

THE RON ALEXANDER STORY



Ron Alexander was born in 1942 in Bloomington, Indiana. At the age of 14 he took his first airplane ride in a military C-119 as a member of the Civil Air Patrol. Shortly after he began flying with CAP members in a PA-18. At age 16, he soloed an Aeronca Champ. Ron worked at the Bloomington, Indiana airport during high school and obtained his private license at age 17. He entered Indiana University in 1960 while working for a fixed base operator to obtain his commercial license. Ron entered the Air Force ROTC program and was accepted

into the flight training program. He later graduated from Indiana University as a Distinguished Military Graduate in the ROTC program.

Ron began instructing in light aircraft in 1962 and also flew as co-pilot on a C-45 and a DC-3 for Indiana University. After graduating from Indiana University School of Business in 1964 he entered the United States Air Force as a 2nd Lieutenant. After graduation from flight school in Lubbock, Texas Ron was assigned to the Military Air Transport Service flying C-130 aircraft to virtually every continent in the world. In November, 1966 Ron was assigned to South Vietnam to fly the C-7 Caribou supporting the Marine Corps and the Army Special Forces. He flew for a total of 12 months in Vietnam. During this year the Air Force awarded him the Distinguished Flying Cross and 2 Air Medals. He returned to the United States in November 1967 to Stewart AFB to instruct in the C-7. He obtained his glider rating in sailplanes during this tour of duty. Ron held the rank of Captain prior to his honorable discharge in 1969.

Ron moved to Chicago, Illinois in June 1969 to accept a pilot position with Delta Air Lines flying the Convair 880 and the DC-9. During his stay in Chicago he purchased his first airplane, a J-3 Cub. In 1974, Ron moved to Griffin, Georgia to live on a community airstrip and began flying out of Delta's Atlanta base.

During 1976, Ron began restoring antique airplanes. He restored a number of airplanes, including a PT17 Stearman which won the best PT at the annual Galesburg, Illinois National Stearman Fly-In.

Ron's airline career continued with his flying the DC-9, Boeing 727, and Lockheed 1011 as a co-pilot. In 1983 he became a Captain on the DC-9, and in 1986 he became a flight instructor and check pilot on the Boeing 737. He later flew as Captain on the Boeing 767. Later Ron served as

Chief Pilot on the Delta DC-3 which was restored by Delta and flown throughout the country. Ron retired from Delta Air Lines in 2002 with 34 years of service.

Ron founded Alexander Aeroplane Co. in 1979. This company became a major supplier of materials to aircraft builders and restorers. He purchased a DC-3 that he restored with the help of Alexander Aeroplane employees. The airplane was used for promotional purposes for many years. He sold Alexander Aeroplane to Aircraft Spruce and Specialty in 1996. During his ownership of Alexander Aeroplane, Ron developed a series of hands-on workshops named Sport Air workshops. He sold this program to the EAA in 1999. They are still in operation today.



In 1992, Ron purchased Stits Poly-Fiber, Inc. a company that manufactures the Poly-Fiber covering process. Ron was President of the company for many years and later sold the company in 2002. This company is still in operation today.

Ron was a regular contributor to Sport Aviation magazine writing technical articles for aircraft builders and restorers. Ron also published a book on

spray painting which is sold through the EAA today. He also wrote articles for Kitplane Magazine.

In 2003 Ron started Atlanta Aerospace Composites and in 2004 the company received a FAR Part 145 repair station certificate. The company is still in business today, focusing on radome testing and repair work, as well as composite and sheet metal repairs, emergency equipment and cargo nets for the airline industry. The company currently employees over 30 people and is located in Griffin, Georgia.

In 2003 Ron purchased Accessory Overhaul Group, a FAA Part 145 accessory overhaul facility specializing in overhaul of brakes, generators, wheels, etc. He sold the company in December, 2011.



In 2004, Ron founded the Candler Field Museum, a 501C organization. He centered the creation of the museum on the history of the old Atlanta, Georgia airport originally named Candler Field. He also formed a 29 lot airpark development and restaurant, all located in Williamson, Georgia. A youth program was formed, focusing on teaching

young people how to fly and to develop career pathways to aviation.

Ron was a regular speaker at numerous aviation related functions including Air Venture and Sun n Fun. He remained active flying a number of antique aircraft until his tragic death in 2016, while flying a Curtis JN4D, which he co-owned with a friend and aircraft builder, who restored the aircraft. A pilot and friend accompanied Ron on the flight that day and was also killed.

At the time of his death, Ron owned his first bought airplane, the J-3 Cub, a DC-3, a Waco YMF-5, and a Stearman Cloudboy 6L, a very rare aircraft. Ron had flown over 25,000 hours.