

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

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West 42nd Street.

Domenjoz soon started flying [[crossed out]] at once at [[/crossed out]] Sheepshead Bay Race Track, Long Island, where [[crossed out]] he soon had [[/crossed out]] huge crowds [[crossed out]] coming [[/crossed out]] came to see his expert flying. He put on some great shows and soon the track committee made arrangements for him to fly weekly, sometimes 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 [[crossed out]] worked north [[/crossed out]] 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 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 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

art Ald street. Domanies stayted flying at time at thespelsed by ince Truck, Long Lefond, where he was the huge create swaller to see his expert flying, ile put on mosgreat moss and som the Track Committee usds arrengements for the to fly usekly, come in connection with submobile rucing events. On Election Sey, 1915, he flew over Ministen and the Nartor, circled the States of Liberty and Looped over the heart of the city. These meanly moves continued, then on December 11th he addibitad at Gomban, New York, making three flights there for a Hospital Benefit Gwlebretiets During the mirkor of 1915-1916 Down joz teered the boath, that where weether As history mining, he late February as put on his show at disheard, Highlis, then in early larch one at Washington, U.S., for the Fan American Congress. There he circled the Capital and Manufactor Manuscrt and put on a fine stort show over the city. Fallowing this he went to favore, Cobe, then back to New York share he adveted Theing again at Observated May. Duries, the sames of 1916 he toured the Miderat with Carties pilot Barter Adams, putting on an added attraction of book dropping and Ower the wister worths of 1916-1917 Domagoz was in France tooking new 2000s for the Electot Coopery at rea, then in May, 1917 he returned to the United States to fly emiblish dates for Eulystone through the summer season. After this he become a mivilian Government flying instructor at each Field, Logisto, Ternasses, show he readed through 1918, In 1919 he yearsed emilition on bemotoring may and that year obtained postern T. S. Figing Moonse in. Mr. In 1930 he stored his place on Long Laboration and returned to France, where he remined until 1937. Maturning to See Seric be learned that the farmer obers by held stored his plane had sold it to the Associate Field instant for equal front, in the standard of the standard o a time, then seved to Hardhauter, Connecticut, where he surjed as as impactor for Prott and Unitery Aircraft Conversation for four years. While there he sade a large sett gliner. It was a rather mountained futclage-type sampless of the normal land-

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