

II. AN EARLIER CASE? (“SAVED BY JUPITER!”) BY GORDON CREIGHTON.

Martin Jasek is blessed with relative youthfulness (-a great commodity, as some of the rest of us can assure you!) -so it is possible that he is not aware of an earlier report that I published as my lead-story so long ago as FSR 32/2 (1987).

That report discussed the case in which, during the night of November 17, 1986, Captain Kenju Terauchi, *Japan Air Line's* most experienced and expert pilot, flying a *JAL Boeing 747* cargo plane (flight JAL 1628) with a load of new Beaujolais wine from Paris to Tokyo via Iceland and Alaska, landed at Anchorage, Alaska, and reported that, while at a height of 8 kms, he had been “bugged” and followed, for the last 400 miles, by one enormous UFO “two times bigger than an aircraft carrier” and by two smaller ones.

The vitally important point of this story is that, as Captain Terauchi's sketches clearly show, his big UFO seems to have been uncannily similar to what Martin Jasek is now reporting as having been seen over the Canadian Yukon, **right next to Alaska**, by at least 31 witnesses. Personally I find myself wondering whether they may not even have been one and the same craft. The two events

were in November and December respectively, and precisely ten years apart!

Owing to its greatest possible interest, I re-publish below my original 1987 article, *Saved by Jupiter!*

It will be noted that, very fortunately for the peace of mind of the world in general, and of all UFO debunkers in particular. Mr Philip Klass, that most doughty and redoubtable of all top-flight debunkers, was on hand to rapidly defuse the entire affair and to prove that the big craft which had accompanied Captain Kenju Terauchi for 400 miles **had merely been the planet Jupiter**. (I understand that, on learning this, Captain Terauchi's comments -even in Japanese, the mildest of all languages and most lacking in terms of abuse -were quite unusually interesting and forthright.)

We do not know, alas, where Mr Philip Klass was, ten years later, when Martin Jasek's bad piece of news erupted on the world. But Jupiter was still there, and available as always for use. So it is a total mystery why he should have seemingly fallen down on the job and, so sadly, missed an unforgettable opportunity to bring Jupiter into operation again. G.C.■

SAVED BY JUPITER, BY GORDON CREIGHTON. (Extract from FSR 32/2 -1987.)

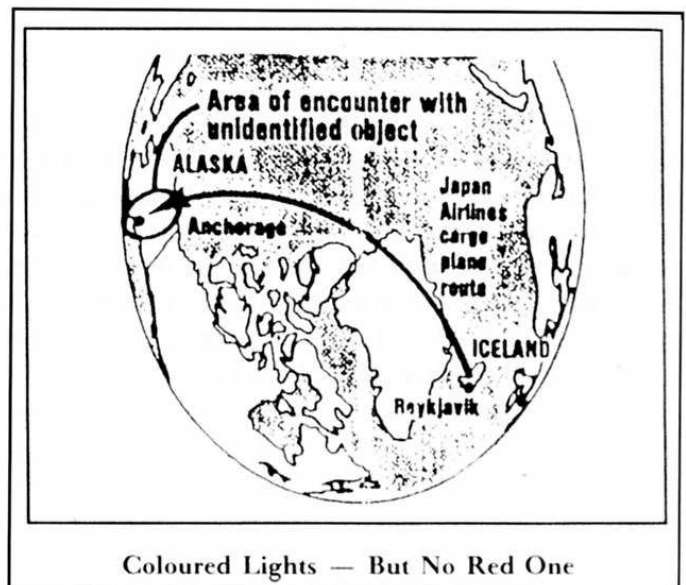
At the end of last year word leaked out that soon after sundown on November 17, 1986, the three-man crew of a Japan Air Lines *Boeing 747* cargo plane (flight 1628) had had an unusual encounter over Alaska.

The pilot, Captain Kenju Terauchi (one of JAL's most experienced, with 29 years of service and an enormous number of flying hours) was taking a load of new Beaujolais wine from Paris to Tokyo via Iceland and Alaska when, as he reported to the U.S. Federal Aviation Administration on landing at Anchorage, Alaska, he and his co-pilot and his flight-engineer observed the lights of what seemed to be one very large unidentified object and two smaller ones, which followed them for 400 miles, vanishing only just before they put down at Anchorage.

Having reported the sighting by radio, Captain Terauchi was instructed to descend from 35,000 ft. to 31,000 ft. and make a 360-degree circle, but he said this made no difference as the objects were not shaken off.

Terauchi said the weather had been fine and clear at the time and they were cruising at 525 knots and had just crossed from Canadian airspace to Alaskan in the region just north-east of Fort Yukon, when they perceived three lights which seemed to be about eight miles ahead of them.

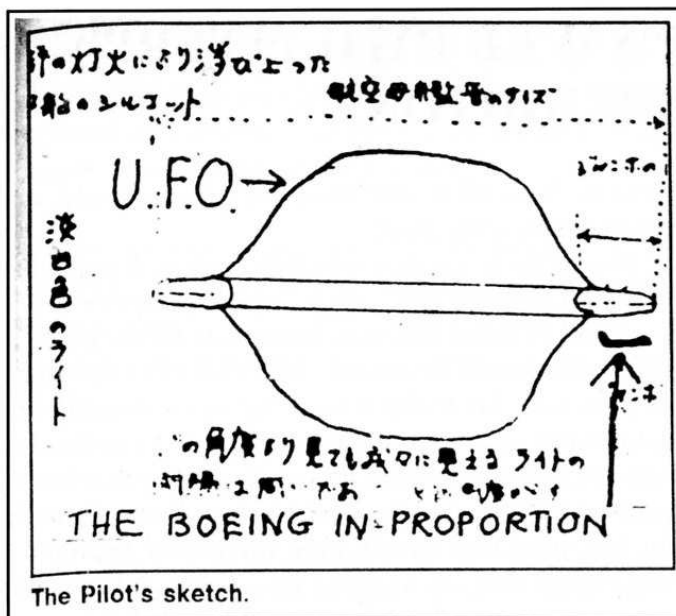
They were stalked for about 32 minutes and the lights had “stayed close to them”. According to the ground flight controller at Anchorage the large unknown object had come to within five miles of them.



The large object showed clearly on Terauchi's own on-board weather radar, but the two smaller objects had not shown on it and had only been observed visually.

OF EXTRA-TERRESTRIAL ORIGIN.

Captain Terauchi said he was quite unable to explain the affair "but speculated that they had seen something of extra-terrestrial origin and of a more advanced technology". He said he was amazed that the objects moved so quickly and stopped suddenly, calling them 'two



The Pilot's sketch.

small ships and the mother ship'. (Report published in *The Times*, London, January 6, 1987.)

WIDE PRESS COVERAGE.

Between December 30, 1986, and January 14, 1987, this cat was well and truly "out of the bag", and the affair got reported remarkably widely in the American and British press.

According to the American weekly, *Newsweek* (January 12) and several Californian newspapers, Terauchi had told the American FAA authorities that the large craft "was very big -two times bigger than an aircraft-carrier".

He sketched it as "a huge, dark, walnut-shaped globe with a wide, flat rim, and bulges above and below".

Californian newspapers quoted Paul Steucke, the FAA spokesman at Anchorage, as having said that Terauchi had described it as "having a diameter of perhaps two aircraft-carriers placed end to end".

Those who have FSR 4/3 (1958) or 5/1 (1959) should look at the pictures of the huge craft of this identical shape which was photographed by the Brazilian naval photographer Barauna aboard the Brazilian naval training ship *Almirante Saldanha* on January 16, 1958, when that vessel was near the Island of Trindade (a rocky uninhabited islet off the Brazilian coast -not Trinidad in the British West Indies).

The evening sky over Alaska was completely clear when Captain Terauchi and crew first spotted the three lights ahead of them, at a distance of, as they thought, some eight miles or so.

According to FAA spokesman Paul Steucke, Terauchi said "these three lights were respectively yellow, amber and green. But there was no red light among them - this being the international colour for aircraft beacons".

What is perhaps the most interesting aspect of the whole affair is that, according to the account published in various Californian newspapers, Paul Steucke also admitted on January 4 that the Federal Aviation Administration "had looked at the case about six weeks earlier" (i.e. at about the time of the occurrence). . . "but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

So they had hoped to hush it up, but unfortunately for them one of the Japanese crew talked, and the cat was now out of the bag, and was proving to be quite an embarrassment until a good excuse could be found for it.

Paul Steucke said (*Newsweek*, January 12) that both U.S. Air Force flight controllers and civilian controllers "had reported briefly seeing echoes of what might have been another aircraft near the JAL machine. But when the radar tapes covering the period were replayed by the FAA investigators, the reported echoes could not be found."

In conclusion, Steucke said: "It's a mystery. . . but really . . . we have nothing here to investigate. The controller saw what he saw. . . As for what it could have been, on the extreme side it could have been the proverbial 'unknown object', or possibly a military aircraft from the United States, Canada, or some foreign country."

And, he added, "*The U.S. Air Force is now attributing the supposed radar sightings to 'clutter'.*"

TERAUCHI'S SECOND SIGHTING.

Then -oh horror of horrors- a week later (*Daily Express*, London, January 14, 1987) Captain Terauchi was reporting a *second close encounter!* He told FAA officials that on the morning of Sunday, January 11, when flying from London to Anchorage, he had again seen strange lights, which approached his jet liner from in front and passed beneath it, re-appearing at the rear.

ICE CRYSTALS.

By January 14, however, officialdom seemed to have the situation well under control again. According to the *Daily Express*, of that date, the American experts were saying that this second sighting by Terauchi was "caused by light reflected from ice-crystals below the aircraft". (If my memory is not at fault, it must be about fifteen years since we last heard of a UFO that was "ice crystals".)

Thank God, then, as we thought at the time, for ice crystals", and for "clutter", faithful old stand-bys, both of them!

SOLVED AT LAST.

But, in the end, it looks as if the last and best word has come of course from Mr Philip Klass, one of the USA's two top experts on the non-existence of UFOs. And the authoritative London *Times* (January 29, 1987) has disposed of the whole pesky problem with the following neat little item:-

BY JUPITER

New York (AP). - A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his aircraft last November actually saw an unusually bright image of the planet Jupiter and possibly Mars, according to Mr Philip Klass, an investigator of UFO claims.

FULLER REPORTS FROM CONSULTANTS AWAITED.

Two of FSR's Consultants, the NASA scientist Dr Richard F. Haines, PhD., of California, and former

Japanese *Kamikazi* pilot Yusuke Matsumura, have already sent us *preliminary* reports on this case, but we must await the fuller accounts that both have promised before we say more on the case.

Meanwhile, can we not all heave a sigh of relief and cry "THANK GOD FOR JUPITER!" *Have we not all felt for years past; that Venus was being badly overworked?* Time after time we have seen poor old Venus called in to do the job. Not so long ago, I recall, it was Venus when two large bright globes were seen sailing

over Greece. And, as readers can see for themselves from our latest Russian report which we publish on page 12, it was poor old Venus away back there in 1912 and 1913!

We are all sure that a little rest for her will be very welcome. Who isn't deeply grateful to Comrade Klass for having thought of Jupiter in the nick of time!

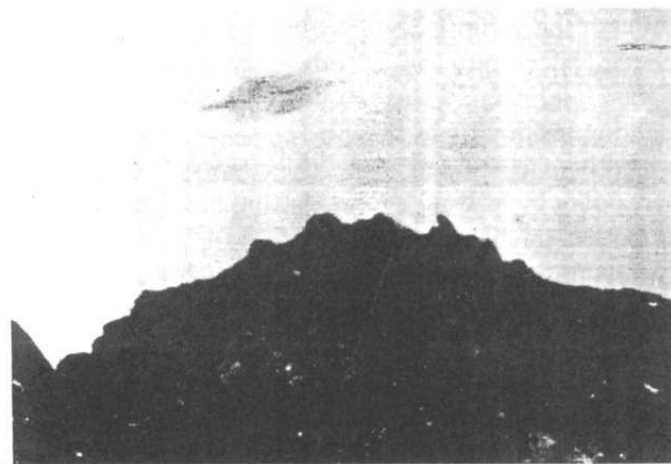
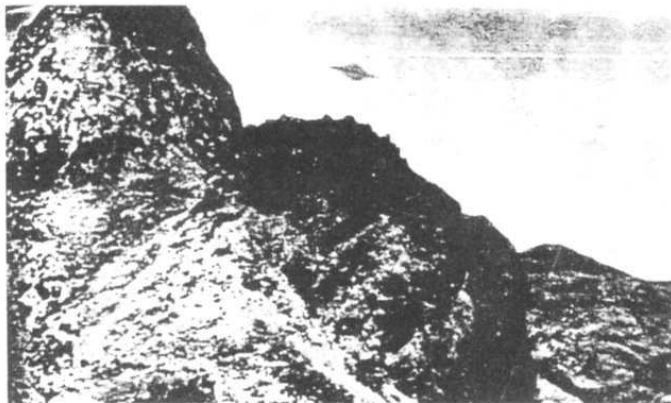
AFTERTHOUGHT: We can commend Jupiter's interest in an excellent wine, and confirm that the current lot of Beaujolais nouveau definitely seems to be a cut above the usual.■

III. ADDITIONAL NOTES, GLEANED LATER, ON THE ALASKAN CASE OF NOVEMBER 17, 1986.

Flying at a height of 10 kms, the crew had observed a red glow, "like sunrise", on the horizon, with the full moon rising above it.

At a little after 18.00 hours., the Captain, Kenju Terauchi, saw white and yellow lights down below, ahead of him, and on his port side, and he thought these might be lights from a military plane.

These lights continued to accompany his plane. Promptly Assistant First Pilot Takanore Tamefujii



FOR COMPARISON: On January 16, 1958, several photos of this craft over Trindade Island, Brazil, were taken from the deck of the Brazilian naval vessel ALMIRANTE SALDANHA by a professional photographer. President Kubitchek of Brazil, as well as the Brazilian Navy, admitted that the photos were authentic.

Could this be the same type of large UFO that was seen over Alaska in the night of November 17, 1986, and over the Canadian Yukon -close to Alaska- on the night of December 11, 1996?

contacted Traffic Control Centre at Anchorage, Alaska, and asked if any other aircraft were in the area. Anchorage Control, and also the local radar station, replied that they were receiving a faint signal from near the *Boeing 17*.

Then Terauchi switched on his digital radar with a light beam, designed to detect climatic conditions and also aircraft. The beam showed Terauchi a green target (the colour green is usually associated with light rain. The beam did not show red, which a solid object should have shown.)

Being in the left-hand pilot's seat, Terauchi had a more unobstructed view of the lights (still below and ahead) and saw them suddenly begin to move about erratically ("like polar bear cubs playing about", as he later told the officials of the FAA, Federal Aviation Administration, at Anchorage).

A few minutes later the main light took up position ahead of the *Boeing 747*, and emitted a beam that lit up the pilot's cabin of the *Boeing* with a warm glow.

When passing over Eilson Air Base, near Fairbanks, Alsaka, Terauchi said he noticed a shape behind his own aircraft, the silhouette of a gigantic object, like a great "mother-craft", larger than two cargo planes together. (See his sketch.)

He requested permission from Air Traffic Control to perform a complete circle and then descend to a height of 9.5 kms. He did so, and he states that the shape accompanied him in both these manoeuvres.

A flight belonging to *United Air Lines* and a *C-130* military aircraft were also in the area near Anchorage. The Air Traffic Control Tower asked the pilots of both these machines to alter course and intercept the *JAL Boeing*, in order to confirm the sighting.

Both machines did so, and both approached near enough to see only the navigation lights of *JAL 1628*, now alone. At much about the same time Terauchi was reporting that the UFOs had vanished -presumably just before the approach of the other two aircraft. The entire encounter had lasted about 50 minutes. G.C.■

“FLYING TRIANGLES” - WHY THEY MAY INDEED BE SUBJECT TO A “D” NOTICE. © BY OMAR FOWLER, Founder and President of Phenomenon Research Association, Derby, FSR Director and Consultant.

FOREWORD BY EDITOR OF FSR.

[We heard talk last year and rumours that the British media, including the BBC, had received official instructions not to publish any reports about black triangular UFOs, and in due course I received from a long-established FSR reader, Larry Robson, of Stratford-upon-Avon, the following report. As it is useful background information, I am publishing the entire text of it as a prelude to what our Triangle expert Omar Fowler has to say about this matter! G.C.]

The Corner House
Shottery Village
Stratford-upon-Avon
Warwickshire
CV37 9HD

5th December 1999

Dear Gordon,
I have located the original article from which *CAUS* derived their account. Source obviously is not reliable, but mention of Nick Pope does presumably lend some status?

U.K. PRESS TOLD NOT TO REPORT BLACK TRIANGLE UFOs. UFO MAGAZINE SAYS MEDIA GOT “D-NOTICED” ON MYSTERY AIRCRAFT.

[CNI News, thanks Ian Reid for the following text, which ran in the British magazine *UFO Reality*, issue No. 5.]

A top BBC executive let slip recently that there is a *D-Notice* on media-reporting of the so-called “*Black Triangle*”.

The executive, who cannot be named, is the former producer of a very popular BBC science programme. He told one of our team that the black triangle “craft”, first witnessed by hundreds in the Hudson Valley region of the United States [(mid-1980’s), then by thousands in Belgium (1989-90) and more in Britain], has been “heavily D-Noticed” by the Government. For this reason the BBC will not be reporting on the enigmatic craft, no matter how many witness reports they receive

According to the former science programme producer, the reason the Government has seen fit to slap a restrictive notice on reporting of the Triangle is because -so far as the Government has secretly informed the BBC- the craft is part of a new secret military project, and as such must be protected under the secrecy laws.

If this is the case, however, it surely begs the question: **If the so called Black Triangle is a secret military aircraft, then what is it doing hovering over residential areas and frightening people half to death? Something**

somewhere simply does not add up.

[CNI News adds: As noted by Nick Pope in the previous article, it is very unlikely that the “**Black Triangle**” aircraft can be explained as a secret military project. Its technical capabilities and flight behaviour suggest it neither belongs to any earthly government nor falls within the envelope of human technology. **Perhaps, then, the British media are actually being warned away from reporting on a fairly obvious example of “alien” craft intruding with impunity into British airspace.**] (Original file name: *CNI - Flying Triangles*. This file was converted with TexToHTML - (c) Logic n.v.)

Subsequent articles appear at *CAUS* website:-

FLYING TRIANGLES CONTINUE TO DEFY IDENTIFICATION. (*CAUS* thanks Morgan Clements (UFOREPORTS@aol.com), World Wide UFO Reporting Centre for this report.)

**MASSACHUSETTS TRIANGLES.
Brookfield, Mass. October 22, 1999.**

I was just walking home in the woods, behind where I live, from scouting deer for the upcoming hunting season. It was getting pretty dark, so I was in a hurry and got tired walking up the final hill. I stopped to take a quick breather at 7.30 pm, when all of a sudden one, then two, three, and then four Flying Triangle craft went right by me in the bottom of the small valley.

“They were totally silent and appeared to be sneaking through the valley. They were triangular in shape and about 75 feet long and as wide. There were no outside lights, but being so close to them I could tell there was lighting inside. I was scared!

“All of a sudden three large noisy planes came screaming by as if they were chasing the triangles. This is the second night I’ve seen these craft. I thought I saw two craft the week before, but they caught me off guard. I caught them going over the ridge, but was not quite sure what I’d seen.”

**CAUS thanks George A. Filer
(Majorstar@aol.com);
Filer’s Files#43, 1999, for these reports:-**

**FLORIDA TRIANGLE WITH BLUE IONIZATION
NEAR GULF BREEZE PENSACOLA BEACH.**

On October 9, 1999, the witnesses were rod fishing in Pensacola Pass when a strangely configured craft came into view over Fort Pickens State Park at an altitude