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Boston Air Traffic Controller Says 9/11 An Inside Job

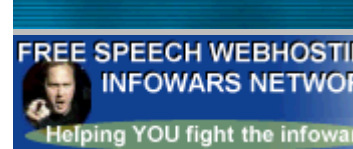
Knew people in FAA on day of hijackings who said intercept procedures should have been enacted as normal

Paul Joseph Watson
Prison Planet
Thursday, December 14, 2006

A former Boston Center air traffic controller has gone public on his assertion that 9/11 was an inside job and that Donald Rumsfeld and the Pentagon tracked three of the four flights from the point of their hijacking to hitting their targets. In an astounding telephone interview, Robin Hordon claims air traffic controllers have been ignored or silenced to protect the true perpetrators of 9/11.

A recording of the phone conversation was posted on Google video late yesterday by the [Pilots For 9/11 Truth](#) organization.

After having acquired a background in aviation, Hordon underwent rigorous FAA training to become an air traffic controller and was posted to Boston Center where he worked for eleven years. He did not work at Boston Center when 9/11 occurred but still knows people that did who concur with his conclusions. In comparing the stand down of air defense on 9/11 and what should have occurred according to standard operating procedure, he quickly concluded on the very afternoon of the attacks that they could represent nothing other than an inside job.



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"On September 11th I'm one of the few people who really within quite a few hours of the whole event taking place just simply knew that it was an inside job, and it wasn't because of the visuals, the collapses, whatever....I knew that it was an inside job I think within about four or five o'clock that afternoon and the reason that I knew is because when those aircraft did collide and then we got the news and information on where the aircraft were and where they went....if they knew where the aircraft were and were talking to them at a certain time then normal protocol is to get fighter jet aircraft up assist," said Hordon.



Hordon said that from personal experience he knew the system was always ready to immediately scramble intercepting fighters and that any reversal of that procedure would have been unprecedented and abnormal. He had also personally handled both real hijacking situations in his airspace and other emergency procedures.

"I know people who work there who confirmed to me that the FAA was not asleep and the controllers could do the job, they followed their own protocols," he stated.

Hordon said that the only way the airliners could have avoided being intercepted was if a massive electrical and communications failure had occurred which it didn't on that day, adding that there was "no way" the hijacked airliners could have reached their targets otherwise.

He highlighted the fact that only an emergency handling of aircraft protocol change on that day could have interrupted standard operating procedure and hijacking protocol. Hordon said it was unbelievable how far American Airlines Flight 11 was allowed to go off course without the appropriate action being taken on behalf of flight controllers.

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"What you do is you don't wait for the judge, jury and executioner to prove it's an emergency, if things start to go wrong you have the authority to simply say I am going to treat this craft as if it is an emergency, because if everybody's wrong then fifteen minutes later no big thing."

Hordon emphasized that the debate has deliberately been channeled by NORAD and the government to focus on reactions to hijackings, when the real issue is the emergency condition of the aircraft well before a hijacking is even confirmed.

He went on to explain how as soon as the hijacking of Flight 11 was confirmed at around 8:24am, the entire system, from every FAA center coast to coast, to the Pentagon, to the President were informed and knew of the hijacking.

"The system now had to make some phone calls and call up Rummy's Pentagon and Rummy's Pentagon is the one that would then make the decision."



"Well, Rummy's Pentagon on American 11 didn't answer the phone, neither 175, didn't answer the phone and they didn't answer the phone until they were absolutely embarrassed into answering the phone somewhere along the flight of United 93 and American 77 - first formal contact was at this particular time," said Hordon.

"That is all distractionary, that is all designed to keep people off the focus - the real focus is what the air traffic controller did immediately upon seeing that American 11 was in trouble and what we do as air traffic controllers is we get eyes and ears on this flight."

Hordon underscored the fact that after the confirmed hijacking of

Flight 11, the entire FAA system would have been on full alert and obsessively watching the skies for any unusual activity, and that such activity as the hijacking of Flight 77 would have been immediately reported to supervisors instantaneously, as well as being continually tracked.

"If the air traffic controller were going by emergency procedures which he is trained to do, he would have reached out directly to ADC (NORAD) and say what do you see?" said Hordon.

This highlights the absurdity of Dulles controllers mistaking Flight 77 for a fighter jet as it approached Washington as was reported, and the plane's over 40 minute uninterrupted journey to the Pentagon after a hijack was confirmed.

Hordon debunked the recent [Vanity Fair piece that whitewashed NORAD's response](#) as a consequence of confusion and the supposition that NORAD needs exact flight coordinates to enact any kind of response, and that the planes were supposedly invisible to radar and couldn't be tracked properly.

"It's very clear now through testimony and documents given to us by the federal government that indeed....the Boston Center actually tracked American 11 as a primary target after it lost its radar, after it lost its transponder, all the way to World Trade Center," he said.

"Further information indicates later the NORAD radars had it tracked....the bottom line of the story is that all of those aircraft were always tracked all the time by the FAA air traffic control centers," said Hordon, pointing out that information showing air traffic controllers tried insistently to alert military command structures is being locked down because it points to finger of responsibility to Donald Rumsfeld and the Pentagon, who were also tracking all the aircraft from the point of hijacking to the impact on their targets.

This is the reason why, as Hordon stated, that we don't have complete access to flight data recorders and FAA tapes, which in the case of a [conversation between six New York Air Route Traffic Control Center controllers was ordered to be shredded](#), because if studies of that evidence were undertaken it would become very clear as to who was really behind the attack.

"What they did is they cherry picked transmissions, communications and statements made all on these four flights that were able to paint and write a story that the public would look at and so ooh wow, this really happened - but it wasn't factual, it was a story and it tell not tell anything other than what the high perps wanted the public to hear - they cherry picked this information," said Hordon.

Hordon ended by saying that only with the testimony from the dozens of flight controllers who have been silenced or ignored would the true story about who carried out 9/11 begin to emerge.

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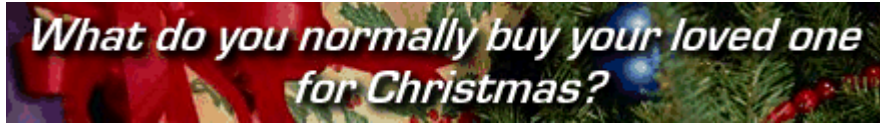
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