

1987 ALASKA PRSA AURORA AWARD CATEGORY #8, "OTHER"

SUMMARY

I. OBJECTIVE:

The objective of this public affairs campaign was to;

1. Locate all the factual information available about the incident and make it available to the public.
2. Reduce and eliminate rumors, speculation, and false statements by employees and persons not involved or knowledgeable.
3. Respond to the public inquiry in such a manner that the agency integrity, dignity, and respect is maintained by both employees (morale, etc.) and non-employees.
4. Respond in a timely manner with all material and explanations to preclude a "cover-up" accusation.
5. Create and provide interpretative material about complicated technical aspects so subject can be easily understood and reported.
6. Comply with all legal aspects of the United States Freedom of Information Act.
7. Maintain the dignity and integrity of the Japan Airlines flight crew.
8. Obtain agency policy and recommendations for release in a timely manner.
9. Release all material simultaneously to media sources and public on a national and international basis so none have a "scoop story" advantage over another.

II. PLANNING:

Initial plans called for documenting and retaining the evidence, investigating the incident, and waiting to see if there was any media interest. Announcing the incident in any way was avoided as this would place the integrity of the agency and the flight crew in question by appearing to "grandstand".

There was an initial response period to the media and public in which significant additional material about the agency's role in the incident was uncovered. This occurred on a daily piecemeal fashion as additional investigation of agency staff revealed information not previously considered relevant.

Upon the advice of the Public Affairs Office the release of information was intentionally shut off until all available data could be collected, reviewed, analyzed, described, conclusions reached, and released at one time thereby eliminating the increasing appearance that the agency was either incompetent or did not consider the incident as serious.

National and international media and public interest was both unanticipated and intense. Many requests filed under the Freedom of Information Act (FOIA) were received as a result of the publicity. The agency, by law, must respond to these requests in 10 working days. The following plan, approved by the Director, was set forth January 5, 1987 by the Public Affairs Office.

-2-, 1987 Alaska PRSA Aurora Award Category #8, PTS

1. A specific date would be chosen to release all the data.
2. Staff assignments would be made to a variety of specialists to complete the research and assist the Public Affairs Office as needed.
3. All known material/information would be collected, analyzed, arranged in logical order, and agency conclusions completed for release on March 5, 1987.
4. Additional materials, under the guidance of the Public Affairs Office, would be created as needed to help explain the basic data (See item 7, section VII).
5. A list of all available known information, with a description, length, and cost to obtain would be prepared by the Public Affairs Office for response to the hundreds of written inquiries. This would allow the public to pick and choose the items that want based on subject and cost. (Items totalling under \$5.00 were sent free. The entire package cost \$193.80.)
6. A press conference, (March 5, 1987, 10:00 am) with one week prior notice to all interested news media, would be held to release all the material. The 10:00 am time was chosen to fit the regular work schedule of the ABC, CBS, NBC, film crews (no overtime needed), and provide competing daily newspapers with information prior to press deadlines. Thursday was chosen specifically to fit the deadlines of the East-coast news market.
7. A complete free package of all material would be provided to any bona-fide news media inquiry, along with an index to items of special interest, to preclude any "cover-up".
8. All questions would be answered at the press conference.
9. All agency effort, investigation, materials, conclusions, etc., would be completed and released at the press conference.
10. Material delivery requested by media and public via DHL, Federal Express, or other personal pickup, would be sent out the day or night before the press conference, depending on the distance of travel, so that all materials would arrive at the destination at approximately 10:00 am of March 5, 1987.
11. All inquires for information would be promptly filled.
12. Radio interviews, talk shows, telephone and personal interviews regarding the incident would be done by the Public Affairs Officer only. There is no other authorized release of information without the consent of the Public Affairs Office.
13. A complete package of the written materials will be collected and deposited with a Government publishing house (NTIS) for future public access at a nominal cost, thereby relieving the agency of future response.

III. EXECUTION:

The above plan was executed. Major events by date follow.
(1986)

- Nov. 17: Incident occurs, crew met at airport, interviewed, voice and radar tapes retrieved and stored, material held, controllers interviewed.
- Dec. 24: Kyodo News Service correspondent visits, additional research started, interview provided.
- Dec. 29: UPI-Alaska Bureau chief calls, visits, interviews, release. Followed by intense media interest (see items #8,9, Section VII).

(1987)

- Jan. 04: In response to public interest the agency decides to re-interview flight crew, review data tapes, and obtain Washington D.C. and technical specialists reviews.
- Jan. 05: Agency decision to cease releasing any new information until all material is collected and reviewed.
Interim letters sent to FOIA requests informing them that material is being collected for response to their inquiry.
- Jan. 08: Unauthorized interview with controller reveals their opinion and the fact that more than one controller was involved adding misinformation and creating impression of possible agency cover-up. Quick response by agency and Public Affairs Office shuts down unauthorized interviews. (Difficult to do in a Government agency where there is no formal reprimand for talking to media.)
Continued to respond to numerous national and international media calls. Hundreds of mail inquiries.
- Feb. 21: All basic known materials collected. Order form created and sent to all media and public inquiries.
The February 21 date was selected by backing up from the March 5, news release date, so that all FOIA requests for information based on the order form could be legally completed March 5th. (10 working days).
- Feb. 25: All previously recorded news media sources (See item #8, Section VII) were notified by telephone of press conference set for March 5.
- Mar. 01: Additional materials created by Public Affairs Office to assist in explaining complicated portion of data completed (See item #7, Section VII). New data sought after review by Public Affairs Office in anticipation of media questions.
- Mar. 04: Preparation for press conference complete; visual aids, materials, special media index, ready. Agency conclusions complete.
- Mar. 05: Press conference held. (Agenda: Handout material, allowed 20 minutes for reporters to study and review-aided by index and tabs, briefing, highlights, and question/answers.)

-4-, 1987 Alaska PRSA Aurora Awards Category #8, PTS

IV. RESULTS:

1. The public was provided with all materials at a nominal cost.
2. The media was provided with all materials and questions answered.
3. News media interest died 24 hours after the press conference, as desired and predicted.
4. All materials saved for archive purposes.
5. The agency revealed all, answered all, and maintained integrity between extremes of "believers" on one side and "De-bunkers" on the other (Walked-the-line).
6. The integrity of the flight crew and the airline was maintained.
7. Charges for materials were extremely low, (less than cost) as dictated by the FOIA.

491 orders filled as of August 14, 1987 *
\$13,308 in funds collected
28 requests forwarded to NTIS
Almost a thousand order forms sent out.

(* Persons seeking information had to request the material twice. Once to get the order form, and again with the form and payment to get the material. This was intentional.)

VI. RESOURCES AVAILABLE:

The Public Affairs Staff of 3 people continued to perform all their regular duties while responding to the overwhelming media and public requests for information, with no additional compensated overtime. All three employees (one works a 32 hour week) received "Outstanding Performance Awards" from their supervisors for the past year.

VII. MATERIALS:

1. Complete investigative file (listing of items in package).
2. Memo to Director regarding a plan.
3. Order form for materials.
4. News Releases
5. Notice of Press Conference
6. Additional materials to clarify data
7. Press inquiries, contacts
8. News clippings
9. Photos created for media and public.
10. Press Conference
11. Video of news broadcasts and press conference



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: JAL #1628, UFO

Date: January 5, 1987

From: Paul Steucke, AAL-5
Public Affairs Officer

Reply to
Attn. of:

Director, AAL-1

To:

Attached for your review is a Public Affairs plan of action for an organized release of information regarding the sighting of unidentified air traffic by the crew of Japan Airlines flight 1628, on November 17, 1986.

Three specific problems have created the need for this plan of action. (1) The public and media interest in this subject is far greater than anticipated and requires an organized response that will not inadvertently embarrass the agency, (2) the agency it appears does not have all the data in one location for review, and (3) we have not been able to derive any conclusions that will allow us to conclude this investigation.

We have nothing to hide, yet we must be very careful to release even the most boring of data, or we will be criticized of "covering-up" via "the Government".

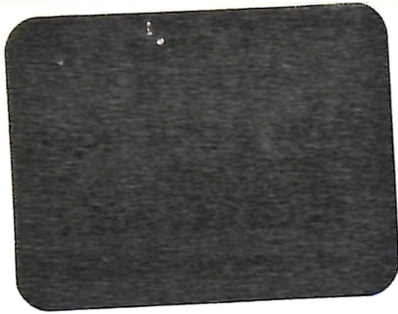
I suggest we cease releasing information at this time, set a reasonable date for a press conference, publicize that date, and proceed according to the attached plan.

I am available at your convenience to discuss this further. Your concurrence is needed before I can proceed.

Paul Steucke

**PUBLIC AFFAIRS PLAN
FOR RELEASE OF INFORMATION RE JAL 1628 UFO
JANUARY 5, 1987**

1. A specific date should be chosen to release all the data. Suggest 10:00 am March 5, 1987.
2. Staff assignments should be made to a variety of specialists to complete the research and assist the Public Affairs Office as needed.
3. All known material/information should be collected, analyzed, arranged in logical order, and agency conclusions completed for release on March 5, 1987.
4. Additional materials, under the guidance of the Public Affairs Office, can be created as needed to help explain the basic data.
5. A list of all available known information, with a description, length, and cost to obtain should be prepared by the Public Affairs Office for response to written inquiries. This would allow the public to pick and choose the items that want based on subject and cost.
6. A press conference, (March 5, 1987, 10:00 am) with one week prior notice to all interested news media, should be held to release all the material. The 10:00 am time has been chosen to fit the regular work schedule of the ABC, CBS, NBC, film crews (no overtime needed), and provide competing daily newspapers with information prior to press deadlines. Thursday was chosen specifically to fit the deadlines of the East-coast news market.
7. A complete free package of all material should be provided to any bona-fide news media inquiry, along with an index to items of special interest, to preclude any "cover-up".
8. All questions should be answered at the press conference.
9. All agency effort, investigation, materials, conclusions, etc., should be completed and released at the press conference.
10. Material delivery requested by media and public via DHL, Federal Express, or other personal pickup, should be sent out the day or night before the press conference, depending on the distance of travel, so that all materials will arrive at the destination at approximately 10:00 am of March 5, 1987.
11. All inquiries for information should be promptly filled.
12. Radio interviews, talk shows, telephone and personal interviews regarding the incident should be done by the Public Affairs Officer only. There is no other authorized release of information without the consent of the Public Affairs Office.
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NASA Scientist who tracks and maintains
file of more than 3,000 UFO sighting
by pilots in past 20 years. Hobby, not
a part of his job or NASA employment.

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P H E N O M E N A R E S E A R C H R E P O R T

Vol. 3 No. 6

Robert J. Gribble, Editor

Issue No. 30

A NIGHT FLIGHT TO REMEMBER--A full moon shown in the Arctic sky as Captain Kenju Terauchi took off from Iceland November 17, 1986, in a Japan Air Lines cargo jet loaded with French Beaujolais wine. He was bound for Anchorage, Alaska on a route across Greenland to Eismere Island, Canada, over the Beaufort Sea, then into Alaska air space above Fort Yukon. For the first two and a half hours, the flight--crewed by Terauchi, co-pilot Takanori Tamefuji and engineer Yoshio Tsukuda--was uneventful. The sky was clear and the winds--except for some light gusts over Greenland--were calm. Then Terauchi's jet cruised into Alaska, and he first saw the two belts of light. They were an estimated three miles ahead of the plane, slightly to the left of the pilots cockpit seat, and 2000 feet lower than the plane. They emitted a steady amber glow. They hovered almost stationary, shifted from side-to-side, then pulsed across the sky in abrupt bursts of speed. The objects, Terauchi believes "were not made by human kind. They were of a very high technology and intelligence."

The events recounted by Terauchi in the 50 minutes after that first sighting of lights are some of the most bizarre in Alaska aviation history. Since first becoming public in late December, 1986, the reports have transformed this soft-spoken, 47-year-old, Anchorage-based pilot into an international celebrity, interviewed by People magazine, Tokyo television and more than a dozen other national and international publications. Terauchi has an impressive list of professional credentials to lend weight to his rather incredible tale. He has 29 years flying experience. Until November, Terauchi says, he never believed in UFOs. Now he does. He is 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.

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. Five minutes later 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 Tamefuji, 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 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.

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. 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," said Terauchi. 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."

CONTROLLER SAYS UNKNOWN IMAGE WAS TRACKED ON RADAR--Three air traffic controllers tracked on radar an image that seemed to be following the November 17th flight of a Japanese Air Lines cargo plane, according to one of the controllers who helped monitor the radar. The captain of the JAL plane reported that an unidentified flying object was tailing his aircraft at the same location as the radar image. "All three of us thought there was a track," said Sam Rich, a controller who has worked for the Federal Aviation Administration for more than a decade. A track is what air traffic controllers call the radar image of an aircraft. Rich said he was on duty for the half-hour during which the JAL plane reported spotting the UFO. Rich said the pilot sounded shaken. "He was concerned. There was a quiver in his voice." Rich said the controllers immediately turned down their radar range to small-scale that would better define the air space around the JAL plane. "There did appear to be a track near the plane about where he (the pilot) said there was. So we kept looking." The track was not real strong, Rich said, but neither he nor any of his colleagues then thought it might be a split image.

After spotting the track, Rich said he called the Military Regional Operations Control Center. "They informed me that they had the same track. Another controller told the pilot to make a series of turns and a descent in an effort to shake the UFO. Finally, as the plane headed south from Fairbanks, the controllers lost track of the UFO. The FAA launched a major review of the radar tapes and concluded that the track was a split or double-image of the JAL plane. Rich confirmed that double images often occur on the FAA radar screen, which relies on the computer-generated data. But the plane didn't fly through the areas where the split images normally occur. The JAL pilot isn't the first pilot to report strange things in that northern corridor. During the past decade, there's been about a half dozen reports of unidentified lights from civilian and military pilots. "It's pretty real to them (the pilots)," Rich said.

AVIATION WRITER SAYS ALASKA UFO PROBABLY PLANET JUPITER--The three-man crew of the JAL airliner who observed a huge UFO over Alaska on November 17, 1986, probably observed nothing more than the planet Jupiter, according to Phillip Klass, an aviation writer. According to Klass--who was described as an "expert" and "professional investigator"--the very bright planet was only 10 degrees above the horizon making it appear to the pilot to be at roughly his own altitude of 35,000 feet. (EDITORS NOTE: According to the astronomy department at the University of Washington, Seattle, the planet Jupiter was 20-degrees above the southern horizon, not 10-degrees. One would have to be very desperate to explain away this UFO incident with the explanation that the crew observed the planet Jupiter. To the crew, Jupiter would appear as a distant white light, not as a walnut-shaped object the size of two aircraft carriers.)

EX-PROFESSOR THEORIZES ALIEN BEINGS--Aliens from distant worlds may be watching Earth and making unofficial contacts with selected humans, says a recently retired scientist at Oregon State University. His theory is that advanced space beings may have adopted an embargo on official contact with earthlings, wishing to avoid the chaos that could sweep the planet if their presence were suddenly revealed. Instead, they have adopted a "leaky embargo" policy that allows contact only with citizens whose stories are unlikely to be credible to scientists and the government, said the scientist James W. Deardorff, 58, professor emeritus of atmospheric sciences. "They just want to let us know who are prepared to accept it in their minds that there are other beings," Deardorff said. "They may want to slowly prepare us for the shock that could come later when they reveal themselves." Deardorff who retired in September, 1986, has been described by colleagues as one of the most illustrious members of OSU's atmospheric sciences department. His research on atmospheric turbulence and boundary-layer effects earned him the field's highest honors, including the 1978 Rossby gold medal of the American Meteorological Society. Yet the lure of extraterrestrial mysteries

unexamined by the scientific establishment was too strong to resist. Last fall Deardorff took an early retirement and began devoting all his energy to the question. "He has a worldwide research reputation. We were very sorry to lose him," said W. Lawrence Gates, chairman of the atmospheric sciences department. "It was a complete surprise to most of us. I tried several times to persuade him to stay." In 1985 Deardorff added the "leaky embargo" theory to the scientific literature on extraterrestrials, publishing it in the Quarterly Journal of the Royal Astronomical Society. The theory assumes the presence of alien beings, an assumption Deardorff says he is inclined to make. First of all, he says in his literature, there may be between 100,000 and 10 million independently evolved advanced societies on planets in the Milky Way galaxy alone. Deardorff contends it is probable that one or more of these advanced alien societies has traveled to Earth, and he says it's even possible the planet is at any moment under observation by a number of different alien emissaries.

Deardorff said he is inclined to accept the view of UFO experts that 10 percent to 20 percent of UFO sightings cannot be explained using terrestrial explanations alone. "If they are physically around, using technology that is tens of thousands of years in advance of ours, it would appear to be magic to us," he said. Deardorff says the social shock of confronting extraterrestrials could be avoided as long as the widespread disbelief among governments and scientists was not jeopardized. "Awareness of what was taking place would then proceed very gradually, no faster than humankind in general was inherently prepared to accept the extraterrestrial messages," Deardorff wrote in his 1985 paper. In his own department, Deardorff received mixed reactions when it became clear he was heavily involved in research on alien beings. "There were some who preferred not to talk about it at all, but maybe three-fourths of the department were very interested," he said. "Only one or two believed it was a totally silly waste of time." Despite the raised eyebrows, Deardorff is firm in his resolve to continue his enquiry. The field cries out for serious treatment by reputable scientists, he says, and it could lead to the greatest discovery of all. "The likelihood there's something there is very high. Look at it this way: What are the odds that all this could be a hoax?" he said. "Why should we leave this up to science fiction writers? It's time that the scientists got involved in this."

NASA PUBLISHES SATELLITE'S SIGHTINGS--The National Aeronautics and Space Administration has published results of a satellite's survey of the solar system, but it will take scientists years to know how many of the objects it sighted were previously unknown asteroids or comets. The catalog--published on computer tape--lists 35,618 unidentified objects sighted by the satellite which photographed 96 percent of the sky during its 1983 mission.

AUSTRALIA'S GREATEST AVIATION MYSTERY REMAINS UNSOLVED--On October 21, 1978, a mystery sound interrupted transmission between pilot Frederick Valentich and Melbourne Flight Service which has never been explained, or identified. Prior to the mystery sound, pilot Valentich had been reporting the approach and description of an unidentified flying object similar to those reported from all over the world by people from all walks of life. Eight years after that fatal Saturday evening, no trace has ever been found of either the pilot or his blue and white Cessna aircraft. Frederick Valentich was not the only person who reported UFOs over and near Bass Strait (between Melbourne and Tasmania) that day and night. Investigators have found more than 50 reported observers from that area before, during and after his encounter. The period of UFO activity around Bass Strait had been building up for more than six weeks prior to that famous encounter. The activity reached a peak the weekend the pilot and his aircraft disappeared.

TOP U.S. SENATOR SAW TWO UFOs--One of the most powerful U.S. Senators in modern history actually eyewitnessed two UFOs while on a fact finding trip through Russia in 1955--and the U.S. government has kept the sightings a secret for more than three decades. The incredible encounter is detailed in 12 top secret CIA, FBI, and U.S. Air Force reports which have been obtained by Phenomena Research. Those startling reports reveal that Senator Richard B. Russell, Jr. (D-Ga.)--then chairman of the Armed Services Committee--was on a Soviet train when he spotted a disc-shaped craft taking off near the tracks. He hurriedly called his military aide and interpreter to the window--and they saw the disc plus another one that appeared a minute later. The astonished trio reported the sightings to the U.S. Air Force as soon as they were out of Russia. "The three observers were firmly convinced that they

saw a genuine UFO," says an Air Force Intelligence report dated October 14, 1955, and classified Top Secret at the time.

Senator Russell served 38 years in the Senate. He was its senior member and one of the most influential senators at the time of his death in 1971. He was chairman of the Armed Services Committee from 1951 to 1969, and unsuccessfully sought the Democratic Presidential nomination in 1952. The documents detailing his UFO encounter were made available to Phenomena Research by the Fund for UFO Research and its chairman, U.S. Navy physicist Dr. Bruce Maccabee. The documents were obtained by the group through the Freedom of Information Act. "These long-secret documents are of major importance because they show for the first time that one of the most powerful U.S. Senators witnessed and reported a UFO," said Dr. Maccabee. "This case is also unique because the CIA took the sighting seriously."

The Air Force Intelligence report says Russell and his two traveling companions spotted the UFOs on October 4, 1955, while traveling by rail across Russia's Trans-Caucasian region. "One disc ascended almost vertically at a relatively slow speed, with its outer surface revolving slowly to the right, to an altitude of about 6000 feet where its speed then increased sharply as it headed north," the report states. "The second flying disc was seen performing the same actions about one minute later. The take-off area was about 1-2 miles south of the rail line..." Russell "saw the first disc ascend and pass over the train" and went "rushing in to get Mr. Efron (Ruben Efron, his interpreter) and Col. Hathaway (E.U. Hathaway, his aide) to see it," the report said. "Col. Hathaway stated that he got only a short glimpse of the first. However, all three saw the second disc and all agreed that they saw the same round...disc-shaped object...as the first."

The Air Force report was written by Lt. Col. Thomas Ryan, who interviewed Senator Russell's companions in Prague, Czechoslovakia, on October 13 after they arrived there from Russia shortly after the sighting. In his report, Col. Ryan called the sightings "an eyewitness account of the ascent and flight of an unconventional aircraft...by three highly reliable United States observers." He added that Col. Hathaway led off his account of the sightings by saying: "I doubt if your going to believe this, but we all saw it. Senator Russell was the first to see this flying object...we've been told for years that there isn't such a thing but all of us saw it..." CIA documents show that the agency later interviewed the three eyewitnesses in the Russell party --and also a fourth person, unidentified in the reports, who had seen the UFOs. An eye-witness--whose name was blacked out on the CIA report prior to its declassification--said one of the UFOs "had a slight dome on top." The edge of the disc was glowing pinkish-white, he added.

The UFO rose "vertically" with the glow moving slowly around the perimeter in a clockwise direction, giving the appearance of a pinwheel. Interpreter Ruben Efron told the CIA that visibility was excellent. As one UFO approached the train, he said, "the object gave the impression of gliding. No noise was heard and no exhaust glow or trail was seen by me." After the encounter, Senator Russell told the men with him: "We saw a flying disc. I wanted you boys to see it so that I would have witnesses," according to the CIA documents. And an FBI memo dated November 4, 1955, also discusses the sighting--and admitted Col. Hathaway's testimony "would support existence of a flying disc..." Dr. Maccabee of the Fund For UFO Research believes Senator Russell and his group never publicly revealed their incredible sightings "because they were no doubt advised not to talk. These documents provide startling new evidence that UFOs exist."

PILOT SIGHTINGS

10/12/86--OVER GREENSBORO, NORTH CAROLINA--5:50 PM: The pilot and co-pilot of an airliner watched in amazement as a large delta-shaped object, accompanied by several small objects, flew under their plane at a very high rate of speed on the co-pilots side. The distance between the aircraft and the objects was less than 1500 feet. The objects were not picked up on radar.

7/6/85--NEAR ANCHORAGE, ALASKA--6:45 PM: A bright silver oscillating sphere was observed by the pilot of a Cessna 185 flying southbound. The sphere, estimated to be 16 feet in diameter, flashed past the plane on the left side at a distance of 250 feet and at a speed of about 500 knots. Both object and aircraft were at an altitude of 4000 feet.

1/27/85--THREE MILES NORTH OF RIVERSIDE, CALIFORNIA--5:45 PM: The pilot of a Cessna 172, descending from 10,000 feet observed a torpedo-shaped object about the size of his plane flash by on his left side at a distance of about 300 feet. The entire instrument panel went "flakey." A passenger also saw the object.

January, 1985--NEAR MINSK, SOVIET UNION--Darkness: The crew and passengers of an Aeroflot Soviet airliner observed a large glowing object which suddenly directed a bright ray of light to the ground. All four crew members reported that they could see distinctly everything on the ground illuminated by the cone of light--the houses and the roads. Suddenly the cone of light focused on the airliner. Then the object moved toward the plane at a high rate of speed and positioned itself beside the aircraft at an altitude of 33,000 feet and accompanied it for the rest of the flight.

4/24/82--SOUTH OF SANTA CRUZ, CALIFORNIA--9 AM: A "strange looking object," army green in color, 10 feet tall and half that size wide, approached a small aircraft at high speed. The pilot of the plane turned slightly left to avoid the object which passed on the right side. Then the pilot turned right to follow the object. As the object came back into view it was approaching the plane again, circled the plane twice, then moved north and out of sight.

4/17/82--MEDITERRANEAN SEA, NEAR ISLAND OF PONZA--11:29 AM: A DC-9 flying at 8200 meters shook violently when a large object with a trail of fire streaked past the airliner. The crew of an Italian G-222 aircraft also observed the object.

3/8/82--SIXTY MILES SOUTHWEST OF ALLENDALE, SOUTH CAROLINA--1:45 PM: A bright silver disc--about 10 feet in diameter and one foot thick--was observed approaching a corporate jet on collision course. Within a few seconds the disc passed the jet on the left side and was no more than 25 feet off the left wing tip at the same altitude. The aircraft was at 6500 feet. The pilot had 10 years flying experience and the two corporate passengers were both former air force pilots.

2/23/82--THIRTY MILES NORTH OF INDIANAPOLIS, INDIANA--11:25 AM: A private pilot with 30 years flying experience observed a large ball of fire moving in a high speed vertical climb. The fireball vanished from sight in a few seconds. On February 21st a similar fireball was reported in the same area by pilots of four airliners. It also moved straight up and out of sight.

2/17/82--FORTY MILES WEST OF CHARLESTON, WEST VIRGINIA--10:30 PM: The pilot and six passengers of a Cessna 402--flying from Paducah, Kentucky to Charleston, West Virginia at 13,000 feet--observed a bright white light moving up-and-down like a yo-yo and making complete loops at high speed. The maneuvers continued for 10 minutes before the light vanished.

10/1/81--FOURTEEN MILES SOUTH OF SARANAC LAKE, NEW YORK--7:48 PM: A Cheyenne aircraft flying from Burlington, Vermont to Utica, New York at 16,000 feet flew past a stationary bright orange rectangular light which the pilot had observed for about two minutes. Another plane flying from Albany, New York to Saranac Lake at 7000 feet reported a similar object south of the lake at 7:55 PM. A DC-8 flying from Chicago to Burlington at 18,000 feet reported a bright amber-to-orange rectangular-shaped object with flashing lights while passing over Lake Placid, New York at 8:10 PM. Lake Placid is about eight miles east of Saranac Lake. Four hours later a ground observer at Jay, New York--about 12 miles northeast of Lake Placid--reported observing a rectangular-shaped object in a vertical ascent. The object stopped, then moved away in level flight at a high rate of speed and had many red and green flashing lights.

7/16/81--FORTY MILES SOUTH OF GALLUP, NEW MEXICO--10:07 PM: A group of triangular-shaped amber lights maneuvered around a Cherokee L-200 for more than 15 minutes. The plane was flying from Albuquerque, New Mexico to Las Vegas, Nevada at an altitude of 12,500 feet. The lights were sharply outlined and approached the aircraft several times.

6/27/81--THIRTY FIVE MILES NNW OF DUBUQUE, IOWA--8:45 AM: The pilot of a Cessna 177 flying from Farmington, Minnesota to St. Louis, Missouri at 9000 feet observed a large silver disc pass about 500 feet above his plane. He said the disc was moving so fast that it was impossible to estimate speed.

Refer All Witnesses to the National UFO Reporting Center--1/206/722/3000

6/18/81--FIVE MILES SOUTH OF NEW HAVEN, CONNECTICUT--5:56 PM: While flying eastbound at 5500 feet the pilot and passenger of a small aircraft watched in amazement as an egg-shaped object--made of highly polished metal--passed off of their left side at a distance of about one-half mile at the same altitude. The pilot made a sharp turn to the left in a futile attempt to follow the object which appeared to be moving in excess of 300 knots. The object was estimated to be 15 to 20 feet in diameter and was visible for about 20 seconds.

6/6/81--NEAR KANSAS CITY, MISSOURI--5:05 PM: A black object like two soup bowls placed together rim-to-rim passed within a wings length of a small aircraft preparing to land. Estimated to be about three feet in diameter and at the same altitude of the plane, the object was headed due east and was visible for one minute.

4/21/81--140 MILES SOUTHWEST OF DOVE CREEK, COLORADO--8:10 PM: A large glowing object, moving in level flight, was observed by the three man crew of a United Air Lines flight traveling from Los Angeles to Denver, Colorado. The object moved abeam of the airliner heading southwest at an estimated speed of 5000 mph. An American Airlines airliner located 40 miles behind the United flight reported the object and said it had reversed course and was heading northeast.

3/30/81--20 MILES SOUTHWEST OF PHILADELPHIA, PENNSYLVANIA--11:51 PM: The pilot of a Beach 55 aircraft, flying at 5000 feet, reported at his 2 o'clock position what looked like a "rocket ship." The object was climbing from the southeast to northwest, accelerating at extremely high speed with a long blue flame coming out the aft end. At 11:45 PM the pilot and first officer of a Flying Tiger airliner--flying 100 miles northwest of Sparta, Penn., at 37,000 feet and inbound to Kennedy International Airport--observed a bullet-shaped object moving at about 1200 miles per hour. At the same time a United Air Lines DC-8 located 100 miles west of Sparta reported seeing a long glowing object streaking across the sky. The object was not tracked on radar.

11/3/80--NEAR OZONA, TEXAS--6:50 PM: A small aircraft had just taken off and was about 1000 feet off the ground when the pilot spotted a glowing object coming from the direction of Sonora at a very high rate of speed. It was long in shape and pointed on both ends. About six miles out of Ozona the object seperated into two parts and the back section moved into a position directly under the front section and the two objects passed the plane. They were both the same intensity of light. As the pilot watched the objects move over Ozona their glow disappeared. Instantly the airplane engine stopped and its lights went out. A few seconds later the glow around the objects reappeared. The plane's engine started by itself and its lights came on. Both objects then dropped to a lower altitude and moved away toward the Mexican border. Five additional witnesses on the ground also observed the objects. Later that same evening what could have been the same object was observed in the middle of U.S. Highway 87, southeast of Sterling, Texas and about 75 miles north of Ozona. The object was on the highway and lunged upward to avoid being hit by a car occupied by two women.

9/27/80--NEAR POMPANO BEACH, FLORIDA--3 PM: The pilot of a small airplane observed what appeared to be two aircraft approaching head-on. As they neared his plane he could make out two objects shaped like hamburger buns which were moving side-by-side. When they got to within 200 feet of his aircraft they began to circle his plane without banking. The objects were yellow in color, about 10 feet in diameter, and remained about 200 feet distant. The two objects circled the small airplane about 50 times in five minutes, then broke away to the north. The objects were not detected by radar.

Phenomena Research was founded in 1955 under another name for the purpose of conducting a scientific study of the UFO phenomenon. The volume of evidence and information which has been analyzed to date indicates that intelligently controlled, structured wingless vehicles and devices are entering Earth's atmosphere and that they represent highly advanced civilizations and technologies whose ports of origin are on other planets in other solar systems. Some of the reported UFOs are someone else's spacecraft. The National UFO Reporting Center is manned 24-hours every day so that any individual or agency wishing to report a UFO may do so without fear of ridicule or unwanted publicity. The Phenomena Research Report is distributed without charge to cooperating individuals and agencies. Our address is: P.O. Box 1807--Seattle, WA 98111. Phenomena Research is non-profit.

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The Mutual UFO Network, Inc. is an international scientific organization composed of people seriously interested in studying and researching the phenomenon known as unidentified flying objects (UFOs) by combining their mutual talents, areas of expertise and investigative efforts. MUFON is the acronym for the Mutual UFO Network, Inc., a Texas nonprofit corporation, exempt from Federal Income Tax under Section 501(c)(3) and a publicly supported organization of the type described in Section 509(a)(2) of the Internal Revenue Code. MUFON firmly believes that a concentrated scientific study by dedicated investigators and researchers will provide the ultimate answer to the UFO enigma.

Founded on May 31, 1969, MUFON's phenomenal success may be attributed to the "grass roots" nature of the organization where a majority of the leadership and motivation is achieved at the local level. In North America, a State or Provincial Director oversees the investigative activities of the Field Investigators through State Section Directors. An International Coordinator and seven Continental Coordinators work with the Foreign Representatives and National Directors in each country on the international scene. MUFON is Governed by a Board of Directors composed of 17 men and women and administered by an Executive Committee.

MUFON's Board of Consultants, most whom are PhDs or MDs representing 45 areas of science, technology, medicine, psychiatry, psychology, theology, engineering, astronomy, communications, political science, photo analysis, etc., are readily available as an advisory group to apply their expertise to UFO cases under study and to conduct advanced research in their respective field.

Starting in 1970, MUFON has sponsored an Annual International UFO Symposium where world known scientists, engineers, university professors, and authors lecture on their particular specialization or contributions to resolving this perplexing scientific dilemma. To provide a permanent record of the presentations, the copyrighted symposium proceedings are published annually for worldwide distribution.

In order that only qualified, competent and sincere people may become involved, membership in MUFON is by invitation only. Anyone interested in helping to resolve the UFO phenomenon is invited to join by submitting a membership application and appropriate dues for approval. Based upon their education and experience, members may serve in one or more of the following positions: Consultant, State or Provincial Director, State Section Director, Foreign Representative, Field Investigator, Research Specialist, Amateur Radio Operator, Astronomy, Field Investigator Trainee, Translator, UFO News Clipping Service, Contributing Subscriber, or Associate Member (under 18 years of age).

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Amateur Radio Networks, operating weekly, are utilized to receive and disseminate UFO sighting reports and current UFO information. The exact date, time, and frequencies are published in the MUFON UFO JOURNAL. A master file, containing all submitted UFO sighting reports, arranged chronologically by state, province, and country, is maintained in the MUFON administrative offices.

A twenty-page monthly magazine, the MUFON UFO JOURNAL is our most significant means of sharing details of UFO sighting reports and vital information related to the UFO phenomenon with our members throughout the world. A subscription to the Journal is included in the annual membership dues of \$25.00 in the U.S.A. and \$30.00 in foreign countries in U.S. funds.

For further information about joining the world's largest UFO membership organization, please write to the address at the top of this page or contact your local MUFON representative. We invite you to join and be a part of the solution to the greatest mystery of the space age.

The Russian bear

AMID SOME indications that the United States and the Soviet Union may be nearing an agreement on the reduction of medium-range missiles in Europe, let's not forget that Alaska still stands face-to-face with powerful Russian military forces.

Reminders are easy to come by, quite apart from just a simple look at the map. For those who doubt the potential threat, be advised that it was just last week that the two Air Force F-15s from King Salmon intercepted and turned back two Soviet Bear-H bombers which had flown to within 190 miles of Adak.

And it was nothing special. Intercepts of the Bear-H, a flying platform from which to launch cruise missiles, are not uncommon in the Aleutian area, Air Force spokesmen say.

So far this year, Air Force

fighters have intercepted 14 Soviet planes on approaches to the Alaska coast. Last year, there were 34 intercepts.

THIS SORT of activity demonstrates the high level of operational Soviet military missions in our part of the world.

Such flights clearly are not isolated training missions, although they certainly fulfill such a function.

Rather, it is safe to assume that this sort of probing at the defense perimeter of the United States — and Alaska — represents part of the day-to-day readiness activities by Soviet forces.

And such flights provide continual proof that America cannot lower its guard.

The Russian bear is just over the horizon.

And in the sky, as well, on the Alaskan frontier.

Flash seen in the sky was Soviet rocket fuel

By David Shoup
Times Writer

A month ago, dozens of Northwest Alaska villagers reported seeing a bright flash in the sky. Some reported the flash as a UFO.

It wasn't.

Instead, what the villagers saw was the dumping of fuel from the tanks of a new-generation Soviet rocket launched from Tyuratam, the Soviet central Asian space center, according to

a prominent scientist.

James Oberg, a flight controller for Rockwell Shuttle Operations, on contract to the National Aeronautics and Space Administration's Shuttle Program, said Saturday the flash seen from Elim, Gambell, Savoonga and several other places in Alaska was caused by the launch of Cosmos 1833. Oberg is a prominent author of several books on Soviet space technology.

See Rocket, page A-5

ANCHORAGE TIMES - DATE
APR 19

Rocket: Alaska flash came from launch of Soviet spy satellite

Continued from page A-1

"It (Cosmos 1833) was about 200 miles up when you (Alaskans) saw it," he said in a telephone interview from his home near Houston.

The villagers reported sighting some kind of space vehicle, described by many as a UFO within a glowing cloud.

"It was a fuel cloud," said Oberg. Such clouds are created when rocket fuel is purged from tanks in flight.

Oberg said Alaskans typically

can't see traces of Soviet rocket launches because their trajectories take them too far from the Alaska coast and too low in the sky to be detected. But this launch was different.

For one thing, he said, the March 17 launch utilized the Soviet SL-16, a newly designed Russian booster rocket which is very large and has been used only a handful of times.

For another, Cosmos 1833 was pushing a Soviet spy satellite into a higher-than-normal orbit — about 600 miles up, he said. So when the fuel was jettisoned

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from the rocket's tanks, a normal fire-prevention procedure, it was at an altitude of about 200 miles, high enough in the sky to be seen from Alaska.

"With this new kind of rocket and higher altitudes, you're

likely to see quite a few of these in the future," he said.

Oberg first heard about the mysterious flash in the sky in a letter from Dave Cartier, a resident of Pilot Station, a Yukon River village near St. Marys.

Cartier, who saw the glowing cloud that night, had written to "Skeptical Inquirer," a Buffalo, N.Y., quarterly that carries articles on such things as UFO sightings, and the magazine editor forwarded the letter to Oberg.

On his own time, much of which is devoted to investigating Soviet space attempts, Oberg discovered Cosmos 1833 had been launched from Tyuratam at precisely the right time to create the brilliant flash.

"It's a pretty standard phenomenon," he said, noting that fuel clouds from Soviet rockets

are spotted several times a year off South America. In fact, he said, Australians have grown accustomed to seeing fuel clouds from American rockets, which have been passing near Australia's coastline since the 1960s.

This isn't the first time a bright light in the northern sky has been attributed to Russian rocketry. In October 1985, a Soviet missile falling out of low orbit created a bright white light over Southcentral Alaska that was widely described as a UFO — until the U.S. Air Force identified it.