

SECRET

INSCOM

GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: *July 2000*

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GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION CD-63

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information on a target of interest. The purpose of this session was to describe designated target areas given geographic coordinates to start and various specified time periods.
2. (S/NOFORN) The protocol used for this session is detailed in the document, Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
3. (S/NOFORN) At TAB A is a summary of the data presented by the remote viewer during the session. A complete transcript of the session is available upon request. At TAB B are drawings made by the remote viewer reference his impressions of the target site. At TAB C is target cuing information provided the remote viewer. At TAB D are the analyst's comments on a memorandum for the record.
4. (S/NOFORN) The summary at TAB A represents the salient points provided by the remote viewer, and, as such, has not been subjected to any intermediate analysis, evaluation or collation. Interpretation and use of the information provided is the responsibility of the requestor.

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14 July 1980

REPORT #CD-63, 25 June 1980

SG1A

SUBJECT: Unconfirmed Information RE. Activity [REDACTED]

SG1A
SG1A

[REDACTED] (S/NOFORN)

1. (S/NOFORN) On 7 May 1980, source observed several structures which were described as follows:

a. (S/NOFORN) A large flat building described as a warehouse used for storage and stripping of tank-like vehicles (Inclosure 1). Located to the left of this building were (approximately) 6 sets of railroad tracks (which) had one diesel locomotive present and an unreported number of flatcars. To the (apparent) front of this building was a parking area having "angled" parking spaces which was accessible by a single access road. To the left and right of the structure were piles of "junk" and (apparent) vehicle parts. The building and surrounding area was bordered by perimeter fencing.

(1) (S/NOFORN) Located to the rear of the building, and within the perimeter fencing, were approximately 30 tracked vehicles arranged in two rows on a "hardstand" area. These vehicles were described as resembling that shown at Inclosure 2; but appearing unfinished and having (variously) large holes in their tops and fronts, missing guns, hatches, and/or engines, and appearing (in some cases) like "armored shells".

(2) (S/NOFORN) To the right of the building, and also on a hardstand area, were about 10 tracked vehicles of a different type which were described as "smaller and narrower" than the other type.

b. (S/NOFORN) To the right of the above structure was a building described as resembling a "deformed H". Other un-described structures and (apparent) smokestacks were located to the upper right of the building.

2. (S/NOFORN) On 14 May 1980, (at a different but unidentified location) source observed tracked vehicles being lifted off of flatcars by a crane. A structure at this location was described only as being high, concrete, and roofed.

3. (S/NOFORN) On 21 May 1980, and at a location described as inside the above unidentified building, a unidentified number of (apparently fully assembled) vehicles of the type shown at Inclosure 2 were observed parked. These vehicles were being moved up a large loading ramp toward a large bay door.

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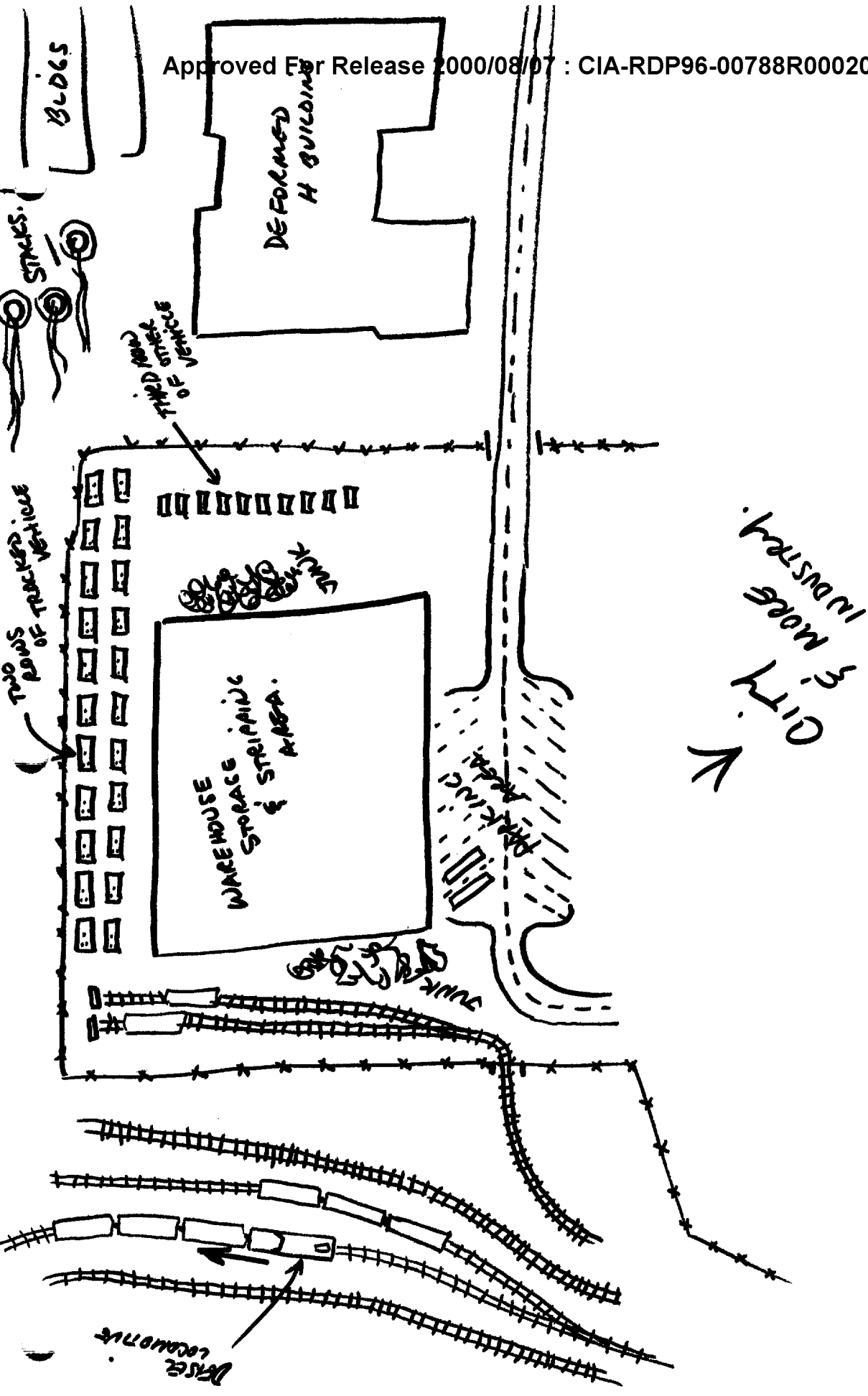
4. (S/NOFORN) On 28 May 1980, at a location described as being the same as that of paras 2 and 3 above but at the opposite end of the building, seven to eight tracked vehicles of the type shown at inclosure 2 were observed parked in a row. These vehicles had canvas coverings and were located inside an overhang like a warehouse. Outside of this location were observed an open area, fence, and railroad tracks (see Inclosure 3).

5. (S/NOFORN) Source reported that the group of vehicles being monitored were moving on a train on 4 June 1980. On 11 June 1980 the vehicles were observed sitting on a railroad siding at a large vehicle park area near a town located near a lake. At this location, a large loading platform having railroad tracks on it extended "on the lake". On 18 June 1980 the vehicles were observed "fastened together" with chain-like apparatus, still located on flatcars, but inside an unidentified "building" or other inclosure. On 25 June 1980 the vehicles were observed to be still on flatcars but parked in a holding yard near (an apparent) remote area of a port in North Africa. This area was described as having (bright) light, hot (climate), desolate, and having several small tin storage buildings in the vicinity.

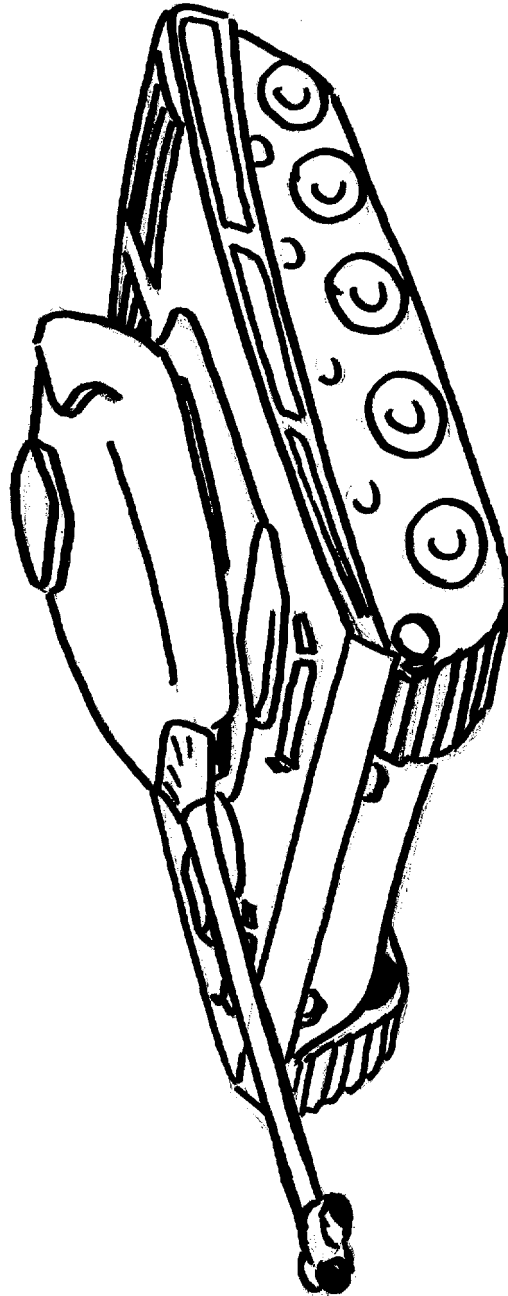
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KENNETH V. BELL
Captain, MI
Analyst

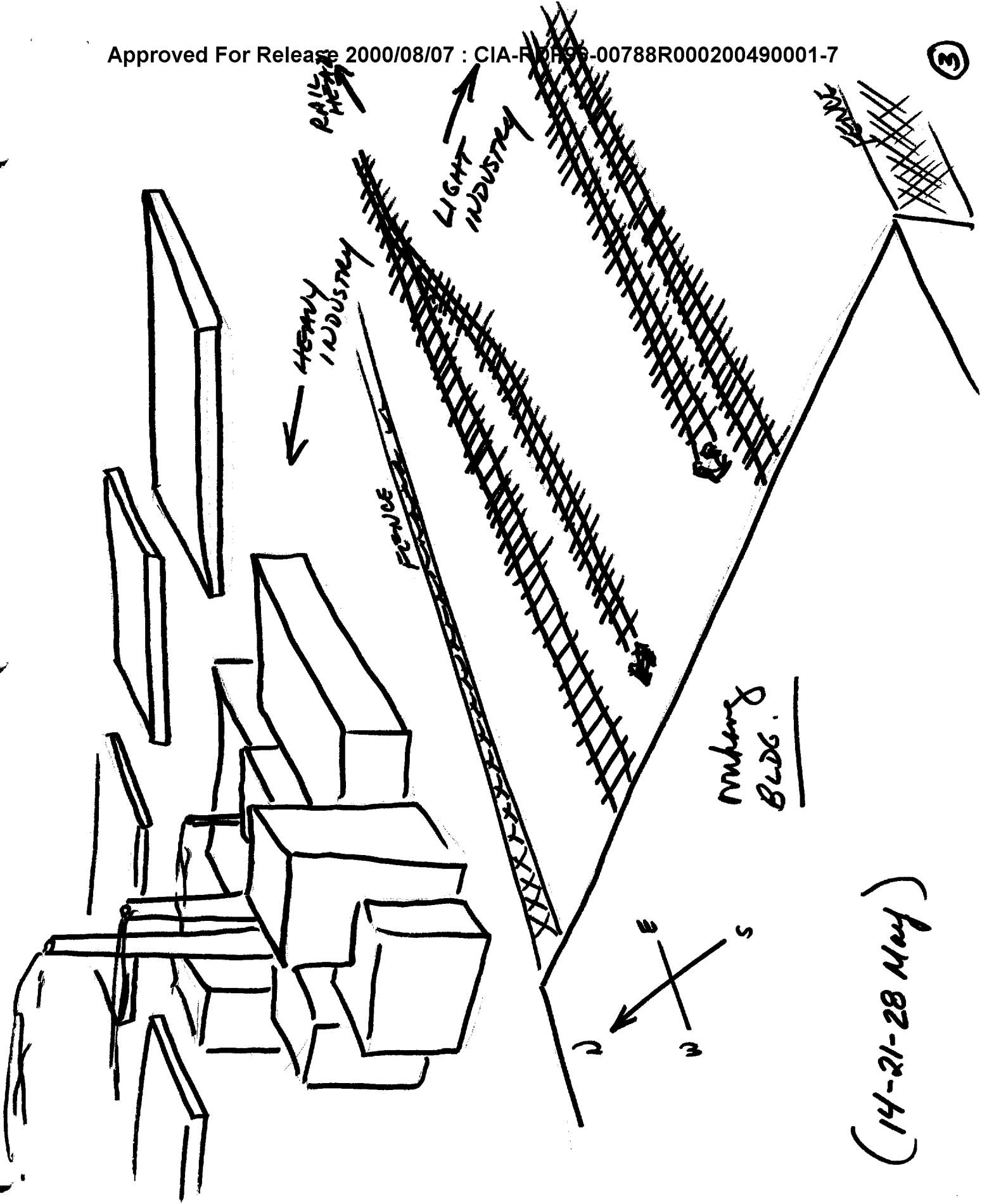
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7 MAY



*Component of Vehicle
Numbered*



(14-21-28 May)

SG1A

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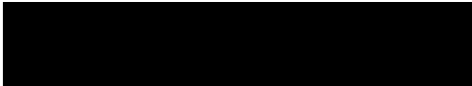
MEMORANDUM FOR THE RECORD

25 June 1980

SUBJECT: Session CD-⁶³~~42~~ Cuing Data

1. (S/NOFORN) This was #01's fifth session against Project 8003 overall, but was his first session against Project 8003b. All previous involvement was with Project 8003a. #01 was provided only a set of geographic coordinates and a 07May 1980 time window prior to or during the session. As a result of #01's prior involvement with other facets of Project 8003, it must be assumed that #01 had was knowledgeable of a certain probability of similar tasking during this session.
2. (S/NOFORN) This was #66's twentieth session as interviewer for Project 8003. Therefore, #66 must be acknowledged as being aware of both general descriptions of the target area (fourth session against Project 8003b) as well as the equipment being targeted (several very successful sessions in which he was previously involved).

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