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HANI HANJOUR
PILOT TRAINING
INFO.

**CANFIELD, SHAPIRO, BAER, HELLER
& JOHNSTON, LLP**

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Tommy P. Baer, P.L.C.
Robert A. Canfield
David M. Shapiro
Irwin A. Heller, P.C.
Thomas Dixon Johnston, P.L.C.

ATTORNEYS AND COUNSELLORS AT LAW

2201 LIBBIE AVENUE
SUITE 200
RICHMOND, VIRGINIA 23230

TELEPHONE: (804) 673-6600
TELECOPIER: (804) 673-6604

www.canfieldshapiro.com

Paul McCourt Carley

FAX COVER SHEET

DATE: 5/2/02
TO: Steven Emerson
ATTN: Rita
FAX NO: (202) 966-5191
FROM: Tommy P. Baer
NUMBER OF PAGES INCLUDING COVER SHEET: 7

RE: _____

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May 1, 2002

BY FACSIMILE

Steven Emerson
(202) 966-5191

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Dear Steve:

As per our discussion, attached is the statement of Mr. He will be happy to meet with you or your contact person. He may be able to provide some additional information. He is a national of Japan.

Please keep me advised.


Tommy

Statement

Name:
 Date of Birth:
 SSN#:
 Address:
 Tel:

1. I am [redacted] 27 years old and a Japanese citizen currently residing at the above address. I make this statement with the intent of showing the lengths that I went to in order to assist the US government in the fight against terrorism and in particular to assist in providing information about those responsible for the terrorist acts of September 11th, 2001. I do this out of a deep sense of commitment to the principles of freedom upon which the United States is founded and also in the hope that

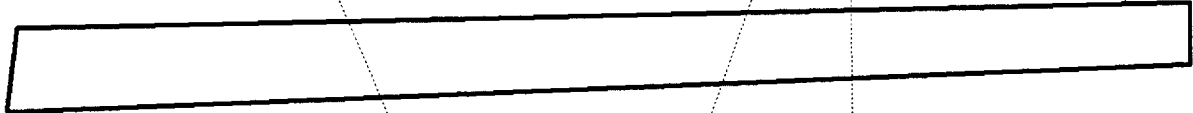
2. I have had a life long ambition to become a pilot and live in the United States. In May 1993 I set about trying to achieve my dream. I came to the USA on an M-1 visa and enrolled in Cari Aviation (which later became Ace Aviation), a flight school based out of Rialto, Airport in California. I obtained my Private Pilot's License (for both single and multiengine aircraft). In May 1994 I returned to Japan for three months.

3. In August 1994 I returned to the USA, again on an M-1 visa. I enrolled at Westwind Aviation Academy, a flight school operating out of the Deer Valley airport near Phoenix, Arizona. I remained at Westwind Aviation Academy until December 1995. During this time I obtained my Instrument rating, Commercial certificate and Flight Instructor rating. I also did some flight instructing.

4. After Westwind Aviation I went to Prism Aviation, located at 4855 E. Falcon Dr. Mesa, AZ 85215. At Prism Aviation I obtained My Flight Instructor Instrument and Multiengine ratings and my Airline Pilot Transport certificate. I also gave flight instruction to students of the school. This was from 1st January 1996 and late December 1997. All during this period I was in the United States on an M-1 visa. During this period I gave flight instruction to many students. I taught all ratings and certificates during the time I was at Prism. It was during the time I was at Prism, and Arizona aviation, (Prism was taken over by Arizona Aviation around November of 1998) that I taught two students who, although I did not know this at the time, would go on to have significant roles in the deadly terrorist acts of September 11th, 2001. I will deal with my meeting and instructing these two students later in this statement.

5. March 1998, I enrolled at Embry-Riddle Aeronautical University and continued flight instructing at Arizona Aviation on my spare time. I completed a Bachelor of Science degree at the Embry Riddle Aeronautical University. I completed my

degree in November 1999 and then joined Transstates Airlines as an airline pilot. I am currently in the United States on an F-1 Visa, which I obtained on 11th March, 1998 and renewed on 28th July, 2000 when I returned from a short trip to Belgium to visit a friend. I have attached the details of my entries into the United States along with full details of the schools I attended at Annexure (A).



My instruction of the terrorists involved in the events of September 11th, 2001

7. On or about the 20th September 2001 I received an email from a former colleague at Prism Aviation named [redacted]. The email stated that the I may have taught one of the terrorists, named Hani Hanjour, who had crashed the hijacked airliner into the Pentagon on 11th September. I immediately contacted [redacted] who advised me that he had been in contact with the FBI over the matter. I asked that he provide the FBI my contact information as I felt that I might be able to provide information that would help. I also contacted Johnny Hake who had been the President of Prism Aviation and advised him that he should contact the FBI in San Diego where he was living.

8. On or about the 28th September, I was contacted by the FBI in St. Louis, where I was undergoing Captain upgrade training with my company. I met with Special Agent [redacted] and provided him with all the information I had concerning Hani Hanjour, whom I identify as the person pictured here in a photo taken from the FBI website.



9. In May 1998 I was assigned a new student named Hani Hanjour, I was to teach him his instrument rating. The instrument rating is generally the first rating that a pilot gets after he has got his private pilots license. The instrument rating involves instruction in how to operate an aircraft with reference solely to the onboard instruments. This rating is mandatory for airline pilots.

10. I first flew with Hani Hanjour on 21st May 1998. I instructed him for about four months, during that time I knew him only professionally, he was generally quiet and his English was poor. He told me that he was single, and that he went to the mosque in Phoenix every Friday. He was not well educated nor was he very intelligent. His general attitude was unlike most European and American students who invariably are concerned about the cost of their training and wish to complete their training as quickly as possible. For these reasons most western students are highly motivated. Hani Hanjour was not a motivated student. And, whilst he did not seem rich, he did not seem concerned at the cost of his training.

11. As a person I found Hani Hanjour fairly easy to get along with. He smiled often and was easy going. I did not think that he was the type of person to become an airline pilot. He was a follower and not a leader, had few opinions of his own and had, in

my view, almost no initiative. Consequently I very seriously doubt that he had any organizational or leadership role in the events of September 11th.

12. As a pilot, Hani Hanjour was very poor. His knowledge of the academic side of training was weak, his flying skills were marginal but most significantly his judgment was very poor. He told me about one flight in which he had almost run out of fuel while on a solo cross-country. What struck me most when he was recounting this story was that he did not seem to care. To most pilots such an event would teach them a lesson they would never forget, for Hani Hanjour it seemed mildly amusing. On one occasion when Hani Hanjour and I were about to fly I double checked the fuel (as all pilots and flight instructors always do prior to a flight) and noticed that there was almost no fuel; Hani Hanjour was ready to fly. I questioned him about the lack of fuel and again he seemed mildly amused rather than appalled by his possibly life-threatening mistake (again).

13. In retrospect, Hani Hanjour was not someone cut out to be a pilot. He had no motivation, a poor understanding of the basic principles of aviation and poor judgment combined with poor technical skills. His personality was weak and I have no doubt that he could have been easily persuaded to do almost anything – clearly he was.

14. The following table details all of the lessons that I gave to Hani Hanjour. I did not complete his training as I left the school before I felt he was ready to take his instrument rating check ride.

Date	Duration of flight	Airplane or simulator
05-21-98	0.9	Airplane
05-23-98	1.4	Airplane
05-24-98	1.2	Airplane
05-25-98	1.0	Airplane
05-27-98	1.2	Airplane
05-29-98	1.2	Airplane
05-30-98	1.4	Airplane
06-04-98	1.4	Airplane
06-05-98	1.1	Airplane
06-17-98	1.4	Airplane
06-18-98	0.9	Simulator
06-19-98	1.0	Simulator
06-21-98	1.1	Simulator
06-24-98	1.0	Simulator
07-01-98	1.0	Simulator
07-02-98	1.3	Airplane
07-07-98	0.9	Simulator
07-10-98	1.0	Simulator
07-11-09	1.4	Airplane
07-16-98	1.1	Simulator
08-30-98	1.3	Airplane

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09-01-98	1.7	Airplane
09-02-98	1.5	Airplane
09-06-98	1.3	Airplane

15. I provided all of the above information to Special Agent [redacted] and answered fully, and to the best of my knowledge, all questions that he asked me. I believe that this interview took place on Friday 28th September 2001. That night I was watching television in my hotel room when I saw a CNN piece about an Algerian arrested in the UK for his involvement in the events of September 11th. I immediately recognized him as Raissi Lofti, another former student of mine from Prism Aviation.

16. Raissi Lofti was sent to me as a Commercial Multiengine student. He was a very pushy individual and overconfident. He told me that he was originally from Algeria but that he had been living in France where he owned a restaurant. It was very obvious from the first time that we met that he was rich and used to getting his own way. He was also one of the most unpunctual students I have ever worked with. He turned up when he felt like it.

17. In spite of several negative qualities Raissi Lofti was a likeable individual and was always concerned about the welfare of others. After I completed teaching him he brought an acquaintance to the flight school who wanted to obtain his Private Pilot's multiengine rating. The acquaintance was named [redacted] also an Algerian who lived in France. [redacted] was quite the opposite of Raissi Lofti, he was a [redacted] and was clearly well educated, polite, intelligent and a truly likeable person

18. Raissi Lofti was an average student in terms of ability but had poor judgment and a level of self-confidence that did not match his ability as a pilot. By way of example, after he had completed his training with me I was out flying with another student when a thunderstorm moved into the area. The sky was getting very dark and the wind was picking up. It was very obvious a thunderstorm was brewing. My student and I returned immediately to the airport. Whilst we were completing post-flight procedures I observed Raissi Lofti preparing to take a young lady flying. I immediately recognized the potential danger but also knew that Raissi Lofti had extraordinary self-confidence and would certainly not cancel his flight if it meant questioning his judgment or ability. So, when it was obvious that he was about to takeoff with the young lady into a brewing thunderstorm I approached him and explained that for the sake of the young lady, who probably had not flown much in small planes, it would be a very uncomfortable ride and would best be postponed. Raissi Lofti, fortunately, heeded my advice and cancelled the flight. This level of lack of judgment is very worrying to a flight instructor, as it is poor judgment rather than poor flying skills that get most pilots into trouble.

19. On a personal level I witnessed a display of enormous anger from Raissi Lofti over [redacted] religious beliefs. I was about to give a flight lesson to [redacted] they had gone out to the plane and I followed shortly after. When I got there Raissi Lofti was extremely angry. I witnessed [redacted] explaining to Raissi Lofti that he did not intend to bring his son up as a Muslim but would allow him to

decide which faith he wished to follow when he was old enough. This had driven Raissi Lofti in to a rage. I had never seen anything like this before in my life. He was almost shouting at [redacted] that he should bring his son up as a Muslim and demanding to know what kind of a Muslim he was. After a while he calmed down and I felt that it was safe for him to fly and we continued with the lesson. From this point on, I wondered about Raissi Lofti's ability to be a pilot, not only was I concerned about his judgment but also his ability to control his emotions.

20. The following chart details the lessons I gave Lofti Raissi.

Date	Duration of flight	Airplane or simulator
09-29-97	1.3	Airplane
09-29-97	1.3	Airplane
10-01-97	1.4	Airplane
10-02-97	1.3	Airplane
10-03-97	1.2	Airplane
10-05-97	2.5	Airplane
10-08-97	1.7	Airplane
10-09-97	1.5	Airplane
10-09-97	0.9	Airplane
12-20-97	1.4	Airplane
12-21-97	1.2	Airplane
12-25-97	1.3	Airplane

21. This statement consisting of five pages is true and correct to the best of my knowledge and belief.

[redacted]

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