

Pangborn, Herndon, Bromley Bibliography

By Justin Libby

There are over 100,000 items relating to the life and career of Clyde Edward Pangborn Papers housed at Washington State University in Pullman, Washington with eight containers, occupying eleven linear feet of shelf space, contain approximately 9550 items and are arranged in eight series including: Correspondence, 1919-1958 which has been divided into four sub series: Family, 1924-1957; Personal, 1921-1958; Business, 1919-1958; and Telegrams, 1919-1958. The Subject File, 1918-1958 consists of a single subject file, alphabetically arranged covering the period from the beginning of Pangborn's flying career with the military to his death in 1958. The third series consists of Business and Financial Records, 1922-1958 again arranged alphabetically in a single subject series. The majority of this file documents in great detail the daily expenses of Pangborn's air exhibition circus, "The Flying Fleet" from January 1930 through February 1931. The fourth series includes newspaper and magazine Clippings, 1925-1958 recording the exploits of Pangborn throughout his career including clippings from the Gates Flying Circus, the trans-Pacific flight and the MacRobertson International Air Race among other achievements and notoriety.

The next section is the photographic section consisting of images of Pangborn's airplanes, his friends, flying colleagues as well as other events in his long and distinguished career from 1918-1958; The sixth series entitled Books and Scrapbooks, 1920-1958 houses navigation notebook which is undated, a history of the Royal Air Force Group 45 that he flew with in WWII and a series of scrapbooks from 1920-1946 with some materials from 1958 in alphabetical order. In this collection the materials relating to the 1930s are extensive and of major interest. There are two scrapbooks dealing with the "Around-The-World" flight and the trans-Pacific crossing.

In the seventh series entitled Memorabilia, 1919-1958 are aviation maps, business cards, newsreel footage of the landing in Wenatchee after the trans-Pacific flight, flying magazines from the 1920s and items from his time in the Middle East as part of the Royal Air Force Ferry Command during WWII. The eighth and final series consists of Oversized Materials, 1918-1958 featuring posters from the Gates Flying Circus, miscellaneous photographs, newspapers as well as sketches and portraits of Pangborn's life.

A short drive from Pullman the interested reader will find additional materials at the North Central Washington Museum Association in Wenatchee, Washington as well as in the CP-025000-01 files in the National Air and Space Museum, Smithsonian Institution, Washington, D.C., and the William E. Borah MSS housed in the Library of Congress in the nation's capital. The public record regarding Herndon is not as extensive as it is for his trans-Pacific partner but the reader should consult American Institute of Aeronautical and Astronautics, Box 49, "Hegenberger-Hickam" folder in the Library of Congress James Madison Building Manuscript Reading Room and an interesting essay "Fly High, Steady and Straight: The 60th Anniversary of the First Non-stop Trans-Pacific Flight" that can be found in the National Air and Space Museum Library, Washington, D.C.

Biographical materials on Pangborn can be located in the following:

Richard P. Hallion, "Clyde Edward Pangborn," in John A. Garraty, ed., Dictionary of American Biography, Supplement Six, 1956-1960 (New York: Charles Scribner's Sons, 1980), 492-493

Concise Dictionary of American Biography: Complete Edition To 1970 (4th ed: New York: Charles Scribner's Sons, 1990), 857

Roger D. Launius, "Clyde Edward Pangborn," in John A. Garraty and Mark C. Carnes, eds.,

American National Biography, XVI (New York: Oxford University Press, 1999), 965-966

Ernie Gross, ed., The American Years: A Chronology of United States History (New York: Charles Scribner's Sons, 1999), 314

The New York Public Library American History Desk Reference (2nd ed: New York: Stoniesing Press Book for The New York Public Library, 2003), 436 and 449

Roland W. Hoagland, ed., The Blue Book of Aviation: A Biographical History of American Aviation: 1932 Edition (Los Angeles: The Hoagland Company, 1932), 209. A biographical sketch of Herndon appears in the same source, page 221-222 yet most curiously, there is no biographical entry for Harold Bromley.

For stories relating to Pangborn and Herndon's flights the reader might wish to consult:

Pangborn in the "Aeronautics: World Flights" section of The New York Times Index, A-L, 1931, pages 80-81.

A most interesting episode in Herndon's life was reported in The New York Times, December 7, 1931, 7 with the title "Charged With Manslaughter in Connection With Death of R. O'Brien In Auto Crash". The announcement that Herndon had been held by authorities for questioning was reported the next day in the same newspaper on page 5.

The majority of stories relating to Pangborn and Herndon's pioneering flight are found in:

The New York Times including:

"C. Pangborn and H. Herndon Plan 15-Day Flight," March 19, 1931, 2

"Change Plans," April 5, II, 5

"Receive Permission to fly Over Soviet Territory," April 12, 1931, 3

"Plans: Route Illustration of the Plane," June 14, 1931, IX, 1 and June 16, 1931, 2

"Fly to Hartford, Connecticut For Final Check Up Of Plane," June 19, 1931, 2

"Flight Delayed By Weather," July 4, 1931, 3

"Overloaded Plane Fails To Rise; Take-off Postponed," July 18, 1931, 1

"Make Load Test," July 25, 1931, 1; "Plans," July 28, 1931, 3

"Leave Harbor Grace, NF; Careers of Fliers; Portraits; Maps," July 29, 1931, 6 and July 29, 1931, 1
 "Safe in Wales: Stopped by Fog; Start for Croydon," July 30, 1931, 8
 "At Berlin: Fliers Story: Leave For Moscow," July 31, 1931, 5
 "Log of Flight: Family Reactions," July 31, 1931, 2
 "Leave Moscow: Herndon's Story of Flight," August 1, 1931, 1.
 "Comparison of Flight With That of Wiley Post and Harold Gatty," August 1, 1931, 4
 "Make Forced Landing at Jietliegari Due To Bad Weather; Continue to Omsk, Siberia; Take off for Chita; Comparison with Post-Gatty Flight," August 2, 1931, 1 and also on August 2, 1931, 2
 "Leave Chita; Comparison with Post-Gatty Flight," August 3, 1931, 1
 "At Khabarovsk, Siberia After Being Forced Down in Manchuria and Delayed 6 Hours; Comparison with Post-Gatty Flight," August 4, 1931, 7
 "Fliers Praised: Herndon's Story," August 4, 1931, 5
 "Fliers Rest and Repair Plane; Plan Pacific Flight," August 5, 1931, 1
 "Leave Khabarovsk For Tokyo," August 6, 1931, 4.

The spying issue surrounding Pangborn and Herndon can be found in the following:

"Arrive at Tokyo: Violate Espionage Laws by Passing Over Japanese Fortifications; Held by Authorities; Released in Custody of Ambassador Forbes," August 7, 1931, 4
 "Held In Custody," August 8, 1931, 1
 "Investigations," August 9, 1931, 2 and also August 10, 1931, 3; August 11, 1931, 5; August 12, 1931, 4; August 13, 1931, 6
 "Editorial", August 11, 1931, 6
 "Herndon and Pangborn Will Be Indicted; Washington Official Denies Report That They Were Acting For The U.S. Government," August 14, 1931, 2
 "Face Judge On Pacific Flight: Herndon's Father-in-Law Seeks Aid of U.S. State Department," August 15, 1931, 1
 "Fliers Fined By Japanese Government: Basis of Charges; Money Forwarded by Backers; Plans For Pacific Flight," August 16, 1931, 2
 "Fines to be Paid; Permission for Pacific Flight To Be Asked." August 18, 1931, 5
 "Fines Paid: Permission for Pacific Flight Requested," August 19, 1931, 3
 "Japan Still Delays Permission For Pacific Flight: Herndon's Comment," August 23, 1931, 1
 "American Embassy Seeks Permit For Pacific Flight," August 25, 1931, 5.

In addition, the reader might be interested in these related stories including:

"Herndon Appeals to Senator Borah For Influence To Lift Japanese Ban on Pacific Flight," August 27, 1931, 4. (Senator William Borah (1860-1940) was the senior Republican senator from Idaho and former Chairman of the Foreign Relations Committee. He became the chair upon the death of Senator Henry Cabot Lodge, Sr. in November 1924 and remained in that important position until 1933 when the Democrats captured the White House as well as both houses of the Congress resulting in Borah being replaced by Key Pittman (D. Nevada)
 "Permission Still Awaited," August 28, 1931, 3
 "Tokyo Obdurate on Permit: American Rules Cited by Aviation Bureau Chief," August 29, 1931, 6
 "Japanese Demand For Bond To Guarantee Removal Of Plane Surprises Backers in New York; Ready to Meet Demands," August 30, 1931, 3
 "Herndon's Family Believe Messages Are Censored," August 31, 1931, 2
 "Japanese Aviation Officials Ponder Application for Permission for Pacific Flight," September 1, 1931, 3
 "Japanese Exempt Plane From Duty Payment; Permission for Pacific Flight Still Withheld," September 3, 1931, 6
 "U.S. Embassy Requests Statement On Status From Japanese Foreign Office," September 4, 1931, 5
 "Japanese Aviation Bureau Now Question Life of Herndon's Plane With Heavy Load of Gas," September 6, 1931, 5. The New York Times then published a letter by Herndon critical of the American Embassy in Japan in the handling of the case on September 6, 1931, III, 5.

For the stories on preparing for the Pacific flight see:

"Plane Ready For Flight," September 8, 1931, 5
 "Japanese Cabinet Considers Application for Pacific Flight," September 9, 1931, 4
 The Japanese Aviation Bureau was not in any hurry to issue a flight permit as seen in the story "Letter Upholding Japan's Position," September 10, 1931, 7
 "Permit For Flight Expected," September 11, 1931, 4
 "Aviation Bureau Still Delays Permit," September 16, 1931, 5
 "Japanese Expected To Grant Permit," September 19, 1931, 1
 "Permit Granted By Aviation Bureau," September 20, 1931, 4.

Pangborn and Herndon were finally released and the following stories appeared in The New York Times including:

"Leave Tachikawa for *Sabishiro Beach," September 29, 1931, 4

- “Ready For Pacific Flight,” October 1, 1931, 6
- “Delayed By Weather,” October 3, 1931, 5
- “Take-Off From *Sabishiro Beach; Reported Passing Over Nemuro,” October 4, 1931, 1
- “Reported Over Alaska,” October 5, 1931, 1
- “Land At Wenatchee, Washington: Made Non-Stop Flight in 42 Hours, 13 Minutes,” October 6, 1931, 4-6 and October 6, 1931, 3; Editorials appeared on October 6, 1931, 5 and October 7, 1931, 6. In many news accounts the spelling of Samishiro was also cited as Sabishiro

Following the success of the flight The New York Times reported accolades regarding Pangborn and Herndon’s feat including Japanese praise

- “Fliers Feted in Wenatchee: To Receive Prize Money From Tokyo Asahi: May Get Seattle Prize,” October 7, 1931, 2
- “Flight Acclaimed By Japanese,” October 7, 1931, 4
- “Japanese Assure Payment Of Prizes; Fliers Will Not Receive Seattle Prize; Lindbergh Sends Congratulations,” October 8, 1931, 1
- “Seattle Welcomes Fliers,” October 9, 1931, 1
- “Plans For New York City Visit,” October 17, 1931, 7.

Arriving in the East they were celebrated as well including:

- “At New Castle, Delaware,” October 18, 1931, II, 7
- At Floyd Bennett Field; Portraits With Herndon’s Wife and Mother, October 19, 1931, 2
- “Welcomed By Mayor Walker At City Hall; Receive Medals; Luncheon Attended By Distinguished Fliers,” October 20, 1931, 1
- “President Hoover and Ambassador Debuchi Congratulate Fliers On Visit To Washington,” October 22, 1931, 2
- “Check Presented To Fliers At Luncheon Given By Tokyo and Osaka Newspapers,” October 23, 1931, 3
- “Reception For Fliers At New York University,” October 24, 1931, 4
- “Plane Damaged,” November 4, 1931, 2
- “Welcomed By Governor Cross of Connecticut,” November 5, 1931, 4
- “Entertained By Daedalus Society of New York University,” November 6, 1931, 6
- “By the New York Exchange Club,” November 13, 1931, 2
- “By the Nassau Club of Princeton, New Jersey,” November 19, 1931, 4
- “The Imperial Aeronautical Society of Japan Confers White Medal of Merit On Fliers,” November 21, 1931, 5

Confirming the strained relationship following the flight between Pangborn and Herndon see:

- “Pangborn Says He and Herndon Made Flight While Hardly On Speaking Terms,” December 22, 1931, 2.

One of the more interesting and long titled periodical essays regarding the Pangborn-Herndon flight was written by J. D. Lodato, “How Clyde Pangborn, Hugh Herndon & Miss Veedol Tried To Set A New Circumglobal Record (But Failed) & Made The First Nonstop Transpacific Beach-To-Boise Flight Instead,” AOPA Pilot (Aircraft Owners and Pilots Association), (Oct. 1982), found in Pangborn Files, CP-025000-01, The National Air and Space Museum Library, Washington, D. C.

For stories relating to the Yoshihara flight in The New York Times, consult:

- “S. Yoshihara Plans Flight Under Auspices of Tokyo Hochi Newspaper,” April 21, 1931, 4
- “S. Yoshihara Takes-Off From Tokyo,” May 4, 1931, 4
- “At Nemuro, Japan,” May 5, 1931,6; May 6, 1931, 4
- “Takes-Off From Nemuro,” May 7, 1931, 2
- “Forced Back To Nemuro,” May 8, 1931, 5
- “At Naibo Island of Iturup,” May 9, 1931, 2
- “Yoshihara Damages Plane; Flight Delayed,” May 15, 1931, 2
- “S. Yoshihara To Resume Flight On June 26,” June 2, 1931, 1
- “Second Plane Being Prepared For S. Yoshihara Crashes On Trial Flight,” July 7, 1931, 4
- “Yoshihara Plans Resumption of Flight,” July 9, 1931, 5
- “Japanese Imperial Aviation Society Offers Prize of \$50,000 For 1st Non-Stop Flight In Japanese Plane by Japanese Airman,” August 11, 1931, 2
- “S. Yoshihara Plans Another Attempt,” August 22, 1931, 7

In 1932 Yoshihara planned another attempt that can be consulted in the following:

- “Yoshihara Plans Flight From United States To Japan”, April 3, 1932, IX, 6
- “Yoshihara Arrives in New York From England”, April 17, 1932, 2
- “S. Yoshihara and T. Oishi Crash In Test Flight, Oakland, California, Both Hurt”, May 17, 1932, 2. The flight never materialized.

For the death of Herndon consult The New York Times, April 6, 1952
The obituary for Pangborn appeared on March 30, 1958, 89.

Periodicals

“First Hop Over The Pacific,” Literary Digest (Oct. 17, 1931), III, 8
“Portrait”, Outlook (Dec. 30, 1931), CLVIII, 572.

Monographs:

John Anderson, Introduction To Flight (Boston: McGraw-Hill, 2000)
Brandt Aymar, ed., Men in the Air (New York: Crown, 1990)
Richard Bach, A Gift of Wings (New York: Dell, 1974)
Wayne Biddle, Barons of the Sky: From Early Flight to Strategic Warfare-The Story of the American Aerospace Industry (New York: Henry Holt, 1991)
Robert Bilstein, Flight Patterns: Trends of Aeronautical Development in the United States, 1918-1929 (Athens; University of Georgia Press, 1983)
Robert Bilstein, Flight in America, 1900-1983: From The Wrights to the Astronauts (Baltimore: The Johns Hopkins University Press, 1984 and reprinted in 1994)
Ezra Bowen, Knights of the Air (Alexandria, VA: Time-Life Books, 1980).

For additional valuable sources the reader should consult,

Walter Boyne, The Leading Edge (New York: Stewart, Tabori, and Chang, 1986)
Walter Boyne, The Smithsonian Book of Flight (Washington, D. C. Smithsonian Institution, 1987)
Leonard Bridgeman, The Clouds Remember (London: Gale and Polden, 1938)
Martin Caidin, Barnstorming (New York: Bantam Books, 1991)
Carl M. Cleveland, “Upside Down” Pangborn: King of the Barnstormers (Glendale, California: Aviation Book Company, 1978)
Joseph Corn, The Winged Gospel: America’s Romance with Aviation, 1900-1950 (New York: Oxford University Press, 1983)
Wesley F. Craven and James L. Cate, Men and Planes (Chicago: University of Chicago Press, 1955).
Tom D. Crouch and Janet Bednark, eds., The Meaning of Flight in the 20th Century: Proceedings of the 1998 National Aerospace Conference, (Dayton, Ohio, Wright State University Press, 2000)
Tom D. Crouch, Wings: A History of Aviation From Kites To The Space Age (New York: W.W. Norton, 2003)
Don Dwiggin, The Barnstormers: Flying Daredevils of the Roaring Twenties (New York: Grosset and Dunlap, 1968)
Eugene Emme, ed., Two Hundred Years of Flight in America: A Bicentennial Survey (San Diego: American Astronautical Society, 1977)
C.H. Gibbs-Smith authored several books worth the reader’s time including: A History of Flying (New York: Praeger, 1954)
Aviation: An Historical Survey From Its Origins to the End of WWII (London: HMSO, 1970 and reprinted in 1985)
Flight Through The Ages (New York: Crowell, 1974).
Carroll V. Glines, Roscoe Turner (Washington, D.C. Smithsonian Institution, 1995)
Bill Gunston, A Century of Flight (New York: Gallery, 1988)
Terry Gwynn-Jones, Faster and Faster: Aviation’s Adventuring Years, 1909-1939 (Washington, D.C.: Smithsonian Institution Press, 1991)
Terry Gwynn-Jones, Wings Across The Pacific (New York: Orion, 1991)
Richard P. Hallion, Legacy of Flight: The Guggenheim Contribution to American Aviation (Seattle: University of Washington Press, 1977)
Joseph Hamlen, Flight Fever (Garden City, NY: Doubleday, 1971)
James P. Harrison, Mastering The Sky: A History of Aviation From Ancient Times To The Present (New York: Sarpedon, 1996)
Ronald W. Hoagland, ed., The Blue Book of Aviation (1932)
Frank Howard and Bill Gunston, The Conquest of the Air (New York: Random House, 1972)
Grover Loening, Our Wings Grow Faster (Garden City, NY: Doubleday, Doran, 1935)
Grover Loening, Takeoff into Greatness: How American Aviation Grew So Big So Fast (New York: G.P. Putnam’s Sons, 1968)
Donald S. Lopez, Aviation: A Smithsonian Guide (Washington, D.C.: Macmillan, 1995)
Herbert Molloy Mason, Bold Men, Far Horizons: The Story of Great Pioneer Flights (Philadelphia: Lippincott, 1966)
Paolo Matricardi, A Concise History of Aviation (New York: Crescent, 1985)
David Mondey, ed., Aviation: The Complete Book of Aircraft and Flight (London: Octopus, 1980)
John H. Morrow, The Great War In The Air: Military Aviation From 1909-1921 (Washington, D. C.: Smithsonian Books, 1993).

Also of historical value are:

Ben Mackworth-Praed, ed., Aviation: The Pioneer Years (London: Studio Editions, 1990)
Lester Maitland, Knights of the Air (Garden City, NY: Doubleday, Doran, 1929)
Paul O’Neill, A Dream of Eagles (Boston: Houghton-Mifflin, 1973)
Paul O’Neill, Barnstormers & Speed Kings (Alexandria, VA: Time-Life-Books, (1981)
Wiley Post and Harold Gatty, Around The World in Eight Days: The Flight of the Winnie Mae (New York: Orion, 1989)
Curtis Prendergast, The First Aviators (Alexandria, VA: Time-Life Books, 1981)

William Rhode, *Bailing Wire, Chewing Gum and Guts: The Story of the Gates Flying Circus* (Port Washington, N.Y., Kennikat Press, 1970)

Cecil R. Roseberry, *The Challenging Skies: The Colorful Story of Aviation's Most Exciting Years, 1919-1939* (Garden City, NY: Doubleday, 1966)

Frank Tallman, *Flying The Old Planes* (Garden City, NY: Doubleday, 1973)

Michael J. H. Taylor, *Great Moments in Aviation* (New York: Mallard, 1989); Michael J. H. Taylor, *History of Flight* (New York: Crescent, 1990).

K. C. Tessendorf, *Barnstormers and Daredevils* (New York: Atheneum, 1988)

Tre Trycare, *The Lure of Flight* (Gothenburg, Sweden: Cagner, 1970)

Henry Serrano Villard, *Contact: The Story of the Early Birds—Man's First Decade of Flight from Kitty Hawk to WWI* (Washington, D.C.: Smithsonian Institution, 1987)

Sally Macready Wallace, *John Macready: Aviation Pioneer* (Manhattan, KS: Sunflower University Press, 1998). Mrs. Wallace is the daughter of John Macready

Robert Wohl, *A Passion For Wings: Aviation and the Western Imagination, 1908-1918* (New Haven: Yale University Press, 1994).

For materials relating Harold Bromley and his attempt to fly the Pacific from Tacoma, Washington with Harold Gatty consult:

"Tacoma-Tokyo Hop Delayed By Winds," *Washington Post*, July 27, 1929, 2 as well as in the same newspaper, "Pacific Hop Flier Plans To Take Off In 10 Days," *Washington Post* August 9, 1930, 6

"Two Leg Hop Seen For Tacoma Fliers," *Washington Post* August 31, 1930, 11

"Bromley Soars Over Pacific On Japan-U.S. Nonstop Record Hop," *Washington Post* September 14, 1930, 1

"Coast Awaits World," *Washington Post* September 15, 1930, 2

"U.S. Aviators Attempting Pacific Flight Return To Japan After Fighting Fog," *Washington Post* September 15, 1930, 1.

In *The New York Times*, see,

"H. Bromley Reaches Tacoma, Wash For Non-Stop Flight To Tokyo," July 20, 1929, 2

"Illustration of Plane," July 21, 1929, IX, 1

"Preparations," July 21, 1929, 1; July 22, 1929, 3; July 23, 1929, 1; July 24, 1929, 5; July 25, 1929, 3; July 25, 1929, 2; July 26, 1929, 2

"Weather Delays Start," July 27, 1929, 4

"Bromley Waiting For Weather For Start," July 28, 1929, 1

"Plane Crashes: Bromley Unhurt," July 29, 1929, 5

"Plans To Rebuild Plane," July 30, 1929, 3.

For the 1930s see:

"H. Bromley's Plans for Non-Stop Flight From Tacoma to Tokyo End When Plane Crashes In Test Flight, Fatally Injuring M.W. Catlin," May 25, 1930, 3

"Bromley Plans Tacoma-Tokyo Flight," July 10, 1930, 4

"Tests Plane," July 23, 1930, 2

"Bromley And H. Gatty Sail For Japan To Fly Back To U.S.," July 27, 1930, 2

"Tokyo Flight Abandoned," July 27, 1930, 18

"Bromley Waiting Weather For Start," July 28, 1929, 17

"Bromley And H. Gatty Arrive In Yokohama: Plans For Tokyo-Tacoma Flight," August 9, 1930, 5

"Ocean Flier In Japan," August 9, 1930, 16

"Bromley Postpones Test Flight In Japan For Minor Adjustments," August 24, 1930, 2

"Bromley And H. Gatty Delay Start," August 26, 1930, 3 and August 27, 1930, 4

Wilfrid Fleisher, "American Delay Japan-Tacoma Hop," August 26, 1930, 4

"Weather Still Bars Transpacific Flight," August 27, 1930, 5

"Bromley Delayed By Weather," August 28, 1930, 1

Wilfrid Fleisher, "Wait Good Weather For Pacific Flight," August 28, 1930, 3

"Bromley Makes False Start: Forced To Dump Fuel," August 30, 1930, 4

Wilfrid Fleisher, "Transpacific Plane Makes False Start," August 30, 1930, 3

"Stop In Alaska For Refueling Proposed," August 31, 1930, 3

Wilfrid Fleisher, "Plans Alaska Halt On Pacific Flight," August 31, 1930, 8.

In the autumn the newspaper continued with additional stories including:

"Bromley Seeks Field Large Enough For Take-off With Full Load of Gasoline," September 3, 1930, 6

"Beach Near Northern Part of Hondo Island Chosen," September 8, 1930, 2

"Fog Delays Take-Off," September 12, 1930, 3

"Bromley And Gatty Leave Sabishiro Beach For Tacoma Route; Tacoma Prepares Welcome; History of Previous Attempts; Careers of fliers; Portrait of Bromley," September 14, 1930, 1 and September 14, 1930, 1.

When the pilots began their Pacific voyage The New York Times reported:

“Fliers Leave Japan On 4,553 Mile Hop Across The Pacific,” September 14, 1930, 1
“Transpacific Flier Is Native of Canada,” September 14, 1930, 24
Wilfrid Fleisher, “Fliers Back In Japan After 25-Hour Flight With Pacific’s Fog,” September 15, 1930, 1
“Fliers Forced To Return To Japan: Reported To Have Landed At Shiriyaziki; Radio Messages,” September 15, 1930, 1
“Bromley Reports That Damaged Exhaust Pipe Caused Forced Return,” September 16, 1930, 1
Wilfrid Fleisher, “Damaged Exhaust Sent Bromley Back,” September 16, 1930, 10
“Bromley Abandons Flight Until Spring: Gatty Describes Landing,” September 17, 1930, 1
“Bromley May Try Again,” September 30, 1930, 31
“Bromley and Gatty Fly Plane From Sabishiro Beach To Tachikawa Air Field, Tokyo; Plan Another Attempt In October,”
September 30, 1930, 5.

Bromley tried again unsuccessfully once again to fly to Japan from the United States in 1932 in order to receive \$30,000 prize money for the completion of the flight. Consult, in The New York Times:

“Bromley Receives Permission From Japan To Land Near Tokyo,” May 15, 1932, 2
“Bromley Flies From Dallas, Texas To Camden, New Jersey in 13 ¼ Hours,” May 28, 1932, 1
“Bromley Plans Flight,” May 30, 1932, 2
“At Amarillo, Texas En Route To Pacific Coast: Seattle-Tokyo Flight Prize Money To Revert To Donors If Flight Is Not Completed By Midnight, June 1, 1932,” May 31, 1932, 2
“H. Bromley Lands At Burbank,” June 1, 1932, 6.

Obituaries pertaining to the death of Harold Bromley may be found in Richard Goldstein, “Aviator Lacking Lindbergh’s Luck Dies At 99,” New York Times, January 11, 1998, 28 as well as “A. Harold Bromley, 99, Was Pioneer In Aviation,” The Cleveland Plain Dealer, January 12, 1998, 5; “H. Bromley, Lacked Lindbergh’s Luck,” The Fort Lauderdale Sun Sentinel, January 11, 1998, 7
“Earhart Flight Instructor Dead At 99,”
The Las Vegas Review-Journal, January 3, 1998, 3
“A. Harold Bromley; First To Try Transpacific Flight,”
The Los Angeles Times, January 4, 1998, 5
A. Bromley, Aviation Pioneer,” The Milwaukee Journal Sentinel, January 7, 1998, 6
“Harold Bromley Would Be Lindbergh Lacked Luck,” Pittsburgh Post-Gazette, January 11, 1998, 6.