

HOLLOW EARTH

EXPLORERS

by

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Introduction

The Hollow Earth hypothesis is one which has stimulated much thought, debate, and interest. The theory suggests that the Earth has a hollow interior, and has a habitable and populated (both terrestrial and extraterrestrial have been suggested) inner surface. Although, at one time, adventure literature made this idea popular (e.g. Jules Verne's, *Journey to the Centre of the Earth*); today, the concept receives less support. Moreover, the scientific community suggests that direct observation, and substantial geodetic evidence, refute the Hollow Earth theory.

Consequently, the scientific community dismisses the theory as pseudoscience; however, this has not hindered the Hollow Earth from being a popular part of the esoteric mysteries and literature.

Satellite photograph, taken by the ESSA -7
Satellite on 23 November 1968,
showing a 'large opening' at the North Pole

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Explorers

Following is an outline of three significant explorers, 1) Pytheas (325 BC), 2) Olaf Jansen and His Father (1829), and 3) Rear Admiral Richard Evelyn Byrd (1947), and their reported contact with the Hollow Earth.

1) Pytheas (c. 380 – 310 BC)

In the annals of prehistoric polar research, the first known polar explorer was Pytheas of Greece. It was he who reported the discovery, in about 325 BC, of a strange inhabited land known as Thule within the Arctic Circle. This 'island' seems to have been somewhere north of Spitsbergen and "within one day's sail of the pack ice".

Who was Pytheas?

Pytheas (c. 380 – c. 310 BC) was a Greek merchant, geographer, and explorer from the Greek colony of Massalia (modern Marseille). He made a voyage of exploration to northwestern Europe around 325 BC. Further, Pytheas traveled around a considerable part of Great Britain, circumnavigating it between 330 and 320 BC. Also, Pytheas is the first person, on record, to describe the Midnight Sun, the Aurora, and Polar ice, and; moreover, he is also the first person to mention the name 'Britannia' and Germanic tribes.
(Wikipedia, The Free Encyclopedia)

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2) Olaf Jansen and His Father (1829)

(http://voyagehollowearth.com/arctic_explorers.html)

Olaf Jansen was born October 27th, 1811; and he was nineteen years old when he and his father embarked, between April and June, 1829, on their yearly fishing trip.

After having a successful trip the previous year, Olaf's father expressed the hope that, 'This time we might again be fortunate enough to load our little fishing-sloop with ivory, instead of cod, herring, mackerel and salmon.'

Leaving Stockholm and arriving in Franz Josef Land, Olaf's father declared that, "There was a tradition that still farther northward was a land more beautiful than any that mortal man had ever known, and that it was inhabited by the "Chosen". Consequently, they decided to go on and try to find this place.

After enduring a fierce storm, and icebergs, they sailed smoothly for eleven days in a northerly direction. They then discovered that they were in fresh water and refilled their drinking casks.

Around the 1st August the sea grew calm and they saw what they assumed was a reflection of the sun; however, it never moved. A few days later they reached the shores of a great river, which carried them inland for a further ten days. Along the banks of the river were great forests, with gigantic trees, that appeared to stretch for miles.

It was about the 1st of September when they heard singing voices and saw a very large ship sailing down the river towards them. 'It was a larger ship than any we had ever seen, and was differently constructed', Olaf declared later.

'The immense craft paused, and almost immediately a boat was lowered and six men of gigantic stature rowed to our little fishing-sloop. They spoke to us in a strange language. We knew from their manner, however, that they were not unfriendly. They talked a great deal among themselves, and one of them laughed immoderately, as though in finding us a queer discovery had been made. One of them spied our compass, and it seemed to interest them more than any other part of our sloop.'

(*Smokey God*, Willis George Emerson)

(Full Text: <http://www.ourhollowearth.com/SGContents.htm>)

(http://voyagehollowearth.com/arctic_explorers.html)

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3) Rear Admiral Richard E. Byrd (1947 Flight over North Pole)

http://voyagehollowearth.com/arctic_explorers.html

Rear-Admiral Byrd (1888-1957) of the US Navy was a distinguished pioneer aviator and polar explorer who made the first flight over the North Pole on 9 May 1926. Consequently, he led numerous exploratory expeditions to the Antarctic, including the first flight over the South Pole on 29 November 1929.

Rear Admiral Richard E. Byrd found the entrance to the Hollow Earth during his 1947 North Pole flight. This was described in the book, *Worlds Beyond the Poles*, Amadeo Giannini, 1959:

... This United States Navy's polar exploratory force was preparing to embark upon one of the most memorable adventures in world history. Under the command of Rear Admiral Richard Evelyn Byrd, U.S.N., it was to penetrate into land extending beyond the North Pole supposed end of the Earth ... As the hour approached for the air journey into the land beyond, Admiral Byrd transmitted from the Arctic base a radio announcement of his purpose, but the announcement was so astonishing that its import was lost to millions who avidly read it in the press headlines throughout the world...The words of the message were momentous: 'I'd like to see that LAND BEYOND the Pole...That area BEYOND the Pole is THE CENTER OF THE GREAT UNKNOWN!'

...the admiral and his airplane crew accomplished a physical flight of seven hours duration in a northerly direction beyond the North Pole. Every mile and every minute of that journey beyond was over ice, water, or land that no explorer had seen... As progress was made beyond the Pole point, there was observed directly under the plane's course iceless land and lakes, and mountains where foliage was abundant. Moreover, a brief newspaper account of the flight held that a member of the admiral's crew had observed a monstrous greenish-hued animal moving through the underbrush of that land beyond the Pole.
(*Worlds Beyond the Poles*, Amadeo Giannini, 1959)

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Admiral Richard E. Byrd (1888-1957)
US Naval Officer, pioneering aviator, and Antarctic explorer
(http://www.ufoarea.com/hollow_admiral_byrd2.html)

On 19 February, 1947, Admiral Richard E. Byrd left Base Camp Artic, and flew northward.

But, what actually happened on that flight?

Since that time, rumours and anecdotal evidence has persisted that on his flight to the North Pole, Admiral Byrd actually flew beyond the Pole and into an opening, which led inside the Earth. Further, while inside the Earth, Admiral Byrd met with 'advanced beings' who communicated with him, and gave him a message to be delivered to the 'inhabitants of the Surface World'.

Upon his return to Washington, 11 March, 1947, Admiral Byrd was thoroughly interrogated by top security personnel, and was examined and profiled by a specialist medical team. Moreover, he was placed under strict control, and was ordered to remain silent 'on the behalf of humanity'; and being a true military man, Admiral Byrd felt it was his duty to fully comply. Consequently, it is only now that the facts of his remarkable flight have emerged.

Here is the story, taken from Admiral Byrd's secret log and diary, which was meant to have been told almost six decades ago.

The following is taken from, *The Hollow Earth*, Dr. Raymond Bernard, (1979):

"During his Arctic flight of 1,700 miles BEYOND the North Pole he reported by radio that he saw below him, not ice and snow, but land areas consisting of mountains, forests, green vegetation, lakes and rivers, and in the underbrush saw a strange animal resembling the mammoth...."

"In January, 1956, Admiral Byrd led another expedition to the Antarctic and there penetrated for 2,300 miles BEYOND the South Pole.

The radio announcement at this time (January 13, 1956) said: "On January 13, members of the United States expedition penetrated a land extent of 2,300 miles BEYOND the Pole. The Flight was made by Rear Admiral George Dufek of the United States Navy Air Unit."

Byrd said on March 13, 1956, "The present expedition has opened up a vast new land."

Admiral Byrd said in February, 1947 before his North Pole flight, "I'd like to see that land beyond the Pole. That area beyond the Pole is the center of the great unknown." (*The Hollow Earth*, Dr. Raymond Bernard, (1979))

The following is taken from, *A Flight to the Land Beyond the North Pole, The Missing Diary of Admiral Richard E. Byrd*, Inner Light Publications, Box 753, New Brunswick, NJ 08903:

"I bid you welcome to our domain, Admiral." I see a man with delicate features and with the etching of years upon his face. 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 have let you enter here because you are of noble character and well-known on the Surface World, Admiral."

"Surface World," I half-gasp under my breath! "Yes," the Master replies with a smile, "you are in the domain of the Arianni, the Inner World of the Earth. 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. You see, we have never interfered before in your race's wars, and barbarity, but now we must, for you have learned to tamper with a certain power that is not for man, namely, that of atomic energy. 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." I interrupted, "But what does this have to do with me, Sir?"

The master's eyes seemed to penetrate deeply into my mind, and after studying me for a few moments he replied, "Your race has now reached the point of no return, for there are those among you who would destroy your very world rather than relinquish their power as they know it...."

I nodded, and the Master continued. "In 1945 and afterward, we tried to contact your race, but our efforts were met with hostility. Our Flugelrads were fired upon, 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 armies, 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 levelled 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 ... do you say I am mistaken?"

"No," I answer, "it happened once before, the Dark Ages came and they lasted for more than five hundred years." "Yes, my son," replied the Master, "the Dark Ages that will come now for your race will cover the Earth like a pall, but I believe that some of your race will live through the storm, beyond that, I cannot say. 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 ... and after that time, certain of your culture and science will be returned for your race to begin anew. You, my son, are to return to the Surface World with this message...."

With those closing words, our meeting seemed at an end. I stood for a moment as in a dream ... but, yet, I knew this was reality, and for some strange reason I bowed slightly, either out of respect or humility, I do not know which.

Suddenly, I was again aware that the two beautiful hosts who had brought me here were again at my side. "This way, Admiral," motioned one. I turned once more before leaving and looked back toward the Master. A gentle smile was etched on his delicate ancient face. "Farewell, my son," he spoke, then he gestured with a lovely, slender hand a motion of peace and our meeting was truly ended.

Quickly, we walked back through the great door of the Master's chamber and once again entered into the elevator. The door slid silently downward and we were at once going upward. One of my hosts spoke again, "We must now make haste, Admiral, as the Master desires to delay you no longer on your schedule timetable and you must return with his message to your race."

(A Flight to the Land Beyond the North Pole; The Missing Diary of Admiral Richard E. Byrd, Inner Light Publications, Box 753, New Brunswick, NJ 08903.)

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Problem with the above accounts of Admiral Byrd's February 1947 flight over the North Pole – He Was Not in the Arctic, He Was in the Antarctic

All of the 'historical records' regarding Admiral Byrd's life and exploits agree that his 'February 1947 flight' was **NOT** over the North Pole, but was, in fact, over the eastern coastline of Antarctica (from 150 degrees east to the Greenwich meridian) - See below, '1947-1947 Antarctica'.

It appears that Admiral Byrd's concerns regarding an enemy's conventional aircraft operating from polar regions, and being a threat to the USA, was the original story which was distorted into the Hollow Earth version.

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The following information reviews Admiral Byrd's life and exploits, and also references the Newspaper (*El Mercurio* of Santiago, 05 March 1947), which is often cited by Hollow Earth/UFO enthusiasts/researchers:

Rear Admiral Richard Evelyn Byrd, USN, (25/10/1888–11/10/1957)

A Pioneering American, Polar-Explorer, and Famous Aviator

(http://en.wikipedia.org/wiki/Admiral_Byrd)

Place of birth: Winchester, Virginia, USA
Allegiance: USN
Years of service: 1912
Rank: Rear Admiral
Awards: Medal of Honour, Navy Cross, Distinguished Service Medal, Distinguished Flying Cross

Biography

Richard Evelyn Byrd was born into one of Virginia's First Families in Winchester, Virginia. A descendant of William Byrd II of Westover Plantation (founder of Richmond, Virginia), his brother was Harry Flood Byrd who became a Governor of Virginia and U.S. Senator.

Richard E. Byrd attended the University of Virginia before financial circumstances inspired his enrolment and graduation from the United States Naval Academy in 1912. He learned to fly in World War I during his tour with the United States Navy. He developed a passion for flight, and pioneered many techniques for navigating airplanes over the open ocean including drift indicators and bubble sextants. His expertise in this area resulted in his appointment to plan the flight path for the U.S. Navy's 1919 transatlantic crossing. Of the three flying boats that attempted it, only Albert Read's aircraft the NC-4 completed the trip; becoming the first ever transatlantic flight.



Attempt to Fly Over The North Pole: 1926

On May 9, 1926, Byrd and pilot Floyd Bennett attempted a flight over the North Pole. They claimed to have achieved the pole, but were never able to present credible navigational data to support their story. Norwegian-American aviator and explorer Bernt Balchen cast significant doubt on Byrd's claim based on his personal knowledge of the airplane's speed; Balchen speculated that Byrd had simply circled aimlessly while out of sight of land. The 1997 discovery of Byrd's diary of the flight, containing erased (but still legible) sextant readings, has disproved the North Pole claim, but also shows that Byrd did travel most of the way to the Pole before turning back. Nonetheless, this trip earned Byrd widespread acclaim, winning him the Medal of Honour and enabling him to secure funding for subsequent attempts on the South Pole.

Trans-Atlantic Flight: 1927

Byrd was one of several aviators who attempted to win the Orteig Prize in 1927 for making the first non-stop flight between the United States and France. Once again Byrd named Floyd Bennett as his chief pilot, with support from Bernt Balchen, Bert Acosta, and George Noville. During a practice takeoff with Bennett alone at the controls, the Fokker Trimotor airplane, 'America', crashed, severely injuring Bennett. As the plane was being repaired, Charles Lindbergh won the prize. But Byrd continued with his quest, naming Balchen to replace Bennett as chief pilot. Byrd, Balchen, Acosta, and Noville flew from Roosevelt Field New York City on June 29, 1927. Arriving over France, cloud cover prevented a landing in Paris; they returned to the coast of Normandy, crash-landing without injury on July 1, 1927.

First Antarctic Expedition: 1928-1930

In 1928, Byrd began his first expedition to the Antarctic involving two ships and three airplanes. A base camp named "Little America" was constructed on the Ross Ice Shelf and scientific expeditions by dog-sled, snowmobile, and airplane began. Photographic expeditions and geological surveys were undertaken for the duration of that summer, and constant radio communications were maintained with the outside world. After their first winter, their

expeditions were resumed, and on November 29, 1929, the famous flight to the South Pole and back was launched. Byrd, along with pilot Bernt Balchen, co-pilot/radioman Harold June, and photographer Ashley McKinley, flew the Floyd Bennett to the South Pole and back in 18 hours, 41 minutes. 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. However, the flight was successful, and it entered Byrd into the history books. After a further summer of exploration, the expedition returned to North America on June 18, 1930.

Byrd's Later Antarctic Expeditions

Byrd undertook four more expeditions to Antarctica from 1933–35, 1939–40, 1946–47, and 1955–56.

As a senior officer in the U.S. Navy, Byrd, performed national defence service during World War II (1941-45), mostly as a consultant to the U.S.N. high commanders.

On his second expedition, in 1934, 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, Dr. Thomas Poulter, E.J. Demas, and Amory Waite arrived at advanced base, where they found Byrd in poor physical health. The men remained at advanced base until October 12 when an airplane from the base camp picked up Dr. Poulter and Byrd. The rest of the men returned to base camp with the tractor. In late 1938, Byrd visited Hamburg and was invited to participate in the 1938/1939 German "Neuschwabenland" Antarctic Expedition, but declined.

Byrd's third expedition was his first one on which he had the official backing of the U.S. government. The project included extensive studies of geology, biology, meteorology and exploration. Within a few months, in March 1940, Byrd was recalled to active duty in the Office of the Chief of Naval Operations. The expedition continued in Antarctica without him. From 1942 to 1945 he headed important missions to the Pacific, including surveys of remote islands for airfields. On one assignment he visited the fighting front in Europe. He was repeatedly cited for meritorious service and was present at the Japanese surrender.

1946-1947 Antarctica

The fourth culminating expedition, 'Operation Highjump', was the largest Antarctic expedition to date. It is as the result of unanswered questions respecting this expedition that Byrd has gained notoriety from fringe elements specializing in alleged Aryan or Nazi activities in Antarctica. In 1946, US Navy Secretary Forrestal assembled a huge amphibious naval force for an Antarctic Expedition expected to last six to eight months. Besides the flagship Mount Olympus and the aircraft carrier Philippine Sea, there were thirteen US Navy support ships, six helicopters, six flying boats, two seaplane tenders and fifteen other aircraft. The total number of personnel involved was over 4,000. The armada arrived in the Ross Sea on 31 December 1946, 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 150 degrees east to the Greenwich meridian. The expedition was terminated abruptly at the end of February 1947, six months early, the entire armada returning immediately to the United States. A number of mysterious incidents occurred involving aircraft, but the early termination of the mission was never explained.

The single newspaper report which has led to all the occult mystery surrounding Byrd's later years, appeared in the prestigious Chilean newspaper *El Mercurio* of Santiago, on 5 March 1947. The article by Lee van Atta entitled "*Admiral Richard E Byrd refers to the Strategic Importance of the Poles*" had been sent from "On Board Mount Olympus on the High Seas". It is often misquoted in translation by occult enthusiasts, the usual interpolations in the text being of "flying objects" having the ability "to fly from pole to pole at incredible speeds", but the unembellished text is extraordinary enough by itself and opens as follows:

The *El Mercurio* Text

"Admiral Byrd declared today that it was imperative for the United States to initiate defence measures against the possible invasion of the country by hostile aircraft operating from the polar regions. The Admiral stated, "I don't want to frighten anyone unduly but it is a bitter reality that in the case of a new war the continental United States will be attacked by aircraft flying in from one or both poles." As regards the recently terminated expedition, Byrd said that the most important result of the observations and discoveries made is the current potential effect which they will have on the security of the United States."

Since Admiral Byrd was subsequently appointed Officer-in-Charge US Antarctic Programs, it is fair to assume that he was never at any time known to be prone to psychotic delusions or other mental aberrations, and accordingly the questions which arise from the newspaper report, the accuracy of which has been confirmed from other sources, are manifold.

For six months of the year, the Antarctic is in permanent darkness. It is then the coldest place on Earth, with temperatures 60 degrees below zero. It was reported in 1956 that to build permanent ice runways it would require nuclear reactors at the South Pole to enable sufficient quantities of snow to be melted. "The reason that US armed forces installed the South Pole station is simply that they alone have the ships, the planes, the manpower and the know-how to overcome the problems posed by the grim climate," explained Paul Siple, Scientific Leader, IGY South Pole Station, in a National Geographic magazine article (CXII - No.1, July 1957).

These things obviously being so, why did the 1947 expedition terminate abruptly after only two months and head urgently for home? Why did the Admiral make his statement at all when, as a responsible serving naval officer speaking out on a matter which he considered vital to the national defence of the United States, he was obliged to observe the protocols of secrecy, and should have delivered his report in the first instance to the Pentagon? What were the observations and discoveries made in the Antarctic which Byrd considered were compromising the security of the United States? From where did he obtain the idea that "hostile aircraft" would be operating from Antarctica? How many "hostile aircraft" would be required for the actual "invasion" of a country the size of the United States? To what extent does his statement imply that such an enemy would use mysteriously powerful weapons which rendered him irresistible?

There are no answers to any of these questions, and it does not appear that the matter was ever mentioned again. It is suggested in some quarters that the mental breakdown and mysterious suicide of US Navy Secretary Forrestal at the Bethesda naval hospital was connected to Admiral Byrd's report.

In the search for an explanation, the only parallel is to be found in the annals of prehistoric polar research. The first known polar explorer, Pytheas of Greece, of whom Admiral Byrd would certainly have had knowledge, reported the discovery in about 325 BC of a strange land known as Thule within the Arctic Circle. This island seems to have been somewhere north of Spitsbergen and "within one day's sail of the pack ice". If the inhabited Arctic "Thule" of Pytheas exists, then so probably does its Antarctic equivalent, and perhaps Admiral Byrd found it.

Admiral Byrd remained out of the public eye for several years until commanding Operation Deep Freeze, which established permanent Antarctic bases at McMurdo Sound, the Bay of Whales and the South Pole in 1955, accompanied by Andrew Van Mincey, for whom Mincey Glacier is named. However, once again he only stayed in Antarctica for a few months, leaving the rest of the operation behind. In January 1956 he made a survey flight with Dr Paul Siple, scouting conditions at 90 degrees South a year before the scheduled installation of the International Geophysical Year Station there.

Awards and Decoration

By the time Richard Byrd died on March 12, 1957, he 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. As well he earned the Medal of Honour, the Congressional Life Saving Medal, the Navy Distinguished Service Medal, the Distinguished Flying Cross, the Navy Cross and three ticker-tape parades. He preferred to dwell on the substance of his global adventures, and the stories of those that had gone awry as lessons learned.

In 1927, the City of Richmond dedicated the Richard Evelyn Byrd Flying Field, now Richmond International Airport, in Henrico County, Virginia. Byrd's Fairchild FC-2W2, NX8006, "Stars And Stripes" is on display at the Virginia Aviation Museum located on the north side of the airport, on loan from the National Air and Space Museum in Washington, D.C.

Mount Byrd on Ross Island, Antarctica and Lunar crater Byrd are named after him, as was the dry cargo ship USNS Richard E. Byrd ship (T-AKE-4).

(Wikipedia, the Free Encyclopaedia)

(http://en.wikipedia.org/wiki/Admiral_Byrd)

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