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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

NOT RELEASABLE TO FOREIGN NATIONALS

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

REVIEW ON: Mar 2001

GF026-81

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DC-96

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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. This session conducted concurrently with session DC-97.

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DC-96

TIME

#14: This will be a remote viewing session for 12 March 1981. Mission time is 1100 hours.

All right #01, the time is now 1100 hours. On 17 February 1981 at approximately 0700 hours local target time, an Army UH-1H Huey helicopter disappeared with three crew members on board. The tail number of this aircraft is 73-21711. I want you to move back in time, back in time to the 17th of February, some time before the disappearance of this helicopter. I want you to join the crew as an observer, I repeat, only as an observer. I would like you to describe the events preceding the disappearance of this aircraft.

PAUSE

+02 #01: Got a checklist...going over checklist..... Somebody's throwing switches... Bird's sitting on the ground...just going through a pre-flight checklist. Apparently get a delay in takeoff..... Uh....just a minute.....

It's a single mission, one bird. I'm having trouble ascertaining the reason for the flight. It'll come in a minute, but they delayed it until takeoff for, uh....a bad, uh, bad dash light, but they, uh, they got this squared away and they...took off on a mission going, uh, going west southwest from their, uh, takeoff point. Tryin' to figure their takeoff point was, uh...keep winding up right in the center of the United States, south part, steppin' over from the...just up an' over from the Mississippi River delta. Not sure if that's right. Let me work on that a minute. Just a minute.....

+05 Not sure which is overlay here. I get a, keep wanting to put it in, uh, in extreme northeast Louisiana when it went down, but flashes I'm havin', I'm havin' flashes of scrub-brush and sand, for some reason. Like,uh...was flying over the middle of nowhere. Some kind of a test area with...lot of dirt roads on the ground. Old trails and dirt roads... Map impression I get is somewhere in....east northeast Louisiana, just across the border. Flying, uh, west southwest...

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+10 #01: Got like a bolt coming loose in a rotor, snapping in the rotor...in the rotor. It's doing a hard pitch to the right. Going over and into the...into like a, uh...it doesn't appear to be any kind of a swampy area, just a lot of trees. Very rugged and mountainous area. Going in through some trees, breaking up... Don't have any fire or anything though. Lot of white smoke...steam or something... They were carrying evidently some kind of a....just a minute..... I'm carrying a...some kind of papers rolled up in a tube... couple small boxes...small sealed cartons, spare parts. Got 'em at the, uh, got 'em at an altitude of about, uh, 2,000 feet maximum, possibly lower, 1,500 feet. Cruising....just a second... Cruising, uh...110, 115. I just get this violent crack, like a popping noise. Part of the tail rotor section comes around hard to the left, and the bird does a right roll over, and just goes straight into the trees. The whole thing's like, uh...8 seconds if the m-, that's max, 8 seconds, 5 seconds. It's all over with. It's a violent pitch to the right. It breaks up on impact.... Somewhere in the eastern, or northeastern section of Louisiana. That's all I'm gettin'....

#14: All right. I want you to close your eyes again, and I want you to focus on helicopter 73-21711, today, present time, today. How can we find this helicopter? How can the search parties find this helicopter?

#01: Okay, just a minute.

#14: Okay.

PAUSE

#01: I'm in the, uh.....in the south, in this west southwest flight path that it has to take from its departure point. There is a relatively close, uh, vector change in flight plan. It's like it's a, uh...a heading change. And, uh, for some peculiar reason there's...there's two ways you can go there. You can fly the new plan heading...or you can go on a more southernly angle. Like it's like, uh, flying out on a heading and going west southwest. Flying out and heading up like, uh...to 260 degrees...you can, uh, the flight, the flight heading change would be going from 260 degrees to 272 degrees. But instead you can, you can fly at 220 degrees and go down through a section of very rugged mountains, come out in a northeast basin in Louisiana, northeast basin area or come down out of the mountain area into the hills. Pick up a, uh, apparently it's a railroad line of some kind, railroad or some kind of...kind of railroad or something you could follow. And, uh, this is apparently what they did. They didn't make their vector change but swung further south, apparently to bypass bad weather in the northern section of the mountains. And just didn't, uh, come out of the, the mountain section.

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+20

#01: As you wanna fly to the vector point and...fly like a 220 degree angle off that vector point and, uh...see 12 to 15 minute flying time...would put you right over the, uh, the wreck site. Be easy to find, it's recognizable from the air by, uh...it's on the, uh, southeast face of the slope. And there's recognizable tree damage but no visible signs of the helicopter. You would have to see the tree damage to recognize the impact area. Try and look for a town... Apparently northeast of a small town, about 22 miles northeast. Almost, uh, if you were standing in the town you would be...to look at the wreck site you would look up at about a 45 degree angle, 45 degrees from the town, to the wreck site, 22 miles. It's like a natural L shape. Comes down to the mountains. Series of valleys or...the way the mountains flow makes like a natural L shaped pathway that it was flying. That's all I get.

#14: Can you tell me anything about the crew members on board? Would you like-

#01: Just a minute.

#14: Would you like their names?

#01: No, just a minute..... Do you want current status or earlier status? What? When?

#14: As of this time, current status.

STAT

#01:



PAUSE

#14: I have no further questions at this time, other than, uh... the, uh, the ability to pinpoint this site. If you can expand on that, fine. If not, uh, we'll call it quits.

#01: Give me a minute.

PAUSE

#01: I get a word like, uh, Marks...Marks B or Marks Bow or something like that. Or definitely Marks something, M-a-r-k-s, and then some other letters..... Plus I get a symbol impression as well. I get a...looks like a 5 pointed star in a, like inside the center of a gray circle. I don't know what that means. Just get that..... Outside there's a very large overall outline that I can draw with a....it's like a coastline or something...mountain line. That's all I got.

#14: Okay.... Okay, at this time we'll pause for debrief.

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#14: We're now ready for debrief.

#01: Okay, uh, before I forget it I'll just say that, uh, what I saw happening to the helicopter is this, uh, I had an impression of, uh, somewhere up near the main head of the rotor assembly I had this white metal plate. This picture, this mental of a metal plate with, uh, four bolts running through it. And they seemed to be li- well, I don't know what I mean by that, but they run through like holes that are lined. And, uh, the metal looks like a, uh, almost like a, uh, aluminum. But I have this piece of plate with the four very heavy bolts, uh, just coming to pieces, you know, just ripping to pieces. And the rotor is, uh, like breaking backwards. And the, uh, violent, there's a vi- like a violent shaking for about 2 seconds and this bird rolls over. Like the tail rotor kicks around to the left and, you know, brings the whole tail around with it. As the bird just does a hard roll over to the right, goes right in through the trees. I mean it's just all really quick. Very violent maneuver, you know.

Page 1 is a picture of a....the area as I perceived it. The red dotted line is, uh, the state border. I don't know if that's the way it goes or not, but I perceive it to be that way. The dotted line is the flight path from the departure point. 260 degrees where it changed to 200 is a normal vector changing point. I mean it's like a, you know, whole lot of flight paths converged there. Instead of changing to the 270, which would have been the normal flight change, 'cause of bad weather hanging over the northern section of these mountains, this mountain range, they swung left to come south to pick up, uh, more visible, uh, more visible flight, uh-

#14: Reference.

#01: -reference points. Like this railroad tracks. I feel like they were comin' down for these railroad tracks. And, uh, they were about 12-15 flying time into this more southernly vector of 200 degrees when they had the problem with the rotor and just rolled straight over into the trees. Uh, the town that I labeled here is about 45 degree angle from the crash site to the nearest section of coastline is around 115 miles distance.

The, uh, page 2 is kind of a view of what you're looking at flying down the route they would have flown at 220 degree heading. Coming straight out of this valley. Uh, the only thing of notable interest that you can see is a long string of like these, these big 50 KVA power line type things. I don't know if they're 50 KVA. They could be 250 KVA, I don't know, but they're big. And they kinda roll over the top of the farthest hill right out in front, going kind of, uh, southwest to the direction that you're travelling. And,

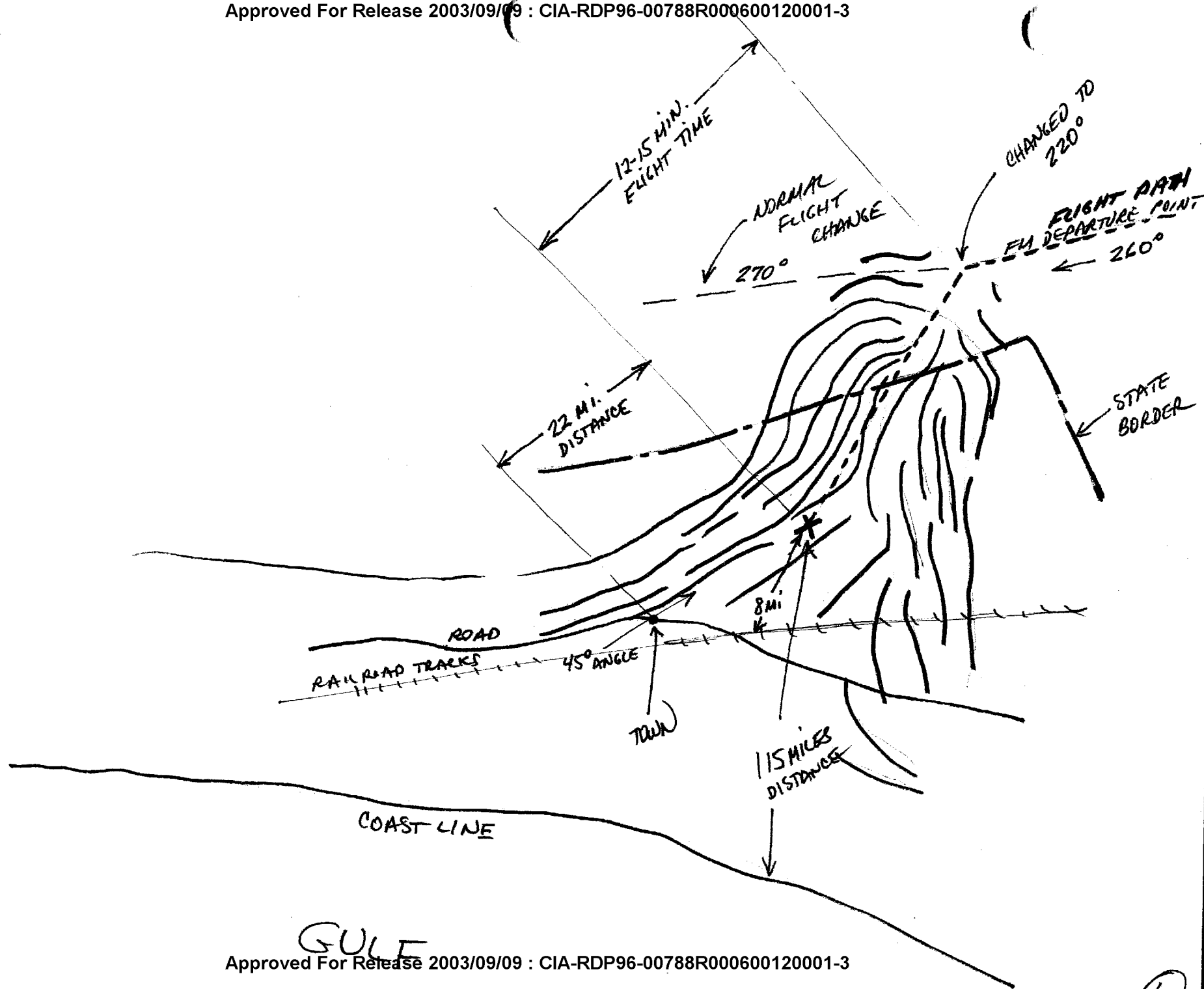
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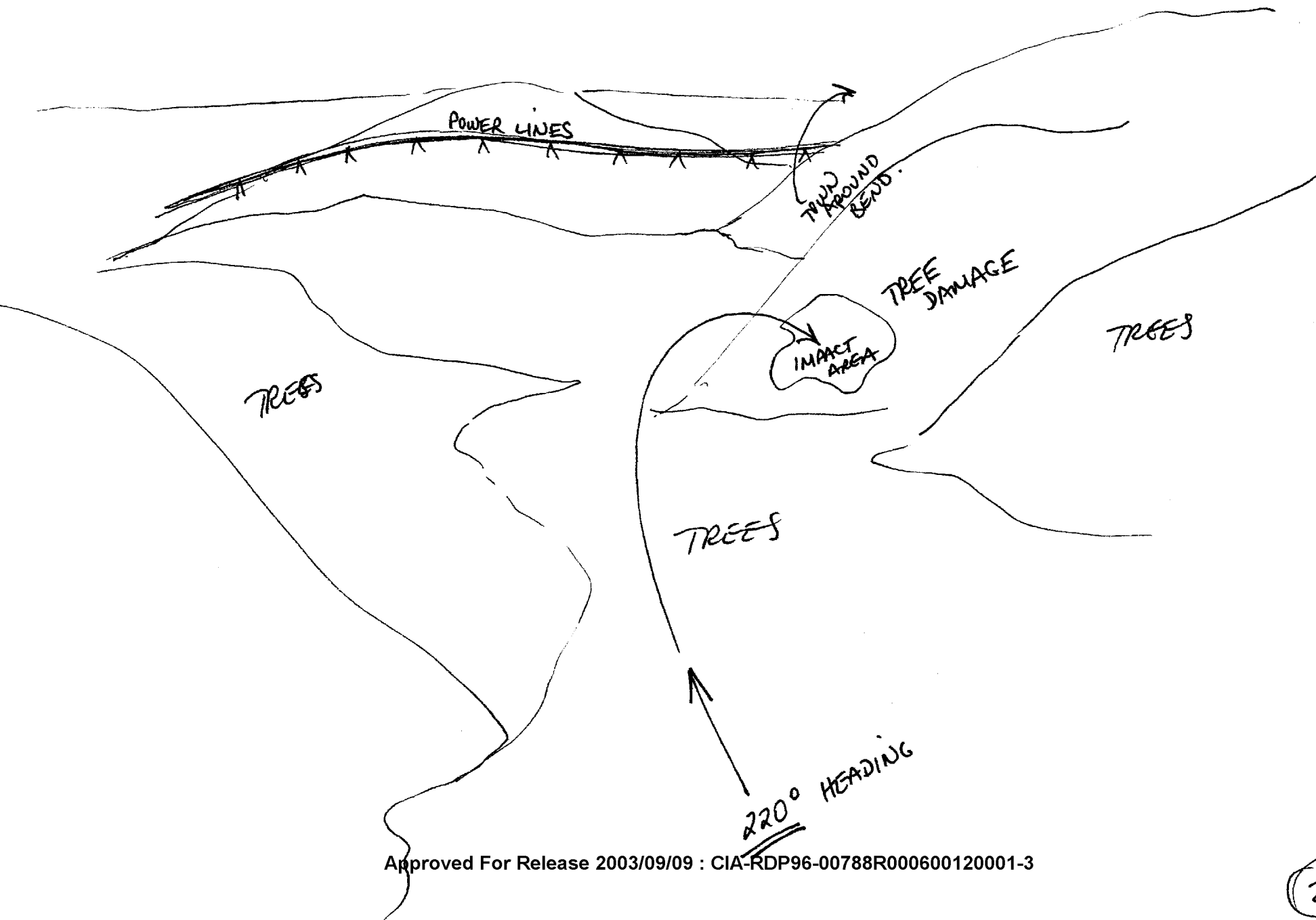
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- #01: uh, the impact area, in order to see it you're gonna have to be flying in a 220 heading, very low to the ground and looking for the tree damage. 'Cause I mean, the angle they went in, the slope of the hill and everything, it was almost a clean entry into the trees, you know, one of those. They didn't break up too many trees goin' in that way.
- #14: Okay. So you mentioned the only way to find it is to look for tree damage.
- #01: Tree damage, right.
- #14: And you said earlier on that there was no fire, only white smoke.
- #01: Just a lot of white smoke, you know, like you would have with the, with, uh, you know, potential for fire. But none occurred.
- #14: Right.
- #01: There might have been some minor burning, but it went out, or didn't fully ignite or anything. Just a lot of white smoke. That's about it I guess.
- #14: Uh, is the town visible in drawing number 2?
- #01: No.
- #14: No, okay.
- #01: Not visible. It's down around that bend..... That's it.
- #14: Okay. End of session.

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TAB





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TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DC-96

1. (S/NOFORN) The remote viewer was shown the attached photo with the information thereon. He was told that the helicopter disappeared somewhere in the world and had not been located yet.
2. (S/NOFORN) The remote viewer was asked to return to 17 February 1981, before the disappearance took place and describe the events preceding the disappearance of this helicopter.

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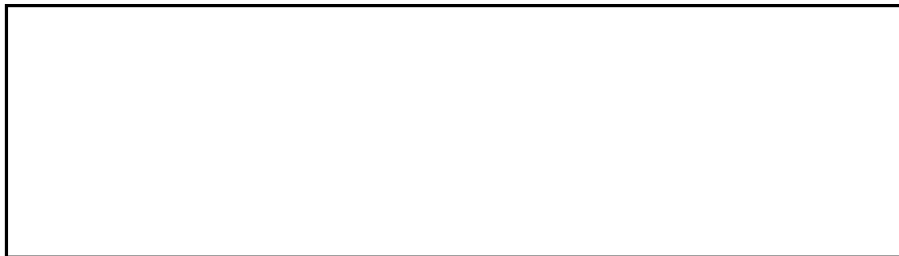
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UH-1H (1973) TAIL* 73-21711

17 FEB 81 @ 0700 LOCAL TIME

SGFOIA3



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PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: Mar 2001

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GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DCC-07

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
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4. (S/NOFORN) 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 DCC-07

TIME

#14: This will be a remote viewing session for 27 March 1981; mission time is 1400 hours.

PAUSE

#14: All right #01, the time is now 1400 hours. Your mission for today is to locate Army Helicopter 711. Its last known position was 04 degrees, 28 minutes south/ 79 degrees, 15 minutes west. This is a point southwest of a village known as Yangana. I want you now to scan a 15 mile radius around this point in search of Army Helicopter 711. Again, the coordinates are:

04 degrees, 28 minutes South
79 degrees, 15 minutes West

I want you now to relax and focus on 711.

PAUSE

+02 #01: I'm getting.....trying to superimpose circle over it. I'm getting a scribble down the right side of this circle.only signifies a river.....almost, the river almost forms a up and down zero one eighty line through the circle of the compass. There apparently is a.....flashing symbolism on my.....left.....facing down on a simple area. Trying to see some..... Just a minute.

PAUSE

+05 #01: Sign of the circles over the village I get a.....like a.... almost a due west....feeling....and, you turn 10 degrees south of due west....damn....now, let's see....I'd be....260 degreesgoing that direction I fly, flying down a.....I'm going towards a mountain range. Like a....looks like a diagonal valley across my front.....that direction about 12 miles.... 12 miles to the edge of the valley wall..... It's like..... 'most a flat top ridge.....side the mountains.....seem to be some kind of a dark rift or cleft or something running..... the back side of the valley going south.....deep valley..... Then about 12 miles, almost due west of this village is the place you want to go, I think.....Think my center's off from the village. Just a minute.

PAUSE

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#01: And, it's southwest...center of my circle seems to be southwest of the village. That's all I get.

PAUSE

#14: Can the wreckage site be seen from overhead? Can the wreckage.....

+10 #01: Just the....just the entry point and the trees. But, I suggest that, that probably can be seen with....with infrared. Think infrared would pick it up. I get a.....like an elongated, triangular shape....when I think infrared, I get this triangular shape. Hard to see from overhead. Some trees aretrees are so thick.

PAUSE

#14: Is there any significant land mark near the wreck that could be identified?

#01: Yeah. Just the.....flying from the point given in the coordinates.....there's a distinctive outline to the front..... flat top ridge. The mountain range in the rear and the left turn in the valley with the diagonal, and kind of like a black line or something..... That's all I got.

PAUSE

#14: Okay. I have no further questions at this time. Is there anything you can add that may help us locate the wreckage of 711?

#01: This 260 degrees from the compass are from the location, and about 12 miles out.

#14: Okay. Is that 260 degrees from the coordinate.....

#01: Yes.

#14:or for the village.

#01: From the coordinate.

#14: Okay.

#01: That's all I got.

#14: Very good. Take a deep breath, stretch your arms and legs; we're now ready for debrief.

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#01: Okay. On page 1. What I've drawn is a dotted circle which represents a 15 mile radius. I'm sorry, diameter. And, in the center is the coordinate that you gave me. The target coordinate..... And, on the right is a river with a village and the 260 degree, the 260 degree arrow with a dotted line showing the direction from the center. This would have to be a 15 mile radius. Incidentally, I'm sorry, I said diameter before, but that's wrong. It's a 15 mile radius, 30, 30 mile diameter, and about 12 miles out from the center of the coordinate location where I drew another arrow, is the crash site. And, I tried to do a little topographic map of that....there.... It's like on the edge of a valley.

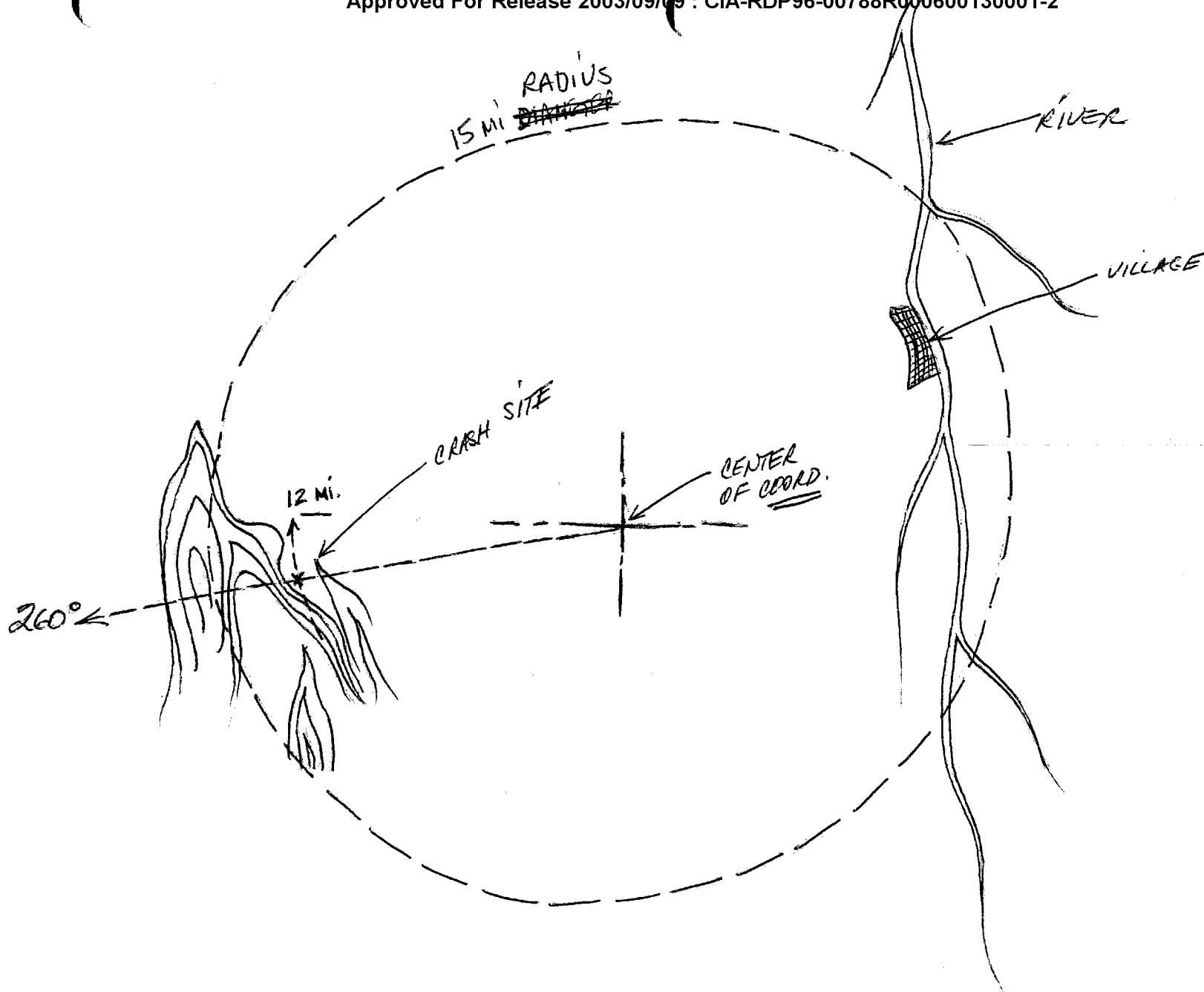
#01: Page 2 represents the way this looks as you're approaching it... flying at 260, and what it essentially is, is a very large range of mountains directly to your front....and then there's a criss-cross valley. One that runs diagonal to the flight path..... and one that runs diagonally the other way to the flight path. And, in the side of this tabletop hill, which is dead center, is the impact area. Now, there's something black here in two places that I darkened in with pen. I don't know if it's a vegetation change or missing vegetation or what it is, but it's readily discernable by eye as you're coming up on this. I got it as a dark shade, that's all. It may be, you know, the way the sunlight hits that particular hill, or whatever. But, that's what it looks like.

And, then on page 3 is, I tried to do a representation of what a direct overhead infrared shot of the impact area would look like, and I get the impression that this is what it looks like. You know. I was trying to think what would it look like if I saw it in infrared, and that's what I got. So, maybe that'll help.

#14: Okay. Very good. That's it. End of session.

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TAB



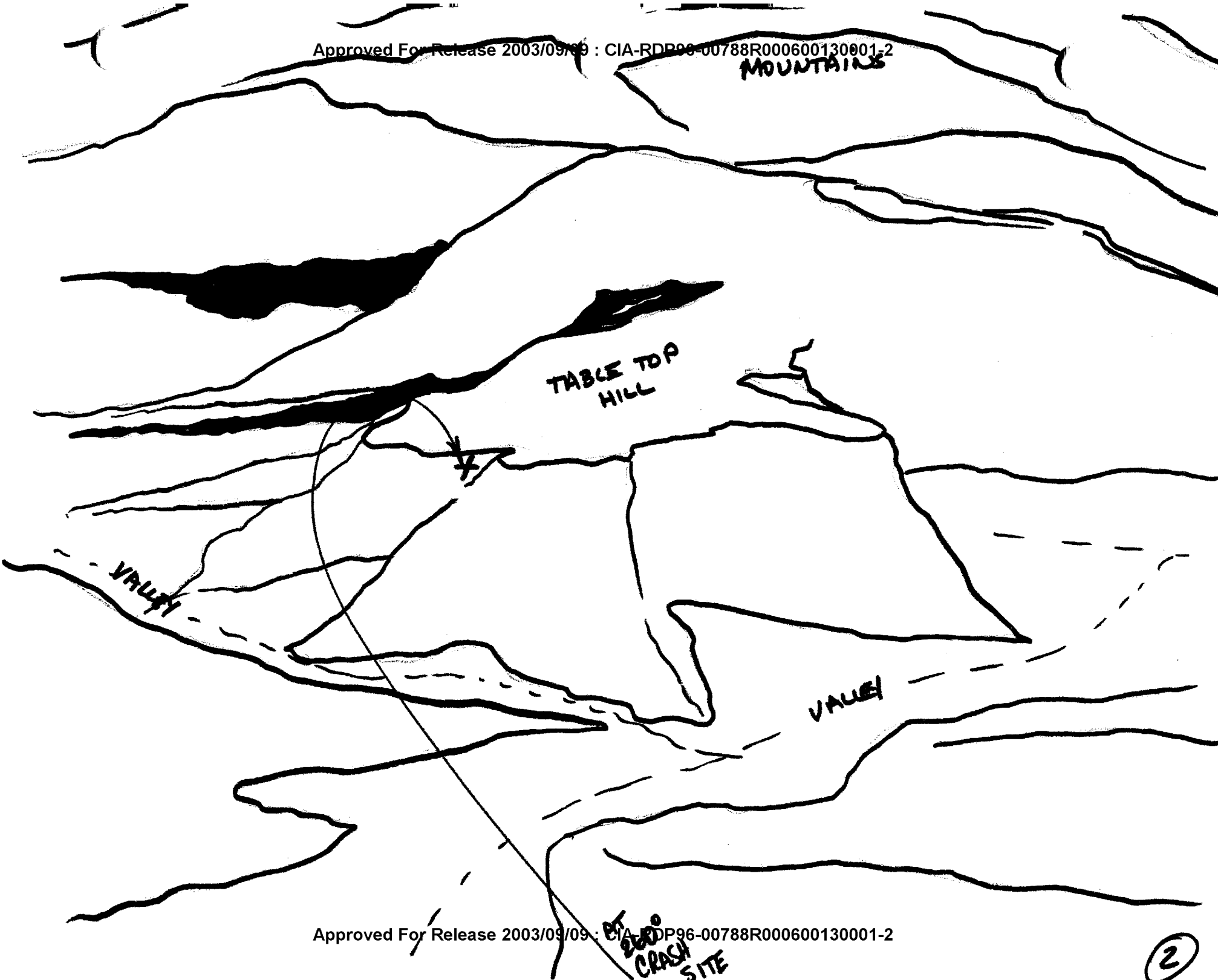
MOUNTAINS

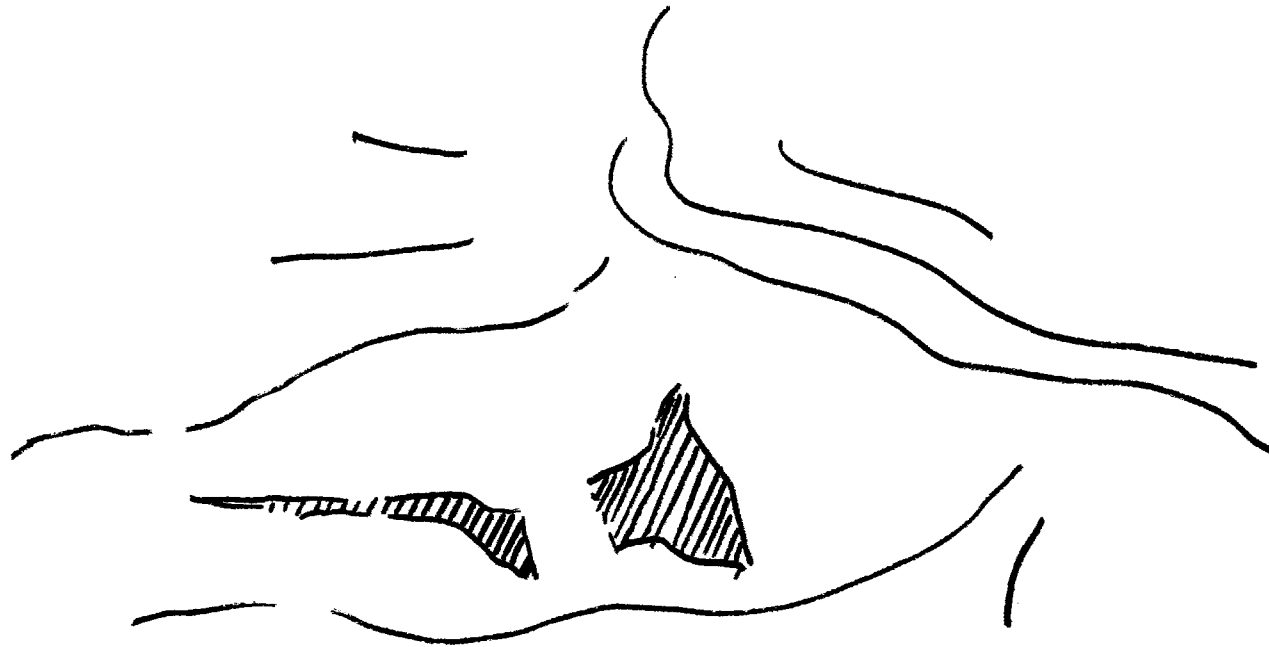
TABLE TOP HILL

VALLEY

VALLEY

AT
2000
CRASH
SITE





SHADED AREA
INFRA-RED
DIRECTLY OVERHEAD.

TAB

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TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-07

1. (S/NOFORN) The remote viewer was asked to locate U.S. Army helicopter 711, whose last known position was at geographic coordinate 04° 28' south/79° 15' west, southwest of a village known as Yangana.
2. (S/NOFORN) The viewer was asked to search within a 15 mile radius of the coordinate given and locate the helicopter.

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PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: sep 2001

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GRILL FLAME

05-063-81

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SUMMARY ANALYSIS

REMOTE VIEWING SESSION 806

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
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TRANSCRIPT

REMOTE VIEWING SESSION 806

TIME

#6.5: This will be a remote viewing session for 27 August 1981 with a start time of 10:30.

PAUSE

Okay #36 time for us to start our mission today. The job, as I outline to you is to help the search crew find US helicopter UH-1H type, tail number 7321711, which crashed on 17 February 1981, of which they have not been able to locate. Now, you have worked this problem before and have provided some helpful data. Now, the search team is prepared to go into the area.

Now, I want you to relax and concentrate. Focus all your attentions on the US helicopter, tail number 7321711. Call sign of that plane is 711, and that's how we refer to it. Relax and concentrate on 711, and when you have a fix on where 711 crashed, let me know and we will proceed from there.

PAUSE

+09 #36: I'm at the place.

#6.5: Okay. The first thing I want you to tell me is what altitude did this plane crash at? What is the altitude of this crash site?

PAUSE

#36: I don't know but it's a high, broad valley. Almost two slopessouth.....I feel it's over, over 2,000 feet...2,300 feet.

#6.5: I'm sorry. How high?

#36: About 2,300. I'm looking.....I don't know what time I'm seeing this, but there's a river to my left. I see reflections of water.....between steep slopes and water.

#6.5: Okay. Now, we're going to try something new #36. I want you to maintain your focus on that crash site, okay. Okay. Maintain your focus on that site, at the same time I'm going to give you some coordinates and I want to know if these coordinates move you from the crash site or are in the area of the crash site. Do you understand?

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#36: Yes.

+16 #6.5: Okay, now concentrate on the crash site. Here is the first coordinate that I give you:

04 degrees, 28 minutes, 30 seconds South
79 degrees, 25 minutes, 40 seconds West

When you focus on that coordinate, what does it do to you in relation to the crash site?

PAUSE

#36: The coordinates.....to the south..ah..west of me.

#6.5: Is to the west of you?

#36: Southwest.

#6.5: Southwest. How far from the crash site? Can you tell?

#36: Coordinate in the vicinity....toward villa (phonetic). It's about as far as I can see in this damn haze....it's miles...

#6.5: What?

#36: It's a few miles to the southwest.

#6.5: Okay. Few miles. Okay. Let me give you a second coordinate. Again, fix your awareness on the crash site.

#36: I'm going to try-gulate it (phonetic)

#6.5: Okay. I'm going to give you another coordinate now, okay.

#36: All right.

#6.5: Okay. Here comes another coordinate.

04 degrees, 27 minutes, 30 seconds South
79 degrees, 26 minutes, 25 seconds West

Let me say that to you again.

04 degrees, 27 minutes, 30 seconds South
79 degrees, 26 minutes, 25 seconds West

Focusing on that coordinate and its relationship to the crash site, tell me what you perceive.

PAUSE

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+19 #36: I perceive a prop shape and an awareness of position of my (mumble) behind me. That's closer to me and to my left.

#6.5: What's closer to you?

#36: Coordinate. This side of the river.....

#6.5: How close is this location to.....

#36: One mile and a half to.....I guess that's what it means. I saw 1½ and a 2, and I guess we're talking about miles.

#6.5: Aha (affirmative). Did you say there was a river there?

#36: This side a river.....this side.

#6.5: Okay. Again, focusing on the helicopter crash site, let me read you another coordinate.

04 degrees, 27 minutes, 30 seconds South
79 degrees, 24 minutes, 50 seconds West

I'll say again:

04 degrees, 27 minutes 30 seconds South
79 degrees, 24 minutes, 50 seconds West

PAUSE

#36: I see...which is west of me...in front of me...to my right ...front of me. I don't know. I guess it's north/west.

#6.5: How far away from you?

#36: I don't know.

#6.5: Is it as close as the other, second coordinate?

#36: I can't see it. I just stood here and turned around and around...where is it. I felt it was off that directionit seemed like it. If I look at that coordinate from here....is a lot of high ground to the right of that (mumble) at that coordinate the high ground would be on my left.

#6.5: Focusing now, again on the helicopter. When the helicopter crashed did any native people see the helicopter crash?

#36: Many people have been here. I'll have to see if they saw it, but.....

PAUSE

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#36: Older.....older man appears...old...he's bent, worn... saw it from, saw it from a position, from higher groundhe sent two or three younger men to investigate..... a long and difficult search.

#6.5: Where did these people come from?

#36: (Mumble) Nearby, a few miles away...I saw what looked like some shacks to.....shacks to my right.

+26 #6.5: What is the name #36, what is the name of the village that these people come from?

#36: P.....one that starts with a "P" pronunciation.

#6.5: Say again.

#36: One that starts with a "P".

#6.5: Starts with a "P"?Concentrate, concentrate as only you can do and tell me the name of the village.

+30 #36: This is a dirt clearing, low (mumble).....no, no, streets no signs, no numbersthere'sdirt floor.....probably

#6.5: How many people live in this village?

#36: Less than 30.....see how they live.

#6.5: Well, that's not important. Is this the nearest village to the crash site?

#36: Nearest one I saw.

#6.5: I want you to look around more and ascertain if there are any other villages closer to the crash site. We must know that.

PAUSE

#36: Few single...individual shelters....scattered around...remote. Remote from others.Most of those..... They're mostly behind me to....I guess the east.

#6.5: Okay. How far is this village from the crash site?

+36 #36: The old man could see and hear the birds...couple of miles, I guess.

#6.5: Okay. Put yourself in the position where the old man was and as you look in the direction of the crash site orienting yourself what one feature do you see that would help us orient ourselves if we stood in this village?

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#36: If I stand in his place and looking at the site.....umm up slope upward of mountain range would be directly behind me... I feel I'm probably looking to the southeast, I think. It's difficult to land on anything because there's just trees across there.

+38 #6.5: As the old man stood facing the crash site, where was the sun?

PAUSE

#36: It seems to be to his right.

#6.5: Okay. I have just a couple of other questions. Bringing your awareness back to our problem to locating this site, I am going to give you a couple of words and I want to know if these words mean anything in relation to the crash site. Okay?

#36: Okay.

#6.5: The first word is Solonda, S-o-l-o-n-d-a, Solonda. Does that mean anything in relationship to the helicopter crash site that we are interested in?

PAUSE

#36: I just have a feeling that Solonda...whatever that is, is behind me...slightly north of east behind me.

#6.5: Do I understand you to say that Solonda is north and east of the crash site?

#36: Yep. That's my feeling.

#6.5: Okay. Do you know how far?

#36: Some distance...I was not aware it was in the vicinity.

#6.5: It is in the vicinity?

#36: It is not in the vicinity.

#6.5: It is not in the vicinity. Okay.

#36: I didn't see it from up here. I just seemed to have a feeling of awareness it's back over my right shoulder.

#6.5: Okay. The next word is Amaluza, A-m-a-l-u-z-a, A-m-a-l-u-z-a. What is the significance of Amaluza in relationship to the crash site?

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#36: That's a stream or something. Isn't it? It seems to be to my left. It seems to have something to do with a stream, a body of water, water....

#6.5: Is this water near the crash site?

+41 #36: Feel it's a few miles to my left. Could be this stream I'm looking at....

#6.5: Okay. One last one. What is the significance of the word tuna, tuna, in relationship to the crash site?

PAUSE

(Admin note: tape turned over before #36 answered)

#6.5: What was your answer to the question on tuna?

#36: Have in front of me.

#6.5: It's in front of you.

#36: To the west, I think.

#6.5: Okay.

#36: My awareness says that's a small community but I keep seeing like a big hill or a mountain in the vicinity to the right.

#6.5: Okay. #36 is there anything that you would like to add that would help this search team as they try to locate these three Americans that crashed in this helicopter? Is there anything that you want to add that will help them and guide the search team to the crash site?

#36: If they go up the river to where it breaks apart.....and small islands.....where it's broad and shallow and.... there's trees in the river they've gone too far.

#6.5: They will ^{have} gone to far....

#36: They will have gone too far.

#6.5: If they go to the river where it breaks apart, and there are small islands, they will have gone too far.

#36: That's right.

#6.5: How far past the crash site will they have gone?

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- #36: About 4 or 5 miles. I can see where it broadens out up over there...shallow reflections.
- #6.5: Is the crash site located near this river?
- #36: It's back this way I guess back about 5 miles.
- #6.5: Crash site is about 5 miles back from where the river breaks apart.
- #36: I said up river. I don't know if that's up river or down river.
- #6.5: I understand.
- #36: But, it's spread out flat and shallow and...some marshy areas over that way, probably.
- #6.5: Is the crash site located right on the bank of the river?
- #36: No. It's high and dry. I'm up high enough that I can see the river over the tree tops.
- #6.5: Well, how far are you from the river bank?
- #36: Mile, mile or two it seems. I guess you'd call it a river. It gets narrow and rough in some places.
- #6.5: Okay. I have no further questions. Is there anything you'd like to add?
- #36: Uh...just on the edge of a clearing, it...vegetation is growing up around here pretty good. I had trouble seeing it a while ago. I felt some parts were missing indicating somebody's been around here. I was standing there, looking at it. I looked down and I saw my feet were covered with tennis shoes. I never wear tennis shoes. So, I must have been relating to someone....Navy type. I thought it very strange. It might be significant. I was surprised. White soled, tennis sneakers. Young man about 17 or 18 dark topped, white soled tennis shoes knows where the site is.
- #6.5: How can we find this young man?
- #36: He's in that near village. The letters I had might pertain to this young man. I was looking for the name of the village, but, I have a feeling it might pertain to...teenager. That's about it.
- #6.5: Okay. I have no questions. I want you to relax, bring your awareness back to here, move around, and we'll take a little break.

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- #6.5: Are you ready?
- #36: One is an oblique view and the other was overhead view..... of the area. This is the river, and the broad place, I feel it's up stream. It could be down stream....where there's vegetation cropping out in a very broad shallow area kind of marshy around the edges....This area here with the arrow, better label that site, is in the center of the page---
- #6.5: This is on drawing one.
- #36: ----the mountain to the right I had the feeling we were facing west. I'm not absolutely sure of that, but I felt we were facing west. Village up in the upper slopes foothills of the mountain...that's in the oblique drawing.....
- #6.5: Okay. Let me ask you this.
- #36: Yeah. Jungle all over. Lots, lots and lots of tree vegetation.
- #6.5: Yeah. Okay. I can see we're in a jungle area. The crash site, itself, appears to be in almost like a valley or at the floor or at the base of this mountain. The village is maybe a third of the way up the mountain?
- #36: Yeah. That's the way it looks on the drawing. Actually, this site is on higher ground because here we higher ground that stream there, too.
- #6.5: I understand that. But, the village is on the side of the side of the mountain?
- #36: Yes.
- #6.5: How many huts or buildings would you say are in this village?
- #36: Oh, a dozen, 15 maybe.
- #6.5: Okay. And, from the village to the site itself, it is about -----
- #36: I don't know. Couple, couple three miles.
- #6.5: Okay, two-three miles?
- #36: Yes. I think so. But, the guy could hear just outside the village...could hear it could hear the bird as well as see it. I know you can see one for over two miles, but I had the feeling it was something like that.
- #6.5: And, from the crash site to the river---the distance.

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- #36: I think we felt it was somewhere around two.
- #6.5: All right. Then in drawing number two is the overview of the whole thing.
- #36: This is the site line where the old man was standing. I had to try to find something that we could site on. This curve in the river isn't necessarily in that position or like that. It indicates a curved river. But, if the old man looked over his back along that line of sight he should see the edge of the...what I think is the western slope. So, there would be a line straight from the site through the man to that edge. There was...one of the coordinates was from the site almost straight through the broad, marshy area...one of the coordinates I felt was to the left...page here towards the river. And, I seemed to feel that one of them was past the village on up in that direction.
- #6.5: Okay. Do you remember which one was which?
- #36: No. I can't remember. I can't remember the words you used or the coordinates...no they were words, won't they.....
- #6.5: They were both.
- #36: Was there something tuni or.....
- #6.5: That was some words and the word was tuna.
- #36: Yes. It was off in that direction.
- #6.5: And you felt tuna might be a----well awareness was of a small community but it might be something other than that.
- #36: I also saw a peak. I thought one of 'em was a stream to the left----I thought it was a stream and it occurred to me it might be the one to the left. No! I saw water. Qualify that, water.
- #6.5: Okay, now, this village you thought it might have a name that begins with a "P".
- #36: P-o-r-p-i-o ...there's a'y'somewhere. At the same time I was looking at that I saw a male, teenager, maybe 17 with sneakers on, that later occurred to me that the letters might somehow apply to that young man. He has been to the site alone. And, it was dark top sneakers with white sole.
- #6.5: Okay. Anything else you want to add then?
- #36: No. I think that's about it.
- #6.5: Okay. Thank you very much.

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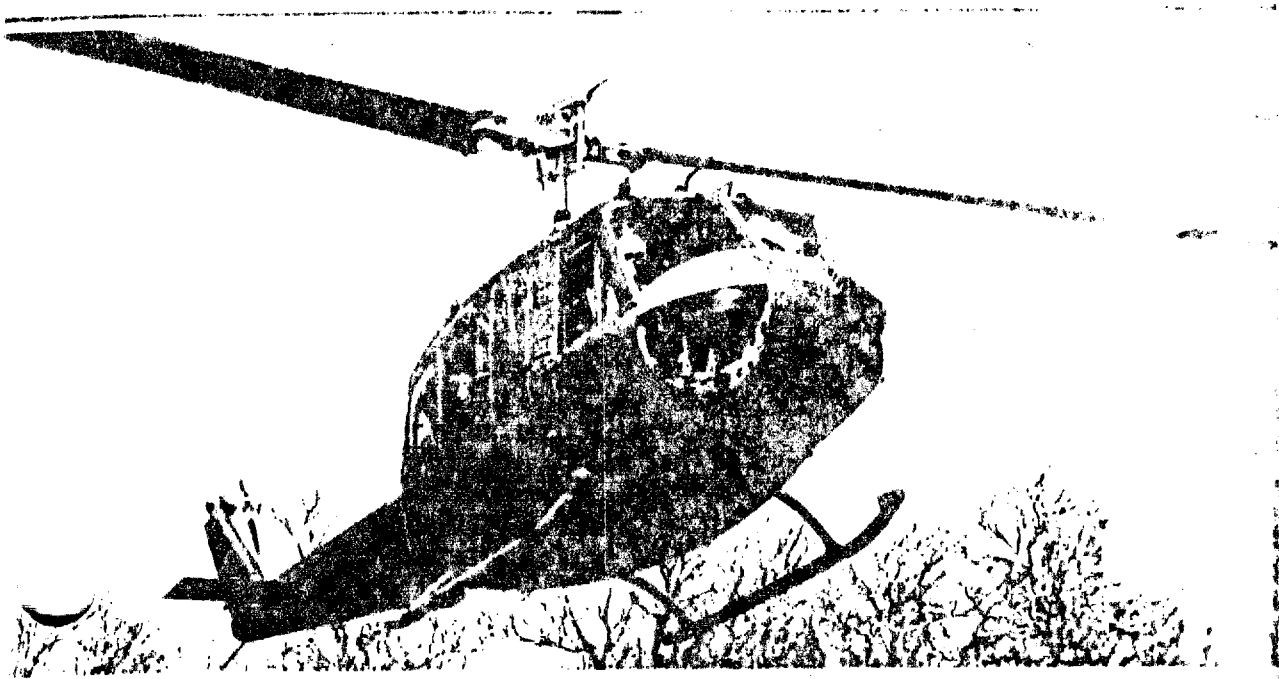
TARGET CUING INFORMATION

REMOTE VIEWING SESSION 806

1. (S/NOFORN) Just prior to the start of the session, the remote viewer was shown the attached photograph of a UH-1H helicopter with identifying data on it.
2. (S/NOFORN) During the session, the interviewer asked the viewer to respond to the following specific questions. (NOTE: These questions had been provided to the project manager by SFC Wheeler of SOUTHCOM):
 - a. 1st coordinate: 04 degrees, 28 minutes, 30 seconds South
79 degrees, 25 minutes, 40 seconds West.
What is relationship of this coordinate to the crash site?
 - b. 2d coordinate: 04 degrees, 27 minutes, 30 seconds South
79 degrees, 26 minutes, 25 seconds West
What is relationship of this coordinate to the crash site?
 - c. 3d coordinate: 04 degrees, 27 minutes, 30 seconds South
79 degrees, 24 minutes, 50 seconds West
What is relationship of this coordinate to the crash site?
 - d. Does "SoLonda" mean anything?
 - e. What is significance of "Tuna?"
 - f. At what altitude did the helicopter crash into ground?
 - g. What is the name of the village that the people came from and how many people live there?
3. (S/NOFORN) This is the 4th session conducted against this target by this viewer.

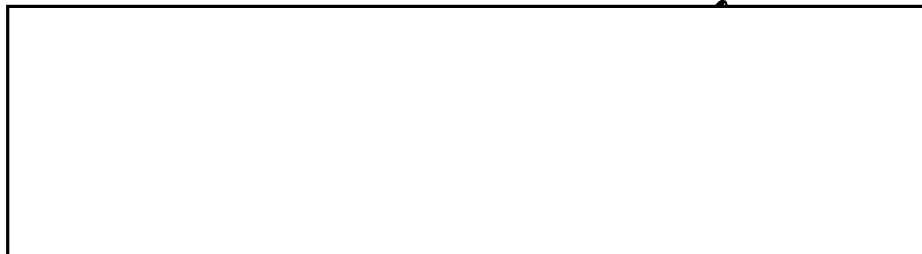
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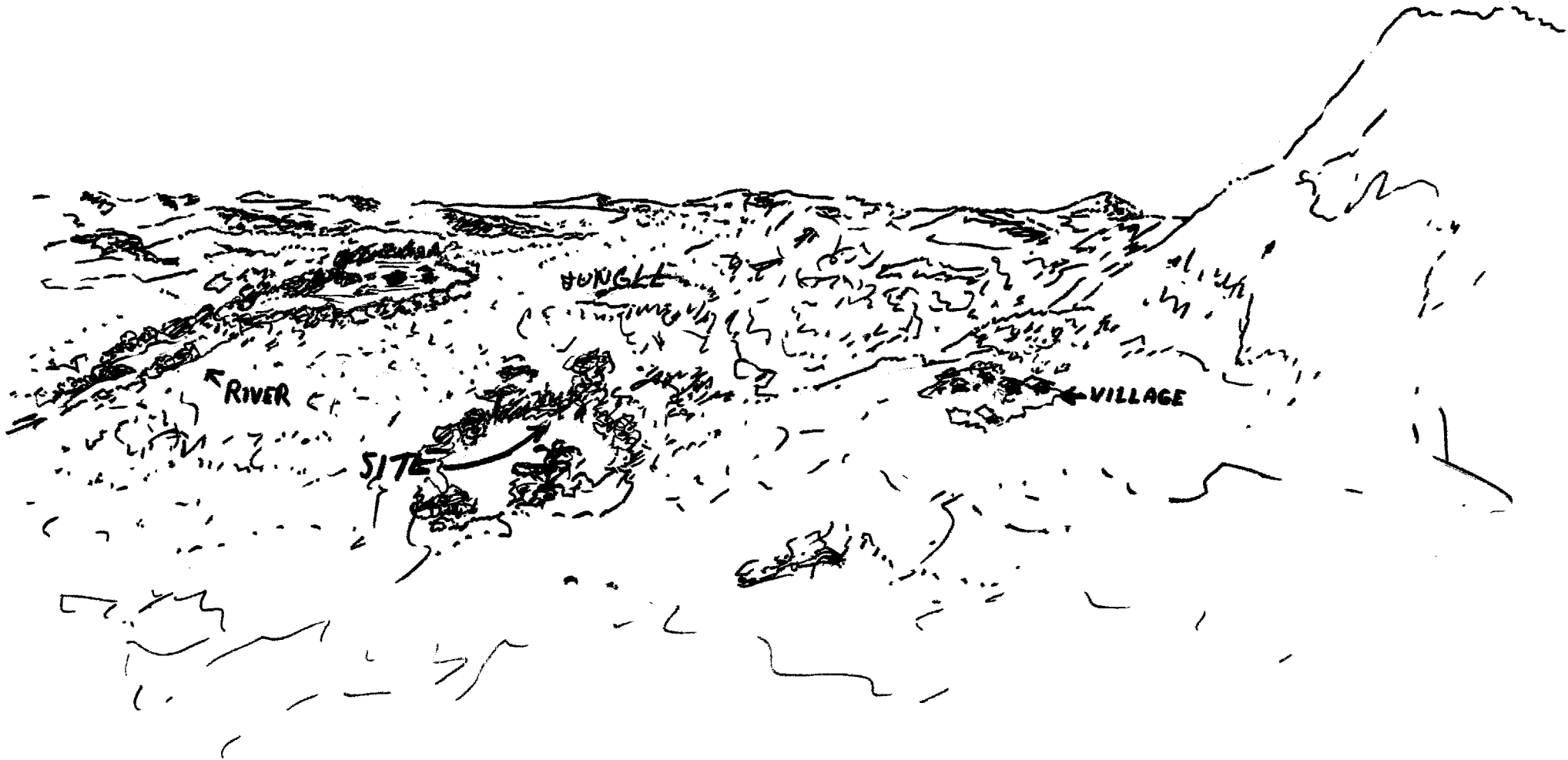


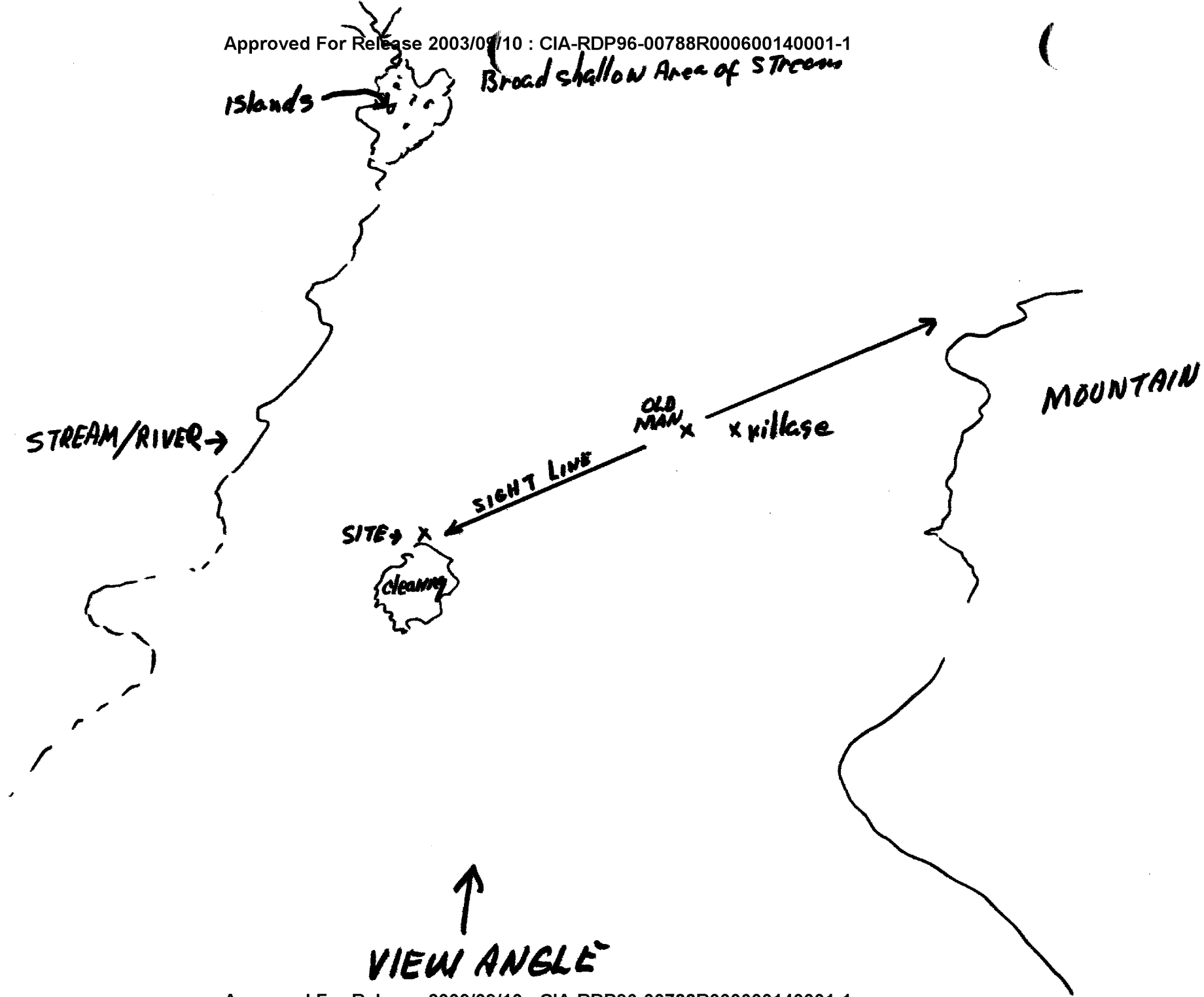
UH-1H (1973) TAIL* 73-21711

17 FEB 81 @ 0700 LOCAL TIME
SGFOIA3



TAB





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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

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ORCON

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

REVIEW ON: July 2001

CF-056-81

GRILL FLAME
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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DCC-92

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning U.S. Army helicopter 73-21711.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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 DCC-92

TIME

#14: This will be a remote viewing session for 17 July 1981; mission time is 0845.

All right #36, the time is now 8:45. I would like you once again to go back in time to 17 February 1981. I would like you to focus on the U.S. Army helicopter 73-21711, with three crew members on board.

PAUSE

#36: Okay.....

#14: Okay. I would like you to pick up where you left off from your last session. You were in the helicopter, the stick was vibrating badly. You were looking out the right window when something struck you. I would like you to describe the events from that time on.

+03 #36: It's gonna be all right...it's gonna be all right. It's gonna
+05 be all right..no sweat..... Going down....(mumble).....
..... Things are movin' very slow...very slow...slow motion..
.....

Straight ahead there.....I see a guy on the ground... Floppy straw hat, small...like a jungle native of some type... Donkey..... Uh, hurt..... Slim guy standing, 160 pounds.

STAT



Careful Something about a buzzard. I don't know whether we hit it or what, but there's some damn big buzzard. Two of 'em..big ones. or you'll hit them bastards. Guy gotta have a sharp eye...keep sharp eye. Look out...

#14: Okay, I'd like you to again focus on the crash. I would like you to describe the condition of the crew members after the crash...

+10 #36:

STAT



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#36: Seems to be some open, deep grass..spots, grass very tall.
One of few places where some openness...

STAT



#14: Does he find what he's looking for?

+15 #36: I don't know. Have to wait and see.

#14: Okay. Continue...

#36: Somebody in a floppy straw hat..something to do with this...
Local type, local type. He either saw bird go down or is
watching from nearby somewhere. Or he..very timid person, very
timid. Crew doesn't seem to be aware of...native type. I
can't tell where is, if he's okay or not. Think he's
unconscious. He just can't... I lost all account of time, I
don't know how long it's been... But shadows are very long,
it's either early morning or late afternoon, long shadows.
It's late evening, late evening. I feel apprehension about
shadows getting longer. But there's sun on the...sun on the
upslopes there. The slope must be facing either south or east
or somewhere between the..be to the..crew is to the south..to
the south or west of this slope, or southwest of this slope.
Seems to be deep jungle behind me when I'm facing the slope.
Deep jungle, deep timber vegetation....

+20 Distinct feeling somebody..extinct..distinct feeling someone
is aware of..crash site.... I just don't see much else to
point this position. But I'm getting number 54. I don't
know if it has anything to do with it or not..54...

PAUSE

#36: I am seeing a pretty well intact fuselage, forward portion..
and trying to tie it to some time frame. I keep wanting it
to be after the crash, but I don't know. It's..it's damaged...
I think the fuselage is not totally destroyed. Sitting at a
funny angle towards the left side..left side down, kind of...

#14: Okay. I'd like you to remain at the crash site. I'd like
you to take up a position overhead looking down at the crash
site. Move now to present time, today, right now.....

#36: I keep seeing a...native shack of some kind. I saw someone
with very skinny legs and olive drab undershorts on, sitting
on a cot like affair..just one person. Very primitive shack,
dwelling. I..from this vantage point don't see any signs of
crash. Looking around very hard trying to tie to the target.
I find myself looking at a shack.

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- #14: I would like you to imagine yourself a search aircraft or helicopter over the crash site. Can you, from your position in present time, see or perceive any broken trees?
- #36: The bird apparently went into a clear, grassy area, went into overshoot, went into trees, under trees. Grass was disturbed but it's not now. It's that tall stuff..high as a man's head..weed, grass. Flying along..toward the south of this range. Approaching you can see broken open areas of this tall grass and jungle to the left. Broken openness seems to run up slopes at the foot of the range. It flattens out to the left. It's..gets some bigger timber. It's not..what's prominent..to block off to... As I'm stretching along..with range on my right and jungle to my left I'm aware of some kind of river off a few miles to my right- left, left, left. And it seems to be flowing towards me... Just no sign posts. I see no distressed vegetation that would indicate that the bird went in...

STAT

[REDACTED]

- That's just about it, I think. Can't seem to pin anything down.
- #14: Okay. One final question- from your position, imagining you are a search aircraft, can you see anything of the helicopter from overhead in a search pattern?
- #36: No. Can't see it. I flew right over it and I couldn't see it. But I was aware of where it was.
- #14: If you were an infrared imaging system would you be able to pick up an image of this from IR?
- #36: Not enough differential..went in under canopy...foreign metal parts stabilize..Not enough differential.
- #14: Okay, I have no further questions at this time.
- #36: Might try radar. Canopy penetrating radar, is not...probably not. Know a lot of targets like this and they.. That's about it.
- #14: Okay.
- We're now ready for debrief.
- #36: Okay. Drawing one. Was this the only portion that you wanted? Drawing one? Well, let me tell you what it is, then you can tell me if that's all you want.

Uh, this is the mountain range, uh, here, sticking up through this jungle. This long wavy line here identifies flight path, is where I felt they were flying. And it lost altitude, it went right into under the trees in this clearing. I've identified three clearings. There was more in the area but I didn't wanna

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#36: go to all the detailed drawing, all the little patches that I couldn't remember exactly how they were positioned. Then towards the bottom of the page is a lot of jungle getting bigger and bigger. But I was aware of a intermittent stream running into other streams, getting bigger and creating a small river, which I thought was to the south, in a southerly direction, roughly. It's indicated towards the bottom of the page, running across the bottom of the page.

Uh, I had the feeling that the vegetation got very sparse the higher up you went on the slopes. Any questions about any of this?

#14: Um, could you put a north arrow on the drawing if you-

#36: Yeah, it's estimated- yeah, it's- north is somewhere towards the top of the page. Uh, is that sufficient, or you want me to try an draw- I really don't know exactly within say about 20 degrees how this range is oriented. But I felt west or south is kinda to the- to the left. So north is probably off in a direction like that somewhere. But..I was roughly the southerly or southwesterly slope of that mountain. And I base that on the way the light was hitting some of the patches of grass higher up the slope and hitting the slope, long shadows. I felt I really dread those shadows getting longer, which indicates it musta been in the evening rather than in the morning, which says that that was somewhere to the, uh, southwest, south somewhere.

SGFOIA3

#14: Uh, question. You mentioned that, uh...I think it was [redacted] was looking for something.

SGFOIA3
SGFOIA3

#36: Yeah, I don't know why I felt it was [redacted] but I just felt it was [redacted]

#14: Did, uh, you get any feeling of what he was looking for or whether he found it?

#36:



STAT

#14: Uh, just go back over the feeling that you had that there might possibly be [redacted]

STAT

#36: Think that happened when we moved to the present time. Uh, I kept trying to see the crash site, and I felt not too distant

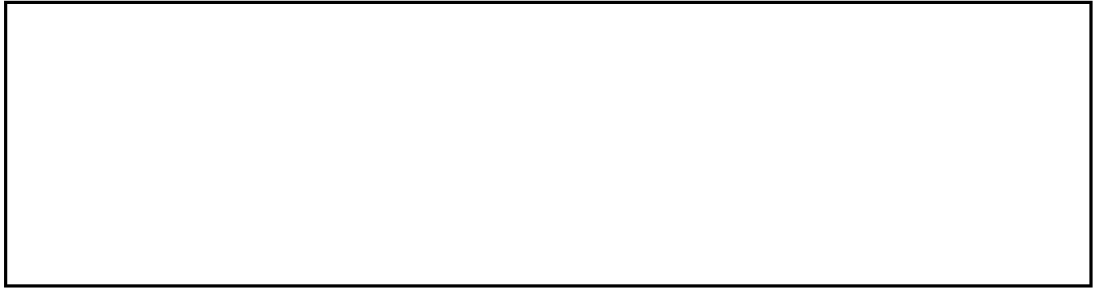
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#36: from there I kept zooming in on a primitive shack of some kind. And, uh...that just dissolved away and I saw a Caucasian in olive drab shorts, sitting on some kind of bunk, pad or something about a foot high, 'cause his knees were quite high and I remember his legs were quite skinny. Not emaciated, not knobby knees like malnutrition, but quite slim. And I looked around real quick trying to see if there was any more or- I assumed that was one of the crew members, I don't know that.

#14: I see.

#36:



STAT

#14: I have no further questions.

#36: Okay.

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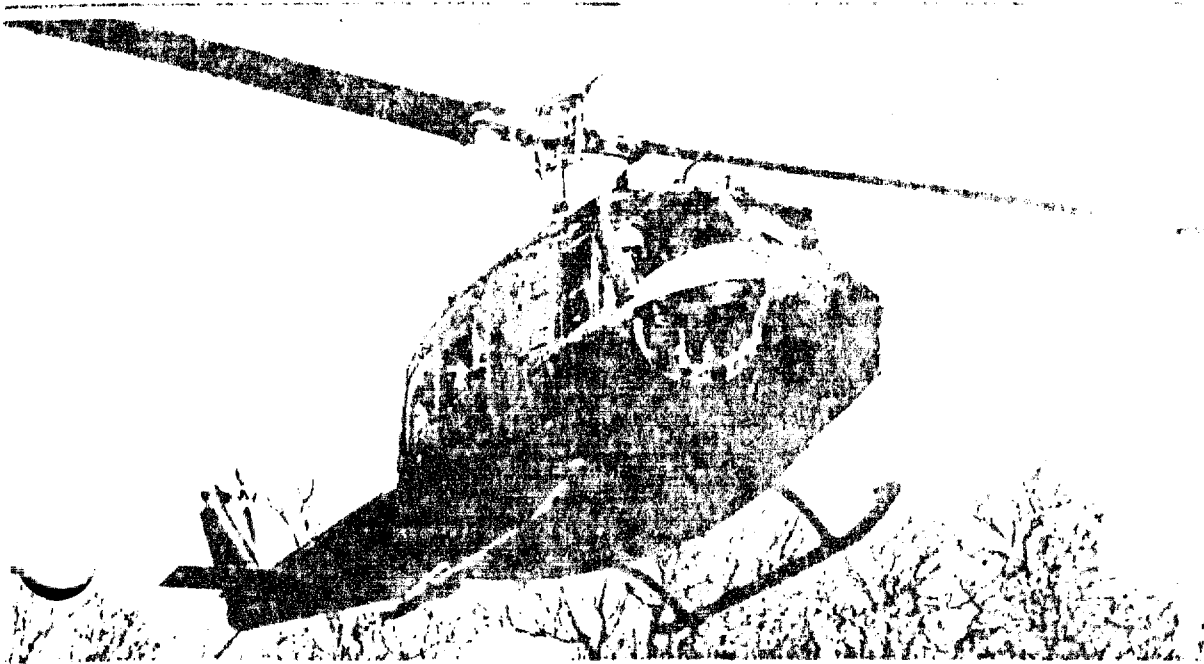
TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-92

1. (S/NOFORN) Prior to the session the remote viewer was shown the attached photo of a U.S. Army helicopter and the information provided thereon.
2. (S/NOFORN) During the session the viewer was asked to describe the condition of the three crewmembers after the crash, which took place on 17 February 1981. He was then asked to describe the crash site at this present time and to determine if this location could be spotted from the air.

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UH-1H (1973) TAIL # 73-21711

17 FEB 81 @ 0700 LOCAL TIME

CREW:



SGFOIA3

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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: June 2001

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GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DCC-75

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information on Army 711.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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 DCC-75

TIME

#66: This will be a remote viewing session for 0900 hours, 16 June 1981.

This will be a pre-session briefing to the remote viewer. This morning we will once again be working on the helicopter known to be down in Peru.

#01: Okay.

#66: The Army UH-1H tail number 73-21711, which crashed about 7:00 in the morning local time, 17 February 1981. Information provided by SOUTHCOM confirms that we have located the helicopter. However, being that the forest in the area is so heavily grown over, a canopy as it were, they are having trouble locating it, although the information we have provided tells us that we have pinned down the proper helicopter. Remembering then 17 February 1981 at 0700 hours local time. SGFOIA3

SGFOIA3

I have several specific, very specific questions that have been asked us by SOUTHCOM. To address this issue we will start in the time window of the actual crash. At this time I now show you a picture of a UH-1H, so as to refresh your recollection and aid you in focusing on this morning's target.

#01: Okay.

#66: Remembering now we're talking about the Army helicopter identified as Army 711. When I would call them on the radio, would call Army 711. You, therefore, need to reach out in the time window of the actual crash to Army 711, and respond to my questions concerning the crash. Do you have any questions prior to preparing yourself for this morning's session?

#01: No.

#66: All right. You now have 20 minutes in which to prepare yourself to conduct this morning's mission.

Before we get started I want to make a correction to something that I said earlier to you during your pre-session briefing. And that was that I had said the helicopter was known to be down in Peru. Actually it is down right in the area of the Ecuador/Peru border, possibly in Ecuador is where the helicopter is. I just wanted to make sure I haven't misinformed you about the location.

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#01: That's okay, I know where it is.

#66: All right, fine. You now have 20 minutes to prepare yourself for this morning's session.

Relax now. Relax. Relax. Relax and concentrate solely and completely, 17 February 1981. Search the time window 0700 hours, 17 February 1981. Search for Army helicopter 711, call out Army 711, Army 711. And describe your perceptions to me....

#01: Okay. I got a..got a hill that's...(mumbling) only under me and it's, uh...perhaps 100 feet over the trees. Seems to be heading away from a...some kind of a cleared PSP path... It's going away from point of departure.

#66: Move forward through time now.....

#01: (Mumble) it's makin' a..course correction to the right. It's come over a river. Hasn't crossed it but it's making a course correction right... Following the river. Runnin' into some very..very rugged hills. Startin' to get some, uh, heavy thunder-head type clouds. Black, rolling clouds. Feeling the valley's to my front, slight left. It's makin' another course correction. It's going slightly right again. Around what is, uh, apparently a fairly predominant landmark. Hill or something. Swinging left and then another set of valleys. Seems to be a...high turbulence. I get a...get a rotor imbalance of some kind. Have a lot of vibration. Red lights. Got a violent snap. Apparently a piece of rotor's gone. It's doing a hard roll over to the right. Went down into the trees... It's the crash site, just went into the trees. It's about a third of the way up the side of a small hill. Major valley...

+06 #66: Tell me about the condition of the aircraft at the site.

#01: Main frame is fairly intact. The boom is gone, rotors are gone.. Flown almost straight into the trees. I don't...have a lot of tree damage. I don't have any fire, Light smoke.

#66: All right. Now step back in time to moments before the impact, hovering over as you did before, watching. And prepare yourself for a question...

#01: Just a minute... Okay.

#66: Okay. Now moment before the crash site now, expand your awareness below you wider and wider and wider. And ask yourself as you scan this vast area below you, ask yourself as you scan this vast area below you, just moments before the crash. Now expand your time window to include the crash. Now you can perceive a very wide area, space below you and a wide area of time, several minutes before, during and after the crash. Now ask yourself other than yourself are there others witnessing this crash?

+09

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#01: Um, people hearing it...

#66: Describe the raw impressions you have which makes you say this.

#01: I'm with, uh...I'm with some kind of native..very primitive..
Form of village, old village. They, uh, they're hearing it
crash, looking to their northeast. They have, uh, black, black
hair cut in almost a soup bowl fashion.

#66: I understand you to say that from the positions of the natives
they look on the azimuth northeast?

#01: That's correct.

#66: Describe distance.

#01: Uh, close for sound, uh, less than three miles. Trying to..
trying to decide time delay between crash and sound.

#66: Be careful not to analyze, simply describe your perception.

#01: Just a minute... Two and a half miles, north-northeast.
There's a river, two rivers meet. Village is in the junction
of smaller river.

#66: Name the river...

+12 #01: Silver river... Silver flash river... I'm seeing these adobe
huts.

#66: All right. Center yourself over the site again. Center yourself
over the site again and prepare for further target direction.

PAUSE

#01: Okay.

#66: All right. Focusing now on the crash site, on the exact crash
site as you see it before you now in February 1981. At this
time move with me through time as I direct you. We are now
going to move through time as I direct you. Move forward now,
March, April, May, June..June 12th, June 16th, present time,
now, right now. Describe the crash site from overhead...

#01: Just a minute.

#66: I will wait.....

#01: Found a "L" shaped V pattern in treetops..on slightly down the
hill..west to east, L shaped turn goes north, fans away.
Larger's just south and east. Small river is to the almost due
west.

#66: Describe what can be seen of the crash site from the air over
the crash site.....

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- +17 #01: See the main frame of the helicopter, but you have to, uh, approach from the east- southeast. Sun must be nearly directing overhead. Altitude, 200 feet above trees. Get not reflection but break in pattern. This allows the, uh, dark silhouette to show through. There is some glass reflection but, uh, it's minimal... You can't see anything else.
- #66: (Mumble).
- #01: The V shaped pattern is very predominant.
- #66: Okay, you can draw that for me. Center yourself in the present time directly over the crash site now, directly over the crash site.
- #01: Okay.
- #66: Describe the azimuth and distance to the border, to the border. The shortest distance and azimuth to the border.
- #01: Shortest distance is, uh...due south three miles, maybe two points east of due south.
- #66: All right. Now center yourself over the crash site and prepare for further target direction.
- #01: Okay.
- #66: All right. This time move up to 50,000 feet above the target, 50,000 feet above the target. Below you now you see a great expanse of countryside. From 50,000 feet now you see a great expanse of countryside. Notice below you, notice now below you in this great expanse of countryside the town of Almansa. There it is, the town of Almansa. And over there San Antonio de las Cerradas. Notice these two towns, Almansa and San Antonio de las Cerradas. Between these two towns runs a road north and south. Between these two towns runs a road north and south... Now stand on the road exactly in the middle between the two towns. Stand on the road exactly in the middle between the two towns.
- #01: Okay.
- #66: Face the sunrise, face the east, face the sunrise...
- #01: Okay.
- #66: All right. Now...facing east on the road between Almansa and San Antonio de las Cerradas, the suspected crash site should be somewhere in front of you in that countryside. Somewhere in front of you in that countryside. From the center point in the road facing east... Point at the crash site. Now as you point at the crash site move to a comfortable altitude over the road. Centering yourself between the towns move to a comfortable altitude over the road and describe the azimuth and distance from the center point of the road facing east the azimuth and distance to the crash.

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#01: Seventy-seven degrees....

#66: Seventy-seven degrees off of north or off of straight ahead?

#01: North.

#66: Off of north. I understand.

#01: Just a minute.

#66: So it'll be a little bit to your right as you face east. Is that correct?

#01: Negative. Seventy-seven degrees off north.

#66: All right. Just a little bit to your left, just a little bit to the left of 90 degrees, which would be directly east.

#01: That's correct.

#66: All right. And very carefully now, maintaining your observation position over the road, exact middle point in the road between the two towns, the distance from there to the crash site.

#01: Just a minute.

+26 #66: I will wait.....

#01: Saw 28, 29 miles.

#66: All right.

#01: Not more than 30 miles.

#66: Not more than 30 miles... Now, open your perspectives now and scan the azimuth, scan along the azimuth, moving freely through space back and forth along the azimuth, back and forth along the azimuth. Describe for me those identifiable and specific terrain features as I proceed from the road to the crash.

+27

#01: Uh...a very large, uh, farm of some kind. Main building's a little to the north, the azimuth line. I'm just crossing a river that's running from the northwest to the southeast. It's not very wide, it's only a few meters wide. Going over a double, double deep ravine..cerrated hill line that's runnin' kind of parallel to these double ravines. Going into some very rugged hills, valleys. Passing a, uh, predominant, uh... almost the same time passing a predominant mountaintop of some kind, directly off my left. A

#66: Distance from your azimuth line to predominant mountain?

#01: Five miles.

#66: Distance from predominant mountain to crash site?

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~~SECRET~~

#01: Five miles.

#66: Proceed.

#01: Same time, uh, directly over a large river. Running almost east-west from crash site.

+30 #66: All right. Now you can draw all this for me in great detail later, but I want you to take a look again and make sure that you have everything clear in your mind. So take a minute without reporting to me to scan this area once again, and make sure it's perfectly clear. But concentrate on the target, not on talking to me, and I will speak with you again in a moment.....

#01: Okay....

#66: All right. All right #01. I want to try one last thing. This is a game of association. I'm going to mention some words to you which may or may not be relevant to the target, and as you focus on the target and listen to the words that I use I want you to tell me if they are significant to the target, if they will help us find the helicopter. I'm going to use English words, I'm going to use the English words, not the Spanish words.

#01: Okay.

#66: The River Orange, the Orange River.

#01: No...

#66: The River Lime, the Lime River.

#01: That's relevant....

#66: Describe.

#01: It's got a second river just came in meeting the larger river near the border. Feel as if it's somewhat left to the crash site.

#66: The River Lemon, the Lemon River....

#01: It's too far away. It's not relevant.

#66: I have no further questions concerning Army 711 this morning, however, I would like you to take a few minutes now to explore and examine the target through time and space as required for that information most critical to us locating the helicopter. I will wait.....

+35 #01: It's on the east side, east side of the hill..third of the way up... That's all I can add.

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- #66: All right fine. Focusing your attention now on my voice, the present time here in the room, remembering perfectly, clearly and precisely everything you have perceived concerning Army 711. Move your arms, move your legs, take a few deep breaths, and let's prepare now to draw the perceptions you have had.
- #01: Okay, uh, page one I have a up and down vertical line, which represents the distance, axis between two towns, which I've labeled just town A and town B. At the midsection is the, where I've started runnin' my azimuth from and I went over a farm, a double ravine on both sides of like a rib section of rock, mountain type area.. And I kept crossin' this same river, which was almost runnin' east to west, or west to east rather. And, uh, the predominant hilltop was to the north. And then the Lime River, which I didn't see the Lime River until you named it. I guess it's very small compared to the larger river. And then the, uh, the small hilltop with the crash site. I labeled in the village location too as I perceive it. And approximate distance 28, 30 miles. And I also have an approximate distance between towns of 40-45.
- On page two is, as well as I can draw it, what I meant by the V shape, the L shape V shape that comes down the side of the hill and turns to the north, approximate north. And the V shape is actually there all along, but the crash site is to the front right side of that V shape. And if you were to fly east-southeast to west-northwest towards that V then you would be able to see the, uh, the crash site. That's about it.
- #66: Okay, the really the crux of the issue, the question then is right now..if I fly right over the crash site at 1,000 feet in a helicopter and I look down am I gonna see the crash site?
- #01: No, you're not gonna see it. You're gonna have to be at 200 feet, you're gonna have to be flying at between noon and two in the afternoon and you're gonna have to be looking directly at the crash site in order to see it. And you're only gonna get momentary reflection.
- #66: And do I understand that I have to be looking obliquely at it, as opposed to being overhead?
- #01: You have to be looking to your direct front at- down off horizontal at about a 45 degree angle. And, uh, someone who's a trained observer is gonna be able to see the actual impact site. Althought, after looking at all the trees for so long I don't know if they're gonna recognize it or not. But it's still evidence, you know, the impact site. It's still evidenced.
- #66: Okay. Is there anything else that you'd like to add that you feel about this mission?
- #01: No, that's it.

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#66: How do you feel about the remote viewing session itself?

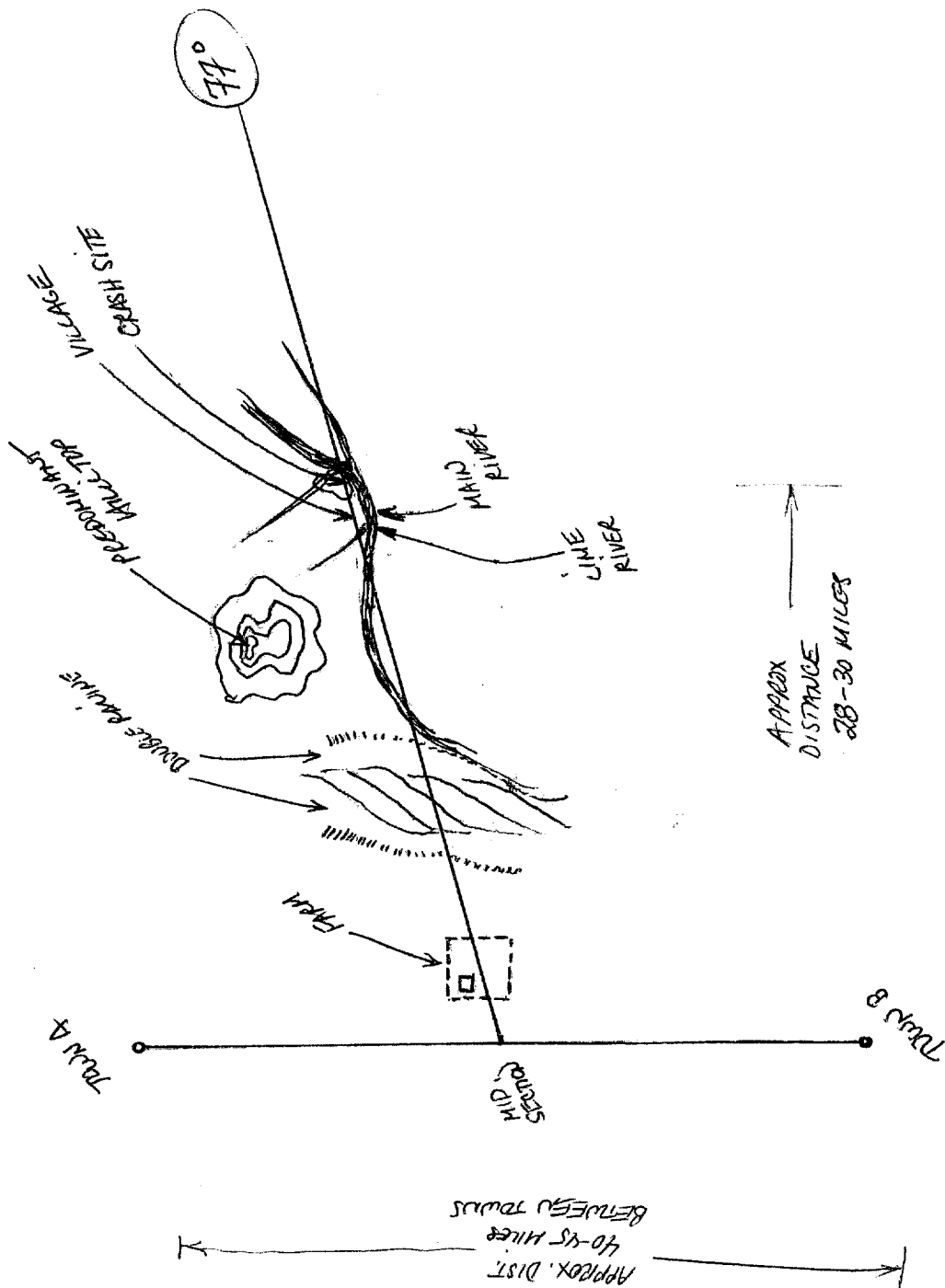
#01: Feel real good about it.

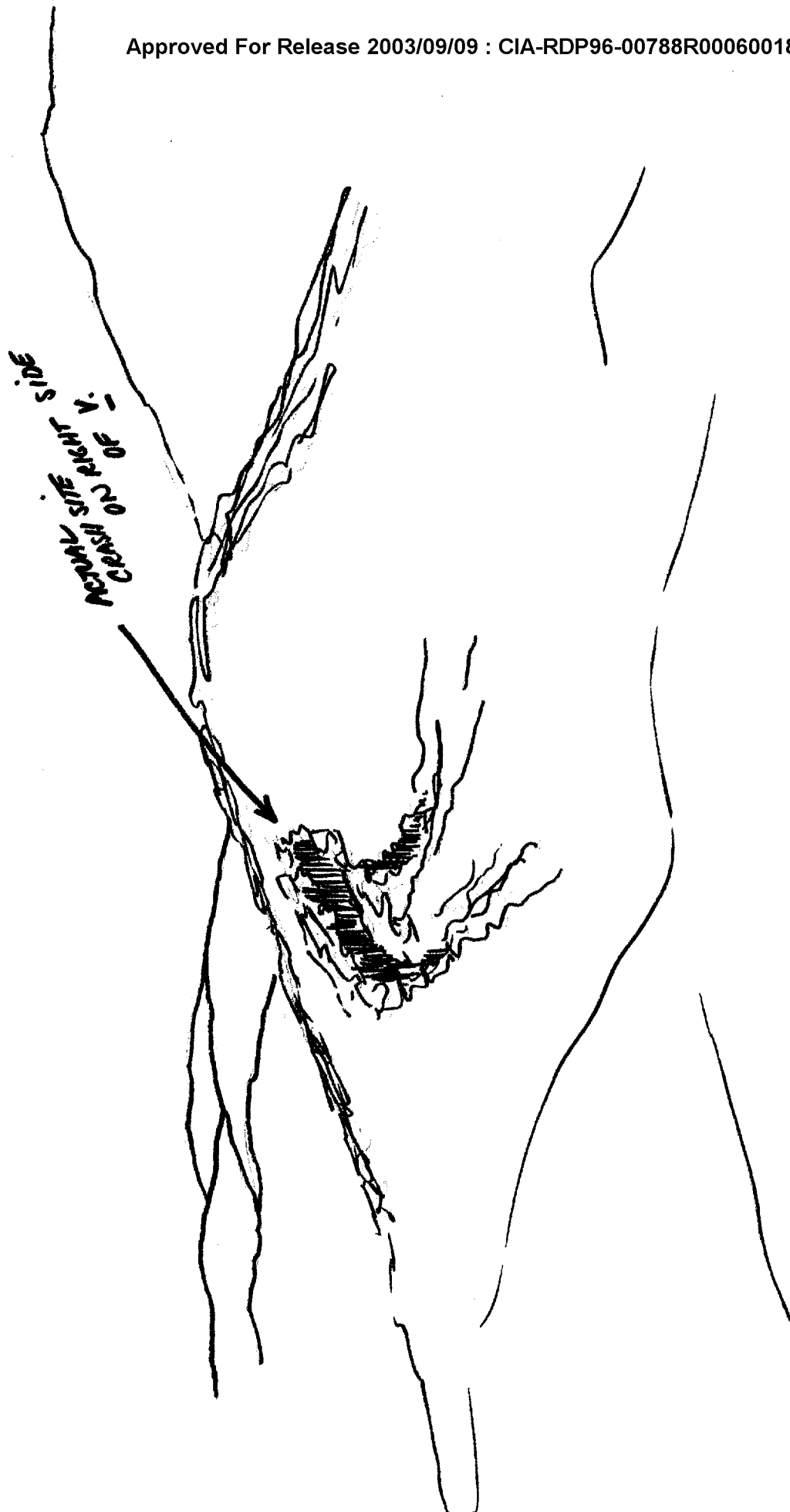
#66: Okay, fine. Thank you very much.

Admin Note: Off the record the viewer believes Army 711 will be found eventually by talking to natives who will have found the crash and scrapped the aircraft.

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TAB





TAB

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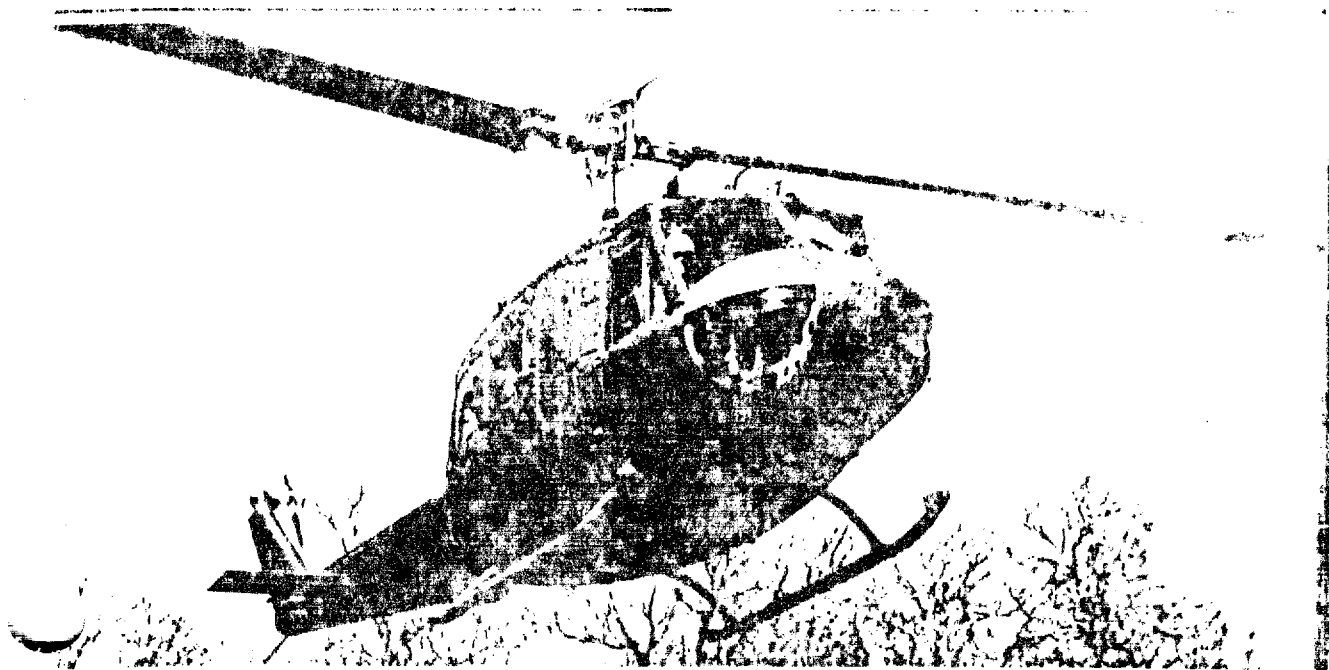
TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-75

1. (S/NOFORN) Information provided the remote viewer prior to the session is documented as a pre-session briefing and is included in the transcript. Attached is the photograph shown to the viewer.
2. (S/NOFORN) During the session the viewer was directed to focus on pre-determined areas of interest in an attempt to address the task at hand.

NOT RELEASABLE TO FOREIGN NATIONALS

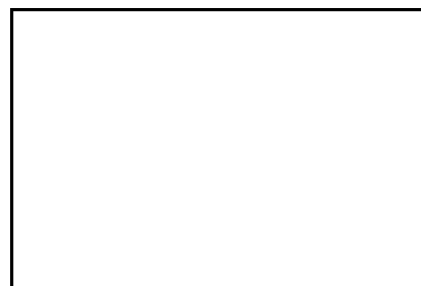
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UH-1H (1973) TAIL* 73-21711

17 FEB 81 @ 0700 LOCAL TIME

CREW: CW4
COPI
SGT



SGFOIA3

SECRET

INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

SECRET

NOT RELEASABLE TO FOREIGN NATIONALS

ORCON

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

REVIEW ON: *Apr 2001*

GRILL FLAME

Cy 1 of 2 cyp

SECRET

SUMMARY ANALYSIS

REMOTE VIEWING SESSION 807

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB B is target cuing information provided the remote viewer. At TAB A are drawings made in support of this session.

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TRANSCRIPT

REMOTE VIEWING SESSION 807

TIME

#6.5: This will be a remote viewing session for 27 August 1981 with a start time 1330 hours. Are you on line?

#01: Check.

#6.5: This will be a pre-session brief. All right #01 you have worked this particular problem five times, and I want you to know that ahead of time. No biggie. What we are going to be doing is going to be trying to help a team from SOUTHCOM, who are going in on the ground, who are already on the ground searching for this UH-1H helicopter that crashed back on the 17th of February, 0700 hours, local time. The tail number is 7321711. We will refer to that by the call sign 711. You want to look at the UH again?

#01: Yes.

#6.5: Our job then is to help this search team locate this helicopter. That's our mission today, and I'm going to have a series of questions..... I've got some coordinates that we're going to work off of, and everything else. But, when we first start the session I want you to focus solely on where the plane crashed. That'll be your job. That'll be my first direction to you....is to go to location to where----okay, and from there we'll take off. Are there any questions?

#01: Nope.

#6.5: Are you ready for this one? This is going to be the humdinger. You have 26 minutes to relax. I will put this on pause and later we will get back in business.

PAUSE

#6.5: Okay #01, we are going to start the session now. I want you to relax; I want you to concentrate, focus on the helicopter call signs 711. Focus on the location where that plane crashed on 17 February 1981. Focus yourself, your attention on that helicopter right now. Relax and concentrate on it. Let me know when you have arrived at that crash site.

PAUSE

+03

#01: Okay.

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SECRET

#6.5: Okay. First thing we want to do #01, we want to determine the altitude at which this helicopter crashed. Determine the altitude where this helicopter crashed in landing. What is the helicopter altitude of that location?

#01: Okay. Just a minute.

#6.5: Okay. Take your time.

#01: I get about 1100 feet, thousand to 1100 feet.

#6.5: Okay. I understand the plane crashed at an altitude of about 1100 feet.

#01: Correct.

#6.5: Okay. Where?

#01: It's above sea level.

#6.5: Aha. I understand. I want you to describe the area, very briefly, the area that you see the helicopter in right now.

#01: Very thick jungle. It's like multiple canopy jungle. It's very tall trees, thick, space, and then like large bushes.. large brush...very high, maybe 12 feet. Also very thick. It's about a 6 degree grade. The, where it is' land (phonetic) it's upside down and on its left side. It's damaged severely as it came through the trees. About two-thirds up the side of this hill....mountain in the background....and a river.... mountaintop looks like a half a flat ledge going around the front.....that's all I'm getting.

#6.5: Okay. I want to try something new #01 to aid the search team today. I'm going to give you some coordinates. What I want you to do is to focus on the crash site. Keep that in mind, be aware of where that is and store it in one corner of your of your mind. Then I will give you this coordinate, and I want to know if there is a relationship to the crash site to the coordinate that I give you. Okay?

#01: Aha. (affirmative)

+09 #6.5: Okay. The first set of coordinates I give you:

04 degrees, 28 minutes, 30 seconds South
79 degrees, 25 minutes, 40 seconds West

Focus on that coordinate keeping in mind where the helicopter crashed, and tell me if there is a relationship between the two.

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SECRET

#01: I'm not getting any direct relationship. That apparently is to the northeast crash site.....

#6.5: Can you tell how far?

#01: Four clicks, five clocks. That's kilometers.

#6.5: Okay. Again, concentrating on the crash site let me read you another coordinate:

04 degrees, 27 minutes, 30 seconds South
79 degrees, 26 minutes, 25 seconds West

Concentrate on that coordinate in relationship to the crash site.

#01: I'm not getting anything at all with that coordinate. Nothing at all is happening with that.

#6.5: Okay.....Let me give you a third coordinate. Again, concentrating on the relationship between the coordinate I give you and the crash site:

04 degrees, 27 minutes, 30 seconds South
79 degrees, 24 minutes, 50 seconds West

Concentrate on the relationship between that coordinate and the crash site.

#01: It's further south. Sort of east, southeast crash site..... All I saw...about six kilometers.

#6.5: Okay. Let me give you the final coordinate:

04 degrees, 26 minutes, 05 seconds South
79 degrees, 27 minutes, 30 seconds West

Relationship now, concentrate on the relationship between that coordinate and the crash site.

PAUSE

#01: It's like up, uphill....feel like I just switched west... crash site and up the side of a mountain....perhaps the center of the mountain or just past center of the mountain. It's about four kilometers. No. It's further than that. Seven kilometers. It's hard to tell because it's up.

#6.5: Okay. I understand. Okay, from any of those four coordinates, #01, concentrating all your awareness on it, from which one would it be easiest to find the helicopter?

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SECRET

#01: In the...in the mountain coordinate. The last one.

#6.5: In the last one?

#01: Yes.

#6.5: What makes you say that?

PAUSE

#01: The approach has got fewer rivers. It's higher ground..... It's easier downhill than up.... The main reason there's fewer river crossings. Very difficult otherwise. First coordinate's closer but there's two river crossings. See two rivers.

#6.5: You're saying in relationship to the first coordinate there are two rivers between that coordinate and the crash site?

#01: That is correct. The other two, I'm just kind of indifferent.

#6.5: In at least one of your sessions #01 you talked about people in the area. The natives?

#01: That is correct.

#6.5: Can you tell me here they came from?

#01: Closer to the first coordinate. They're like west, southwest to the first coordinate. Two kilometers, perhaps. On the edge of the first river.

#6.5: Tell me the name of the village from where they came.

#01: Starts with a "P". P-r-e-d something, Prelad...Pred..prel... Prelagos, Prelos, something like that.

#6.5: Okay. I want you to go to that village, at this time #01, and tell me about the village.

#01: It's....it's on a cleared river bank....it's up on a rise... just a little agriculture. They're predominant natives of the area. They're wearing very little loin cloths. Appear to pack their hair in mud or something. Trim it very bowl shape. They're dark, not too dark. They have more of a reddish hue to their skin. Very black hair. Huts are adobe type mud huts sticks packed with mud. Mostly hunters. Very old village.

#6.5: How big is this village?

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+20

- #01: Not very large. Perhaps ...100 people counting women and kids. Chief mode of transportation is canoe.
- #6.5: How many buildings are in this village?
- #01: Thirty maximum. Twenty-eight, thirty. They're sort of round (mumble) mud walls. Everything has a reddish cast to it like it's a reddish clay, mud that they use. Sort of an oak red yellow (phonetic)....
- #6.5: Now, from this village to the crash site, how would a search party go?
- #01: They would, standing in front of the river, with their back to the village.....drawing a perpendicular line to the face of the village.....and calling that line zero, it would be about 35 to 40 degrees right of the zero, perpendicular line. Cross the river, sort of a flat area, another river.....over to the side of.....sort of a hill.....right side of a hill. Through a valley and then slight grade up the side of another hill.
- #6.5: When these natives visited the crash site, did they travel the whole way on foot?
- #01: No. There's.....rather than cross the river, they took the river.....and it's sort of frog legs...it goes right then left, then right, then left, and arrives at a point east of the crash site.
- #6.5: Okay. I want you to be able to concentrate and recall that later on when we do the drawings. At this time I would like to try something new. Slightly different. I want to use some words and some names and see if we can tell if there's any significance between them and the mission that we are on. Okay?
- The first one is Solonda. Let me spell that, S-o-l-o-n-d-a. Now, does that mean anything or have any significance to what we are doing?
- #01: No.
- #6.5: Okay. Amaluza, A-m-a-l-u-z-a. What is the significance of Amaluza?
- #01: That's the name of one of the rivers. Seems like...get a picture of one of the rivers.
- #6.5: Is it one of the rivers that leads to the crash site?

SECRET

SECRET

#01: One of the rivers that has to be crossed. I don't think it's one that goes to the crash site. I think it's the second one that's crossed.

#6.5: Okay. It has to be crossed coming from the village?

#01: Yes. That's correct.

#6.5: Okay. It's the second one that you cross?

#01: That's correct. May be a tributary off the first river.

#6.5: Okay. Very good. What is the significance and relationship to what we're doing to the word tuna?

#01: That's not significant other than that's a nickname of some kind.

#6.5: Do you know what it's a nickname of?

#01: No. I just know it's a nickname.

#6.5: Okay. And, finally we have talked before on one of the areas and referred to as Piedra Blanca. Do you recall that?

#6.5: My question is...the question that the search team has, Is there more than one Piedra Blanca?

#01: It's two peaks. There's like the Papa and the son..... helicopter is east, southeast of the Papa...the son faces it but it's further away.

#6.5: The one that you're saying is Papa, that's the taller one?

#01: That is correct.

#6.5: Is Papa the one that has the flat top?

#01: That is correct. It's got the ledge around it.

#6.5: Flat edge on top, okay. And, how far is Papa from the crash site?

#01: It's right next to it---3 kilometers.

#6.5: Okay. Now, the final question I have #36. I want you to concentrate on the ground search team, the ground search team that is headed up by a Lieutenant Colonel Rinaldi, R-i-n-a-l-d-i. I want to know how many men are in this search team, the ground search team.

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#01: Okay.....It's six counting him. I think it was planned for more, but I think it's what they wound up with on the ground---six.

#6.5: Okay. Concentrating on that search team now, describe their location right now, 1400 hours, our time and whatever time it may be where they are.

PAUSE

+30

#01: They're moving along side a river.....parallel to it.

#6.5: What is their mode of transportation?

PAUSE

#01: I have them moving by boat of some kind...sitting down... moving along the edge of the river...

#6.5: Okay. I'm a little confused #36. You said that they were moving along side the river parallel to it, but now you're saying they're in the river?

#01: Yes. Yes. Aha.....

#6.5: Take your time.

#01: No. They're not in the river. Their mode of transportation requires sitting. They're on the ground though. Maybe they're not moving at all and that's why they're sitting. Their direction of travel is parallel to the river.

#6.5: I have no further questions at this time. Is there anything that you'd like to add?

PAUSE

#01: No. That's all.

#6.5: Well, let me ask you this. I'll slip it in. How far are they from the crash site now?

#01: Four kilometers. They're much further down in altitude than the crash site, though.

#6.5: Okay. What can we tell them to get them headed properly from where they are?

SECRET

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- #01: We should follow the edge of the river until the flat top mountain is.....80 degrees off their right, off their right front....also should turn to the mountain. That's the most direct way.
- #6.5: Okay. When they do that, when they turn to the mountain, where will that village be in relationship to where they are and where the target is?
- #01: They're further than the village now. It's to their left up the river.
- #6.5: Okay. I want you to recall all of that and we'll put that into a drawing. I have no other questions at this time. Is there anything that you'd like to add?
- #01: No.
- #6.5: Okay. Very good. I want you to bring your awareness back to this present time here in the room, and unwind. Move your toes, and we'll relax for a few minutes and then do some drawings.
- PAUSE
- #6.5: Okay. You've got your drawings ready?
- #01: Yep.
- #6.5: Okay. And, this number one, now---
- #01: Number one, the layout is close to scale in kilometers as I could get it, and it shows the Indian village referenced in the session as "A". "B" is the area that the team is in right now, and their direction of movement. "C" is the crash site which is indicated with a multis-cross. "D" is that Blanco mountain; this is the Papa, and the son is indicated with an arrow and the word "son." You know, the smaller one. "E" is the river I was talking about, and it branches everywhere. Christ, it goes everywhere.
- #6.5: So, we're showing the main flow.
- #01: Yes. The main flow. "F" is the main flow, incidentally. I put an arrow right under the "E" to indicate the main flow. I sensed an abandoned village where I put "F", which may or may not be important.
- #6.5: On the main flow, are you saying that the current runs this way?

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#01: Yes.

#6.5: Let's just stay on... Let me ask you another question. When I read off some coordinates to you, and the first coordinate-----

#01: Okay----- Just a second, and I'll tell you where I sensed the first coordinate to be. I sensed.....we'll make some X's here...we'll call that the first coordinate. Second coordinate is off my map; third coordinate I sensed to be south of there.....like here. That's the third coordinate. And, the fourth coordinate, I sensed to be way over here. Actually, it's off the map, but.....
It's just a hair off map. Somewhere between the top of this mountain and off this map is where it's at.

#6.5: So, in other words, if, on the fourth coordinate, if you came right over the top of Papa and went down the hill-----

#01: ----down the valley and up the hill, you'd hit it. That's that flat area on the side of the hill.

#01: Page two. It's just an example of the way the jungle is laid out...first canopy, second canopy and then the very high 12 foot undergrowth, and the way the bird's laying up underneath there.

Number three is the layout of the way the huts look and the village, like the edge of the village up on high ground away from the bank of the river.....all, it's kind of like inset in the jungle, and they have like these canopy raised areas in there, and all the huts are round and like connected together. They're mud, you know. They put them up like with sticks and then hack mud against them...like a reddish, yellow mud.

And then page four is just the drawing of what the natives look like and I wrote a whole bunch of stuff on there. That's it, really.

#6.5: Okay. I was just looking at your first map here, again, on the area and saying, in response to the question, if you follow down into a flat top mountain with 80 degree off your front, you're talking about someplace in here-----

#01: Somewhere in there. I'll draw a dotted circle. Inside the dotted circle, you would be, and if this line was zero degreesthen this would be 80 degrees.

#6.5: Is that point here that I'm pointing to, is that another river going in between these two mountains?

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- #01: Yes. It's like a tributary. But, I'm not sure if it's exactly where you would make that right or not.
- #6.5: Sure, but it would be nearby there.
- #01: But, it's nearby there, yes. It drops to, through lower hills. Actually, the whole flow of this land is going downhill the direction of this large arrow that I'm going to put on this paper....sort of southeast...the whole flow of the land is sort of downhill southeast.
- #6.5: Okay. Very good. Is there anything else you want to add?
- #01: No. That's all.
- #6.5: End of session then.

SECRET

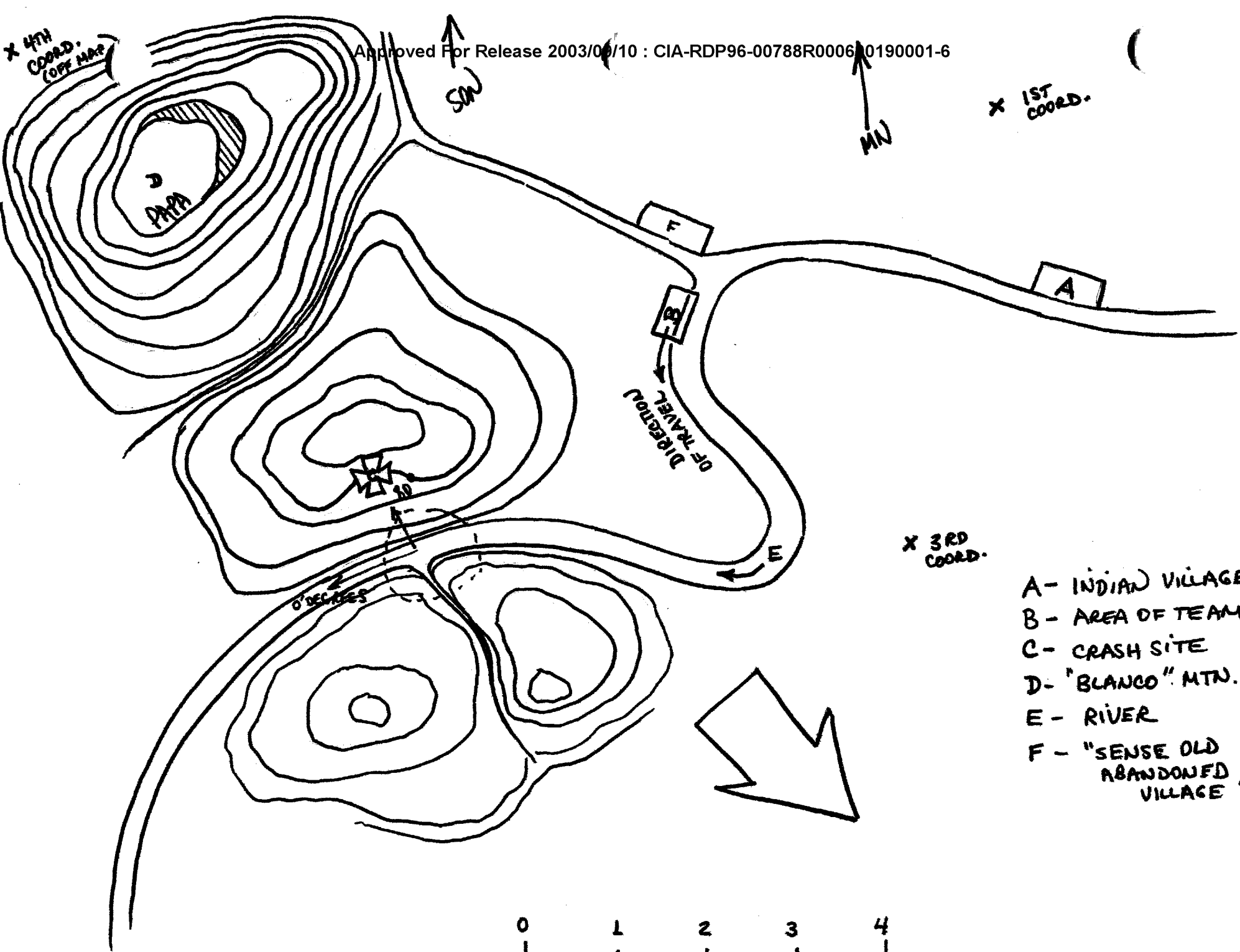
TAB

X 4TH
COORD.
(OFF MAP)

SW

NE

X 1ST
COORD.



X 3RD
COORD.

- A - INDIAN VILLAGE
- B - AREA OF TEAM
- C - CRASH SITE
- D - "BLANCO" MTN.
- E - RIVER
- F - "SENSE OLD ABANDONED VILLAGE"

0 1 2 3 4

APPROXIMATE SCALE IN KILOMETERS



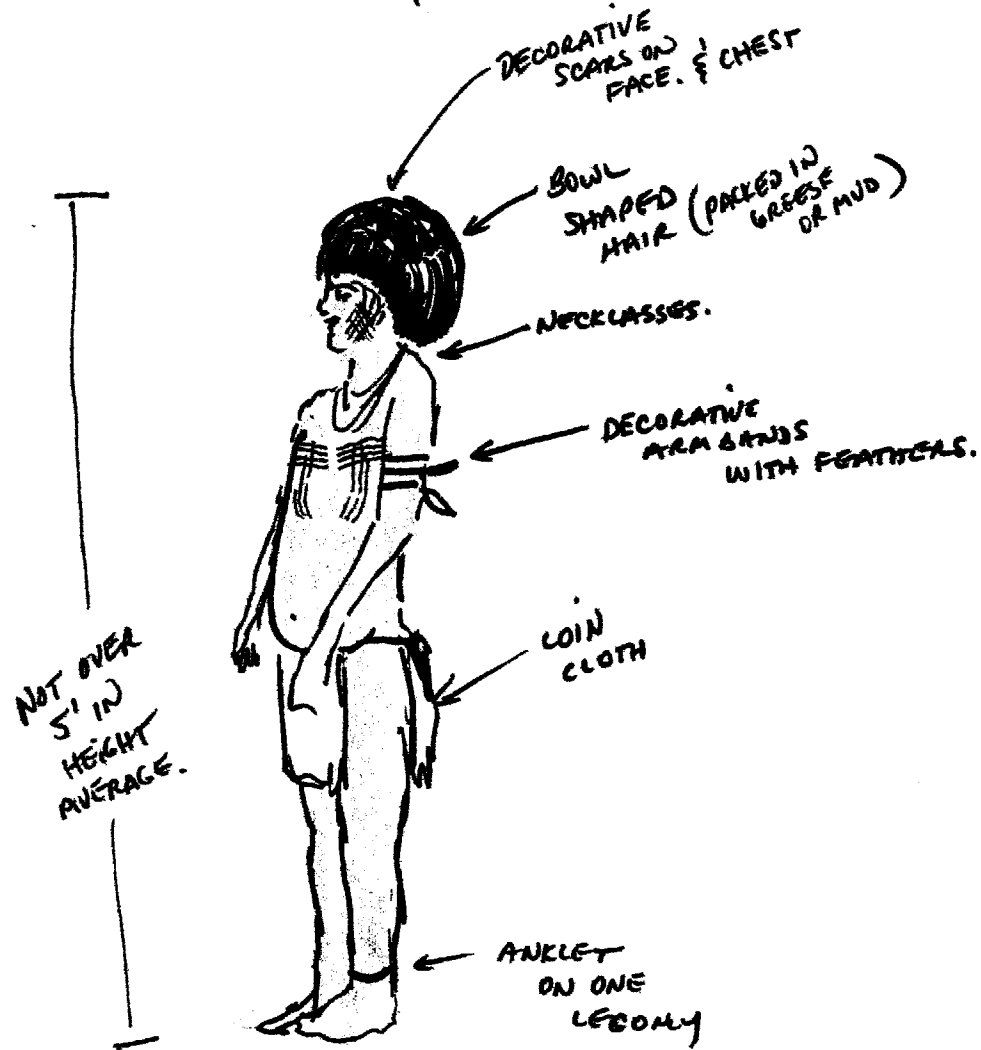
← 1ST CANOPE

← 2ND CANOPE

← VERY HEAVY UNDERGROWTH APPROX 12' HIGH.

← CENTER UPSIDE DOWN ON LEFT TOP SIDE. FOR SCALE





TAB

SECRET

TARGET CUING INFORMATION

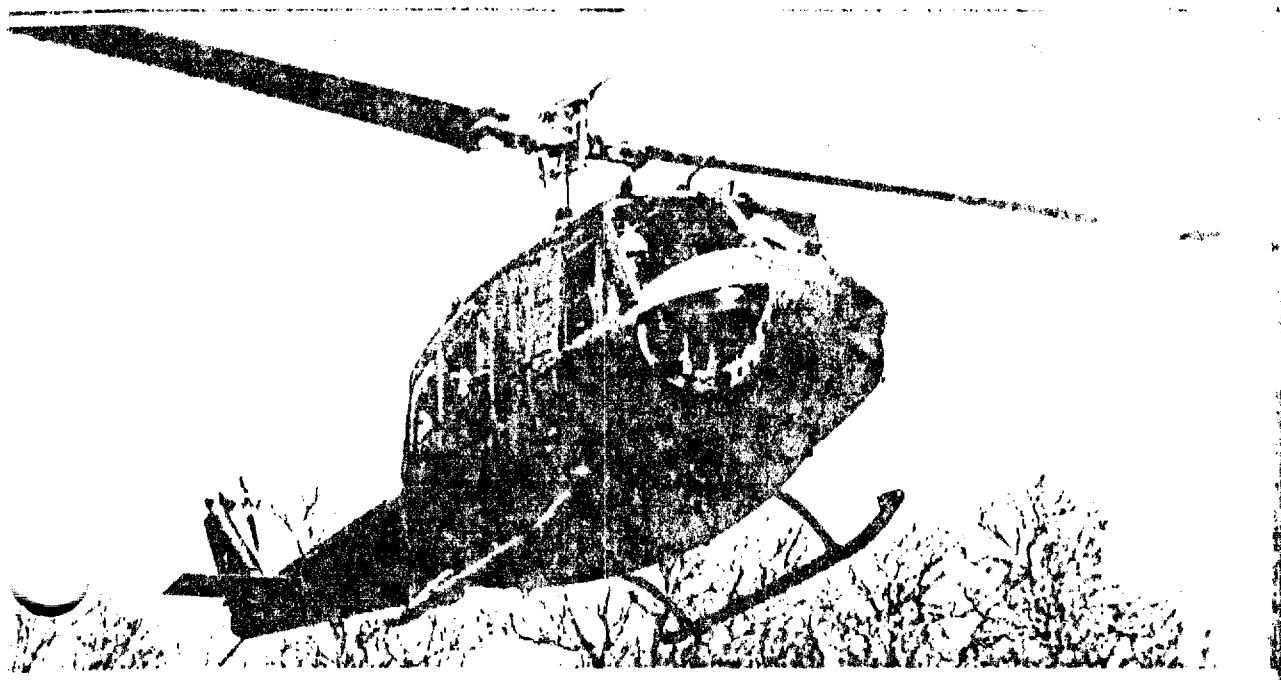
REMOTE VIEWING SESSION 807

1. (S/NOFORN) Just prior to the start of the session, the remote viewer was shown the attached photograph of a UH-1H helicopter with identifying data on it.
2. (S/NOFORN) During the session, the interviewer asked the remote viewer to respond to the following specific questions (NOTE: These questions had been provided to the project manager by SFC Wheeler of SOUTHCOM):
 - a. At what altitude did the helicopter crash into the ground?
 - b. First coordinate: 04 degrees, 28 minutes, 30 seconds South
79 degrees, 25 minutes, 40 seconds West
What is the relationship of this coordinate to the crash site?
 - c. Second coordinate: 04 degrees, 27 minutes, 30 seconds South
79 degrees, 26 minutes, 25 seconds West
What is the relationship of this coordinate to the crash site?
 - d. Third coordinate: 04 degrees, 27 minutes, 30 seconds South
79 degrees, 24 minutes, 50 seconds West
What is the relationship of this coordinate to the crash site?
 - e. Fourth coordinate: 04 degrees, 26 minutes 05 seconds South
79 degrees, 27 minutes, 30 seconds West
What is relationship of this coordinate to the crash site?
 - f. What is the name of the village that the natives came from, and how many people live there?
 - g. Does "Solonda" mean anything?
 - h. What is significance of "Amaluza?"
 - i. What is significance of "Tuna?"
 - j. Is there more than one "Piedra Blanca?"
3. (S/NOFORN) This is the 6th session conducted against this target by this viewer.

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UH-1H (1973) TAIL* 73-21711

17 FEB 81 @ 0700 LOCAL TIME

CREW:

SGFOIA3

SECRET

INSCOM

GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: *Sep 2001*

SECRET

GRILL FLAME

*Copy 1 of 2 copies
DF-063-81*

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SUMMARY ANALYSIS

REMOTE VIEWING SESSION 809

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Girl1 Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A is target cuing information provided the remote viewer. At TAB B are drawings made in support of this session.

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TRANSCRIPT

REMOTE VIEWING SESSION 809

TIME

#6.5: This will be a remote viewing session for 29 August 1981 with a start time 0730. How are you doing this morning?

#01: Check.

PAUSE

#6.5: Okay #01 it is time for us to start today's session. I want you to relax and concentrate all of your awareness on our target for today which is the helicopter that crashed in February. I want you to concentrate your awareness on the helicopter today, as it is right now. Helicopter 711 as we've come to know it. I want you to focus and acquire helicopter 711, and let me know when you've done that.

PAUSE

#01: Okay.

#6.5: Okay. Now, holding in part of your mind the image of 711, I want you to expand your awareness and acquire the search team that's on the ground headed up by [redacted] and tell me about the relationship between the search team, their location and helicopter 711 at this very moment.

PAUSE

+02 #01: I got them...almost due north...crash site about 3 and a half kilometers.

#6.5: The search team is about due north three and a half kilo---

#01: Due norththree valleys up.

#6.5: What type of configuration is the search team in right now?

#01: Okay. Just a minute.They're on some kind of various sleeping things that looks like hammocks.....in twos, three groups of twos.....

#6.5: Geographically speaking, describe the area where the search team is.

PAUSE

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SG11

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#01: It's at a small water junction...it's like where two... two sections of river come together. It's a spilled (phonetic) land...slightly clear....see sands, rock. That's all I get, sand and rock.

#6.5: All right. Now, yesterday we knew that the search team was traveling on what is referred to as the Lime River. Is the Lime River that they are camped on?

PAUSE

#01: Yes. This is the Lime River. There is a split in the Lime River though. They're in the northern most half, or northern most split.

#6.5: Climb your location. Can you see that area or Papa Blanco that we referred to earlier as "PAPA"!

#01: Yes. It looks like it's dead ahead....straight ahead. It's on my far horizon direction travel.

#6.5: Can the search team see Papa Blanco?

#01: No.

#6.5: No.

#01: Not close enough yet. It's...too many trees.....be closer like at the....the base to see it.

#6.5: As you follow the Lime River, as it flows toward Papa Blanco tell me what happens to the river when it reaches Papa Blanco.

#01: It goes around the north side....turns north...turns northwest. Goes for a while and turns west again.

#6.5: Okay. Expanding your awareness, knowing that we must help the search team this morning, how can we get the search team to the crash site in a quick a time as possible?

PAUSE

#01: They have to go south....due south....approximately two kilometers, and they have to go east, southeast..... It's like three ravens they have to cross. Should bring them out above a...above a section of river. That's the hill the crash site's on.

#6.5: How will they know, what can we tell them #01 to let them know that they are opposite the hill where the plane, helicopter 711 crashed? Keeping in mind that they're wandering through some very, very rugged terrain.

PAUSE

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#01: It will be the fourth hill, and also be the tallest one.

#6.5: I'm not trying to stear you.

#01: When they hit south, it'll be the fourth hill and it'll be the tallest.

#6.5: When they head south, let me see if I understand you.....
when they head south from where they're presently camped,
when they come to the fourth hill.....

#01: In that line I gave, yes.

#6.5: That will be the hill that they have to go up.

#01: Yes. And, then half-way down the back side.

#6.5: The helicopter crashed on the backside of this hill?

#01: That is correct.

#6.5: Let me see if I understand that, then. That will be on the side facing Papa Blanco.

#01: Negative. That's the side opposite.

#6.5: So, as this search team comes up from this river that they've been following, as they go up this fourth hill they will run into the helicopter as they go up the hill, not as they go down it on the other side.

#01: I have them, they must go south in their present position two kilometers, and must travel east, southeast, approximately two kilometers; this will be the fourth hill they encounter. Just go up and over the peak of the hill, and the helicopter will be on the opposite side. But a face (phonetic) away from Papa Blanco.

PAUSE

#6.5: This river section that they will come out after they have crossed the three ravines, is this still part of the Lime River, or is this still going-----

#01: Correct. It's all part of the Lime. In that vicinity there's three tributaries all go to the same place.

#6.5: I want you to remember, store away that image of this terrain and we will draw it later on, okay.

#01: Okay.

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#6.5: At this time I want you to recall a prior session where you mentioned a very large building near some kind of farm. Do you remember that?

#01: It's correct.

#6.5: Now, expanding your awareness, keeping in mind, again, 711's location, what is the relationship to this large building in distance to where 711 is?

+16 #01: Large building is.....east, northeast10 kilometers.... possibly a little less.....nine kilometers.....and, it's on the edge of the clearing shape...like an arrow head. It's also north of the Lime River.

#6.5: Okay. #01, at this time I have no further questions. Is there anything that you want to add that we can relay to the search team this morning that will help them find 711?

PAUSE

#01: That's all I got.

#6.5: Okay. There's nothing you would like to add?

#01: No.

#6.5: All right. I want you to focus your attention back to this room, and relax. Take a small break and then we'll do some drawing.

PAUSE

#01: Okay. To cover these drawings. Page one is like a sky view of this whole area, and on it I've labeled the...what I call PAPA Blanco, the big flat top mountain, and the crash site. Point "B" which is the crest of the second hill enroute from the team location to the crash site. Point "A" which is the abandoned village, and point "C" which is the large farm. I have magnetic north indicated on that as well. Dotted line represents the path that the team would have to take to get to the crash site directly from their present location. Their present location is listed as 700 hours today, 29 August.

#6.5: And, their present location right now is on the north side of the Lime River?

#01: Right, right. Okay. I graphically demonstrate page one and page two, and I've labeled everything, and I've given azimuths and distances from the crash site to all the articles on page one. So, like the crash site to Papa Blanco is about 3 hundred and fifteen degrees to three hundred and 18 degrees azimuths. About

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- #01:4½ kilometers distance. The crash site to the abandoned village is about 40 degrees azimuth and about 6½ kilometers distance, and the crash site to the large farm is approximately 49 degrees azimuth, and 10 kilometers distance; and the crash site to the present team site at 0700 hours, 29 August, is approximately 3 degrees azimuth, 4½ kilometers distance. And, I also put a magnetic north arrow on there as well. This is all Lime River. It's either that none of these tributaries are named or it's all considered Lime River.
- #6.5: Okay. I understand. Now, one thing that I noticed that is different from our drawing of yesterday #01, is yesterday we had the search team over here, if I recall correctly,----
- #01: That's correct.
- #6.5: ---okay, we now have them moving back on what appears to be the main tributary of the Lime River and in a position on the north side of it.
- #01: Yeah. That's correct. It may be one of two things. I'm either mixing up the team site with the abandoned village site or...meaning the abandoned village is over here on the south side of the river versus the north side of the river, or they changed locations across the river.
- #6.5: Then, between where the crash site is and the team location as of 7 o'clock this morning----
- #01: There's three hills.
- #6.5: ---three hills.
- #01: Yeah.
- #6.5: And, the third hill is the one---
- #01: The third hill, right, is the one. It's on the side..... there's a V type indentation in the third hill on the side facing away from Papa Blanco, and that's where the crash site is, and it's also the predominant hill in that section of hills there, as well.
- #6.5: Okay. Team---
- #01: I perceived that the flight of the helicopter was perpendicular across the Lime River. Like as if they were coming from the east, northeast, and they were going down sort of catty-corner to the Lime River, crossed it, and were going down this tributary section of the Lime River when they had a malfunction and they attempted to turn right to come back across the Lime River. At least to the Lime River and then packed along side the hill.

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- #6.5: Okay. I'm looking at my own notes which.....the team must go due south-----
- #01: Yeah. The team has to go two kilometers south, that's due south 180 degrees azimuth to point B which is the top of this ---the side top of the hill, second hill that they'll encounter. Then from point B they have to go two, the two and a half kilometers south, southeast at 173 degrees to the crash site. That'll keep them primarily on, on high ground.
- #6.5: Okay. All right. How did you feel about whether or not they were going to succeed on this today.
- #01: Well, that was a question to ask during the session, but I feel like if they plug at it, it will be mid-afternoon when they find it. If they don't plug at it, they won't find it.
- #6.5: Okay. I have no further questions then, okay. Do you have anything?
- #01: Nope.
- #6.5: Then, thank you much.

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TAB

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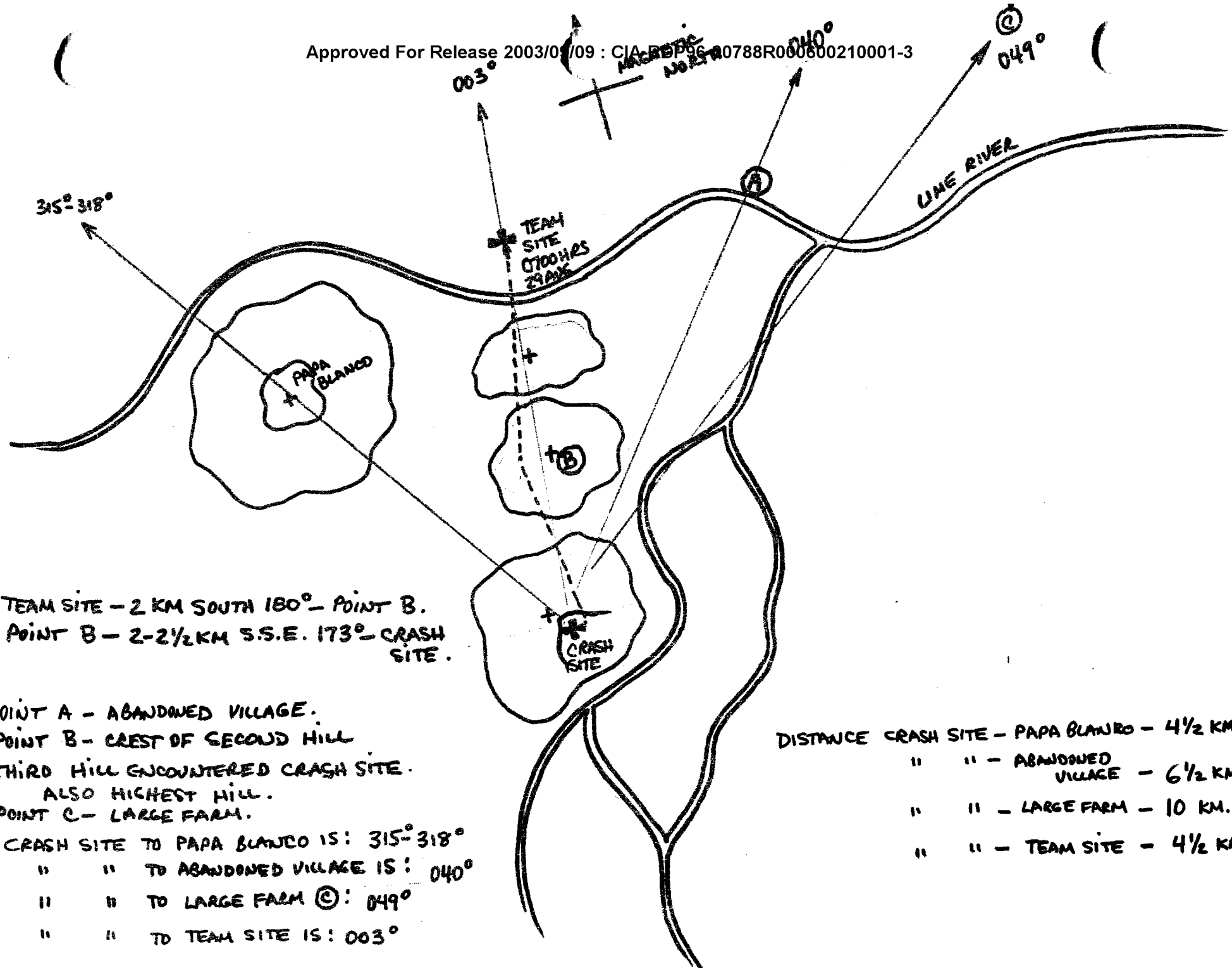
TARGET CUING INFORMATION
REMOTE VIEWING SESSION 809

1. (S/NOFORN) This is the eighth (counting one special session) session conducted against Project 8107 by this viewer. The viewer knew that he would be trying to aid the search team locate the missing helicopter.
2. (S/NOFORN) During the session the viewer was informed that his task was to provide specific data that would aid the search team locate the helicopter. He knew that today might be the last day of the search.

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TAB

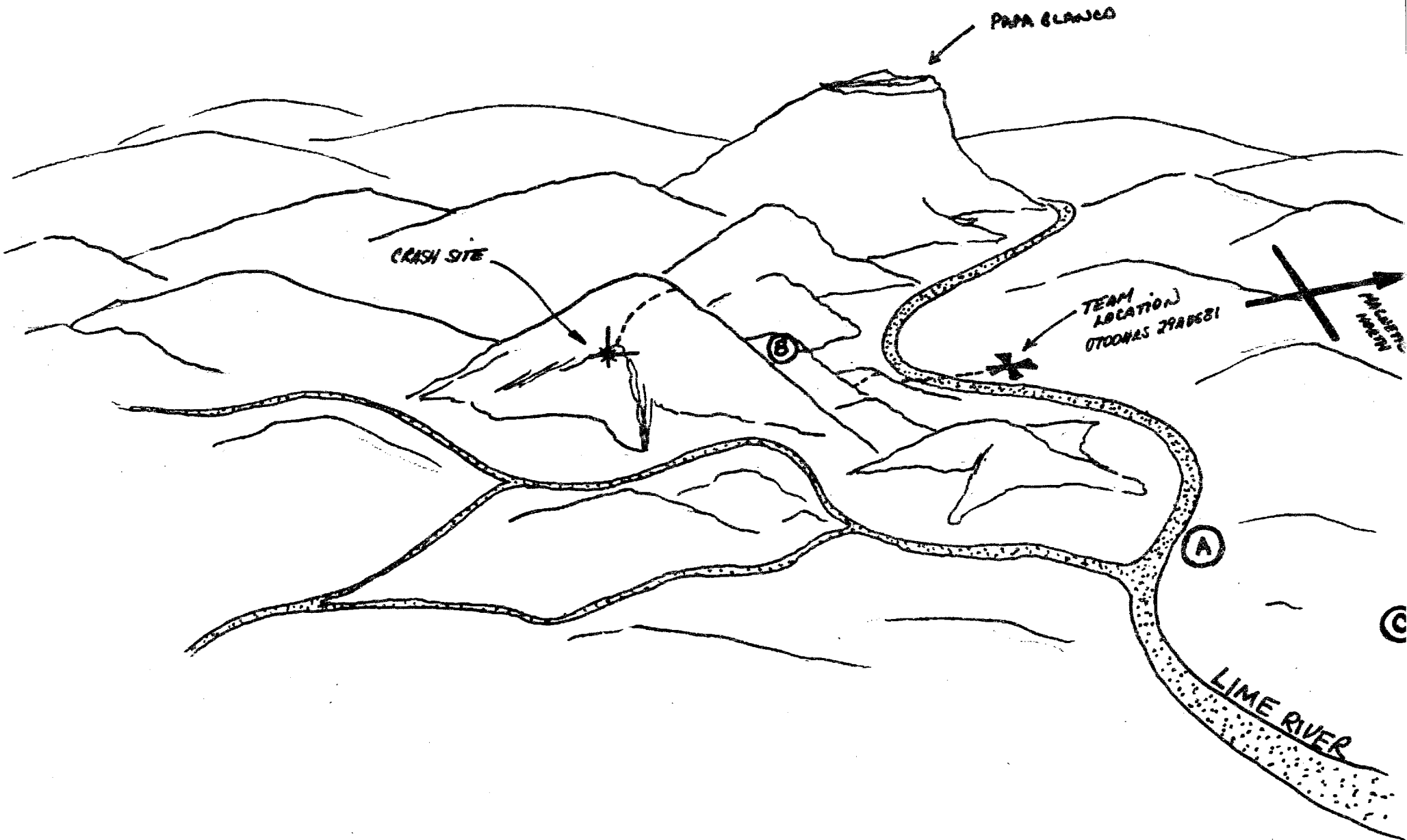


TEAM SITE - 2 KM SOUTH 180° - POINT B.
 POINT B - 2-2½ KM S.S.E. 173° - CRASH SITE.

POINT A - ABANDONED VILLAGE.
 POINT B - CREST OF SECOND HILL
 THIRD HILL ENCOUNTERED CRASH SITE.
 ALSO HIGHEST HILL.
 POINT C - LARGE FARM.

CRASH SITE TO PAPA BLANCO IS: 315°-318°
 " " TO ABANDONED VILLAGE IS: 040°
 " " TO LARGE FARM ©: 049°
 " " TO TEAM SITE IS: 003°

DISTANCE CRASH SITE - PAPA BLANCO - 4½ KM.
 " " - ABANDONED VILLAGE - 6½ KM.
 " " - LARGE FARM - 10 KM.
 " " - TEAM SITE - 4½ KM.



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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

NOT RELEASABLE TO FOREIGN NATIONALS

CLASSIFIED BY:MSG,DAMI-ISH
DATED: 051630ZJUL78

REVIEW ON: Sept 2001

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GRILL FLAME

Cy 1 of 2001

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SUMMARY ANALYSIS

REMOTE VIEWING SESSION 810

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A are drawings made in support of this session. At TAB B is target cuing information provided the remote viewer.

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TRANSCRIPT

REMOTE VIEWING SESSION 810

TIME

#6.5: This will be a remote viewing session for 29 August 1981 with a start time of 0830 hours.

How are you doing?

#36: You have to turn the lights out.

#6.5: Well, I know. I just want to test your mike.

PAUSE

#6.5: Okay #36 it is time for us to start. I want you to continue relaxing and concentrating. The search team needs our help very much today. I want you to relax and concentrate and narrow your awareness and focus on helicopter 711. The helicopter that we have been trying to locate for some time. Remember this is the helicopter that crashed in February 81. I want you to narrow your focus and awareness on 711 on its location right now. When you have acquired it, let me know.

PAUSE

+07 #36: I have the site, but I don't see the bird.

#6.5: Do I understand you to say you have the site and the bird?

#36: I have the site but I don't see the bird.

#6.5 Explain that to me.

#36: I can see it as it was, but I can't see it as it is.

#6.5: Okay. We need to know that focus then, so that now 29 August 81 we know that we have acquired the crash site. Narrow your focus to today, 29 August, and acquire the crash site where 711 is.

PAUSE

#36: I have the site. I don't have the bird.

#6.5: I understand that. I want you to concentrate and find the bird. We must have the bird.

PAUSE

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+11 #36: I have bits and pieces under trees.

#6.5: Okay. Very good. Now, what I want you to do #36 is store that site, that crash site away so you can recall it when you want to. Now, I want you to fix your awareness on the search team that is on the ground, and headed by one Lieutenant Colonel Rinaldi, R-i-n-a-l-d-i, Lieutenant Colonel Rinaldi. Fix your awareness on Lieutenant Colonel Rinaldi and the search team, and tell me the relationship of the search team to the crash site. Geographically, what is their relationship at this time?

PAUSE

#36: About 275 from site.

#6.5: And how far from the site?

#36: About three

PAUSE

#6.5: Are you saying that they are about three miles, kilometers from the site?

#36: About three miles.

#6.5: Okay. In order to help them are you saying for them to take a compass heading of 275 degrees for about three miles and they will come to the crash site?

+18 #36: No. You asked me where the unit was relative to site, and they're at an azimuth of 275 from the site.

#6.5: So, they're on an azimuth of 275 degrees from the site.

#36: That's it.

#6.5: Okay. Now, putting this altogether, knowing, and knowing how important it is for us to zero in on this ground team, describe right now, 0845 hours on 29 August the location, describe very briefly the location of the search team right now.

PAUSE

#36: There's a opening.....line of least resistance running to (mumble) there...in that line is heavier vegetation to north and the south. I don't know if they're following that line, but, if they had they're going to miss it.

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#6.5: Is the search team moving now?

#36: They were talking just a minute.....seems where they're standing I can see their feet through there.....
Not too heavy vegeta--- but, taller, taller timber north to the south....shorter vegetation is.....to the west.

#6.5: How many people are in the search team?

#36: I see about...either 15.....maybe more...

#6.5: You see about 15?

#36: I see about 9 to 15 here in the sun. There could be more back in the shade there.

#6.5: Knowing how important it is, and time is critical, how can we help the search team locate the crash site? They must do it this morning. How can we aid them?

#36: We can't, because it's not going to happen.

#6.5: They are not going to find the crash site?

#36: They are not going to find it. I tried to go to that events and work backwards and, I see no event.

#6.5: Isn't there anything we can do to help them overcome that?

#36: If we could, I should have seen an event. Since I see no event, apparently, it isn't going to happen, so we can't do anything.

#6.5: Why don't we go forward from here find a route for them and maybe we can cause the event to happen. How would you go from where the search team currently is to the crash site? Describe the route that you would take.

+22 #36: From early hour would be an azimuth of 95 degrees.

#6.5: For three miles?

#36: Well, about that. It's hard to tell exactly.

#6.5: So, if they follow an azimuth of 95 degrees for approximately three miles they will run right across the crash site?

#36: They should. That's specific (mumble).....275

#6.5: What terrain features should they cross enroute from their location to the crash site on this-----

#36: I don't know. I didn't look.

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SECRET

#6.5: At this time I want you to follow that route that you would take, and tell me about any major terrain features that you would cross on that route. Take your time.

#36: There's nothing significant. I don't see anything major or interesting.

#6.5: Is it all flat land?

#36: It's relatively flat compared to what would be to their left.

#6.5: Do they have to cross any rivers?

#36: No.

#6.5: Is the search team located near a river now?

#36: To the north

#6.5: As they approach the crash site on their heading of 95 degrees, how will they know that they're in the area so that they won't go by it?

#36: There's a young officer.

#6.5: Say again.

#36: Young officer in the group that's got a very strong gut feeling about this. He will know when they get into the vicinity.

#6.5: He will know?

#36: He will know when they get into the vicinity.

#6.5: So, what can we tell them that will let them know when they're in the vicinity?

#36: I don't see any flags. There's no marks.

#6.5: Okay. Go beyond the crash site on this azimuth of 95 degrees, go beyond it, and what is the first major terrain feature that you come into?

#36: Miles, miles. They won't go that far.

#6.5: What makes you say that?

#36: Because I'm looking at it. They can go miles and it won't look a hell of a lot different than where they are.

#6.5: Aha (affirmative)

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- #6.5: I have no further questions, at this time. Is there anything, anything at all that you can add that we can tell these people that will help them locate this helicopter?
- #36: No. I can't think of a thing, because I looked very carefully..... I saw no event. If there's no event, there's probably nothing that anyone can do.
- #6.5: Okay. I have no further questions, at this time.
- PAUSE
- #6.5: Okay #36, do you want to run over this with me?
- #36: The old man is in the same position that he was yesterday. And, to the.....further to the west is the team. I don't know in what direction they are moving because I saw them in a statis position. From their position is an azimuth of 95 degrees to the site.....back azimuth of 275.
- #6.5: Okay. How far?
- #36: Right now, I don't have a feel for it #6.5.....about 3 miles.
- #6.5: That squiggly stuff on the left-hand side of the....what's that?
- #36: That's the river.
- #6.5: That's the river?
- #36: River, stream....all relative. There's some broad area up here...shallow area, swampy.
- #6.5: Is that the area with the islands in it that you saw the other day?
- #36: Aha (affirmative)...and these are the mountains over here.
- #6.5: Okay. And the old man is on a azimuth from him to 150 to the site.
- #36: 154, I think.
- #6.5: Okay. Anything else you want to add about it?
- #36: No..... The vegetation and trees, and terrain is so common and repetitious it's like picking one tree out of a million. There are patchy, open clearings all over the place. This is just the one that the bird came in from this direction, and went under the trees there.

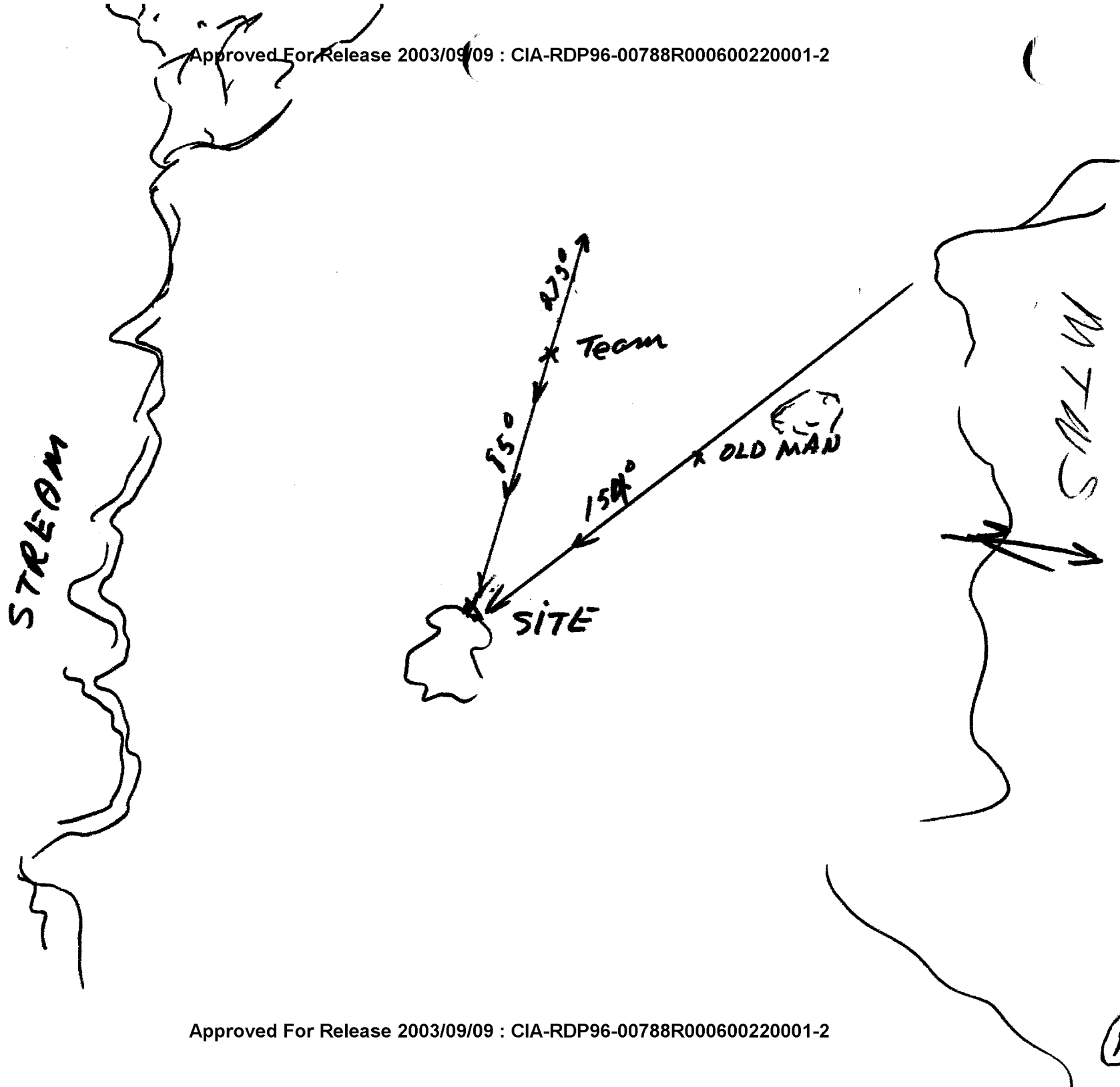
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- #6.5: Came in from an easterly direction, according to your map. Okay. The area where the bird crashed, where 711 crashed, is that an elevated area or is that a flat land?
- #36: The immediate area is relatively flat; however, it is elevation, considerable elevation....up on the sides of these slopes that's moving up towards these mountains here, this is very close to the mountains.
- #6.5: Okay. In other words, the ground from the stream goes up. It doesn't fall off, it goes up.....
- #36: Well, I'm on the side of the mountains so I was going to say it falls off from the side of the mountain to the stream.
- #6.5: Okay. Fine. So, if I was coming to the stream, and when I got perpendicular to the site, I'd have to go uphill. How far is it from the site to the stream? Did you have any idea for that?
- #36: I don't know. I think I've addressed that one time or another. But, right now, I don't know.
- #6.5: Okay. Do you recall if you were coming up the stream?
- #36: I know if I was a couple of hundred feet above this site right here, I could see the light glistening off ripples over here in the shallow areas.
- #6.5: Off the water.....okay.
- #36: I could also see the stream in a couple of positions to the trees down here.
- #6.5: If you were coming up the river, how would you know when to get off? Is it almost due north?
- #36: I couldn't help you. You'd have to have relative position.
- #6.5: That wouldn't help. Yes. That's right.
- #36: About the only thing I can remember from the other sessions is I felt that when you got to the broad shallow areas that islands, vegetations, and the stream you know that you'd gone too far, and I think I suggested backing up a certain distance. I don't remember what it was now.
- #6.5: Okay. I'll check that out. Is there anything else you want to add?
- #36: No.
- #6.5: All right. Thank you very much.

SECRET

TAB



TAB

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TARGET CUING INFORMATION

REMOTE VIEWING SESSION 810

1. (S/NOFORN) This is the fifth session conducted against project 8107 by this viewer. The remote viewer knew he would be trying to aid the search team locate the missing helicopter.
2. (S/NOFORN) During the session, the remote viewer was informed that his task was to provide specific data that would aid the search team locate the helicopter. The viewer knew that today might be the last day of the search.

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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

NOT RELEASABLE TO FOREIGN NATIONALS

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

REVIEW ON: June 2001

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ORCON

GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DCC-69

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning an Army UH1H, Tail Number 73-21711.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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.

NOT RELEASABLE TO FOREIGN NATIONALS

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DCC-69

TIME

#03: This will be a remote viewing session for 1500 hours, 2 June 1981.

At this time I will give you a pre-mission briefing. On 17 February Army helicopter 73-21711, call sign 711 crashed. At the beginning of the session I will ask you to go to the crash site of Army 711, and from there we are then going to ask you to look for a specific terrain feature. Any questions?

#36: No.

#03: Okay. You want a half-hour?

#36: Yeah.

#03: All right, fine. Then we'll begin this session at 1530 hours, okay.

PAUSE

1530

#03: Relax #36, relax, relax. Focus now solely and completely on US Army helicopter tail number 73-21711. Access Army 711 today, the 2d of June at 1500 hours and describe its location to me.

PAUSE

+05

##36: Trying...long shadows on my right....a steep hill...

#03: Continue.

#36: Very steep forest of trees like a valley...I'm going in a valley...very steep on my right.

#03: What is your relative position to 711?

#36: Can't make anything out of the valley. Only about 800-1000 feet going down a valley. On to my right is steep vegetation covered slopes. Slopes start out gradually and gets very steep. The shadows from that elevation is casting across in front of me...over there to my right isa big notch or opening in that range. It's awfully dark in there between the two elevations. So dark it looks like it's, look like it's..looks like it's raining in there.

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+10 #03: From your position at a thousand feet,

#36: I'm going in. I'm going in.

#03: Okay. Go in.

PAUSE

#36: I'm drawn to this place.

PAUSE

#03: Describe the place you were drawn to.

PAUSE

+13 #03: Report.

+14 #36: Something.....something about an up draft....near the slope there on my right.....tricky winds..... I saw bits of something I think is bits of the.... bits of a helicopter.....

#03: Describe these bits.

PAUSE

#36: I said bits of a helicopter.

PAUSE

+45 36: What is the task.....to locate this thing?

#03: You have already located the helicopter. What we want you to do now is to hold your position over the helicopter, over the crash site and look for a significant terrain feature, the name of which I will give to you, look for the terrain feature and tell me what direction it is in. The name of the terrain feature is Piedra Blanca. Holding your position over the helicopter crash site, describe the direction from the helicopter crash site to Piedra Blanca.

PAUSE

#36: Whiteokay, I've got it.

#03: Okay. Report.

PAUSE

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~~SECRET~~

- #36: There's nothing to report. Do you know the direction? I know the direction around to know where I am (phonetic).
- #03: Okay, what is the direction from the crash site to Pietra Blanca? And, what is the approximate distance?
- #36: You tell me how to determine direction.
- #03: Look at the very steep slope that you described.
- #36: I know where it is relative to that. Ah.....let's draw.
- #03: All right.
- #36: Shadows from.....as I cruised down this valley there was shadows cast from this.....this wavy line indicates shadow.....
- #03: ~~This~~ is the high steep side you were talking about?
- #36: Yeah. A lot of timber all around through here and all up these slopes, and there was shadows...on the right thatthere's a valley swung back up in here...very, very steep sides. I had the feeling it was a plato type It's flat up here. I couldn't see over them because I was below the top. And, I went up in here, and along in here I started getting up drafts and I remember toying with.....you know, this can happen to me...I'm not in a helicopter, but I can see this helicopter swinging up on its starboard. Its starboard side was rising toward this slope...close to the slope on the right side, you know. I went down through trees and I saw bits of.... a helicopter. I saw a cross section. I'm drawing above this.....
- #03: You can make that drawing two, if you want. We have an unlimited budget.
- #36: I don't know, but this bowl (phonetic) shown these sides may be a little, it was pear shaped cross section.
- #03: Did you get a feel.....Did you feel for the size?
- #36: Uh...no, I didn't. It's white peter. (Phonetic)
- #03: So, what you're saying is that this is the side of a hill, the steep hill? Which way does this come up?
- #14: It coincides with all the other data we've got in relation to Piedra Blanca.

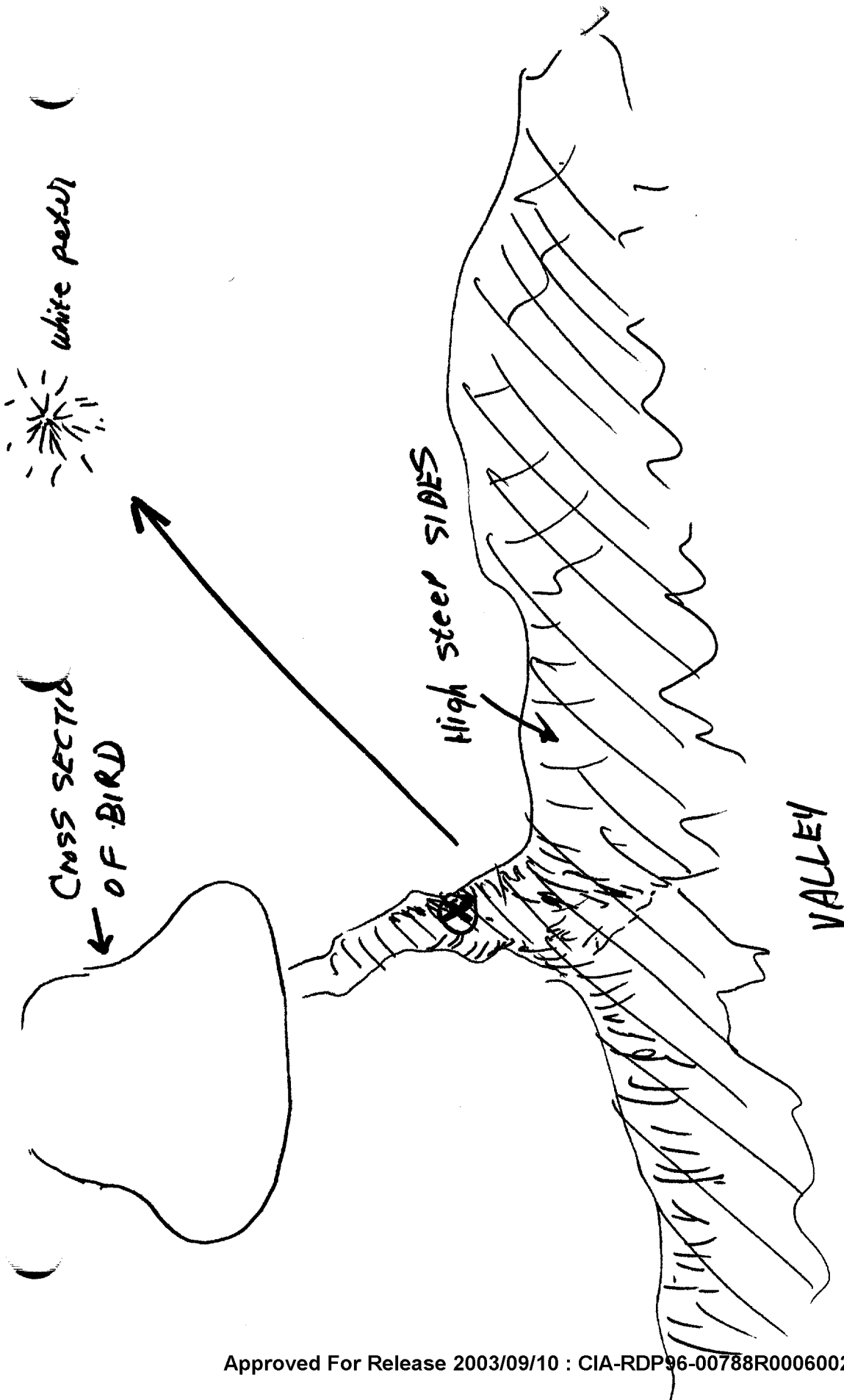
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- #03: Looking for how to spell it? Okay. Then, in drawing two is a picture of this X...what the valley looks like?
- #36: Well, no, I couldn't see that far up in there. Across the top of the thing, you know, it just petered out on me up there. I don't know if it was a plato or what, because I was down below and I could just see this ridge line. That's why it's so hard to draw because it was above me.
- #03: Did you get an impression of what.....
- #36: It was very large, very massive.....
- #03: Did you get an impression at all of what this thing looked like.
- #36: I saw something that momentarily reminded me of Kilimanjaro and then I realized I was thinking of Kilimanjaro and I got away from it, but.....I don't even know what part of the world we're in, but I got...I guess in the name, I guess. White peter...I got the feeling that it sometimes goes above the tree line....probably has ...it's either granite or has snow on it. Its top third of it was off (mumble) That's about it.
- #03: Okay. Anything else you want to put on it?
- #36: No. I don't think so.
- #03: How do you feel about your impressions and so on?
- #36: Well, I was having a good session. I just, I don't know....blew it somehow.
- #03: You didn't. End of session.

~~SECRET~~

TAB



white part.



TAB

~~SECRET~~

TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-69

1. (S/NOFORN) Information provided the remote viewer prior to the session is documented as a pre-session briefing, and is included in the transcript. No photograph was shown to the remote viewer.
2. (S/NOFORN) During the session, the in-house analyst monitoring the session provided questions to the interviewer who, in turn, asked the remote viewer to elaborate on his descriptions and areas deemed pertinent to the monitor and relevant to the task at hand.

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ORCON

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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH
DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: Mar 2001

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ORDON

GRILL FLAME
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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DCC-08

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning an Army UH1H, tail number 73-21711.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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.

NOT RELEASABLE TO FOREIGN NATIONALS

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DCC-08

TIME

#66: This will be a remote viewing session for 1130 hours, 27 March 1981.

This is a pre-session briefing to the remote viewer. Today we will be conducting your second attempt to locate a missing helicopter known as Army 711. Army 711 is believed to be down southwest of the town of Yangana in the vicinity of the coordinates:

04 degrees, 28 minutes South
79 degrees, 15 minutes West

Army 711 is believed to be within 15 miles of this coordinate. This coordinate represents the best intelligence on the last known radio contact with Army 711. It will be your task to locate 711 and describe the location to me so that we might find Army 711. Do you have any questions about your task today?

#31: Umm...how are we going to run the session? Are we going to go to those coordinates or do you want me to go to my previous session imagery first? Which one?

#66: I wish you NOT to go to your previous session imagery. I wish you to go to the coordinates; at the beginning of the session I will read the coordinates to you, and refresh your memory by asking you to find Army 711.

#31: Okay.

#66: You now have 20 minutes to prepare for this session.

PAUSE

#66: It's time now to relax, relax and concentrate, focus, focus

04 degrees, 28 minutes South
79 degrees, 15 minutes West

Find Army 711 and describe its location to me.

PAUSE

+05 #31: Keep getting feeling of a "L".....an old street...a, ah, a building with like a cowboy type town, unpaved street... umm boardwalk like in front of some stores or buildings, and ah, elevated up a little bit, a little, small place.....

PAUSE

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+07 #31: Ah...the feeling is that the...with the direction is a..... if this road is straight in the little town the end of the main road here is a trail or path that leads off at about a curving arc about 1:30, 2 o'clock on a clock...it leads in direction of a line of mountains. I seem to be out in apiedmont area. There's one particular mountain that sticks up outside of town. It's sort of a....abruptly steep on the right end which is near 2 o'clock and tapers off to the left gradually through 12 to 11, and 10 o'clock ... The feeling is that's...like I go over that steep part, and I'm more....in the background is some heavier mountains and that where I'm going is in between those two mountains. Like I didn't make it over the rear set, and I did go past to the right of this steep flank.....

PAUSE

#66: Go on.

PAUSE

+14 #31: I'm like up on a mountainside, ah, I think I can see the... village over the low hill. Keep getting this feeling of a valley "Y"... It's split by this funny hill. It's off to my right now, and I'm up on this mountainside or a hillside that's sort of steep. It's about 30 percent.... I can like see a village over on the other side of the other hill. It's, I think it's farther than..... 18 miles.

#66: Tell me about Army 711.

#31: Umm....I have this feeling of it's in...crashed on this other mountainside...the opposite mountainside from this funny hill. Seems to be lying aside... I can't tell if I'm looking over the hill or if I'm looking around the hill, but it seems to be pretty much straight shot, and.....

+16 #66: What is it that makes you say funny hill?

#31: The one that's, ah, steep on the one side, and little gently s--- going away on the other side. It's lower than the mountain in the background, and it's like I'm on the mountainside in the background. It's higher.

#66: Describe how I can best locate this area.

PAUSE

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~~SECRET~~

#31: The, ah, draw a line between the village and the...to the little creek that goes off to the right of the mountain around the steep side.....and like, ah....., draw a line across the top.....of that mountain, at the very top of itfrom the village.....and that's the line of flight I guess, across the top.....and, it just seems to be on the other side of another creek.

+20 It's down in the valley...the...left to right valley before you get to the mountain in the background....right above the crash site....if I go up far enough up above the crash site I'm....I can see the village over tip of the, over top of that lower mountain. And, then I drop back down, looking down at it I got a.....the creeks that make a backwards "Y".....the one runs in from the village into the valley..... And, then.....it runs into one in the valley that goes on off.

#66: Describe the present condition of Army 711.

PAUSE

#31: Well, it's.....seems to be laying on its right side. Some big roundness on its.....laying on its right side..... Then, I get a feeling of.....all sorts of jagged irregularities along the side of it. Looks like sheet metal bent all up into the....very tight angles and protruding up..... It looks strange, very un....geometrical.....looks like its tail bloom is growing out of its upper back. Something sticking up there.....

+24 It does seem to be in some sort of a clearing area. Something strangely cleared and red clay like around it, and there is a lip with trees on it above it.....it looks like a bank of some kind....again, I'm getting this bank feeling.....with raw cutout, and classic characture of a creek bank or a.....where the water is eroded away and you can see the bare soil, and the upper lip of it curving around like a.....like a wave..... The upper lip of the soil bank.....feeling of trees up above it.

#66: And the crew?

PAUSE

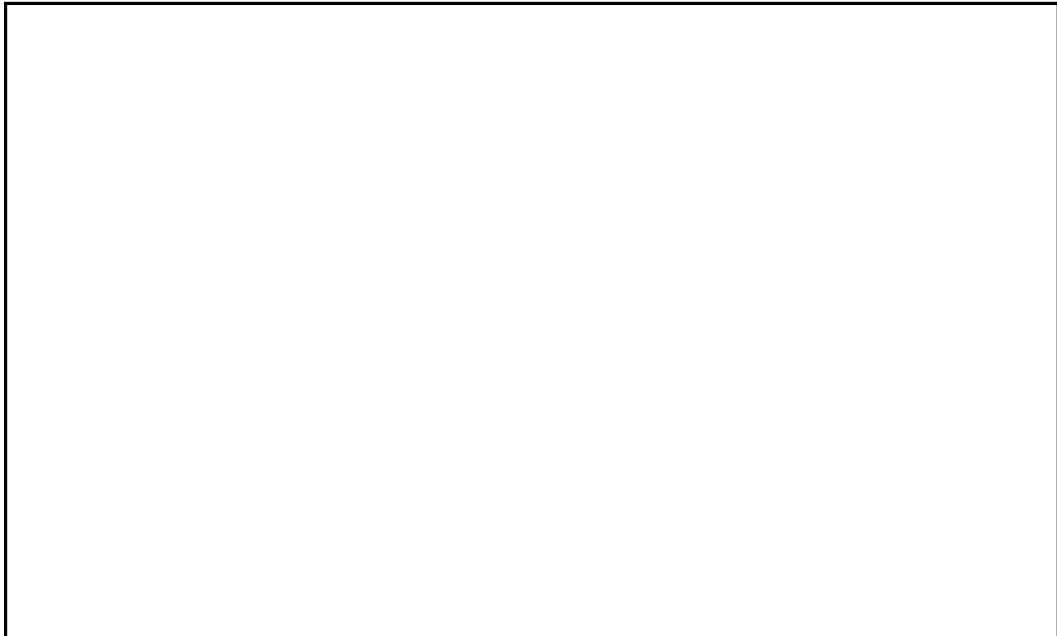
+25 #31: Just a second. I'm working on it.

PAUSE

~~SECRET~~

~~SECRET~~

+28 #31:



SG1A

#66: I have another question for you.

+32 #31: I keep getting this.....gloved, melmac gloved hand pointing at a place on a map..... I'm trying very hard to read.....finding it up place on a map.

#66: I'd like to help you with that.

#31: One minute.

↑ SHOULD HAVE REFINED THE MAP IMAGE

PAUSE

+35 #66: Move the perception up over, up over the target area. Comfortably over the target area. Now, you are an observer. Simply an observer. Now.....move through time to the discovery of Army 711, and ask yourself "what is the distinguishing element that allowed them to discover Army 711." What is the distinguishing element that allowed them to discover.....now that they have discovered Army 711?

PAUSE

+37 #31: A feeling I'm getting is a.....it's almost visible..... to go right at this hill like almost from the village you could see it.....'cause it's high enough up that you can almost see it from the village, and there's a "Y" there.... The "Y" is important, and, of course, I kept seeing just the wreck.....the idea of wreck and sheet metal and everything being visible. So, I don't know if it is visible from the air or from the ground. It seems to be on the hill at the opposite hillside though.

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#66: Let's take some time now to draw that which you've seen and you might explain to me again from your drawing the perceptions that you have had.

PAUSE

#31: Okay. In sketch 1..... There is a high place in the town. Some sort of a high place like a tower associated with the mission.....a Spanish, old Spanish mission type thing. I had the feeling that if someone climbed in theto the highest point possible in this town, little village, crummy old village, and took a set of binoculars or a telescope and looked towards the mountains on the horizon, and looked just to the right of the low shaped hill in the foreground that they would damn well be able to see the crash site, just about, but that down at ground level.....in the town. It was just obscured by the jungle on that low shaped hill. But, like if they got up a little bit higher, and looked that they would be able to see the crash site or see the vicinity of the crash site, which is up on the mountainside in the background. Okay? Uh, the other thing is, the important aspect, two important aspects of it.....in the town looking in the view of sketch 1, there is something that I've called a creek. I don't know if it's a creek. It might be a trail feature. But, there is some feature at the end of the town that curves off to the right. And, if that feature was followed like a creek or a trail it would lead around the hill to the crash site.

I mean, you have to go a long way, but still it would meet around the hill, 18 miles or so to the crash site. And, that.....taking that curving feature out of town is the important aspect of it to follow that curving feature.

#66: Okay. Now, let us make a comment here about drawing number 1 and the town. There is no north, south, east or west to your perceptions. We are strictly dealing with in your description here during the session was with a clock thing, but you could be facing any direction in dealing with that clock.

#31: Yes, yes. To find.....you'd have to go to this town. You'd have to put the Spanish mission looking place on your right and you'd have to put the low shaped hill in front of you, and then the crash is at about 2 o'clock off of the main street.

#66: Okay. And, no north, south, east or west or anything.

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- #31: Let me write that in. This is 2 o'clock. Okay. This sketch is a little bass-ackwards, but when I was there in the session I called it 2 o'clock. So.....the important feature is the "Y".....that.....the "Y" which is..... you follow this curvey feature around to the right side of the low shaped hill in between these two hills you get into a valley into the background, there's a "Y" there..... I called it melmac gloved hand.....that's wrong..... It's the mel- something or other which is the flight togs that you wear.....the flame retard flight togs.....it was this hand wearing a kacki colored cloth glove that was pointing to the left of this "Y" and a little ways away from it, which I show in a later.....later in sketch 2. That was the feature there.
- I don't know if that is a creek, and I don't know which way they flow, but the "Y" thing is the important aspect of it. The junction of a creek or maybe two trails in that direction. I don't know.
- #66: Okay. Good. Then, taking that same concept, moving to drawing 2 now.....
- #31: Is as though I was up in the air over top of the town, and the melmack, mel-, I call it melmack, the gloved finger hand was pointing in this area.
- #66: Of the "X."
- #31: The area of the "X" in sketch 2. The "Y" being the main feature.
- #66: Okay. And you.....
- #31: The two low hills in the foreground, and then the two higher mountains in the background.
- #66: Okay.
- #31: The town is a very frontierish....ramshackled, dirt street, crappy type of town. You know. Proverty stricken town... way in the out-, back. Anyway, so, sketch 2 is my best shot at an overview. Okay?
- #66: Okay. Good.
- #31: This is 18 miles, and the distance in that is 18 miles. I did that using a...a measuring bar.
- #66: Let's go ahead and turn the tape over now before we go to the description of drawing number 3.

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#31: Okay. Drawing 3 is at the site. That's interesting that my, my imagery differs a little bit from the earlier session, but I still have the hillside or side feeling, side of something. This time though.....and a jungle.....but, it's as though I'm in a place where the.....there isn't any water. I didn't have the feeling that the crash site was under water like I had earlier...which is interesting. But in-, the thing I have is like a gouged gully along the, this steep hillside, steep mountainside or hillside where the humus and soil has been like gouged away, and you can see.....in the bottom it's like a culvert, like somebody cut a culvert in half...and the bottom side is all this raw, red clay, uh, gully....and then up above it there's this lip that overhangs that I show in sketch 4.

The lip overhangs and you can see this humus and the soil tropical soil there....and then above that, up the hillside is like this lush forest or jungle. Okay?

SG1
A

#66: Okay. The distinguishing characteristic about the actual site then is-, you have explained several times is this, it is a visible characteristic to see this raw soil, not brush covered?

#31: Yeah.

#66: Okay. Fine.

#31: It should be-, the feeling is like it would be, you might not be able to see it directly down from directly overhead of it, but if you were down at the level of it and were peeking in amongst these high tropical trees you would see it.

#66: Okay.

#31: You know, because this, there's probably, there are certainly tall trees above it, up the hillside and there are tall trees below it, down the hillside. So, I don't know how you'd see it or if you would see it.

#66: Oh! You're saying that there might be a canopy problem of seeing it from a high altitude?

#31: Yes, yes, yeah. I, I don't know where the other trees are. In the one sense I felt that I was higher up off the valley floor than the creek was, but I think there might be the canopy problem.

#66: Okay.

#31: Okay? This is in, in the, in at the crash site. This isn't looking at the crash site from a thousand feet away.

#66: I understand. You're right there.

#31: I'm right there. I'm standing in the muck, in the clay.

#66: Okay.

#31: Okay. And 4 is just a...4 is just a side view, a cutaway, side, okay, to show the idea of this mountainside, hillside.

#66: Okay.

#31: Okay. And 5 is up above the crash site on the mountainside, looking back towards what I think is the town of whatever the hell it is. The mountainside descends in the foreground down to the creek in the valley. The crash site is at the "X" down below..uh, and..just going off towards the horizon, just missing the side of the low shaped hill is...in the distance is the town.

#66: Okay. I have one question here on drawing number 3. I don't understand the horseshoe shape.

SG1
A

#31:

#66:

#31:

#66:

#31:

#66: Okay.

#31: And, that's where the little arrow goes that they're in the front still.

#66: Okay

#31: There. Helmets represent crew.

#66: Okay. How do you feel about the session?

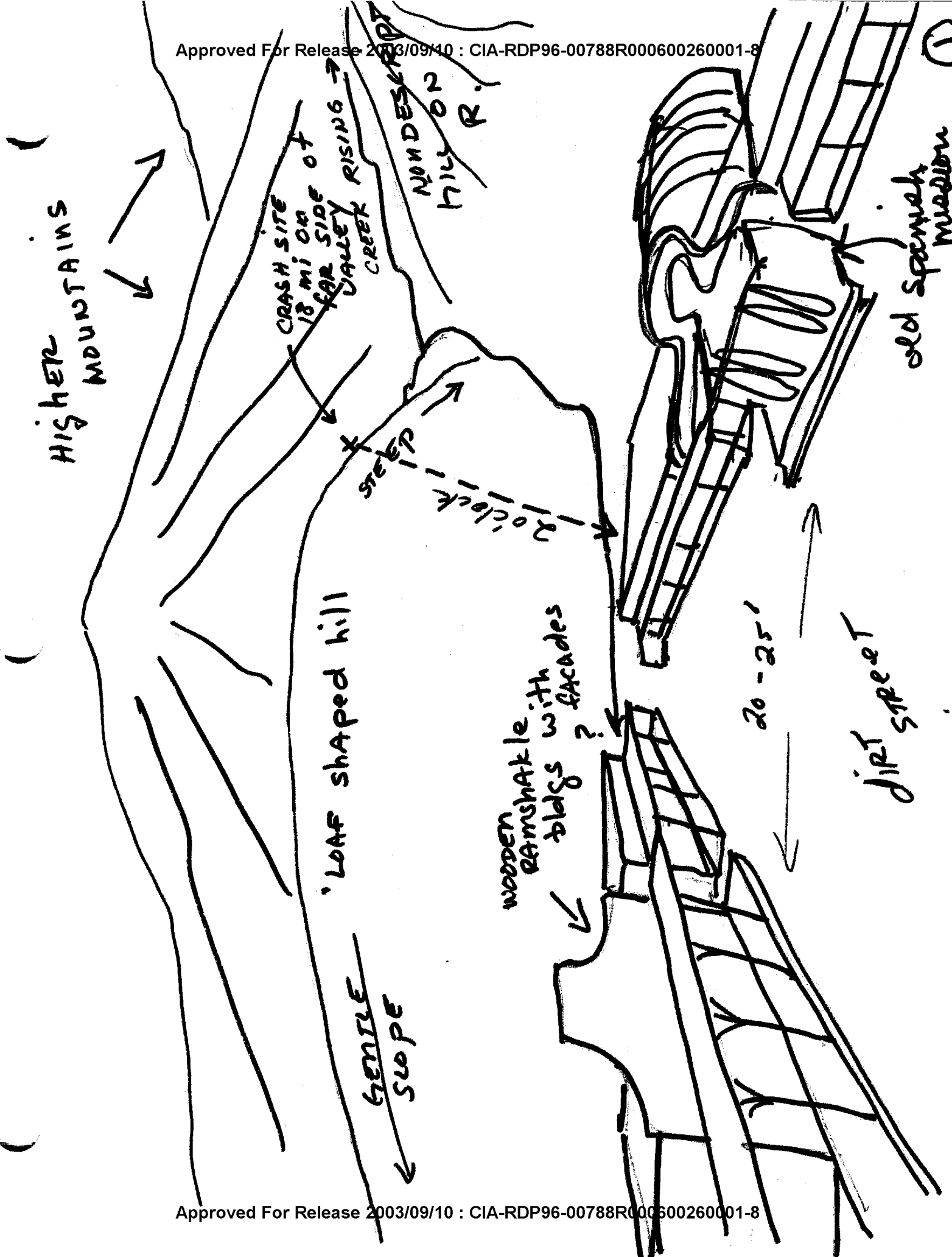
#31: Feel about it. The thing that's interesting to me is that it is different in sense from, it does have certain significant differences from my preceding session. I don't have the thing under water anymore. But, it's funny. I have it in this gouged out place that may, at one time, have been under water. I don't know. It's really weird. But, then I have it higher on the hillside than before. I don't know. It's just...it's curiously different.

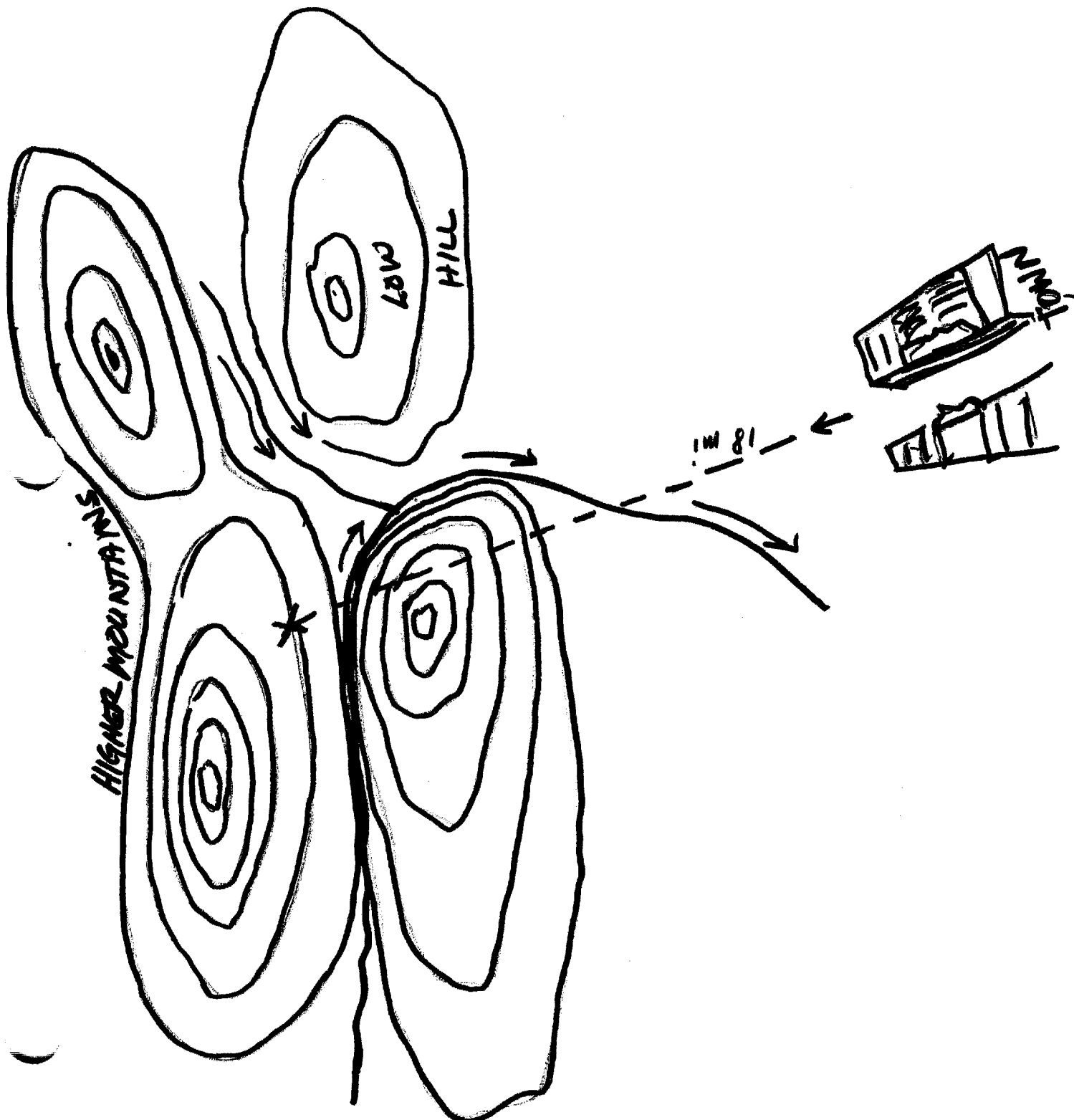
#66: Okay. Do you have any other comments?

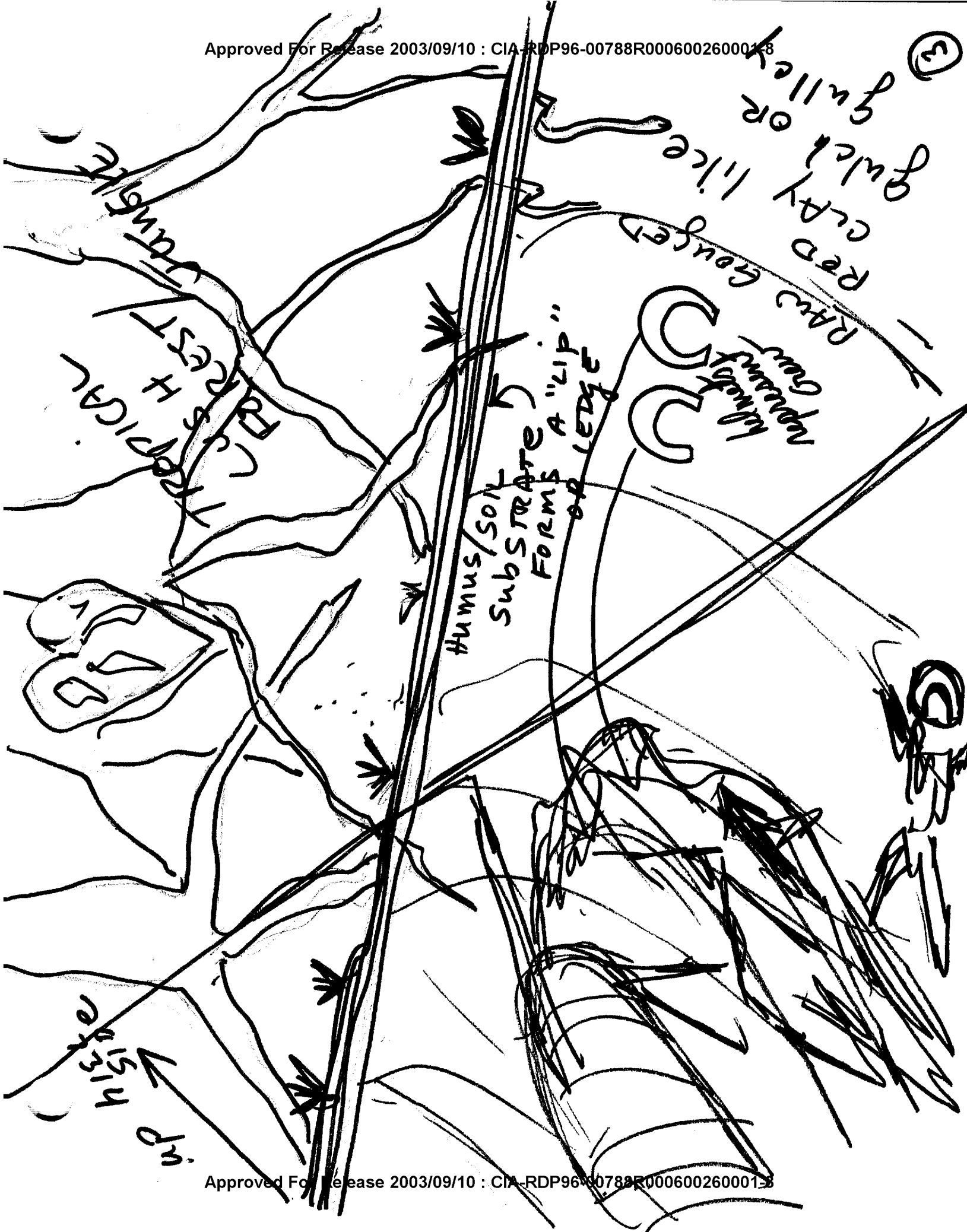
#31: Nope.

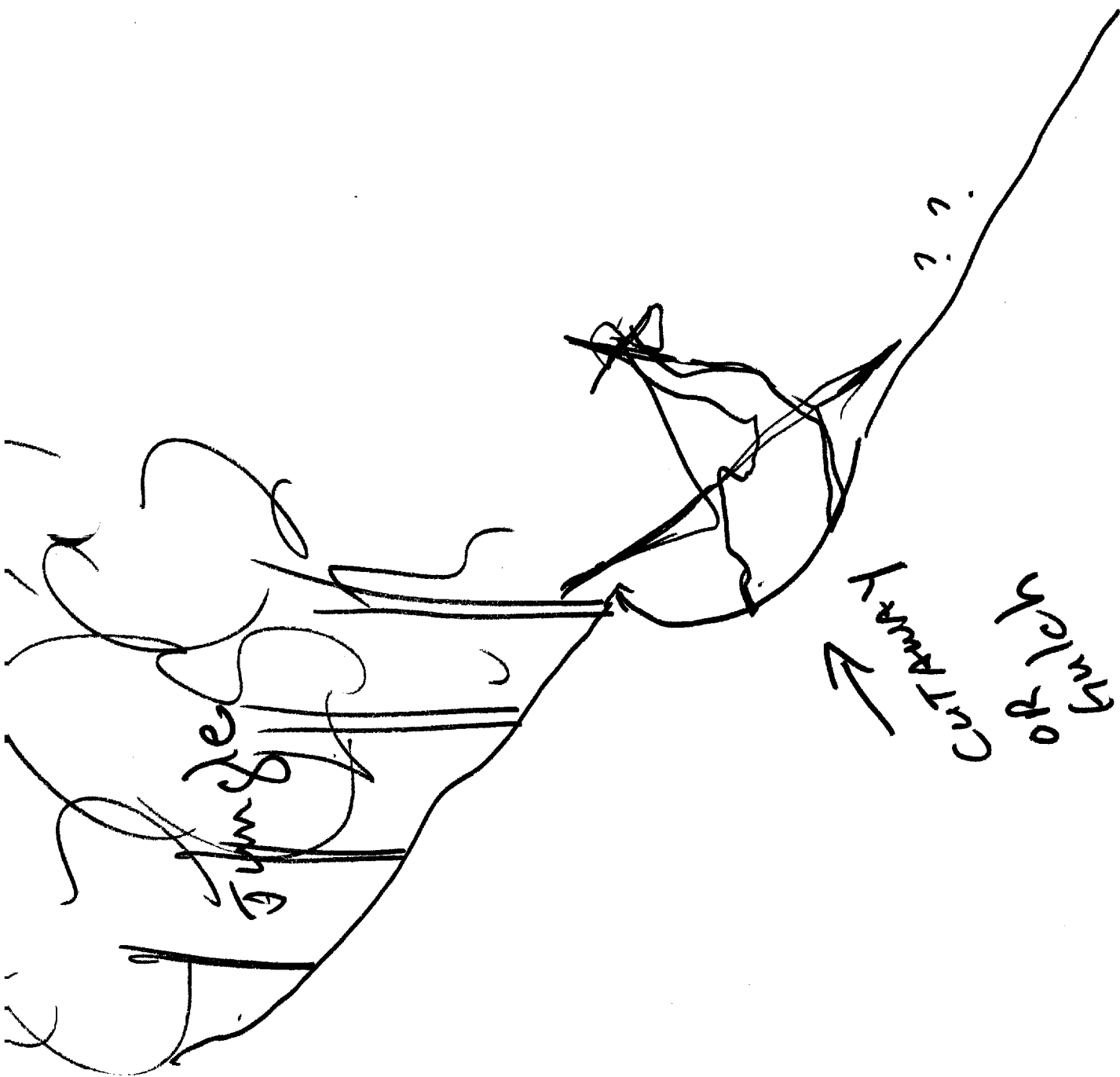
#66: Okay. Fine.

TAB









TOWN IN DISTANCE

coat shaped hill

CREEK IN VALLEY BELOW

MOUNTAIN SIDE TREES

HILL

1.8 MILES

5

TAB

~~SECRET~~

TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-08

1. (S/NOFORN) Information provided the remote viewer prior to the session is documented as a pre-session briefing and is included in the transcript.
2. (S/NOFORN) During the session the viewer was asked to elaborate on his descriptions which seemed relevant to the task at hand.

NOT RELEASABLE TO FOREIGN NATIONALS

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INSCOM

GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS

REVIEW ON: Mar 2001

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GF-006-81

GRILL FLAME

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DC-97

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning an Army UHIH, tail number 73-21711.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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. This session was conducted concurrently with Session DC-96.

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DC-97

TIME

#66: This will be a remote viewing session for 1100 hours, 12 March 1981.

This will be a pre-mission briefing to the remote viewer. At about 0700 hours, at the target, 17 February 1981, contact was lost with a US Army UH1H, 1973 model helicopter. Present location of this helicopter remains unknown. The tail number on this helicopter is 73-21711 and responds to the call sign Army 711.

[Redacted]

target today will be to locate.....UH1H tail number 73-21711. At this time I show you a photograph of a UH1H Army helicopter.

I want you to focus in time on the 17th of February 1981 on or about 0700 hours, and report the incident and the location of the helicopter. I repeat the helicopter, the whereabouts, the condition of the helicopter is unknown. It simply has lost contact at that time.

Do you have any questions?

SGFOIA3

#31: Yeah. The names are [Redacted] (phonetic)

#66:

[Redacted]

#31:

#66:

#31:

#66:

#31:

#66: At the beginning of the session, I will.....

#31: 17 February at 0700.....what.....

#66: 0700 hours at the target.....

#31: Okay. At 0700 wherever the target is, okay.

#66: And.....I will give you the tail number at the beginning of the session.

~~SECRET~~

SGFOIA3

SGFOIA3

~~SECRET~~

#31: Twenty-one. Seventy three....twenty-one, seven, eleven.

#66: Yes. You now have....twenty minutes to prepare for this session.

PAUSE

#66: Relax and focus your attention now on 17 February 1981 in the early morning: hour 0700. Now, bring your attention to bear on helicopter 73-21711. 73-21711.....and describe your imagery to me.

PAUSE

+03 #31: Ah.....ah.....I don't know.....on the horizon like a, a red sunrise....and...red haze. I'm like riding on the outside of the bird on his tailbone.....I feel like I'm airborne at about a relative feeling of when I first started in number 8,000 like 8,000 feet came to me. I am high up though.....high enough to feel the curve of the earth and the....see a thick forested..... seems like...thick forest, a countryside beneath me....flat, relatively flat. It's in the direction of the sun....I seem to be moving. The sun is.....it's about ...2 o'clock

PAUSE

+05 #31: The sun, it seems to be rising out of water.....there's some sort of a line.....it would be like.....water would be, but it's off to my right in the direction of the sun, but it's on its tail boom roughly parallel to the way I'm going. Like I'm 15 or 20 miles inland from a coastline. I can see the water com- the sun coming up out of the water on the other side of the coastline, you know. On.... the horizon.....

PAUSE

+07 #31: I'm inside. Let me get mm- situated inside.

PAUSE

#31: Keep seeing this repeat scenario rolling over. The, ah..... aircraft suddenly just rolls ov---to the rightunexpectedly. Nobody knows why. The place is, ah, just falling apart before anybody knows about it. It seems like the rear end moves to the right and the aircraft rolls to the right at the same time. Like it fishtails and it rolls. But the freaky thing is, ah, so high up that it's just virtually going straight down by the time it goes down. The place just turns into a pinwheel inside. I don't feel any explosion, but I feel the thing is falling. It's so totally out of control that it looks like a, almost like a spider flying through the air, falling through the air. It's looses several pieces, but it's, the feeling that loosing is more of um inertia than from breaking up in explosions. It's like it just flies apart because it's spinning so...intensely...on its way down.

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~~SECRET~~

+13 #31: Throughout, the feeling is ah, definite feeling it crashes in the water in a, crashes in the-a cut of water like a river or a canal.

PAUSE

#31: I, I, in the cabin I did not....no explosion in the cabin inside, but...during one of the enactments the word stella came to me, but there is nothing that happens inside. I did not see an explosion. So, I don't know if that's overlay or not. There's a definite feeling of.....impact in the water.....and a feeling of it being near a bank. Like it does not go into out in the ocean at it or.....)....in the middle of a big lake. It...I can look across this thing, and it's right on the, just shy of the other edge. It's maybe 100 yards across, and it's just on the other edge. And, I'm in a high place looking across, like I'm on a hillside, by the edge of the water, and I'm looking across to the side that has no hill, and the bank is like 10 or 15 above the water..... and like some of the crap is in this area....some of the stuff that flew off the helicopter is around here, but it's so sparsely scattered because it fell so far that you really can't see it from the water.....

PAUSE

#66: Is the aircraft visible from the air?

+17 #31: No..... It's under 60 so feet of water. It just went right on through...turned into a pancake and.....in the cabin there's a everything is wedged and smashed and crunched in like a pancake. I keep seeing this image of a piece of the rotor a long skinny thing having some contact with the bank as it, as the thing goes down. I don't know if it's wishful thinking that the rotor is visible from the water level. Like it flew off and landed next to the place where it went in the water or, if in going in the water, it went in so close that it made contact with the.....the canal bank or it resembles a canal bank 'cause it's so steep. Like there might be a funny vertical gash in the bank or something where it hit as it went in.

#66: Were there survivors to this?

PAUSE

SG1A #31:

[Redacted]

#66: All right. Describe for me how I can find this. Describe how I can find this.

PAUSE

~~SECRET~~

- +21 #31: It is, I'm on the bottom here. The water.....and it is, ah, I keep looking up and I keep seeing boats go overhead..... It has that feeling of when "Sea Hunt" would show a boat go overhead they appeared to be, it appears to be small..... someplace where boats go, and, ah, having a feeling of a vague "S" shape. Only a slight "S" shape. A little curve, and then another little curve to the right. Very gentle curves. Only, maybe 10 or 15 degrees.
- #66: Tell me about.....
- #31: It is at the first cur--- and below the curve is, ah, much larger body of water. I went down the, I went down the lineand went around a corner and it was like I was in a big, big lake, or a big, ah,....like I was in a big lake. So, I'm off a big lake somewhere. I'm only a half mile or..... It seems like it was real quick. It would be the first curve off a big lake, a big body of water, and just beyond the curve..... and I'm on the right side coming from the lake. So close to the right bank I can almost reach out and touch it. And, it's a place where there's no hill on the right, but there's a little hill, line of hill, like a canal, and when that built the canal they piled the dirt up like a..... that's on the left.
- #66: Tell me about the climate in this area.
- +24 #31: Warm. It seems warm today. I fel- all along I felt like it was warm. Like I was in some tropical place.....
- PAUSE
- #66: Ask yourself the question, "What is the most distinguishing characteristic about this location that I would understand?" The most distinguishing physical characteristic that I would understand.
- PAUSE
- +29 #31: I keep seeing a funny little mountain sticking up out of a little town, city, and the little mountain is all burnt off. It's totally burnt, and it's black and it's charred. It's a perfect little mountain. There are several others around, but this is the main one. I keep seeing it, and it's little mountain that's in Panama City. Panama. The way they burn off the mountains when thedry season comes. I keep seeing that.....it's under a hole. Feeling of my session has been that I been to Panama. Central America somewhere.
- #66: And, what is the data you experience that makes you say this?
- #31: Fleeting. Feeling earlier in the session of having been up high and been over that part of the world and there's a little hill. I've seen it before. Yeah! This mountain here, I've seen it.

- #31: It's one of the ones downtown. So, when you asked me, I started asking, and that's what I got. About three different shots. And, I discarded it because I wouldn't think, I'd think it's all overlay and it'd still come back. This...whole feeling of a, of a mountain that's.....
- #66: Okay. If I understand what has happened here. In response to the question, "what is the most distinguishing characteristic you have"---a little mountain that is burnt off, similar to ones that you have seen in
- #31: Panama City, Panama.
- #66: Panama City, Panama. Let's return to the scene now at the helicopter and what is the foliage like around there?

PAUSE

- #31: Okay. I'm sort of crawling along. Crawling up out of the water. That's (nearly) vertical feeling. Some sort of scrubby, little woodie plants grow out of the bank. The bank is almost vertical. And, it's like a, ah,.....along the edge at the bank, it's built up like on a....ten foot high levee, scrabbly, ah, scrabbly rocky fill, funny, having this feeling of long bladed grass is growing up between the rocks and everything. Bladed grass is there about 8, 8 inches long, but, when I come down off the side of this thing, it sort of like drops off a little bit. Now, I'm in the, now, I'm in the woods. So, let me look around.

I'm gettin this feeling of a big trunked with stuff hanging down out of it. Ah.....Vines-vines hanging down out of it. Something hanging down out of the greenup above me. Let me dig in around.

- #66: How would you classify this?
- #31: It has, ah, as much as I tried to make the thing go straight into the ground, it doesn't. It has a funny trunk that spreads out around it. The roots spread out around it, and if I cut it in half it has rings(phonetic).
- #66: Okay. I don't want to get involved in the tree itself. I think my question is misunderstood. The type of area that you're in is this a desert motif; is this a pine forest. How do you classify this area? What kind of an area is it?
- #31: Sort of funny. I'm getting conflicting feelings of what I've just said before. I'm getting the feeling that I can rustle the leaves on the ground. That I can run my hands through dead leaves here.
- #66: You say that's conflicting with something.

#31: And, that.....let me just look around for a minute.

PAUSE

+34 #31: Well, ah, I'm telling you, I just looked back at the canal and I could see this super structure ...something going by. So, there are...something goes up and down that river or canal there. So, it is passable, and the leaves here.....I'm trying to get the leaves.....I keep getting a tropical leaf. I keep getting elephant ears, and banyan (phonetic) trees, and, but it still is in a mucky leafy area, like a lot of leaves and stuff have fallen over the years and it's rusty....and dry. It's very dry here. It's not...wet tropical. It's dry now, so there's a lot of rusty; like palm leaves, and fronds and things that are... they're dry and rattly instead of wet and mucky.

#66: I have no further questions about the target area. So, before we prepare to draw take one look again at the location of the helicopter and.....be sure you remember everything you've seen, and I'll now give you a chance to comment as you see fit before we go.

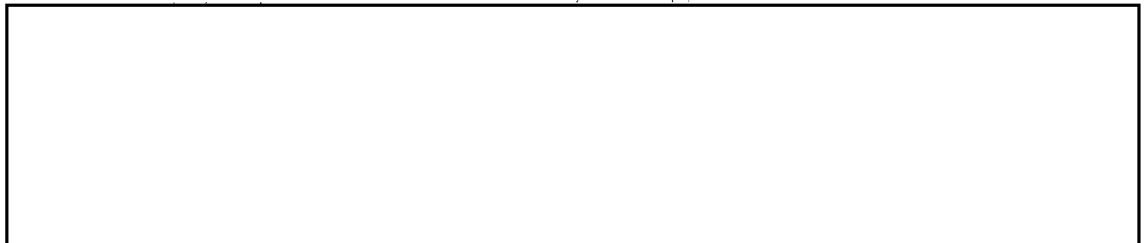
PAUSE

+42 #31: Ah.....I get the...don't feel that there's anything important about this flight. The doors are closed, and it's almost like the crew chief is just about reading a magazine in the back type thing. Everybody's quite casual...no visual flight rules...'cause I see a feeling of a map and not co-worried about instruments. More like a map. And, the side doors are closed....an altitude out of which the crew chief would look up...he'd see the water out the side window.see a sunrise...feeling is that the flight path crosses the linear thing on below them and about a 35 degree angle. Like an X. They don't cross it like a T. They cross it like an X. And, that they're going up. I had the feeling that they are going north to some place. But, it's, they would go somewhere and touch down and come back. But, that it's like it's a training session. Training mission. A familiarization ride or something, because.....

PAUSE

#66: Now, as you are perceiving along here, the helicopter and so forth and so on, you had stated before that what happens happens very suddenly, and the occupants in helicopter don't know. The occupants don't know what happened. Do you know what happened? STAT

#31:



- #31: ...like there's any buildin g tension, and then everything goes finally wrong. The thing that I feel happened is.....and I don't know what this.....I keep gettin' this, as I sit here, and I'm looking at this very peaceful training mission thing a continual interplay of this smoked trail coming up from a hillside. I don't know what that is all about. When I first started this session, I felt that the rot- tail rotor immediately disfunctioned, instantly, and that the result at that altitude and air speed without warning was that the ship rolled over to the right. It rolled around and over to the right. The movement is definitely to the right, and rolling. It fishtails to the right, and it rolls. But,....I don't know if the thing got a rocket up its stack in the back (phonetic)....because, then, and later on in the session I started gettin' this feeling of a smoke trail up from the rear of it. Like it was...and that word stella is a something or other rocket. I don't know what, what it is anymore.....which were (heat) seeking which it is, it would hit in the turbine, in the rear, and like I'm saying I don't really see this big mass of explosion like a helicopter disintegrating, in one thing...more like it just snap rolls to the right, and begins to fall apart and it loses its full of momentum and it just falls straight down, down, down, and it just misses this canal bank...it just goes right on down through because on impact it just..you know...crushes the cockpit and the cabin, and everything is just nothing but a pancake. Umm.....
- #66: Okay. Let's draw the impressions you have then.
- #31: It is...this smoke line that I keep talking about does come from behind the helicopter as though, and it comes up from the hillside. But it's not the hillside that's right along the edge of the canal. It's the hillside that's back from the water line, the canal or river...
- #66: Okay. Move your arms, move your legs, take a few deep breaths, and we'll draw the impressions you've had.
- #31: Okay. Uh, sketch one is like an overview of the area as the crew chief would've seen looking out of the window. Uh, looking into the sunrise there would be this feeling of a linear, like I thought a coastline, a large body of water in that direction, uh, which later on I thought was a lake type of situation. And the feeling is that it's moving in a northerly direction to some remote province. Everything is normal, everything's routine, and suddenly the aircraft, uh, fish- seems to fishtail to the right and snap roll to the right at the same time and the damn thing just plunges down and on the X, sketch one, it crashes, it almost makes the bank but it really just misses the bank and plunges into this waterway right along the edge of the bank and, you know, scratches and scumbles down the bank in the water and under the water and comes to rest on bottom.

Uh, it is a navigable waterway, a small boat feeling. Small to medium size boats. Sort of canal like, as though it's a, possibly

#31: a river that's been improved or artificially cut. Totally a canal, or maybe an improved river. Um, they had just flown over some hills and mountains. The mountains were farther to the right and they had flown over them. And like as they had gone over the mountains and were approaching the waterways when the accident, or whatever it was, the...thing occurred and the aircraft was out of control, lost forward momentum and began just falling straight down and...crashed in the water.

There is heavy vegetation all over the area. Uh...you know, essentially, all over. Very, very heavy forested feeling in this entire- the whole direction of flight was forest. In the hills, the light hills near the canal I had a feeling of fewer trees, somewhat more grassy coverage maybe. Okay, that's sketch one...

Sketch 2 is a view looking...in the direction of the big water, large water, whatever it is, lake or... The helicopter has crashed very near this large water. Now whatever this feeling of large water is it's very close to there. Uh, as, on the left side, or the down flight side of the impact point, there is a steep canal like bank, which is sort of scrabbly and gravelly, you know, it's not mucky and mushy, it's gravelly like oolite from Florida. Reminded me very, very much of a Florida canal that has had the weeds and the grass has been growing in it for several years so you can still see the hard scrabble. That's what I call the hard scrabble. It's- you can still see the hard scrabble along the bank, but it's pretty much getting overgrown. Like the work in improving the bank might be 4 or 5 years old. Okay?

Along the edge of it is a road, which I call s- s-, uh, in another sketch I call s-, hard scrabble road. And the jungle in the backdrop on the left side of this sketch. Sketch 2 is looking toward the big water. Around the bend is the big water. Okay? In sketch 2.

Sketch 3 is on the other side of the crash sight looking back. And I have the helicopter at the top of the page at an altitude of like 8,000 feet. Uh, it, something, somewhere in there there's some sort of overlay. I had the feeling, the name Stella came to mind, which is- and some sort of a smoke contrail. And I don't know if I was embellishing the remote viewing or what, as though it had been out of nowhere, suprised from the rear by a sand missile. Like some guerrilla nerds hiding in the mountains let it fly over and then shot it from behind, right up its smoke stack. Okay. And, uh, it caught the crew totally by surprise. They didn't know what the hell was happening by the time they were dead, because they were totally disoriented because- the whole feeling I had was this plunging, cartwheeling, out-of-control dive, and just barely missing the edge of the, of the canal and plunging through the water.

#31: Uh, sketch 3 is looking away from the big water. And at this point in time in the session I pretty well come to the very strong feeling that what I was dealing with was something like the Panama Canal and Panama City area. Some sort of tropical waterway. Uh, and when I looked in sketch 3 in that direction I had the feeling that some good distance down this river or canal was a city, like Panama City. In other words, uh...that includes- I wouldn't, I don't know if it includes the size of Panama City so much as it includes the flavor of Panama City. You know, whatever that flavor is, there's, uh, low tropical, Spanish influence, ramshackle, very disorganized, very latino type city down there. Uh, but at the time I was very, very, you know, feeling very, very strongly about the Panama City aspect of it.

The wreck is 50 to 60 feet deep on the...north side, what would be the north side of the waterway. When I was down in the wreck and under the water, uh...I had the feeling like that a smallish boat put-putted overhead, you know, like a power boat, not a sailboat, but a power boat along the canal. But I was sort of... sort of peculiar that although by this time I was thinking of Panama Canal sort of in the back of my mind, I didn't see any ocean going ships on this thing, like the Panama Canal. Rather I saw like a speed boat type 40 footer, you know, some big power boat chug-chug over. And then the next thing I saw was when I off in the jungle on the right side of sketch 3 I was off in the jungle, that's sketch 4, I saw the masts of some sort of middle-sized fishing boat go by. Uh, not a big ocean going hundred and, or 300 foot long vessel, but a 60 or 70 foot long vessel going by, like a fishing boat or...something, I don't know. And looking back over this hard scabble road on the bank it was like, all I could see was the masts go by from the jungle floor. I couldn't see...the whole boat go by on the water. All right.

Sketch 4 is the view from the jungle when I looked back at the canal, and, uh, with the mountains and hills in the background. The south side in the background. Uh...and this boat going by. Two things is that...let me see, I talked about this. The predominant feeling in the session, right at the top I'm riding along, only the three of 'em in this ship. Didn't feel that, it was like they were on a training flight. I didn't get a feeling for cargo. Like a familiarization or orientation flight. I didn't get a feeling for cargo or passengers. And that really for the crew chief it was rather boring. You know, like, almost like he was reading a magazine or something while they were going through the air. Doors were closed, classic standard routine flight pattern, and all of a sudden the place just turned to shit. Just out of nowhere. That there was no in-flight emergency that deteriorated, but rather that it was, it was a deteriorated condition right from the beginning. Very sudden loss of control and plunging, uh, cartwheeling interior. It was like nobody inside knew what was going on and so they, they were still trying to figure out what was happening by the time they impacted. You know, they just, reflexes were so fast that they just... Uh, I did not get any feeling of in-flight emergency

#31: that was being handled. Um, very, very sudden. And the movement of the aircraft was, in the line of flight, the tail r-, tail of the aircraft fishtails to the right and, and snap rolls to the right at the same time. It just goes wham! Right into a cartwheel situation. And very sudden and out of nowhere with no prior warning..... I don't know. Do you have anything more you want me to talk about?

#66: No. I have no further questions. Any more comments?.....

#31: No, I think I've pretty much done everything. S-, oh, some pieces fall, oh, the other thing is here on sketch 3. The violence of the cartwheeling and plunging is such that like, I had the feeling some pieces fell off the aircraft as it was falling down. Uh, like the main rotor blade might have spun off and a cowling might've spun off here and there. I did not get the feeling of an ex- of an in-flight explosion because when it, I was in the cockpit at the time the emergency began, and there was no fire, flame, anything like that. It was just this sudden, I was like a, being inside of a kaleidoscope. Everything just went mmm, just twisted all to hell. Um, so around the crash site a, might be some small pieces of debris. And there is a gash in the canal bank, as though some piece of the main rotor or some such hit the canal bank as the whole thing was plunging through the surface of the water. And if it's not observed rap-, in the next month or so it will be overgrown and obscured by the tropical growth.

#66: Okay.

#31: The big water, one last comment, is this feeling about the big water. At first I thought I was on a coast- paralleling the coastline...which was okay. When I got down to the crash site and I was working the crash site during the session, uh, you like asked me something like how would I locate this place. Well, the way I was going to go about that is I was going to follow the canal towards the big water. This feeling of Panama and Panama City tropicalness meant to me that well, maybe if I go that way along the Canal I'll come to a city and I'll be able to say something.

Uh, I had only proceeded like a half mile or a mile down and around the first bend and boom! I was in a situation that resembled a large lake like my big water had become a large lake with the, uh...with, but an irreg- so irregularly shaped lake as to represent the inner montane lake on the Panama Canal. You know, with the, with the mountains and hills protruding into the edges of this body of water so as to make it look like some sort of an inner montane lake. Uh...and so that's why I called it what- that's why I drew it as being at one contiguous body of water there, you know, is because of this protruding in. And it was observed from nearly sea- or water level. You know. So you know how from a direction of sight, uh...something like that could be misleading or mis-

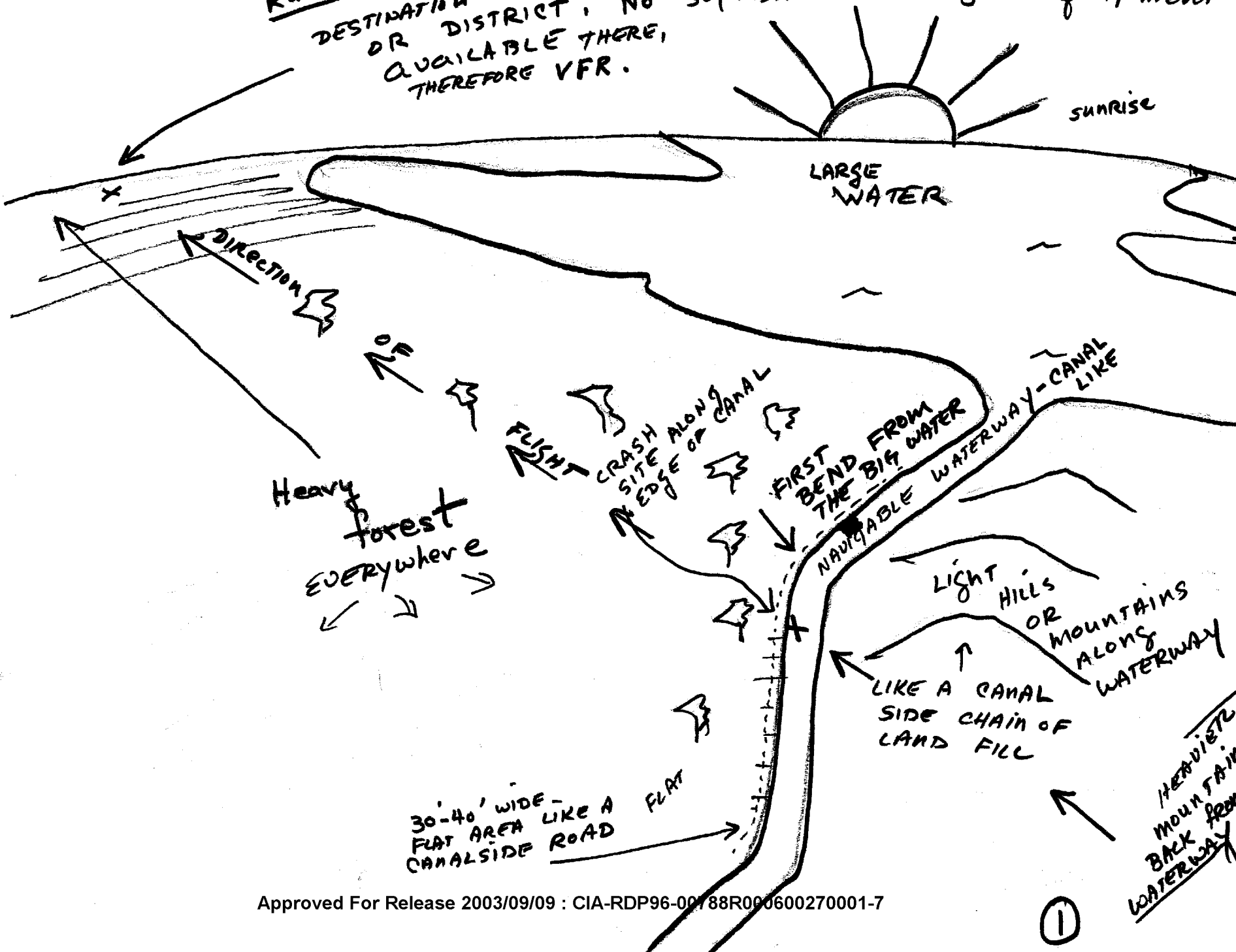
#66: Okay.

#31: -misdcribed I guess, maybe. Okay? That's about all I can think of.

#66: Okay.

TAB

RURAL DESTINATION TO THE NORTH LIKE A REMOTE FLIGHT EQUIPMENT OR DISTRICT, NO SOPHISTICATED FLIGHT EQUIPMENT AVAILABLE THERE, THEREFORE VFR.



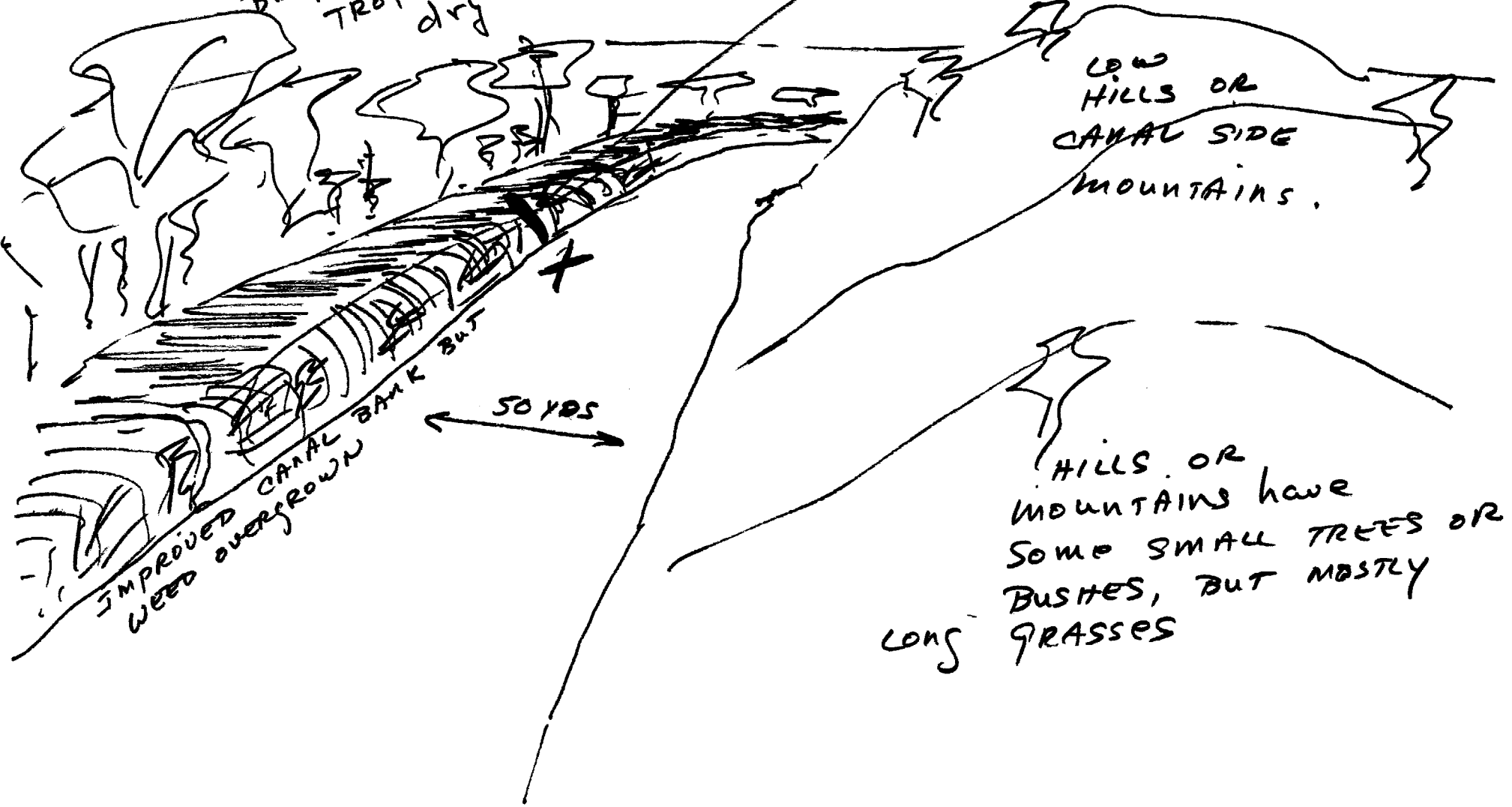
LOOKING TOWARD BIG WATER

Jungle type
BANYAN, elephant ears
TROPICAL but DRY like
dry season.

SOME SORT OF "SCRAMBLE MARK" MADE BY a
FLAILING HELICOPTER BLADE
OR OTHER DEBRIS

LOW
HILLS OR
CANAL SIDE
MOUNTAINS.

HILLS OR
MOUNTAINS have
SOME SMALL TREES OR
BUSHES, BUT MOSTLY
LONG GRASSES



8000'
ALTITUDE

Looking away from
"BIG WATER."

SMOKE
LIKE
A CONTRAIL
LIKE
AIR ROCKET

"STRELLA"
CAME TO
MIND

some
piece
of

Plunging

CAR wheeling out of control
fall

Some
pieces
fall off

STAT

48er

MTNS

TO A
CITY LIKE
PANAMA CITY



LOW
HILLS

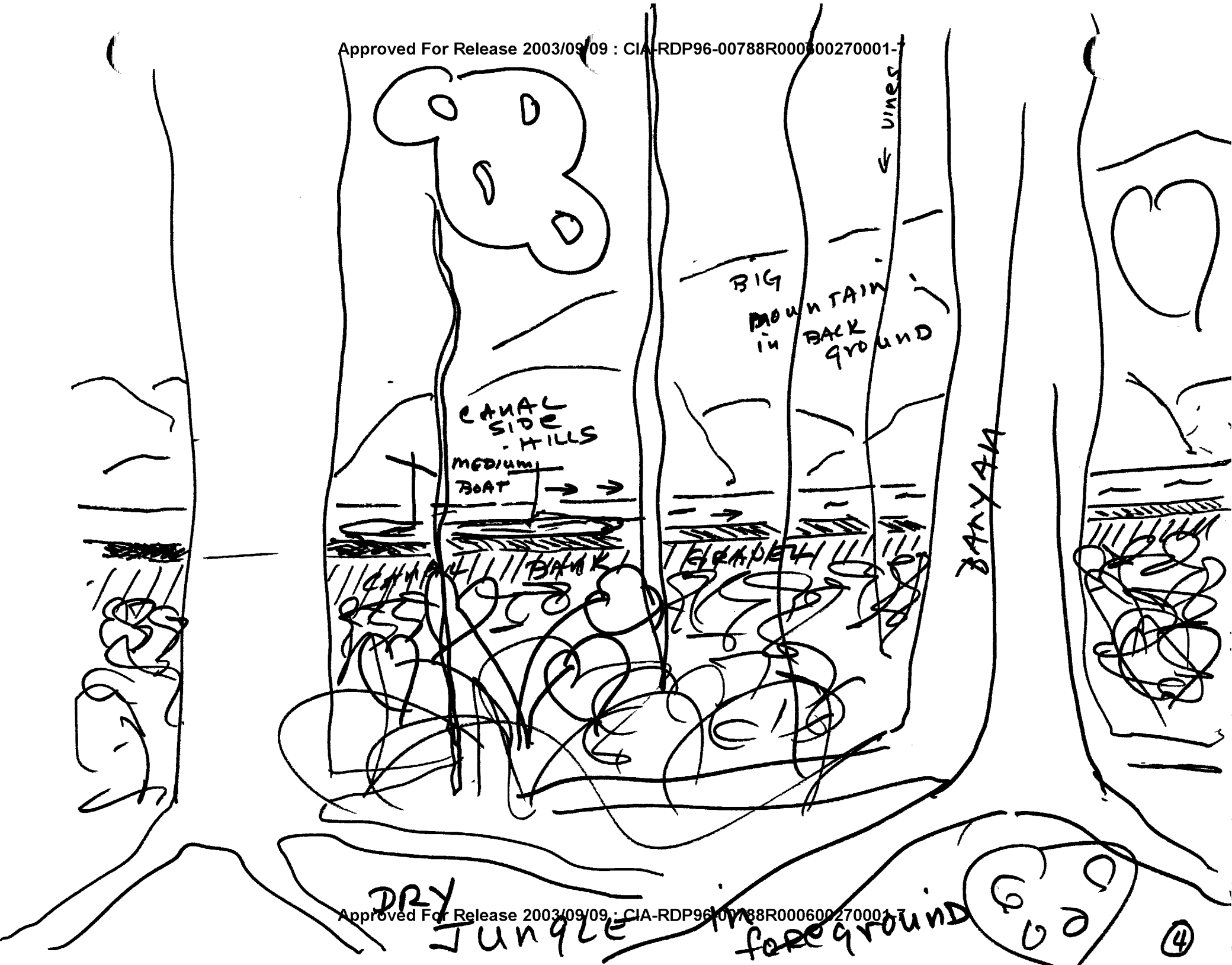
"HARD SCRABBLE" ROCKY ROAD ON BANK
Jungle
VEGETATION

IMPACT ON
WATER

GASH in
canal bank.

WRECK

so to go deep water
NEAR EDGE of bank



CANAL
SIDE
- HILLS
MEDIUM
BOAT → →

BIG
MOUNTAIN
in
BACK
GROUND

← VINES

BANYAN

DRY
Jungle

in
foreground

TAB

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TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DC-97

1. (S/NOFORN) Information provided the remote viewer prior to the session is documented as a pre-session briefing and is included in the transcript. Attached is the photograph shown to the remote viewer.
2. (S/NOFORN) During the session the viewer was asked to elaborate on his descriptions which seemed relevant to the task at hand.

NOT RELEASABLE TO FOREIGN NATIONALS

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INSCOM

GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH

DATED: 051630ZJUL78

NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: Mar 2001

GF-026-81

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GRILL FLAME

Copy 1 of 2 copies

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION DC-95

1. (S/NOFORN) This report documents a remote viewing session conducted in compliance with a request for information concerning an Army UH1H, Tail Number 73-21711.
2. (S/NOFORN) 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/NOFORN) The protocol used for this session is detailed in the document Grill Flame Protocol, AMSAA Applied Remote Viewing Protocol (S), undated.
4. (S/NOFORN) 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.

NOT RELEASABLE TO FOREIGN NATIONALS

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION DC-95

TIME

#66: This will be a remote viewing session for 0830 hours, 12 March 1981.

This will be a pre-session briefing to the remote viewer.

On 17 February 1981 at 0700 hours at the target a UH1H 1973 model US Army helicopter went down. It still is missing and cannot be found. Your task this morning will be to locate this helicopter, identified by the tail number 73-21711. Call signs, Army 711. Pilot [REDACTED] Co-pilot, [REDACTED]

SGFOIA3

SGFOIA3

SGFOIA3

[REDACTED] I now show you a photograph of a UH1H Army helicopter. At the beginning of the session I will say locate Army helicopter 73-21711. At that time we wish you to access 17 February 1981 at 0700 wherever in the world the helicopter is located.

Do you have any questions?

#08: No.

#66: You now have 25 minutes to prepare for this session.

PAUSE

#66: Relax and concentrate now, relax and concentrate. Focus your attention on Army helicopter tail number 73-21711, 17 February 1981. Focus your attention now on 17 February 1981. Locate Army helicopter 73-21711 and describe its location to me.

PAUSE

+02 #08: I have two things that come up. I got to get rid of 'em. It's on a, ah.....it's on the side of a craggy hill.
.....It's very desolate. There are sharp rocks...and.... if the ah, using the departure point as a point of reference you gotta go on a course of about....about ah, about south/southeast and then you gotta go about, about 225 miles to the
.....think the place of the accident as as if it were.
+04 it's very hard to explain..... As if it were below the the set of the, the level surface of its surroundings. As if it were, something like going into the Grand Canyon of the surface of the, the earth, if you wish, of that plain goes into a hole, *SORT OF*.

PAUSE

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#08: How can I.....I need you to ask things, 'cause this imagery is ...very muddled.

#66: All right. You said that, when you started, that there were two things that you had to get off your mind.

+06 #08: Yeah, yeah. I had a tough time, ah, I had a tough time...^{ah} getting ready for it, because I kept creeping into, ah, time that I had to get ready, kept interfering...and...there was a, the ^{standard?} thing that remains standing was the point of reference and about 225, two hundred and twenty-five miles, south, southeast, almost south, southeast. But, the first one was in a desertand then after...tried to put that out of my mind...and then(mumble) when we really started....then....tried to follow those impressions.

#66: Okay. Now, focusing on the events of the, the morning of 17 February in this location, 0700 hours, focusing on the events now, access the window at 17 February 1981, and tell me about the events that take place in and around 0700, 17 February 1981.

+07 #08: Things that come ^{up} are, ^v training/exercise, ^{which} reconnaissance... ^{due} and, ah, ^a sector that's ⁱⁿ (mumble) it should 'ave been ^{at} more to the east from where they are. Reconnaissance in support of..... troopsa...ah...imagery is very, very fast; it's so temporary, I can't keep up with it.

#66: Summarize it for me.

+09 #08: Ah, ah, ah, like they're getting into their craft. Like they have a reconnaissance mission comes in, what, due east, and, in support of guys in fatigues and the character of the desert ^{is}keeps coming up with the ^{point of} plane departure,....and, ^{ah} and the okay, the ..ah..when they're there on location is that if you took their point of departure and went east, and another vector(phonetic) that went....something...east, southeast, but that's too far down; they weren't supposed to go that far down. They're at that lower point with that vector (phonetic).

#66: Describe to me the events of that accident.

PAUSE

+12 #08: For one thing they were flying very low. It's as if they went in the canyon; they were coming out of the canyon; there's a power failure, and hit the side of it. It didn't have the power to get the hell out.....That's the only (mumble) because.....

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+14

- #66: Okay. Describe the condition of the aircraft after the accident.
- #08: The trouble is...near, damn near remain (phonetic) portion inside is a small, very small piece of a tail...everything else fell down, fell in, and everything tumbled down went right against the (mumble). There might be a small portion of this section that holds the rotor on the side, in the side of that hill..... Put it (mumble) of the surrounding, and therefore it's easy to (mumble). The rest of it's just about the (mumble) crate (phonetic) and roll down the hill.
- #66: The condition of the crew?
- #08: I don't know. I think it was.....(mumble) empty....it was very quick.....
- #66: In what area of the world are you?
- #08: I don't know. We could 'ave...you gotta come...that's known.... you gotta come back to your point of departure.
- #66: Aha. I understand what you're saying. I'd like you to try to move up over the top of the sight. Move up over the top of the sight. Now, higher. Now, from the satellite perspective, in what area of the world are you?

PAUSE

- #08: There's only on this, ah,...(mumble) Middle East, but.....
- #66: From what do you get the overlay?

PAUSE

- #08: From...knowledge of exercises (mumble).
- #66: Okay. I have no further questions, but I'd like to give you the chance to explore and comment as you see fit. Once again, focusing on 17 February 1981, Army helicopter 73-21711.

PAUSE

- #08: I don't have anything else.
- #66: Okay. Focusing your attention back to me in the room at the present time, move your arms and move your legs and prepare to draw some of the imagery you've had.

PAUSE

- #08: Okay. Well, sketch one is, ah....drawn as the main point of reference which is marked with...by an X with a circle which would be the departure of the aircraft. I got the impression

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- #08: it had an assigned area of search which was more or less due east of it, and going from east to, oh, not all the way to south, maybe three-quarters of the way, if this were a perfect square here.....and somehow, it strayed somewhat below its area of search, and I got the impact in a crater sight in a gully type area marked by an X.....two things, the, the, the area of search which I've indicated by a couple of jagged lines appears to represent a geographical country border area. I'll put that line two, okay. Mark that down as line two. And, there is a line one, which is closer from the plane of departure, which also has some geographical significance, but it does not appear to be a country border. But, it is some type of border. And, that's, it had to cross that and conduct its aerial search to the geographical border. Impression I got from the point of departure to the crash sight is about 225 miles. Okay.
- #66: And, what is this area..look like then to you?
- #08: The area, at first, was one of desert, and so on. I think I explained to you at the beginning of the session, how all of this very, very quick fast imagery interferred with my preparation and...
- #66: Aha....
- #08: My preparation in getting ready for the session.....I was.....first time.....in all the times that I've ever done this that I've had such difficulty trying to push the imagery out of my mind and concentrate on just simply getting ready. At that time....at the beginning I had imagery of ...of desert, something like Egypt. And, I had to push that out in my mind and force myself to do away with the imagery and await for the beginning of the session so I could start clear. Now, there's, there's overlay in that, in that I know that we had an airborne division or something in Egypt conducting an exercise. That may have played a great role in all this stupid imagery that I'm getting. At the beginning of the session when I was waiting for the passive in imagery so that I.....it would be more accurate.....it would be truer imagery than the crash sight in particular.....change from a desert.....all of this is very desolate by the way.....either, whether it's the first imagery or the second imagery. But, the difference between the first and the second is in the second instance there was some type of gullyalmost mountainous aspect with some...rocks jetting out. But, the more I looked at it, it seemed to be below ground level. Which didn't make sense at all. As if this thing, this aircraft headed straight into a canyon, was coming out of a canyon, and was really well on its way out of the canyon when it experienced some type of power failure, and it was just too close to do anything except slam into the hillside. This is a rock. I don't know why this, this is predominantly a jetting rock with some kind of vegetation on the side here.

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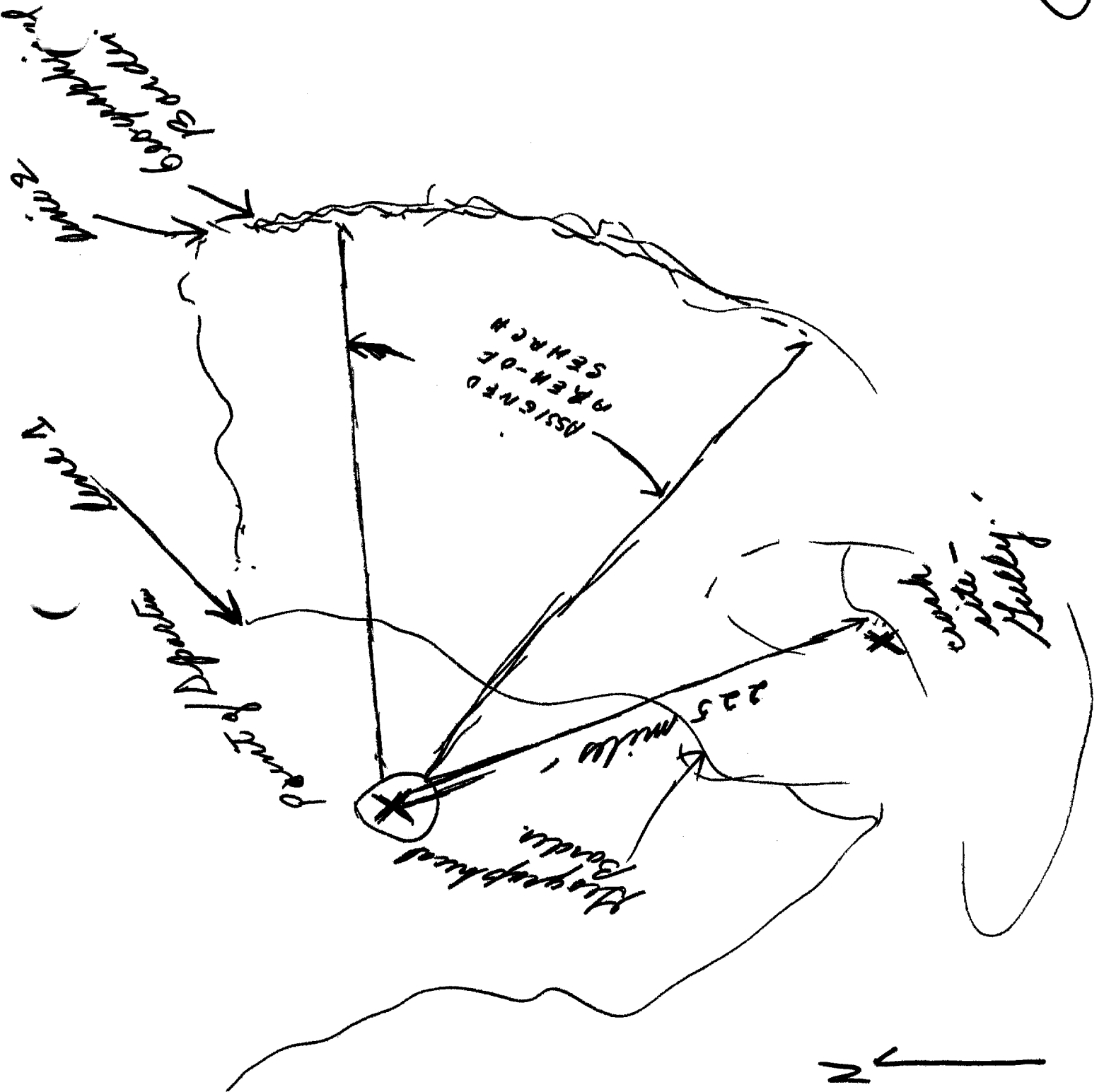
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- #66: Okay. Now, is the motif in, although it is desolate as you say in both of your images, is the motif of desert in the second area?
- #08: No. It's outside. It's as if there were on the periphery on, at the end of this thing, and it still as desolate as ever. Except, that it was more mountainous and more craggy....ah.... and, yet in canyon fashion. And the only thing that seemed to remain of the aircraft is, is part of the fuselage here which is the tail end of the aircraft, and something that I didn't mention during the session, but which was, I meant to, and..... just didn't seem to have a change.....it was so fast.....there's a, there's a small red and white thing. I don't know if it comes from one of the rotor blades, the rear rotor blades or...(mumble) from the.....stern portion of the aircraft. And, there's only a small portion of the stern of the aircraft left on the hillside. But, it's so imbedded, and so.....so imbedded in the side that you can't hardly see it, and most of the debris, all of the debris, except that small portion just rolled down that entire hillside..and just, just melted with the background so that you can't, you can't figure it out. You can hardly see it. You can't piece it together.
- #66: Okay.
- #08: That's all I have..... on the damn thing.
- #66: Okay. Do you have any confidence in the imagery that you did have?
- #08: Yeah. But, the, the....the thing I, I didn't like was the interference with my preparation, which was, like I say, has never happened before. Maybe it was the acute impression of the target that I, just really surprised me...the target. I was extremely surprised for some reason. And, it's as if I couldn't get to it fast enough or...I was going to say.....let's go now, let's do it now.....but, I knew I wasn't in a complete, receptive state. I kept fighting to get into that receptive state, and it was very, very difficult.
- #66: Okay. Anything else you want to add?
- #08: No.

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TARGET CUING INFORMATION
REMOTE VIEWING (RV) SESSION DC-95

1. (S/NOFORN) Information provided the remote viewer prior to the session is documented as a pre-session briefing, and is included in the transcript. Attached is the photograph shown to the viewer.
2. (S/NOFORN) During the session the remote viewer was asked to elaborate on those portions of his descriptions which seemed relevant to the problem of locating the target.

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INSCOM
GRILL FLAME
PROGRAM

SESSION REPORT

CLASSIFIED BY:MSG,DAMI-ISH
DATED: 051630ZJUL78
NOT RELEASABLE TO FOREIGN NATIONALS REVIEW ON: June 2001

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GRILL FLAME

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+19 #08: Yeah, it's a....it's a.....it's as if it hit sideway into the ridge, as if it were (mumble)... As a result of the impact the aircraft is, uh..like folded, not quite all the way but folded almost in two. And it's flattened against the.. the point of impact. The...

+22 #03: Okay, let's move slowly above the wreckage, above crash site of Army 711, move slowly above it. Draw a circle on the ground with a radius of 15 miles from the crash site. When you have completed your circle describe the prominent terrain features within that radius, within that circle to me.

PAUSE

+24 #08: There's a, uh, continuing impression of a very, very, almost exaggerated..dark high ridge in the clouds, about 8 miles south of the crash site. There's something...there's something...something, uh...something west.... Let me try another way.

#03: Go ahead. Take your time, work on it.

+25 #08: It's a terrain feature that's, uh...like a dark wooded area, about 25, 30 miles. It's the direction that I can't get. It's between...it's between north and west (mumble), wherever that is, west, northwest, whatever it is.. And it's, uh, different from the surrounding area. It's dark and it..if you follow the point of that it leads right to the, to that ridge.

#03: Distance?

#08: From the sky it would look like a big, uh, dark arrow or something.

#03: The distance?

#08: The what?

#03: Distance.

#08: About, uh, 25, 30 miles.

#03: Okay.... What is your relative altitude as you are describing this?...

+28 #08: Well, you see that's in a, that's in a lower portion. In other words...that's why it's distinct. It looked like a, like a little forest, unique little forest, was closer to the ground. So...you could probably see both...I don't know.

#03: All right #08-

#08: Maybe 2500, 3000 feet from over the ridge, not that high. If you found the ridge at 1200, 1500 feet over the ridge you could see it...

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#03: At this time I would like you to hold your position over the crash site..and look for the sun coming up. Put the sun on your right side, while holding your position over the crash site....

#08: Damn problem is that there is no sun.

#03: All right, let's put-

#08: (Mumbling)...

#03: If there was a sun-

#08: Yeah.

+32 #03: -ask your higher self to help you put that side to your right.

#08: Okay. If there was a sun.

#03: And then describe the terrain to me. Surrounding the crash site, the terrain surrounding the crash site. If there was a sun.

PAUSE

+35 #08: Okay, two things that happened there... The crash site is on the reverse side of the slope..which strangely enough is the north side. Just over the abuttment and the ridge is a huge...precipice that is lit up by the sun. Across from the crash site is a much bigger mountain. In fact most of the time it's partially hidden by clouds. Between the crash site and that mountain, which is an expanse of about two or three miles, there is an expanse of two or three miles. And there's colors of, uh...blue and yellow. It's as if it were on a painting. When you asked me to put my, the sun to my right there were lines that went north and south and east and west as in a grid. The sun was about two or three degrees..over the west axis, and I don't know what that means. The east...

#03: Very good #08. Now holding your position over the crash site I want you to find terrain feature called Piedra Blanca. Find the terrain feature called Piedra Blanca. Describe it to me.....

#08: Oh, maybe I'm all wrapped up with that huge mountain that's three miles or five miles south of the crash site, and it forms a gulley with the crash site. But that's the only thing that comes out in, that has been persistently lit up with blues and yellows and whites, whereas the crash site is dark and shady. And kinda get that outta the way here and see if there's anything else to you..feature.....

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- +40 #08: That'd be your Piedra Blanca I...looks like a white spire. It's about...ten miles north of the crash site.
- #03: Very good...
- #08: Maybe less.....
- +42 #03: At this time #03 I have no more, no further questions. And I would like you to take the opportunity to explore...and report whatever you would like to report about the area and the crash site.
- #08: Okay, (mumble)...

PAUSE

I have nothing further...

- #03: Okay then. I'd like you to remember the impressions you had of looking from the crash site to Piedra Blanca, and your overhead view for a drawing. And so we'll take a couple minutes and come back to earth and stretch and so on, then we'll prepare to draw here.

Okay, so at this point you've done your drawings and we will now get you to narrate, and you have free license here since you're an author and poet and so on.

- #14: I don't know, we oughta charge him for that license.
- #08: Hasn't been certified, flying. Okay, in sketch number one what I found was, as I went to the crash site, not too much difference from my previous sessions, except I saw more of the aircraft, uh, under this bulge of a ridge, which is apparently part of a smaller mountain at the crash site. And it appeared folded. The problem is it's hidden from an overhead view. Uh, you have to be almost at eye level to the side of it to decipher it. And for some reason it's on the dark side. Where I have higher mountain at the bottom of the page. That's exactly what it is. It's a huge ridge that's, uh, very light, very blue, the top of which is almost in the clouds, and there's often clouds over there. And it's very well lit up. And between the higher mountain and the crash site is a huge gully which I've estimated about three miles wide. This is all lit up, and you can see quite well. It's on the other side, the north side of the crash site, and the abutment or projection that hides the wreckage. Okay?

Uh, I was looking for terrain features within about a 13, 15, 18 mile radius. What I did was start from the crash site and spin out. And what I got was this, uh, wooded area, which is different from anything in the vicinity. And seemed to me as if it were about 18 miles away, and it- the edge of that black forest tree, which doesn't seem to belong there at all, seems

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- #08: to indicate a direction towards the crash site. And this is, this was, uh, I found this before you asked me where was Piedra Blanca. And Piedra Blanca I found about 10 miles north of the crash site. And that explains sketch one, unless you have any other questions.
- #03: Okay. One other question is- you said this wooded area didn't seem to belong there. Did you get a feel for the kind of vegetation?
- #08: Yeah, well it- I was looking for a feature that's different from what you find in the area. In other words, this is all very mountainous and most of it is very, very bleak until you start going down the mountains, then it turns to somewhat green, but not heavy, heavy green until you get to the very bottom. And this stood out because it looked much, much darker, it looked like what I would call a black forest, a strip of forest, that seems to be out of place in that area. So it may be a feature that might help.
- #03: Okay.
- #08: Then, uh, I don't understand my, uh, the meaning of my sketch number two, which I've labeled the sun sketch. I was trying to, uh, pinpoint where the sun would come up and so on. And when I first- all my impressions were with my body facing in underneath that ridge looking at that, at the wreckage. So when you asked me where east was it took me some time to kinda stand up, go over, and turn around. And these grids, or this graph type thing would not go away. Like I say, I don't understand it. I don't know what's- if it has any meaning at all. It just seemed that with a perfect north, east, west, or north, south, east west, uh, graph that the sun for some reason was at an elevation of about two degrees to the east from this graph. I don't know what that means, if anything. And I have nothing further.
- #03: Okay. And you have a type of confidence level here for your, uh, impressions and so on? I mean, uh, how do you visualize this session? Pretty good? Pretty bad?
- #08: Oh, it was all right with me. I don't know how the info is.
- #03: Bo Derek- one to ten?
- #08: Oh, it was good. It was a good session for me.
- #03: Terrific. Only other question I have for you is- how about the noise and so on?
- #08: No, I wasn't bothered by anything.
- #03: Terrific. Okay. Okay, go ahead.

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- #08: This is sort of an after the fact report, in view of the fact that we're talking about the cooling period. And I almost forgot to mention that the impressions that I received while I was cooling down and I was trying to do away with the impressions that the numbers three and seven, seven three, three and seven kept cropping up, as if they were involved in the- or were, those numbers were a factor in the finding of the aircraft, or the future finding of the aircraft. And I didn't pursue it because I was concentrating on cooling down. But it, it, uh, surfaced at least three times before I was able to put it out of my mind, so to speak.
- #03: Okay. Uh, anything else?
- #08: No.
- #03: Okay. You don't feel that those were, um-
- #08: I don't.
- #03: So-
- #08: I thought they were part of an aircraft.
- #03: They were part of an aircraft?
- #08: An aircraft number.
- #03: Terrific. Okay. So this will be the end of the tape.

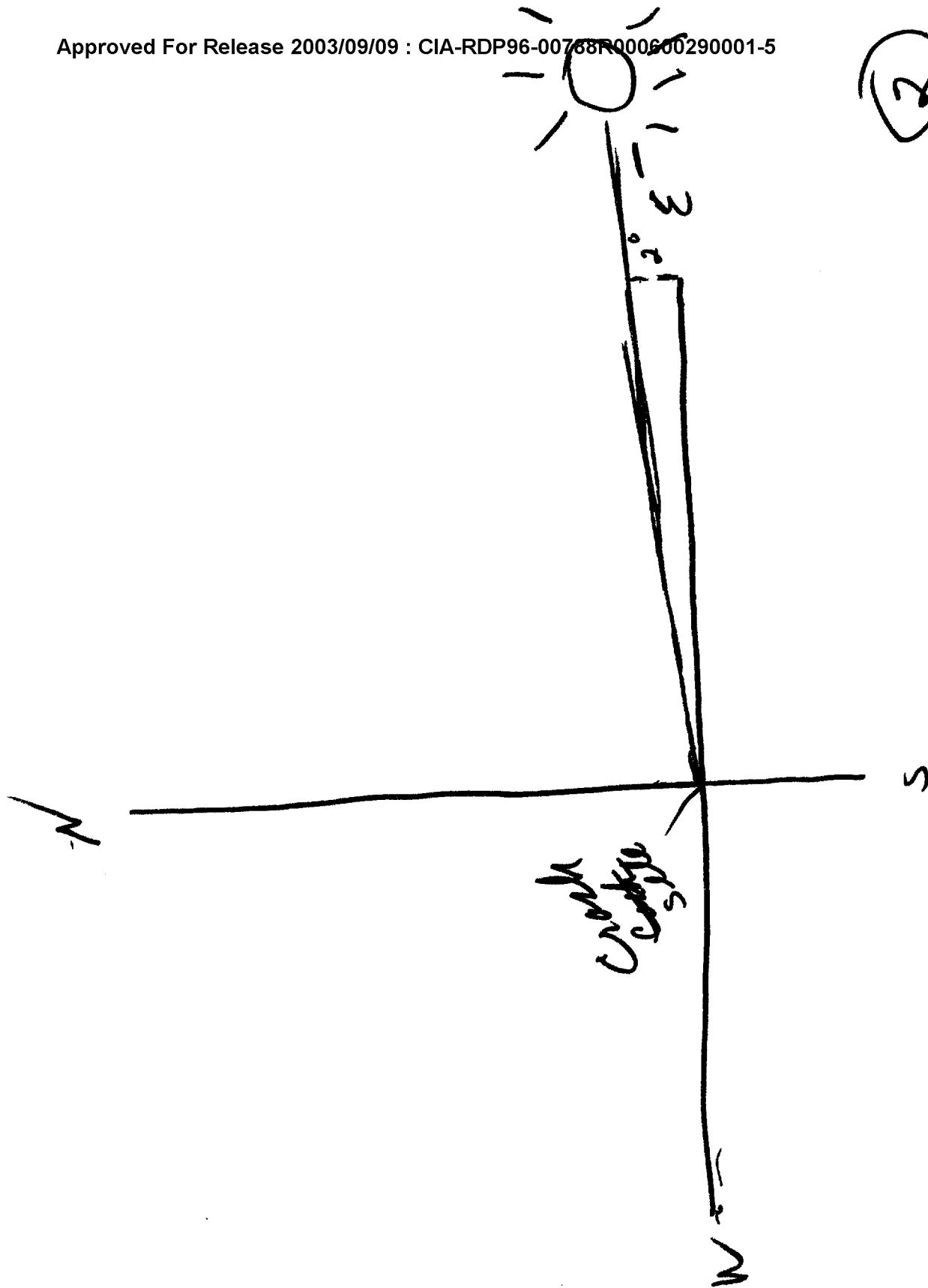
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TARGET CUING INFORMATION

REMOTE VIEWING (RV) SESSION DCC-70

1. (S/NOFORN) Information provided to the remote viewer prior to the session is documented as a pre-session brief and is included in the transcript of the session. No photograph was shown to the remote viewer.
2. (S/NOFORN) During the session, the in-house analyst monitored the session and provided questions to the interviewer as the session progressed. The interviewer asked the remote viewer to elaborate on his descriptions and to describe specific areas of the target deemed pertinent to the monitor and relevant to the task at hand.

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DEPARTMENT OF THE ARMY

OFFICE OF THE ASSISTANT CHIEF OF STAFF FOR INTELLIGENCE
WASHINGTON, D.C. 20310

DAMI-ISH

27 MAY 1981

MEMORANDUM FOR GRILL FLAME Project Manager

SUBJECT: GRILL FLAME Operational Feedback (U)

1. (U) References:

- a. Session DCC-07, Target 8107.
- b. Session DCC-08, Target 8107.

2. (S/ORCON) Background. In February 1981 a US helicopter crashed in the vicinity of the Ecuador - Peru border area. In March 1981 search operations for the crew were suspended. The GRILL FLAME Team at Fort Meade, Maryland conducted three RV sessions on 12 March 1981 and two RV sessions on 27 March 1981 in an attempt to locate or refine the general location of the crash site. Per guidance from LTC Watt, memory sketches from references above were provided by the undersigned to LTC Salinas, Office of the J2, SOUTHCOM.

3. (S/ORCON) On 22 May 1981 the undersigned spoke with LTC Salinas. Earlier that week he spoke to several of the helicopter pilots who participated in the search. They were shown the sketches. The pilots identified several correlations between the actual terrain and the sketches: specifically, two flat top hills and several river valleys.

4. (S/ORCON) LTC Salinas stated that, based on the sketches, SOUTHCOM planned to continue search operations. What they need is more specific geographic information to cue the rescue teams to a specific site. The valleys are jungle so little can be seen from the air. I suggested to LTC Salinas to construct specific geographic questions that would refine the area to be searched and pass these questions to me ASAP. I told him we would lose contact with our "source" in thirty days.

Dennis M. O'Keefe

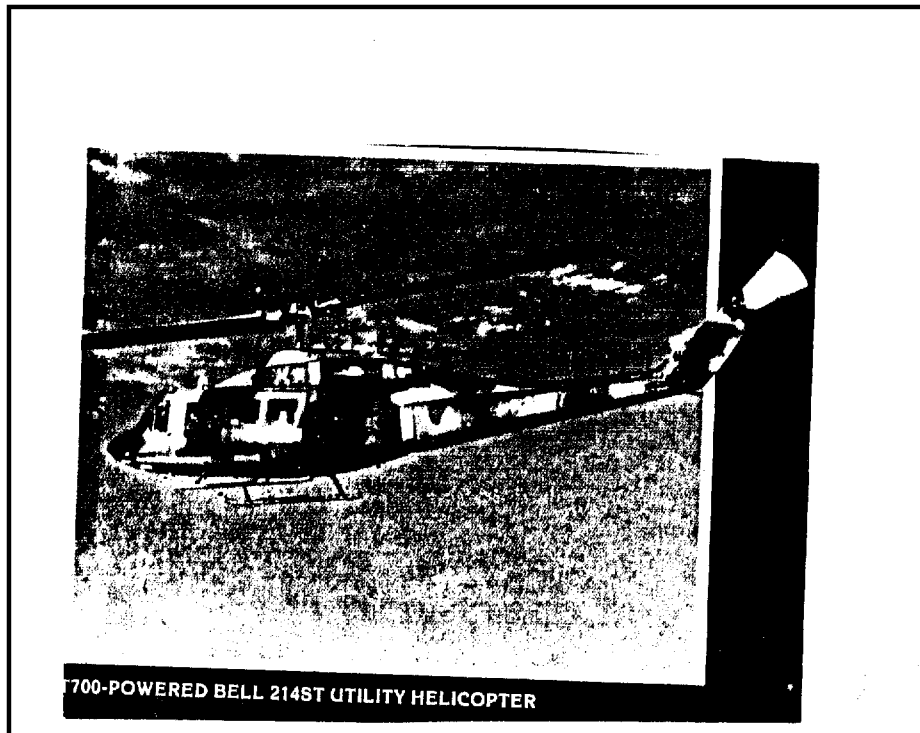
DENNIS M. O'KEEFE
Major, GS
Action Officer

GRILL FLAME (U)

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DEPARTMENT OF THE ARMY

**OFFICE OF THE ASSISTANT CHIEF OF STAFF FOR INTELLIGENCE
WASHINGTON, D.C. 20310**

DAMI-ISH

12 June 1981

MEMORANDUM FOR GRILL FLAME PROGRAM MANAGER

SUBJECT: Operational Requirements from CINGSOUTH (U)

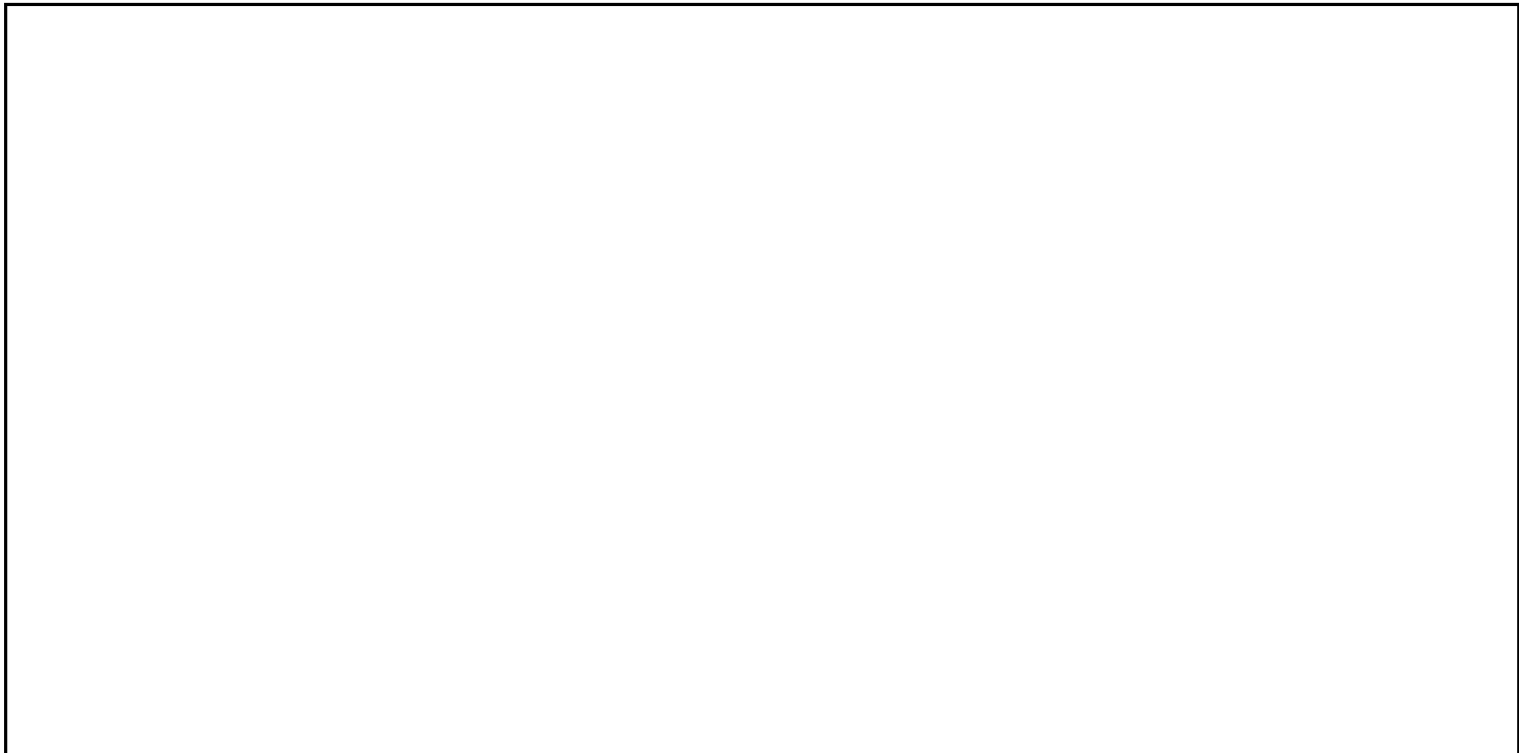
1. (U) References:

a. (U) Fonecon LTC Salinas, OJ2 SOUTHCOM, and the undersigned
11 June 1981, subject as above.

b. (U) Fonecon LTC Rinoldi, OJ2 SOUTHCOM, and the undersigned
11 June 1981, subject as above.

2. (U) Following requests for information were received from SOUTHCOM
re the Feb 1981 crash of a US helicopter and crew vicinity of the
Peruvian-Ecuadorian border area.

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Classified by DIA DT
Review 12 Jun 2001
Reason: 2-301c.3 DOD 5200.1-R

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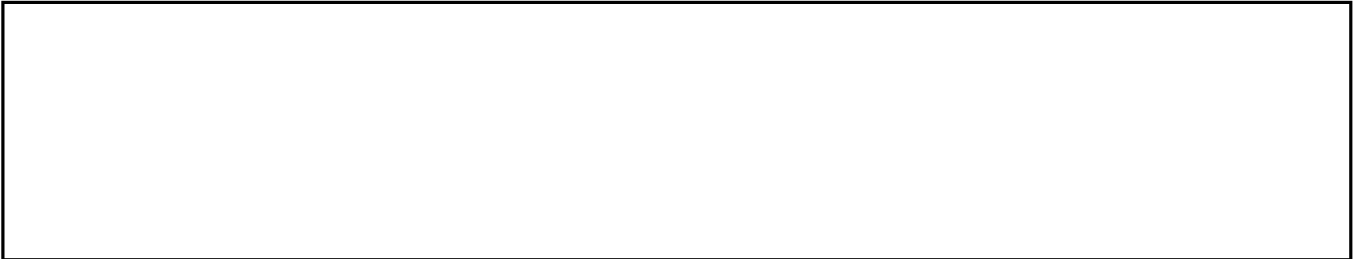
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DAMI-ISH

SUBJECT: Operational Requirements from CINCSOUTH (U)

3. (S/NOFORN) Information submitted by GRILL FLAME continues to have strong correlation to existing terrain and man-made features. Your information has caused SOUTHCOM to investigate the possibility that they have been searching the wrong valley. Your description of a bald mountain is similar to Piedra Blanca, a bare hill approximately three kilometers from the suspected crash site. Your report of a microwave antenna in the area could relate to numerous power lines that are present in the vicinity of the crash site.

4. (S/NOFORN) SOUTHCOM is looking for any information that can lead to a specific location that can be searched. They ask specifically that the following area be investigated:



5. (U) Request you pass your responses to the undersigned who, in turn, will pass them to J2 SOUTHCOM.

DENNIS M. O'KEEFE

Major, GS

GRILL FLAME Action Officer

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