

Anchorage, AK - Jan. 15, 1987)

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.

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."

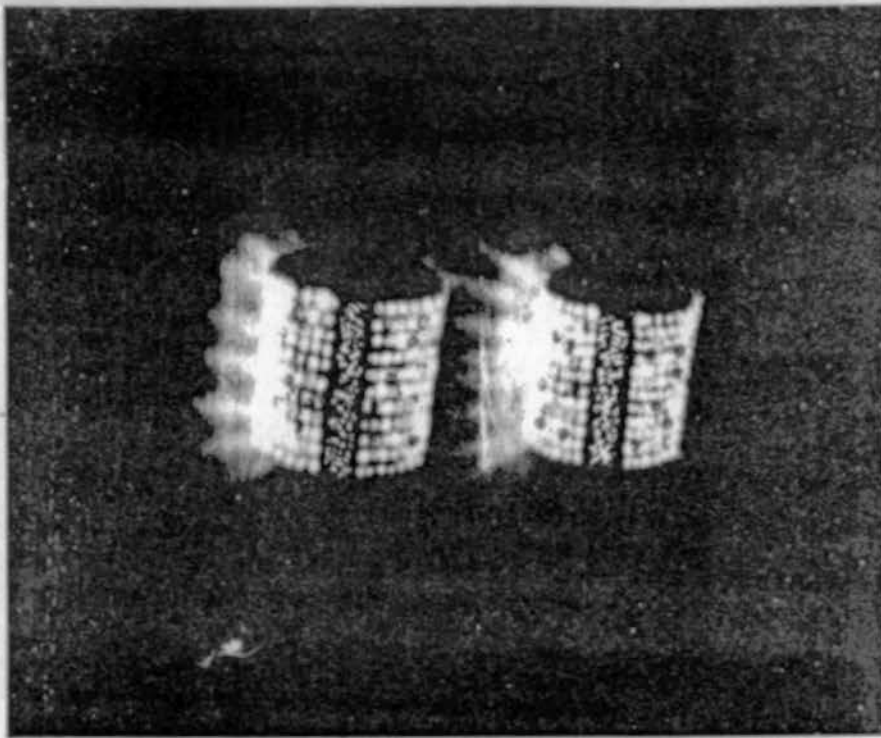


Illustration by William Hays

Above is an illustration based on a description Japan Air Lines pilot Kenju Terauchi provided. 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 said resembled black charcoal dotted with glowing orange embers.

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 Tamefujii, in a separate interview, also reported 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 Anchorage. 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.