

Exclusive interview with Guerrero Spirit

Former United Airlines Pilot Claims 9/11 Planes Were Remote Controlled

Capt. Dan Hanley (Ret.) and his organization, 9/11 Pilot Whistleblowers, filed a federal complaint in the US, claiming that the planes hijacked on September 11, 2001, were electronically driven and remotely controlled.

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Married to a Pakistani and a resident of Islamabad, Pakistan for 12 years, Mr. Hanley currently serves as director and international public spokesman for a global organization called 9/11 Pilot Whistleblowers, whose website is 911Pilots.org and his YouTube channel is 911Pilots.

How long have you been a pilot?

I started as a naval aviator and finally as a captain for United Airlines, and I have spent more than 35 years flying different types of aircraft, especially the Boeing 757 and 767. During this time, I have accumulated more than 20,000 flight hours.

I began flying over fifty years ago in 1968, first as a civilian pilot, then a naval aviator, and finally as a United Airlines captain I was illegally retired by the FAA, United Airlines management, and my union eleven years before my retirement age. 65 years old in 2003, for denouncing irregularities about the security system and other issues related to 9/11.

What is your complaint about the alleged terrorists who flew the planes that crashed into the towers and into the Pentagon on September 11, 2001?

There were no Muslim hijackers at the controls of the 9/11 planes. Aircraft were hijacked electronically through the use of a system called uninterruptible autopilot which allows a remote source to take complete control of the aircraft and flight management computers and guide it to its target. Once docked, pilots cannot turn the system off."

For example, let's talk about the case of

Hani Hanjour who was the Saudi Arabian hijacker pilot of American Airlines Flight 77, which allegedly crashed a B-757 into the Pentagon on September 11.

This character after several investigations, made by me and published in various media, did not have the slightest training or flight hours to pilot a ship of that size, it was even known that before September 11 he was denied renting a single-engine propeller-driven aircraft (Cessna) at the Maryland Freeway Airport, for not meeting the minimum requirements to do so. The New York Times reported that he “was an indifferent student who often skipped classes and never displayed the passion so common among budding commercial airline pilots.”

Then we find this “pilot” who took off from Washington Dulles Airport headed for the West Coast. He flew at cruising altitude for a while, did a 180 degree turn and headed back to Washington on a descent to 7000 feet, turned the craft into a downward spiral and accelerated to 330 degrees to arrive precisely at ground level without touching the surface at 500 miles per hour to hit the Office of Naval Intelligence on its first try. This is impossible. (see infographic)

Maneuvers impossible to perform by expert pilots, however the 9/11 Commission ensures that a rookie who never took the controls of a jet, performed them on his first attempt

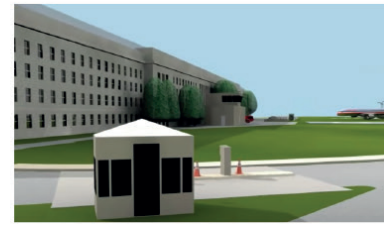
And what do your colleagues say about this?

Well, a test was done with a flight simulator and the same maneuver was tried by highly experienced pilots and they all crashed before reaching the target. With all my flight experience, I could not have done the flight maneuvers that those ships that hit on September 11 performed, especially in the case of the Pentagon. He added that “There are many other pilots in our organization and elsewhere who have agreed with my assessment,” he said.

Now it wasn't the terrorists who piloted the planes, so let's talk about the Uninter-



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ruptible Autopilot, which you mention.

Remote controlled aircraft technology has been around for more than 75 years. In 1944, towards the end of World War II, the US Army launched Operation Aphrodite. To decommission old B-24s for weight reduction, these planes were loaded with 30,000 pounds of Torpex, a highly incendiary compound.

The pilots were required to take off but, once airborne, they would exit the aircraft

while the aircraft would be remotely guided to its targets in Europe and crashed into the target. Forty years later, in 1984, due to the rapid advancement of technology, the FAA and NASA conducted an aircraft crash test experiment in a remote location to test the survivability of crew and passengers in the event of a forced landing. Using a large aircraft A 4-engine jet, a B-720, and with no pilots or passengers on board, the plane was remotely guided to take off, fly around the traffic pattern, and land automatically six times, before intentionally crashing.

Fast-forwarding two decades to the mid-1990s, a system called Uninterruptible Autopilot was developed and produced whose design purpose was to prevent would-be hijackers from taking control of a commercial jet aircraft in flight by taking remote control of the autopilot from the aircraft and flight navigation systems.

Hanley's organization claims that there is more than enough evidence that this system exists and was developed and produced in the 1990s prior to September 11, 2001.

Hani Hanjour. The hijacker that the 9/11 Commission claims that on his first flight with a jet he performed maneuvers that not even a Top Gun military pilot would dare to do

Legal actions

Captain Hanley filed a whistleblower report with the Federal Aviation Administration (FAA) regarding this matter through his hotline in August 2020 but, he claims, the FAA/Department of Transportation and many other government offices have been obstructing their efforts for 18 months. Accordingly, he has addressed this issue with the US House Committee on Government Oversight and Reform, which has legislative authority over whistleblower cases of government operations.

Do you have other organizations to take these complaints to a federal court?

Our group, 9/11 Pilot Whistleblowers, is currently in close communication with the Lawyers Committee for the 9/11 Investiga-

tion, and others, in an attempt to gather testimonies from pilots around the world in order to take legal action to propel a United States prosecutor, through presentations of pilot testimony and other evidence, to open a trial for a new investigation, since the Commission for 9/11 did not do its job well.

In August 2020, a whistleblower report was filed through the Federal Aviation Administration hotline alleging that there were no Muslim hijackers at the controls of the 9/11 planes, but that they were electronically hijacked and remotely controlled. to their target destinations. A great deal of supporting evidence was provided to back up our accusations.

Over the course of the next several months, numerous emails and

letters were sent to various relevant government offices with hardly any response, except for a few emails from the FAA hotline office. We were being led to believe that an intensive and thorough investigation was underway when, in fact, this was not the case, as demonstrated by a Freedom of Information Act request for all records related to the investigation, which returned only one just memo.

"There has never been a criminal investigation into 9/11. The 9/11 Commission did not constitute a criminal investigation," says Hanley. "The pilots want to appear in court," she concluded.

I appreciate the coverage they have given me in this Guerrero Spirit magazine, because we must inform the world that an event like this, which has generated so many wars and murders to this day, does not go unpunished.

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The airplanes

The Cessna 172, the main training aircraft for the 9/11 hijackers. It is 27 feet long, weighs a ton and flies at a speed of 100 knots. Its single engine is capable of producing 180 horsepower.

A B-767 that the hijackers allegedly blew up that day. It is 180 feet long, weighs 100 tons and was flying at a speed of 500 knots. Each engine is capable of producing 48,000 pounds of thrust.

None of these hijackers had flown a B-757/767 in their lives. Having trained only on mainly light single-engine aircraft, for the hijackers to have flown the B-757/767 aircraft would be like driving a semi-trailer truck at a very high speed without having driven it first and driving it through a garage without scraping the sides of the truck. ...or drive a Formula One race car at 200 mph that you've never driven before and keep it on the track.