

Terrified Pilot Says: Three UFOs Took Control of My Plane

... Baffled Air Traffic Controllers Track Them on Radar Screens

By JOHN SOUTH and GRANVILLE TOOGOOD

Three saucer-shaped UFOs took control of a single-engine plane near Mexico City, says a young pilot who admitted: "I was so scared I was crying."

For 10 harrowing minutes beginning at 11:30 a.m. on Saturday, May 3, 23-year-old Carlos Antonio de los Santos Monteil reported he was surrounded by UFOs — one on each wingtip and the other beneath him — on a flight from Zihuatanejo to Mexico City.

And when the incredible craft finally departed, two of them made an impossibly sharp high speed turn which baffled air traffic controllers who were tracking them on radar.

De los Santos — with 3 years and 370 flying hours experience — estimated the UFOs were 12 feet in diameter and 5 feet high.

He said they were dark gray and had a dome-like area with what looked like an antenna sticking up from the center of the dome.

"I was terrified . . . I was crying and I could hardly talk," he recalled.

As his aircraft approached a regular navigation checkpoint about 50 miles south of Mexico City at 15,000 feet, the pilot made the following recorded radio call to "Centro Mexico" — Mexico City's air traffic control center:

"Emergency! Emergency! . . . Three unidentified but visual flying objects are around my plane. The plane is not under my control . . ."

De los Santos said two of the UFOs took up positions "just inches" from his wingtips, while the third seemed to bump his plane from underneath. "There were mechanical sounds like the sounds in a garage," he remem-



PILOT: Carlos Antonio de los Santos Monteil says of his encounter with UFO near Mexico City: "I was so scared I was crying and I could hardly talk."

bered. He said he could not control his altitude or turn the plane. Then to his horror the plane began to climb, escorted by the disc-like objects.

"I'm going up!" he shouted into his



PILOT'S SKETCH OF UFO: This is Carlos Monteil's view of one of the UFOs. He wrote "gris obscuro" — meaning it was dark gray.

radio. I'm now at 15,800 feet and I still can't control the plane . . ."

The radio was silent for several minutes. Suddenly it cracked and the pilot's voice, with a sigh of relief, said: "I now have control of the plane . . . Both saucers are off to the right now. They're headed toward the mountains . . . I can't see the third one."

Centro Mexico air traffic controller Emilio Estanol — who was watching a radar screen — recalled, "The objects made a 270 degree turn at 518 mph in an arc of only 3 miles. Normally a plane moving at that speed needs 8 to 10 miles to make a turn like that. In my 17 years as an air traffic controller I've never seen anything like that . . ." He added:

"There were no other flights in the area, not even training flights."

U.S. air traffic controller Richard Schultz, based in Miami, later told *The ENQUIRER*: "I know of no plane that could make such a turn in a 3-mile radius at that speed. The plane would be destroyed or the pilot would black out."

After De los Santos reported that his landing gear didn't work, an emergency was declared and Mexico City International Airport was closed

to all traffic for 35 minutes. But after several passes he managed to get the landing gear into a "down" position and landed his plane safely.

A doctor who examined De los Santos shortly thereafter found nothing physically or mentally wrong with him, but suggested he may have been suffering from hypoxia, or lack of oxygen. De los Santos himself — who was grounded for 10 days to rest up — rejects this theory.

Air traffic controller Julio Cesar Interian, who also was watching a radar screen at "Centro Mexico," and verified the fast-moving radar contact, said that in his opinion, the pilot was not suffering from hypoxia.

"De los Santos' transmissions on the radio seemed quick and concise during the period of the incident," he said.

Commander Ignacio Silva de la Mora, an airport inspector, also spoke up for De los Santos.

"I've known him since he was a kid," he said. "He's a trustworthy and dedicated pilot who neither smokes nor drinks."

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