING

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

By KEN WELLS

Staff Reporter of THE WALL STREET JOURNAL

Publishers who sell paperback mysteries for \$2.98 may be envious of the Federal Aviation Administration's regional office in Anchorage, Alaska. The office is offering a pricey mystery that's drawing a lot of attention—a \$194.30 unbound collection of reports dealing with the celebrated sighting of a UFO by a Japan Air Lines pilot over the Arctic Ocean last Nov. 17.

"We've sold 50 complete packages so far," and received about 300 orders for portions, says Paul Steucke, an FAA spokesman in Anchorage.

Glossy Color Photos

In consideration of UFO-watchers whose resources aren't astronomical, the agency will sell separately any of the 20 items in the collection. These include a \$50 cassette recording of the conversation between flight controllers and the JAL crew during the 50-minute encounter, and a \$56 set of glossy color photos of radar readouts. The prices are based on the cost of reproducing the materials.

Orders continue to roll in despite the FAA's conclusion—in a separate report that costs nothing—that it couldn't substantiate the sighting. Its technical experts in Atlantic City, N.J., said blips on a radar screen that appeared to confirm 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. Steucke, by a report of a United Airlines pilot who, at the request of Anchorage 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 either 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 mystified by the demand for its costly 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 sales.

He told the FAA immediately after the incident that he had been followed by two strands of lights, pulsating with amber glows, and a huge craft that appeared to be a "mother 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."

used against nematodes have been banned because of environmental problems.

New Healing Salve

A healing salve prepared from blood is being developed.

A University of Minnesota surgeon, David R. Knighton, explains that after a burn, cut or other wound the body produces substances that trigger tissue regrowth and healing. Some of these healing factors have been tracked to the platelets, tiny plate-shaped particles that help blood to clot. Dr. Knighton, working with Cura-Tech Inc., a small company in which the University of Minnesota holds a stake, has developed a "platelet-derived wound-healing formula" using platelets from a wounded patient's own blood. The formula is made into a salve applied with gauze.

Initial tests on burns, chronic ulcers and other wounds that are slow to heal are promising, although definitive controlled tests on burn patients are still to be completed. "It's not a miracle potion," Dr. Knighton says. But, he notes, "this is the way nature heals wounds; all we're doing is mimicking it." One theoretical attribute of the salve is that blood contains factors that turn off tissue regrowth the moment a wound is sealed. Thus, the salve should help reduce scarring.

The researcher is now working on ways to extend the shelf life of the salve and to see if the healing factors can be extracted from donated blood rather than just the wounded patient's own blood.

—JERRY E. BISHOP
And RICHARD GIBSON

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WASH POST

SUNDAY, JANUARY 4, 1987 A3

FAA Reopens Its Inquiry Into UFOs

Objects Violated Alaskan Airspace

United Press International

ANCHORAGE, Jan. 3—The Federal Aviation Administration has reopened its inquiry into what happened the night a Japan Air Lines Boeing 747 cargo crew reported seeing unidentified flying objects (UFOs) over Alaska, an FAA spokesman said today.

FAA investigators interviewed Capt. Kenju Terauchi, the pilot, for a second time Friday and are reviewing all radar records from the evening of Nov. 17, 1986, when an unexplained blip appeared on radar screens as the JAL crew reported seeing mysterious lights.

"The reason we're exploring it is that it was a violation of airspace," FAA spokesman Paul Steucke said.

"That may sound strange, but that's what it was."

When the incident first came to light last week, the FAA reported that it was no longer investigating and considered the matter an unexplained sighting.

However, a thorough review of available data in the case began Friday and will continue this week, Steucke said, noting that he is calling it an inquiry, not an investigation.

"The object of the inquiry—of collecting all the data and interviewing people—is to identify the object, if possible," Steucke said.

"However, considering the type of data we have available, no one considers it realistic that we can identify the object," he added.

The decision to reopen the inquiry was made by the regional director of the FAA, Steucke said.

An unknown object appeared on radar screens monitored by the Anchorage Air Route Traffic Control Center, the Alaska Air Command at Elmendorf Air Force Base and in the cockpit of the JAL plane.

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Air Force officials have dismissed the unidentified blip as "random clutter," but Steucke said the FAA's radar system is designed to remove this kind of clutter.

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UFO case investigation takes flight

ANCHORAGE, Alaska (AP) — If you want an inside look at a Japan Air Lines pilot's recent claim that he saw a UFO, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for \$194.30.

The complete package includes tapes of interviews with crew members, spaceship drawings by the JAL pilot and air controller, statements, even four glossy color photos of regenerated radar data.

The unusual FAA mail-order offer is an effort to cope with enormous public interest in the November sighting, spokesman Paul Steucke said.

For those on tight budgets, the FAA's UFO package can be broken down. The agency is offering 20 individual items, ranging from a \$50 cassette tape of communications between the controllers and the flight crew, to a 30-cent copy of an FAA form summarizing the sighting. Orders of less than \$5 are free.

JAL Capt. Kenjyu Terauchi reported on Nov. 17 that his Boeing 747 cargo jet was shadowed by two belts of light as it crossed into Alaska airspace on a flight from Iceland to Anchorage.

In an encounter that lasted about 50 minutes, Terauchi also reported seeing a third aircraft, a huge spaceship which he said was the size of two aircraft carriers. He radioed the sighting to Anchorage FAA flight controllers, who saw what they thought was an object on their radar screens.

The FAA address in Anchorage is 761 C St., Box 14, Anchorage, Alaska, 99513.

UFO file for mere \$194.30

Associated Press

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Since the pilot's claim was publicly disclosed, the FAA's Anchorage office has received information requests from more than 200 members of the news media, as well as 46 requests from individuals.

For those on tight budgets, the FAA's UFO package can be broken down into less extensive tidbits, from a \$50 tape of the crew's radio transmissions to a 30-cent FAA summary of the sighting. Orders of less than \$5 are free, and can be addressed to the FAA at 701 C St., Box 14, Anchorage, Alaska, 99513.

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Philip J. Klass, an editor with Aviation Week and Space Technology and a longtime investigator of claimed UFO sightings, has investigated the incident and concluded that the pilot was actually seeing an unusually bright image of the planet Jupiter and possibly Mars.

The FAA is scheduled to release on Thursday the results of its investigation of the sighting.

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FAA Selling Tapes, Drawings On UFO Incident

Associated Press

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SCIENCE

J. ANTONIO HUNEEUS

Strange Sighting Over Alaska Revives UFO Debate

The media's recent interest in a UFO incident in Alaska has shown that "flying saucers" are still alive and kicking. Despite four decades of official ridicule and academic indifference, it takes just one new good case to bring back again for public appraisal the old UFO question. Captain Kenju Terauchi's Japan Air Lines (JAL) Boeing 747 cargo jet, flying across the Arctic Circle between Reykjavik, Iceland, and Tokyo, provided just that case.

The incident occurred on the evening of November 17, 1986, yet it wasn't until New Year's that the story was leaked to the press. The Federal Aviation Administration (FAA) and the U.S. Air Force acknowledged initially that the UFO had been detected by ground radar in Fairbanks, Alaska. On January 4, FAA spokesman Paul Steucke admitted the agency was conducting a formal inquiry of the event and had interviewed the JAL crew for a second time.

The "official investigation" of the radar tapes later labeled it an "artifact," which in radar jargon means a "ghost," in this case the 747's "double image." Nonetheless, it was — in the late Dr. J. Allen Hynek's classification — a "radar/visual" case. Captain Terauchi insisted he saw "a very big" object, approximately "two times bigger than an aircraft carrier," as well as two smaller objects which paced his plane for 400 miles during at least half an hour. The copilot and light engineer also saw the UFO lights.

Evasive Action

JAL Flight 1628 was flying enroute to Japan on a routine cargo haul between Iceland and Anchorage. The 747 was cruising normally at 525 knots at 35,000 feet when around 6 p.m., Terauchi sighted "two columns of light" about a mile ahead and some 30 degrees to his left. The pilot radioed the control tower at Anchorage to check if there was any other air traffic. Anchorage responded in the negative. "Suddenly the lights came to within 500 to 1,000 feet of the plane," said Terauchi. He described the lights as "two dark cylinders with row after row of spinning amber lights" which cast no shadows.

"I was sure it wasn't another plane," he said later in an interview. "It moved so quickly that I realized it was not something human but had to do with very high technology, very high intelligence." Stranger things continued to happen. A blip was detected on the 747's weather radar, and the cylinders "flew in formation" with the jet. At this point, FAA spokesman Steucke explained later, "his (Terauchi) main concern was trying to determine whether he was overtaking another aircraft."

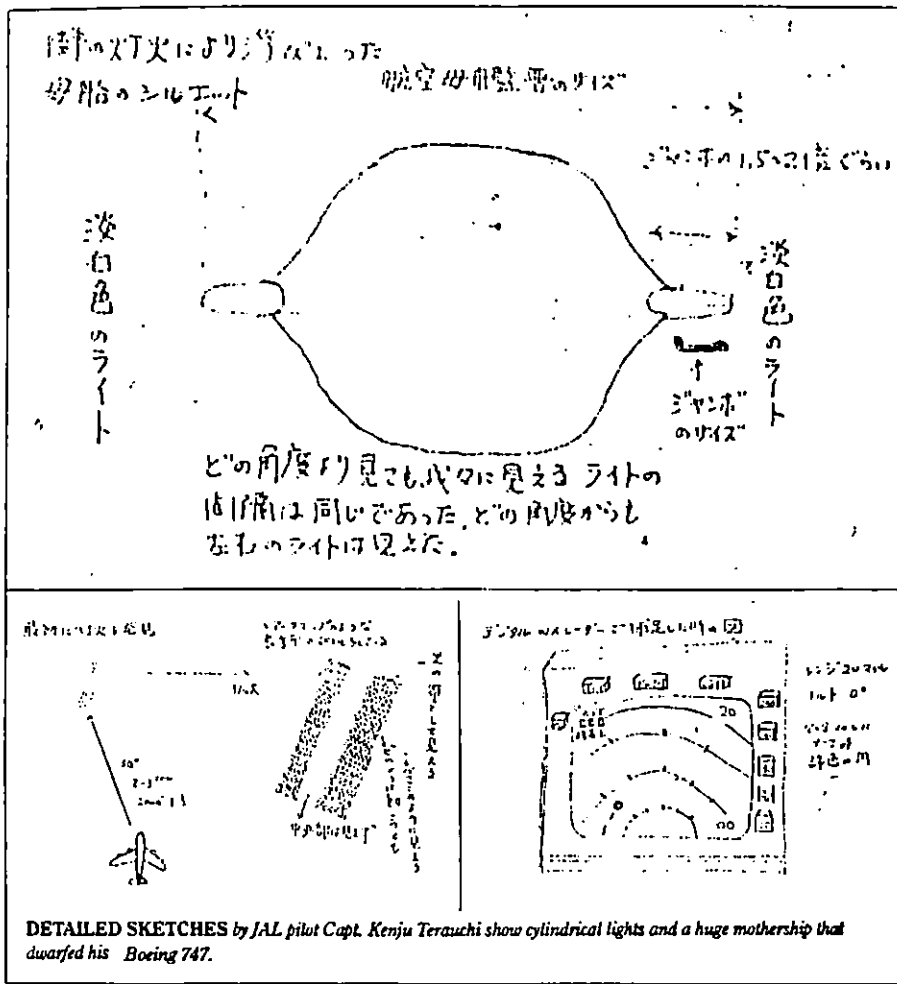
The captain then requested from ground authorities permission to take evasive action, which granted it and proceeded to give him instructions. The Boeing dropped 4,000 feet and made several turns, but the lights "were still following us," said Terauchi.

Near Fairbanks, Terauchi glimpsed a huge round object, about "the size of two aircraft carriers." He later speculated it was a "mothership" of possible extraterrestrial origin. Copilot Tamefuji and flight engineer Tsukuda, however, did not see the large UFO, although they did see unusual lights pacing the plane. The lights finally vanished at 6:53 p.m., and flight 1628 landed in Anchorage without further incident.

FAA officials interviewed the crew, releasing a statement to the effect that they were "normal, professional, rational, (and had) no drugs or alcohol involvement." When the story was finally leaked, both the Air Force and the FAA admitted that ground radar blips had been detected around the time of the JAL sighting. The Air Force soon dismissed them as "electronic clutter." The FAA and the military use the same long-range radar in Fairbanks, but the FAA also uses a sophisticated computer system to remove clutter from radar images. FAA ground records indicated that something stayed close to the JAL 747 for 32 minutes. This radar evidence was also dismissed by the FAA as the plane's "double image."

This writer decided to go behind the headlines and

by J. ANTONIO HUNEEUS



What Pilot Saw was Really Jupiter, Says Prober

A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November was actually seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said Tuesday in a dispatch by the Associated Press.

Philip J. Klass told AP that astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was 'extremely bright and was visible precisely where the pilot reported that he saw the UFO. Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine *Aviation Week and Space Technology* and a longtime investigator of claimed UFO sightings, was quoted as saying the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

John Leyden, a spokesman for the Federal Aviation Administration in Washington, quoted from a summary of conversations between the pilot and ground controllers in which the pilot reported losing sight of the object after completing his turn.

The object reappeared a few moments later, according to the FAA summary quoted by Leyden.

The pilot, Capt. Kenju Terauchi, was over Alaska enroute from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Terauchi told FAA officials in an interview that the object stayed with him as he turned.

Steucke said the FAA would be releasing the results of its own investigation in mid-February.

According to Klass, who reviewed a complete copy

of the transcript, the pilot never reported seeing Jupiter or Mars, even though they were clearly visible.

Klass' report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Klass, who heads the organization's UFO subcommittee, is the author of *UFOs: The Public Deceived*. He has been investigating UFO sightings for more than 20 years.

"Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," said Klass in his report. Mars was visible closer to the horizon and to the right of Jupiter, but was not as bright, the report said.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Klass said.

A United Airlines flight and an Air Force C-130 cargo plane that were in Terauchi's vicinity at the time of the claimed sighting were asked to look for the object, and neither reported seeing it. "I think that the Japanese pilot should have been a little more skeptical when the United airliner and the Air Force plane reported seeing nothing," Klass said Tuesday.

A reported radar "blip" near the Japan Air Lines plane was a spurious echo from the mountainous terrain underneath the aircraft, Klass said.

Terauchi reported a second UFO sighting in approximately the same area on Jan. 11. That sighting was explained by FDA officials as village lights bouncing off ice crystals in the atmosphere. Terauchi later conceded that that was a reasonable explanation.

J. Antonio Huneeus is a freelance science writer who has frequently written for publications in North and South America.

FRONTERAS Y FUTUROS J. Antonio Huneus

Los OVNI's Nuevamente Hacen Noticia con el Testimonio de un Piloto Japonés

NUEVA YORK

Un incidente OVNI ocurrido recientemente en Alaska ha demostrado una vez más que el viejo tema de los discos voladores todavía genera interés público. A pesar de cuatro décadas de indiferencia oficial y académica hacia el fenómeno, basta un caso nuevo de cierta calidad para que los medios de comunicación ventilen otra vez la antigua controversia OVNI.

El capitán Kenju Terauchi, a cargo de un vuelo de carga en un Boeing 747 de la Línea Aérea de Japón (JAL), proveyó tal caso mientras volaba sobre el círculo ártico en Alaska.

“Subitamente”, explicó posteriormente el piloto, ‘las luces se acercaron a una distancia de entre 150 y 300 metros del avión; parecían ‘dos cilindros oscuros con fila tras fila de luces de color ámbar’ que no producían sombra.’

El incidente ocurrió en realidad en la tarde del 17 de noviembre del año pasado, aunque la información sobre el mismo no fue revelada en la prensa hasta comienzos de este año. El vuelo 1628 de carga de JAL estaba volando sin novedad entre Islandia y Anchorage, Alaska en ruta al Japón, a 525 nudos de velocidad y 10,600 metros de altura. Alrededor de las 6 p.m. el capitán Terauchi avistó “dos columnas de luz” a más o menos un kilómetro y medio de distancia, a unos 30 grados a la izquierda del avión. El piloto se comunicó por radio con la torre de control en Anchorage para

averiguar si había otro avión civil o militar en la zona. La respuesta fue negativa.

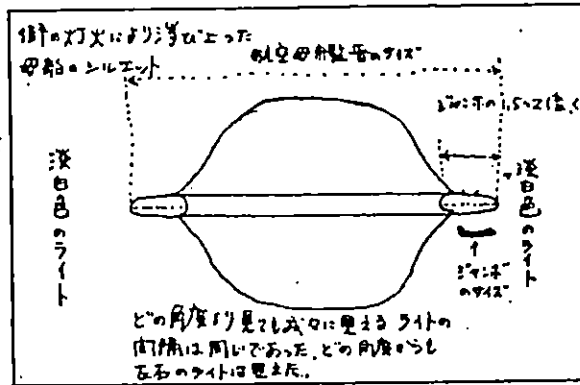
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Un eco de radar fue registrado entonces en la pequeña pantalla de radar meteorológico del avión. Cuando los “cilindros” empezaron a seguir al 747 en forma paralela, el piloto pidió autorización de la torre de control para tomar medidas evasivas. La Agencia Federal de Aviación (FAA) concedió el permiso, dando las instrucciones del caso. El Boeing descendió más de 1,200 metros y efectuó varios giros pero, indicó Terauchi, “las luces nos seguían todavía”.

Aún más, Terauchi divisó cerca de Fairbanks un objeto redondo, gigantesco, del “tamaño de dos barcos portaaviones”. Terauchi especuló después que se trataba posiblemente de una “nave madre” de origen extraterrestre. El copiloto y el ingeniero de vuelo no vieron el objeto gigante, aunque sí observaron las luces misteriosas que acompañaron al avión durante más de 640 km, desapareciendo finalmente a las 6:53 p.m. El vuelo 1628 aterrizó entonces sin más contratiempos en el aeropuerto de Anchorage.

Funcionarios de la FAA entrevistaron a la tripulación, diciendo posteriormente en un comunicado que ésta era “normal, profesional, racional, (y no había consumido) drogas o alcohol”.

Cuando la historia finalmente salió a la luz pública a comienzos de año tanto la FAA



como la Fuerza Aérea admitieron que sus sistemas de radar habían captado ecos durante el avistamiento de la JAL. La Fuerza Aérea concluyó rápidamente que se trataba de simple “ruido electrónico”. La FAA, que tiene sistemas computarizados para eliminar el ruido, admitió en cambio que el radar captó algo cerca del 747 durante 32 minutos. A su debido tiempo, la FAA también descontó la evidencia de radar como una “imagen doble” del avión.

Este columnista quiso ir más allá de la noticia y buscar la opinión de una autoridad científica en este campo. El Dr. Richard Haines ha trabajado para la NASA desde 1967 en problemas de percepción humana y aviación; actualmente trabaja en el Centro de Investigación Ames de la NASA en Mountainview, California. El Dr. Haines es también un investigador de accidentes aéreos para la FAA y el Panel Nacional de Seguridad para el Transporte (NTSB). En sus momentos libres, el Dr. Haines se dedica a la investigación científica OVNI. Ha publicado un libro sobre la percepción humana frente al fenómeno y durante años ha recogido casos avistados por pilotos. Actualmente, su lista incluye más de 3,400 casos. El Dr. Haines nos comunicó por teléfono que efectivamente estaba investigando el incidente de Alaska, al que calificó de “significativo” y “sólido”.

El Dr. Haines agregó que

había entrevistado por teléfono por más de tres horas al capitán Terauchi, así como al personal de otro vuelo, la FAA, la Fuerza Aérea, y otras personas. El experto espacial añadió que el caso “segua abierto” para él y que no podía dar un veredicto final hasta terminar la investigación.

Sin embargo, el Dr. Haines resumió sus conclusiones preliminares: “En base a toda la información (recogida), pienso que es un caso muy sólido; no contiene efectos electromagnéticos a bordo del avión fuera de los contactos de radar, pero de todas maneras indica un tipo común de encuentros [OVNI] a gran altura”.

El Dr. Haines nos explicó también algunos de los detalles más técnicos de las operaciones de radar y aeronáutica, así como de las maniobras evasivas ejecutadas por el avión. El científico añadió que la información recibida de la FAA “indicaba que había habido contacto de radar en tierra... Posteriormente la FAA cambió el calificativo y se refirió a un artefacto”. El término se presta a confusión, pero en el lenguaje de la ciencia o ingeniería, un artefacto significa algo causado por una identificación errónea, explicó el Dr. Haines. En otras palabras, la FAA quiere decir “que se trató de un error mecánico o una ocurrencia inusual”, dijo Haines.

Este columnista consultó a otro experto espacial interesado en los OVNI's. James Oberg

es un conocido escritor en temas espaciales e ingeniero electrónico de Houston, Texas. Oberg es también conocido como un investigador escéptico del fenómeno OVNI, que ha criticado en el pasado a los pilotos como malos testigos visuales, debido a que su mayor preocupación es la seguridad del avión y los pasajeros. Oberg reconoció, sin embargo, que el caso de Alaska era de interés, llamándolo incluso “extraordinario”. Descartando la posibilidad que se tratara de algún lanzamiento espacial, Oberg indicó que no tenía aún una explicación definitiva.

Oberg señaló que el capitán Terauchi parecía estar “entusiasmado en los OVNI's” según se desprendía de sus declaraciones a la prensa. “En vista a esto”, dijo, “concluí que él vivió esta experiencia con un bagaje previo de literatura OVNI”. Esto resulta aún más aparente después de un segundo avistamiento OVNI reportado por el capitán Terauchi en la noche del 11 de enero pasado cuando volaba otra vez sobre Alaska. Sin embargo, el piloto admitió después que con seguridad había visto “las luces de un pueblo” reflejadas sobre cristales de hielo. Según Oberg, todo esto “no es bueno para su credibilidad”. Por otro lado, el récord profesional de Terauchi parece impecable. Fue piloto de la Fuerza Aérea Japonesa y tiene 19 años de experiencia de vuelo. El Dr. Richard Haines —que lo entrevistó durante tres horas— señaló que Terauchi “hizo un buen trabajo con los bocetos y descripciones verbales de lo que vió”.

Hace unos meses atrás, este columnista y el periodista argentino Alejandro Agostinelli, entrevistaron a fondo al Dr. Haines durante un congreso OVNI en Massachusetts. El científico señaló varias razones por las cuales los casos de pilotos son de especial interés. Una de ellas es que “los aviones poseen muchos instrumentos, dijo Haines, “como compás, radar, radio, sistemas de inercia, etc.; los efectos del OVNI pueden interferir o cambiar el comporta-

miento de los sistemas del avión”. Así como ustedes y yo tenemos huellas digitales, el OVNI podría tener una huella digital propia en términos de frecuencia, energía, tiempo; los sistemas del avión son quizás una forma de captar esa huella digital del OVNI”.

“Cuando la historia finalmente salió a la luz pública a comienzos de año, tanto la Agencia Federal de Aviación como la Fuerza Aérea admitieron que sus sistemas de radar habían captado ecos durante el avistamiento de la Japan Air Lines. ”

El Dr. Haines respondió también a las críticas de James Oberg sobre la mala calidad de los testimonios visuales de los pilotos. Indicó que él investigaba exhaustivamente cada caso, tomando en cuenta todos los factores físicos, fisiológicos, psicológicos y mecánicos, utilizando la experiencia que había adquirido como investigador de accidentes aéreos para la FAA y el NTSB. El Dr. Haines ha reunido así un banco de información con “más de 3,400 casos de pilotos comerciales, militares, privados y de prueba, de la mayoría de los países del mundo, y que empieza en 1923”. Aproximadamente, un 70 por ciento de los casos son avistamientos legítimos OVNI mientras que alrededor de un 20 por ciento incluyen registros de radar. Finalmente, está por aparecer un libro del Dr. Haines sobre su investigación de la desaparición del piloto australiano Frederick Valentich, el 21 de octubre de 1978. Pero esa es otra historia. □

FAA offers public an inside look at Alaska UFO sighting

Associated Press

ANCHORAGE, Alaska — If you want an inside look at a Japan Air Lines pilot's recent contention that he saw a UFO, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for \$194.30.

The complete package includes tapes of interviews with crew members, spaceship drawings by the JAL pilot and air controller statements, even four glossy color pho-

tos of regenerated radar data.

The unusual FAA mail-order offer is an effort to cope with enormous public interest in the November sighting, said spokesman Paul Steucke.

Since the pilot's contention was publicly disclosed, the FAA's Anchorage office has received information requests from more than 200 members of the news media, as well as 46 requests from individuals.

Steucke said the information re-

quests exceed those that followed the 1983 downing of a Korean Air Lines jet by the Soviets. "Without a doubt, this thing has had the most inquiries," Steucke said.

For those on tight budgets, the FAA's UFO package can be broken down. The agency is offering 20 individual items, ranging from a \$50 cassette tape of communications between the controllers and the flight crew to a 30-cent copy of an FAA form summarizing the sighting. Or-

ders of less than \$5 are free.

"We wanted to be as responsive as we can to the public. We don't want them to spend \$100 for data they don't need," Steucke said.

JAL Capt. Kenjyu Terauchi reported on Nov. 17 that his Boeing 747 cargo jet was shadowed by two belts of light as it crossed into Alaska airspace on a flight from Iceland to Anchorage.

In an encounter that lasted about 50 minutes, Terauchi also re-

ported seeing a third aircraft, a huge spaceship which he said was the size of two aircraft carriers. He radioed the sighting to Anchorage FAA flight controllers, who saw what they thought was an object on their radar screens.

The objects, Terauchi said, "were not made by humankind. They were of a very high intelligence."

Philip J. Klass, an editor with *Aviation Week and Space Technology* and a longtime investigator of

UFO sightings, has investigated the incident and concluded that the pilot was actually seeing an unusually bright image of the planet Jupiter and possibly Mars.

The FAA is scheduled to release on March 5 the results of its investigation of the sighting.

Those interested in FAA reports or data on the sighting should write to the FAA at 701 C St., Box 14, Anchorage, Alaska 99513.

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U.S. Is Selling Kits On UFO Sighting

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Associated Press

I can hardly wait. Will we hear more about SWAMP GAS

UFO buffs are offered tapes of latest sighting

ANCHORAGE [AP]—If you want an inside look at a Japan Air Lines pilot's recent claim that he saw a UFO, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for \$194.30.

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"We don't want them to spend \$100 for data they don't need," said spokesman Paul Steucke of the unusual offer aimed at coping with heavy public interest.

JAL Capt. Kenyu Terauchi reported Nov. 17 that his Boeing 747 cargo jet was shadowed by two belts of light on a flight from Iceland to Anchorage. During the 50-minute encounter, Terauchi also reported seeing a huge spaceship.

He radioed the sighting to Anchorage FAA flight controllers, who saw what they thought was an object on their radar screens.

The objects, he said, "were not made by humankind. They were of a very high intelligence."

Radar check fails to back UFO sighting

By Marilyn Adams
USA TODAY

A federal probe of a UFO encounter over Alaska has run out of leads — but UFO buffs remain intrigued.

The Federal Aviation Administration said Tuesday that investigators found no radar recording of a giant object following a Japan Air Lines 747

cargo jet for 500 miles Nov. 17.

The finding means there's no independent evidence of the crew's sighting of a walnut-shaped object the size of two aircraft carriers with waveling yellow-white lights, traveling with two smaller objects.

Earlier, the agency reported a controller in Anchorage saw two radar images — one for the jet and one for a large ob-

ject the crew said paralleled them for 55 minutes.

FAA investigators interviewed pilot Kenju Terauchi and his copilot in Anchorage. The jet carried French wine and no passengers.

Analysis of the electronic radar record shows both images are the 747 — one from the FAA radar signal and one from the jet's transponder, FAA

spokesman Paul Steucke said.

The Air Force has dismissed a blip on its radar at Elmendorf Air Force Base as "random clutter."

Though the crew is credible, the lack of a radar record "won't make it as strong a case as it was," said Walter Andrus, director of the Mutual UFO Network in Seguin, Texas. Still, "right now we consider this

case worthy of a lot of work."

Said Richard Haines, a NASA official who researches UFO sightings in his spare time: "This has some interesting dimensions, but it's a typical encounter."

Said Steucke: "We take the crew's sighting seriously. I think they saw what they saw. What the phenomenon is that created it, we don't know."

UFO follows plane across Arctic Circle, crew claims

by United Press International

ANCHORAGE, Alaska —

The crew of a Japan Air Lines cargo jet claimed that a mysterious UFO with flashing white and yellow strobe lights followed them across the Arctic Circle en route from Reykjavik, Iceland to Tokyo.

The three-man crew radioed air traffic controllers in Anchorage, reporting the huge UFO flying "in formation" with them and the Air Force confirmed an object briefly flew near the plane, Federal Aviation Administration spokesman Paul Steucke said Monday.

Although the Air Force radar briefly picked up a second object, Steucke said, FAA controllers in Anchorage and Fairbanks did not.

The strange sight reported by the pilot, copilot and flight engineer of JAL Flight 1628 remains a mystery.

The incident occurred Nov. 17 but was not made public until a news reporter questioned the FAA.

Following the UFO sighting, the plane landed at Anchorage International Airport and FAA security manager Jim Derry interviewed all three crewmen.

According to the FAA account, lights appeared only a mile from the plane as it crossed the Arctic Circle.

"They said they could not see the shape, only the lights," Steucke said of the crew's account.

The white and yellow strobe lights followed the Boeing 747 for 50 miles. The crew estimated they were 7 miles away. The lighting was not normal aircraft marking pattern, the crew reported.

Derry concluded the crew was not hallucinating and was not influenced by drugs or alcohol.

—TENNESSEE—

KNOXVILLE NEW-SENTINEL
TUESDAY, DEC. 30, 1986

Living in an age of miracles

ORLANDO, Fla.—I was down spending a few warm holidays with a friend. His name is Gerald Rutberg, and I've known him since we were promising young men together.

Rutberg would have made a great newspaperman. He had all the moves of a crack investigative reporter. He could be getting to the bottom of the Iran arms deal today but he chose to study the law instead.

"What I do," he has explained to me, "is try to keep people out of the joint." For the record, he has a winning percentage.

It was maybe two years ago when I got a call from another of Rutberg's friends telling me that Gerald had gone to the Mayo Clinic to find out why he was in so much pain all the time.

"He's been living on aspirins," the friend told me.

The news was terrible. Rutberg, so the initial diagnosis went, had cancer.

He would have to undergo a dangerous operation to remove the tumor.



LEWIS GRIZZARD

Even if he lived, the doctors said, he likely would be paralyzed from the waist down.

Rutberg couldn't make it that way, his friends agreed. This is a man of enormous energy who has been known to decide to go to a Super Bowl 3,000 miles away on the day of the game and pull off the whole thing, complete with tickets on the 50-yard line.

We prayed. We all cried a little, together, and then, privately, Rutberg is a lot of people's best friend.

We got the miracle we prayed for.

When the tumor was removed it turned out not to be malignant after all.

Rutberg emerged from the operation still able to walk. In a matter of months he was as active as ever.

"The first time I went to softball practice after the operation, and ran over and caught a line drive down the left-field line, I appreciated life more than I ever had before," he said.

There was just this one other thing. Doctors told Rutberg he might never be able to father children. The operation he had had been known to render pa-

tients impotent or sterile or both. Miracle No. 2.

I saw her for the first time a few days before Christmas. Her name is Leah and she has just turned 15 weeks.

She has beautiful eyes. "She hardly ever cries," Rutberg said.

He held his child in his arms and she turned those eyes on her daddy.

Rutberg calls his daughter "Miss Pazozer."

"Imagine what she's going to say to me when she's 16 and I'm still calling her that," he laughed.

Leah's mother is Beth, who is also a lawyer.

WE HAD lunch together and she brought Leah along. Other diners stopped by our table to remark on how well-behaved the little baby had been.

The new parents, fully aware of their blessings, beamed with pride.

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Feds to hear pilot's UFO account

THE ASSOCIATED PRESS

ANCHORAGE—A Japanese pilot's account of being shadowed for almost an hour over Alaska by a UFO the size of two aircraft carriers has been turned over to Federal Aviation Administration officials in Washington.

Because of public interest in the case, the agency interviewed the Japan Air Lines cargo pilot, Kenji Terauchi, a second time, FAA spokesman Paul Steucke said yesterday.

Terauchi told investigators three lights followed his Boeing 747 cargo jet Nov. 17 after it crossed from Canada into Alaska near Fort Yukon and stayed with him for 55 minutes, Steucke said.

The pilot said the sky was clear and the jet was cruising at 525 knots when he saw the wavering lights eight miles in front of his aircraft.

8-foot-long lights

He said two of the lights were about 8 feet across, while the third appeared to be part of a darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

The pilot said the large unidentified flying object registered on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that appeared on FAA screens was considered a coincidental "split image" of the plane, Steucke said.

"His main concern was trying to determine whether he was overtaking another aircraft," Steucke said. He said the pilot dimmed cockpit lights to insure he was not seeing a reflection.

After about six minutes, Terauchi reported the lights and air-traffic controllers told him to take

any evasive action needed. Terauchi decreased altitude to 31,000 feet, but said the lights went down with him "in formation," Steucke said.

South of Fairbanks, Terauchi turned the plane in a complete circle to see if the lights would follow. They did, and moved to the left side of the jet, Steucke said.

The FAA and the military use the same long-range radar in Fairbanks, Steucke said. The FAA also uses sophisticated computer systems to remove clutter from radar images, but the military does not, he said.

"The military decided about a minute into this exercise that what it was seeing was clutter," he said. The Air Force did not send up an interceptor and is not investigating the matter, Steucke said.

At the Anchorage FAA center, controllers, following the flight noted occasional second blips, or "split targets," on the screen near Flight 1628, Steucke said.

The lights vanished, heading east, when the JAL jet was about 80 miles north of Anchorage, Steucke said.

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SEARCHING FOR

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

See Back Page, **SIGHTINGS**

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

SIGHTINGS: UFO reports

Continued from Page A-1

categories.

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 results 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. Kenju 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 JL1628 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 back 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 the military now reports its radar images were simply "clutter."

ANCH. NEWS - 1-6-87