

# H. J. Orme's Aircraft Story

By

H. J. Orme

# H. J. Orme's Aircraft Story

## H. J. Orme's Aircraft

H. J. Orme was a long time member of the LITPC prior to his death several years ago. He was a founding member of the Utah Pin Traders Club and a great pin trader. He was at quite a few swaps before his death and was always at the Western States Swap in Reno. Prior to his death, with failing health he would have his daughter bring him to the swap. Those of us who knew and traded with H. J. certainly miss him. This is his story concerning this great set of Aircraft. Each of the pins are numbered 1 through 20. When he traded a set he also gave a copy of the letter explaining each set. A copy of each letter is shown here for your information. For those who collect aircraft pins this set is one of the nicest ever issued.

August 1, 1993

Dear Lion

Enclosed is a set of my personal Lion pin trading pins that I wish to share with you. This is the first of the series. You should find four different pins representing four of the aircraft that I have flown as a pilot. I hope to be able to share with you over the next few years some others.

Pin #1 is a Cub which is the first airplane I flew and trained for my license in 1936.

Pin #2 is a Navy Training Biwing plane that I flew in my naval pilot training starting out in Seattle, Washington and going onto Jacksonville, Florida.

Pin #3 is a SNJ airplane which was used for training and formation flying. It was the first retractable landing gear plane that we flew.

Pin #4 is a PBY airplane. This was the first of the twin engine aircraft that was flown. We had amphibious and hydro only in this model. So I got experience landing in fields, airstrips and plenty of water sources.

Most of the aircraft was Navy although I did have the privilege to fly some that were used in the Army and some civilian aircraft. I will share more of these later.

I hope you enjoy these pins. I will be happy to share with you many of the stories that I recollect about flying these planes. I have many fond memories of the aircraft and the people I was in contact with during my many years as a pilot.

I enjoy our association through Lions and appreciate the friendship. I know we will have many more memorable times and conversations.

Yours in Lionism

H. J. Orme  
1379 31<sup>st</sup> Street  
Ogden, Utah 84403

# H. J. Orme's Aircraft Story

## Set # 1 of 5 Sets



Pin #1 is a Cub which is the first airplane I flew and trained for my license in 1936.



Pin #2 is a Navy Training Biwing plane that I flew in my naval pilot training starting out in Seattle, Washington and going onto Jacksonville, Florida.



Pin #3 is a SNJ airplane which was used for training and formation flying. It was the first retractable landing gear plane that we flew.



Pin #4 is a PBY airplane. This was the first of the twin engine aircraft that was flown. We had amphibious and hydro only in this model. So I got experience landing in fields, airstrips and plenty of water sources.

# H. J. Orme's Aircraft Story

May 1994

Dear Lion

This is the second set of four personal Lion Pin Trading Pins I wish to share these with you. This is the continuation of the different aircraft that I have flown as a pilot.

Pin #5 is a Boeing Stearman PT17 Kaydet. We trained in this and other aircraft in Seattle, Washington. It was a good plane for training with an airspeed of about a hundred twenty miles per hour.

Pin #6 is a Grumman Duck. It, as you can see, was amphibious. It had about the same airspeed as other trainers, but a higher altitude ceiling and made a great deal more prop noise. I flew these in Florida a few times.

Pin #7 is a N3N Trainer on Floats. This was very similar to the Stearman. We flew this out of Seattle and the Pudget Sound area.

Pin # 8 this is the best kept secret of all the Navy aircraft, it is the P.V. 1 Vega Ventura made by Lockheed. Each of the engines had 2,000 HP, it had a range of 1,600 miles and flew at about 350 miles per hour. I started out in a squadron in Deland, Florida. We were assigned to the Caribbean and then on to South America. This was flown by US as an antisubmarine patrol aircraft, in the Pacific it was also used as a bomber. At the present time we cannot find the remains of one of these to restore and put in a museum. The original Navy PVB 130 held a reunion last year in Florida, there were 30 of us pilots who attended this reunion.

I hope to continue to be able to participate in many of the wonderful Lion activities and events as well as corresponding with you

Yours in Lionism

H. J. Orme  
1379 31<sup>st</sup> Street  
Ogden, Utah 84403

## H. J. Orme's Aircraft Story

### Set # 2 of 5 Sets



Pin #5 is a Boeing Stearman PT17 Kaydet. We trained in this and other aircraft in Seattle, Washington. It was a good plane for training with an airspeed of about a hundred twenty miles per hour.



Pin #6 is a Grumman Duck.

It, as you can see, was amphibious. It had about the same airspeed as other trainers, but a higher altitude ceiling and made a great deal more prop noise. I flew these in Florida a few times.



Pin #7 is a N3N Trainer on Floats. This was very similar to the Stearman. We flew this out of Seattle and the Pudget Sound area.



Pin # 8 this is the best kept secret of all the Navy aircraft, it is the P.V. 1 Vega Ventura made by Lockheed. Each of the engines had 2,000 HP, it had a range of 1,600 miles and flew at about 350 miles per hour. I started out in a squadron in Deland, Florida. We were assigned to the Caribbean and then on to South America. This was flown by US as an antisubmarine patrol aircraft, in the Pacific it was also used as a bomber. At the present time we cannot find the remains of one of these to restore and put in a museum. The original Navy PVB 130 held a reunion last year in Florida, there were 30 of us pilots who attended this reunion.

# H. J. Orme's Aircraft Story

February 20, 1995

Dear Lion

This is the third set of four personal Lin Pin Trading pins I wish to share these with you. This is a continuation of the different aircraft that I have flown as a pilot.

Pin #9 is a B24 or as the Navy labeled it a PB4Y. Two of the most widely used American strategic bombers during 1942-1945 were the B24 and the B17. After a tour of duty in the Caribbean and South American flying PV1 Vega Ventura air planes. I was then assigned to flying the PB4Y/B24 in England on antisubmarine patrol.

Pin #10 is a Piper Apache. This aircraft was one I was able to fly for pleasure and not in the service. This aircraft was one I was able to fly for pleasure and not in the service. A friend of mine from Rexburg, Idaho owned one of these airplanes and we took it flying many time. One day he had me pilot him to Sun Valley, Idaho because he did not like the landing field. It was a short canyon runway, therefore, very short and my experience on a variety of airstrips was beneficial.

Pin #11 is a B17 this was nicknamed the flying fortress by a new paper reporter in Seattle back in about 1935. I had a chance to have a short vacation in the USA while stationed in South America. I arranged a ride with an Army crew flying a B17 to El Paso, Texas. The flight crew had me take my turn as navigator, copilot and pilot with them. This was the first time they had occasion to use a bong sight to read the direction and wind speed from the white caps on the waves so we practiced a lot during this time. I was even able to take my turn on landings and takeoffs. The Navy received a B17 while I was stationed in Miami, Florida and I had the opportunity to fly it to a field in the Midwest.

Pin #12 is a TBF. This was one of the many airplanes made by Grumman for the US Navy to use as a torpedo bomber aircraft. I was checked out in this airplane for a few take off and landings, but was sent to multiple engine flight training in Deland, Florida before I was able to have much active duty flying the TBF.

I hope to continue to be able to participate in many of the wonderful Lion activities and events as well as corresponding with you.

Yours in Lionism

H. J. Orme  
1379 31<sup>st</sup> Street  
Ogden, Utah 84403

# H. J. Orme's Aircraft Story

## Set # 3 of 5 Sets



Pin #9 is a B24 or as the Navy labeled it a PB4Y. Two of the most widely used American strategic bombers during 1942-1945 were the B24 and the B17. After a tour of duty in the Caribbean and South American flying PV1 Vega Ventura air planes. I was then assigned to flying the PB4Y/B24 in England on antisubmarine patrol.



Pin #10 is a Piper Apache. This aircraft was one I was able to fly for pleasure and not in the service. This aircraft was one I was able to fly for pleasure and not in the service. A friend of mine from Rexburg, Idaho owned one of these airplanes and we took it flying many time. One day he had me pilot him to Sun Valley, Idaho because he did not like the landing field. It was a short canyon runway, therefore, very short and my experience on a variety of airstrips was beneficial.



Pin #11 is a B17 this was nicknamed the flying fortress by a newspaper reporter in Seattle back in about 1935. I had a chance to have a short vacation in the USA while stationed in South America. I arranged a ride with an Army crew flying a B17 to El Paso, Texas. The flight crew had me take my turn as navigator, copilot and pilot with them. This was the first time they had occasion to use a bomb sight to read the direction and wind speed from the white caps on the waves so we practiced a lot during this time. I was even able to take my turn on landings and takeoffs. The Navy received a B17 while I was stationed in Miami, Florida and I had the opportunity to fly it to a field in the Midwest.



Pin #12 is a TBF. This was one of the many airplanes made by Grumman for the US Navy to use as a torpedo bomber aircraft. I was checked out in this airplane for a few take off and landings, but was sent to multiple engine flight training in Deland, Florida before I was able to have much active duty flying the TBF

# H. J. Orme's Aircraft Story

February 18, 1996

Dear Lion

This is the fourth set of four personal Lion Pin Trading pins I wish to share these with you. This is a continuation of the different aircraft that I have flown as a pilot.

Pin #13 is a Cessna 310. A friend of mine bought this aircraft because it was a twin engine 6 passenger plane. It is one of the first airplanes to be used for corporate flying before jets. He was not experienced in landing and taking off in confined areas which was the case in the Sun Valley, Idaho area. Hence I was invited to be his pilot as he needed to go to Sun Valley. After we had experienced several trips he was "trained" and I was "released" from this fun volunteer duty. This was many years before the better and longer runway they currently use there.

Pin # 14 is another Cessna, the Cessna 150 Series. This is a single engine Cessna, some which only cost \$6,700.00. I had the opportunity to fly in this airplane several times. It is a very good airplane for the person who wants to fly without having a fortune tied up in an airplane. I was tempted several time to try to get into a flying club so I could do more flying with this aircraft but business, raising a family, service obligations and a belief that multi-engine aircraft was safer kept me from doing the flying I wanted.

Pin # 15 is a Dauntless SBD. This dive-bomber helped make a turning point in the struggle against the Japanese with the sinking of the aircraft carriers Akagi, Kaga and Hiryu during the Battle of Midway. I was able to get some training and flight time in this aircraft during my Navy flight career prior to training in twin engine medium range patrol bombers. It is the predecessor to the SBD-2 Helldivers which I didn't fly.

Pin # 16 is a C45. This Beechcraft is one of several models I had an opportunity to fly. I was able to fly some of the Navy officers to different fields in Florida and other states on inspections. It is the only airplane in which I was involved in damaging the airplane. I was teaching a young naval officer to fly the plane on touch and go landings and takeoffs. As we almost obtained flying speed he hit the switch to retract the landing gear. Since we were not going fast enough we settled down on the runway; consequently we bent both props and removed some of the paint on the bottom of the airplane. His remarks to the skipped of the base were that I had reprimanded him. Then he showed him the welts on the back of his hands where I slapped him to stop him from hitting the switches. Alas...I was too late in my reaction but with new propellers and some paint the airplane was able to fly again.

I hope to continue to be able to participate in many of the wonderful Lion activities and events as well as corresponding with you. Hope the year is full of joy and many hours of happiness for all of us.

Yours in Lionism

H. J. Orme  
1379 31<sup>st</sup> Street  
Ogden, Utah 84403

# H. J. Orme's Aircraft Story

## Set # 4 of 5 Sets



Pin #13 is a Cessna 310. A friend of mine bought this aircraft because it was a twin engine 6 passenger plane. It is one of the first airplanes to be used for corporate flying before jets. He was not experienced in landing and taking off in confined areas which was the case in the Sun Valley, Idaho area. Hence I was invited to be his pilot as he headed to go to Sun Valley. After we had experienced several trips he was "trained" and I was "released" from this fun volunteer duty. This was many years before the better and longer runway they currently use there.



Pin # 14 is another Cessna, the Cessna 150 Series. This is a single engine Cessna, some which only cost \$6,700.00. I had the opportunity to fly in this airplane several times. It is a very good airplane for the person who wants to fly without having a fortune tied up in an airplane. I was tempted several time to try to get into a flying club so I could do more flying with this aircraft but business, raising a family, service obligations and a belief that multi-engine aircraft was safer kept me from doing the flying I wanted.



Pin # 15 is a Dauntless SBD. This dive-bomber helped make a turning point in the struggle against the Japanese with the sinking of the aircraft carriers Akagi, Kaga and Hiryo during the Battle of Midway. I was able to get some training and flight time in this aircraft during my Navy flight career prior to training in twin engine medium range patrol bombers. It is the predecessor to the SBD-2 Hell divers which I didn't fly.



Pin # 16 is a C45. This Beechcraft is one of several models I had an opportunity to fly. I was able to fly some of the Navy officers to different fields in Florida and other states on inspections. It is the only airplane in which I was involved in damaging the airplane. I was teaching a young naval officer to fly the plane on touch and go landings and takeoffs. As we almost obtained flying speed he hit the switch to retract the landing gear. Since we were not going fast enough we settled down on the runway; consequently we bent both props and removed some of the paint on the bottom of the airplane. His remarks to the skipped of the base were that I had reprimanded him. Then he showed him the welts on the back of his hands where I slapped him to stop him from hitting the switches. Alas...I was too late in my reaction but with new propellers and some paint the airplane was able to fly again.

# H. J. Orme's Aircraft Story

April 13, 1997

Dear Lion

This is the fifth set and last set of my personal Trading pins featuring airplanes that I have flown as a pilot. I hope you have enjoyed the series as it certainly has brought me pleasure to share them and some of my memories with you.

Pin #17 is a B25 Airplane. When I was coming home on leave from the Navy one time I was able to obtain a ride with some Army pilots. We were grounded in Denver with bad weather. The clouds had settled down leaving only the base of the mountains visible. I had an instrument pilot rating (which none of the others did) and since the army pilots wanted to get out of Denver we did an airport control tower instrument take off. I was one of the few Navy pilots whoever had the opportunity to fly an Army aircraft. We were then able to head west. We landed at Pocatello, Idaho for me and they went on to report to their post.

Pin # 18 is a DC3. This was the work horse of the airlines for many years. While stationed in South America I was able to fly this dependable aircraft. Later I was able to fly a few flights with a friend of mine who was the pilot for an admiral in Miami. Then I was in a position that I flew one or two other DC 3 airplanes several times over the new few years. I knew some of the pilots of United Airlines and whenever I flew commercially on that line I tried to get on their flights so that I was able to sit in the cockpit and be copilot for them.

Pin # 19 is one of the Beech Craft airplanes we had in Miami that we flew some of the Navy officers around to make inspections of the Naval Fields in the southern part of the country. I was also able to pilot a couple of flights to Washington, D.C. This airplane had seating for 6 to 8 passengers and operated at a much cheaper rate than some others, ie the DC3 and PV1.

Pin # 20 is a Ford Trimotor airplane. The only one I flew was made in 1928 and was used in the forest areas of Brazil. Three of us (one Brazilian pilot, another Navy pilot and yours truly) wanted to go back into the jungle area to purchase some semiprecious stones. The pilot of the airplane told us that we would all have to be copilots and/or pilots on the trip. There were several stops at postage-sized jungle air strips. This airplane climbed in altitude at almost the same rate as it did in a forward direction. (Not exactly the correct ratio, but it seemed that way to me at that time). They referred to this aircraft as the flying billboard. Since the skin of the airplane was corrugated sheet metal. They were used in the bush country like Alaska and the jungles of Brazil and Africa. There are even a few of this aircraft in operation today.

I hope to see you in the near future and continue to enjoy our friendship and service in Lions.

Yours in Lionism

H. J. Orme  
1379 31<sup>st</sup> Street  
Ogden, Utah 84403

# H. J. Orme's Aircraft Story

## Set # 5 of 5 Sets



Pin #17 is a B25 Airplane. When I was coming home on leave from the Navy one time I was able to obtain a ride with some Army pilots. We were grounded in Denver with bad weather. The clouds had settled down leaving only the base of the mountains visible. I had an instrument pilot rating (which none of the others did) and since the army pilots wanted to get out of Denver we did an airport control tower instrument take off. I was one of the few Navy pilots whoever had the opportunity to fly an Army aircraft. We were then able to head west. We landed at Pocatello, Idaho for me and they went on to report to their post.



Pin # 18 is a DC3. This was the work horse of the airlines for many years. While stationed in South America I was able to fly this dependable aircraft. Later I was able to fly a few flights with a friend of mine who was the pilot for an admiral in Miami. Then I was in a position that I flew one or two other DC 3 airplanes several times over the new few years. I knew some of the pilots of United Airlines and whenever I flew commercially on that line I tried to get on their flights so that I was able to sit in the cockpit and be copilot for them.



Pin # 19 is one of the Beech Craft airplanes we had in Miami that we flew some of the Navy officers around to make inspections of the Naval Fields in the southern part of the country.

I was also able to pilot a couple of flights to Washington, D.C. This airplane had seating for 6 to 8 passengers and operated at a much cheaper rate than some others, i.e. the DC3 and PV1



Pin # 20 is a Ford Trimotor airplane. The only one I flew was made in 1928 and was used in the forest areas of Brazil. Three of us (one Brazilian pilot, another Navy pilot and yours truly) wanted to go back into the jungle area to purchase some semiprecious stones. The pilot of the airplane told us that we would all have to be copilots and/or pilots on the trip. There were several stops at postage-sized jungle air strips. This airplane climbed in altitude at almost the same rate as it did in a forward direction. (Not exactly the correct ratio, but it seemed that way to me at that time). They referred to this aircraft as the flying billboard. Since the skin of the airplane was corrugated sheet metal. They were used in the bush country like Alaska and the jungles of Brazil and Africa. There are even a few of this aircraft in operation today.