

UFO POTPOURRI

no. 311

UFO Was Twice The Size Of An Aircraft Carrier, Veteran JAL Pilot Says

By JEFF BERLINER

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 skies.

"It was unbelievable," Kenju Terauchi said Tuesday, acknowledging that some of his colleagues have doubts about what he, his co-pilot and flight engineer saw Nov. 17 as they flew the 400 miles across northeastern Alaska from Iceland to Anchorage.

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

FAA officials Monday confirmed the controller who handled Flight 1628 saw a mysterious object trail the jet on his radar, and Air Force officials at the Alaska Air Command said their radar picked up something near the JAL plane.

In an interview Tuesday, Terauchi, 47, a pilot with 29 years experience who lives in Anchorage with his family, said he saw three UFOs and that at one point lights from the two smaller ones appeared directly in front of the Boeing 747 cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they disappeared and reappeared and moved quickly and stopped suddenly. He said he could not explain the events, except to speculate he saw something of extraterrestrial origin.

Speaking in English with occasional help from a translator, Terauchi drew maps, pictures and supplied technical annotation to describe the incident.

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

The smaller UFOs did not appear on his radar, he said. Nor were additional objects picked up on FAA or Air Force radar.

Terauchi said the three crewmen saw lights from the two small objects. He drew a picture for the FAA showing lights in a formation, each object having what appeared to be two panels of lights.

The captain said he saw lights on the larger object and once, near Fairbanks, saw it in faint silhouette 8 miles away. He drew a picture of what he saw — something resembling a large shelled walnut.

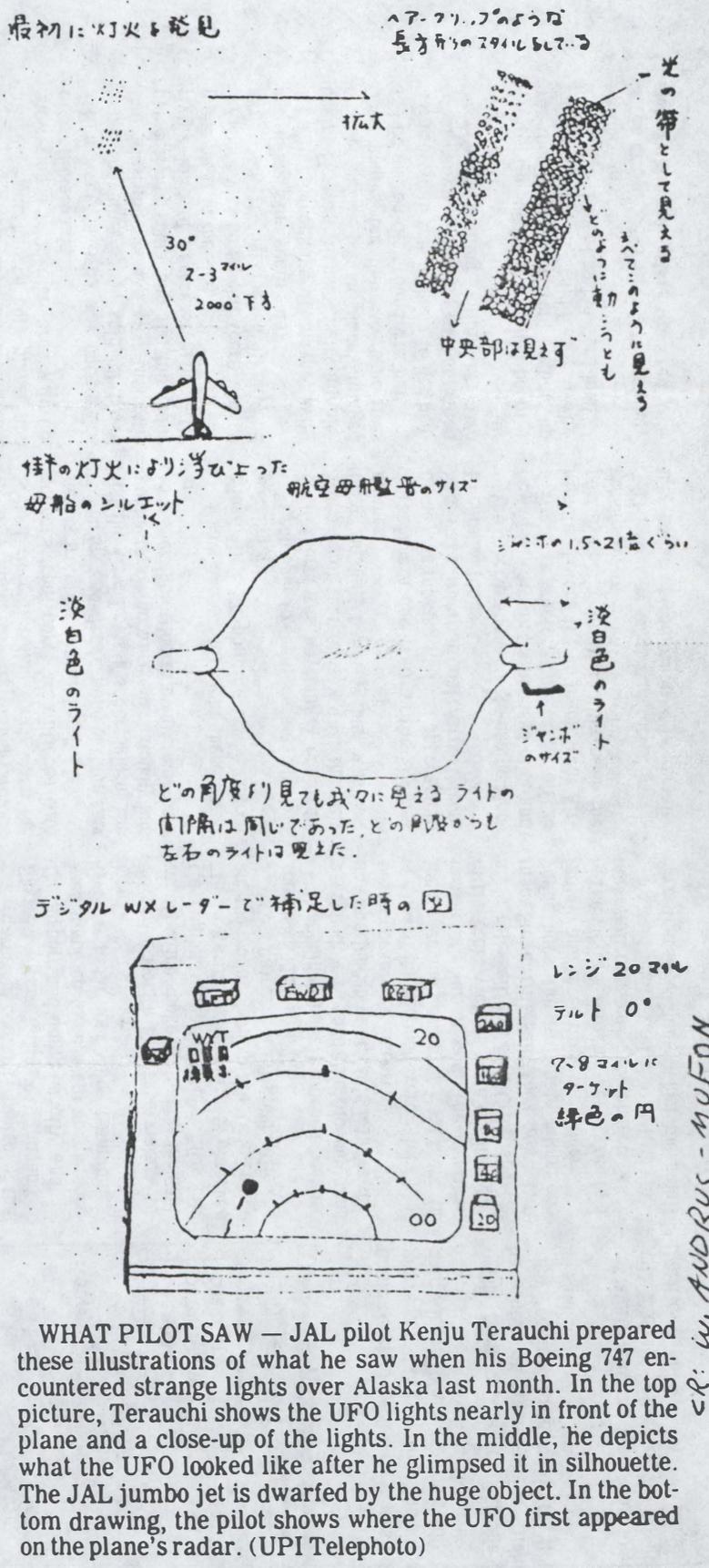
The crew was not frightened, Terauchi said. Their feeling was, he said, "We want to escape from this." And so — with FAA permission and direction — the crew dropped in altitude and made numerous turns, but the objects remained.

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

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

Asked why he thought the UFOs would tail his plane, Terauchi laughed and replied, "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

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



WHAT PILOT SAW — JAL pilot Kenju Terauchi prepared these illustrations of what he saw when his Boeing 747 encountered strange lights over Alaska last month. In the top picture, Terauchi shows the UFO lights nearly in front of the plane and a close-up of the lights. In the middle, he depicts what the UFO looked like after he glimpsed it in silhouette. The JAL jumbo jet is dwarfed by the huge object. In the bottom drawing, the pilot shows where the UFO first appeared on the plane's radar. (UPI Telephoto)

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FAILURE TO CONFIRM SIGHTINGS WITH RADAR IS SOMEWHAT COMMON. THIS ARTICLE SHOWS RADAR MISSED THE PLANE IN THE FATAL UTAH CRASH AS IT DID IN THE SAN DIEGO CRASH. ADD TO THIS PROBLEM THE STEALTH CHARACTERISTICS OF UFOs AND FAA RADAR APPEARS USELESS AS A TOOL FOR SIGHTING OR CONFIRMATION.

Radar check fails to back UFO sighting

USA TODAY • WEDNESDAY, JANUARY 7, 1987 • 3A

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 wavering, 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."

Radar didn't detect plane in fatal air collision

Houston Chronicle News Services

KEARNS, Utah — Airport radar did not detect a small plane before it collided with a commuter aircraft, killing all 10 people aboard both planes and showering a residential area with debris, officials said.

Ron Noel, 14, who was outside his home shoveling snow, said, "I heard this whistling noise. I saw the little plane flying south and the big plane flying kind of northeast. The little plane hit it in the side.

"There was no smoke; there was no explosion. It just looked like wood crumpling," the youth said.

Falling wreckage from the twin-engine Skywest Airlines' Fairchild Metroliner and the private plane damaged three houses, but there were no fires and no one on the ground was hurt.

One woman was walking to her bedroom when landing gear smashed through the ceiling, killing her two cats.

"All of a sudden it was just boom! I was four steps away from opening up the door and it hit," said Rebekah Whitelock, 20. "I feel like the Lord kind of watched over me."

The crash, 1987's first U.S. commercial aviation disaster, occurred five

months after a small plane collided with an Aeromexico DC-9 as the jetliner was approaching Los Angeles International Airport, killing 82 people.

About 150 elementary school pupils at St. Francis Xavier Roman Catholic School were finishing lunch when the school's front porch was littered with debris from the crash.

"To my knowledge, none of them saw it," the Rev. Louis Fischer said of the youngsters, who were evacuated by bus to a sheriff's office to await their parents.

"I saw a body hit right there," said Floyd Ries, 22, pointing to the church parking lot.

"I ran over to see if she was all right or if there was anything I could do. When I got there, I saw that the only thing holding her together was her clothes."

The crash occurred as the Skywest plane was making its final approach to Salt Lake International Airport from Pocatello, Idaho.

The other plane, a single-engine Mooney M-20 carrying a licensed pilot and a flight instructor, had taken off 26 minutes before the collision from Airport No. 2, a small facility near the crash site.

The Mooney went undetected by either radar or radio at the larger air-

port's control tower, said Tom Doyle, an assistant air traffic manager at the international airport.

"I don't know where that aircraft was," he said.

"We were in complete control of that Skywest aircraft. He was inbound to the airport and doing exactly what he was supposed to do, from our perspective on radar and voice communication."

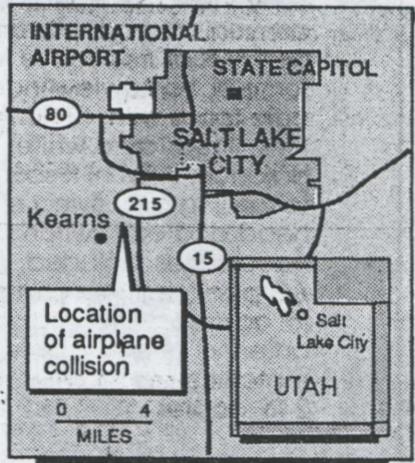
Sheri Casen, a Federal Aviation Administration spokeswoman at the Seattle regional headquarters, also said "there were no other targets observed on the radar" when the twin-engine Skywest aircraft dropped off the screen at 12:56 p.m. MST.

"It shouldn't have happened because everybody on board (the Mooney) was an experienced pilot," said Ron Nelson, base operator at Airport 2.

Aboard the Mooney were pilot Chester Baker and passenger Paul Lietz, an instructor, Nelson said. The identities of the other victims were not immediately released, but Red Cross spokesman Steve Hill said they were two young boys, the two male pilots, one female and three male passengers.

The victims' remains were taken to a makeshift morgue at the church.

FAA officials said the collision occurred at 7,000 feet. When the small



Chronicle

plane reached 5,400 feet, it was no longer required to remain in radio contact with Airport No. 2, Nelson said.

The pilot of the small plane may have been on a semi-annual flight review required to maintain his license, he said.

Visibility at the time was 30 miles with a cloud ceiling of 7,000 feet, authorities said.

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