We are making good speed
It looks like we are the first one
aboard. Everything looks like we are
making good speed and are
about 10 miles Southeast of
we have a little drift to the left
question of wind from East
Four men have contracted a
cold.
I want to come up the mountain
and Constitution Island I will
do it from top side watch me
We have drifted way over to the
west. I am trying to get back on
course. Heavy head wind
pow

Radio that we have reached the pole and are now returning with one motor with bad oil leak. But expect to be able to make Spitzbergen.

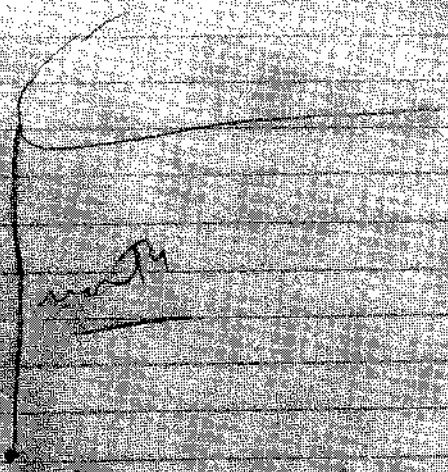
[page headed "Cash Account December," partially erased]

How long were we gone before we turned around?

8½ [This response may have been written by Bennett.]

Head the plane right at the sun.

[The following photographs are pages from Byrd's diary pertaining to the North Pole flight, May 9, 1926. The photographs on pp. 83 and 85 are blowups of the previous pages, so that the reader can see the erasures more clearly.]



We are making good speed
It looks like fog over the pole ahead
and a rocky beach that we are
making fast speed and are
almost to James Quantaborn Island
we have a little drift to the left
quarter of wind from east
Now we have coast on edge of
our port
I wish to give up the mountain
and ocean today I will
not from today with me
We have drifted way over to the
west I am trying to get back
here. Never failed yet
[illegible]

TUESDAY, JANUARY 6, 1925

you are steering too much
to the right, set compass few
degrees to left.

Rec'd a radio last that we are
80 miles due north of [illegible] Island,
yet once we peek out south bound
I want to use the smaller bread
where is a match box to study with.

Rec'd a radio that we are
[illegible] miles due north
Dirty weather. Then probably in 7 days
[illegible]

You are keeping to the right
too much.

You must not permit me
keeping too far to right.

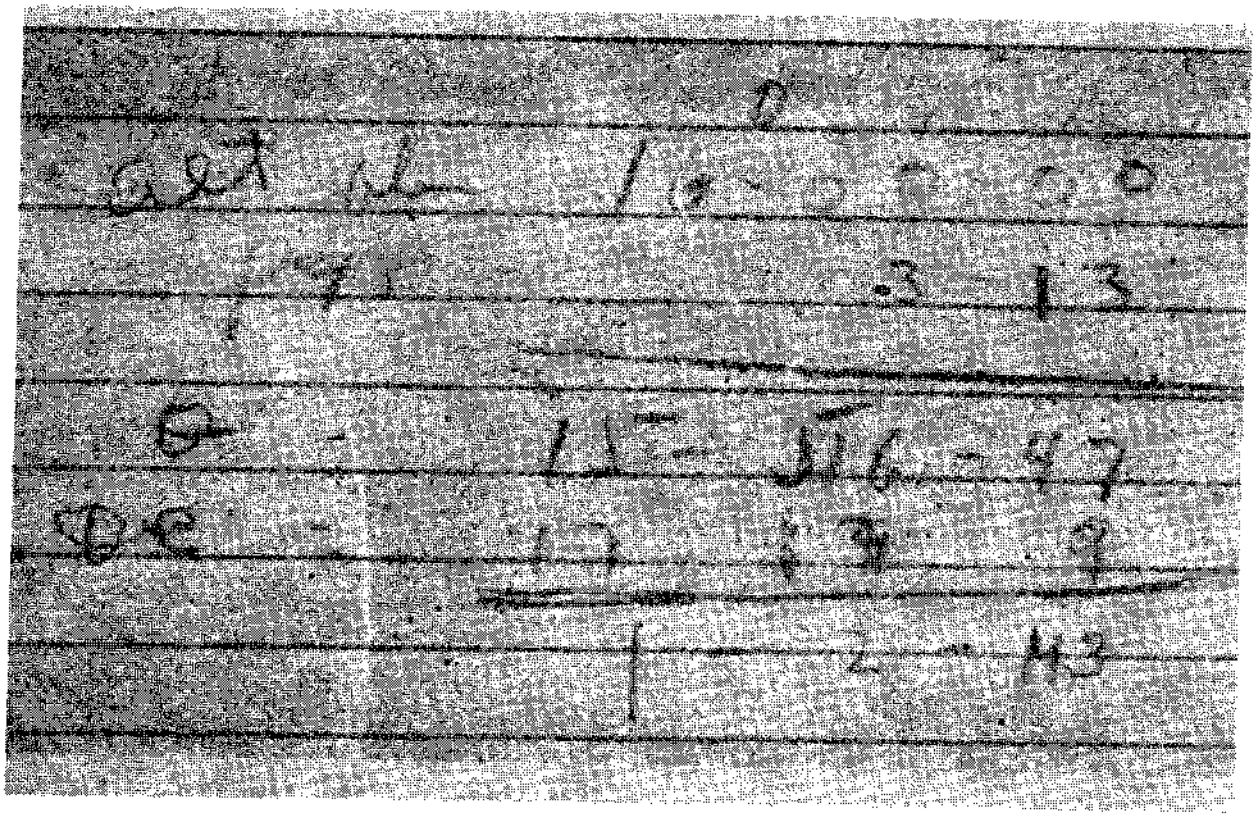
Radio that we are 230 miles from
the Pole.
Radio
nothing but see everywhere - no sign
of life motor going fine

[illegible] 4-39-40 [illegible]
[illegible] 21 [illegible]

4-39-19
[illegible] 3 37
[illegible] 4-42-56

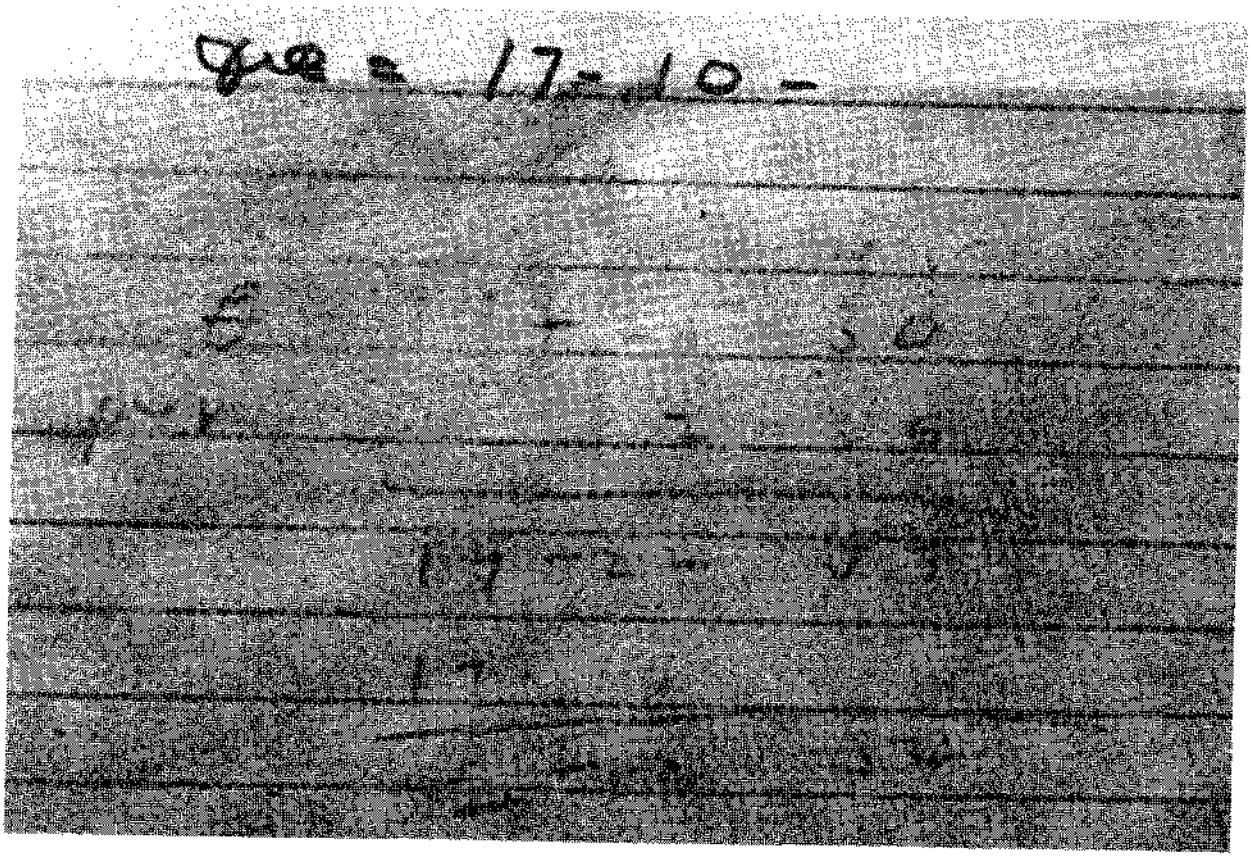
[illegible]
[illegible] 1 8

[illegible] 117 - 116 - 7
[illegible] 2 - 3 - 2
[illegible] 43



watch 7-07-30
20
7-07-10
Eqt 3-37
G.A.C.T 7-10-47

Eq = 17-10 -



WEDNESDAY, JANUARY 14, 1925

We thought we at the Pole
now, but the compass
will fall a minute
from 1 to cut the Dam

Radio that we have reached
the Pole and are now
returning with one sector
~~to~~ with bad size loaf. But expect
to be able to make Spitzbergen

Summer Time.

To be laid off towards observed body when observed altitude is greater than computed.

Example.

G.C.T. July 27	=	6.06-20
Eq. t	=	6-20
G.A.C.T		6-00-00

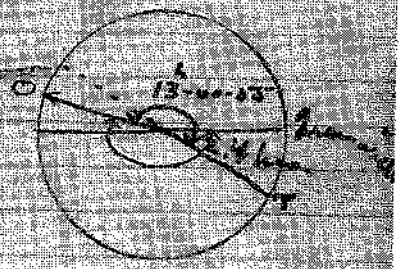
Alt. at Pole = Calc. = 19-20.2
" observed = 16-07

Polar dist. = 3°-13.2'

Correct point To be laid off away from obs. body.

Moon

G.C.T. July 27		6-06-20
Sidr. Time 0h of G.C.T.		20-16-37
Corr. for G.C.T.		1 02
G.S.T.		2-23-59
R.A. Moon		13-00-53
G.H.A.	=	10-36-56 E
		13-23-04 W.



From mid H.A. = 13-23-04

Alt. Moon at Pole = (-) 1°-06.6 [illegible]
alt. moon. = 3-53
alt. diff. 3°-00.0 to be laid off towards body.

[illegible]

WEDNESDAY, DECEMBER 2, 1925

to get true alt. of moon.

May 6, 1925 G.C.T. 18h-24m-00s alt. lower limb
by sext. was 25°-30'30" eye 20 ft.

Obs. alt ☾ 25-30-30 S.D = 15'-54" Hor. Par 58'.5
1st Corr (+) 10-08 Aug. 7" Mot. Corr +16-01
appr. alt 25-40-38 + 16-01 43-53
Ref. (-) 32-33 dip = -4' 23" + 10-08
true alt 26-31-11 ☾ - 1-30
- 5-53

Parallax and refraction Tab. 24 is for moon addition
per sun subtraction.

meridian altitude

June 21, 1925 λ = 60 W ☉ = 40° 04'
Sun bearing south. ie = +3' hgt eye 20 feet
Obs. alt ☉ = 40-04-00 from Table I = 10-37
(+) 13-21 corr for S.D. = 6.16 ☉
θ = 46-17-21 (S) corr 10-21 + 3(c
96 = 18-21
z = 49-42-39 (N)
δ = 23-26-48 (N) G.A.C.T = 16h-00-00
Eq + = 1-29.9
L = 79-09-27 (N). G.C.T 16-01-29.9

Dec = 23-26.8

Rule for meridian altitude

1. L & D Dec same name & greater, +90 + Dec − alt
2. " " " " " Dec " −90 + Dec + alt
3. " " " " " lower transit +90 − Dec + alt

L = Zenith dist + Dec. = 90 − ⊙ + dec.

Courses

magnetic compass

King Bay to northeast Sound - 301 true
1st hour 15° var 316 magnetic
2nd hour 20° var 321 "
3rd hour 25° var 326 "

Speed 1st hour about 80 mph = 70 nautical
2nd " " 80 " = 70 "
3rd " " 90 " = 80 "

Sun compass

King Bay to north East Sound
λ King Bay = 11° - 45' East = 47m
λ after 1st hr = 6° 30' East = 26m
λ " 2nd " = 45' East = 3m
λ " 3rd " = 6° - 15' East = 25

LAT = G.C.T ± Eqt. ± λ
add when east. subtract when west.
walking northwards will give our
true courses.

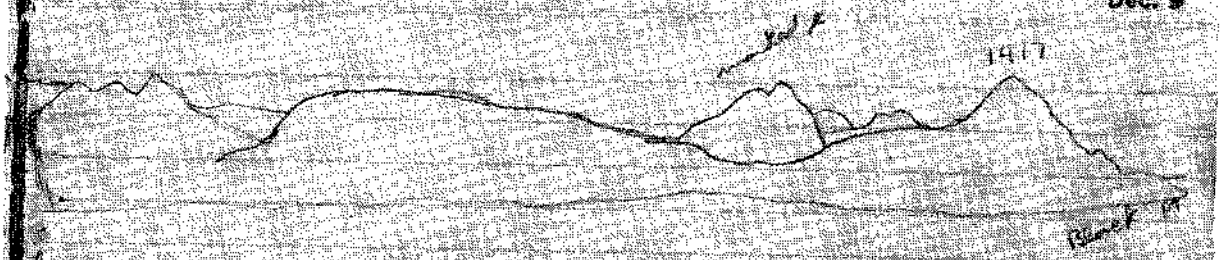
SUNDAY, DECEMBER 6, 1925

Course

			Course 85
North East Sound to Kings Bay			121 true
1st	forty minutes	35° Var	156 magnetic
1st	hour & half	25° "	146 "
2nd	"	20° "	141 "
2nd	"	15° "	136 "

TUESDAY, DECEMBER 8, 1925

about Wilson Bay only very small glacier to cape Cob


1917

MEMORANDA

April	Hamilton		Elgin		Hamilton	
		50.98	145 78 2 0 4		50.88	
9	1" 20" slow					
10	1" 18" "					
11						
12	1" 18" S	17th East	42" S	17 East	21" S	East
13	1 - 22 S (?)		42" S (?)		25 (?)	
14	1 - 24 S		37" S		30.5 S	
15	1 - 26 S		18 f, changed land		32" S	
19	1 - 21 S		21½ f		18½ S	
22	1 - 33 S		12 f		31 S	
23	1 - 32" S		13 f		31.5 S	
24	1 - 33" S		13" f		31" S	
25	1 - 33" S		13 f		31 S	
26	1 - 34½ S		12½ f		30½ S	
27	1 - 33 S		14 f		29½ S	
28	1 - 34 S	26 f	13 f temp 32°		31½ S	
30	25" f	(?)	12 f (?)		37 S (?)	
May 7	21 f		9½ f			
5	20 f		9 f			
8	21½ f		9½ f			

CASH ACCOUNT NOVEMBER

DATE.		RECEIVED.	PAID.
	There is a very strong wind please stand very carefully.		

CASH ACCOUNT DECEMBER

DATE.		RECEIVED.	PAID.
	The 5th day has an eight week	8½	
	Can you get all the way back on two motors?	9.75 12.40 1.35	
	What has been our average speed we	8.65 4.40 8.25	
	85 85 425 680 7225		
	90 miles to 90 to Pole.		
	8½		
	Heard the Plane might at the Dam		