

*The Missing Diary Of Admiral Richard E. Byrd [Adm Richard E. Byrd] on calendrierdelascience.com *FREE* shipping on qualifying offers. IS THERE A GREAT UNKNOWN LAND -- A PARADISE -- BEYOND THE POLES? DID ONE OF THE MOST FAMOUS EXPLORERS OF ALL TIME TRAVEL TO THIS UNDISCOVERED CONTINENT THAT EXISTS INSIDE THE EARTH? Said to be the great explorer's missing journal describing his mysterious voyage.*

It concerns my Arctic flight of the nineteenth day of February in the year of Nineteen and Forty Seven. There comes a time when the rationality of men must fade into insignificance and one must accept the inevitability of the Truth! I am not at liberty to disclose the following documentation at this writing In a world of greed and exploitation of certain of mankind can no longer suppress that which is truth. All is well and radio reception is normal. Altering course for a better examination of this color pattern below, note reddish or purple color also. Circle this area two full turns and return to assigned compass heading. Position check made again to base camp, and relay information concerning colorations in the Ice and snow below. Take bearing with Sun compass, yet all seems well. The controls are seemingly slow to respond and have sluggish quality, but there is no indication of Icing! They are mountains and consisting of a small range that I have never seen before! Beyond the mountain range is what appears to be a valley with a small river or stream running through the center portion. There should be no green valley below! Something is definitely wrong and abnormal here! We should be over Ice and Snow! To the portside are great forests growing on the mountain slopes. Our navigation Instruments are still spinning, the gyroscope is oscillating back and forth! It is green with either moss or a type of tight knit grass. The Light here seems different. I cannot see the Sun anymore. We make another left turn and we spot what seems to be a large animal of some kind below us. It appears to be an elephant! It looks more like a mammoth! Yet, there it is! Decrease altitude to feet and take binoculars to better examine the animal. It is confirmed - it is definitely a mammoth-like animal! Report this to base camp. The external temperature indicator reads 74 degrees Fahrenheit! Continuing on our heading now. Navigation instruments seem normal now. I am puzzled over their actions. Attempt to contact base camp. Radio is not functioning! Ahead we spot what seems to be a city!!!! Aircraft seems light and oddly buoyant. The controls refuse to respond!! Off our port and star board wings are a strange type of aircraft. They are closing rapidly alongside! They are disc-shaped and have a radiant quality to them. They are close enough now to see the markings on them. It is a type of Swastika!!! I tug at the controls again. They will not respond!!!! We are caught in an invisible vice grip of some type! We shall land you in exactly seven minutes! Relax, Admiral, you are in good hands. The aircraft is under some strange control and is now turning itself. The controls are useless. We begin the landing process now, and in moments the plane shudders slightly, and begins a descent as though caught in some great unseen elevator! The downward motion is negligible, and we touch down with only a slight jolt! Several men are approaching on foot toward our aircraft. They are tall with blond hair. In the distance is a large shimmering city pulsating with rainbow hues of color. I do not know what is going to happen now, but I see no signs of weapons on those approaching. I hear now a voice ordering me by name to open the cargo door. It defies the imagination and would seem all but madness if it had not happened. The radioman and I are taken from the aircraft and we are received in a most cordial manner. We were then boarded on a small platform-like conveyance with no wheels! It moves us toward the glowing city with great swiftness. As we approach, the city seems to be made of a crystal material. Soon we arrive at a large building that is a type I have never seen before. It appears to be right out of the design board of Frank Lloyd Wright, or perhaps more correctly, out of a Buck Rogers setting!! We are given some type of warm beverage which tasted like nothing I have ever savored before. After about ten minutes, two of our wondrous appearing hosts come to our quarters and announce that I am to accompany them. I have no choice but to comply. I leave my radioman behind and we walk a short distance and enter into what seems to be an elevator. We descend downward for some moments, the machine stops, and the door lifts silently upward! We then proceed down a long hallway that is lit by a rose-colored light that seems to be emanating from the very walls themselves! One of the beings motions for us to stop before a great door. Over the door is an inscription that I cannot read. The

great door slides noiselessly open and I am beckoned to enter. One of my hosts speaks. Then I begin to see my surroundings. What greeted my eyes is the most beautiful sight of my entire existence. It is in fact too beautiful and wondrous to describe. It is exquisite and delicate. I do not think there exists a human term that can describe it in any detail with justice! He is seated at a long table. He motions me to sit down in one of the chairs. After I am seated, he places his fingertips together and smiles. He speaks softly again, and conveys the following: We shall not long delay your mission, and you will be safely escorted back to the surface and for a distance beyond. But now, Admiral, I shall tell you why you have been summoned here. Our interest rightly begins just after your race exploded the first atomic bombs over Hiroshima and Nagasaki, Japan. It was at that alarming time we sent our flying machines, the "Flugelrads", to your surface world to investigate what your race had done. That is, of course, past history now, my dear Admiral, but I must continue on. Our emissaries have already delivered messages to the powers of your world, and yet they do not heed. Now you have been chosen to be witness here that our world does exist. You see, our Culture and Science is many thousands of years beyond your race, Admiral. Yes, even pursued with malice and animosity by your fighter planes. So, now, I say to you, my son, there is a great storm gathering in your world, a black fury that will not spend itself for many years. There will be no answer in your arms, there will be no safety in your science. It may rage on until every flower of your culture is trampled, and all human things are leveled in vast chaos. Your recent war was only a prelude of what is yet to come for your race. We here see it more clearly with each hour.. We see at a great distance a new world stirring from the ruins of your race, seeking its lost and legendary treasures, and they will be here, my son, safe in our keeping. When that time arrives, we shall come forward again to help revive your culture and your race. Perhaps, by then, you will have learned the futility of war and its strife You, my son, are to return to the Surface World with this message

Chapter 2 : é•â“•æ’ç•†ã•™ã, (ã•ãã,%ooãf—ãf-ã•«ã•Šä»ã•)ã•ã•â°é—€æ¥-è€...ã¾•é ¼ã•@é-...ãŠã€“¼»P

I had long known that there was a missing Admiral Byrd diary, but everything I had read said it was the diary of his polar flight, not the alleged '47 flight. Recently this lost diary was uncovered amongst the Admiral's papers at the Ohio State University.

He would later name a region of Antarctic land he discovered " Marie Byrd Land " after her. During service in the Caribbean Sea, Byrd received his first letter of commendation, and later a Silver Lifesaving Medal , for twice plunging fully clothed to the rescue of a sailor who had fallen overboard. This assignment brought Byrd into contact with high ranking officials and dignitaries including then Assistant Secretary of the Navy Franklin Roosevelt. He was immediately promoted to the rank of lieutenant junior grade and assigned as the Inspector and Instructor for the Rhode Island Naval Militia in Providence, Rhode Island. He qualified as a Naval Aviator number in June MacMillan from June to October VII of Byrd and Bennett in flight. The flight went from Spitsbergen Svalbard and back to its take-off airfield, lasting fifteen hours and fifty-seven minutes including 13 minutes of circling the pole. Congress passed a special act on December 21, , promoting him to the rank of commander and awarding both him and Floyd Bennett the Medal of Honor. Byrd took a sextant reading of the Sun at 7: Byrd and aircraft In , Byrd announced he had the backing of the American Trans-Oceanic Company , which had been established in by department-store magnate Rodman Wanamaker for the purpose of building aircraft to complete non-stop flights across the Atlantic Ocean. Byrd was one of several aviators who attempted to win the Orteig Prize in for making the first nonstop flight between the United States and France. During a practice takeoff with Tony Fokker at the controls and Bennett in the co-pilot seat, the Fokker Trimotor airplane, America , crashed, severely injuring Bennett and slightly injuring Byrd. As the plane was being repaired, Charles Lindbergh won the prize by completing his historic flight on May 21, On board was mail from the US Postal Service to demonstrate the practicality of aircraft. Arriving over France the next day, they were prevented from landing in Paris by cloud cover; they returned to the coast of Normandy and crash-landed near the beach at Ver-sur-Mer known as Gold Beach during the Normandy Invasion on June 6, without fatalities on July 1, Wilbur at the dinner. A base camp named " Little America " was constructed on the Ross Ice Shelf and scientific expeditions by snowshoe , dog-sled , snowmobile , and airplane began. After their first winter, their expeditions were resumed, and on November 28, , the first flight to the South Pole and back was launched. They had difficulty gaining enough altitude, and they had to dump empty gas tanks, as well as their emergency supplies, in order to achieve the altitude of the Polar Plateau, but they were ultimately successful. As he was only 41 years old at the time, this promotion made Byrd the youngest admiral in the history of the United States Navy. After a further summer of exploration, the expedition returned to North America on June 18, Unlike the flight, this expedition was honored with the gold medal of the American Geographical Society. This was also seen in the film With Byrd at the South Pole which covered his trip there. Byrd, by then an internationally recognized, pioneering American polar explorer and aviator, served for a time as Honorary National President â€” of Pi Gamma Mu , the international honor society in the social sciences. As a token of his gratitude, Byrd named geographic features in the Antarctic after his supporters. Second Antarctic expedition[edit] On his second expedition in , Byrd spent five winter months alone operating a meteorological station, Advance Base, from which he narrowly escaped with his life after suffering carbon monoxide poisoning from a poorly ventilated stove. Unusual radio transmissions from Byrd finally began to alarm the men at the base camp, who then attempted to go to Advance Base. The first two trips were failures due to darkness, snow, and mechanical troubles. Finally, Thomas Poulter , E. The men remained at Advance Base until October 12 when an airplane from the base camp picked up Dr. The rest of the men returned to base camp with the tractor. It is also commemorated in a U. Antarctic Service Expedition â€” [edit] Main article: The project included extensive studies of geology, biology, meteorology and exploration. The expedition continued in Antarctica without him. From to he joined the South Pacific Island Base Inspection Board, which had important missions to the Pacific, including surveys of remote islands for airfields. On one assignment he visited the fighting front in Europe. The total number of personnel involved was over 4, The armada arrived in

the Ross Sea on December 31, , and made aerial explorations of an area half the size of the United States, recording ten new mountain ranges. The major area covered was the eastern coastline of Antarctica from degrees east to the Greenwich meridian. The interview appeared in the Wednesday, March 5, edition of the Chilean newspaper El Mercurio , and read in part as follows: Byrd warned today that the United States should adopt measures of protection against the possibility of an invasion of the country by hostile planes coming from the polar regions. The admiral explained that he was not trying to scare anyone, but the cruel reality is that in case of a new war, the United States could be attacked by planes flying over one or both poles. This statement was made as part of a recapitulation of his own polar experience, in an exclusive interview with International News Service. Talking about the recently completed expedition, Byrd said that the most important result of his observations and discoveries is the potential effect that they have in relation to the security of the United States. I have to warn my compatriots that the time has ended when we were able to take refuge in our isolation and rely on the certainty that the distances, the oceans, and the poles were a guarantee of safety. The film shows live action footage of the operation along with a few re-enacted scenes. It won the Academy Award for Best Documentary. Byrd spent only one week in the Antarctic and started his return to the United States on February 3, Byrd Admiral Byrd died in his sleep of a heart ailment at the age of 68 on March 11, , at his Brimmer Street home in the Beacon Hill neighborhood in Boston. He was raised i. He was a member of National Sojourners Chapter No. In , Byrd was awarded a gold medal by Kane Lodge. By the time he died, Byrd had amassed twenty-two citations and special commendations, nine of which were for bravery and two for extraordinary heroism in saving the lives of others. Byrd was one of only four American military officers in history entitled to wear a medal with their own image on it. Pershing and Admiral William T. Byrd received numerous medals from non-governmental organizations in honor of his achievements. This distinction was given to "American citizens whose achievements in outdoor activity, exploration and worthwhile adventure are of such an exceptional character as to capture the imagination of boys Byrd School was dedicated in On March 31, , during a regularly scheduled broadcast, Admiral Richard E. Byrd was the sixth individual to receive this award. Byrd, the late wife of Admiral Byrd. The name was changed to R. Byrd Elementary School on April 5, Byrd used New Zealand as his departure point for several of his Antarctic expeditions. Military awards[edit] Admiral Byrd was one of the most highly decorated officers in the history of the United States Navy. He also was one of a very few individuals to receive all three Antarctic expedition medals issued for expeditions prior to the Second World War. Decorations and medals[edit].

Chapter 3 : The Missing Diary of Admiral Richard E. Byrd by Richard Evelyn Byrd

The Missing Diary of Admiral Richard E. Byrd has 29 ratings and 3 reviews. William said: Interesting This was published after his death so there was no.

Nor will we be looking for proof that Admiral Richard E. Byrd discovered or explored unknown lands in the interior of our planet. This report is looking into only two questions. I read everything I could get my hands on regarding the Arctic and Antarctic explorations of this great hero of the time. To my surprise and delight ten years later, when my research into the origin of UFOs led me to the study of The Hollow Earth, I again ran into my childhood hero, The Admiral. Once again I studied the exploits of this extraordinary man. However, I found one thing that disturbed me. Somewhere along the way there had been added an expedition that no history book had even mentioned – a Arctic expedition. By this time I was aware of the cover-up of the real reasons for the Admirals Arctic and Antarctic expeditions. Rockefeller and his pals. The operation made front-page headlines around the world with reports about the Admirals personal movements broadcast around the world daily from January 2nd until his return to America on April 14th This would have made a North Polar flight during this time damn near impossible. So, the question we need to answer is: Where did the story of a February Arctic expedition actually come from? The first mention of a North Polar flight by the Admiral can be found in the book *Worlds beyond the Poles: Physical Continuity of the Universe* by a controversial self-proclaimed scientist, F. One of the entries is: The area beyond the pole is the center of the great unknown. Byrd before his seven-hour flight over land beyond the North Pole. And most importantly of all – Byrd was talking about Antarctica. Contrary to popular belief, Giannini was not a believer in the Hollow Earth. Nor is his book, *Worlds beyond the Poles*, a Hollow Earth book. All we needed to do to reach Mars or Venus was to climb into an airplane or amphibious vehicle with a very large tank of gas and fly or drive there. Undoubtedly this [article] will lead to still further action on the part of Mr. Giannini, whose place in this weird question of the mystery surrounding both Poles must certainly be settled in the pages of this magazine. Thus we invite Mr. Giannini to use all the space he needs in our pages to present his case – which as we see it is to produce the proof with which he backed up his book and the information concerning Byrd that he has presented. Palmer up on his challenge. Giannini never presented his proof anywhere. Then why did Giannini insist that Byrd made this fictional trip? A fact which, when studied closely, could discredit his whole book – even his theory. Walter-Kafton-Minkel explained it away as simply shoddy research. My research indicates there could be a more sinister reason. He also claims that he was instrumental in causing the Expedition to the North Pole of the famous explorer Capt. Sir George Hubert Wilkins. The question arises, how could a man with the ideas of F. Amadeo Giannini have any influence over men of this stature? Ogden who was challenging the North Polar flight might say more that he planned. The letter from Giannini to Ogden was published in the February issue of *Flying Saucer* magazine. Thanks to Hollow earth artist, writer and researcher Max Fyfield, who sent me his original copy of this purported diary I was able to see the original evidence. Having read almost everything that was ever published by The Admiral I knew as soon as I started the first page that this was not the writing of Admiral Byrd. Admiral Byrd, an educated man, wrote very eloquently. The cover of this diary, presented in mimeograph booklet form, contains the crest adopted by the German secret Thule Society – a swastika and a sword surrounded by oak leaves. He looks down and sees vegetation instead of ice: There should be no green valley below! We should be over ice and snow! How fortunate for Giannini, this substantiates his claim. Of course, this was the dead of winter. How was the crew able to see snow below? Or green fields for that matter. Other passages should be noted. In the distance is what appears to be mountains! February is a period of total darkness! I propose that the only reason that this diary was produced was to back up the claim of Giannini that such a flight happened. And we know the source of the diary! As Walter Kafton-Minkel explains: In that article I accused Mr. Susch of being an opportunist out to make money and challenged him to prove me wrong. Although I had no proof, I felt strongly about it at that time. Those of us who are serious about these studies do not need false information seeded around. I feel even stronger about it now. And I believe that I now have the proof that this piece of trash is a phony. On page Byrd reveals the following information: When

I took the wheel again I kept my eyes glued on the oil leak and the oil pressure indicator. Slight oil leak in starboard engine, oil pressure indicator seems normal, however. And it gets better, or worse, depending on your point of view. You will preserve the fragrance of our history and add to it a touch of your own mind. And in our quest I believe we should not only shout out about anything positive we find, but also, just as loudly expose anything we find to be false. I believe I have proven my case. On the cover of the original propertied diary is the question: Read the diary in question [HERE](#). Danny and his group are truth-seekers just like you and I.

Chapter 4 : Admiral Richard Byrd

The Missing Diary of Admiral Richard e. Byrd - Download as PDF File .pdf), Text File .txt) or read online.

Secret Diary of Admiral Byrd? So I sent in an order to receive a copy of the book, it was a small booklet but quiet interesting. I do not know if this address is still good, but fortunately, someone posted the entire book minus the pictures of course on Internet and Jan Lamprecht reprinted this in the Hollow Earth List. For those of you who may want your own copy write to: Hollow Earth Society Attn: Captain Wilhelm Shoush POB , Stanford, MO It is an incredible tale but I felt that the essence of the story was truthful and it gives the reader a good idea of what the people in the Inner Earth could be like. Wed, 23 Aug The Secret Diary of Admiral Byrd Thu, 24 Aug Jan Lamprecht Thanks for this. The book does have a suspicious origin, but it makes for interesting though short reading. This is a request to anyone out there. After reviewing the copy of his diary I noticed there was no copy write on it so I decided to share this inter esting account for others. The reader of the following documentation should find a striking example of dire devotion. Especially when one considers that this log diary was written in the year in the months of February and March, under circumstances that evidently defied the imagination and credibility, for those times as any others. Here is dealt with the evident answers the origin of the so called UFOs,as well as the Hollow Earth, or as the admiral described. To say it is fascinating is to place it mildly, but to read it now for yourself, I know that you will conclude, in the Admi rals own words " Just as the long night of the Arctic ends, the brilliant sunshine of truth shall come forth again, and those who are of Darkness shall fall in its Light". It con cerns my Arctic flight of the nineteenth day of February in the year of Nineteen and Forty Seven. There comes a time when the rationality of men must fade into insignificance and one must accept the inevitability of the Truth! I am not at liberty to disclose the following documenta tion at this writing In a world of greed and exploitation of certain of mankind can no longer suppress that which is truth. All is well and radio reception is normal. Altering course foe a better examination of this color pattern below, note reddish or purple color also. Circle this area two full turns and return to assigned compass heading. Position check made again to base camp, and relay information concerning colorations in the Ice and snow below. Take bearing with Sun compass, yet all seems well. The controls are seemingly slow to respond and have sluggish quality, but there is no indication of Icing! They are mountains and consisting of a small range that I have never seen before! Beyond the mountain range is what appears to be a valley with a small river or stream running through the center portion. There should be no green valley below! Something is definitely wrong and abnormal here! We should be over Ice and Snow! To the portside are great forests growing on the mountain slopes. Our navigation Instruments are still spinning, the gyroscope is oscillating back and forth! It is green with either moss or a type of tight knit grass. The Light here seems different. I cannot see the Sun anymore. We make another left turn and we spot what seems to be a large animal of some kind below us. It appears to be an elephant! It looks more like a mammoth! Yet, there it is! Decrease altitude to feet and take binoculars to better examine the animal. It is confirmed - it is definitely a mammoth-like ani mal! Report this to base camp. The external temperature indicator reads 74 degrees Fahrenheit! Continuing on our heading now. Navigation instruments seem normal now. I am puzzled over their actions. Attempt to contact base camp. Radio is not functioning! Ahead we spot what seems to be a city!!!! Aircraft seems light and oddly buoyant. The controls refuse to respond!! Off our port and star board wings are a strange type of aircraft. They are closing rapidly alongside! They are disc-shaped and have a radiant quality to them. They are close enough now to see the markings on them. It is a type of Swastika!!! I tug at the controls again. They will not respond!!!! We are caught in an invisible vice grip of some type! We shall land you in exactly seven minutes! Relax, Admiral, you are in good hands. The aircraft is under some strange control and is now turning itself. The controls are useless. We begin the landing process now, and in moments the plane shudders slightly, and begins a descent as though caught in some great unseen elevator! The downward motion is negligible, and we touch down with only a slight jolt! Several men are approaching on foot toward our aircraft. They are tall with blond hair. In the distance is a large shimmering city pulsating with rainbow hues of color. I do not know what is going to happen now, but I see no signs of weapons on

those approaching. I hear now a voice ordering me by name to open the cargo door. It defies the imagination and would seem all but madness if it had not happened. The radioman and I are taken from the aircraft and we are received in a most cordial manner. We were then boarded on a small platform-like conveyance with no wheels! It moves us toward the glowing city with great swiftness. As we approach, the city seems to be made of a crystal material. Soon we arrive at a large building that is a type I have never seen before. It appears to be right out of the design board of Frank Lloyd Wright, or perhaps more correctly, out of a Buck Rogers setting!! We are given some type of warm beverage which tasted like nothing I have ever savored before. After about ten minutes, two of our wondrous appearing hosts come to our quarters and announce that I am to accompany them. I have no choice but to comply. I leave my radioman behind and we walk a short distance and enter into what seems to be an elevator. We descend downward for some moments, the machine stops, and the door lifts silently upward! We then proceed down a long hallway that is lit by a rose-colored light that seems to be emanating from the very walls themselves! One of the beings motions for us to stop before a great door. Over the door is an inscription that I cannot read. The great door slides noiselessly open and I am beckoned to enter. One of my hosts speaks. Then I begin to see my surroundings. What greeted my eyes is the most beautiful sight of my entire existence. It is in fact too beautiful and wondrous to describe. It is exquisite and delicate. I do not think there exists a human term that can describe it in any detail with justice! He is seated at a long table. He motions me to sit down in one of the chairs. After I am seated, he places his fingertips together and smiles. He speaks softly again, and conveys the following. We shall not long delay your mission, and you will be safely escorted back to the surface and for a distance beyond.

Chapter 5 : The Inner Earth - My Secret Diary - Admiral Richard B. Byrd's Diary (February-March)

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Chapter 6 : Admiral Richard B. Byrd's, Diary Feb. Mar.

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Chapter 7 : The Missing Diary Of Admiral Richard E. Byrd: Adm Richard E. Byrd: calendrierdelascience.co

Admiral Richard E. Byrd's Missing Diary: A Flight to the Land Beyond the North Pole Into the Hollow Earth by Douglas, Geoff and a great selection of similar Used, New and Collectible Books available now at calendrierdelascience.com

Chapter 8 : Secret Diary of Admiral Byrd?

Admiral Richard E. Byrd United States Navy 24 December Editor's note: One should not read too much into the Germanic connection. The swastika is an ancient religious and Buddhist symbol.

Chapter 9 : The Missing Diary Of Admiral Richard E. Byrd: Adm Richard E. Byrd: Books - calendrierdelasci

The Missing Diary of Admiral Richard calendrierdelascience.com by Richard E. Byrd. Byrd graduated from the U.S. Naval Academy in and won his wings in as Naval Aviator He was a primary leader in polar exploration and scientific research. | eBay!