



Harold I. June.  
P.O.Box 86  
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  
CO/JUNE, H.I.

84919  
27 Oct 1950

SECOND ENDORSEMENT on Ltr. from Lt. HAROLD IRVING JUNE, USN (Ret).  
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. LONNQUEST  
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. BYRD, 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, beach 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. *h.c.*

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, M. 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. Cuddihy, 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. B. Stump*  
F. B. STUMP  
Lieut. Comdr. USN  
A&R Officer.

U. S. NAVAL AIR STATION  
NAVAL OPERATING BASE  
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