

JAPAN AIRLINES #628, January 11, 1987, Captain Terauchi

AIR TRAFFIC G.	1. CONTROL/COMMUNICATION FACILITY Anchorage ARTCC		4. DEPARTURE POINT/DATE/TIME		7. RADAR COVERAGE ☐ YES ☒ NO	
	2. FLIGHT PLAN/CLEARANCE ☒ IFR ☐ VFR ☐ NONE		5. DESTINATION ETA OR ATA		8. RADAR CONTROL ☐ YES ☒ NO	
	3. TAKEOFF GROSS WEIGHT/C.G.		6. LAST COMMUNICATION (Position, Time, Altitude)			
10. TYPE APPROACH						
CREW HISTORY H.	1. PIC		2. SIC		3. FE	
	NAME		Kenjyu Terauchi		Hiratsuka	
	DATE OF BIRTH/AGE					
	CERTIFICATE NO. AND TYPE					
	DATE OF LAST MEDICAL					
	HOURS THIS MAKE/MODEL					
	HOURS LAST 90 DAYS - MAKE/MODEL					
	TOTAL HOURS LAST 90 DAYS					
	TOTAL HOURS					
	DUTY TIME (Last 24 Hours)					
	RATINGS					
	PROFICIENCY CHECK DATE					
	ROUTE CHECK DATE					
	SIMULATOR CHECK					
	SEAT OCCUPIED					
DOMICILE (City and State)						
OTHER SPECIFY						
HUMAN FACTORS I.	1. PASSENGERS		2. EQUIPMENT		3. ENVIRONMENT	
	OBESE		SEATS		SMOKE	
	AGED		RESTRAINTS		FUMES	
	BLIND		EXITS		FIRE	
	INFANT		SLIDES		LIGHTS	
			RAFTS			
			VESTS			
				4. INVESTIGATION		
				NTSP NOTIFIED		
				VOICE RECORDER REVIEW		
				FLIGHT RECORDER REVIEW		
				OFFICE INVESTIGATION		
				SCENE INVESTIGATION		
				YES		
				NO		
DISP J.	1. REPORT SUBMITTED BY Michael Post				5. SOURCE OF INFO Crew Interview	
	2. OFFICE AAL-FSDO-63				6. FAA COORDINATOR INVEST K. Adams & A. Flier	
	3. DATE 2/20/87				7. NTSB INVESTIGATOR none	
	4. DISTRIBUTION AVN-120 thru AAL-250, cy: AAL-250				8. RELATED REPORTS none	
NARRATIVE K.	Captain Terauchi reported seeing a group of unusual lights appear in front of his aircraft at what appeared to be approximately 2,000 feet below his altitude of FL370, and then disappeared under the nose of the airplane at approximately 240 nautical miles north of Nenana, Alaska. This phenomenon occurred again at approximately 151 nautical miles north of Nenana but this time the lights appeared at his 10:00 position and slowly moved to the 9:00 and 8:00 positions before disappearing. During an interview with the flight crew conducted at Anchorage, it was noted that the aircraft flight path was north of and directly over the village of Arctic Village, Alaska at the time of the first sighting and 45 nautical miles northwest and west of the village of Fort Yukon during the second sighting. Captain Terauchi now believes that the unusual lights he saw were those village lights that had been obscured or changed by ice crystals present in the atmosphere.					

FEB 5 1987

The following chronology summarizes the communications and actions of Japan Airlines Flight 628, (JL628), from 1624 UTC to 1723 UTC, January 11, 1987

All times listed are approximate UTC unless otherwise specified.

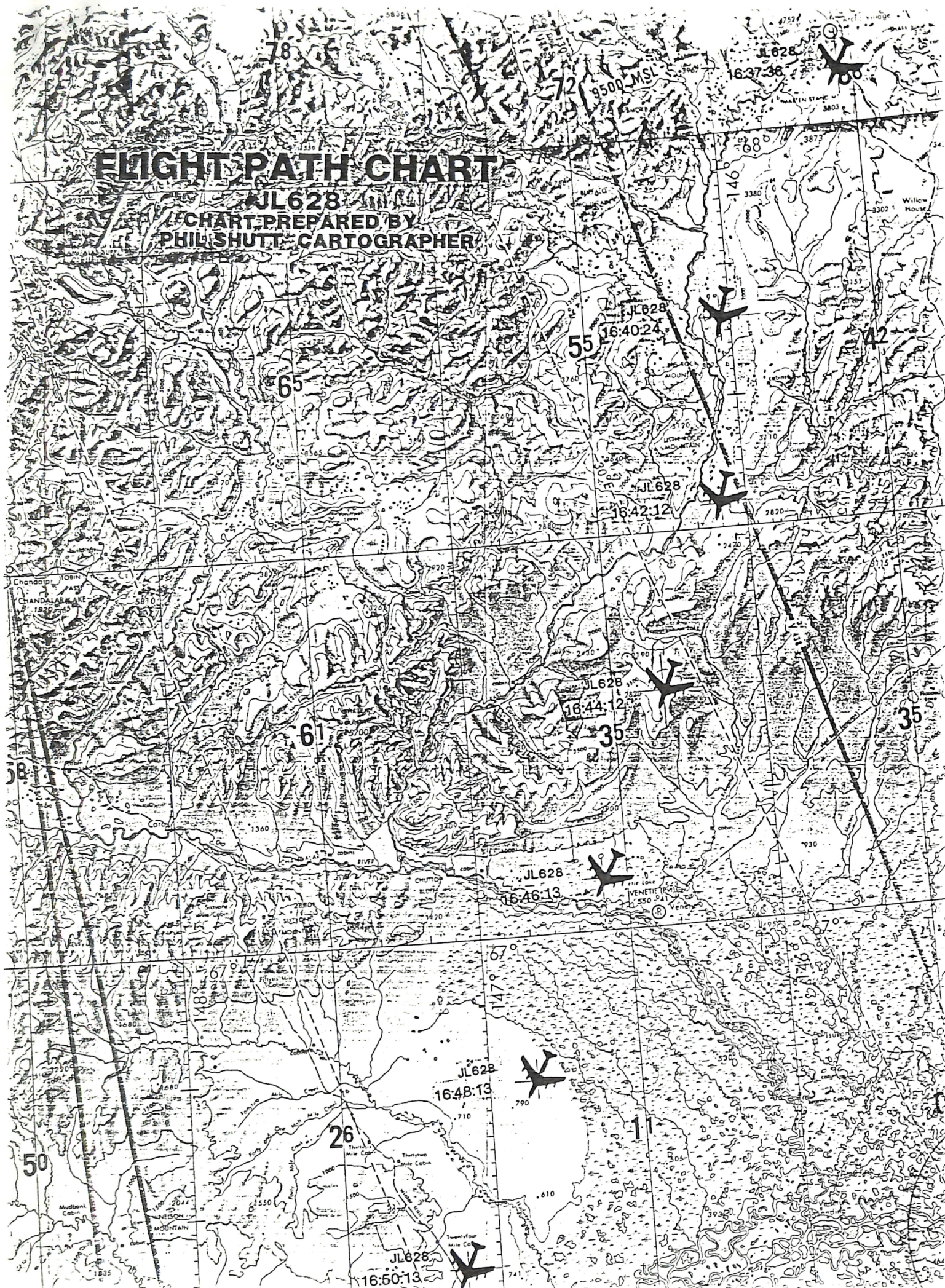
- 1629 - JL628 requested traffic information, advising the ZAN controller that they had "special lights" two miles ahead, two thousand feet below.
- 1630 - JL628 requested that the following transmission be recorded (spoken in Japanese):
"Futeikina raito ga mieteiru
Choodo ookina kuroi katamari ga mae ni iru
Kyorinishite go mairu
Dooyara uchuusen no moyoo"
English translation as follows:
"We see irregular pulsating lights just, there is a black chunk (just) in front (of us) distance is five miles it seems to be a spaceship.
- 1631 - The ZAN controller advised JL628 that the radar, in JL628's vicinity, was out of service.
- 1633 - The ZAN controller advised JL628 that they would check with the military radar.
- 1634 - JL628 advised that the traffic was "one mile ahead", "same direction heading one eight zero approximate".
- 1636 - JL628 asked ZAN if there was any town in his vicinity and ZAN responded that the closest town would be Fort Yukon.
- 1637 - ZAN asked JL628 to say flight conditions and JL628 reported "sky clear, wind two five two diagonal four six, temperature minus five two".
- 1638 - JL628 requested and received a series of 45 degree turns. They were advised by ZAN that they were radar contact 220 miles north of Fairbanks.
- 1639 - The Regional Operations Command Center (ROCC) advised ZAN that JL628 was passing over Artic Village and what the aircraft probably saw was lights from that village. They, the ROCC, stated that there was no traffic in the vicinity of JL628.

- 1640 - ZAN attempted to inform JL628 that he was over Artic Village; however, JL628 made several transmissions that indicate he did not comprehend what the Controller had stated.
- 1641 - JL628 advised "U-F-O is disappeared".
- 1646 - JL628 requested traffic information advising they could see lights at 10 o'clock, five miles, same direction, two thousand feet below, speed a little bit slower. ZAN advised "I have no traffic in your area".
- 1651 - ZAN asked JL628 to verify that they could no longer see the object. JL628 responded "it's not visible so I send a message H - I hi I send by wing lights over".
- 1652 - ZAN asked "Japan Air six twenty eight heavy I understand this object is responding to your signals" to which JL628 stated "I will tell you after landing".
- 1710 - JL628 was issued a pilot's discretion descent to 25,000 feet.
- 1715 - JL628 reported leaving 35,000 feet.
- 1718 - JL628 was issued a frequency change. (At this time the aircraft was south of Fairbanks.)

There were no further communications related to the UFO's.

FLIGHT PATH CHART

JL628
CHART PREPARED BY
PHIL SHUTT, CARTOGRAPHER





PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 11, 1987

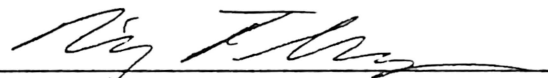
The following is a report concerning the incident to Japan Airlines Flight 628, (JL628), on January 11, 1987 at approximately 1629 UTC.

My name is Ricky Thompson (RT). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 1430 UTC, January 11, 1987 to 2230 UTC, January 11, 1987, I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 1422 UTC, January 11, 1987, to 1632 UTC, and the R15 position from 1632 UTC, January 11, 1987, to 1645 UTC, January 11, 1987.

At approximately 1629Z, JL628 reported an object at his 12 o'clock position 5 miles, and 2000' below him. He stated that it was not an aircraft and then made a statement in Japanese. The pilot then requested 45° turns and I approved his request. The Regional Operations Control Center, (ROCC), called me and said the only aircraft in that area was JL628.

I adjusted the radar scale to 400NM, and soon picked up a primary target. A few minutes later I identified the target as JL628, 220NM north of Fairbanks. I centered the radar scope on JL628 and reduced the scale, but saw no other targets. At 1632 UTC, Gail Ferguson relieved me on the D15 position and at 1646 UTC she assumed the R/D15 combined position. I had no further contact with JL628.


Ricky Thompson
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

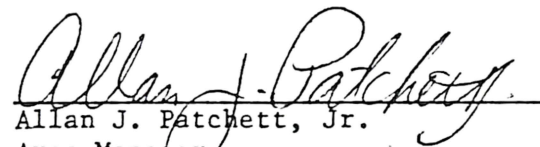
January 11, 1987

The following is a report concerning the incident involving Japan Airlines Flight 628, (JL628), on January 11, 1987 at approximately 1629 UTC.

My name is Allan J. Patchett, Jr. (OX). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 1635 UTC, January 11, 1987 to 0100 UTC, January 12, 1987, I was on duty in the Anchorage ARTCC. I was working the AMIC position from 1635 UTC, January 11, 1987, to 0100 UTC, January 12, 1987.

I assumed the duties of the AMIC position at 1635Z, on January 11, 1987, at the Anchorage ARTCC. My relief briefing included a pending situation involving JL628 reporting a UFO sighting in the vicinity of FYU. I advised the Facility Manager, ZAN-600, Regional Operations Center (ROC), and Regional Operations Control Center (ROCC). I contacted the ROCC at approximately 1642Z; the Senior Director indicated that no targets other than JL628 were observed. I monitored the radar display myself and did not observe any unknown targets, only weather clutter. The CWSU advised me that there was a temperature inversion in the area of JL628's route of flight. I was advised the pilot stated that he lost contact with the UFO at approximately 1658Z. The remainder of the flight was handled in a normal manner. I turned all information over to ZAN-600 for further investigation.


Allan J. Patchett, Jr.
Area Manager
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 11, 1987

The following is a report concerning the incident to Japan Airlines Flight 628 (JL628), on January 11, 1987, at approximately 1629 UTC.

My name is Gail Ferguson (GF). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

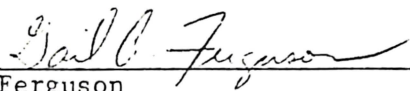
During the period of 1630 UTC, January 11, 1987, to 0030 UTC, January 12, 1987, I was on duty in the Anchorage ARTCC. I was working the D15 position from 1632 UTC, January 11, 1987, to 1645 UTC, January 11, 1987 and the R/D15 position from 1646 UTC, January 11, 1987 to 1802, UTC, January 11, 1987.

I arrived for my scheduled shift and was told to plug into the D15 position to help Ricky Thompson (RT) because JL628 was reporting an unidentified object. While RT was working the R15 position, I heard JL628 request direct ENN and advise that traffic had disappeared. I then called Edmonton to take a transfer on JL678. I heard RT ask JL628 if the traffic was in sight, and was told "negative".

After I relieved RT on the R15 position, JL628 asked me if there was traffic in his area and said he was seeing something in the 10 o'clock position at 5-7 miles. I replied "negative". He said he could see navigational lights same direction, about 2000 feet lower, and a little slower. I responded "negative, nothing in the area".

I gave traffic information to JL628 on N441VP, (Conquest), 12 o'clock, 125 miles, northbound at FL310. JL628 said he now saw traffic at 9 o'clock, 2000 feet below, 2-3 miles with some kind of navigation lights, flying like a formation flight. I asked him to verify 9 o'clock and received no reply. I asked him to say again position and received no reply. I asked him again for a position and JL628 gave me his position, 6638N 14702W. I responded that I didn't need his position and asked him to say position of object. I then told him that I understood he no longer saw the object - reply was unreadable. JL628 then said he was signaling with his landing lights and it looked like the object was responding (this transmission was very difficult to understand). I asked "understand object is responding to your signal" and was told "I'll tell you after landing". He asked for traffic information on something 2 o'clock and 5 miles - I gave him the position of the Conquest aircraft at 2 o'clock and 15 miles northbound at FL310.

The ROCC called and asked about the Conquest. I told him I had given JL628 that traffic. Later JL628 said the object had disappeared.


Gail Ferguson
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

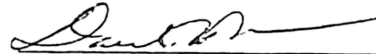
January 11, 1987

The following is a report concerning the incident to Japan Airlines Flight 628 (JL628), on January 11, 1987, at approximately 1629 UTC.

My name is David R. Palmer (XX). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 0900 UTC, January 11, 1987, to 1700 UTC, January 11, 1987, I was on duty in the Anchorage ARTCC. I was working the AMIC position from 0900 UTC, January 11, 1987, to 1635 UTC, January 11, 1987.

At approximately 1632 UTC the Sector 15 Controller, Ricky Thompson, advised me that JL628 had reported a UFO sighting. I included this information as part of my relief briefing a few minutes later.



David R. Palmer
Area Supervisor
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

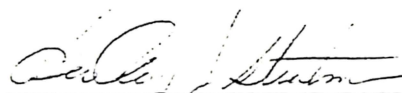
January 11, 1987

The following is a report concerning the incident to Japan Airlines Flight 628, (JL628), on January 11, 1987 at approximately 1629 UTC.

My name is LeoRoy J. Stratman (LS). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 1700 UTC, January 11, 1987, to 2300 UTC, January 12, 1987, I was on duty in the Anchorage ARTCC.

I arrived a few minutes early for my assigned 8 o'clock shift and upon my arrival at Anchorage ARTCC the JL628 incident was already in progress. I watched the Facility Coordination Officer's scope and observed weather clutter just ahead of JL628. In my experience at Anchorage ARTCC working R/D 15 it appeared as it always does, as weather clutter when cold and clear. By depressing the weather outline button I could make it disappear and reappear on the PVD.



LeoRoy J. Stratman
Area Manager
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

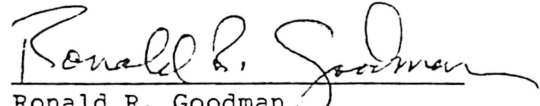
January 26, 1987

The following is a report concerning the incident involving Japan Airlines Flight 628 (JL628) on January 11, 1987 at approximately 1629 UTC.

My name is Ronald R. Goodman. I am employed as an Aviation Meteorologist by the National Weather Service at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 1600 UTC, January 11, 1987 to 0000 UTC, January 12, 1987, I was on duty in the Anchorage ARTCC. I was working the CWSU position from 1600 UTC, January 11, 1987 to 0000 UTC, January 12, 1987.

At approximately 1645 UTC I advised Area Manager Patchett of a temperature inversion at approximately 23,500 in the Fort Yukon area.


Ronald R. Goodman,
Aviation Meteorologist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

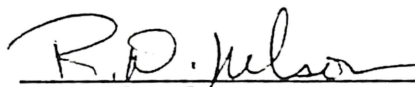
January 11, 1987

The following is a report concerning the incident to Japan Airlines Flight 628, (JL628), on January 11, 1987 at approximately 1629 UTC.

My name is Russell Nelson (NE). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 1655 UTC, January 11, 1987, to 0000 UTC, January 12, 1987 I was on duty in the Anchorage ARTCC. I was working the E1 position from 1658 UTC, January 11, 1987 to 2140 UTC, January 11, 1987.

I relieved David Palmer as Area Supervisor, Area "B", at 1658Z. I observed JL628 on radar in the vicinity of Fairbanks at that time. JL628 made no comments concerning UFO's while I was observing Sectors R/D15 operations.



Russell Nelson
Area Supervisor
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 11, 1987

The following is a report concerning the incident to Japan Airlines Flight 628, (JL628), on January 11, 1987, at approximately 1629 UTC.

My name is Timothy D. Call (GQ). I am employed as a developmental Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, (ARTCC), Anchorage, Alaska.

During the period of 1530 UTC, January 11, 1987, to 2330 UTC, January 11, 1987, I was on duty in the Anchorage ARTCC. I was receiving informal OJT instruction at the R/D 15 position from approximately 1625 UTC to 1629 UTC, January 11, 1987.

I answered the initial call from JL628. I could not understand what the pilots request was, and my instructor, Randy Thompson (RT) took over. I did not have any further involvement.

Timothy D. Call

Timothy D. Call
Air Traffic Control Specialist
Anchorage ARTCC