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Jet Pilot Reports 3 UFOs Over Arctic

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic.

"It was unbelievable," said the pilot, Kenju Terauchi, when interviewed Tuesday.

He acknowledged that some of his colleagues doubted what he, his co-pilot and flight engineer say they saw on Nov. 17 as they flew the 400 miles across northeastern Alaska on a trip from Iceland to Anchorage.

The crewmen of the plane — JAL Flight 1628 — reported seeing flashing lights trailing their jet. The Federal Aviation Administration interviewed the three in Anchorage, and the plane later went on to Tokyo.

FAA officials confirmed Monday

that the controller who handled Flight 1628 had seen a mysterious object behind the jet on his radar. Air Force officials at the Alaska Air Command said their radar had picked up something near the JAL plane.

On Tuesday, Terauchi, 47, said that he had seen three UFOs and that at one point, lights from the two smaller ones had appeared directly in front of the Boeing 747's cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they had disappeared, reappeared, moved quickly and stopped suddenly.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar had been "a very big one — two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were ad-

ditional objects picked up on radar by the FAA or the Air Force.

The crew was not frightened, Terauchi said. He described their feeling as, "We want to escape from this." With permission and direction from the FAA, the crew dropped in altitude and made many turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

FAA security manager Jim Derry interviewed the crewmen and said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

FAA flight control reports indicate that the mysterious object stayed with Flight 1628 for at least 32 minutes. The flight controller directing the JAL plane reported the object on his radar as close as 5 miles to the jet.

St Louis Post Dispatch 1 Jan. 1987

Cr: S. Walling

FAA steps up probe of Alaska UFO sighting

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November.

"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."

The veteran pilot, Kenji Terauchi, told investigators 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.

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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 appeared 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., 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 leg of the trip to Anchorage.

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 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 color 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 onboard," Steucke said. "The larger one did."

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Radar tapes don't support UFO sighting

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ANCHORAGE, Alaska (UPI) — A review of radar tapes failed to confirm an unidentified flying object in the flight path of a Japan Air Lines cargo jet over Alaska, a Federal Aviation Administration spokesman said.

The FAA has concluded that the unidentified object on radar now appears to be an unexplained split image of the JAL Boeing 747 and not a separate object, spokesman Paul Steucke said Wednesday.

But a second crewman backed the pilot's statement that lights followed the plane across the Arctic Ocean. Despite the agency's conclusion that radar tapes seem to show two images of the jetliner, Steucke said that "the co-pilot's testimony supported the pilot's."

The agency interviewed co-pilot Tak-anori Tamefuji for the second time Tuesday, and the man reiterated that the crew saw lights near the jumbo jet Nov. 17 as it flew from Reykjavik, Iceland, to Anchorage as part of a Paris-to-Tokyo charter flight.

The pilot, Capt. Kenju Terauchi, also has been interviewed twice, and the

FAA plans to interview the third crew member, flight engineer Yoshio Tsukuda, for a second time, Steucke said.

The review of radar data indicates that no second object was present and represents a reversal of earlier FAA statements that a second object was confirmed on radar.

When reports of the UFO sighting came to light last week, the FAA reported that the object appeared on radar screens at the Anchorage Air Route Traffic Control Center and released an incident report by the con-

troller in charge of JAL Flight 1628 in which the controller stated that another object was following the JAL jet as close as five miles away.

Steucke did not fault the controller for apparently misinterpreting data because "he had a pilot tell him he was seeing something right there. This is not something where he can take a risk even if it is a double image."

Even with the review of radar tapes and new crew interviews, Steucke said, the FAA is no closer to knowing what the lights were that the crew reported.

EXAMINER, San Francisco, CA - Aug. 6, 1965

Radar Crews Get Solid Fix on UFOs

HOUGHTON (Mich.)—(UPI) —Personnel at the U.S. Air Force radar base in the Keweenaw Peninsula yesterday reported "solid radar contact" with seven to 10 unidentified flying objects moving in a "V" formation over Lake Superior.

The objects were moving out of the southwest and were heading north-northeast at about 9,000 miles per hour, the men said. They were 5,200 to 17,000 feet high.

One of the men at the base

said three other radar stations, in North Dakota, Minnesota and Luther Air Station in Canada, also reported spotting the objects. He said another station reported electronic jamming of its radar.

Seven other objects were spotted over Duluth and jet interceptors gave chase, he said, but they could not maintain the speed of the UFO's and were easily outdistanced.

The radar personnel, Air Force enlisted men, asked that their names not be disclosed.

NASA designing aircraft that stays aloft 3 months

Houston Chronicle News Services

ATLANTA — Space agency planners are designing an aircraft that could stay aloft for up to three months without landing or refueling — an aerial endurance test that dwarfs the recent nine-day around-the-world flight of Dick Rutan and Jeana Yeager.

NASA's unmanned drone would soar on spidery 150-foot wings, making endless figure eights 14 miles above the Earth as it tests the atmosphere for a possible buildup of carbon dioxide.

The airplane's 40-horsepower engine would be powered by a 2 million-watt beam of microwave energy broadcast from scores of transmitters on the ground.

"Rutan's Voyager can only stay up for 10 to 12 days," says program manager Don Bouquet at Lockheed-Georgia Co., which just completed an 11-month study for the National Aeronautics and Space Administration on the practicality of a long-duration aircraft. "Our missions would be 60 to 90 days. Essentially we could stay up until something

fails."

While the concept is exotic and the technology untried, NASA and Lockheed engineers say the aircraft could be flying within three years — at an initial cost of more than \$30 million. Contract competition is expected to begin this spring.

In part, the proposal stems from growing concern over a possible greenhouse effect — a gradual warming of the Earth caused by the accumulation of carbon dioxide in the atmosphere.

Even after almost 30 years of spaceflight, the outer fringes of the atmosphere remain largely unexplored. Today, the only continuous readings of the Earth's upper atmosphere come from instruments on mountaintops.

But scientists at the U.S. Department of Energy hope a plane capable of long-duration flight could continuously monitor carbon dioxide levels at a fixed point in the upper atmosphere.

Officials in the Pentagon's Strategic Defense Initiative program also are interested in the craft as part of an airborne early warning system.

Wednesday, January 7, 1987

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