

9/11 EVIDENCE SUPPRESSION



Creating Holes in the Evidentiary Record

A scant sampling of 9/11 evidence that has been destroyed, suppressed, or withheld:

► On August 31, 2001 a listing for alleged hijacker, Khalid al Mihdhar, was “placed in an INS and Customs lookout database.” He was described by the government as **“armed and dangerous”** and as “someone who must be referred to secondary inspection.” On September 4th the State Department **revoked his visa “for his participation in terrorist activities.”** Then on September 5, 2001, one month after the Presidential Daily Brief, entitled “Bin Laden Determined To Strike in US,” and a mere six days before the attack, [the] “State [Department] identified Mihdhar as a potential witness in an FBI investigation, and **inspectors were told not to detain him.”** (“9/11 and Terrorist Travel,” a 9/11 Commission monograph, pp.31-32) The State Department official, who under these circumstances issued the **“not to detain” directive, remains unidentified. The 9/11 Commission Report makes no mention of these facts. To date, no establishment news outlet has ever reported them,** despite their source being an official government document in the public domain.

► Just hours after the September 11, 2001 attacks, six controllers at New York’s Air Traffic Control Center, who had dealt with hijacked flights, made an audio recording of their recollection of what had transpired. Later, before the tape was ever transcribed or duplicated, a Federal Aviation Administration [FAA] “quality assurance manager” **crushed it in his hand, cut it into small pieces, and distributed the pieces into trash cans around the building.** (Washington Post, 5/6/04, citing a report by the Inspector General of the Department of Transportation)

► The most distinguishing feature of the September 11th attacks was the nearly simultaneous hijacking of four commercial airliners. FAA headquarters has a position called “hijack co-ordinator” to be filled by the head of Civil Aviation Security or a designate. But the head of Civil Aviation Security, Lt. Gen. Mike Canavan (ret.), was in Puerto Rico that morning. Procedures call for the “hijack co-ordinator” to play a pivotal role in the response to such emergencies. (9/11 Commission Report, pp.17-18) **The person who performed the task of “hijack co-ordinator” on 9/11 has not been identified and the public has no account whatsoever of what that person did or did not do.**

► On September 18, 2001 the North American Aerospace Defense Command [NORAD] reported that their responding fighter jets from Langley Air Force Base were ~105 miles from the Pentagon when it was struck. In June 2004 the 9/11 Commission reported that those same jets were ~150 miles away, in a different direction, at that time. (9/11 Commission Staff Statement #17, 6/17/2004) Both completely incompatible accounts were derived from the same sources – the radar recordings. But those recordings are **not available for independent review.**

► Also on September 18, 2001 NORAD stated that it had been notified by the FAA of the possible hijacking of Flight 175 at 8:43 a.m., leaving ample time for the plane to have been intercepted. FAA documents from 2001 and 2002 confirm this time. The press reported 8:43 as the notification time for over a year, but on May 23, 2003 Col. Scott testified to the 9/11 Commission that NORAD had not been notified about Flight 175 until 9:05, **changing the notification time by 22 minutes.** In 2004 the 9/11 Commission claimed the first notification came at 9:03, making no mention of the original 8:43 time. **To date, no official acknowledgment of this extraordinary revision exists.** Furthermore, another early FAA chronology released in 2005 due to a Freedom of Information Act [FOIA] request, states that the FAA notified NORAD about Flight 175 at 8:43, consistent with the original NORAD and FAA reports. (“Chronology of the September 11 Attacks and Subsequent Events . . .” [2001]) **The establishment news media has not mentioned this document, nor its significance.**

► Nearly all FAA audio recordings of the communications between FAA personnel and the military are **unavailable**, including those which would clarify the conflicting notification times that have been given for each hijacked flight. Likewise, the FAA air traffic control recordings of communications with the aircraft during the critical times when the planes were first commandeered have **not been released.** And since the several **“vetted”** NORAD recordings (with **unexplained silences**) that have been released all begin at ~8:30 a.m., all government-generated audio documentation of the crucial initial 16 minutes of the attack (Flight 11 first became unresponsive at ~8:14 a.m.) is **lacking from the public record**, except two brief snippets, totaling 16 seconds “from an unknown origin” (in the words of an early FAA transcript) purported to be the warnings of the hijacker-pilot, and played at a 9/11 Commission hearing in June 2004.

► Each airliner contained two black boxes, a flight data recorder [FDR] and a cockpit voice recorder [CVR]. Black boxes are designed to be “nearly indestructible.” (ABC News, 9/17/01) A National Transportation Safety Board spokesman said, *“It’s extremely rare that we don’t get the recorders back. I can’t recall another domestic case in which we did not recover the recorders.”* (CBS, 2/23/02) The 9/11 Commission Report states that **none** of the 4 black boxes from Flights 11 and 175 was found. (note 76 p.456) Problem: In October 2004 the Philadelphia Daily News printed an important story that was **not picked up nationally.** “Two men who worked extensively in the wreckage of the World Trade Center claim they helped federal agents find **three** of the four ‘black boxes’ from the jetliners that struck the towers on 9/11 – **contradicting the official account.**” (Philadelphia Daily News, 10/28/04; *Behind-the-Scenes Ground Zero* [self-published rescue workers book], p.108)

► Officially, the 4 black boxes from the other crash sites were recovered. In the case of the Flight 77 (which reportedly struck the Pentagon) the 9/11 Commission stated that its cockpit voice recorder “was badly burned and [its data were] not recoverable.” The cockpit voice recorder of Flight 93 (which reportedly crashed in Pennsylvania) was the only CVR, we have been told, that survived with useful data. After intense pressure from victims’ relatives the FBI finally agreed to one private playing of its recording, however, **relatives had to agree not to divulge what they had heard.** (Guardian, 4/19/02) In 2006 it was played at the trial of Zacarias Moussaoui, but **the U.S. government succeeded in preventing the audio from becoming part of the public court record.**

► In December 2002 the Report of the Joint Inquiry of the intelligence committees of Congress reported the crash of Flight 93 to have been at 10:10 a.m. (p.435) The voice recorder ends at 10:03 a.m., which the government now claims was the time of impact. But a seismic study concluded that the plane hit the ground at 10:06. Seismic evidence for a crash at 10:03 was absent. The FBI has not given any explanation for the time discrepancy, nor for the missing 3 minutes of audio. (Philadelphia Daily News, 9/16/02) There were debris fields found as far away as 8 miles, suggesting the plane may have broken up in the air, and, the Mirror (9/13/02) reported, “Passenger Edward Felt made an emergency call from the plane. He spoke of an explosion and seeing some white smoke. **The supervisor who took the call has been gagged by the FBI.**”

► Security cameras near the Pentagon were quickly confiscated by the FBI after the crash. One was at a gas station across the highway from the site of impact (the station manager claimed the FBI was there within minutes) (Richmond Times-Dispatch, 12/11/01); another was on top of a nearby hotel. (Gertz File, 9/21/01) To date, only four videos have been released. Two are from Pentagon parking lot cameras, which show a “thin white blur” (N.Y. Times 5/17/06); the third, the gas station camera, and the fourth, from the hotel, released in late 2006, show no object at all approaching the Pentagon (<http://www.judicialwatch.org/6068.shtml#top>). In response to a FOIA request the FBI acknowledged that it possessed **85** videos of the area that morning, yet revealed that none of the **unreleased videos** showed “the impact of Flight 77 into the Pentagon,” but was silent as to what aircraft in the vicinity, if any, the videos did show. (Declaration of Jacqueline Maguire of the FBI Counterterrorism Division, 9/7/05)

► In the week after the attacks the press reported that some of the alleged hijackers may have received training at secure US military installations. (N.Y. Times, 9/15/01) For example, three of the alleged hijackers, Ahmed Alnami, Saeed Alghamdi and Ahmed Alghamdi, had listed their residences as ones located on the Pensacola Naval Air Station in Florida. (Newsweek, 9/15/01) The military claimed they were different people with the same names! (Washington Post, 9/16/01) However, **no proof was ever given that they were not the hijackers. Attempts by independent journalists to confirm or refute the reports have been blocked.** The possibility remains that these alleged hijackers were using false identities, perhaps composites derived from real people.

► After the attacks the FBI confiscated all the police files on the Florida flight schools where three of the four alleged hijacker-pilots had received training. According to a local law enforcement officer, the files were loaded into two Ryder trucks and driven onto a C-130 military cargo plane that took off for Washington with Florida Governor Jeb Bush aboard. (Daniel Hopsicker, *Welcome to TerrorLand*, p.31) **The files have not been seen since.**

► **The wreckage from the World Trade Center was rapidly destroyed.** Less than two weeks after the attacks New York City accepted a proposal to recycle the steel from the collapsed buildings. Most of it was **quickly cut up, shipped off, and melted down** without proper documentation or analysis, in violation of federal law. (N.Y. Times, 12/25/01) Fire Engineering magazine (January 2002) declared, **“Such destruction of evidence shows an astounding ignorance of government officials to the value of a thorough scientific investigation.”** While the steel was valued more by officials as scrap metal, than as forensic evidence, all trucks transporting it were equipped with GPS locaters, at a cost of \$1000 apiece, so that none of the steel was lost and its location was always known. (http://www.securitysolutions.com/mag/security_gps_job_massive/index.html) Though crime-scene protocol was not followed, “crime scene” was the reason given for **banning unauthorized photography of the site.** (AP, 9/27/01) People were **threatened with arrest** for trying to take pictures.

► New York City officials decided that audio and written records of the Fire Department’s actions on 9/11 should never be released to the general public. (N.Y. Times, 7/23/02) The New York Times sued under the Freedom of Information Act, and in 2005 the city was forced to release most of the records. Many oral histories reported explosions in the towers, for example:

• “I saw a flash flash flash [at] the lower level of the building. You know like when they demolish a building?” Assistant Fire Commissioner Stephen Gregory
 • “[I]t was [like a] professional demolition where they set the charges on certain floors and then you hear ‘Pop, pop, pop, pop, pop.’” Paramedic Daniel Rivera
 Many accounts of explosions given by witnesses in and around the towers were widely reported during and immediately after the attacks. But **these stories were quickly dropped by the national news media and were not pursued by the 9/11 Commission.** (Eyewitness reports of explosions can be found at 911truth.org. Complete rescue worker oral histories are published by New York Times at: http://graphics8.nytimes.com/packages/html/nyregion/20050812_WTC_GRAPHIC/met_WTC_histories_full_01.html. To view footage of firemen’s eyewitness accounts go to: <http://911research.wtc7.net/wtc/evidence/videos/index.html>)

► Federal Emergency Management Agency [FEMA] investigators of the World Trade Center collapses had no subpoena power, little funding and were **unable to obtain detailed blueprints of the buildings!** (New York Times, 12/25/01) Fire Engineering magazine (January 2002) stated, “Except for the marginal benefit” of “a three-day, visual walk-through of evidence sites . . . **no one’s checking the evidence for anything**” and concluded **FEMA’s investigation to be “a half-baked farce that may already have been commandeered by political forces.”**

► WTC Building 7, a 47-story steel-framed skyscraper, collapsed symmetrically into its footprint at nearly free-fall speed at 5:20 p.m. on September 11th. (To watch video of its collapse, go to ae911truth.org) **The 9/11 Commission Report does not mention the collapse of WTC 7.** Over six years later the National Institute of Standards & Technology’s report on WTC 7 **remains uncompleted.**

► Members of a military Special Operations Command unit called Able Danger stated that they had identified 4 of the alleged 9/11 hijackers (among them, Mohamed Atta and Khalid Al Mihdhar) as being connected to an Al Qaeda cell, over a year before the attacks. **The Able Danger unit was repeatedly blocked from sharing its information with the FBI.** (New York Times, 8/9/05) **The Defense Intelligence Agency destroyed the program’s relevant documentation** between 2000 and 2004. (Government Executive, 9/21/05) Though 6 participants in the program stated that Atta had been identified, and 4 stated they had seen a chart with Atta’s name and photo on it (Fox News, 9/16/05), the 9/11 Commissioners said that with no documentary evidence, they found the Able Danger story unreliable. (Kean-Hamilton Statement, 8/12/05) They still asserted that no one in government had known who Atta was before the attacks. **Able Danger members were ordered by the Defense Department not to testify in open hearings about the program.** (UPI, 9/21/05) Lt. Col. Anthony Shaffer testified **in closed session.** In brief open testimony, allowed later due to congressional pressure, he affirmed under oath that he had personally informed Philip Zelikow, the 9/11 Commission’s Executive Director, of the Able Danger findings before the Commission’s report was issued. (C-SPAN, 2/14/06) **Able Danger is not mentioned anywhere in the 9/11 Commission Report.**

► **No detailed information regarding the war game exercises in progress during the attacks of September 11 has been released.**



While media coverage has been scant, press reports and military websites suggest that there were **four or more war games** in operation, and that they may have included live-fly hijack scenarios (like the Amalgam Virgo exercise of June 2001, above) and false radar blips inserted directly onto radar screens. (Michael Ruppert, *Crossing The Rubicon*, Chapter 19) Information can also be deleted from controllers’ monitors. NORAD experienced technical difficulties on the morning of September 11, and at 10:18 a.m. (just after the attack was over) its Northeast sector reported, “*This is Northeast, confirmed that we have exercise stuff going out.*” Three minutes later that sector was instructed, “*Confirm that you have all outputs to Cheyenne Mountain on the exercise turned off. On the exercise side and no input, no tracks on the exercise side and no more inputs on the exercise side. Is that understood?*” (Northeast Air Defense Sector DRM1 DAT2 [audio file] Channel 16, 9/11/01) At one point Jane Garvey, head of the FAA, claimed its controllers were responding to 11 possible hijackings. (Richard Clarke, *Against All Enemies*, p.4) Without an explanation of the war games, it is impossible to know how they affected the military response or to have a full understanding of the events of that day. Yet **the 9/11 Commission Report only mentions one war game** [Vigilant Guardian] (endnote 116 p.458), and **treats the others as if they did not exist by omitting any reference to them.** Attempts by Congresswoman Cynthia McKinney and others to obtain information about the exercises remain unsuccessful.

► In 2002 the intelligence committees of Congress requested the CIA’s Office of Inspector General to review the performance of the CIA in relation to the 9/11 attacks. The CIA’s 9/11 IG Report was completed in June 2005. Victims’ family members have long called for its release, because it reportedly assesses responsibility and names names. (Reuters, 6/23/05) **The report remains classified.** On August 21, 2007, in response to legislation specifically calling for a declassified version of the report’s executive summary to be published, a 19-page redacted version was released. **Not a single government official’s name appears in the CIA’s 9/11 IG Report Executive Summary as issued;** not even that of the Inspector General himself!

To link to many of the sources cited go to **The Complete 9/11 Timeline at cooperativeresearch.org**
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