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Harold E. Morehouse Flying Pioneers Biographies Collection - Domenjoz, John

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West 42d Street.

Domenjoz started flying at once at Sheepshead Bay Race Track, Long Island, where he soon had huge crowds coming to see his expert flying. He put on some great shows and soon the Track Committee made arrangements for him to fly weekly, some in connection with automobile racing events. On Election Day, 1915, he flew over Manhattan and the Harbor, circled the Statue of Liberty and looped over the heart of the city. These weekly shows continued, then on December 11th he exhibited at Goshen, New York, making three flights there for a Hospital Benefit Celebration.

During the winter of 1915-1916 Domenjoz toured the south, then worked north toward spring. In late February he put on his show at Richmond, Virginia, then in early March was at Washington, D.C. for the Pan American Congress. There he circled the Capitol and Washington Monument and put on a fine stunt show over the city. Following this he went to Havana, Cuba, then back to New York where he started flying again at Sheepshead Bay. During the summer of 1916 he toured the midwest with Curtiss pilot Baxter Adams, putting on an added attraction of bomb dropping and mock aerial warfare.

Over the winter months of 1916-1917 Domenjoz was in France testing new Spads for Bleriot Company at Pau, then in May, 1917 he returned to the United States to fly exhibition dates for the Kulyskens through the summer season. After this he became a civilian Government flying instructor at Park Field, Memphis, Tennessee where he remained through 1918.

In 1919 he resumed exhibition and barnstorming work and that year obtained a post-war U. S. Flying License No. 340.

In 1920 he stored his plane on Long Island and returned to France, where he remained until 1937. Returning to New York he learned that the farmer where he had stored his plane had sold it to the Roosevelt Field Museum for unpaid rent.

Domenjoz was also a skilled tool maker and remained employed in New York for a time, then moved to Manchester, Connecticut where he worked as an inspector for Pratt and Whitney Aircraft Corporation for four years. While there he made a large sail glider. It was a rather conventional fuselage-type monoplane with normal landing gear and tail skid. It had a large wing with a high mast above the wing for

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