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PROJECT SUN STREAK (U)

ERV SESSION PROCEDURES REPORT

WARNING NOTICE: INTELLIGENCE SOURCES AND METHODS INVOLVED

CONTROL NUMBER: 8709	NICKNAME:
DATE OF SESSION: 20 Aug 87	TARGET COUNTRY: UR
REFERENCES: None	SESSION NUMBER: 04
DATE OF REPORT: 24 Aug 87	MISSION STATUS: Continuing
TECHNIQUE UTILIZED: ERV	SOURCE IDENTIFIER: 003

1. (S/NF/SK) INTERVIEWER TASKING: Tasking as listed in the previous sessions conducted with this Source on this project has not been changed or re-directed. This session was concerned with Phase II of the tasking package, the description of the characteristics and configuration of the Soviet prototype/counterpart to the US "Stealth" bomber. Other phases of the tasking package were not addressed in this session.

2. (S/NF/SK) SOURCE TASKING: Source was told this was a continuation of the last session and that He was to continue to focus His attention on the unusually configured aircraft that He reported on in His previous session. In addition, Source was provided the same encrypted coordinates as in the previous session, 137500/112794, as per Extended Remote Viewing (ERV) protocols.

3. (S/NF/SK) INCLEMENCIES: Source was told just prior to the beginning of this session that it would be conducted utilizing ERV protocols. Source has not received formal instructions in the ERV technique and this was therefore a sudden departure from His normal procedures (Coordinate Remote Viewing-CRV) and the first time that this Interviewer and this Source had conducted a joint ERV session. Source is a very flexible individual and after only a few moments of pre-instructions, He was prepared to begin the session and did so in what seemed to be a productive and in an altered state of consciousness conducive to good Remote Viewing. There were no other inclemencies or anomalies which may have affected the data provided by this Source.

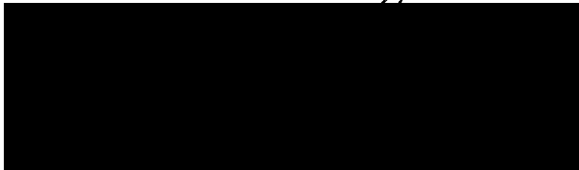
4. (S/NF/SK) SUMMARY: Source furnished the attached summary which was prepared following the session and submitted to the Interviewer

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within 24 hours after the session. The completeness of the typewritten summary has been compared to the Interviewer's notes and all omissions, changes, and/or corrections have been verified as acceptable by the Interviewer. The information provided in the summary was found to be complete and did not require further modification, clarification or additions by the Interviewer. Source did provide some very detailed post-session sketches which are attached to this report for reference purposes.

5. (S/NF/SK) COMMENTS: Source's initial foray into the ERV protocols seemed to be on the surface as successful as His excellent reporting record in the CRV methodology. In future sessions, the focus of attention will be on Phase II, the comparison of the US Stealth to suspected Soviet prototypes. At that time Source will be utilized in the CRV mode until He become more comfortable with the ERV technology.

SG1J



GS-13, DAC
Interviewer

Aircraft in question slopes up from tail to nose--rear of aircraft is very close to ground where it sits. Its nose has some bulges or "lumps" to it, has curves and flat areas, and doesn't come to as sharp a point as one might find in other similar aircraft. From the front the body has a "flat, squished" appearance, making it wider than usual; serves some sort of lift function. Aircraft is dark in color--dark grey-green and dark grey-brown, in a slightly mottled pattern. Paint texture is very matte--almost porous and rough. AOL highly suggestive of stealth-type fighter. Few or no acute or sharp angles. Body elements--wings, stabilizers, air intakes, canopy--merge smoothly and apparently seamlessly into the fuselage. Canopy/cockpit area isn't as rounded as in other planes; faceted, not so much glass, smaller viewing area. Maybe more than one person carried by the aircraft, perhaps side by side. Symmetrical top and bottom, not side to side. Body flares out, edges are rounded, with very few or no sharp breaks. The wing sweeps and curves back. It is "supercritical" to cut down on turbulence, friction, signature noise. Signature noise is detectable, draws attention, indicates passage. Wings curve downward somewhat, more towards end--hard to tell where the wing ends and body begins, or where the tails attach. Wings bulge with a thicker part at the end. At the back where the wings join the tail area, they flare downward somewhat. There are two engines, "ducted fan", internal, quiet engines; high compression, cool--what comes out is cooler than standard. There is an iris-like thing at the back of each engine that opens and closes as necessary. The aircraft has black boxes, electronics. One thing looks down, all around, underneath. Another involves countermeasures, frequency, radiation patterns. Another black box involves navigation, AOL terrain following radar. The next is behind the cockpit area--seems like IFF. There is also a microprocessor that helps fly the aircraft. All these things are tied together somehow.

Other side doesn't know about this aircraft--it takes advantage of weaknesses in protection systems, looks for niches in where system doesn't perform so well. It likes to be low, goes in between things instead of over them; part of its protection is its ability to do that. Weapons are inside. Not many of these aircraft, perhaps its a trial model or a prototype. It can go a long ways and is pretty big. Very state of the art, like anything new that might be useful has been put into it. There may be something unusual about the slant of the wings--like they may slant forward, or downward more than usual, or something.

*Body
rounded
left*

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(When filled in)

Page 1

Project: 8709
Date: 20 Aug 87
Session: 03
Source: 003

Start: 1303
Sanctuary: NONE
Target: 1311
Finish: 1350

Coordinate: 137500 / 112794

Frontload:

" RELAX AND CONTINUE to do so, I will be providing you the coordinates to the plane you reported on before. Do not feel constrained by format. Report your impressions without comparing them to something else. Listen for my instructions. If you here me say pause - stop reporting immediately, Relax when I tell you to do.. "

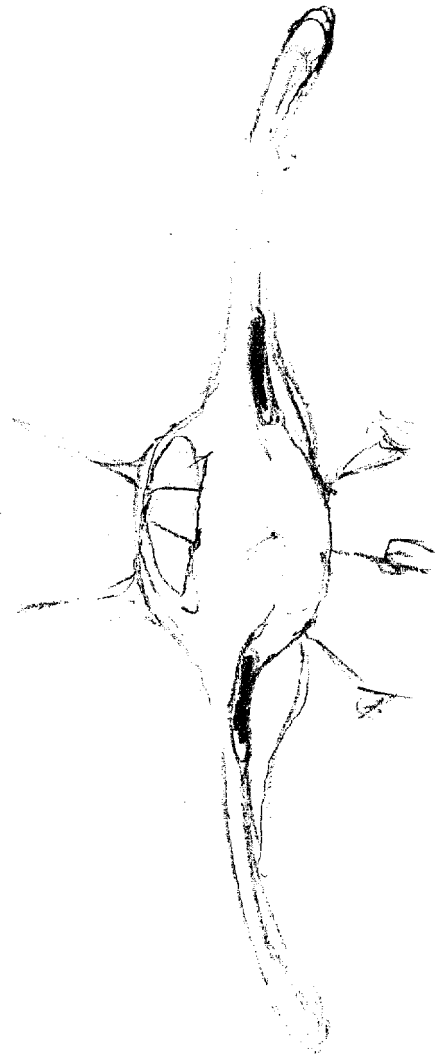
Notes:

- ① 1st term session *
- ② No known indemics
- ③ Room hot

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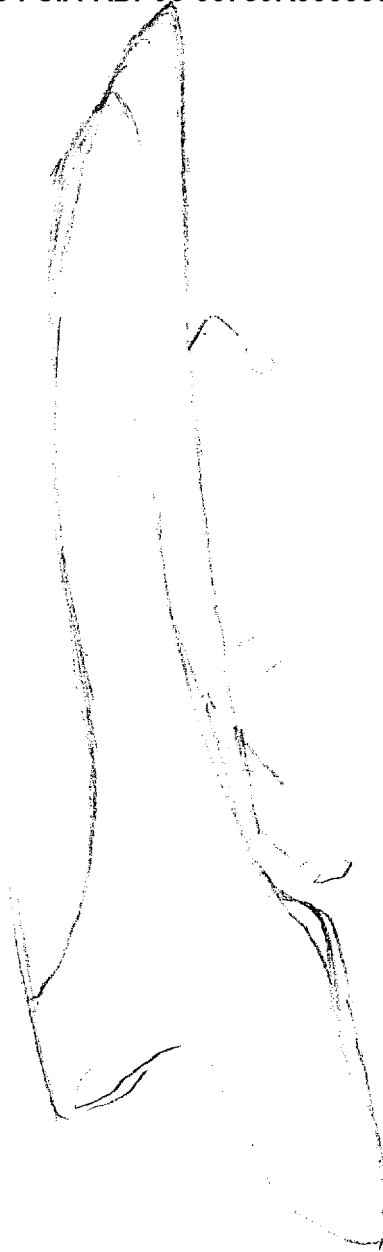
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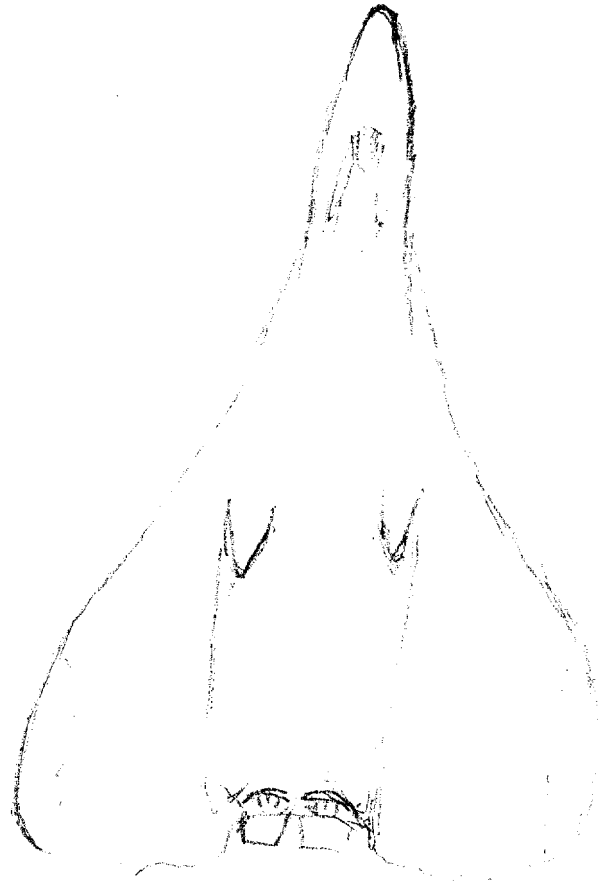


FRONT VIEW, NOTE THICKNESS AT
WING TIPS REFERRED TO BY SOURCE
AS BEING UNNATURAL BUT NECESSARY.

INTERVIEW WGR
NOTES:







REAR - VIEW



INTERVIEWER NOTES:

REAR VIEW MEANT TO SHOW
WINGS TEND TO "SWEEP"
down as rear - lower than front
TO PREVENT "FLUTTERING"

(2)

→ 137508/112794

★ CURVE, pieces of metal, dark,

→ focus only on the front portion, describe your impressions

★ round, lumpy looking, curves and flaps, neat, sharp point, WIRED,

→ WIRED raw data

★ wide

→ describe to me the portion you are calling wide

★ in the front like it is squished, a rounded web shape.
AOL STEALTH FIGHTER

→ Tell me about your AOL

★ like its flatter but further back, like its black, kinda low on the ground, slopes up

→ remember stay to the front

★ Different parts emerge real smooth into the rest of it.

→ move back from the nose continue to describe as you move back

★ a place where the person sits

→ describe this place

★ it is not as rounded as much as other planes. not as much glass, smaller viewing area

(3)

- ★ Maybe more than one person. Maybe side by side.
- Continue to describe
- ★ squashed down - Symmetrical top and bottom - not squashed down inside, flared out, edges are rounded, Very few sharp breaks.
- Describe your location
- ★ Underneath, near the front - near the wing
- Describe the wing
- ★ Sweeps and curves back
- Describe to me the reason the wing is super critical as you reported before
- ★ It cuts down on turbulence - friction, signature noise
- ~~signature~~ ^{signature} noise
- ★ detectable, draws attention, indicates passages
- Continue to describe the aircraft
- ★ Wings curve downward somewhat - more towards the end, hard to tell where wing ends and body begins, or where the tails attached. Wings bulge with a thicker part at the end, tail, rear portion not far off the ground on a slant. at the back where the wings come they kinda flare downward too - two engines -
- ENGINES raw data
- ★ Ducted fan, it makes it go, internal, quiet engines.

①

★ High Compression, cool

→ Cool raw data

★ What comes out is colder than standard. There is this thing that opens and closes as necessary.

→ Describe this thing

★ Like a vegetable steamer that opens and closes - The surface of the whole thing is very matte flat. Almost rough but not quite. Its dark colors make it almost black/green. Kinda subtle swirls -

→ Move inside the aircraft. Move to the area of special interest

★ It has black boxes. Electronics

→ Describe these electronics

★ One thing looks down like radar - all around, underneath, countermeasures, frequency, radiation patterns.

→ Go to the next box

★ Navigation - AOL Terrain following radar

→ Go to the next box

★ Behind the cockpit area IFF

→ IFF Raw Data

★ tells if other aircraft are friendly or not

(5)

★ There is a microprocessor that helps fly it - some of these things are all tied in together.

→ Go to a time when the people who know the aircraft ^{are there} ask them ^{what} is special - give me that persons version not yours

★ US doesn't know about it - takes advantage of weaknesses in protection systems. Looks for niches where systems don't look so well -

→ US raw data

★ The other side - they are always in mind

→ Pause ← Referencing a country is ^{pure} ~~pure~~ ASIC - Don't do that anymore - Now tell me more about the aircraft. Why is it special

★ Performs differently than normal

→ Describe this difference

★ It likes to be ^{low} ~~low~~, goes in between things instead of over them, its protection is its ability to do that -

→ Other things special about ~~this~~ aircraft

★ Weapons are inside - feels different, its just different, not many of them, like its a trial, prototype, a reproduction, it can go a long ways, pretty big,

→ other things special

★ Lights and electronic stuff state of the art stuff like anything new or useful is put into it,

(6)

→ There is some thing unusual about it -

★ All the wings slant forward - ^{is} shaped different,

→ Pause - as you relax focus on the entire aircraft front, the rear, below, from above - for the image will be in your mind - do this now -

Now Paul - somewhere in the universe there is a place that is waiting for you to visit and to make it special for you - focus out now without constraint locate this place - Do not report on it. It is yours ~~for~~ ^{focus on it now} this place now:

This place is yours and yours only - from now on we will call this place Sanctuary -

(1350)