

ALASKAN TOUR:

Flavorful and Exciting Experience

The modern building predominating this aerial shot of Anchorage looking west is the Alaskan Regional Headquarters. Personnel have a scenic view of the inlet.



Anchorage International Airport is a crossroad for polar flights.



Southern Region Director James Rogers also served in the





Big town got you down? Are you driving the freeways more and enjoying it less? Then an assignment in the Alaskan Region might be just the thing for you—and your family.

In its eighth year of statehood, Alaska still retains much of the flavor and excitement of the western frontier at the turn of the last century. It is a wonderful place with mighty mountains and glaciers, tremendous distances, wild animals, rich resources and interesting people.

Perhaps it is the people who make Alaska the most interesting place of all. Friendly, fiercely independent, intelligent—there are more college degrees per capita in Alaska than in any other state—they have a *joie de vivre*, a zest for living, which one would find in few other places.

In an under-developed land of this size, transportation is always very important. In its early days, before the Russians sold Alaska to the United States in 1867, transportation overland was limited by the mountains and great tundra areas. Men traveled mostly on the rivers and along the coasts. The natives used dog sleds in winter, and many still use them. When the great gold rushes in Alaska and the Yukon Territory occurred in 1895, 1897, and 1900, the horse was the principal draft animal. However, the horse was not generally adaptable to Alaska, principally because food for horses had to be imported. The steamboat was more important in settling Alaska. Its influence saw population centers spring up along the coasts and rivers.

Then the airplane became Alaska's natural vehicle. The airplane could operate in summer when the dog team and sled could not be used and throughout the winter when rivers were frozen.

Alaska can be a richly rewarding experience

for anyone. With aviation and air transportation its major activities, air traffic controllers, airway facilities technicians, flight inspectors and all the others who support the effort have a special appreciation of the important work they do.

Alaska also is a wonderful place to raise children. Its schools rate with the best. Many employees find the time to pursue their quest for higher education in Alaska's fine universities and colleges.

To straighten out a few possible misconceptions about an assignment in Alaska: first, it is not the end of the career line. The fact that people went to Alaska and didn't come back—or so it seemed—can be explained. They probably didn't want to leave this haven.

Likewise, opportunity for advancement in the 49th State is evident. The Region has been the spawning ground of executives. Many of today's FAA leaders served tours of duty in Alaska.

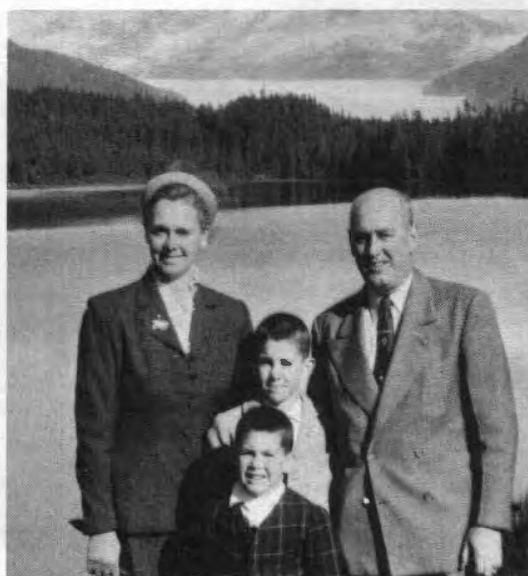
These include: Regional Directors—Joseph H. Tippetts of the Western Region; Henry Newman of the Southwest Region, and James Rogers of the Southern Region; Regional Deputy Directors A. L. Coulter of the Southwest Region and Allen D. Hulen of the Europe, Africa and Middle East Region; Glenn E. Goudie, Director, Systems Maintenance Service, and J. B. Hogan, Deputy Director, Installation and Materiel Service, and other key FAA managers—B. F. Zvolanek in Washington; Hervey Aldridge in San Francisco; Hobart Douglass in the Southern Region; A. E. Horning in the Western Region; Jennings N. Roberts in the Pacific Region and F. E. Unti in the Central Region.

Getting to—and out of—Alaska was made easy recently when the Agency established the Restoration and Return Rights (RRR) Pro-

north.



Left: Joe Tippetts as he looked in Alaska in 1941. Above: Allen Hulen tried fishing in his spare time in Alaska.



Above: George Gary is the Alaskan Regional Director today.

Left: Now in Fort Worth, the Henry Newmans reminisce of their Alaskan tour of duty.






Left: Vocationally and avocationally Wallace and Iris Stripling live airplanes. Both are FAAers in Anchorage. **Below:** If not by air, by sea. This FAA tug shuttles employees from Kodiak to Woody Island — a 12 minute trip each way.

gram. It affects all who are recruited, re-assigned or transferred from the Continental United States.

This is how the RRR program works. Anyone completing a two-year tour in the Region is eligible to return to the domestic service at the grade held immediately prior to accepting the Alaskan assignment. If he was recruited from outside the Agency, he is eligible to return at the grade level assigned at the time of recruitment. At the time he completes two consecutive two-year tours of duty in the Region, he is eligible to return to the domestic service at the grade held at the time of exercising his rights, or at the grade held immediately prior to accepting the Alaskan assignment, whichever is higher. If he wishes to remain for a third tour in the Region and still retain his return rights he can submit a request for extension. If both the Alaskan Region and the domestic region of jurisdiction concur in the decision that this will be in the best interest of the Agency, an extension can be granted. Beyond six years, return rights are surrendered.

As an added inducement to come to Alaska, Public Law 737 provides free transportation every two years for the employee and his family to and from his home "outside." The usual reaction of a family upon returning from "737": "It's great to get back to Alaska!"

"An assignment in Alaska could be the most interesting and rewarding in your career," says Alaskan Region Director George M. Gary. "Alaska is on the move, and it's moving on the wings of airplanes. If you are energetic, and know your job, there is a place for you on our team." /By George T. Fay. 



Above: A major hobby for FAAers in Alaska is hunting and fishing, where aircraft come in handy. **Right:** Another recreation activity is ham radio operations, and U.M. Culver is Anchorage Amateur Radio Club president.

