

## Part II

# Mexican pilot relates possible MIB contacts following encounter

Investigated by

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and Francisco Dominguez de la Rosa

**Editor's Note:** In the January issue, pilot Carlos Antonio de los Santos Montiel described having his Piper PA-24 aircraft taken over by three UFOs as he flew toward Mexico City, and having to make an emergency landing. This month he discusses the strange occurrences following this experience:

Some time passed, and about 15 days later Mr. Pedro Ferris of TV Channel 8 called my house, interested to talk about my experience. He said: "I would like to know if it is possible to have an interview with you." I told my father, and he advised me to do so, but only stating what I saw and experienced. I agreed to meet Mr. Pedro Ferris close to Barranca del Muerto Avenue, on a Friday, where TV channel 8 used to be located, in a southwestern part of Mexico City.

### Men In Black?

On the day of the interview, I had to be early in the offices of Mexicana de Aviacion, since I was taking training classes to become a member of this company. After leaving the training course, I was driving down on a southwestern Mexico City expressway called "Anillo Periferico" (Peripheral Ring), and before coming to the exit to Barranca del Muerto Avenue, a black auto approached mine.

I was driving in the middle lane, and it got even with me. Then, another black auto approached mine, passed me, and suddenly stopped in front of mine. I was about to get out of the auto, but at that moment two subjects, dressed in black, with rather dark brown hair, more or less yellow skin, and hairless, got out of each one of these black autos.

I believed they were members escorting somebody important and to which I accidentally cut in or annoyed in some way. When I was about to come out of the car, one of these men in black hurried up to me, grabbed the door, stuck his head inside the auto, and said in a very mechanical way, "If you appreciate your life and that of your family do not say anything else."

That was the only thing they said. They went back to their autos and drove away. These men were about two meters tall, had well-developed bodies, had features of people from the northern hemisphere, spoke very mechanically, very precise, a very exact Spanish language, very direct, cold, and well defined.

Some other interviewers later asked me, "Were there

## About the co-author

Carlos A. Guzman Rojas, co-author of this report and MUFON representative for Mexico, spoke at the 1996 MUFON International Symposium in Greensboro, NC, on "A Chronology of Ufology in Mexico." This report is from *UFOs and Mexican Aviation*, which he co-authored with Alfonso Falazar Mendoza. *UFOs and Mexican Aviation* is available in Spanish from Arturus Books.

other autos coming?"

The other autos circulated on the extreme right lane. I believed the drivers of the other autos must have thought there was an auto accident and that my intention had been to avoid the auto in front of me, but I only braked to stop. I would have had to drive in reverse in order to avoid these, still thinking they were escorting somebody, but I stayed there to find out what was the matter.

After this event, I did not meet with Mr. Pedro Ferris. I returned to the offices of Mexicana de Aviacion where my father worked, who asked me what happened in my interview with Mr. Pedro Ferris. I told him exactly what happened, and he advised me to leave things as they stand, fearful that something bad might happen to me or to him and the family.

I stayed in the office of Mexicana for a while, then I went home. Mr. Pedro Ferris called, complaining about me not showing up to the interview on time, leaving him with all the material and people wanting to meet me, and asked me what happened. I told him precisely what happened and expressed fears that those men might do something bad to me or to any member of my family. He answered me that he would ask "Miguelito" Aleman to have a police patrol auto to look after us.

He requested to meet at another place, assuring me that those people do not do anything, that they were the so called men in black, who only had in mind to persuade, scare those people who had an experience such as mine, but they do not do any physical harm.

I agreed to meet him in "Telecentro" (a TV company), located in a central Mexico City Avenue named Chapultepec. He gave me instructions on how to get into this place, and so I did. Mr. Pedro Ferris and Jacobo Zabudowsky made their first recording of my experience, each separately, and the same case was with Patricia Suarez.

There was another person with Patricia Suarez. This other person exclaimed: "Next we are introducing you to aircraft captain Carlos Antonio de los Santos Montiel, who claims to have had an experience with some flying saucers. It was obvious since he was starving, and could not avoid the fact."

In that moment I became upset, because this was not the case. Later, a co-worker of Patricia approached me. I do not remember his name. He was a man with very white hair, who began asking me questions. He said: "Listen captain, let us see, you stated that you spent the night in Zihuatanejo, Guerrero."

Answering: "Yes sir."

He said: "And you said you ate dinner. What did you

eat?"

"Answering: "This, that, and this other."

He said: "And the next morning you said you ate breakfast. What did you have for breakfast?"

Answering: "Two country style eggs, bread with jelly spread, coffee and orange juice."

He said: "Listen, between both of us, did you put anything unusual to the eggs, in your breakfast?" (Asking this when the conversation was "live.")

I told him: "What do you mean? Something like a drug or anything similar? Listen, I am in my twenties and so far I have not attempted to try any drug, bad habit, cigarettes, liquor, or anything of the sort. This is because I hold my own scruples, not because of my parents or schooling."

Well, more or less after a month had elapsed, Mr. Pedro Ferris called me again on the phone, telling me that a NASA technical adviser who had been a USA Air Force adviser, was coming. He was Dr. J. Allen Hynek. He was also bringing a letter from President Gerald Ford, and he wanted to interview me, because they had known about my experience.

Once again I sought the trust and advice of my father. He advised me, saying: "Go ahead," but also, said not to say anything more or less about this matter: "Tell exactly what you saw and nothing else; do not try to impress anybody or seek a publicity. That will not help you at all."

I accepted and asked to go with him to pick up the Doctor at the airport. Mr. Pedro Ferris, his son Pedro, my brother Jorge, and myself went to the airport. Dr. Hynek arrived on a Friday.

#### Interview with Dr. Hynek

In his hotel suite, in a living room, he took out some tape recorders and began to ask me questions. However, the type of questions he asked were not anymore those stupid or morbid questions as those asked by Patricia Suarez and her coworkers.

He asked: "Listen, are you an aircraft pilot?"

Answering: "Yes."

He asked: "Commercial aircraft pilot?"

Answering: "Yes."

He asked: "Did you have a speedometer in your aircraft?"

Answering: "Yes."

He asked: "How does the speedometer function, and for what purpose does it function?"

Answering: "A speedometer is a differential manometer, functioning because of a difference of pressure, and the difference in pressure is what is indicated in the reading. Enters an impact pressure, and well, these are technical terms."

He said: "OK, now how does your altimeter function?"

You do have an altimeter, don't you? How does function and in relation to what does the altimeter function?"

Answering: "The same; it is also a differential manometer functioning by impact pressure. The pressure takes off on two directions, one of the pressures heads towards a manometer and the other one goes to an aneroid capsule."

Speaking in the same terminology, I analyzed in a piecemeal form everything inside the cockpit... How does this function ... ? How does this other thing work ... ? How does this function ... ? These were typical commercial pilot's examination questions. What is an air route? What is Toquesquitengo? What is a VOR? What is Mexico Center? Which is the emergency radio frequency ... ? Which is the emergency landing system? In general, he asked these typical questions. These questions added up to about four hours of tape recordings.

Once he was through with these questions, he said: "You must be asking yourself why I am asking these type of questions. Don't you? Well the truth is because it is a commercial aircraft pilot's examination. Anybody could be the owner of an aircraft, fly it, and not be an aircraft pilot. He does not know what he is doing. He takes off, and lands, is the plane owner, and has a private aircraft license to fly. However, you are a commercial aircraft pilot, this is your case, and now tell me about your experience. What happened? How did this experience take place?"

Then, I told him that I went to "La Villita," to Lazaro Cardenas, Michoacan, then to Zihuatanejo, Guerrero, and from here, on Sunday 3 of May Of 1975... the experience took place. Once the interview was concluded, Dr. Hynek invited me to have breakfast with him the next Sunday (at that time, Mr. Pedro Ferris, his son, and Jorge were present.) He asked me to come alone, because he wanted to speak about a very confidential matter, private matters only to me. Accepting, he told me to be there at 9:00 hours.

#### More MIB's?

That Sunday I woke up early to be on time for my appointment with Dr. J. Allen Hynek. I arrived early. It was inside the Hotel Diplomático in a suite, on Avenida Insurgentes Sur, in the south central side of Mexico City. I parked my car in the street, next to the sidewalk. I got out of the car, locked it, and was putting away my car keys, looking down and climbing the stairs to the entrance of the hotel when half way up the stairs I felt a hand slapping over my chest.

I raised my head and saw one of the same big men in black, which had stopped me the other day who said, "You were warned once. This is the second time." On that occasion, I got a hold of some bravery and told him, "Lis-



ten, I do not believe I am doing harm to anybody. If I can make something useful of my experience because I experienced an emergency and came all right from it, and experienced something that at the present has no explanation, no logic, an extraordinary experience, and I do not have any inconvenience making something out of all this, if it has any usefulness."

Then, he said, "Turn around and leave. You are not going inside to meet the Doctor." I then said, "Well, I came here because he invited me for breakfast." Repeating himself he said, "Turn around and leave!"

Some other interviewer later asked, "He spoke to you in the same tone as the one you mentioned previously?"

I replied, "Yes, the very same, and I cannot tell you which one he was, because both looked alike. The first time, when they told me: 'If you value your life somehow and that of your family, do not say anything else,' I am saying this with my own voice. However, it was said more mechanical, more solemn, mostly threatening and intimidating. When we speak fluently we separate the words, but they do not. That's what I mean for mechanical. Not that it was a robot."

I did not go in to have breakfast. Then, I immediately went to "Televisocentro" (a TV company) to locate Mr. Pedro Ferris. He asked: "What happened? Didn't you have breakfast with Dr. J. Allen Hynsek?" Answering: "No," and told him what happened and expressed myself as having felt more danger this time around. He sided with my motives and asked me to quit seeing each other for some time because he considered the situation more delicate this time around.

I told him: "What I am requesting of you is you call by phone Dr. Hynsek or send him a letter giving him my apologies. I do not want him to think that I did not show up because I was nasty." He said, "Don't you worry. I will take care of it."

### The investigators comment:

We believe that the experience of Carlos Antonio de los Santos Montiel occurred. There are too many observations made and filed by others, such as radar operators and aircraft pilots to dismiss such a case as false. In addition, a Lear jet aircraft saw visually the three objects that took over the controls of the small aircraft with captain de los Santos aboard. Carlos Antonio de los Santos is a reliable witness.

He now has a lovely family and is still working in the aviation field, which is his professional passion, and later on hopes to be able to advance more details of his experience in a book where he will share many other experiences not told in this brief interview.

We deeply thank captain Carlos Antonio for giving up the time to describe directly and personally his extraordinary experience.

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# UFOs, cults, and cloning

By Dr. Barry H. Downing

UFOs are back in the news, but not in a way that is going to be pleasing to most MUFON members.

The Dec. 28, 2002, issue of *The New York Times* headlined a story about cloning, written by Dana Candey and Kenneth Chang.



Dr. Barry Downing

The story began, "A sect that believes space travelers created the human race by cloning said today that it had produced the first human clone, a healthy seven-pound baby girl it says was born on Thursday."

"The scientist, Dr. Brigitte Boisselier, said that the baby, nicknamed Eve, was fine and that tests would show she is a clone of her mother, a 31-year-old American."

The space age religious cult behind this news is the Raelian Movement, headed by former French race car journalist Claude Verilhon, who claims that during various UFO contacts, aliens gave him the name Rael.

The *Times* further reported that "Michael Guillen, a former science editor for ABC News, said at the news conference that the Raelians had invited him to arrange for independent tests. He said he was neither a member of the group nor paid by them."

Rick Ross, writing at the internet site <http://www.cultnews.com>, has complained that Guillen is not really as "independent" as he claims, and suggests that Dr. Boisselier took "\$300,000 from a couple" with the promise to clone their dead son.

The Raelian Movement summarizes its beliefs at <http://www.rael.org/int/english/index.html>, but may also be found in Rael's book *The Message Given by Extraterrestrials*.

Rael claims that on Dec. 13, 1973, a UFO landed in his presence in the crater of a volcano in Auvergne, France, an alien met him, and in effect called him to be a prophet for the "Elohim," a space race mistakenly referred to in the Bible as God.

### Aliens take the place of God

The Raelian Movement is in many ways an atheistic form of the biblical religion, wherein the aliens take the place of God. The aliens would be our "equals" if we would only embrace peace, truth, and spirituality, and give up our love for money.

Rael's story is that the aliens (Elohim) created life on earth as an experiment, but humans got a little out of hand, and so "religion" was created—all the world religions—to help guide humanity to this point. Prophets like Moses,

## Scott C. Waring's blog, A Novelist, Teacher and UFOlogist in Taiwan.

I wrote novels George's Pond, West's Time Machine, Dragons of Asgard and UFO Sightings of 2006-2009. I live and teach in Taiwan. Changing the world one word at a time.

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### Mexican Pilot Interview of 3 UFOs following plane, radar confirms, UFO sighting.



[Perhaps one of the most shattering UFO events of the year 1975 involved the near-abduction of pilot Carlos de los Santos Montiel as he flew his small aircraft over Central Mexico. The case received worldwide attention and Mr. de los Santos told his story to a number of major researchers and at several UFO conferences. Thirty-five years after the event, Ana Luisa Cid reopens the case – SC]



Mexico: An Interview With Carlos de los Santos Montiel By Prof. Ana Luisa Cid I had the opportunity to chat with Captain Carlos Antonio de los Santos on May 17th. He very kindly invited me to breakfast in the company of his wife Carmen and my son Alan. We discussed a variety of subjects, but particularly the experience he underwent in 1975 when three UFOs seized control of the private plane he flew at the time. Without the constraints of a formal interview, very interesting aspects began to emerge. First and foremost, Captain de los Santos sticks by his original account, which is a good sign for ufologists who have supported him. Then we have the human aspect: Carlos Antonio still shakes when he recalls the events; although he is saddened by the memory of the mockery he was subjected to. With his characteristic kindness, he replied to questions posed by this interviewer regarding the case. For example: ALC: Did the UFOs cause you any physical harm? Carlos Antonio: No, considering that they were only 2 meters distant from me, suspended over the small plane's wings for 18 minutes. ALC: Were you punished for going public with your experience? Carlos Antonio: No. When someone said on TV that my pilot's license had been revoked and that I'd vanished, it was all a lie. ALC: Why did you fly to Zihuatanejo? The likeliest course of action would have been to stay at Lazaro Cardenas, your original location, before returning to Mexico City. Carlos Antonio: Because I didn't like that town and the nearest one (by private plane) was Zihuatanejo, Guerrero. ALC: Have you been



approached again by the so-called Men in Black? Carlos Antonio: Never again. It only happened on two occasions. The first, when I was going to an interview with Mr. Pedro Ferriz, and the second on the stairway of a hotel, when I was about to meet with the late Dr. J. Allen Hynek.



ALC: Have you had further sightings? Carlos Antonio: Yes, but not during flight. I even took some photos (they didn't come out well, he adds). It was a large, luminous object, like a boiled egg split in half. ALC: What are your thoughts about the incident, 35 years later? Carlos Antonio: Well, it was something I experienced and it was real. An incident that I am still at a loss to explain. I don't know where they [the objects] came from, or what their intentions were. Sometimes I think they were curious and that they approached us for this reason, although it could also be that they saved me from some unpleasant situation. The small plane looked good, but it was very old, from 1958. So who knows? Maybe it was about to stall in mid-air, or I was about to lose a wing or the tail section. Or have some other accident...I don't know. ALC: Did the objects remove you from your route? Carlos Antonio: No. I remained within the air corridor. What they did was lift me higher, which is dangerous, since my cabin wasn't pressurized. ALC: What do you say to those who claim you suffered from hypoxia and that you "imagined" all of this? Carlos: Well, they don't know what they're talking about. When you experience hypoxia you feel sick, naturally. You're dizzy and your visual field shuts down, but you don't hallucinate. ALC: Furthermore, radar can't suffer from hypoxia. The objects were detected. Carlos Antonio: Just so. Two different air traffic controllers detected three unidentified echoes on their screens. Both the route controller and the approach controller. ALC: In some illustrations of sketches that you allegedly made, I see that the 1975 UFOs had an antenna on their upper part. Is this correct? Carlos Antonio: This is not correct. They had no antennae. They had opaque grey fuselages and a sort of windshield, but without rivets and completely smooth. I'm going to draw them for you (makes drawing). And don't think that it's the only incorrect item of evidence circulating around there. I've also seen the date set down incorrectly. Some put May 2nd and other May 13. Not at all – it was May 3rd, 1975. What I would like to make clear is that my personal and professional reputation is safe thanks to the testimony of air traffic controllers. They had the three objects on their screens, making 270-degree turns in a very tight radius of action. ALC: Aside from UFOs, have you had other strange experiences? Carlos Antonio: Yes (the discussion turns to paranormal phenomena and the encounters he had with a very short person, having human features but possibly of alien origin. Unlike the Men in Black, this being behaved courteously) ALC: Is it true that you're writing a book? Carlos Antonio: How did you hear about it? It's among my plans. We're working on it. Source: (Translation (c) 2010, S.Corrales, IHU. Special thanks to Ana Luisa Cid) Inexplicata Podcasts covering items from UFO / paranormal history in Spain, Latin America and the Caribbean --Please check out my books at [www.amazon.com](http://www.amazon.com), Dragons of Asgard & UFO Sightings of 2006-2009, by Scott C. Waring or at YouTube and search "TaiwanSCW" to see my personal UFO discovery videos.

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