



Harold I. June.  
P.O.Box 88  
Windsor, Conn.

October 31, 1956.

Rear Admiral Richard E. Byrd. USN(Ret).  
9 Brimmer Street  
Boston, Mass.

Dear Dick:

It was so good to hear from you again, I would have written sooner but felt that you had so many things to do, and so little time, that I did not wish to intrude.

In reference to your paragraph concerning Balchen, I do not know exactly what you mean, perhaps it is because of my isolation here in Windsor, Conn., for I have not heard of or seen Balchen since before world war two. I personally do not see how in anyway he could take credit for the tremendous planning, and your magnetic personality that made it possible for the successful organization and completion of the trans-Atlantic flight, and the many polar expeditions that you have lead to brilliant success. This is a matter of record and history that cannot be questioned.

As far as Mac and myself are concerned, I feel that Mac on the first expedition contributed tremendously to the success of the expedition, mapping many thousands of square miles previously unseen and unknown; also Mac's personality was a great help to all of us during the strain of the winter night. There are few people who could have developed, cared for and put together our film under the crude conditions that Mac had to work under. Therefore, I say that no one can take credit from my friend Colonel MacKinley. As for myself, I am probably not such a good pilot; however, I have managed to stay alive for over thirty years as a pilot. When I retired from the navy 1947, I was chief test pilot at the Naval Air Station Alameda, California; not barred from any type of plane or acrobatics, and upon retirement my official log showed 21,987 hours of pilot time. It was my good fortune with GOD as my co-pilot never to have lost a plane or had a fatality while flying as a pilot.

Please do not hesitate to call upon me at anytime that I may be of assistance, for Dick I am with you all the way.

Wishing you always the very best and with warmest regards,

Sincerely,

*Harold*

(copy of statement to Kaman Aircraft)

23 Feb 1951

Mr. June is a man whose integrity and loyalty are absolutely beyond question. He has had wide experience in aircraft, both operationally and in the field of engineering. He further has had much experience in cold weather aviation problems. I believe he would be an asset to any ~~XXXXXXXXXX~~ company engaged in development or production of aircraft.

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Richard E. Byrd, Rear Admiral, U  
U. S. Navy (ret.)

COPY

Aer-PE  
OO/JUNE, H.I.

64919  
27 Oct 1950

SECOND ENDORSEMENT on Ltr. from Lt. HAROLD IRVING JUNE, USN (Pet).  
to BuPers, dated 11 Oct 1950.

From: Chief, Bureau of Aeronautics  
To: Chief of Naval Personnel  
Via: Chief of Naval Operations (Op-54)

Subj: Return to active duty; request for

1. Forwarded, readdressed, strongly recommending approval..
2. Lt. JUNE has had very extensive practical experience in the cold weather operation of aircraft and by virtue of this experience can make significant contribution to the solution of the many engineering problems involved.
3. If the request of Lt. JUNE for active duty is approved it is requested that he be assigned duty with the Naval Air Test Center Patuxent group now stationed at Eglin Field, Florida.

T.C. LOONQUEST  
Deputy and Assistant Chief of Bureau

Copies to :

NATC, Patuxent River, Md.  
LT. H.I.JUNE, c/o Bank of New York (Attn: Arthur Austin)  
48 Wall Street, New York, New York.

AIRCRAFT SQUADRONS, SCOUTING FLEET,  
OBSERVATION PLANE SQUADRON FIVE (S)

NAVAL OPERATING BASE,  
Hampton Roads, Va.  
8 May, 1928.

Commander R.E. BIRD, U.S.N. Retired.  
\* Bureau Of Navigation.

Dear Commander:

June, H.I. C.A.P. U.S.N. now at the Naval Air Station, Hampton Roads is very anxious to be considered in your selection of pilots for your next exploration.

JUNE was with me at the Naval Air Station Anacostia for about two years, has 1520 hours total 950 of which is solo time and is an excellent pilot of all types used in the Navy and is an exceptionally good mechanic. Recently he has been the test pilot at Hampton Roads and in this capacity has performed exceptionally well.

If you can use a man with his qualifications I think you would make no mistake in selecting him.

The officers of the Naval Air Station, Anacostia who have been there for two years or so or Lt. Comdr. Felix Stump or other officers at the Naval Air Station Hampton Roads could verify my opinion of June.

He is a man of excellent habits and pleasing personality and I believe well suited for your work.

His third enlistment expires about February 25, 1929.

With best wishes for a successful cruise and kindest regards I am,

Truly yours,

*G.T. Owen*  
G.T. OWEN.

Important  
Candidate

U. S. NAVAL AIR STATION  
NAVAL OPERATING BASE  
HAMPTON ROADS, VIRGINIA.

*Hampton Roads 168*

30 April, 1928

My dear Commander Byrd:

Due to the tragic loss to you and the navy of Floyd Bennett I am presuming to write to you about a man whom I think might come nearest to satisfactorily filling his place. As Bennett was a pilot and plane captain in my squadron on this station in 1921 and 1922 I am well acquainted with the very exceptionally high quality of his ability as a mechanic, as a pilot and as a man. I realize the almost impossibility of filling his place.

The man I have in mind and whom you have possibly heard Bennett mention, is Harold I. June, Chief Aviation Pilot, now serving on this station in charge of the assembly division of the Assembly & Repair Department. June is an excellent pilot with a varied experience in all types of land and seaplanes and is, as well, an excellent aircraft mechanic with a thorough knowledge of both engine maintenance and of rigging. He is careful, conscientious, methodical and thoroughly reliable and trustworthy. He handles men well and his men like to work for him. He is, under me, in charge of the erection, bench and air test of all aircraft overhauled on this station. In this capacity he has rendered such highly satisfactory service in the capacity of both leading chief and assembly officer that I have refused, with Commander Read's approval, to place an officer in charge of that division.

*Ke*

June was for some time on duty at Anacostia. While there, when a plane had a forced landing away from the station, his job was to fly to it with spare engine parts, make repairs himself, and then fly the plane back. Two excellent mechanics who have worked with June and who know his ability along that line are:

- Knold, Chief Aviation Pilot, serving at Naval Air Station, Anacostia, and
- Thomas, E. A., Aviation Chief Machinist's Mate, in my department here.

Officers who know of his ability as a pilot and as a mechanic are:

- Lieut. G. R. Henderson, VF-3 Squadron, U. S. S. Lexington
- Lieut. C. H. Schildhauer, NAS, Hampton Roads, Va., and
- Lieut. G. T. Cuddyby, VF-3 Squadron, U. S. S. Lexington.

June is thirty-two years old and I believe that his physical and temperamental qualities will be everything you desire. June is very anxious to go with you and I am sure that Commander Read, Commanding Officer of this station, would be glad to cooperate with you in any way you may desire in case you are interested.

Commander Richard E. Byrd, USN (Ret)  
% Bureau of Navigation  
Navy Department,  
Washington, D.C.

Respectfully,

*F. S. Stump*  
F. S. STUMP  
Lieut. Comdr. USN  
A&R Officer.

U. S. NAVAL AIR STATION  
NAVAL OPERATING BASE  
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Commander Richard E. Byrd, USN (Ret)  
% Bureau of Navigation  
Navy Department,  
Washington, D.C.

Respectfully,

*F. S. Stump*  
F. S. STUMP  
Lieut. Comdr. USN  
A&R Officer.

IN REPLY  
REFER TO \_\_\_\_\_

U. S. NAVAL AIR STATION  
NAVAL OPERATING BASE  
HAMPTON ROADS, VIRGINIA.

22 May, 1928

Commander R. S. Byrd, USN  
Hotel Biltmore,  
New York City, N.Y.

My dear Comdr. Byrd:

In my letter to you about June I carefully avoided any exaggeration about his good qualities. Now that you have selected him I want to congratulate you on obtaining a man whom I think you will find up to any mark you desire to set for him either as a mechanic, a pilot, or a natural leader.

As I look back on his work here as my assembly and test division officer I can find no fault or criticism, which is a statement that can very rarely be made.

He has been forceful, energetic and thorough in directing his division and, at the same time, has inspired affection along with the respect of his subordinates.

He has carried out every order I have given him in the way I would have desired and without any "checking up" being necessary on my part. I believe he has always been loyal and that when I gave him an order that meant some hardship to others he has executed such order without any excuses even such as "Mr. Stump says so and so",—you know what I mean.

I have seen June, who is quite a hunter, spend all night in the swamp after coon or bear and do his work the next day with no visible sign of fatigue. In the time I have known him he has had no sick days. I believe he has plenty of physical endurance.

He is a good "trouble shooter". When we have had difficulty lining up a plane or making an engine function he has assumed personal charge with good results.

I am sorry June is going except, it is a good opportunity for him and I think you are doing a great thing for the Navy with the public, for which the Navy owes you a great deal.

I wrote the first letter at June's request. He does not know of this letter.

Be sure to write to Admiral Moffett if you have not done so.

Sincerely,

Walter A. Stump

The following information is necessary in compiling permanent records of the expedition and for use in releasing newspaper and magazine articles. Please mark as "confidential" any statements you do not desire to be given out of the office.

NAME Harold Irving Jense  
ADDRESS \_\_\_\_\_ STREET\*\*\* Stanford CITY Corn. STATE \_\_\_\_\_  
AGE\* 33 NATIONALITY American  
PLACE OF BIRTH Stanford CITY Corn. STATE \_\_\_\_\_  
DATE OF BIRTH Feb. 12, 1895  
MARRIED OR SINGLE Married  
NEAREST RELATION Wife May Elizabeth Jense Wife  
ADDRESS\*\*\* 97 St. Mark St. No. B. Hamp. Bldg. Va. STATE \_\_\_\_\_  
PERSONAL CHARACTERISTICS  
HEIGHT five ft 11 in FEET 11 in INCHES  
WEIGHT 183 POUNDS  
COLOR OF EYES Blue COLOR OF HAIR Dark Brown  
COMPLEXION Ruddy  
PROMINENT MARKS AND SCARS Small scars left cheek. Scar from  
amputation operation right side. Mark right cheek lower  
HAVE YOU EVER HAD MILITARY OR NAVAL SERVICE\* Eleven years Naval.  
BRANCH Chief mechanic mate & Chief aviation Pilot U.S.N.  
APPROXIMATE PERIOD Eleven years May 2 1917 to date except time in  
LENGTH OF SERVICE Eleven years.  
HIGHEST RANK OR RATING ATTAINED Chief aviation Pilot.  
ARE YOU NOW A MEMBER OF THE ARMY, NAVY OR MARINE CORPS Navy  
IF SO GIVE COMPANY, DIVISION OR REGIMENT\*\*\* Aviation  
TRADE OR PROFESSION Mechanic & Pilot Aviation  
IN WHAT OTHERS HAVE YOU A WORKING KNOWLEDGE Electricity & Marine Eng.  
RELIGION Protestant  
EDUCATION One year high school  
GRAMMAR SCHOOL Graduated  
HIGH SCHOOL One year  
COLLEGE OR UNIVERSITY No DEGREES None  
WERE YOU A MEMBER OF OMBANDER BYRD'S NORTH POLE EXPEDITION No

IN WHAT OTHER SCIENTIFIC EXPEDITIONS HAVE YOU PARTICIPATED None

ARE YOU A MEMBER OF THE AMERICAN LEGION Yes

VETERANS OF FOREIGN WARS Yes

WHAT FRATERNAL ORGANIZATIONS DO YOU BELONG TO None at present Aug 10, 1928

WHAT OTHER CLUBS OR ORGANIZATIONS None

DID YOU EVER SERVE WITH COMMANDER BYRD IN THE NAVY No

WHEN AND WHERE \_\_\_\_\_

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EDUCATION One year high school  
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WHEN AND WHERE \_\_\_\_\_

On Lecture Tour,  
Salt Lake City, Utah.

Jan. 8, 1951.

*Hiram*  
Senator Myrum Bingham,  
U. S. Senate,  
Washington, D.C.

*Hiram*  
My dear Senator:

I appreciate deeply the assistance you are giving to Harold I. June in getting recognition for him from Congress for his services to his country.

June made with me every flight of exploration including the flight to the South Pole. On these flights he acted as relief pilot, mechanic and radio operator. He made a very great contribution to the success of all of these flights. His contribution to the success of the whole expedition was also great. He gave to his leader at all times loyalty that was unswerving even under the most difficult possible conditions. His courage was perfect.

June has a wide range of knowledge which made him most useful to the Expedition. He possessed efficiency to a degree seldom met with and he put in many hours of toil and labor to make the Expedition successful, and gave himself far above the call of duty.

Again let me tell you how much I appreciate what you are doing for June. I can assure you that his contribution to the success of our Expedition was so outstanding that he deserves reward from his country.

With kindest regards.

Respectfully yours,

Hotel Biltmore  
New York  
July 9, 1930.

From: Rear Admiral R. E. Byrd, U. S. N., retired.  
To: Secretary of the Navy.  
Via: Chief of the Bureau of Aeronautics  
Chief of the Bureau of Navigation.

Subject: Harold I. Jans, Chief Aviation Pilot - commendation.

1. The above-mentioned chief petty officer was the representative of the Navy on the Byrd Antarctic Expedition and so valuable was the service that he rendered the expedition that the Commanding Officer feels it is his duty to record it.

2. Jans was a member of the crew on every flight of exploration. On these flights he acted as pilot, radio operator, mechanic and fuel engineer. He met every situation that presented itself with courage, calmness and efficiency.

3. His work in connection with aviation on the ground was always thoroughly and efficiently done. In all of the other work of the expedition Jans was a leader in character and in loyalty which are far more important than other matters on Polar expeditions.

4. Jans made a big contribution to the success of the expedition, lived up to the highest traditions of the Naval Service, and what he did for the expedition in efficiency, loyalty and labor was over and above the call to duty.

5. It is strongly recommended that some recognition be given Jans's services to the expedition as a representative of the Navy.

R. E. Byrd.



On Lecture Tour,  
Salt Lake City, Utah.

Jan. 8, 1931.

Wm Schuyler Ferritt,  
Congressman from Connecticut  
Washington, D. C.

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With kindest regards.

Respectfully yours,

Dublin, New Hampshire

August 6, 1930.

From: Rear Admiral Richard S. Byrd, U. S. N., retired.  
To: Secretary of the Navy.  
Via: Chief of the Bureau of Aeronautics.  
Chief of the Bureau of Navigation.

Subject: Harold I. June, Chief Aviation Pilot, U. S. N. -  
Recommendation for award of Distinguished Flying Cross.

Reference: (a) Letter to Secretary of the Navy, July 9th, 1930.

Enclosure: (1) Copy of reference (a).

1. Supplementing the report on the services of Harold I. June, Chief Aviation Pilot, as a member of the Byrd Antarctic Expedition, reference (a), I recommend the award of the Distinguished Flying Cross for the participation of the above named man in the flight over the South Pole, November 29, 1929.

2. Chief Aviation Pilot June was the Navy's official representative on the expedition, and as Leader of the expedition, I take pleasure in recommending this award, in accordance with the provisions of Executive Order of January 26, 1927.

3. June, by reason of his exceptional qualifications as a pilot, mechanic and radio operator, was selected as one of a crew of four, to attempt the flight to the South Pole.

4. The tri-motor Ford plane, "Floyd Bennett", in which June was a member of the crew, took off from the expedition's base at Little America, Antarctica, on the afternoon of November 29, 1929, and after a flight which was made under the most difficult conditions, reached the vicinity of the South Pole at 1.13 A. M., November 29, 1929, where the American flag was dropped.

5. This flight was hazardous for several reasons, among which was the necessity of flying with a very heavy load over the Queen Maud Range in order to reach the Polar Plateau. The Polar Plateau is from nine to ten thousand feet above sea level and a forced landing on it would have been uncertain. Had there been an emergency landing anywhere near the South Pole, it is probable that the crew would not have been able to walk back to safety.

6. Throughout the flight, June performed his duties as relief pilot, radio operator and fuel engineer, with calmness, courage and extraordinary ability, and on the return flight from the Pole, was at the controls when the plane landed at the mountain base for refueling, in rough area. I cannot speak too highly of the part he played in the successful completion of this flight. He upheld in every way the highest traditions of the Navy.

7. Since the date of the act for which this recommendation is made, June's services have in all respects been honorable.

R. E. Byrd.

Dublin, New Hampshire

August 6, 1930.

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R. E. Byrd.

5 November 1937

My dear Governor:

I am most grateful to you for your friendly letter. It is really splendid of you to do this for our expedition.

It appears now that there will only be one member of my expedition to receive the Medal in Connecticut - Harold I. June, of Stamford, Conn.

June was a member of both of my Antarctic Expeditions. He was Aviation Pilot and Radio Operator on the first expedition and acted in that capacity on the flight to the South Pole, November 29, 1929. On the second expedition, June was in charge of the Aviation Division and was the Chief Pilot. As such he took part in practically all the major flights of discovery and exploration. He was also Chief of Staff of the Second Expedition.

June is a Warrant Officer in the U.S. Navy and has had fourteen years service and his service has been of an outstanding character.

As a matter of interest I am enclosing a copy of the inscription on the face of the Medal. I am also sending you a copy of the Resolution passed by Congress on the return of the Expedition to the United States in 1935.

June is at present at the Allyn Hotel in Hartford. If you will let me know when it will be most convenient for you to make the presentation of the Medal, I will arrange to have June present and will also send the medal to you.

With kindest regards,

Faithfully yours,

Hon. Wilbur L. Cross  
The Executive Chambers  
Hartford, Conn.