

384 B Archer Way, N. W.
Atlanta 14, Georgia
February 3, 1957

Mr. J. C. Caldwell, Jr
Civil Aeronautics Board
Washington 25, D. C.

Re: Docket No. SR-2-1310

Dear Sir:

In reply to your letter of January 23, 1957 regarding Complaint filed against me by Mr. James T. Pyle, Administrator of Civil Aeronautics, Complainant, I am submitting the following in answer to the allegations.

I, Julius James Alexander, Jr, am the Student holder of Pilot Certificate No. S-146173, as alleged in item 2, said complaint. It is further true that I piloted Piper Model J-3 aircraft, Identification No. N-6482-H, the property of another, and said aircraft was piloted over and around Morehouse College, located in a congested area within the city limits of Atlanta, Georgia, and I was accompanied by aircraft N-7149-H, piloted by Carlos James Donald. It is further true that I did execute turns, dives, and climbs at such varying low altitudes below 1,000 feet as to endanger the lives and property of others. By my conduct, as above stipulated, I violated Section 60.12 of Civil Air Regulations and Section 60.17 of same.

I do not intend to deny the above charges, but an explanation, giving the causes and reasons for the charges are as follows:

1. Fulton County Airport is 820 feet above sea level; at the beginning of the above indicated flight, I flew at an altitude of 600 feet over Fulton County Airport, an Altimeter reading of 1420 feet over Fulton County Airport.
2. Upon leaving the pattern at Fulton County Airport, I gained altitude as per Altimeter reading of 2000 feet and headed towards Morehouse College, within the city limits of Atlanta, Georgia.
3. The area I flew over and around is 1100 feet above sea level, but during the flight I was not aware of this fact, consequently, I flew an altitude lower than anticipated.
4. Noticing students waving below, I lost altitude in order to return their waves and it was then that much awareness was given to our flying, realizing that the altitude of the flight was considerably low.
5. To regain altitude, it was necessary to pull out of this low altitude by climbing again to 2000 feet, altimeter reading, and a turn was made during this climb, to head back to Fulton County Airport.

I am enrolled as a student at Morehouse College which explains my flying over this particular area. It was never my intention to endanger lives and property, and surely not to frighten anyone.

At the time of the incident, I was interested in waving to fellow colleagues, and it was not until learning of the complaints that I realized the possible alarm to others, but I can definitely assure you gentlemen, that at no time was my action intentional and I am very sorry for my conduct during the flight in question.

All my life I have wanted to fly and the realization of this long awaited desire has meant more to me than anything I have desired and I certainly would not like to jeopardize my flying career because of this reported incident and I beg prayerfully of you to please consider my case in a manner considerable to the gladness and happiness of my position as a Student Pilot. I was not being irresponsible, or deliberately ignoring Civil Air Regulations, but I must have become lost in elation, thereby deviating from the normal routines of practice, for which I am heartily sorry.

If given another chance, I will assure you that my future actions will be commendable and that at no time will I forget my responsibility to the flying code of ethics set forth by the Civil Air Regulations .

Lindbergh, Rickenbacker, Hughes and Scott, to mention a few of the great names in aviation, have set inspiring records, to be imitated by student pilots in the hope of becoming as great as they, but my actions have done nothing to enhance the good of aviation, but I shall strive in the future to make amends and become an asset to aviation rather than one to destroy the things built by great men before me.

Respectfully yours,

Julius James Alexander, Jr.
Julius James Alexander, Jr