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GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY: MSG, DAMI-ISH
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REVIEW ON: *May 2000*

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GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION CD-24   SG1A

SG1A

1. (S) This report documents a remote viewing session conducted in compliance with a request for information on a target of interest to USI. The purpose of the session was to provide information █████████████████

2. (S) The remote viewer's impressions of the target are provided as raw intelligence data, and, as such, have not been subjected to any intermediate analysis, evaluation or collation. Interpretation and use of the information provided is the responsibility of the requestor.

3. (S) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.

4. (S) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A are drawings made by the remote viewer reference his impressions of the target site. At TAB B is target cuing information provided the remote viewer.

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION CD-24

TIME

#66:   This will be a remote viewing session for 0630 hours, 28 May 1980.

PAUSE

SG1A   Relax and concentrate now. Relax and focus your attention on ███████████████████████████████ which you located once before. Relax and concentrate and focus once again on that downed aircraft. And, as you do, describe the crash scene to me.

PAUSE

+10   #11:   I see a canyon or small valley on one side or very high, rugged. Other side is not so high, not so steep.

PAUSE

#66:   And, what is your position of observation?

PAUSE

#11:   I'm at two positions. One position is near the wreckage on the not so high, not so steep side. Second position is further away. Off to one side...observe...from position two...cannot actually see the crash site, but from this position I'm seeing the aircraft go down.

+13

PAUSE

#66:   Focus on the target, and while you do ask yourself the question, how might I find this aircraft. Ask yourself, how might I find this aircraft.

PAUSE

+19   #11:   I'm getting notes. In the far northeast section it's not far from the border with Pakistan. The terrain there is alot of brush, scrubs and so on. The only thing I can really make out that would be intact is the, the tail boom of this, this aircraft.

#66:   From what position can this aircraft be observed? From what position overhead can this aircraft be observed?

PAUSE

+25   #11:   I'm looking at it from overhead. There's no reason to believe that they can't see it from overhead imagery.

#66:   Is there a specific angle that is necessary from overhead?

#11:   No.

#66:   Search for a terrain feature. An identifiable terrain feature while you observe this from overhead so that we might compute an angle from a known terrain feature quite close.

#11:   There is no nearby terrain feature that is different from many others. Recommend looking very carefully in these canyons and hills of northeast section close to Pakistan border. Look for a burnt spot in the canyon. This should be able to identify from overhead by....... the area near there appears....the crash side is darker than the rest of the surrounding terrain. Terrain features, the nearest terrain features are hills, mountains, and canyons. The southwest side of the canyon or valley is not as steep or high...the northeast side or wall. That's the only thing.

#66:   Observing it from an oblique angle from which direction, from which direction is it best observed?

PAUSE

#11:   I don't see any problem observing it from any angle, but the angles I keep getting are if...if you want specific angle...I don't know how to explain it..... uh......

#66:   Should the observer be north of the target, south of the target, east of the target?

#11:   Are you talking about overhead or ground observing?

#66:   Overhead.

#11:   If you are running a track from north to south, get east of the point and shoot obliquely into it. Or you can fly directly over it and shoot back at it once you've crossed the target. This dark area that I, I see as a burnt area seems to appear quite observable....uh.

#66:   Is there a specific time of day perhaps when this area wouldn't be shadowed, and it might be easier seen.

PAUSE

#11: Locating the dark spot on the ground would be no problem. Shadows may help identify tail boom which is the, the only intact image I'm getting of this aircraft.

#66: All right. Describe the size of this darkened area that you refer to.

PAUSE

#11: I don't know about the size, size.

#66: Relative size.

#11: The size seems zero, but.....

#66: A mile wide area,100 yards.

#11: Certainly not. I'd say this would be 100 feet by a couple hundred feet. Just takes a hell of a good interpreter to find it, that's all.

SG1A

+33 #66: At this time I have no further questions, but I would like to give you the opportunity to add anything that you might feel is necessary in locating this █████████

SG1A

PAUSE

#11: The best bet for locating it is overhead.

#66: Okay.

#11: But, what is left amounts mostly to ground scaring blackened earth. Once that is located look for the pieces. Look for the crash site first and █████████ last.

SG1A

#66: Okay. Anything else before we draw?

#11: No.

I don't know what I'm doing here, but it seems right. Okay. What I'm doing is I'm drawing a border, but I'm not making it to natural terrain features or anything like that. I'm just giving you an idea. The strong feeling that I had, and it's much easier to explain it, I guess linearly......

#11: I've just got a right angle corner here to try and describe the border situation. And, again, I was using the same point I was last time. Which would appear to have been the capital city, whatever that is, and, I had a vector which was very close to this corner here going one way. Now, I had a very high ridge here and a smaller one here going this way and to the point where I felt the observer was or where I was observing, at one time, which I referenced, I believe, as point 2.....

SG1A which I'll label with a 2....was almost at right angles or perpendicular to this azimuth, or whatever, that was shot from down here. Now from point 2, I could see the ███████████████ but once it went down it was obscured by this frontal hill.

#66: Okay. You felt you, perhaps, if I understand correctly,
SG1A at point 2, you feel that you, in your mind, watched ██████████ crash from that point.

#11: Yes. Right. I didn't do that last time, but I did that this time. Uh....from my point of observation close to the ground, would be...well, right in between those intersecting things, right on the ground......I was very close to it....uh.....these hills and stuff are exaggerated. They may only be a couple hundred yards wide...this, this canyon or valley. I don't know. Could be a couple...... I had the.......I had the feeling it may have been one quarter of a mile wide, but it's up in the northeast quandrant. Now, there's another border here. I don't know what's up there. Maybe it's Russia; this top border. I don't know what that is. But, I don't even know why I drew that in there, 'cause analytically thinking I'm sure there's a border there. But, for some reason....... it's northeast quadrant. Now, uh.....put a north on here. I had, at one point when...I'll use different colors here. May have to recolor it in, or however you want to do it on the thing that you are going to send forward. Uh..... I had kind of a, where this red line is, I would say would be the place that you want to run your coverage for optimum. Now, you can run it directly over the site look back into it on a oblique, or you can run it just off to one side.....

#66: But generally a north-south pass. Is that what you're saying?

#11: Yes. Yes.

#66: Why don't you label on that line in writing. Suggest overhead path or whatever is appropriate.

#11:   Now, this burnt spot you can see directly overhead, once you are able to look into this valley or canyon.

#66:   I would image that in that area the terrain is all very, very similar and it's a matter of finding what you came to look at.

#11:   Yeah. But, I still think that the key identifying feature for the, for the interpreter to look for is the, the burnt spot on the ground. There's a blackened area and let me...............

#66:   Shade that with a pencil or something.....

#11:   Yeah. Uh.....not quite. There appears to be a, a blackened area there, and kind of a splash pattern up this hill.

#66:   This southern slope.

#11:   Right. A little bit up the slope but not much. It's all pretty much on the bottom. Uh...it should be able to pick up on what scrub and foilage is there. Should be able to pick up a pretty good black spot. Of course, I don't know when it went down. Perhaps that......
I have a feeling that, that is still the way you're going to find it. This black burnt spot. And, just to the......

#66:   It just came to my mind that any worn torn country where there are shell explosions and constant war going on there might be many blackened spots. Is there anything particular about this one?

#11:   No. Except I don't think there's any other spots there.

#66:   In this particular area.

#11:   In that particular valley or gully or................

#66:   Could it be helpful to draw a blow up of the actual canyon itself? From a little bit closer in. Is there anything that you can add to the terrain features that would help. You said you could just see the boom. Maybe you can show how the rest of it is concealed or whatever it did look like to you.

#11:   Well looks like it's all, it's all just pretty much scattered all over the place. I will try...........

#66:   I'd like you to label on this other drawing a burnt
pattern of the ground, too. Do it on the drawing.

#11:   Well, what would you call it....scorched marks.....yeah.

#66:   In image interpreter terms, what would that be called?

#11:   I don't know. Uh...scorch, scorch, scorched mark. I
hate to clutter this up too much.

#66:   You can draw an arrow to it. A curvy arrow. Doesn't
look like a vector, or whatever.

#11:   Okay. In the foreground here is the boom and in the back-
ground I have this very high (mumbling) coming down, and
over here is not so high. More gently sloping. Seemed
to be, seemed to be pretty high in the background though.
But, there appeared to be scrub and stuff all over the
place. Reminded me very much of, you know, like out at
Huachuca, or something...uh...canyons, alot of scrub
(mumbling) type of scrub........

#66:   Low scrub.

#11:   Yeah. I really don't know how to explain it, but your
scorch pattern appeared to flare out from there, and a
little bit up into the hill, and were just.....I don't know.
Without spending hours trying to draw, I don't think we are
really going to be able to get the idea across. But,
there seemed to be kind of a.....part way up this low hill
over here on the right..........

#66:   Okay. If you'd label that again, as pieces. I know because
I'm watching you draw it.

#11:   The only real identifiable feature that you could really
look for is that piece of the tail boom. Uh...once you've
found that you will be able to see other bits and pieces
around. But, this is what to look for. And, that is
laying very near this pattern of scorched........trying to
figure out if I can make it better, somehow...........

SG1A

#66:   In tasking an image interpreter in looking for this thing,
do I understand you to say that you shouldn't task an
image interpreter to ███████████████ You should
task him to look for a burnt spot; within the burnt spot
look for a tail boom on the ground.

#11:   That's a fact. Uh.....you can spend all day looking for
tail booms and never find one. But, the, the scorched
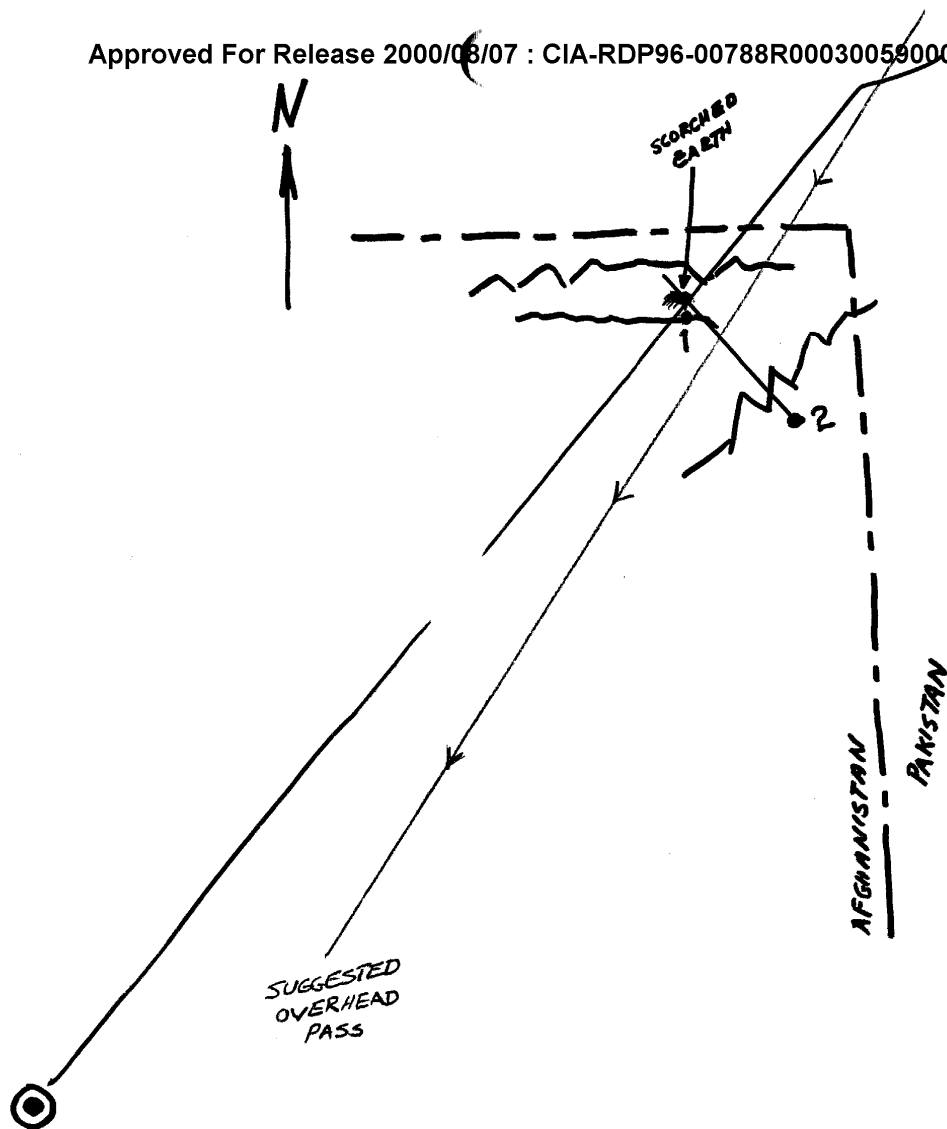earth at that particular point should be readily identifiable.

By pinpointing that, you should be able to take a closer look and say, oh gee! there it is. But, the only way I can really identify the location say it's in the northeast, northeast quandran.

#66:   Okay. Anything else.

#11:   I can't think of anything.

#66:   Okay. Fine.

TAB

N

SCORCHED EARTH

1

2

AFGHANISTAN

PAKISTAN

SUGGESTED
OVERHEAD
PASS

①

②

TAIL BOOM

SCORCHED EARTH

TAB

SG1A