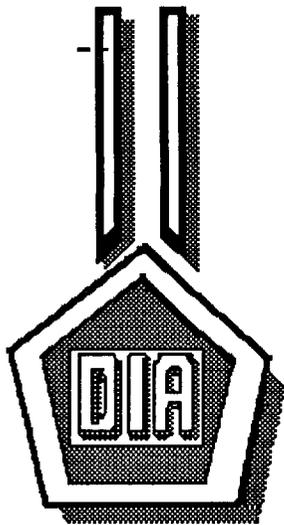


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PAG-TA-1098-SL



DEFENSE
INTELLIGENCE
AGENCY

SPECIAL ACTIVITY REPORT
PROJECT NO (S).

94-267-0 (U), 94-268-0 (U),
94-269-0 (U), 94-272-0 (U)

3 NOVEMBER 1994

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SPECIAL ACTIVITY REPORT

PROJECT NO(S) .

94-267-0 (U), 94-268-0 (U)
94-269-0 (U), 94-272-0 (U)

SHORT TITLE: PAG-TA-1098-SL

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Technology Assessment and Support Activity
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Directorate for Military Assessments
National Military Intelligence Production Center
Defense Intelligence Agency

Date of Publication
3 November 1994

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(U) PREFACE:

(S/NF/SG/LIMDIS) The Special Activity Report is part of on-going taskings which provides data in response to a request from Joint Interagency Task Force-East (JIATF-East) in Key West, Florida. The data provided in this report will be used by the J2 division in their assessment effort regarding their counterdrug mission. The information provided in this report was generated by PAG-TA employing remote viewing (RV) methodologies.

SG1A

(S/NF/SG/LIMDIS) The data provided in this report is a series of taskings, which concentrated on the target [REDACTED]. The results were forwarded to JIATF-East by secure fax. The JIATF-East evaluation feedback is at Appendix B.

SG1B

(S/NF/SG/LIMDIS) The methodology used in this activity is exploratory. Results should not be considered as stand-alone; but used or evaluated in conjunction with other proven data sources (HUMINT, SIGINT, IMAGERY, OPEN SOURCE, and/or MASINT). Generic data (e.g., general shapes) are more reliable than specific data (e.g. dimensions, names).

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SPECIAL ACTIVITY REPORT
PROJECT NO. 94-267-0

(U) DATA SUMMARIES:

(S/NF/SG/LIMDIS) Following are the perceived highlights from each source. Tasking was: Access and describe target. Target is [REDACTED]

SG1A

- (S/NF/SG/LIMDIS) Source A: SG1A

-- The target [REDACTED] which is located near coastal waters. Two men in particular are associated with this aircraft: A jolly black man who is thick-heavy set and a young caucasian man with short dark-brown hair. People are currently waiting and watching the situation to hear word. There will be radio communications that will change the existing agenda which is to stop the forces at work. This plane's journey is for an important man, possibly to intercept him, but for now all are watching and waiting for the word. There has been no message as of yet to move forth. The stakes are high, to include focus on an expensive cargo and this operation is given to military involvement. Communications and relaying of messages are imperative to this mission.

- (S/NF/SG/LIMDIS) Source B:

-- See next project 94-268-0 for source's information. Source worked both projects 94-267-0 and 94-268-0 at the same time.

- (S/NF/SG/LIMDIS) Source C:

-- Target is an airplane that is involved in a scenario. The airplane will fly over water and will have a successful mission. The airplane will be communicating with another vehicle. Not too many people will be on the airplane.

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SPECIAL ACTIVITY REPORT
PROJECT NO. 94-268-0

DATA SUMMARIES

(S/NF/SG/LIMDIS) Following are the perceived highlights from each source. This is a follow-on tasking to Project (94-267-0) dated 19 Oct 94. Tasking was: Access and describe landing site, date and cargo.

- (S/NF/SG/LIMDIS) Source A:

-- The plane may be traveling soon in an effort to reach its target, which is currently guided in a northern direction towards its final destination. Radio signals or calls will maintain the operation. This operation may occur shortly in order to obtain cargo and perhaps suspected individuals. The cargo consists of a delicate substance and criminal activity is involved in this pursuit. The cargo will not be delivered as intended.

- (S/NF/SG/LIMDIS) Source B: SG1A

-- The target aircraft [REDACTED] will land at a facility within the vicinity of the eastern seaboard. There is water adjacent to the landing site; the large waves and especially dark color of the water is characteristic of this location. I sense that the airport, or a portion thereof, extends out into the water. It is a facility which feels like an international airport; one where the Saudi Arabian Airlines as well as aircraft whose appearance is reminiscent of an SST configuration are found. This location also has a fountain present which shoots water relatively high into the air.

-- There is a military component either nearby or adjacent to this airport. The military craft feel like two person fighters vs. either cargo-type (C-130s) or specialized (i.e. A-10s) aircraft. I see a military aircraft making a wheels-up crash landing here; flames are visible on two locations of the aircraft as it descends. I sense that this has either just recently occurred, or will do so in the very near future.

-- The landing site/airport has recently incurred a major water-related catastrophe i.e. broken water main or drainage/sewage system. I see pieces from a large pipe having been thrust up through the ground surface.

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-- There is a roughly square-like lattice pattern present at the site (sketch 3A(a)). It seems to be visible from the air and appears to be tent-like or otherwise made from fabric. This feature only occurs in one specific location.

-- The anticipated date of arrival has been **23 OCTOBER 1994** but it will be delayed until the **PM** of **26 OCTOBER 1994** or early **AM** of **27 OCTOBER 1994**. It will take place in the commercial cargo area of the airport.

-- There are two locations on the aircraft where contraband is present. The first is the rear of the aircraft (sketch 3A(c) & sketch 3B(d)). This section feels very significant. Access to the area of interest in via a circular hole covered over with a removable disc-shaped panel. There are numerous tubes located here; the contents of which feel "alive" or having recently been "alive".

-- The second location on the aircraft is the lower central portion of the cargo area. The shipping container to be looked for has yellow markings on the outside. It will be removed from the aircraft intact. This container will contain bundles of light weight, shiny metallic tubes in groups of six (sketch 3B(e)). The tubes will be hollow and have false ends (?). Pin like devices extent into the interior of these tubes from the outer surface. There are blue rings or dots on the outside of these tubes; they are hard to see and occur on one end.

-- There are packages inside of these tubes. They are wrapped with clear or translucent wrapping. These packages are very tightly packed.

-- There is an enigmatic design or emblem somewhere on the aircraft (sketch 3A(b)). It has ray-like projections extending towards the rear.

- (S/NF/SG/LIMDIS) Source C:

-- The aircraft seems to be involved in a "military" mission. The word "intercept" phonetically surfaced. This is related to the mission of the aircraft. The aircraft may be going after illegal drugs that may be on a vessel which is sailing or pulling up to port. A vessel is also involved in the scenario. This mission will occur shortly in the afternoon or early evening hours.

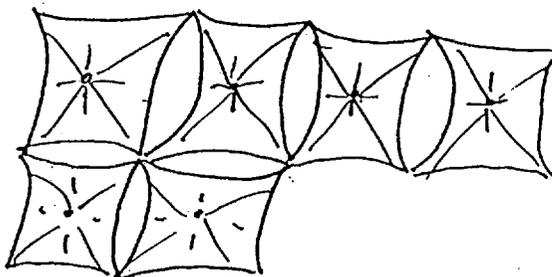
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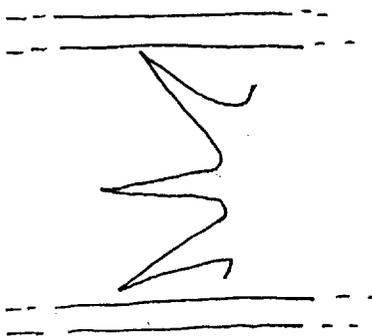
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(a)

This pattern is present at site; seems to be visible from the air; appears flat - like a mat of fabric.



(b)

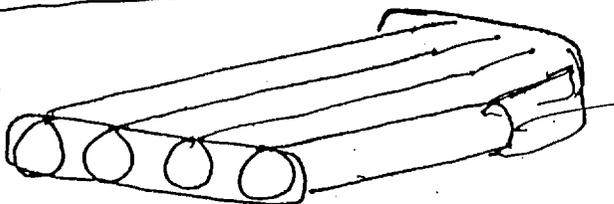
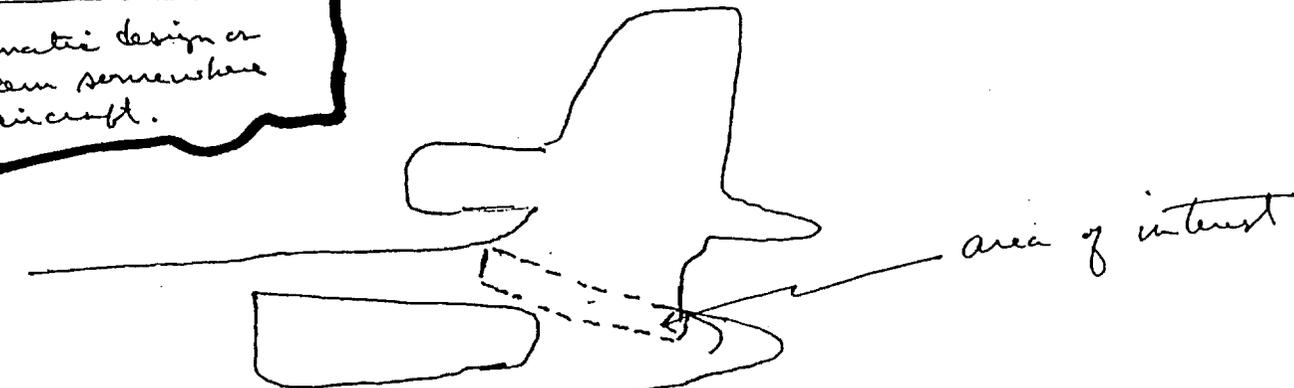
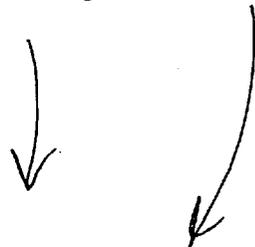


Enigmatic design or emblem somewhere on aircraft.

(c)

Rear of the aircraft

I see the section from engine backward.



- tubes bound together

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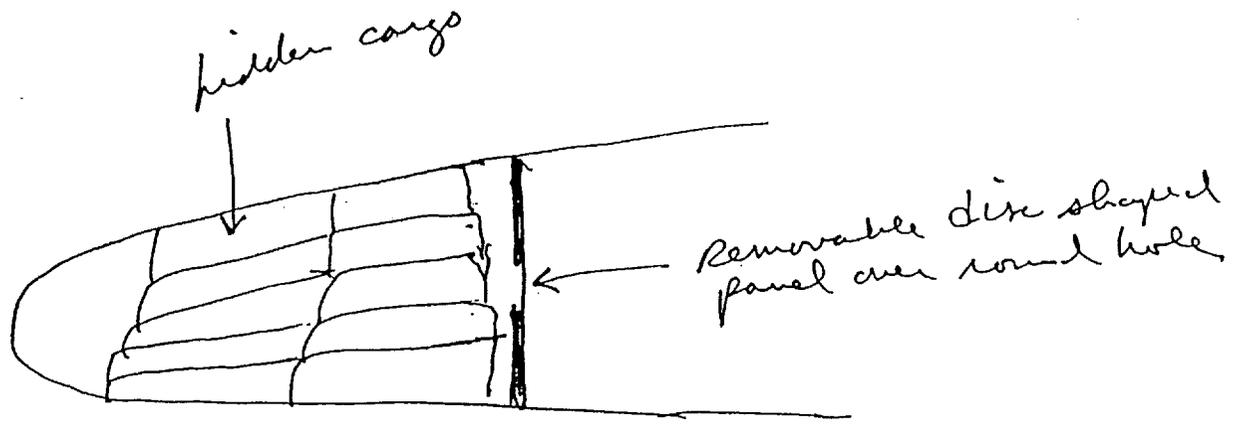
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Sketch 3A

(a)

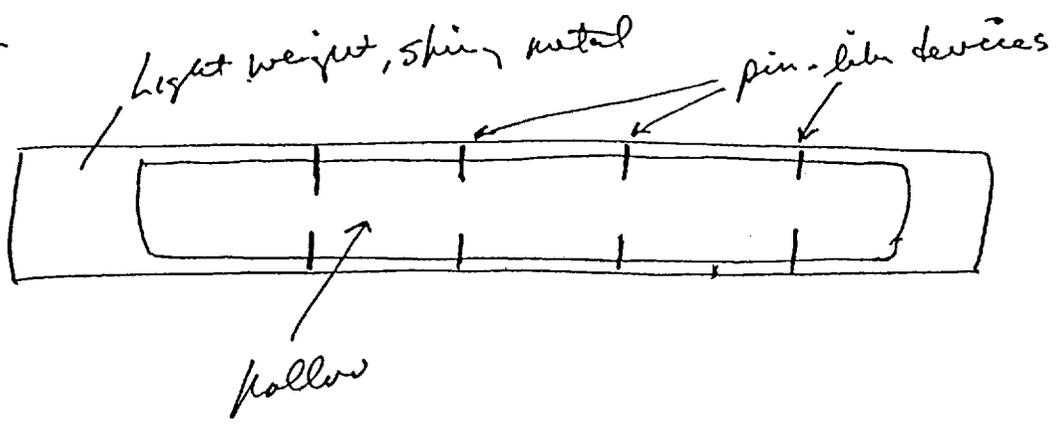
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- Keep focusing in on rear of aircraft
- Tail section
- cone shaped features



(b)

* Found in central cargo area



- Cross section of tubes
- pin like devices extend into interior of tubes from outer surface

- tubes are banded together



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SPECIAL ACTIVITY REPORT
PROJECT NO. 94-269-0

DATA SUMMARIES

(S/NF/SG/LIMDIS) Following are the perceived highlights from each source. This is a follow-on tasking to Projects (94-267-0) dated 19 Oct 94 and (94-268-0) dated 20 Oct 94. Tasking was: If target is not [REDACTED], provide and describe identification features.

SG1A

- (S/NF/SG/LIMDIS) Source A:

-- No new data.

- (S/NF/SG/LIMDIS) Source B:

SG1A

-- The target aircraft in question feels very large; huge, in fact much thicker than the average [REDACTED]. It does have three engines; all three originally perceived to be located in the rear. However, further investigation places only one in the rear; each wing contains a very large, circular engine. It feels more cargo-oriented vs. strictly passenger.

-- The fuselage of this aircraft is large and round. It has a large, rounded belly section; large enough to hold whole containers. There is something different about its configuration; the nose seems different; it is longer or angled down more.

-- It has a white under belly. There is a colored stripe (maybe blue) separating the white under belly from the silvery top; this stripe runs almost the entire length of the aircraft. I also sense that there is a reddish-brown color present somewhere on the aircraft as well. The tail is colored differently with a dark color (blue?) topping the rudder section (sketch 5A(a)).

-- The perception is that this aircraft is leased to a foreign government or company but is owned by a major U.S. carrier. [NOTE: I kept getting A A (American Airlines?); however, in light of the previous perception, this makes no sense at all to me.]

-- The alpha numerics perceived were: 7047 and LB 0347. My sense is that the 4 and 7 are definite.

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-- There is a three-pronged or rayed design element or emblem located high on the tail rudder (sketch 5A(a)). It's composition is similar to that perceived during the previous project.

- (S/NF/SG/LIMDIS) Source C:

-- Target is the same aircraft as described in earlier reports. During this session, I could see men on a large vessel moving around boxes or crates.

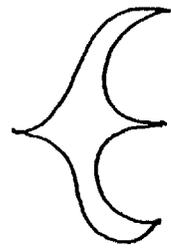
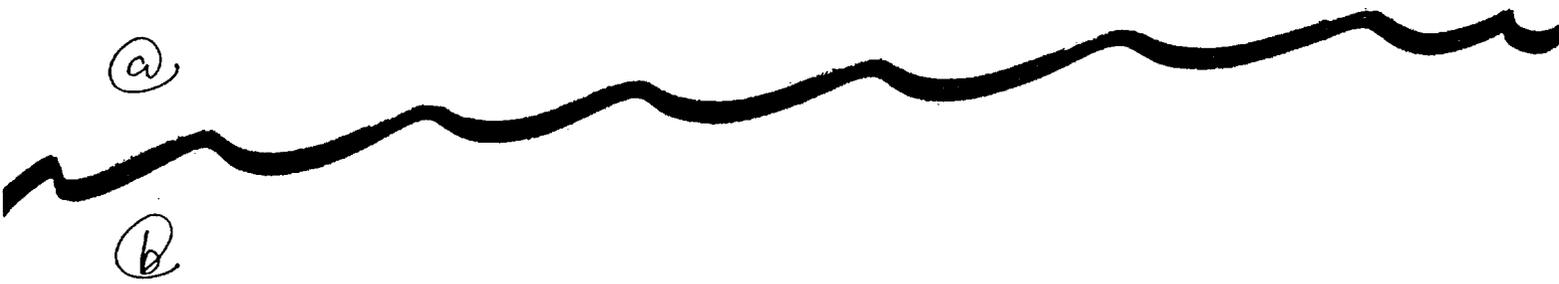
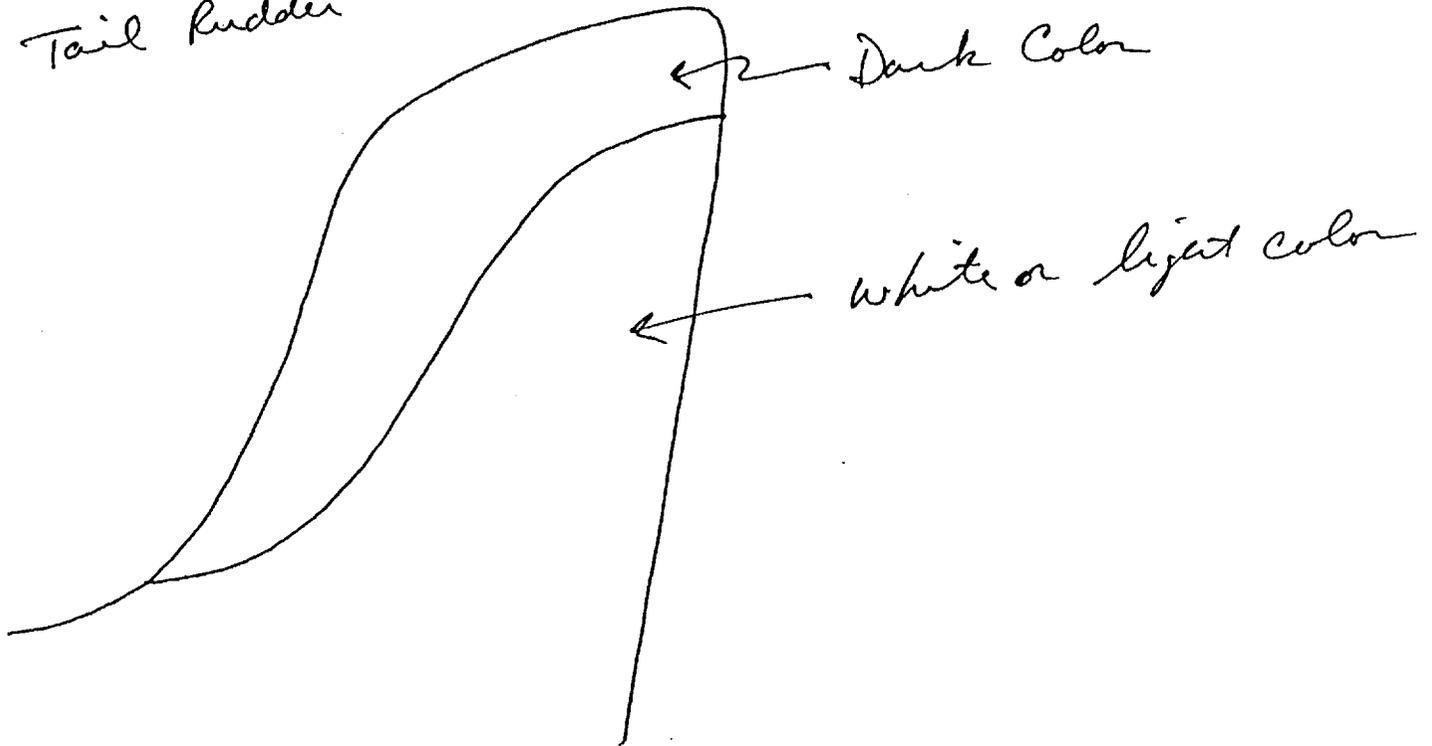
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(Source B)

Tail Rudder



Design, or variation of this design, on aircraft; high on tail rudder.

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SPECIAL ACTIVITY REPORT
PROJECT NO. 94-272-0

DATA SUMMARIES

(S/NF/SG/LIMDIS) Following are the perceived highlights from source B. This is a follow-on tasking to Projects (94-267-0) dated 19 Oct 94, (94-268-0) dated 20 Oct 94 and 94-269-0) dated 21 Oct 94. Project was tasked solely to Source B because of source's input from earlier tasking. Tasking was: "When and where will the aircraft land?"

- (S/NF/SG/LIMDIS) Source B:

-- The airport involved with this operation is one of the two associated with New York City: La Guardia or JFK. The overwhelming impression is that the airport of interest has at least one of the runways which appear to extend out into particularly dark colored water.

-- Other salient points brought to light by previous sessions: 1) an airport with military aircraft also present 2) an airport where aircraft reminiscent of SSTs fly overhead 3) the target aircraft will be off-loading in the cargo carrier section of the airport.

-- Other concepts/perceptions which came out of this session are:

--- a sense that an increasingly growing network which involves larger/commercial aircraft and particularly the larger, international-oriented airports.

--- I sense that the airports at New Orleans and Houston are already active players in this network. I also sense that one of the two may be, in fact, associated with this particular operation, in part.

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SPECIAL ACTIVITY REPORT
PROJECT NO. 94-272-0
(Second Session)

DATA SUMMARIES

(S/NF/SG/LIMDIS) Following are the perceived highlights from Source B. This is a follow-on tasking to Projects (94-267-0) dated 19 Oct 94, (94-268-0) dated 20 Oct 94, (94-269-0) dated 21 Oct 94 and (94-272-0) dated 24 Oct 94). Project was tasked solely to Source B because of source's input from earlier tasking. Tasking was: "When and where in Mexico will the aircraft land?"

- (S/NF/SG/LIMDIS) Source B:

-- The location is **MAZATLAN** on the western coast of Mexico.

-- The time of the event is on 26 OCT 94 between 9:00 PM and Midnight; possibly as specific as 9:00 to 10:00 PM ETA.

-- Either on board or at least present at the cargo area will also be a very high level member of the narco-group responsible for this operation.

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APPENDIX A

TASKING SHEETS

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TASKING SHEET

SOURCE NO: _____

DATE: 19 Oct 94

SUSPENSE: 19 Oct 94

1700 Hrs

1. PROJECT NUMBER: 94-267-0

2. METHOD/TECHNIQUE: Method of Choice

3. BACKGROUND: _____

4. ESSENTIAL ELEMENTS OF INFORMATION: _____
Access and describe target.

5. COMMENTS: _____

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TASKING SHEET

SOURCE NO: _____

DATE: 20 Oct 94

SUSPENSE: 20 Oct 94

1200 Hrs

1. PROJECT NUMBER: 94-268-0

2. METHOD/TECHNIQUE: Method of Choice

3. BACKGROUND: Continuation of project 94-267-0

4. ESSENTIAL ELEMENTS OF INFORMATION: Access and describe landing site, date, and cargo.

5. COMMENTS: _____

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TASKING SHEET

SOURCE NO: _____

DATE: 21 Oct 94

SUSPENSE: 21 Oct 94

1100 Hrs

1. PROJECT NUMBER: 94-269-0

2. METHOD/TECHNIQUE: Method of Choice

3. BACKGROUND: Continuation of projects 94-267-0, 94-268-0.

4. ESSENTIAL ELEMENTS OF INFORMATION: _____
Access and describe target activity.

5. COMMENTS: _____

TASKING SHEET

SOURCE NO: _____

DATE: 24 Oct 94

SUSPENSE: 24 Oct 94

1200 Hrs

1. PROJECT NUMBER: 94-272-0

2. METHOD/TECHNIQUE: Method of Choice

3. BACKGROUND: Continuation of projects 94-267-0, 94-268-0, 94-269-0.

4. ESSENTIAL ELEMENTS OF INFORMATION: _____
When and where will the aircraft land.

5. COMMENTS: Coordinates: 945920/342867

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TASKING SHEET

SOURCE NO: _____

DATE: 26 Oct 94

SUSPENSE: 26 Oct 94

1200 Hrs

1. PROJECT NUMBER: 94-272-0 (Second Session)

2. METHOD/TECHNIQUE: Method of Choice

3. BACKGROUND: Continuation of projects 94-267-0, 94-268-0, 94-269-0, and 94-272-0).

4. ESSENTIAL ELEMENTS OF INFORMATION: _____
When and where in Mexico will the aircraft land.

5. COMMENTS: Coordinates: 945920/342867

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APPENDIX B

EVALUATION FEEDBACK

SG1B

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