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

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During the winter of 1915-1916 Domenjoz toured the South, then as springtime approached he began working northward. In late February he put on his show at Richmond, Virginia, then in early March he ~~was~~ performed 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 flew 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 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 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. It was still there in 1946 when Paul Garber, curator ~~aviator~~ of the National Air Museum, saw it and obtained it for the National Collection.

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 the Pratt and Whitney Aircraft Corporation for four years. While there he made a large 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 or cabane above the wing for a sail, similar to that on a sail boat. When completed, he took the glider to Early Bird Harry M. Jones' Old Orchard Beach airstrip, where ~~Domenjoz~~ he planned to test it. He believed that with full sail, in a proper wind, he could get up enough speed along the beach to lift off, and by proper handling could sustain flight without an engine.

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