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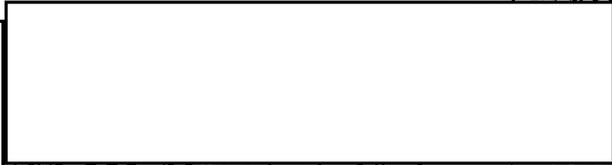
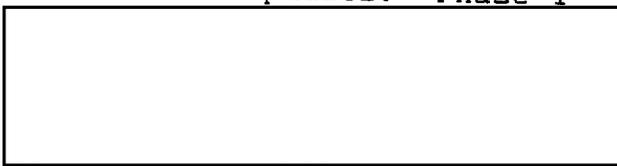
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25 August 1987

MEMORANDUM FOR ASSISTANT DEPUTY DIRECTOR FOR SCIENTIFIC AND
TECHNICAL INTELLIGENCE

SUBJECT: SUN STREAK Interim Operational Report #1 - 8709 (U)

1. (S/NF/SK) Project 8709 is being conducted in three separate and distinct phases: Phase I -



ing the period of 10 August 1987 to 17 August 1987 inclusively, four remote viewers conducted ten sessions targeted against Phase I requirements. The following information represents a consensus reached by the viewers against Phase I tasking:

a. (S/NF/SK) The target program involves the research and development of a sleek, modern-looking, silvery, powerful and high-tech aircraft. Related research and development efforts are taking place in a hot, arid, climate, and in a location characterized by hard ground and a noticeable lack of vegetation. While perceiving the aircraft, viewers were repeatedly distracted by the presence of a device attached to the fuselage. The device was described as a "dial-shaped, round, rotating device that made clicking noises as it rotated." It was further perceived as "a protuberance (like an armature) that made contact with another object as it rotated" in the manner of an automotive distributor cap. Its presence on the fuselage appeared to detract from the aerodynamic lines of the aircraft. Strong considerations were currently underway by the aircraft designers to mount the device at a higher point along the fuselage to "smooth out the surface." The aircraft carried sophisticated and advanced electronic gear used to "scan wide areas, collect data, and process information very rapidly." One such electronic component was described as a

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"flat, glassy sheet that made a low humming noise when in use." This component was somehow automatically activated by a signal described as a humming and "buzzing noise." Viewers perceived this system as one of high sophistication having the ability to scramble, mix and report with pinpoint accuracy via recorded "dots and bleeps." This reporting procedure seemed associated with principles related to the use of infrared light, and a functional concept of beaming and expanding light. Another viewer described a recently developed and highly sensitive electronic gear used aboard the aircraft to mix and scramble signals to "deal with energy by converting it into (and producing) a convergence effect."

b. (S/NF/SK) The "aircraft skin" was described as having a light, "plastic feel", "a soft feel" and, a "textured feel". It was further described as an alloy identified spontaneously and successively as "tungsten," a "ferro-silicate" and "titanium." The aircraft skin was described by one viewer as being metallic but apparently coated with a substance that reminded one of "diamond dust." The aircraft was further perceived as being "textured" but coated smooth in a "matte" finish. It was described as dark, blackish green, shiny-smooth, remarkably clean, as if coated with epoxy or acrylic paint. Even dust did not seem to adhere to its surface. A second viewer described the aircraft as being "encased and protected" by some sort of protective "barrier." The front portion of the aircraft was perceived as having a long thin, protruding structure used to radiate light and scan (for information). See viewers conceptual drawing at TAB A.

c. (S/NF/SK) The overall project seemed shrouded in secrecy, yet some portions related to the project were generally known to the public. The configurational aspects of the wings appeared crucial to desired aircraft performance. Viewers alternately used such descriptives as a "webbed configuration", wings "shaped like a trapezoid with the narrow end attached to the fuselage", and "wing tips that are upturned and rolled up." One viewer described the presence of wings with "red tips" (edges) having the ability of "emitting energy downward." Because of the noted curvature, the wing tips seemed able to "refract" energy. Another viewer described the nose of the aircraft as one resembling that of an RF-101 reconnaissance plane. The aerodynamics involved was considered unconventional by current standards and dealt with extremes of speed, ultra fast and ultra slow. There was a sense of "droopiness" a sense of flexibility that enhanced performance and survivability. One viewer described the aircraft as being diamond-shaped, elongated much like the SR-71 or a space shuttle. The same viewer further added, "the fuselage itself provides lift, thereby reducing the amount of wing surface necessary (to provide lift)." The aircraft bore red and black markings with "loops and hoops" emanating from the rear of the aircraft. Conceptual drawings of the aircraft are at TAB B.

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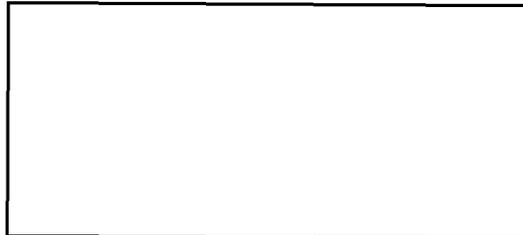
d. (S/NF/SK) Only one viewer addressed the issue of the crew that appeared comprised of three personnel functionally responsible to accomplish the following: command (control); moving/lifting/working; and studying. The concept of a multi-personnel crew was resurfaced by the same viewer in a subsequent session.

e. (S/NF/SK) One viewer perceived the introduction of a heavy gaseous substance used as a fuel-filtering that allows the aircraft to "fly cleaner" by eliminating a major portion of dirty exhaust gases and other residue from the aircraft's fuel system. The substance used was both odorless tasteless, and yet caustic and/or poisonous. Ground crews were observed wearing protective clothing when handling the material. Exposure and inhalation of the substance caused an irritation of the throat and aggravated the pulmonary tract.

f. (S/NF/SK) The aircraft was virtually undetectable because of the presence of a jamming system on board. It also had the ability to "drop line of sight"; and, "its systems (were) not showing at high altitudes." The aircraft flew illegally, "at night, with different numbers on the flight schedule to make it seem as if another aircraft is flying (rather than the target aircraft)."

4. (S/NF/SK) COMMENTS: The ten sessions conducted to date have produced more data than was originally anticipated. Suggest this effort be held in temporary abeyance to allow for a quick review of the information obtained to date and to determine areas of specific collection interest requiring emphasis or development. This will be followed by a collection effort against targets contained in Phase II and Phase III of this ongoing project.

2 Enclosures
1 & 2 Sketches



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