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

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West 42nd Street.

Domenjoz soon started flying ~~at once~~ at once at ~~Sheepshead Bay Race Track, Long Island,~~ where ~~he soon had~~ huge crowds ~~coming~~ coming ~~to see his expert flying.~~ He put on some great shows and soon the Track Committee made arrangements for him to fly weekly, ~~soon 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, the as spring time approached ~~worked north~~ he began working northward. 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 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 serial warfare.

Over the winter months of 1916-1917 Domenjoz was in France testing new Spads for the Bleriot Company at Pau, then in May, 1917, he returned to the United States to fly exhibition dates for Kulyssens 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 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 Garter, curator 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 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

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