

3

July
19 Aug
91

SECRET/NOFORN-SKEET CHANNELS ONLY

PROJECT SUN STREAK (U)

WARNING NOTICE: INTELLIGENCE SOURCES AND METHODS INVOLVED

Session Procedures Report (S/NF/SK)

PROJECT NUMBER: 8709	SESSION NUMBER: 3
DATE OF SESSION: 19 AUG 87	TARGET COUNTRY:
REFERENCE:	MISSION STATUS:
TECHNIQUE UTILIZED: CRV	SOURCE IDENTIFIER: 018

1. (S/NF/SK) Monitor Tasking: Monitor was instructed to concentrate efforts upon the US aircraft, particularly with regard to material and configuration; sketching was to be encouraged.
2. (S/NF/SK) Source Tasking: Upon informing the Source that this was to be a continuation of the most recent project, the session began with a movement exercise; the intent being to begin perceiving the aircraft from an overhead perspective first. As parts of the aircraft were perceived, Source was directed to sketch each, in turn, paying particular attention to the wings; additional work was needed to resolve the wing tip configuration.
3. (S/NF/SK) Summary: Source's summary attached.
4. (S/NF/SK) Comments: The source addressed but could not resolve the issue of the aircraft's powerplant, i.e., location(s) and configuration. Since it was causing such difficulty, the source decided (wisely) to abandon the effort until a later time.

Recently, there has been marked improvement in this Source's work, (an earlier issue that had caused some personal turmoil seems to have been resolved).

SG1J



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CLASSIFIED BY: DIA-DT

DECLASSIFY ON: OADR

SECRET

UNITED STATES GOVERNMENT

memorandum

DATE: 18 August, 1987

REPLY TO
ATTN OF: DT-S

SUBJECT: SESSION SUMMARY, PROJECT 8709 (C-SS)

TO: DT-S

(ATTN: [REDACTED])

SG1J

1. (S-SS) Statistics:

Project #:	8709
Viewer:	018
Session date:	18 AUG 87
Filename:	8709.L03

2. (S-SS) The previously described aircraft was viewed from various angles and distances. Impressions gained from the session include:

- a. There appears to be some kind of a "line" running the length of the aircraft, on the top of its body. This line is a part of the body itself, not separate (i.e. an attached wire, etc.) (see transcript, p.2 for drawing).
- b. The wings appear to droop away from the plane (see page 8 for drawing). The forward edge appears straight and swept back. The trailing edge appears to be curved backward as it approaches the body of the plane (see page 3 for drawing). The tip ends of each wing seem to have a progressively increasing "curl" upward which is rather sharply defined in relation to the entire wing (see pages 8 and 9 for drawings). The tail wings may be attached to the tail above the body rather than to the body, itself.
- c. There is a point which gives me trouble viewing. It is located toward the front of the plane and nearly under the cockpit. Every time I try to view it, I get strong AOLs of a jet intake, but this doesn't feel correct (see drawings on pages 5, 8, and 9).
- d. The nose of the plane appears to be blunted (side view), and almost squarish (front view), with dips inward, (AOL: like sunken in cheeks) (see drawing in lower right hand corner of page 4).
- e. The plane's color appears a blackish green (AOL: like a shark's skin), but which, on close inspection is extremely shiney, smooth and remarkably clean. The surface appears to have a coat of clear epoxy or acrylic paint, with the color being below this surface coat.

SECRET

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- f. The tactile "feel" of the plane is probably its most recurrently surprising feature. The touch is not at all like touching metal. It feels more like you are touching a resin substance. It is extremely smooth, but has an almost lifeless "light stuff" feel about it. It feels at the same time hard, but pliant; solid, but very light. It is not fiberglass. ✓
 - g. The other very impressive recurring perception is that its surface is immaculately clean and shiny, as though nothing sticks to it, not even dust. It is an exceptionally smooth surface. ✓
2. Viewer's critique: (S/SS) While I "feel" that the perceptions are fairly accurate, I am also aware of my past record which lacks a lot of graphic representations. I would personally, therefore, take all this with a great deal of caution.

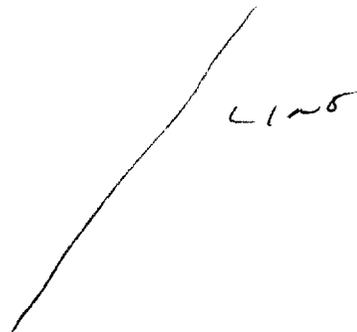
SECRET

18 AUG 87
1001 HAS
FT. MEADE
ED.

A.V. NONE
P.I. ~~HUNGARY~~

OBJECT: AIRCRAFT.

DESCRIBE TOP-
VIEW OF AIRCRAFT SHOULD BE PERMISSIBLE.



~~54/2~~ CONF MARK: PERCEIVES A LINE DOWN
THE MIDDLE OF THE BODY, ON TOP-
DOESN'T MAKE SENSE.



2

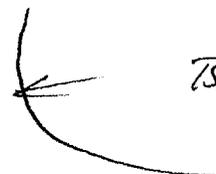


LINES SEEMS TO
ENTER LENGTH
OF THE BODY.

TDP OF AIRCRAFT SHOULD BE PERCEPTIVE

SZ D M ST T (ALL AS
WINGS.

SK!



BACK OF WINGS?

(4)

SZ D M ST T 1 Mr Abs.
DALL

SK! 

54% SOO SAW CONUS AS ON BACK OF FRONT WINGS. ON BACK BACK

SZ D M ST T 1 Mr Abs.
FRONT.

BLUNT

FRONT

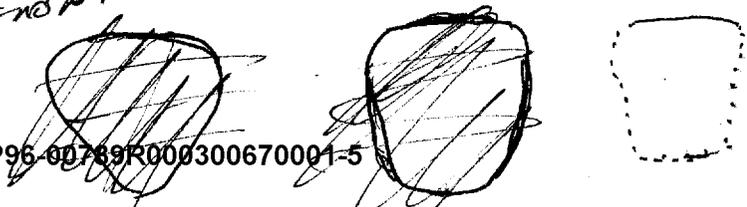
BLUNT
ROUND
HEAD.

SK! SIDE VIEW



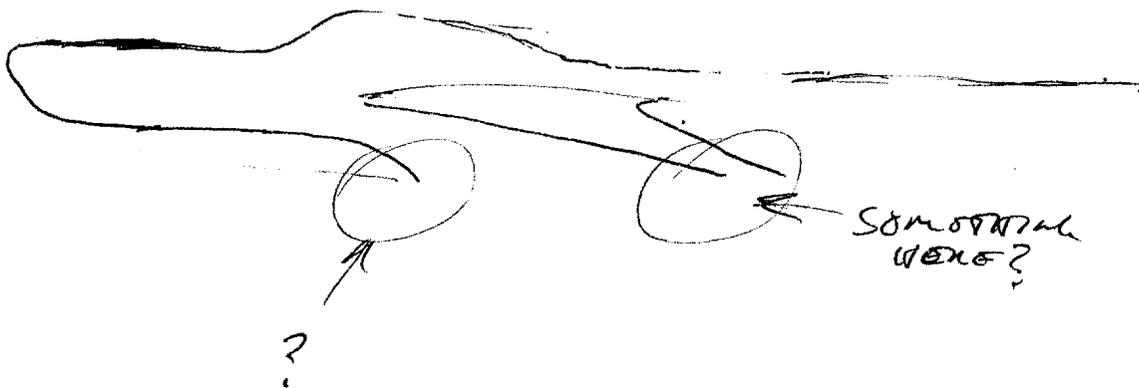
FRONT VIEW

SK!



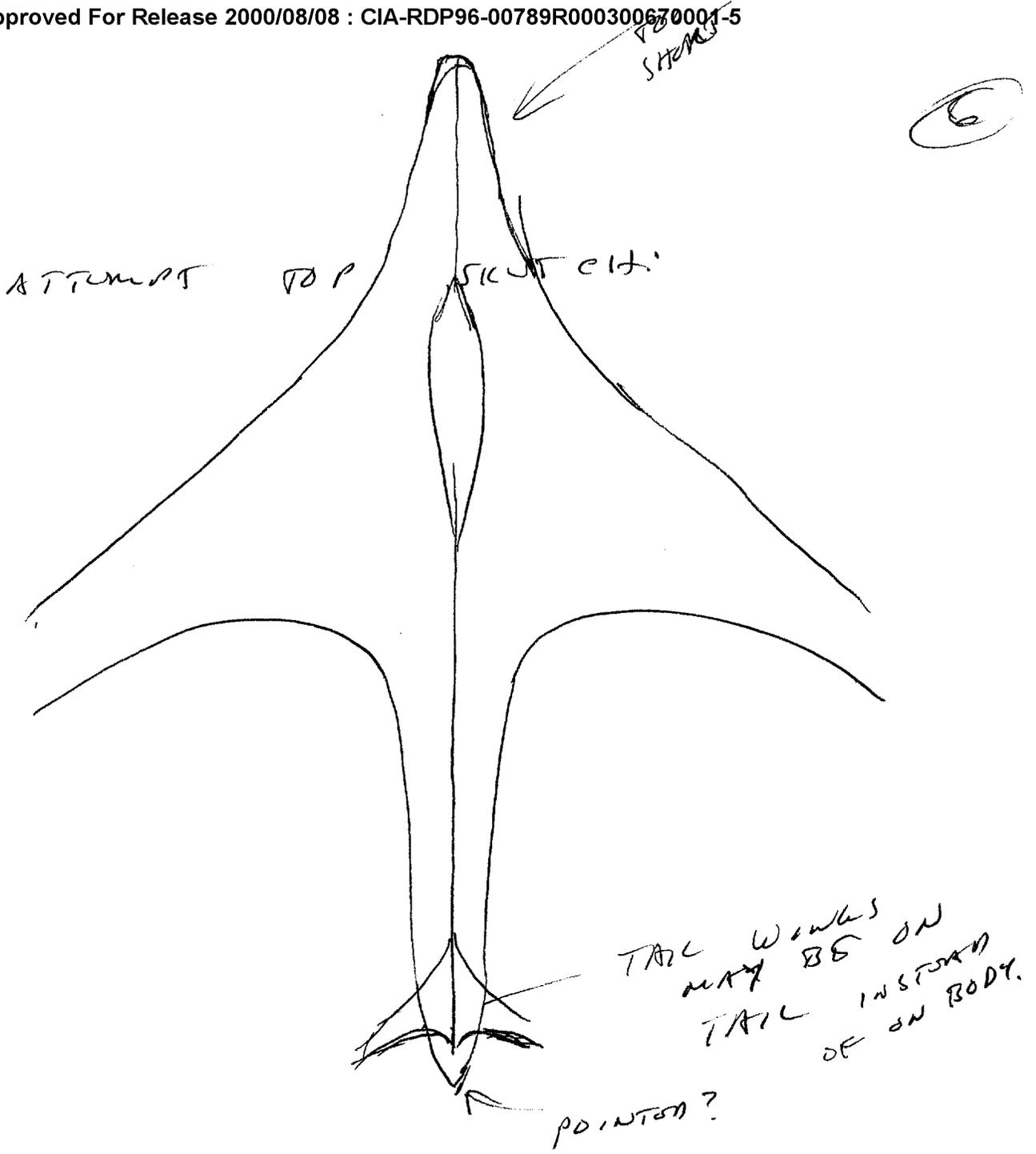
5

ATTEMPT TOTAL SKETCH!



WINGS SEEM TO BE PLAIN (NO ENGINES OR
 SYSTEM)
 CANT FIND AN INTAKE FOR JOES.
 OUTPUT OF JOES SEEMS TO BE IN
 MIDDLE OF BODY TAIL.

LONG
 SLOTTED
 SLIPPER





ATTEMPT FRONT VIEW:



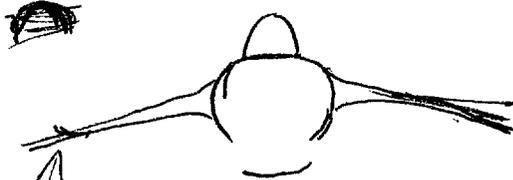
ALL TIME
WANTED TO
PUT INTAKE
ON SIDES OF
BODY BUT
DONT "ESSE"
THAN THOSE.

8

RESUME: 1037

RESUME: 1053

ATTEMPT FRONT VIEW.



WINGS STOP DOWN?

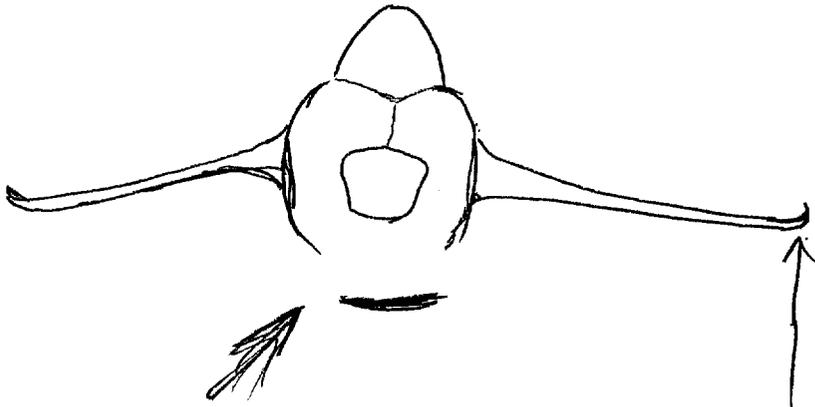


CURLED UP



018
19 Aug 80

9

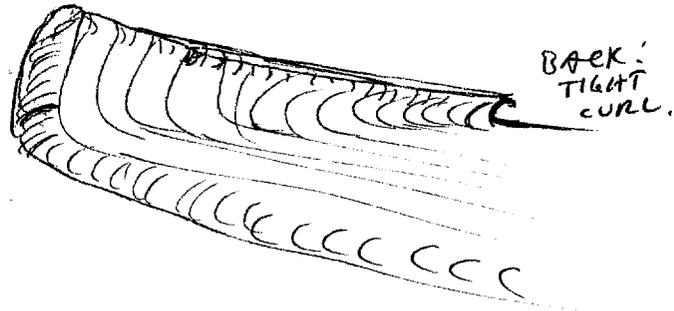


CANT MAKE
BOTTOM MOST
SIDES.

5 1/2 CURLE OF WING
TIP IS NOT AN
EVON CURLE: IT
SEEMS TO CURLE
WIDE + WENT
IN FRONT +
TIGHTEN + GET
SMAALLER IN BACK!

SK!

FRONT:
LARGE
WENTLE
CURVE



BACK:
TIGHT
CURLE.

(10)

S 4 1/2 SURFACE SEEMS TO BE
 BLACK/UNOWN
 THE A COLOR OF A SHARK'S SKIN. (ADL)
 TEXTURE IS THAT OF HIGHLY POLISHED
 PLASTIC, OR CLEAR ACRYLIC PAINT. TOP
 SURFACE SEEMS TO HAVE A ~~THIN~~
 COAT OF CLEAR PAINT OVER THE SURFACE.
 COLOR LOOKS TO BE DORSAL THAN THE
 SURFACE.

ADL BULK!
 EACH TIME I TRY TO FIND WHAT'S
 UNDER THE BODY, I ADL A LOT INTAKE,
 + GET BLOCKED BY THE ADL.

ADL BULK
 UNDERSIDE OF BODY "FOOT" LIKE IT IS
 WHITISH OR GAYSON/WHITE BUT THIS MAY
 BE ADL FROM IMAGES OF "SHARK SKIN."

11

ADZ BKK: (TO THE TOUCH)
FIBERS LIKE THE WHOLE
BODY IS MADE OUT OF (ADZ) EPOXY RESINS,
INSTEAD OF METAL.