

Week 23 **June 1997**  
HOLIDAY DEP. OF INCLD Monday 2  
 10am Dep Mem  
 1530 Arrive Memphis  
 for NCR install

Tuesday 3  
 7.30 → Spm

Wednesday 4  
 7.30 → 1800

Thursday 5  
 7.30 → 2030  
 Dep → Memphis

Friday 6  
 Memphis → Boston

Saturday 7  
 Garlock install.  
 930 → 2130

Sunday 8  
 Day off - Wachusett  
 Natl. Park + mountain

**June 1997** Week 24  
 9 Monday 0700 → 1900

10 Tuesday 0600 → 1900

**9/11 conceived on a flight**

11 Wednesday 0600 → 1200  
 Dep. Boston → Toronto.  
 → Holiday Inn, Brampton  
**from Boston to Toronto**

12 Thursday 800 → 1900  
 Sunworthy - 1<sup>st</sup> Grew. install.

13 Friday 700 → 1530  
 Training

14 Saturday 700 → 1530

15 Sunday 1000 → 1800

**June 1997** Week 25  
 Monday 16  
 0700 → 1600

Tuesday 17  
 0700 → 1600

Wednesday 18  
 0730 → 1600

Thursday 19  
 0800 → 1600  
 Peel Plastics Bampton, Ontario  
 Courtesy visit

Friday 20  
 Day off

Saturday 21  
 Sunworthy 0700 → 1900

Sunday 22  
 Lunch con Lisa  
 Golf at Paintbox with  
 Dave Horsman.

**June 1997** Week 26  
 23 Monday  
 Curwood Install  
 0800 → 1730

24 Tuesday  
 9-700 → 1900

25 Wednesday 0500 → 1350  
 2130 Toronto → Man.

26 Thursday Arr. Man 0930  
 ½ day Holiday

27 Friday Holiday

June 1997 work diary of  
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**During a flight from Boston to Toronto  
 on 11 June 1997, after seeing no  
 security checks at Logan airport,  
 I predicted a 9/11 style attack**

## My first concept & warning of a 9/11 style attack

There were no security checks at Logan airport for my flight to Toronto on 11 June 1997 - none. An air steward told me not to worry, saying "That's normal". As the nearly empty flight ascended I noted the lack of cockpit security. I realised that four or five suicide attackers with basic pilot training could hijack the plane and use it as a missile, most likely against the World Trade Centre. After landing safely I was scared passing such a warning on could be misconstrued as making a threat. I waited until I arrived at my customer's factory the next morning before repeating my fears of terrorists exploiting Logan airport's lack of security. I refused to start work until the factory manager Bob Wilton told me he'd pass my warning & my business card details on to a security service contact he claimed to know. I spent a week at Sunworthy Decorative printers but there was no response to my warning. The sales agent agents Lisa, & Dave Horsman, took me to lunch and golf on my day off. I'd have expected myself to repeated my plane hijacking fear to them but don't remember a specific conversation with either of them. I don't know who, if anyone, Bob Wilton told.

