

# UFO POTPOURRI

no. 315

## FUTURE TECHNOLOGY MAY SHOW SHAPE OF UFO

On November 17, 1986, a Japan Air Lines cargo jet was trailed for 400 miles across the arctic skies by a UFO. The incident was freely reported by veteran pilot Kenju Terauchi, along with his co-pilot and flight engineer.

Captain Terauchi made detailed drawings depicting the size and shape of the reported intruder. The drawings also showed the location and flight direction of the object as seen on the plane's radar.

Unfortunately, all we have at this time is a very detailed report - no photographs, no videotapes, and no detailed radar images. However, help is on the way. Pilots involved in similar future incidents may have the tools available to provide a positive identification of even distant objects.

THE HOUSTON POST reported on March 15, 1987 about an experimental radar that produces photo-like images of distant objects. The suggested use was for the prevention of mid-air collisions.

The so-called "radio camera" is small enough to be mounted on an airplane and can vividly depict objects that would show up as mere "blips" on traditional radar screens. The inventor, Dr. Bernard Steinberg, said "you could point it at an airplane 20 miles away - at night, during a blizzard - and get a high-magnification of the airplane." Steinberg is a University of Pennsylvania engineering professor.

The radar has an unconventional receiving system, in that a radio camera rotates to collect signals from several points and then reconstructs images using a computer.

The receiver's computer screens out distortions and then creates an image from scores of individual radar signals, much in the same way a comic book picture is built up from scores of tiny dots.

Steinberg claims that where conventional radars would depict a distant group of oncoming planes as one giant blip, his device would "tell how many aircraft there are."

If Terauchi had used a radio camera, we would no longer be in the dark about his interesting sighting over Alaska last November. Unfortunately, the use of new technology spreads very slowly, so we should not expect Steinberg's invention to be commonly applied for another 10 to 15 years. Nevertheless, help is on the way.

BY JOHN F. SCHUESSLER  
P. O. BOX 58485  
HOUSTON, TEXAS 77258-8485

## VEHICLE SURFACE TEMPERATURE DETERMINATION

On May 20, 1967, Stephen Michalak had a close encounter with a disk-shaped object that came down from the sky and landed on a rock. He claimed the object changed color after landing. He said: "it (the object) was changing color, turning from red to grey-red to light grey and then to the color of hot stainless steel, with a golden glow around it."

Even from a distance Michalak could feel the heat striking him in waves. When he walked up to the object he could feel the heat from its surface and when he touched the surface he burned his glove.

Ufologists have speculated for years about this interesting case and in particular about the characteristics of the materials used in its construction. They have tried to equate the color change with a range of temperatures based upon knowledge of certain materials and by speculating which materials may have been used.

Now we have technology available for laboratory or field use that assures you don't have to touch an object to see how hot it is. The Mikron Instrument Co. of Wyckoff, N.J. produces an infrared (IR) imaging system, through use of a remote infrared detector can rapidly determine actual temperatures and even temperature distribution across the surface of an object.

Michalak described how the surface of the landed object slowly cooled as evidenced by a color change and the lessening of the waves of heat emitted by the object. With a Mikron system he could have determined the rate of change in seconds, minutes, or longer. He could have also mapped the surface of the object to determine which areas were hotter or cooler and if those were associated with some special function.

Perhaps more important, Michalak could have used a Mikron system to store the heat mapping images for further study and analysis at a later date. This data would have shown the exact shape of the object, the main heat source spots, the internal environment as seen through the open ports, and any change in temperature associated with movement (flight).

Additional information about the Mikron system can be found in the February 1987 issue of RESEARCH AND DEVELOPMENT magazine, page 134-136.

## INTERACTIVE MYSTERY ADVENTURE

Mystery lovers and field investigators alike may enjoy an offer listed in the March 9, 1987 issue of THE NEW YORKER magazine. Mailbox Mysteries, Inc., Box 218, Sherborn, MA 01770 invites readers to become a Mailbox Mysteries Field Investigator and solve the third interactive mystery adventure from the case files of detective Dred Balcazar.

The setting for this particular case is Colorado, September 1984: a bizarre disappearance in a bleak landscape, a UFO contactee and his followers, concealed motives and cryptic messages. They will send this to you in six weekly clue packets of original, authentic evidence (letters, news clippings, photos, maps, and more), a chance to interview a witness by phone, and a memorable first prize if you are the first to solve the "whodunit". What is the first prize? Well, it is a dinner for two with a character of your choice from the mystery as the special guest.

The name of this six-week mystery adventure is ABDUCTION AT ARCTURUS RIDGE. It runs from April 15 through May 20. It will