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ORCON

GRILL FLAME

PROGRAM

SESSION REPORT

CLASSIFIED BY: MSG, DAMI-ISH
051630Z JUL 78

REVIEW ON: MAY 2000

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SUMMARY ANALYSIS

REMOTE VIEWING (RV) SESSION CCC 95

SG1A

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

[REDACTED]

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

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

4. (S) Following is a transcript of the viewer's impressions during the remote viewing session. At TAB A are drawings made by the remote viewer reference his impressions of the target site. At TAB B is target cuing information provided the remote viewer. At TAB C is a map on which the viewer has indicated his opinion of the target location. This opinion should be considered separate from his remote viewing impressions as it is only an analytical attempt by him to match RV perceived terrain features to a map. The viewer was shown a map of the Mediterranean Sea only after he had finished his remote viewing.

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TRANSCRIPT

REMOTE VIEWING (RV) SESSION CCC 95

TIME

#66: This is a remote viewing session for the 6th of May 1980. We have an on-target time of 0900 hours.

PAUSE

Relax and concentrate now. Relax and concentrate.

Focus your attention on the area known as the Mediterranean Sea.

PAUSE

Relax and concentrate. Focus your attention on the area known as the Mediterranean Sea.

PAUSE

SG1A



PAUSE

Focus your attention on the area of the Mediterranean Sea.

PAUSE

Focus your attention specifically on the downed aircraft of interest.

PAUSE

Describe the location of the aircraft to me.

PAUSE

+07 #10.5: I keep getting

PAUSE

I keep a

PAUSE

I keep getting this . . very very flat horizon . . with one exception.

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PAUSE

+09 #10.5: Located on the horizon in front of me is the
. . . an island or something. This is reasonably
size. Has one . . . looks like one main hill or mountain,
I the Island is almost crescent shape. It has a
bay in it. A curve close by. This island is approximately
. . . I think its about 15 miles from where I was and I am
right off one side of the . . . crescent. The crescent is
on the right side of the in my view.

#66: Describe your relative position of observation.

#10.5: I'm like it . . . at sea level and the waves are
right in under me. I think.

PAUSE

+12 I had a . . . I didn't have a visual . . . I'm not . . but
I had a feeling of the sea floor beneath me being at about
the 1200 foot level. And, that what we were after was on
a . . . down slope, not a bid drop off, but a slope.
Up slope or down slope. It tapers off from the direction
of the island. I'm going up and I'm going down. From
going up and going down, its very . . . difficult. Then I
had a . . an aerial with a big black X, which . . . in my
feeling put me in the . . a very, very far back corner of
the . . of the ocean. And that the X was about equal
distance between a . . . a blotch and what I thought was a
coastline. . . that goes in a channel. The distance. . . .
the very, very hard to work. But I had the feeling that I
was off the coast of Turkey. In the
near the Bosphorus in the entrance way to the straights.
But out from there some miles, so that . . . so that these
distances are still far.

PAUSE

#66: Position yourself with the downed aircraft. Report when
you've done so.

PAUSE

#10.5: Yeah.

PAUSE

#66: Describe it to me.

PAUSE

#10.5: Well, its . . . not much to describe. I got
Its All I have is a It seems to be
pointed up slope. It . . . seems to be . . . its nose
is obscured but I have the feeling of a

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#10.5: like a . . . Its not that big, its like a . . . twin canopy one behind the other lash up. But its buried in its nose like this . . . silth is fallen all down around it and . . .

PAUSE

+17 Its . . . I definitely get the feeling this thing really fell apart. . . Really fell apart when it went in. It I don't have the feeling that it . . . is in tact at all. I'm trying to get a get . .

#66: Report the raw imagery to me. Report just the raw imagery.

#10.5: I'm getting a long. . . cylinder, nothing else. Just a long cylinder like fuselage. It has a . . . single. . tail thing sticking up out of it on the down hill side. Its on the down hill side within the There are large pieces of flat metal which are to the right and the left, but they are a long ways away. They are like at . . . like a down the hill in a gulley down there.

PAUSE

+20 Like there is stuff laying all over. But the main item is a long cylinder. It appears to be maybe.

PAUSE

55 or . . . what I can see is maybe 55 or 60 feet long.

#66: All right, I want you to relax and concentrate for a moment. I want you to listen to me very carefully.

Just relax and concentrate. Hold in your perceptions. I want you now to open up all information channels available to you. All information channels. Not limiting your perceptions. Open up all information channels and in your mind ask yourself, by what meanscan I locate this aircraft. Do so now.

PAUSE

#10.5: I don't know.

PAUSE

+27 At this time. . . . there is a

PAUSE

I don't. . ha. . . . There are two ways.

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#10.5: The geometry appears to be the ways are being shown the crescent of the island makes an arc. On the one side of the arc, extending a line directly at that radian the distance of some 15 miles or so will bring us to a point that intersects a line from this. . . . channel or idea that I keep thinking which is on a main up the coastal area and is not an island. The lines will intersect perpendicular and X marks the spot. Secondly, there is a ship. . . that I was shown that's a freighter or about . . . 25 or 30,000 tons. That is steaming on a course right now. . . which will add the third leg to the perpendicular. I will cross. Damn near to the X. The freighter is something 'Morning'. 'Mistress Morning' or 'Mythis Morning' and I don't know if its . . . what registry it is.

+31

PAUSE

Its . . . a registry that has . . . a single star in a triangle with stripes. Something that's star shaped and a triangle with stripes.

#66: All right fine. I have no further questions about the target. If there's anything that you'd like to add please do so now.

PAUSE

#10.5: I

PAUSE

I am working on the island way.

#66: Um hm.

PAUSE

+36 #10.5: There is a

PAUSE

I think only one small fishing village. Some cluster of structures is located on the far side as though looking away from where the target is. The entire island is very mountainous and rocky. There was no real natural harbors but near the fishing village is on a very gentle - maybe south side of the island nestled in the foothills and under a rather high mountain. I was on the mountain top and it is maybe several, maybe several thousands of feet. . . it felt. . above sea level. But it is all only one mountain, island. Looking at the . . .

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fishing village which is about centered on another curving shoreline but a gentler curve than the one over here. On the right of that is a . . . subridge or a submountain which extends out into the water and has a second little cap on it.

PAUSE

Fishing village size is only maybe several hundred people. Maybe 500 people. And the . . there's no natural harbor. It is another situation where they beach their boats and such.

PAUSE

That's about it.

#66: All right fine. Let's prepare to draw the perceptions you've had here.

PAUSE

#10.5: Oh, Jesus. I'm trying to do this overlay of this map from the top or this island from the top while I still have it.

PAUSE

I don't know. I can't vouch for the island contour. That's the problem. . . is that I . . I'm trying to get that before anything else happens, before I lose it. But the island sits here. There is the curved beach okay. Crescent. Here is the longer beach and in the middle of that is the little fishing village idea. So that when you look at the fishing village on the right you see this little extra knob coming out in the water like a little submountain out in the water on the right side. On the left its just a ridge line coming down and the mountain peak in the background. I saw it. This is the idea I was trying to get across. Is that this crescent, if you take that angle of this crescent, at the angle of radius of the crescent like this, okay, . . . like this thing. . and run it out. Its all geometry, you know, nothing happened, no magic numbers popped into my head or anything like that. I think I That's the idea there okay. And then up here . . . up here. . . is this feeling that I was in the Eastern end of the Med at the mouth of the Bosphorus, you know, off the coast of Turkey type of an area. Way up in the . . way back in the cranny of the Med. Okay. And that the . . there was some sort of a channel in the coastline and that's why maybe I'm calling it that. Okay. But that the coastline comes down like this. You know. And the coastline comes down like that. And this is some sort of a channel.

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#10.5: And this is land mass. And I'll say Turkey. You know.

PAUSE

Question mark, okay. And the idea is that if you make a 90 degree angle with these. . or not even a 90 degree angle. If you run the angle of this coastline, of this channel line. . . its supposed to be a 90 degree angle, I . . . here. 'Cause I remember that it very clearly was a 90 degree like that. Okay, now if you run your dotted line out this way, the feeling was that where they meet there was this big black X floating in what I took to be the. . . Okay. That's what I'm talking about. And that where these two lines intersect is where I was. But what I have to say is that to my. . . when I was there, I could see the mountain on the horizon but I could not see this channel. I felt that there was something over there but it was not visible from the ocean level, the feeling of sea level. It was like it was over the horizon. I was far enough away that I couldn't see what was happening. But this was prominent enough that it stuck up above the horizon. Okay. And I estimated that this distance. . . what did I say? 15 miles. But that is very, very weird. You have to take that with a grain of salt. And the reason is because I've never done anything like this before, you know and I automatically was like compensating. Saying to myself Oh, wait a minute, you're out in the ocean. That means distances are going to be farther than they look type of a thing you know so then I came up with the 15 miles. So it might . . it might be less than that. I don't know. I just . . I've never had an experience like this before. I have no way to calibrate or no feeling for wht's happening.

PAUSE

Okay, this is small fishing village. And this is a promintory, a small, smaller. I think that's the way you spell it. And this is a mountain island.

Distance sizes of this, I would say this is maybe . . . two miles. And this is maybe. . one mile. Distances . . I mean . .

TURN OVER TAPE

Okay, intersect. Oh, I was talking about size. I have a good feeling for the size of the island much more than I have for the distances in the open ocean. Okay. Intersect is location of . . aircraft. Okay.

#6.5: What was that again?

#10.5: The intersect here is the location . . is the vicinity

location of the aircraft. Here

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- #6.5 I'm sorry, I thought that was where you said was your perspective of where you were.
- #10.5: Yes. That's where I was. I was over the aircraft.
- #6.5: Oh so you were. Okay, fine. I don't think you made that clear.
- #10.5: Oh, okay, all right. Now, to go back to the beginning of the session. When I started, I was here looking from water level at this island on the horizon. So that will be Sketch 2 is the island on the horizon. Okay.

But I wanted to do Sketch 1 first before I lost it. So, remind me that . . . well, on Sketch 1, let me do this boat thing.

I put my back to the curve of the island and I was looking out in the open blank horizon. Okay, which I took to be out into the Mediterranean, it was out into the ocean. And . . . I saw something to my left front on the horizon and I said, Oh goodie! There's another island; I'll check it out and I'll see where it is. I started whipping across the top of the water, you know, and I was catching . . . was going to go up and check it out and get a perspective and it was a damn boat. And that's where the boat was. But, NOSEC has a merchant watch list. Okay. And maybe they just may have whatever this boat is if its accurately - they may have it on the watch list and may be able to give a general idea of where it was on such and such a date and time. Okay.

The thing is that that reinforced my feeling that this is some sort of a major channel here, because this boat was steaming in this direction and I felt that this boat was gonna hang a hard right and it was going to go in the channel.

So . . . anyway. I'll do a bigger one for that because I don't have enough . . . Okay, let me go on to 2.

Two is this This is the ridge line here it comes down and disappears. Of the . . . of this island okay. Okay, this is an uninhabited end of the island. That's this island here, this . . . the one mile width okay.

This is the crescent. Crescent curve. And that's the idea if you take this out okay. All right. That's the idea you bring this curve around and I can just see over the edge of it and I can just see how that curve starts and then disappears into the horizon. Okay over on the other side of the island is where the village is okay. But the only thing I can give you on the island is that its a mountain island you know of there are no features here other than this . . . just general. . . disappearing on the left and the curve on the right. There's absolutely nothing else there. You know, no features or anything like that on that blank side. Okay, arrow is small fishing village on the back side.

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#10.5: Okay 3. . . was this feeling of a sort of a panarama - I was in close. But we ended up with though is . . . this shape on the island. The nice sandy strip before the foothills begin okay. Nice sandy strip and here is the fishing village type of a layout. Not very big at all just sort of nestled on the beach. Okay, like this. And. . . the feeling is that there's no harbor here or anything like that. Its just this beach line and they just pull the boats up on the beach. You know, when the tide goes out the boats fall over on their side and when it float, you know that type of thing. Very primitive, very small boats, may only 20-25, 30 feet long, fishing type boats. And I didn't get a look at the other side of the mountain. Or the other side of the island rather.

Notice that from this angle the mountain becomes wider at its peak whereas from the other end of the angle its more mountain typed okay. From the other end. You know what I'm talking about because of the way that the island is structured. And here is this little promintory.

PAUSE

On the right end and this is the fishing village.

PAUSE

Okay. Now where to?

PAUSE

To the site?

PAUSE

Let me label #2 here while you're looking. View from target vicinity in ocean.

Okay. This is View from other opposite side of island. Okay so that means then that over here is the target.

#6.5: Okay on Drawing #1 then, this freighter as you called it earlier, where would that have been, off of that drawing?

#10.5: Out. . . Right. Again, I'm stuck with distances. It would be off the drawing. What I was gonna do was draw another drawing of smaller scale. Because the freighter - okay, I'll put a line on it then. I was standing like this. I put myself right here with my back to the island and the freighter was in this direction.

PAUSE

Okay.

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#10.5: To freighter and what did I say it was Mistress Morning?

#6.5: Yeah, I wasn't sure of the last thing that you said.

#10.5: Something. Mythress Morning. Or Mistress Morning or something.

PAUSE

#6.5: Okay.

#10.5: I'll do that on a bigger scale. The boat. So this will show. Because the boats, the freighters steaming course was, let's see, about here is where the freighter was. Which is a goodly distance off Sketch 1 in that direction about 8 inches. But it was steaming along as though it would come right by

#6.5: That'll get em.

#10.5: Yeah it was 8 inches. It was steaming along as though it would come right by here. Right by the X marks the spot. Okay, I'll do a smaller scale. Do you want me to do that now?

#6.5: I was going to say, yeah, because right here X marks the spot might confuse them.

Might confuse somebody.

#10.5: Okay. Let me get this thing so I can look at it.

PAUSE

Okay and this dotted line would come out somewhere down here then Like that and there's the island okay. And the freighter was . . like . . out here. And its course . . at that time, its course was. . its not saying that it did it, but I'm saying but that at that time its course would have taken it very very near. the position.

PAUSE

Not precisely over it but very very near the position. Okay. I'll darken this in then.

PAUSE

Okay. All right.

PAUSE

#10.5: Okay, freighter. . . . I don't know, what did I call that? That's channel. Okay, distances then would be this is like 15 miles here. . . .and the feeling was that this distance. . . . was Again, you're stuck. The island stood up on the horizon because its big but the freighter was real tiny because its smaller and it looks like and might look like it was farther away than it really was. But . . . anyway regardless of all that the distance is maybe 20 miles.

Okay.

#6.5: Okay.

#10.5: That's Sketch 4.

#6.5: I realize you were having some difficulty with the channel area but can you have a . . estimation or a feel for the distance from the channel to the X?

#10.5: They are about equal distance. But I didn't know that until I got in the overhead.

#66: Yeah, you have to put it on, because when you play with it with your fingers it makes a lot of noise.

#10.5: It was about equa-distant. That was the feeling I had. Was that they were about the same distances. Looking down at it form the aerial okay. About the same distances. And X marks the spot and they make damn near a 90 degree angle when the two lines come together. But I did not see the channel when I was down on the water level. So, because of that I would say that the channel distances may be also 15 to 20 miles away. But . . okay.

#66: Would you also note that this spot here as being the target area - aircraft

#10.5: Oh yeah okay. 15 to 20 miles and I'll say plus or minus okay. And this is . . . Okay.

#6.5: Okay, tell me some more about the sea floor.

#10.5: Well, okay. It was on a the numbers 1200 popped into my head when I was there okay. And I . . it was as though it was at a 1200 foot level or something like that 1200 feet down. But the sea floor is canted at that place. And at first I could not figure out how the canting was. You know, which way it was. You know which, you know what I'm talking about is which way it went. 'Cause I'm just in some really weird situation. It seemed as though the sea floor sloped opposite the line to the island. Okay, what I'm saying is if I was left braining it, I would say that the sea floor goes up like this and in the distance. . leaving going up to the island that way. But it didn't seem

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#10.5: It seemed as though the sea floor went up this way where the aircraft is. Okay, it went up this way so that when I looked at the island there was. . it was like I was looking along some place and the island was somewhere in the distance but was not associated with this rising and falling of the sea floor okay.

Which would be the feeling now . . .

#66: You've been doing a lot of talking with your hands there and just for clarification on the tape I'd like to say what you described is the ocean sloping floor is perpendicular to that of the island.

#10.5: Yes. Okay. You take the target to island line at the point of the target intersection lines here the sea floor slopes upward toward the channel and downward toward the open ocean okay. All right. So it slopes up towards the channel area. It rises along the channel target line. Okay, that's what I'm trying to say.

The . . I had the . . the aircraft, let me see, let me talk about the aircraft first, okay. Was I had the feeling that this aircraft had been there some time. Okay and that it wasn't something new and bright and shiney, but rather that the thing was pretty well covered with crud and silt and was very murky and just, you know, covered over almost. Okay, its not like something that happened in a couple weeks ago. Its like the thing had been there a number of months and therefore had been obscured you know in the silt and crap had gotten on it and in it and everything else. The aircraft was dissembled in the sense that the only real main imagery I had was of a thing that was fuselage like and there was only. . . the second was only like about 55 or 60 feet long and it laid up the slope. . toward the channel as though it had landed head. . nose first or something, had dug into the silt in the bottom and then had come to rest with its tail section lower than its nose section. And that there were other big pieces of metal around that were associated with that thing but that they were like farther down the slope a couple hundred yards away and there were some to my rear a couple hundred yards away and everything okay. Its not like . . . I did not get the idea that it fell off the deck of some sort of a boat. I got the idea the sucker crashed and of course nearly self destructed on impact. That type of a feeling. You know. I mean it wasn't whole. It was fallen apart and it had been there long enough to get all murky, and gurky and gunky and everything okay. Murky gurky and gunky - those are new code words.

#6.5: The water level at that point is approximately 1200 feet?

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#10.5: Right and I had this feeling that it was like 1200 foot level. And that that was important. That that was some sort of a level like if someone was to follow that 1200 foot line that that was the main distinction in that finite area, in that micro area the microcosm of the vessel of the . . . of the aircraft location, the 1200 foot was important. If you went to the 1500 foot level you'd miss it and if you went to the 1000 feet level you'd miss it but if you followed that 1200 foot level 50 yards on each side of it you know up and down you couldn't help but come across the thing. But even then you better look quick. You know you better look close because its all crummed up, you know. But then metal detectors and sonar bouys and things like that would do a better job than

#6.5: Okay. I have no other questions.

Very good.

#10.5: Very good.

Little PK there.

#66: At one time you said there are two ways to find it. Now am I . . . Do I understand you correctly. . .

#10.5: The boat was one and the geometry of the island and the shore line was the other.

#66: Okay, I just wanted to make sure that I understood.

#6.5: That's why I didn't ask any questions, I was satisfied with that.

#10.5: I'll do a sketch of the crash site. I presume you want something like that.

PAUSE

#66: We'd like you to spend some time looking at the map here.

#10.5: Okay, great, all right, just a minute.

This is a . . .

PAUSE

I had the feeling of a tandem cockpit arrangement like one where pilot and navigator sit behind each other but still a rather significantly sized aircraft okay. But the gunk and everything was buried down over it. Okay. Its very very murky and everything. Its hard to

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to describe but his forward nose, forward nose, now that doesn't make sense, a little redundancy there for the sake of redundancy - forward nose buried in silt rest of a sea silt covered but laying or lying down slope.

Now for the sake of our good analyst whoever he may be. Two cock tandem on it. Okay and this is . . . were I to draw . . . Okay 1200 foot . . . 1200 foot level.

Part. Part. Parts scattered all over. I had that type of feeling.

Okay, you get this idea of. . . I hope anyway, you get this idea of . . . of an up slope. That direction channel. And were I to draw a dotted line horizon across across here, okay, this is the island, okay, like that. Island is that way. The dotted line is water level okay. Its like if I was doing. . . I was doing both at one time. I was on top and the bottom simultaneously. I don't know how I did it but I was looking at the island and standing on the aircraft at the same time. You know, it was really twisted. But anyway That's the thing I was trying to way was the island line. Okay, comes here. Channel line goes off to the left of the slope. And I had the feeling like they were trying to put the aircraft in deep water as opposed. . . They were trying to put the aircraft in deep water as opposed to try to make it to shore. I just had that fleeting thing like they put it there purposely. You know what I mean. When all else fails, you can't save the aircraft don't leave it in 50 feet of water where everybody can get it, get it into deeper water.

#6.5: That's what Drawing #5.

#10.5: Yes I guess its 5. 5 okay. All right.

#6.5: Now what I'd like you to do after all this has been done. I'd like to have you look at this map that we have. We'll introduce this for the first time.

#10.5: Okay, I didn't know you had a map, this is going to be interesting.

#6.5: This is the US Air Force Aereo Space Planning Chart the specific name is USARASIA, ACS1A. Oh, you're way over here. Fold it back up. Whoops, excuse me.

#66: The question is here, as you look at this map, do you feel like you want to look and fit your descriptions or do you want to try to do some sort of rectering exercise?

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#6.5: Or to choose to do nothing?

#10.5: Or to choose to do nothing. Right. Because the proof is in the pudding guys. Bow out now. I had the distinct feeling that I was at the Dardanelles. I even mentioned it okay. The Bosphorus or whatever the hell it is.

And that Turkey was nearby.

Its interesting to note there is a little island there.

I . . . would have to say that I'm right. That I am . . . let me see let me look elsewhere.

Before I go and jump. My first statement is I'm right at the second L in Dardanelles on this map okay.

#66: Will you point to that for us.

#10.5: Let me use a pencil without marking it for the next guy but right above that L right there. Where this line comes down and intersects and that line would come in and intersect and somewhere along the very upper part of the second L.

#66: This being the island that you described and this being the channel?

#10.5: No. This being the island I described and that being the channel.

#66: I see.

PAUSE

Now (mumbling - not audible)

#6.5: Well, we'll just zerox a piece of this thing here and then we can label it for them afterwards.

Okay, very good. Thank you very much.

#66: Anything you'd like to add.

#10.5: No. There's nothing else along that area there that looks like it would be . . . ahh. . . . wait a minute! yes. I want the flag of the freighter. Because when I was asking myself the . . I was working on the freighter, I want to draw the flag of that. I really feel strongly about that. I sort of right in the session, I had the feeling that I was right outside

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that . . right the hell outside there.

#66: Good.

#10.5: Okay, let me do the flag.

#66: That's Drawing 4 where you have the freighter and you can put (not audible).

#10.5: Okay, I'll do that.

PAUSE

Some sort of a star or starlike device, possibly like the vice being like that, I don't know. Something like this. Because it was the only method I had you know, looking at this damn boat, you know, its just like all other boats, its got a black bottom and a white top and its got . . . its got a orange anti-corrosive paint all over it. and everything. But it was definitely a freighter. I had the definite feeling of these big spars sticking out of it okay.

PAUSE

Okay and there's blue in the thing somewhere a light blue. Its There is this blue like this water blue here and I don't know if its blue field . . the star is white. The star is definitely white and there's a blue field associated with it. I hesitate to say its the background to the star or one of the stripes okay. I've also got four stripes there and there's only supposed to be three. Sorry about that that could be misleading. Some arrangement like that with three stripes. But the triangle and three stripes and device in the triangle is the essence and I had the feeling that. . you know, I used to work Panama, I had the feeling like Panamanian registry or something like that, but that could be just left brainy. I . . . you know. Could be Lebanese for all I know. I don't know what the hell their star looks like - their flag looks like. Okay this is the . . . this is the nation. . nation of registry. That's the important thing to . . . which of course if like . . that's like narrowing it down to two haystacks, I know it, I'm sorry. Its like narrowing it down to two haystacks instead of four nation, countries of registry because you know, its a big false thing anyway. They register their vessels in various places. There's yellow there - I mean this blue.

#66: Okay.

#10.5: Yep.

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TAB

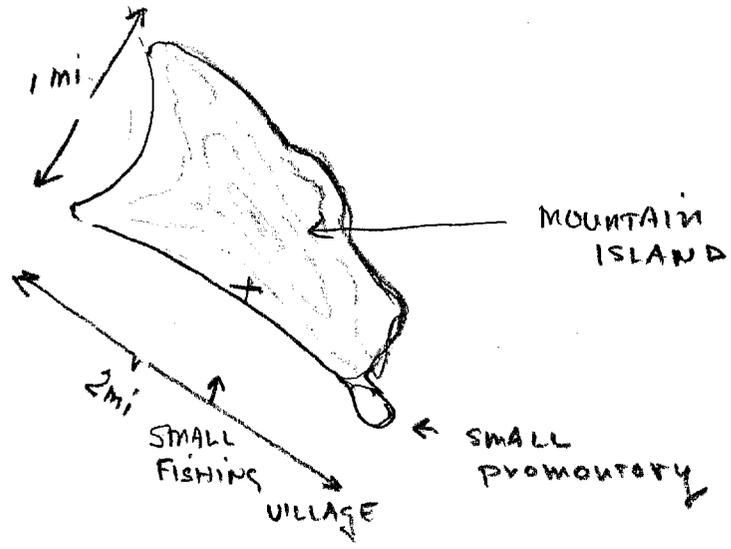
← CHANNEL →

LAND MASS
TURKEY?

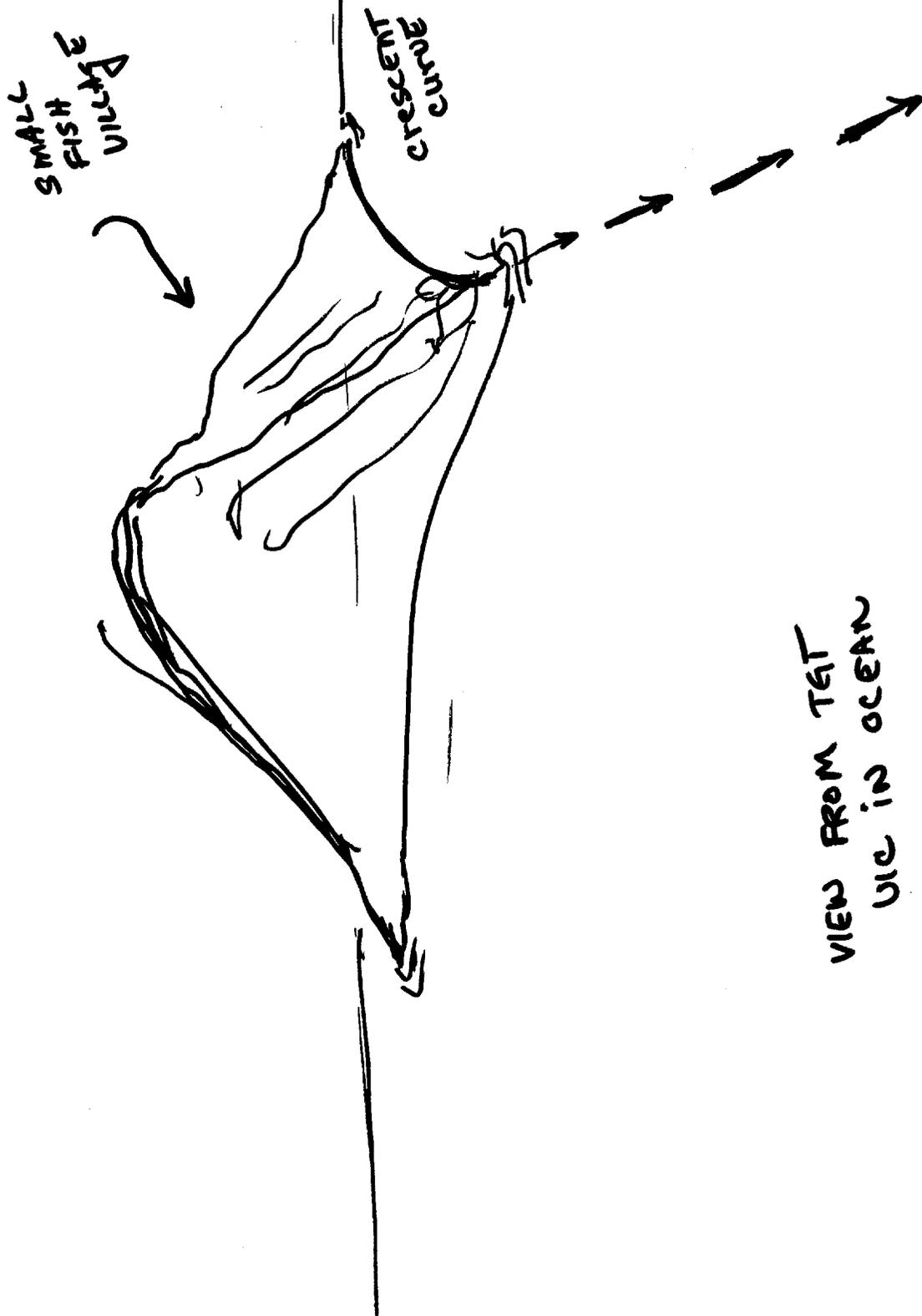
INTERSECT IS VIC
LOCATION OF A/C

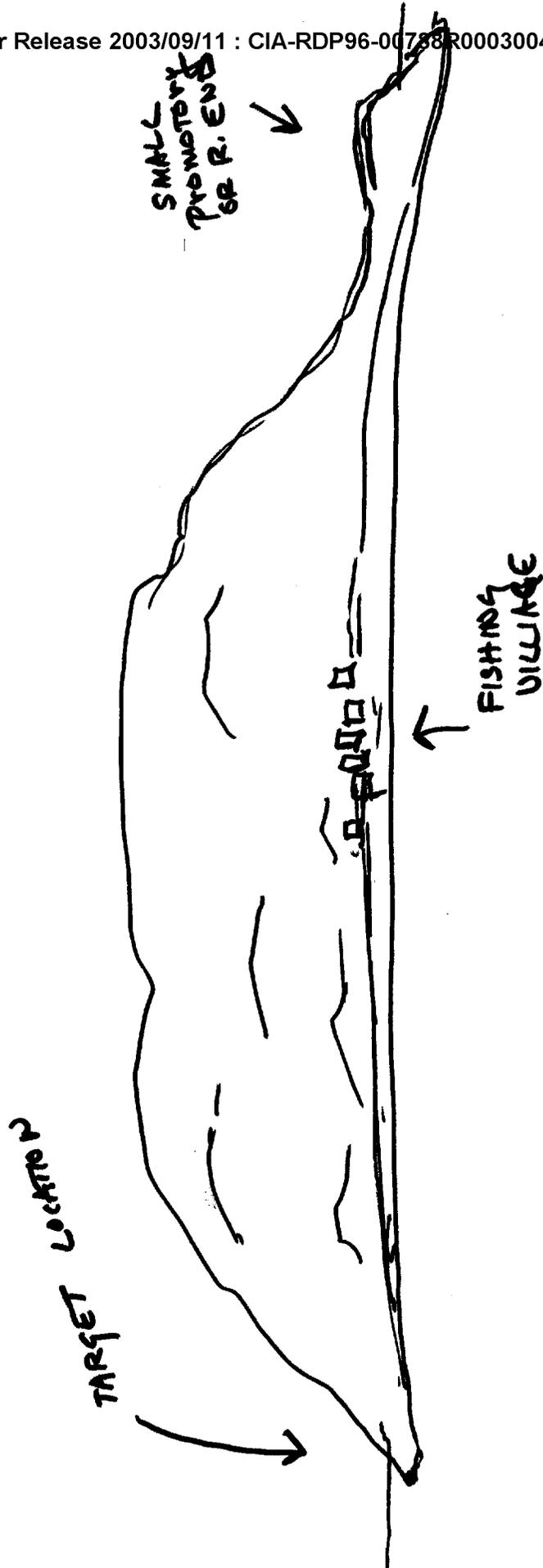
↓
15 mi

"MYTHAS MORNING"
"MISTRESS MORNING"
TO FREIGHTER

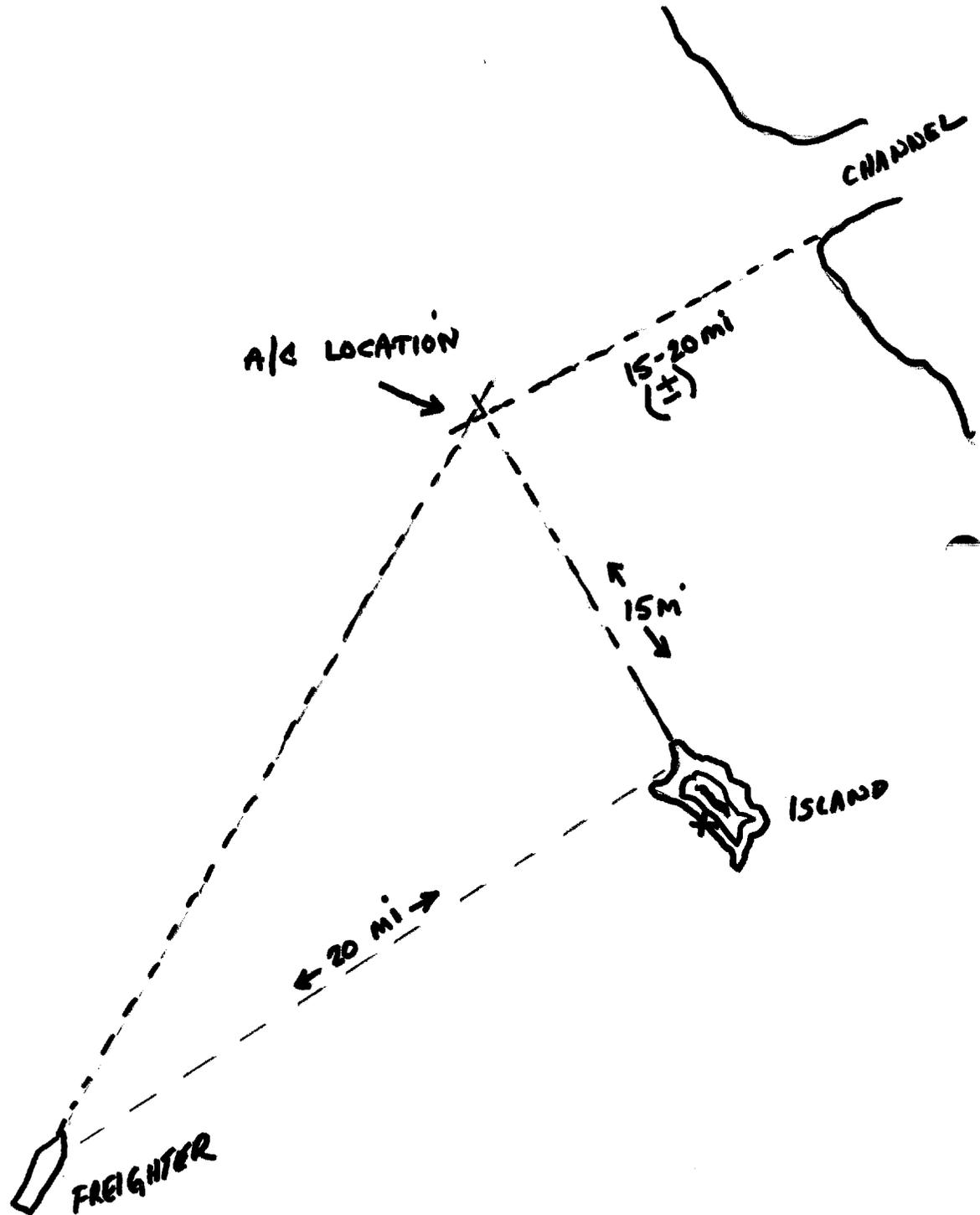


①





VIEW FROM OPPOSITE SIDE OF ISLAND

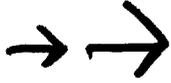


WHITE
STAR-LIKE
DEVICE

NATION OF REGISTRY



5



BURIED IN
REST. OF A/C
POWERSIDE
SILF COVERED
BY SAND

2 cockpit, TARDERS



87415

1200' LEVEL

CHANNEL



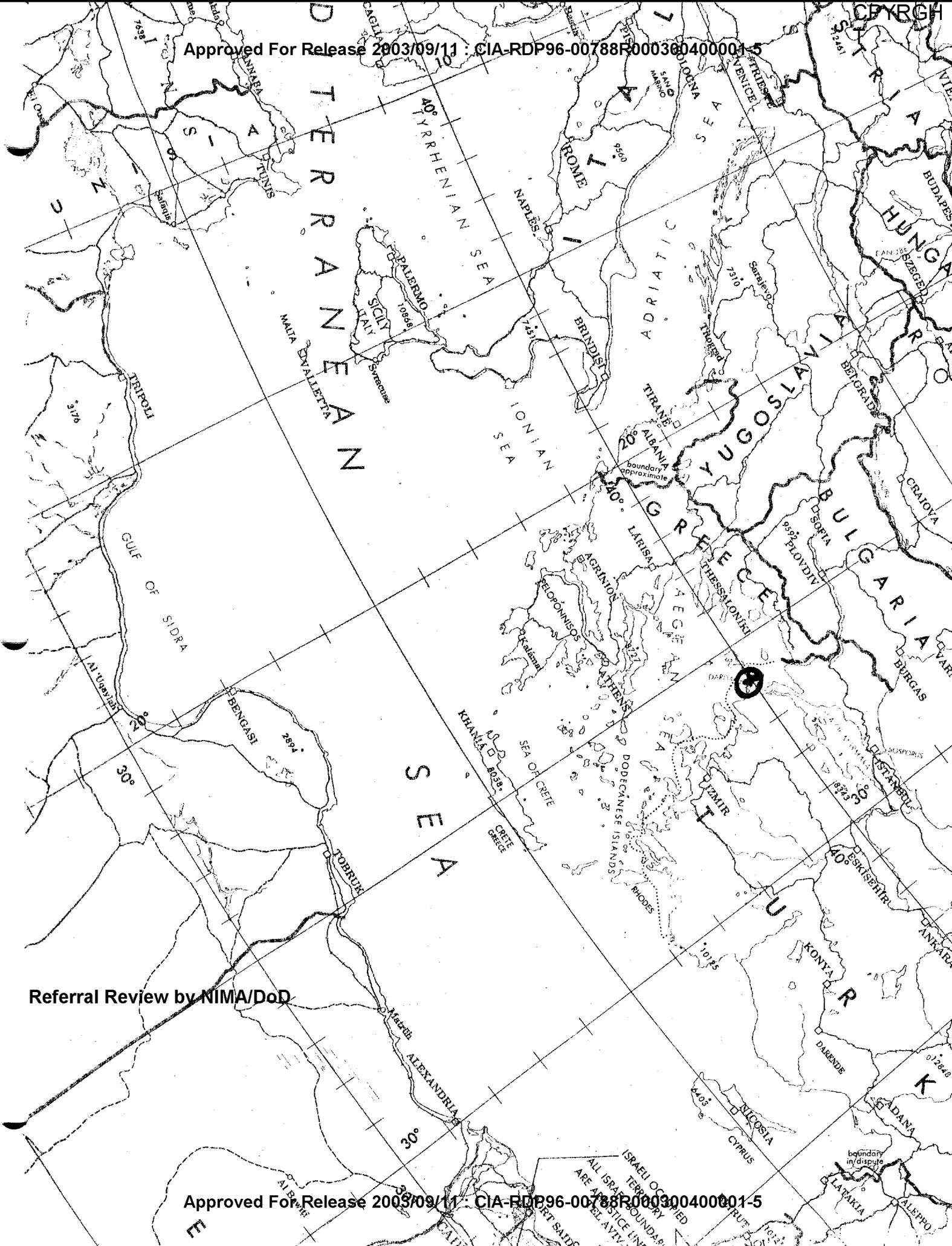
TAB

SG1A

Approved For Release 2003/09/11 : CIA-RDP96-00788R000300400001-5

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TAB



Referral Review by NIMA/DoD