

# UFO Spotted — By Japanese Jet And U.S. Radar

Anchorage, Alaska

The crew of a Japan Air Lines cargo jet claimed that a UFO with flashing white and yellow strobe lights followed them across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

The three-man crew radioed air traffic controllers in Anchorage, reporting the huge UFO flying "in formation" with them, and the U.S. Air Force confirmed an object briefly flew near the plane, Federal Aviation Administration spokesman Paul Steucke said yesterday.

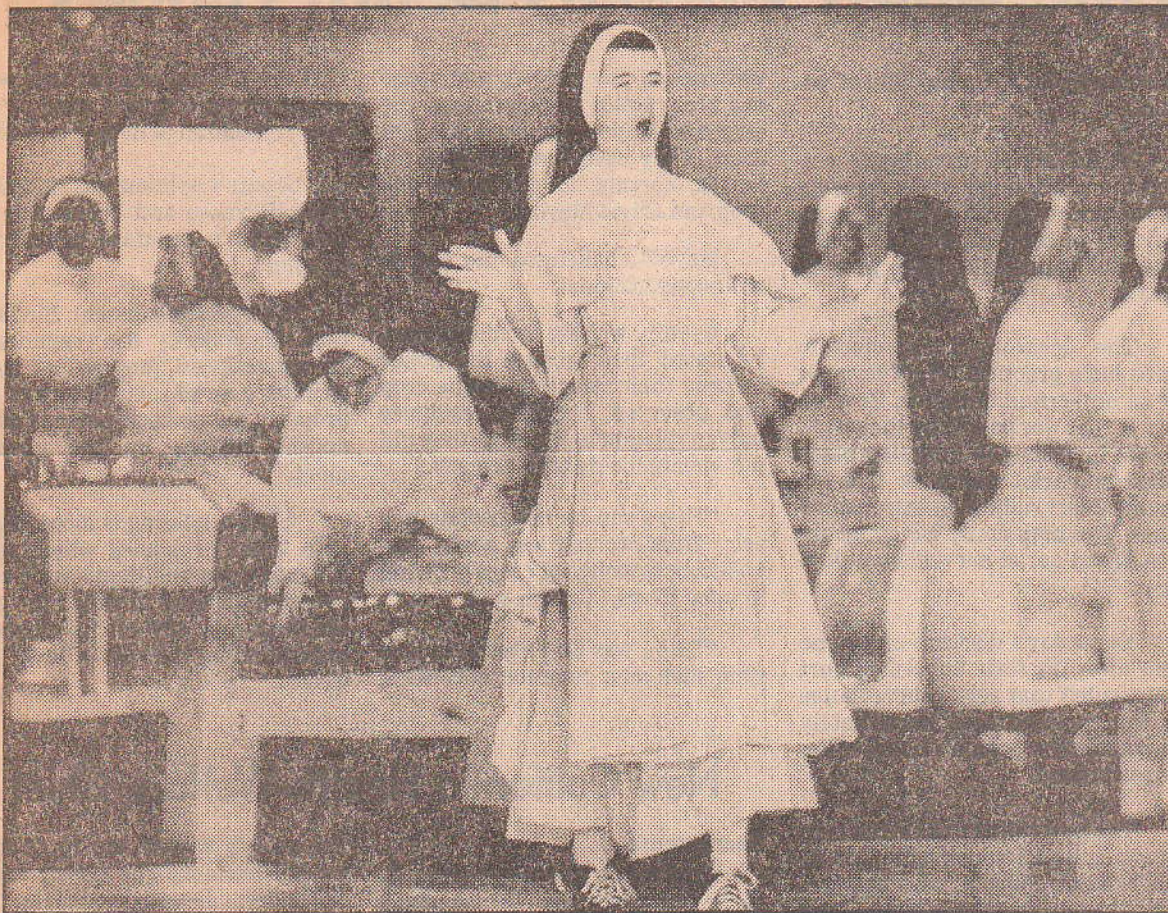
Air Force radar briefly picked up a second object, Steucke said, but FAA controllers in Anchorage and Fairbanks did not.

The sight reported by the pilot, co-pilot and flight engineer of JAL Flight 1628 remains a mystery.

The incident occurred Nov. 17 but was not earlier made public until yesterday.

Flight 1628 had left Reykjavik, flying over the North Pole to Tokyo with a stop in Anchorage. Following the UFO sighting, it landed at Anchorage International Airport, and FAA security manager Jim Derry interviewed all three crewmen.





BY ASSOCIATED PRESS

## Bowled Over by a Strike

**S**ister Miriam cheered as her ball knocked down the pins at the Strike and Spare bowling alley in Nashville yesterday. The bowling party was part of the annual reunion for the Dominican Sisters of St. Cecilia, who wear white except for their veils and bowling shoes

## Pilot Says UFO Dwarfed His 747 Jet

Anchorage, Alaska

A veteran pilot whose UFO sighting was confirmed on radar screens said the thing was so enormous that his Japan Air Lines cargo jet — a Boeing 747 — was tiny compared with the mysterious object.

Captain Kenju Terauchi also said there were two other unidentified objects — smaller than his cargo carrier — that did not appear on radar.

Terauchi, his co-pilot and flight engineer all told Federal Aviation Administration investigators that

they saw UFO lights as they flew over Alaska on a Europe-to-Japan flight.

"They were flying parallel and then suddenly approached very close," said Terauchi, 47, who received FAA permission to take whatever evasive action was necessary to avoid the UFO. The object appeared for a time on FAA and Air Force radar and on the radar screen in the cockpit of JAL flight 1628.

Terauchi spoke to United Press International on Tuesday, describing the UFO incident of November 17 that was revealed by the FAA on

Monday. Additional FAA data released Tuesday again confirmed that government radar picked up the object.

Terauchi, a pilot for 29 years, said he briefly glimpsed the large unknown object in silhouette, and he said, "It was a very big one — two times bigger than an aircraft carrier."

Terauchi made a drawing of the large UFO, showing it as a giant walnut-shaped object with big bulges above and below a wide flattened brim.

United Press International



# UFO Sighting Confirmed By FAA, Air Force Radar

## Japanese Crew Tells of Encounter Over Alaska

By Jeff Berliner  
United Press International

ANCHORAGE, Jan. 1—A veteran pilot whose UFO sighting was confirmed on radar screens Tuesday said the mysterious object was so enormous that it dwarfed his Japan Airlines cargo plane.

Capt. Kenju Terauchi, the pilot, also said he saw two other small unidentified objects—smaller than his cargo carrier—that did not appear on radar.

Terauchi, his copilot and flight engineer told Federal Aviation Administration investigators that they saw the lights of an unidentified object on the evening of Nov. 17.

"They were flying parallel and then suddenly approached very close," said Terauchi, 47, who requested and received FAA permission to take whatever action was necessary to avoid the object that

appeared for a time on FAA and Air Force radar and on the radar screen in the cockpit of JAL flight 1628.

The FAA confirmed on Tuesday that government radar picked up the object that Terauchi said followed his Boeing 747 cargo jet.

Terauchi, a pilot for 29 years, said he briefly glimpsed the large unknown object in silhouette. "It was a very big one—two times bigger than an aircraft carrier," he said.

Terauchi made a drawing of how he thought the objects looked. He drew a giant walnut-shaped object, with big bulges above and below a wide flattened brim.

The captain, who is stationed in Anchorage with his family, was flying the jumbo jet from Iceland to Anchorage on a Europe-to-Japan flight when the crew encountered the object in clear weather over Alaska.

Terauchi said the three unidentified objects followed his jet for 400 miles.

"It was unbelievable," he said, acknowledging that some of his colleagues have doubts about what the crew saw.

FAA investigators who questioned the crew in Anchorage concluded in a report that the crew was "normal, professional, rational, [and had] no drug or alcohol involvement." The crew's flying experience totals more than 46 years, the pilot said.

Terauchi said the crew was not frightened but wanted to avoid whatever was lit up in their flight path. "We want to escape from this."

They followed FAA directives to drop 4,000 feet and make turns—including a 360-degree turn, but Terauchi said, "They were still following us."

He said the evasive maneuvers were of no avail and the lights stayed close—once appearing in front of the cockpit.

FAA flight control reports indicate the object stayed with JAL Flight 1628 for at least 32 minutes. Terauchi said he thought it was longer. The flight controller directing the JAL plane reported the ob-



**KENJU TERAUCHI**  
... "they were still following us"

ject on his radar was as close as five miles to the jet.

Terauchi said the objects moved quickly and stopped suddenly. He referred to the objects as "the two small ships and the mother ship."

Terauchi said jokingly that he thought the UFOs might have followed his chartered cargo plane because "we were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."



# FAA Reopens Its Inquiry Into UFOs

## *Objects Violated Alaskan Airspace*

United Press International

ANCHORAGE, Jan. 3—The Federal Aviation Administration has reopened its inquiry into what happened the night a Japan Air Lines Boeing 747 cargo crew reported seeing unidentified flying objects (UFOs) over Alaska, an FAA spokesman said today.

FAA investigators interviewed Capt. Kenju Terauchi, the pilot, for a second time Friday and are reviewing all radar records from the evening of Nov. 17, 1986, when an unexplained blip appeared on radar screens as the JAL crew reported seeing mysterious lights.

"The reason we're exploring it is that it was a violation of airspace," FAA spokesman Paul Steucke said. "That may sound strange, but that's what it was."

When the incident first came to light last week, the FAA reported that it was no longer investigating and considered the matter an unexplained sighting.

However, a thorough review of available data in the case began Friday and will continue this week, Steucke said, noting that he is calling it an inquiry, not an investigation.

"The object of the inquiry—of collecting all the data and interviewing people—is to identify the object, if possible," Steucke said.

"However, considering the type of data we have available, no one considers it realistic that we can identify the object," he added.

The decision to reopen the inquiry was made by the regional director of the FAA, Steucke said.

An unknown object appeared on radar screens monitored by the Anchorage Air Route Traffic Control Center, the Alaska Air Command at Elmendorf Air Force Base and in the cockpit of the JAL plane.

Air Force officials have dismissed the unidentified blip as "random clutter," but Steucke said the FAA's radar system is designed to remove this kind of clutter.



# FAA's Radar Review Fails to Turn Up UFO

Anchorage

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 yesterday.

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.

A second crewman, however, backed up the pilot's statement that lights followed the big airplane along its arctic path. Despite the FAA's conclusion that radar tapes seem to show two images of the JAL jet, Steucke noted that "the co-pilot's testimony supported the pilot's."

The FAA interviewed co-pilot Takanori Tamefuji on Tuesday for

the second time, and the man reiterated that the crew saw lights near the jumbo jet the evening of November 17 as it flew from Reykjavik, Iceland, to Anchorage.

The pilot, Captain 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, as part of the renewed FAA inquiry into whether something really was in the flight path of the JAL plane.

All three crew members have asserted that lights followed them.

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.

"The bottom line is that this tells us that we don't have any radar confirmation of the object that the pilot said he saw," Steucke said.



# Pilot Says He Saw Another UFO

See Page 3

## 2nd UFO Claim By Japanese Airline Pilot

### Anchorage

A Japan Air Lines pilot who said his cargo jet was shadowed by a huge unidentified flying object over Alaska in November has reported another eerie encounter.

Captain Kenjyu Terauchi and his co-pilot reported seeing lights Sunday morning on a flight from London to a refueling stop in Anchorage.

"His statement to the controller was 'irregular lights, looks like a spaceship,'" said Federal Aviation Administration spokesman Paul Steucke. But Steucke said there may be an easy explanation for Sunday's sighting: light reflecting off ice crystals in the atmosphere.

Terauchi, a veteran pilot, told the FAA he saw the lights twice Sunday, once for about 20 minutes and again for about 10 minutes as he flew at 37,000 feet, Steucke said.

On November 17, Terauchi reported that two bright lights and an object as wide as two aircraft carriers placed end-to-end followed his JAL Boeing 747 cargo plane for more than 300 miles as it flew to Anchorage from Iceland. The lights stayed with the plane even when it

## Rare Pygmy Whale Dies on Stinson Beach

A rare pygmy sperm whale washed up on Stinson Beach yesterday, and whale experts were unable to save it.

The whale, about five feet long, floated onto the sand at about noon, said Jeff Weisenburger, a policeman for the Golden Gate National Recreation Area. Attempts to revive the creature for transportation to the aquarium at the California Academy of Sciences failed, he said.

The cause of death was unknown. Experts from the Marine Mammal Center in Marin County speculated that intestinal parasites may have contributed to the whale's demise, Weisenburger said.

He said the pygmy sperm whale is rare for Northern California. That mammal is more accustomed to tropical waters and may have drifted north on strange ocean currents, sources said.

Eight days ago, a baby gray whale about 15 feet long washed onto a beach near Half Moon Bay but died despite efforts to put it back in the water.

changed altitude and took other evasive action, Terauchi had said.



JAN., 1987

EXTRATERRESTRIAL OBJECT INVOLVED IN JAPAN AIR LINES PILOT'S UFO  
SIGHTING, ACCORDING TO LEADING UFO INVESTIGATOR

Buffalo, N.Y. /--/An investigation of the incident in which an Unidentified Flying Object reportedly paced a Japan Air Lines 747 enroute to Anchorage, Alaska, for nearly 40 minutes on Nov. 18, 1986, reveals that at least one extraterrestrial object was involved--the planet Jupiter, and possibly another--Mars.

The investigation was conducted by Philip J. Klass, an internationally recognized skeptical UFOlogist and chairman of CSICOP's UFO Subcommittee. His investigations have yielded prosaic explanations for many famous UFO cases during the past 20 years.

At the time the UFO incident began near Ft. Yukon, the JAL airliner was flying south in twilight conditions so that an extremely bright Jupiter (~2.6 magnitude) would have been visible on the pilot's left-hand side, where he first reported seeing the UFO, according to Klass. Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be at roughly his own 35,000 ft. altitude. Mars, slightly lower on the horizon, was about 20 degrees to the right of Jupiter but not as bright.

Although the very bright Jupiter, and less bright Mars, had to be visible to JAL Capt. Kenjyu Terauchi, the pilot never once reported seeing either--only a UFO that he described as being a "white and yellow" light in his initial radio report to Federal Aviation Administration controllers at Anchorage.

Many of the colorful details of the incident carried by the news media, largely based on the six-week old recollections of the pilot of JAL Flight 1628, are contradicted by a transcript of radio messages from the pilot to FAA controllers while the incident was in progress.

For example, news media accounts quoting the 747 pilot said that when he executed a 360 deg. turn the UFO had followed him around during the turn. But this claim is contrary to what the pilot told FAA controllers at the time.

During the pilot's media interviews, he "remembered" some colorful details which did not really occur, judging from his earlier radio reports to the FAA, and Terauchi "forgot" several important events that would challenge his claim of being paced by an unknown craft.

For example, that another airliner, United Airlines Flight 69, heading north from Anchorage to Fairbanks, had agreed to deviate slightly from its course to allow FAA radar controllers to vector it to the vicinity of the JAL 747, while maintaining



safe altitude and distance separation, to see if the United crew could spot the UFO.

At approximately 4:48 p.m., as the United flight neared JAL, Terauchi reported that the UFO was to his far left and about 10 miles distant--which was in the direction of Jupiter. At roughly 4:50 p.m., the United pilot reported he now could see JAL but a short time later the United pilot said: "I don't see anybody around him."

Shortly afterwards, the JAL pilot reported that the UFO now was "just ahead of United" which is where Jupiter would appear to be from Terauchi's location. The United pilot would not notice Jupiter because it was to his right while his attention was focused on JAL which was to his far left.

Shortly afterward, the pilot of a USAF C-130 transport in the area volunteered to be vectored to the vicinity of the JAL airliner to see if he could spot any object near the airliner. The C-130 crew readily spotted the JAL 747, but they too could not see any object in its vicinity.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Klass said. In one case, investigated by the late Dr. J. Allen Hynek in the early 1950s, a military pilot chased a "UFO" for more than 30 minutes, which turned out to be the bright star Capella. In this case, as with the recent Alaska incident, a radar operator reported briefly seeing an unknown blip on his radar scope.

During World War II, B-29 pilots flying at night from the Mariana Islands in the Pacific to bomb Japan reported being paced by a mysterious "ball-of-fire" which B-29 gunners tried, unsuccessfully, to shoot down. Some Army Air Corps intelligence officers suspected the object was a long-range Japanese aircraft equipped with a powerful searchlight, to illuminate the B-29s so they could be attacked by fighter aircraft, but such attacks never materialized. Finally, the mysterious glowing object that seemed to pace the B-29s was identified. It was Venus, which was particularly bright at the time.

More than 25% of all UFOs reported during a 15-month period to the Center for UFO Studies (created in 1973 by Hynek) turned out upon investigation to be a bright planet or star. Some eyewitnesses reported that the celestial UFO "darted up and down," or "wiggled from side-to-side," and a variety of shapes were described.

In the Capt. Terauchi's recollected account to the media six weeks after the incident, he described seeing two small UFOs in addition to a large one. But the transcript reveals that the



pilot only briefly reported seeing two lights, not three, and thereafter he referred only to one in his radio communications with FAA controllers.

News media accounts of the UFO incident stressed that one unidentified object had been detected by a USAF radar in the vicinity of the 747's "blip", which seemed to confirm the pilot's visual sighting. However, radars operating in mountainous terrain such as that where the UFO incident occurred can receive spurious echoes when radar energy bouncing off an aircraft is reflected a second time from mountains and snow-covered terrain.

When the pilot first reported seeing the UFO, FAA traffic controllers--ever concerned over the risk of a mid-air collision--requested that radar controllers in an Air Force Regional Operations Command Center examine their displays to see if they could spot an unknown intruder. A radar operator there spotted something, but was unsure whether it might be a spurious echo. However, the echo appeared only briefly and was behind the 747 whereas the pilot had reported that the UFO was in front or to the left of his aircraft.

Later, as the JAL 747 came within range of an FAA radar at the Fairbanks International Airport, a radar controller there was asked if he could spot another object in the vicinity of the airliner. Although the JAL pilot still was reporting a UFO, the controller replied that there were no unknown blips in the vicinity of JAL 1628.

On Jan. 11, the Capt. Terauchi again reported seeing a UFO while flying in approximately the same part of Alaska. But after an FAA spokesman in Anchorage suggested that this UFO might only be lights from a distant village bouncing off clouds, the JAL pilot acknowledged that this could explain his second UFO sighting.

The transcript of radio communications during the Nov. 18 incident indicates that there were broken clouds at or below Flight 1628's altitude, which may help explain Capt. Terauchi's mistaking Jupiter for a UFO.

Even a scientifically trained former Navy officer, who would later become President, once mistook a bright planet for a UFO. The "victim" was Jimmy Carter and the incident occurred about 7:15 p.m. on Jan. 6, 1969, following his talk to the Lions Club of Leary, Ga. As Carter later recalled the incident, he spotted the UFO in the west at an elevation he estimated to be about 30 deg. An investigation conducted by Robert Sheaffer, vice-chairman of CSICOP's UFO Subcommittee, was complicated by the fact that Carter had recalled an erroneous date for the incident. Once Sheaffer managed to determine the correct date, he found that a brilliant planet Venus was to the west and about 25



deg. above the horizon, where Carter reported seeing the UFO.

Klass credits astronomers Nick Sanduleak and C.B. Stephenson, of Case Western Reserve University, in Cleveland, for their valuable assistance in computing the positions and bearings of bright celestial bodies relative to the 747 airliner at the time of the incident.

"My suspicions that this UFO might be a bright celestial body were prompted by the fact that the pilot reported seeing the object for more than 30 minutes," Klass said. "Past experience has shown that when a UFO remains visible for many minutes, it almost always proves to be a celestial object." Another clue was the fact that when Flight 1628 descended 4,000 ft., the UFO still appeared to be at the airliner's altitude. At Jupiter's great distance, a change of 4,000 ft. in aircraft altitude would produce no noticeable change in the planet's apparent altitude.

Klass, who was a senior editor with Aviation Week & Space Technology magazine for nearly 35 years until his partial-retirement this past June, as been investigating famous UFO cases as a hobby for more than 20 years. His most recent book on the subject is "UFOs: The Public Deceived," published by Prometheus Books, Buffalo, N.Y.

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NOTE: Mr. Klass is available for interviews and can be reached at his home, in Washington, after Feb. 10. (202) 554-5901.

He will be on ski vacation in the Rockies Jan. 23 to Feb. 9, and can be reached, after 4 p.m. Mountain Standard Time at the following numbers:

Jan. 23-30: Mountain Chalet: (303) 923-3900

Feb. 1-7: Innsbruck Lodge: (505) 776-2313



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# Pilot's UFO sighting called a bright image of the planet Jupiter

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November was actually seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said yesterday.

Philip J. Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Mr. Klass said.

Mr. Klass, an editor with the magazine Aviation Week and Space Technology and a longtime investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

John Leyden, a spokesman for the Federal Aviation Administration in Washington, quoted from a summary of conversations between the pilot and ground controllers in which the pilot reported losing sight of the object after completing his turn.

The object reappeared a few moments later, according to the FAA summary quoted by Mr. Leyden.

The pilot, Capt. Kenjyu Terauchi, was over Alaska enroute from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Mr. Terauchi told FAA officials in an interview that the object stayed with him as he turned.

Mr. Steucke said the FAA would be releasing the results of its own investigation in mid-February.

According to Mr. Klass, who reviewed a complete copy of the transcript, the pilot never reported

seeing Jupiter or Mars, even though they were clearly visible.

Mr. Klass' report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Mr. Klass, who heads the organization's UFO subcommittee, is the author of "UFOs: The Public Deceived." He has been investigating UFO sightings for more than 20 years.

"Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," said Mr. Klass in his report. Mars was visible closer to the horizon and to the right of Jupiter, but was not as bright, the report said.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Mr. Klass said.

A United Airlines flight and an Air Force C-130 cargo plane that were in Mr. Terauchi's vicinity at the time of the claimed sighting were asked to look for the object, and neither reported seeing it.

"I think that the Japanese pilot should have been a little more skeptical when the United airliner and the Air Force plane reported seeing nothing," Mr. Klass said yesterday.

A reported radar "blip" near the Japan Air Lines plane was a spurious echo from the mountainous terrain underneath the aircraft, Mr. Klass said.

Mr. Terauchi reported a second UFO sighting in approximately the same area on Jan. 11. That sighting was explained by FDA officials as village lights bouncing off ice crystals in the atmosphere.

Mr. Terauchi later conceded that that was a reasonable explanation, Mr. Steucke said.





At Anchorage airport Terauchi demonstrates how a giant object maneuvered to fly in formation with his plane.

## THROUGH THE ALASKAN DARKNESS KENJU TERAUCHI, A 747 PILOT, IS PURSUED BY A UFO—OR SO HE CLAIMS

**A**s the Japan Air Lines 747 cargo jet winged through the night skies over northern Alaska last Nov. 17 there was no hint of anything out of the ordinary. For the three-man cockpit crew of flight 1628, the leg from Reykjavík to Anchorage was a routine milk run, though the hold was brimming with cases of Beaujolais for the Japanese market. Then around 6 p.m., with the plane cruising smoothly at 35,000 feet, Capt. Kenju Terauchi, 47, sighted "two columns of light" piercing the darkness about a mile ahead and some 30 degrees to his left. "I thought it might be a military aircraft," he recalls, "so I radioed Anchorage flight control to ask, 'Is there another plane near here?' Anchorage replied, 'The only traffic is you.'"

As for the pilot's account of the bizarre events that followed, Steven Spielberg could hardly have scripted it better. "Suddenly the lights came to within 500 to 1,000 feet of the plane," says Terauchi, who saw "two dark cyl-

inders with row after row of spinning amber lights, one row spinning in one direction, the next in the opposite." These were no ordinary lights—"They were incredibly bright but cast no shadow," he insists. "I was sure it wasn't another plane; it moved so quickly that I realized it was not something human but had to do with very high technology, very high intelligence. I thought it might be a UFO."

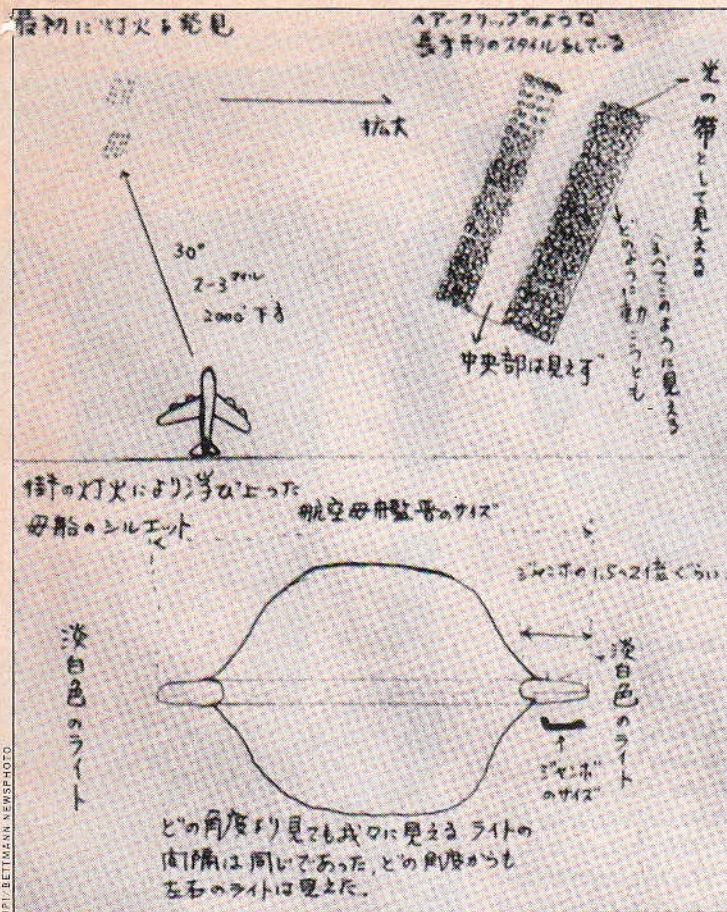
A JAL flier with 19 years experience, Terauchi was astonished at the spectacle, yet says he felt no fear. The twin cylinders "flew in formation, and I realized they had better control of their craft than I did, so there was no fear of collision." He watched mesmerized for three to five minutes as the UFO sped ahead and disappeared. In its place the pilot saw two white, fluorescent-like lights perhaps eight miles away. He flipped on his weather radar and got a faint blip on his screen. Gradually Terauchi's 747 overtook the apparition and, against the glow of Fairbanks' city

lights far below, he glimpsed a startling silhouette—a giant ball "the size of two aircraft carriers" with protruding lights and a light band through the middle.

Since Anchorage air controllers had registered a radar target near flight 1628, they called for a backup radar check from the regional military control center. The U.S. Air Force controllers reported seeing a blip similar to Terauchi's, but called back a minute later to say the signal was gone. Terauchi nevertheless received permission to make any course changes "needed to avoid the traffic." As the 747 flew a 360-degree turn, says Terauchi, the UFO "followed along in the same beautiful formation." Finally, at 6:53, all sightings ceased, and flight 1628 proceeded to land in Anchorage without further incident.

Officials from the Federal Aviation Administration's Anchorage office and JAL promptly launched an investigation. Far from providing a reassuring





Terauchi's drawings of the UFO showed the twin cylinders (top), and the giant ball dwarfing his 747 (located under rim on right side).

## Controversy

explanation, the probe has served only to deepen the mystery.

The customary explanations of supposed UFO sightings—special climatic conditions, refraction or reflection of light from another source—have all been suggested but none seems appropriate. What about the radar signals? The Air Force can't vouch for what Terauchi saw on his weather radar and now attributes its own brief blip to "electronic clutter," possibly a radar echo.

More intriguing is what Terauchi's crew, copilot Takanori Tamefuji and flight engineer Yoshio Tsukuda, saw or didn't see. Both sighted a peculiar light tracking their plane, but neither witnessed the closer encounters with the UFO. The pilot's suggestion that his crew was too busy with flight duties seems curious and, still more perplexing, news reports suggest there was minimal cockpit chatter of the "What-was-that?" variety.

The FAA has discounted the possibility that Terauchi might have hallucinated the whole experience due to fatigue or the influence of drugs. And no one has accused the crew of taking illicit sips from the cargo. Although the

crew was not tested, the FAA solemnly reported that "crew members were not influenced by drugs or alcohol."

Ultimately the issue hinges on the credibility of Captain Terauchi, a one-time Japan Air Self Defense fighter jock and a pilot with an impeccable record. No one could suggest a reason why he might want to invent a cockamamie yarn and risk professional ridicule. Terauchi contends that other pilots have seen things in the skies but don't report them because doing so is bad for one's career.

To date the FAA takes the position that while Terauchi is a responsible pilot, there is scant evidence to corroborate his strange sighting. But the captain is not done with UFOs. Just last week, flying a similar cargo mission from Europe to Anchorage, he said it happened again. "Please record this," he radioed air traffic control excitedly, lapsing partly into Japanese. "Irregular lights, looks like a space ship." This time there were no unexplained radar contacts, though Terauchi's cockpit companions (a different crew from flight 1628's) again were uncertain as to what, if anything, had happened. The FAA will investigate. Watch this space.

—Written by Dan Chu, reported by Nancy Faber

# Everybody deserves a chance to make it on their own. Everybody.

Success doesn't come easy in our competitive society. It takes talent, guts, hard work and perseverance to rise to the top.

But everybody—regardless of race, creed, color or sex—deserves a chance to make it on their own. The National Urban League is dedicated to achieving that. And there are things you can do to help.

To find out exactly what you can do in your community, contact your local Urban League or write to our national headquarters.



**National Urban League**

500 East 62nd Street  
New York, N.Y. 10021





# U.S. Is Selling Kits On UFO Sighting

Anchorage

If you want an inside look at a Japan Air Lines pilot's recent claim that he saw a UFO, the Federal Aviation Administration will send you everything you ever wanted to know about the case for \$194.30.

The complete package includes tapes of interviews with crew members, spaceship drawings by the JAL pilot and air controller statements, even four glossy color photos of regenerated radar data.

The unusual FAA mail-order offer is an attempt to cope with enormous public interest in the November sighting, said spokesman Paul Steucke.

Since the pilot's claim was publicly disclosed, the FAA's Anchorage office has received information requests from more than 200 members of the press, as well as 46 requests from individuals.

For those on tight budgets, the FAA's UFO package can be broken down. The agency is offering 20 individual items, ranging from a \$50 cassette tape of communications between the controllers and the flight crew to a 30-cent copy of an FAA form summarizing the sighting. Or-

ders of less than \$5 are free.

"We wanted to be as responsive as we can to the public. We don't want them to spend \$100 for data they don't need," Steucke said.

JAL Captain Kenjyu Terauchi reported on November 17 that his Boeing 747 cargo jet was shadowed by two belts of light as it crossed into Alaska airspace on a flight from Iceland to Anchorage.

In an encounter that lasted about 50 minutes, Terauchi also reported seeing a third aircraft, a huge spaceship that he said was the size of two aircraft carriers. He radioed the sighting to Anchorage FAA flight controllers, who saw what they thought was an object on their radar screens.

The objects, Terauchi said, "were not made by humankind. They were of a very high intelligence."

Philip J. Klass, an editor with Aviation Week and Space Technology and a longtime investigator of claimed sightings of unidentified flying objects, has investigated the incident and concluded that the pilot was actually seeing an unusually bright image of the planet Jupiter

## Truck Driver Hits Kangaroo In Sacramento

Sacramento

The California Highway Patrol confirms the story that truck driver Bob Stevens is telling on his citizens' band radio: That he hit a jayhopping kangaroo.

The kangaroo's leg was broken, but her baby wasn't injured, the Highway Patrol added.

Investigators said the escapees from the Sacramento Zoo a few blocks away were trying to cross Interstate 5 yesterday afternoon.

Stevens, 42, of Amarillo, Texas, reported minor damage to his truck bumper.

Zoo employees responded and took charge of the kangaroos, the Highway Patrol said.

Associated Press

and possibly Mars.

The FAA is scheduled to release on March 5 the results of its investigation of the sighting.

The FAA address in Anchorage is 701 C Street, Box 14, Anchorage, Alaska 99513.

Associated Press





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

Alaskan Region

701 C Street, Box 14  
Anchorage, Alaska  
99513

February 21, 1987

IN RESPONSE TO YOUR REQUEST:

The attached order form is in response to your request for Federal Aviation Administration information regarding the unidentified traffic sighting by the flight crew of Japan Airlines flight 1628, on November 17, 1986.

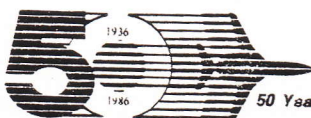
We have described, itemized and listed all the materials that have been produced or obtained by the FAA in this investigation. They are listed on the attached order form.

Some persons may have found the cost of purchasing the entire inquiry package of materials to be expensive and contain items that they might not want. Hence, we have taken the opportunity to list and describe each item, with cost, so that your order can be tailored to fit your needs and budget. Please note that an order which totals \$5.00 or less will be provided free of charge.

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(The event occurred on November 17, 1986 Alaska Standard Time)

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- ☐ \$0.45 2. FAA Form 3112, Inspection and Surveillance Record; notes by Inspector Jack Wright after interview of pilot and crew, 11/17/86. (3 pages written plus 2 pages drawings)
- ☐ \$0.30 3. FAA Form 1600-32-1, Notes of interview with all three crew members of JAL Flight 1628; completed by Security Inspector Ronald E. Mickle, 11/17/86. (2 pages)
- ☐ \$0.40 4. FAA Form 1600-32-1, Notes on interview with all three crew members of JAL Flight 1628, map, and drawing by the pilot; completed by Special Agent James Derry, 11/17/86. (4 pages)
- ☐ \$1.15 5. Transcript of Interview with Captain Terauchi, 1/2/87, by Richard Gordon, manager of flight standards district office in Anchorage. (19 pages)
- ☐ \$1.10 6. Written Statement and Drawing by Captain Terauchi; in Japanese. (16 pages written, plus 2 pages drawings)

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JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- ☐ \$0.85 7. Written Statement by Captain Terauchi; translated by S. Mimoto of FAA Alaskan Region. English translation of item #6. (13 pages)
- ☐ \$1.35 8. Transcript of Interview with First Officer Tamefuji, on 1/5/87 by Inspector Peter E. Beckner. (23 pages)
- ☐ \$0.50 9. Transcript of Interview with Flight Engineer Tsukuba on 1/15/87 by Inspector Pete Beckner. (5 pages written, plus 1 page drawing)

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☐ \$67.70 Complete AIR TRAFFIC PACKAGE, includes Items 10 through 12.

- ☐ \$3.05 10. Chronology of Events, report of Unidentified Traffic Sighting by Japan Airlines Flight 1628, November 17, 1986. (5 pages)

Transcription of communication between air traffic control and JAL Flight 1628.  
(23 pages)

Flight path chart. 1 page (map)

Personnel statements. (Statements by seven air traffic control specialists at Anchorage Center.) (8 pages)

FAA Form 7230-4, Daily Record of Facility Operations for Anchorage Air Route Traffic Control Center, showing time and watch supervisors' entries of major items in facility log. (3 pages)

FAA Form 7230-10, Position Logs. (Record of which employees were working each position at what time.) (2 pages)

- ☐ \$7.75 11. Anchorage Air Route Traffic Control Center computer printout of Continuous Data Recordings (radar tracking data) (151 pages)

-more-



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- ☐ \$57.25 12. Simulated Radar Data, JAL Flight 1628.  
(5 color 7 1/2" X 7 1/2" photos, 5 pages)

- 
- ☐ \$0.55 13. Selected portions of voice transcriptions, pilot of JAL 1628 and FAA controllers, in chronological order; as released by FAA Public Affairs Office, March 5, 1987. (Data extracted from transcription in item #9)

- ☐ \$10.00 14. Series of four black and white 5" X 7" glossy photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.

- ☐ \$11.00 15. Series of four color 5" X 7" photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.

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- ☐ \$25.00 16. Cassette tape of Interview with Captain Terauchi. 57 minutes. (Same data as item #5)

- ☐ \$25.00 17. Cassette tape of Interview with First Officer Tamefuji. 45 minutes. (Same data as item #7)

- ☐ \$50.00 18. Cassette tape of communications between Air Traffic Control and JAL Flight 1628. 1 hour 30 minutes. (Same data as 23 page transcription in item #9)

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FREE ITEMS:

- ☐ free 19. News release by FAA Public Affairs (Information constructed from personal notes provided by Jim Derry, obtained in interviews with JAL Flight 1628 crew the evening of 11/17/86) (2 pages)

- ☐ free 20. News release statement March 5, 1987, by FAA Public Affairs Office upon release of investigation materials.

- ☐ free 21. Description of "Split-Beacon Target" by FAA Alaskan Region Airway Facilities Division. (1 page)

-more-



JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- ☐ free      22. Alert Report from Director of FAA Alaskan Region to FAA Administrator, 12/31/86. Record of telephone conversations of Deputy Director, FAA Alaskan Region with General Nichols, Colonel Wick, and Captain Jim Crickenberger (U.S. Air Force) on 1/2/87. Table of contents of file kept in FAA Alaskan Region Director's office, pertaining to 11/17/86 unidentified object sighting by Japan Air Lines flight 1628. (5 pages)
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APRIL, 1987

1

JAL UFO INCIDENT: Summary White Paper, by Philip J. Klass

In early January, 1987, extensive news media coverage was given to a UFO incident involving a Japan Air Lines 747 crew that had occurred on the evening of Nov. 17, 1986, while flying over Alaska, enroute from France to Anchorage. Initial media accounts, understandably, were based largely on the six-week old recollections of the JAL pilot, Capt. Kenju Terauchi.

In early March, the Alaskan Region of the Federal Aviation Administration released, and offered to the public at modest cost, a detailed data package. It included a transcript of all communications between FAA controllers and the JAL pilot, as well as with two other aircraft in the vicinity of the JAL airliner. Also included are transcripts of tape-recorded interviews with the JAL pilot, copilot (first officer) and flight engineer, conducted by the FAA in early January. Also the results of an analysis of original radar data, recorded at the time of the incident, performed by radar specialists at the FAA's Technical Center, near Atlantic City, N.J.

Analysis of the FAA data provides new insights into the incident which will be published in the Summer issue of The Skeptical Inquirer. Highlights of that analysis include:

1. The JAL pilot is a five-time "UFO repeater," having reported two UFO sightings prior to the Nov. 17 incident, and two others afterwards, on Jan. 11, 1987. After landing and conferring with the FAA, Terauchi agreed with the FAA that both Jan. 11 "UFO" sightings probably were caused by village lights reflecting off clouds of ice crystals. Reports from "UFO repeaters" are viewed with extreme caution by most experienced UFO investigators.
2. At the time of the initial sighting on Nov. 17, when the pilot was reporting seeing multiple lights, FAA controllers noted a single unidentified blip which appeared intermittently in close proximity to the JAL radar blip. Subsequent analysis of the recorded radar data by FAA Technical Center specialist showed that this was due to a not infrequent radar anomaly that can occur if the echo from an aircraft does not arrive back at the radar at precisely the same instant as the signal transmitted back by the aircraft's radar transponder.
3. Independent evidence that shows that the intermittent radar blip was not generated by a UFO can be found in FAA transcript of pilot-controller communications on Nov. 17. At approximately 6:35 p.m., as JAL was nearing Fairbanks, the FAA's enroute control center in Anchorage called to ask a Fairbanks controller if there were any unknown blips near JAL on the Fairbanks airport radar. (The Anchorage center was using a different, longer-range radar.) The Fairbanks controller checked and



promptly reported that his radar showed only the JAL airliner.

4. The flight crew's description of the white-amber lights first seen slightly to the left (south) shortly after sunset as the JAL 747 crossed into northeastern Alaska, and the single UFO, further to the left, reported as the aircraft approached Fairbanks, indicate that they looked significantly different. The initial UFO was observed for roughly 10 minutes while the second was in view for about 30 minutes.

5. The recently released FAA data confirm's CSICOP's earlier report on the incident which first revealed that two other aircraft (United Airlines flight #69, and a USAF C-130) that were in the area, searched for a UFO as they passed near the JAL airliner. The United flight, headed north from Anchorage to Fairbanks while JAL was headed south to Anchorage on a parallel airway, passed within several miles of JAL. Shortly before the two airliners passed, the JAL pilot--looking to the southeast--reported that the UFO was "just ahead of United," but the United crew saw nothing. At the time, the JAL pilot was looking in the direction of a very bright planet Jupiter, then low on the horizon. The United crew would not have noticed Jupiter because it was to their far right while they were looking ahead and to their left for something near the JAL 747. A short time later the USAF C-130, heading west, passed to the south of JAL and also failed to see any bright light. The C-130 crew would not have seen Jupiter, which was far to its left because they were looking at JAL to their right.

6. The initial "UFO(s)" of Nov. 17 were described by the pilot as resembling the exhaust of jet/rocket engines, and he later described and sketched a giant UFO shaped like a walnut. But when the FAA later showed the pilot's sketches to the copilot, he responded: "I don't see anything like this." All he reported seeing were "like landing lights" of an aircraft.

7. Based on the pilot's report at the time of the Nov. 17 incident, confirmed by flight crew interviews, it is evident that there were thin, spotty clouds at about or slightly below the JAL flight altitude of 31,000 ft.--at roughly the same altitude as that reported for the UFO. On Nov. 17 the moon was almost full and at the time of the initial sighting and almost directly behind the 747, low in the sky.. This suggests that the amber-white lights observed by the crew were caused by bright moonlight reflecting off spotty clouds of ice crystals. (Village light reflecting off such clouds on Jan. 11 prompted Capt. Terauchi to report UFOs, and his Jan. 11 description resembled that of Nov. 17.)

8. If this hypothesis is correct, when the JAL airliner overflew the region of spotty clouds, the initial UFO would

PILOT &  
CO-PILOT  
DISAGREE



disappear--as reported by the pilot. When the pilot searched the skies for the UFO and spotted the very bright Jupiter, further to the left of the original "UFOs," he could easily conclude it was the same UFO, even though the copilot and flight engineer would later tell the FAA that it looked distinctly different.

9. During the initial sighting, the 747's weather radar detected and displayed a "target" slightly to the left and at a distance of about eight miles--in roughly the location that the amber-white lights were visible. The flight engineer described this airborne radar target as "not a dot, but stream-like." And his description is confirmed by a sketch drawn by the pilot for the FAA shortly after JAL landed at Anchorage. The 747's weather radar is equipped with a color display to alert the pilot to the strength of the radar echo, with the strongest echoes shown in red and the weakest in green. All three crew members agree that the "UFO" stream-like blip was green--which would be appropriate for an echo from thin clouds of ice crystals. The echo from a giant craft only eight miles distant would certainly be very strong and would have been displayed in red.

10. Claims made by some UFOlogists that the U.S. Government tries to withhold or cover-up information about UFOs and UFO sightings is denied by the action of the FAA in making available, at modest cost, all data in its possession involving the Nov. 17, 1986, JAL "UFO" incident.

11. The FAA even included in its data pack a brief note by one of its officials which says: "Through a confidential source at Japan Airlines, it was stated to me that this was not the first sighting of an unidentified aircraft by Capt. Terauchi."

Persons interested in obtaining some or all elements of the FAA data pack can contact:

Paul Steucke, Public Affairs Officer  
FAA Alaskan Region  
701 "C" St., Box 14  
Anchorage, Alaska 99513 (907) 271-5296

---

Philip J. Klass, Chairman  
CSICOP UFO Subcommittee  
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March 27, 1987



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ronment interactions... in which it appears that information or influence has occurred which cannot be explained through our current understanding of sensory-motor channels. In other words, these reports are *anomalous* because they appear to stand outside science's traditional concepts of time, space and force."

Such events, the report continues, need a scientific explanation, although Hovelmann and Krippner seem to wish to let this drop.



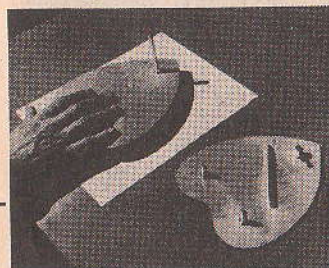
### EVER WITH US

**J**APANESE Airlines cargo jet Flight 1628 left Iceland with a load of French Beaujolais wine on November 17 bound for Tokyo with an intermediate stop at Anchorage, Alaska. Pilot Kenji Terauchi had only a three-man crew despite the size of his plane, a Boeing 747. The evening sky was clear and the plane was cruising at 525 knots as it crossed into Alaska from Canada, northeast of Fort Yukon.

As the plane entered Alaskan airspace, Terauchi saw three lights an estimated eight miles in front of him. They immediately struck him as strange because they were yellow, amber and green but not red, which is the international color for aircraft beacons. The lights wavered but did not blink. At first Terauchi feared that he might be overtaking another airplane. For a moment he thought he might be watching the exhaust

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pipes of another craft. Then, considering another possibility, he dimmed his cockpit light to make sure he was not seeing a reflection. The encounter was so puzzling that Terauchi flew for about six minutes before he decided to report his sighting to Fairbanks.

Among the puzzling factors were the size and the shape of the lights. Investigators later described two of the lights as "small." But that was a relative term; they were estimated to be at least eight feet across while the third light was larger and appeared to be on an aircraft of overwhelming size. Kenji Terauchi described it as shaped something like a walnut — with a wide flat rim and bulges above and below and with a diameter "perhaps" the size of two aircraft carriers placed end to end — say 1600 to 2000 feet or more.

The large object showed on Terauchi's weather radar but images on military radar screens were dismissed at the time as "clutter" and a blip that showed on FAA screens was analyzed as a coincidental "split image" of the aircraft.

When the 747 crew radioed Anchorage, Fairbanks air controllers checked their radar screens but could see only Flight 1628. Terauchi reported that the object was continuing to pace him and the controllers told him to take any evasive action needed. He decreased his altitude to 31,000 feet but the lights accompa-



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nied him "in formation." South of Fairbanks the pilot flew the plane in a complete circle to see if the lights would follow him. They did and moved to his left side.

As the 747 continued toward Anchorage, the lights vanished, heading east when the plane was within 80 miles of its destination. FAA officials interviewed crew members after landing and found them "professional, rational, well-trained people," according to Paul Steucke, spokesman for the Anchorage regional FAA office.

Although this incident occurred on November 17, 1986, the rest of the world did not hear about it until Sunday, January 4, when the Anchorage office of the FAA announced that it had "stepped up" its investigation of wavering lights that a pilot of a JAL cargo jet said had followed his plane.

Two reasons were given for this "step up." One was to find out if "someone" had violated airspace and the other was a "rising amount of public interest in the sighting." Even so, FAA's Steucke said, "Really, we have nothing here to investigate. The controller saw what he saw. . . ." With that the inquiry was closed.

The story probably never would have been made public if the FAA had not received inquiries from Japanese reporters who heard about it from a relative of one of the airliner's crewmen.

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## INEVITABLY. . .

**J**UST AS THIS column was about to go to the printers, that ubiquitous critic Philip J. Klass (whose UFO-debunking efforts FATE has examined in detail in its February 1981 and November 1983 issues) reported his "solution" to the mystery, just in time to prevent the anomalyphobes out there from having to suffer sleepless nights.

It turns out, according to Klass, that Captain Terauchi and his crew saw only Jupiter, nothing more. Of course this was a most unusual Jupiter, quite unlike the one with which the rest of us are familiar. This one showed yellow, amber and green lights. It was sensed by Terauchi's weather radar. It was the size of two aircraft carriers. It was shaped like a walnut with a rim and had lights eight feet across.

This is a "conventional" explanation?



## FATE'S "NEW AGE"

**D**ESPITE THE casual observations of persons who haven't been paying attention, the so-called New Age passed FATE by. We were never part of it. We never understood it.

Our basic credo has been simple: "Let us be honest. Let us be open to any idea that has not been conclusively discredited. Let us try to understand the physical and psychological worlds we live in."