

Scriptural Categories for Created Beings

Psalm 104: "Bless the Lord, O my soul. O Lord my God, thou art very great; thou art clothed with honor and majesty; Who coverest thyself with light as with a garment... Who laid the foundations of the earth,... Who looks on the earth, and it trembles; He touches the mountains, and they smoke.... Bless the Lord, O my soul. Praise ye the Lord."

EDITOR'S INTRODUCTION, 2016

Scripture provides us with a clear schema for created beings. The info below is not meant as a doctrinal statement, instead its purpose is to provide clear thinking tools for everyday situations. It may need future modification. The following categories are helpful: "un-fallen/immortal" vs. "fallen/mortal". Note that Messiah Christ, the Son of God is begotten before creation.

Scriptural Categories for Created Beings	
Un-fallen/Immortal	Fallen/Mortal "The wages of sin is death"
The warrior archangels Gabriel and Michael and the loyal warrior-angels under their command. Seraphim Cherubim	Adam and Eve and their descendants *Possible pre-flood ancient earth cultures. Lucifer (Satan) Nephilim: The Fallen Angels b'nai ha Elohim. Rephaim: The descendants of the fallen angels, the Giants. (See LA Marzulli) Demons: The disembodied spirits of the Nephilim-Rephaim descendants are the demons. * Pre-flood internal earth civilizations? Possibly neutral and/or peaceful.

Note that God Almighty rules over all created beings. Satan exists as long as God allows.

C.S. Lewis addresses the potential topic of other intelligent created mortal beings. It is interesting that this notable Christian author and scholar was born in 1898 (Belfast Ireland). J.R.R. Tolkein was in the same social circle as C.S. Lewis.

Both authors may have been aware of books by William Reed (1906), Marshall Gardner (1920) and Admiral Byrd's expedition (1947).

Being aware of the sudden flood of new information and then the sudden silence, both authors may have put their learning into fiction as a channel safe from political-governmental backlash.

The Hollow Earth (Excerpts)

Books & articles referenced in this material:

- Admiral Richard E. Byrd Diary
- William Reed, Phantom of the Poles, 1906
- Marshall Gardner, A Journey to the Earth's Interior or Have The Poles Really Been Discovered? 1920

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Chapter 1: Admiral Byrd's Epoch-Making Discovery (excerpts)

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The Greatest Geographical Discovery in Human History

"That enchanted Continent in the Sky, Land of Everlasting Mystery!"

"I'd like to see that land beyond the (North) Pole. That area beyond the Pole is the Center of the Great Unknown:" ~ Rear Admiral Richard E. Byrd

The above two statements by the greatest explorer in modern times, Rear Admiral Richard E. Byrd of the United States Navy, cannot be understood nor make any sense according to old geographical theories that the earth is a solid sphere with a fiery core, on which both North and South Poles are fixed points. If such was the case, and if Admiral Byrd flew for 1,700 and 2,300 miles respectively across North and South Poles, to the icy and snowbound lands that lie on the other

side, whose geography is fairly well known, it would be incomprehensible for him to make such a statement, referring to this territory on the other side of the Poles as "the great unknown".

Also, he would have no reason to use such a term as "Land of Everlasting Mystery". Byrd was not a poet, and what he described was what he observed from his airplane. 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 found frozen in Arctic ice. Evidently he had entered a warmer region than the icebound Territory that extends from the Pole to Siberia. If Byrd had this region in mind he would have no reason to call it the "Great Unknown", since it could be reached by flying across the Pole to the other side of the Arctic region.

The only way that we can understand Byrd's enigmatical statements is if we discard the traditional conception of the formation of the earth and entertain an entirely new one, according to which its' Arctic and Antarctic extremities are not convex but concave, and that Byrd entered into the polar concavities when he went beyond the Poles. In other words, he did not travel across the Poles to the other side, but entered into the polar concavity or depression, which, as we shall see later in this book, opens to the hollow interior of the earth, the home of plant, animal and human life, enjoying a tropical climate. This is the "Great Unknown" to which Byrd had reference when he made this statement - and not the ice - and snow-bound area on the other side of the North Pole, extending to the upper reaches of Siberia.

The new geographical theory presented in this book, for the first time, makes Byrd's strange, enigmatical statements comprehensible and shows that the great explorer was not a dreamer, as may appear to one who holds on to old geographical theories. Byrd had entered an entirely new territory, which was "unknown" because it was not on any map, and it was not on any map because all maps have been made on basis of the belief that the earth is spherical and solid. Since nearly all lands on this solid sphere have been explored and recorded by polar explorers, there could not be room on such maps for the territory that Admiral Byrd discovered, and which he called the "Great Unknown" - unknown because not on any map. It was an area of land as large as North America.

This mystery can only be solved if we accept the basic conception of the earth's formation presented in this book and supported by the observations of Arctic explorers which will be cited here. According to this new revolutionary conception, the earth is not a solid sphere, but is hollow, with openings at the Poles, and Admiral Byrd entered these openings for a distance of some 4,000 miles during his 1947 and 1956 Arctic and Antarctic expeditions. The "Great Unknown" to which Byrd referred was the iceless land area inside the polar concavities, opening to the hollow interior of the earth. If this conception is correct, as we shall attempt to prove, then both North and South Poles cannot exist, since they would be in midair, in the center of the polar openings, and would not be on the earth's surface.

This view was first presented by an American writer, William Reed, in a book, "Phantom of the Poles", published in 1906 soon after Admiral Peary claimed to have discovered the North Pole and denying that he really did. In 1920 another book was published, written by Marshall Gardner, called "A Journey to the Earth's Interior or Have the Poles Really Been Discovered?"_making the same claim. Strangely, Gardner had no knowledge of Reed's book and came to his conclusions independently. Both Reed and Gardner claimed that the earth was hollow, with openings at the poles and that in its interior lives a vast population of millions of inhabitants, composing an advanced civilization. This is probably the "Great Unknown" to which Admiral Byrd referred.

To repeat, Byrd could not have had any part of the Earth's known surface in mind when he spoke of the "Great Unknown", but rather a new, hitherto unknown land area, free from ice and snow, with green vegetation, forests and animal life, that exists nowhere on the Earth's surface but inside the polar depression, receiving its heat from its hollow interior, which has a higher temperature than the surface, with which it communicates. Only on the basis of this conception can we understand Admiral Byrd's statements.

Admiral Byrd's Second 1956 Expedition

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."

The word "beyond" is very significant and will be puzzling to those who believe in the old conception of a solid earth. It would then mean the region on the other side of the Antarctic continent and the ocean beyond, and would not be "a vast new territory" (not on any map), nor would his expedition that found this territory be "the most important expedition in the history of the world". The geography of Antarctica is fairly well known, and Admiral Byrd has not added anything significant to our knowledge of the Antarctic continent. If this is the case, then why should he make such apparently wild and unsupported statements - especially in view of his high standing as a rear admiral of the U.S. Navy and his reputation as a great explorer?

This enigma is solved when we understand the new geographical theory of a Hollow Earth, which is the only way we can see sense in Admiral Byrd's statements and not consider him as a visionary who saw mirages in the polar regions or at least imagined he did.

After returning from his Antarctic expedition on March 13, 1956, Byrd remarked: "**The present expedition has opened up a vast new land.**" The word "land" is very significant. He could not have referred to any part of the Antarctic continent, since none of it consists of "land" and all of it of ice, and, besides, its geography is fairly well known and Byrd did not make any noteworthy contribution to Antarctic geography, as other explorers did, who left their names as memorials in the geography of this area. If Byrd discovered a vast new area in the Antarctic, he would claim it for the United States Government and it would be named after him, just as would be the case if his 1,700 mile flight beyond the North Pole was over the earth's surface between the Pole and Siberia.

But we find no such achievements to the credit of the great explorer, nor did he leave his name in Arctic and Antarctic geography to the extent that his statements about discovering a new vast land area would indicate. If his Antarctic expedition opened up a new immense region of ice on the frozen continent of Antarctica, it would not be appropriate to use the word "land," which means an iceless region similar to that over which Byrd flew for 1,700 miles beyond the North Pole, which had green vegetation, forests and animal life. We may therefore conclude that his

1956 expedition for 2,300 miles beyond the South Pole was over similar iceless territory not recorded on any map, and not over any part of the Antarctic continent.

The next year, in 1957, before his death, Byrd called this land beyond the South Pole (not "ice" on the other side of the South Pole) "that enchanted continent in the sky, land of everlasting mystery." He could not have used this statement if he referred to the part of the icy continent of Antarctica that lies on the other side of the South Pole. The words "everlasting mystery" obviously refer to something else. They refer to the warmer territory not shown on any map that lies inside the South Polar Opening leading to the hollow interior of the Earth.

The expression "that enchanted continent in the sky" obviously refers to a land area, and not ice, mirrored in the sky which acts as a mirror, a strange phenomenon observed by many polar explorers, who speak of "the island in the sky" or "water sky," depending on whether the sky of polar regions reflects land or water. If Byrd saw the reflection of water or ice he would not use the word "continent," nor call it an "enchanted" continent. It was "enchanted" because, according to accepted geographical conceptions, this continent which Byrd saw reflected in the sky (where water globules act as a mirror for the surface below) could not exist.

Ray Palmer on the Origin of the Flying Saucers

We shall now quote from Ray Palmer, editor of "Flying Saucers" magazine and a leading American expert on flying saucers, who is of the opinion that Admiral Byrd's discoveries in the Arctic and Antarctic regions offer an explanation of the origin of the flying saucers, which, he believes, do not come from other planets, but from the hollow interior of the earth, where exists an advanced civilization far in advance of us in aeronautics, using flying saucers for aerial travel, coming to the outside of the earth through the polar openings. Palmer explains his views as follows:

"How well known is the Earth? Is there any area on Earth that can be regarded as a possible origin of the flying saucers? There are two. The two major areas of importance are the Antarctic and the Arctic."

"Admiral Byrd's two flights over both Poles prove that there is a 'strangeness' about the shape of the Earth in both polar areas. Byrd flew to the North Pole, but did not stop there and turn back, but went for 1,700 miles beyond it, and then

retraced his course to his Arctic base (due to his gasoline supply running low). As progress was made beyond the Pole point, iceless land and lakes, mountains covered with trees, and even a monstrous animal, resembling the mammoth of antiquity, was seen moving through the underbrush; and all this was reported via radio by the plane occupants. For almost all of the 1,700 miles, the plane flew over land, mountains, trees, lakes and rivers."

"What was this unknown land? Did Byrd, in traveling due north, enter into the hollow interior of the Earth through the north polar opening? Later Byrd's expedition went to the South Pole and after passing it, went 2,300 miles beyond it."

"Once again we have penetrated an unknown and mysterious land which does not appear on today's maps. And once again we find no announcement beyond the initial announcement of the achievement (due to official suppression of news about it - author). And, strangest of all, we find the world's millions absorbing the announcements and registering a complete blank in so far as curiosity is concerned."

"Here, then, are the facts. At both poles exist unknown and vast land areas, not in the least uninhabitable, extending distances which can only be called tremendous because they encompass an area bigger than any known continental area! The North Pole Mystery Land seen Byrd and his crew is at least 1,700 miles across its traversed direction, and cannot be conceived to be merely a narrow strip. It is an area perhaps as large as the entire United States!"

"In the case of the South Pole, the land traversed beyond the Pole included an area as big as North America plus the south polar continent."

"The flying saucers could come from these two unknown lands `beyond the Poles'. It is the opinion of the editors of "Flying Saucers" magazine that the existence of these lands cannot be disproved by anyone, considering the facts of the two expeditions which we have outlined."

If Rear Admiral Byrd claimed that his south polar expedition was "the most important expedition in the history of the world," and if, after he returned from the expedition, he remarked, "The present expedition has opened up a new vast land," it would be strange and inexplicable how such a great discovery of a new land area as large as North America, comparable to Columbus's discovery of America,

should have received no attention and have been almost totally forgotten, so that nobody knew about it, from the most ignorant to the most learned.

The only rational explanation of this mystery is after the brief announcement in the American press based on Admiral Byrd's radio report, further publicity was suppressed by the Government, in whose employ Byrd was working, and which had important political reasons why Admiral Byrd's historic discovery should not be made known to the world. For he had discovered two unknown land areas measuring a total of 4,000 miles across and probably as large as both the North and South American continents, since Byrd's planes turned back without reaching the end of this territory not recorded on any map. Evidently, the United States Government feared that some other government may learn about Byrd's discovery and conduct similar flights, going much further into it than Byrd did, and perhaps claiming this land area as its own.

Commenting on Byrd's statement, made in 1957 shortly before his death, in which he called the new territory he discovered beyond the Poles "that enchanted continent in the sky" and "land of everlasting mystery," Palmer says:

"Considering all this, is there any wonder that all the nations of the world suddenly found the south polar region (particularly) and the north polar region so intensely interesting and important, and have launched explorations on a scale actually tremendous in scope?"

Palmer concludes that this new land area that Byrd discovered and which is not on any map, exists inside and not outside the earth, since the geography of the outside is quite well known, whereas that of the inside (within the polar depression) is "unknown." For that reason Byrd called it the "Great Unknown."

After discussing the significance of the use of the term "beyond" the Pole by Byrd instead of "across" the Pole to the other side of Arctic or Antarctic regions, Palmer concludes that what Byrd referred to was an unknown land area inside the polar concavity and connecting with the warmer interior of the Earth, which accounts for its green vegetation and animal life. It is "unknown" because it is not on the Earth's outer surface and hence is not recorded on any map. Palmer writes:

"In February of 1947, Admiral Richard E. Byrd, the one man who has done the most to make the North Pole a known area, made the following statement: 'I'd like

to see the land beyond the Pole. That area beyond the Pole is the center of the Great Unknown'.

"Millions of people read this statement in their daily newspapers. And millions thrilled at the Admiral's subsequent flight to the Pole and to a point 1,700 miles beyond it. Millions heard the radio broadcast description of the flight, which was also published in newspapers.

"What land was it? Look at your map. Calculate the distance from all the known lands we have previously mentioned (Siberia, Spitzbergen, Alaska, Canada, Finland, Norway, Greenland and Iceland). A good portion of them are well within the 1,700 mile range. But none of them are within 200 miles of the Pole. Byrd flew over no known land. He himself called it 'the great unknown.' And great it is indeed. For after 1,700 miles over land, he was forced by gasoline supply shortage to return, and he had not yet reached the end of it; He should have been back to 'civilization.' But he was not. He should have seen nothing but ice-covered ocean, or at the very most, partially open ocean. Instead he was over mountains covered with forest.

"Forests!

"Incredible! The northernmost limit of the timber-line is located well down into Alaska, Canada and Siberia. North of that line, no tree grows! All around the North Pole, the tree does not grow within 1,700 miles of the Pole.

"What have we here? We have the well-authenticated flight of Admiral Richard E. Byrd to a land beyond the Pole that he so much wanted to see, because it was the center of the great unknown, the center of mystery. Apparently, he had his wish gratified to the fullest, yet today, nowhere is this mysterious land mentioned. Why? Was that 1947 flight fiction? Did all the newspapers lie? Did the radio from Byrd's plane lie ?

"No, Admiral Byrd did fly beyond the Pole.

"Beyond?

"What did the Admiral mean when he used that word? How is it possible to go 'beyond' the Pole? Let us consider for a moment. Let us imagine that we are transported by some miraculous means to the exact point of the North Magnetic

Pole. We arrive there instantaneously, not knowing from which direction we came. And all we know is that we are to proceed from the Pole to Spitzbergen. But where is Spitzbergen? Which way do we go? South of course: But which South? All directions from the North Pole are south!

"This is actually a simple navigational problem. All expeditions to the Pole, whether flown, or by submarine, or on foot, have been faced with this problem. Either they must retrace their steps, or discover which southerly direction is the correct one to their destination, wherever it has been determined to be. The problem is solved by making a turn in any direction, and proceeding approximately 20 miles. Then we stop, measure the stars, correlate with our compass reading (which no longer points straight down, but toward the North Magnetic Pole), and plot our course on the map. Then it is a simple matter to proceed to Spitzbergen by going south.

"Admiral Byrd did not follow this traditional navigational procedure. When he reached the Pole, he continued for 1, 700 miles. To all intents and purposes, he continued on a northerly course, after crossing the Pole. And weirdly, it stands on record that he succeeded, or he would not see that 'land beyond the Pole,' which to this day, if we are to scan the records of newspapers, books, radio, television and word of mouth, has never been revisited.

"That land, on today's maps, cannot exist. But since it does, we can only conclude that today's maps are incorrect, incomplete and do not represent a true picture of the Northern Hemisphere.

"Having thus located a great land mass in the North, not on any map today, a land which is the center of the great unknown, which can only be construed to imply that the 1,709 mile extent traversed by Byrd is only a portion of it."

Such an important discovery, which Byrd called "the most important" in the history of the world, should have been known to everyone, if information about it was not suppressed to such an extent that it was almost completely forgotten until Giannini mentioned it in his book "Worlds Beyond the Poles," published in New York in 1959. Similarly, Giannini's book, for some strange reason, was not advertised by the publisher and remained unknown.

At the end of the same year, 1959, Ray Palmer, editor of "Flying Saucers" magazine, gave publicity to Admiral Byrd's discovery, about which he learned in a copy of Giannini's book he read. He was so much impressed that in December of that year he published this information in his magazine, which was for sale on newsstands throughout the United States. Then followed a series of strange incidents, indicating that secret forces were at work to prevent the information contained in the December issue of "Flying Saucers" magazine, derived from Giannini's book, from reaching the public.

Who are these secret forces that have a special reason to suppress the release of information about Admiral Byrd's great discovery of new land areas not on any map. Obviously, they are the same forces that suppressed news release of information, except for a brief press notice, after Byrd made his great discovery and before Giannini published the first public statement about it in many years, in 1959, twelve years after the discovery was made.

Palmer's announcement of Byrd's discoveries in the Arctic and Antarctic was the first large scale publicity since the time they were made and briefly announced, and so much more significant than Giannini's quotations and statements in his book that was not properly advertised and enjoyed a limited sale. For this reason, soon after the December, 1959 issue of "Flying Saucers" was ready to mail to subscribers and placed on newsstands, it was mysteriously removed from circulation - evidently by the same secret forces that suppressed the public release of this information since 1947. When the truck arrived to deliver the magazines from the printer to the publisher, no magazines were found in the truck! A phone call by the publisher (Mr. Palmer) to the printer resulted in his not finding any shipping receipt proving shipment to have been made. The magazines having been paid for, the publisher asked that the printer return the plates to the press and run off the copies due. But, strangely, the plates were not available, and were so badly damaged that no re-printing could be made.

But where were the thousands of magazines that had been printed and mysteriously disappeared? Why was there no shipping receipt? If it was lost and the magazines were sent to the wrong address, they would turn up somewhere. But they did not.

As a result, 5000 subscribers did not get the magazine. One distributor who received 750 copies to sell on his newsstand was reported missing, and 750

magazines disappeared with him. These magazines were sent to him with the request that they be returned if not delivered. They did not come back. Since the magazine disappeared completely, several months later it was republished and sent to subscribers.

What did this magazine contain that caused it to be suppressed in this manner - by invisible and secret forces? It contained a report of Admiral Byrd's flight beyond the North Pole in 1947, knowledge concerning which was previously suppressed except for mention of it in Giannini's book, "Worlds Beyond the Poles." The December, 1959 issue of "Flying Saucers" was obviously considered as dangerous by the secret forces that had a special reason to withhold this information from the world and keep it secret. In this issue of "Flying Saucers," the following statements were quoted from Giannini's book:

"Since December 12, 1929, U.S. Navy polar expeditions have determined the existence of indeterminable land extent beyond the Pole points.

"On January 13, 1956, as this book was being prepared, a U.S. air unit penetrated to the extent of 2,300 miles beyond the assumed South Pole end of the earth. That flight was always over land and water and ice. For very substantial reasons, the memorable flight received negligible press notice.

"The United States and more than thirty other nations prepared unprecedented polar expeditions for 1957-1958 to penetrate land now proved to extend beyond both Pole points. My original disclosure of then unknown land beyond the Poles, in 1926-1928, was captioned by the press as 'more daring than anything Jules Verne ever conceived' Then Giannini quoted the following statements by Admiral Byrd we have presented above:

"1947: February. 'I'd like to see that land beyond the Pole. That area beyond the Pole is the center of the great unknown.'

- Rear Admiral Richard E. Byrd, United States Navy, before his seven-hour flight over land beyond the North Pole.

"1956: January 13. 'On January 13, members of the United States expedition accomplished a flight of 2,700 miles from the base at McMurdo Sound, which is 400 miles west of the South Pole, and penetrated a land extent of 2,300 miles

beyond the Pole.'

- Radio announcement, confirmed by press of February 5.

"1956: March 13. 'The present expedition has opened up a vast new land'

- Admiral Byrd, after returning from the Land beyond the South Pole.

"1957: 'That enchanting continent in the sky, land of everlasting mystery'

- Admiral Byrd."

No attention was given by the scientific world to Giannini's book. The strange and revolutionary geographical theory it presented was ignored as eccentric rather than scientific. Yet Admiral Byrd's statements only make sense if some such conception of the existence of "land beyond the Poles," as Giannini claimed to exist, is accepted. Giannini writes:

"There is no physical end of the Earth's northern and southern extremities. The Earth cannot be circumnavigated north and south within the meaning of the word, 'circumnavigate.' However, certain 'round the world' flights have contributed to the popular misconception that the Earth has been circumnavigated north and south.

"'Over the North Pole,' with return to the North Temperate Zone areas, without turning around, can never be accomplished because there is no northern end of the Earth. The same conditions hold true for the South Pole.

"The existence of worlds beyond the Poles has been confirmed by United States Naval exploration during the past thirty years. The confirmation is substantial. The world's eldest explorer, Rear Admiral Richard Evelyn Byrd commanded the government's memorable expedition into that endless land beyond the South Pole. Prior to his departure from San Francisco he delivered the momentous radio announcement, 'This is the most important expedition in the history of the world.' The subsequent January 13, 1956 penetration of land beyond the Pole to the extent of 2,300 miles proved that the Admiral had not been exaggerating."

Commenting on Giannini's statements about the impossibility of going straight north, over the North Pole and reaching the other side of the world, which would be the case if the Earth was convex, rather than concave, at the Pole, Palmer writes in his magazine, "Flying Saucers:"

"Many of the readers stated that commercial flights continually cross the Pole and fly to the opposite side of the Earth. This is not true, and though the Airline officials themselves, when asked, might say that they do, it is not literally true. They do make navigational maneuvers which automatically eliminate a flight beyond the Pole in a straight line, in every sense. Ask the pilots of these polar flights. And when they come to the exact point, name one trans-polar flight on which you can buy a ticket which actually crosses the North Pole.

"Examining the route of flights across the North Polar area we always find that they go around the Pole or to the side of it and never directly across it. This is strange. Surely a flight advertised as passing directly over the North Pole would attract many passengers who would like to have that experience. Yet, strangely, no airline offers such a flight. Their air routes always pass on one side of the Pole. Why? Is it not possible that if they went straight across the Pole, instead of landing on the opposite side of the Earth, the plane would go to that land beyond the Pole, 'the center of the Great Unknown', as Admiral Byrd called it?"

Palmer suggests that such an expedition that travels directly north and continues north after reaching the North Pole point (which he believes is in the center of the polar concavity and not on solid land at all) should be organized, retracing Admiral Byrd's route and continuing onward in the same direction, until the hollow interior of the earth is reached. This, apparently, was never done, in spite of the fact that the United States Navy, in its archives, has a record of Admiral Byrd's flights and discoveries. Perhaps the reason for this is that the new geographical conception of the Earth's formation in the polar regions, which is necessary to accept before the true significance of Admiral Byrd's findings can be appreciated, was not held by Navy chiefs, who, as a result, put the matter aside and forgot about it.

The above statement by Palmer that commercial airlines do not pass over the North Pole seems reasonable in the light of new Soviet discoveries in relation to the North Magnetic Pole, which was found not to be a point but a long line, which we believe is a circular line, constituting the rim of the polar concavity, so that any point on this circle could be called the North Magnetic Pole, because here the needle of the compass dips directly downward. If this is the case, then it would be impossible for airplanes to cross the North Pole, which is in the center of the polar depression and not on the Earth's surface, as according to the theory of a solid Earth and convex formation on the Pole. When airplanes believe they reached the

North Pole, according to compass readings, they really reach the rim of the polar concavity, where is the true North Magnetic Pole.

Referring to Giannini's book, Palmer comments:

"The strange book written by Giannini has offered the one possibility by which it can definitely be proved that the Earth is shaped strangely at the North Pole, as we believe it to be at the South Pole, not necessarily with a hole all the way through, but like a doughnut which has swelled so much in cooking that the hole is only a deep depression at each end, or like a gigantic auto tire mounted on a solid hub with recessed hub caps.

"No human being has ever flown directly over the North Pole and continued straight on. Your editor thinks it should be done and done immediately. We have the planes to do it. Your editor wants to know for sure whether such a flight would wind up in any of the countries surrounding the North Pole, necessarily exactly opposite the starting point. Navigation is not to be made by the compass or by triangulation on existing maps, but solely by gyro compass on an undeviated straight course from the moment of take-off to the moment of landing. And not only a gyro compass in a horizontal plane, but one in a vertical plane also (after one enters the polar opening). There must be a positive forward motion which cannot be disputed.

"Everyone knows that a horizontal gyro compass, such as used now, causes a plane to continually gain in elevation as the Earth curves away below it, as it progresses. Now, according to our theory of polar depression, this would mean that when a plane enters into this depression, the gyro compass should show a much greater gain in elevation than should otherwise be the case, due to the Earth's curving inward at the North Pole. Now, if the plane continues in a northerly course, this gain in altitude will continue the further it goes; and if the plane tries to maintain the same altitude, it will curve into the hollow interior of the earth."

The following statements by Giannini, written in a letter to an inquirer, who read about him in Palmer's "Flying Saucers" magazine, are interesting:

"The author was extended courtesy by the New York office of U.S. Naval Research, to transmit a radio message of godspeed to Rear Admiral Richard Evelyn Byrd, U.S.N., at his Arctic base in February, 1947.

"At that time the late Rear Admiral Byrd announced through the press, 'I'd like to see the land beyond the Pole. That land beyond the Pole is the center of the great unknown.' Subsequently, Admiral Byrd and a naval task force executed a seven hour flight of 1,700 miles over land extending beyond the theorized North Pole 'end' of the Earth.

"In January, 1947, prior to the flight, this author was enabled to sell a series of newspaper features to an international feature syndicate only because of this author's assurance to the syndicate director that Byrd would in fact go beyond the imaginary North Pole point.

"As a result of the author's prior knowledge of the then commonly unknown land extending beyond the pole points, and after the syndicated features had been released to the press, the author was investigated by the office of the U. S. Naval Intelligence. That Intelligence investigation was due to the fact of Byrd's definite confirmation of the author's revolutionary theories.

"Later, in March, 1958, the author delivered a radio address in Missouri, expressing the importance of the discovery of land beyond the imaginary North Pole and South Pole points of archaic theory. "

Speaking of the reports of Admiral Byrd's February 1947 flight beyond the North Pole, which appeared in New York newspapers, Giannini comments:

"These accounts described Byrd's 1,700 mile flight of seven hours over land and fresh water lakes BEYOND the assumptive North Pole 'end' of the Earth. And the dispatches were intensified until a strict censorship was imposed from Washington."

Another American writer on flying saucers, Michael X, was impressed by Byrd's discoveries, and came to the conclusion that flying saucers must come from an advanced civilization in the Earth's interior, whose outer fringes Byrd visited. He describes Byrd's trip as follows:

"There was a strange valley below them. For some strange reason the valley Byrd saw was not ice-covered, as it should have been. It was green and luxuriant. There were mountains with thick forests of trees on them, and there was lush grass and underbrush. Most amazingly, a huge animal was observed moving through the

underbrush. In a land of ice, snow and almost perpetual 'deep freeze,' this was a stupendous mystery.

"When Admiral Byrd went into this unknown country, into 'the center of the great unknown,' where was he? In the light of the theory of Marshall Gardner, he was at the very doorway that leads to the earth's interior and which lies beyond the Pole.

"Both Alaska and Canada have had much more of their share of sightings of flying saucers in recent months. Why? Is there some connection with the 'land beyond the Pole' - that unknown territory inside the earth?

"There must be a connection. If the flying saucers enter and leave the earth's interior by way of the polar openings, it is natural that they would be seen by Alaskans and Canadians much more frequently than they would be by people in other parts of the world. Alaska is close to the North Pole and so is Canada."

The above observations of a concentration of flying saucers in the Arctic region corresponds to similar observations by Jarrold and Bender of a concentration in the Antarctic, where they are believed by flying saucer experts to have a landing base, from where they are seen to ascend and return. However, according to the theory of this book, what really occurs, in the Antarctic as in the Arctic, is that the flying saucers emerge from and reenter the polar opening leading to the hollow interior of the Earth, their true place of origin.

Aime Michel, in his 'straight line' theory, proved that most of the flight patterns of the flying saucers are in a north-south direction, which is exactly what would be true if their origin was polar, coming from either the north or south polar opening.

In February 1947, about the time when Admiral Byrd made his great discovery of land beyond the North Pole, another remarkable discovery was made in the continent of Antarctica, the discovery of "Bunger's Oasis." This discovery was made by Lt. Commander David Bunger who was at the controls of one of six large transport planes used by Admiral Byrd for the U. S. Navy's 'Operation Highjump' (1946-1947).

Bunger was flying inland from the Shackleton Ice Shelf near Queen Mary Coast of Wilkes Land. He and his crew were about four miles from the coastline where open water lies.

The land Bunger discovered was ice-free. The lakes were of many different colors, ranging from rusty red, green to deep blue. Each of the lakes was more than three miles long. The water was warmer than the ocean, as Bunger found by landing his seaplane on one of the lakes. Each lake had a gently sloping beach.

Around the four edges of the oasis, which was roughly square in shape, Bunger saw endless and eternal white snow and ice. Two sides of the oasis rose nearly a hundred feet high, and consisted of great ice walls. The other two sides had a more gradual and gentle slope.

The existence of such an oasis in the far Antarctic, a land of perpetual ice, would indicate warmer conditions there, which would exist if the oasis was in the south polar opening, leading to the warmer interior of the earth, as was the case with the warmer territory, with land and lakes, that Admiral Byrd discovered beyond the North Pole, which was probably within the north polar opening. Otherwise one cannot explain the existence of such an oasis of unfrozen territory in the midst of the continent of Antarctica with ice miles thick. The oasis could not result from volcanic activity below the Earth's surface, for, since the land area of the oasis covered three hundred square miles, it was too big to be affected by volcanic heat supply. Warm wind currents from the Earth's interior are a better explanation.

Thus Byrd in the Arctic and Bunger in the Antarctic both made similar discoveries of warmer land areas beyond the Poles at about the same time, early in 1947. But they were not the only ones to make such a discovery. Some time ago a newspaper in Toronto, Canada, "The Globe and Mail," published a photo of a green valley taken by an aviator in the Arctic region. Evidently the aviator took the picture from the air and did not attempt to land. It was a beautiful valley and contained rolling green hills. The aviator must have gone beyond the North Pole into the same warmer territory that Admiral Byrd visited, which lies inside the polar opening. This picture was published in 1960.

Chapter 2: William Reed Excerpts (page 16)

The first one to present the theory of the earth being hollow with openings at its poles was an American thinker, William Reed, author of the book, "Phantom of the

Poles," published in 1906. This book provides the first compilation of scientific evidence, based on the reports

of Arctic explorers, in support of the theory that the Earth is hollow with openings at its poles. Reed estimates that the crust of the Earth has a thickness of 800 miles, while its hollow interior has a diameter of 6,400 miles. Reed summarizes his revolutionary theory as follows:

"The earth is hollow. The Poles, so long sought, are phantoms. There are openings at the northern and southern extremities. In the interior are vast continents, oceans, mountains and rivers. Vegetable and animal life are evident in this New World, and it is probably peopled by races unknown to dwellers on the Earth's surface."

Reed pointed out that the Earth is not a true sphere, but is flattened at the Poles, or rather it begins to flatten out as one approaches the hypothetical North and South Pole, which really do not exist because the openings to its hollow interior occur there. Hence the Poles are really in midair, in the center of the polar openings and are not on its surface as would-be discoverers of the Poles suppose.

Chapter 8: Admiral Richard B. Byrd's Feb-March 1947 Diary Copy (page 70)

I must write this diary in secrecy and obscurity. 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... perhaps it shall never see the light of public scrutiny, but I must do my duty and record here for all to read one day. In a world of greed and exploitation of certain of mankind, one can no longer suppress that which is truth.

FLIGHT LOG: BASE CAMP ARCTIC, 2/19/1947

0600 HOURS- All preparations are complete for our flight north ward and we

are airborne with full fuel tanks at 0610 Hours.

0620 HOURS- fuel mixture on starboard engine seems too rich, adjustment made and Pratt Whittneys are running smoothly.

0730 HOURS- Radio Check with base camp. All is well and radio reception is normal.

0740 HOURS- Note slight oil leak in starboard engine, oil pressure indicator seems normal, however.

0800 HOURS- Slight turbulence noted from easterly direction at altitude of 2321 feet, correction to 1700 feet, no further turbulence, but tail wind increases, slight adjustment in throttle controls, aircraft performing very well now.

0815 HOURS- Radio Check with base camp, situation normal.

0830 HOURS- Turbulence encountered again, increase altitude to 2900 feet, smooth flight conditions again.

0910 HOURS- Vast Ice and snow below, note coloration of yellowish nature, and dispersed in a linear pattern. 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.

0910 HOURS- Both Magnetic and Gyro compasses beginning to gyrate and wobble, we are unable to hold our heading by instrumentation. 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!

0915 HOURS- In the distance is what appears to be mountains.

0949 HOURS- 29 minutes elapsed flight time from the first sighting of the mountains, it is no illusion. They are mountains and consisting of a small range that I have never seen before!

0955 HOURS- Altitude change to 2950 feet, encountering strong turbulence again.

1000 HOURS- We are crossing over the small mountain range and still proceeding northward as best as can be ascertained. 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!

1005 HOURS- I alter altitude to 1400 feet and execute a sharp left turn to

better examine the valley below. 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! NO!!! It looks more like a mammoth! This is incredible! Yet, there it is! Decrease altitude to 1000 feet and take binoculars to better examine the animal. It is confirmed - it is definitely a mammoth-like animal! Report this to base camp.

1030 HOURS- Encountering more rolling green hills now. 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!

1130 HOURS- Countryside below is more level and normal (if I may use that word). Ahead we spot what seems to be a city! This is impossible! Aircraft seems light and oddly buoyant. The controls refuse to respond! My GOD! 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!!! This is fantastic. Where are we! What has happened. I tug at the controls again. They will not respond! We are caught in an invisible vice grip of some type!

1135 HOURS- Our radio crackles and a voice comes through in English with what perhaps is a slight Nordic or Germanic accent! The message is: "Welcome, Admiral, to our domain. We shall land you in exactly seven minutes! Relax, Admiral, you are in good hands." I note the engines of our plane have stopped running! The aircraft is under some strange control and is now turning itself. The controls are useless.

1140 HOURS- Another radio message received. 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!

1145 HOURS- I am making a hasty last entry in the flight log. 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. I comply.

END LOG

From this point I write all the following events here from memory. 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. It is delicious.

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. "Have no fear, Admiral, you are to have an audience with the Master..."

I step inside and my eyes adjust to the beautiful coloration that seems to be filling the room completely. 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!

My thoughts are interrupted in a cordial manner by a warm rich voice of melodious quality,

"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 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..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 these 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 and 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 scheduled timetable and you must return with his message to your race."

I said nothing. All of this was almost beyond belief, and once again my thoughts were interrupted as we stopped. I entered the room and was again with my radioman. He had an anxious expression on his face. As I approached, I said, "It is all right, Howie, it is all right."

The two beings motioned us toward the awaiting conveyance, we boarded, and soon arrived back at the aircraft. The engines were idling and we boarded immediately. The whole atmosphere seemed charged now with a certain air of urgency. After the cargo door was closed the aircraft was immediately lifted by that unseen force until we reached an altitude of 2700 feet.

Two of the aircraft were alongside for some distance guiding us on our return way. I must state here, the airspeed indicator registered no reading, yet we were moving along at a very rapid rate.

ENTRY IN FLIGHT LOG CONTINUES:

215 HOURS- A radio message comes through. "We are leaving you now, Admiral, your controls are free. Auf Wiedersehen!" We watched for a moment as the flugelrads disappeared into the pale blue sky. The aircraft suddenly felt as though caught in a sharp downdraft for a moment. We quickly recovered her control. We do not speak for some time, each man has his thoughts....

220 HOURS- We are again over vast areas of ice and snow, and approximately 27 minutes from base camp. We radio them, they respond. We report all conditions normal....normal. Base camp expresses relief at our re-established contact.

300 HOURS- We land smoothly at base camp. I have a mission.....

END LOG ENTRIES.

MARCH 11, 1947. I have just attended a staff meeting at the Pentagon. I have stated fully my discovery and the message from the Master. All is duly recorded. The President has been advised. I am now detained for several hours (six hours, thirty-nine minutes, to be exact.) I am interviewed intently by Top Security Forces and a medical team. It was an ordeal! I am placed under strict control via the national security provisions of this United States of America. I am ORDERED TO REMAIN SILENT IN REGARD TO ALL THAT I HAVE LEARNED, ON THE BEHALF OF HUMANITY! Incredible! I am reminded that I am a military man and I must obey orders.

30/12/56: FINAL ENTRY:

These last few years elapsed since 1947 have not been kind...I now make my final entry in this singular diary. In closing, I must state that I have faithfully kept this matter secret as directed all these years. It has been completely against my

values of moral right. Now, I seem to sense the long night coming on and this secret will not die with me, but as all truth shall, it will triumph and so it shall.

This can be the only hope for mankind. I have seen the truth and it has quickened my spirit and has set me free! I have done my duty toward the monstrous military industrial complex.

Now, the long night begins to approach, but there shall be no end. Just as the long night of the Arctic ends, the brilliant sunshine of Truth shall come again....and those who are of darkness shall fall in it's Light..FOR I HAVE SEEN THAT LAND BEYOND THE POLE, THAT CENTER OF THE GREAT UNKNOWN.

ADMIRAL RICHARD E. BYRD United States Navy 24 December 1956