



ALASKAN REGION

**INTERCOM**

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

January 18, 1980

***Bud's Retiring!***





**COVER  
STORY...****BUD'S  
RETIRING**

Friday evening, January 25 at 6:30 p.m., friends and colleagues of Bud Stanley Seltenreich, Flight Standards Maintenance Inspector, will gather at the Elmendorf Air Force Base Officers Club to pay tribute to that new retiree. Bud is now "at leisure" after 33 years of service to Alaska's aviation industry and during that time has contributed immeasurably to the advancement of Alaskan aviation.

According to Bud, just about every assignment he has had with the CAA/FAA was "the best job I ever had."

Bud's "really best" assignment, however was as Pipeline Coordinator--riding herd on air safety matters associated with construction of the trans-Alaska pipeline--one of the world's monumental construction projects. Testifying to Bud's success at that job is the fact that at the peak of construction activity the project had a record of only seven accidents per 100,000 flying hours. For general aviation in Alaska at the time, the figure was 70 accidents per 100,000 hours. Bud's red-and-white Cessna 185 was a familiar sight at the postage-stamp airstrips edging construction camp sites along the 800-mile-long pipeline right-of-way.

Now the heyday--the time when there were 20,000 construction workers moving the line across Alaska--is gone; the 20 camps are deserted, many in mothballs and only the pipeline is left--a dark pencil line across the map of Alaska from Prudhoe Bay to Valdez. In a way it is somewhat similar to the old copper mining town of McCarthy in the Wrangell Mountains where Bud was born. In the 30s, everybody left McCarthy, leaving the place virtually a ghost town. Bud's first job was as a part-time \$1-an-hour mechanic in a McCarthy garage. He was 15 at the time. At 17, he went to work with Gillam Airways as a mechanic helper (salary, \$60 a month.) Later, he worked for Star Airlines in Anchorage as a mechanic then joined Pan Am where he was chief mechanic at Juneau and Fairbanks.

Bud joined the CAA on Sept. 1, 1948 as an aviation safety agent comparable to a present GADO inspector position. After a number of Flight Standards positions of increasing responsibility--supervisory agent, air carrier safety agent and chief, maintenance branch--he spent a two-year stint at FAA Headquarters in Washington, then came back to Anchorage in 1964 as supervisory inspector at GADO-1.

Highlight of Bud's career came on October 6, 1977 when, in Washington, D. C. he was presented with the Department of Transportation's second highest award--the Award for Meritorious Achievement for outstanding leadership and exceptional achievement. The good wishes of all the region go to Bud Seltenreich on his retirement.

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# Dodd Wins Car

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Eric Dodd, EPDS, Anchorage Center, has something to beat his drum about! He won a new Plymouth Arrow in a bowling tournament at Park Lanes recently. There were 70 bowlers in the tournament and Eric was the top qualifier for the day with a 212 average. However, he won the car with a 188.

Between working at the Center and bowling, Dodd also plays the drums and all percussion instruments. He has been playing for area churches during the Christmas season and plays regularly at Faith Baptist Church.

Eric's wife, Carolyn, works in the Engineering and Manufacturing Office of Flight Standards. They have four children - Lisa, age 8; Eric, Jr., age 6, and twins Denny and Jason, age 3.

## COLA Reduced

COLA Decision. The Office of Personnel Management has announced the results of its review of the cost of living allowances for GS employees in Alaska. Based on the 1979 review, the following rates have been approved:

ALLOWANCE CATEGORY	AUTHORIZED ALLOWANCE RATE FOR:		
	ANC	JNU	FAI
Local Retail/Private Housing	20.0%	22.5%	25.0%
Local Retail/Federal Housing	15.0%	17.5%	20.0%
Commissary/PX/Private Housing	7.5%	22.5%	15.0%
Commissary/PX/Federal Housing	0.0%	15.0%	7.5%

All other locations in Alaska will remain at the current rate of 25.0%. The effective date of the adjustments is the first pay period that begins on or after February 10, 1980.

COLA is based on conclusions drawn from comparative cost surveys conducted in Alaska and Washington, D.C. The difference between Alaskan costs and Washington costs dictate the percentage of COLA. In the past year costs have risen faster in Washington than in Anchorage or Juneau.

ALLOWANCE CATEGORY DEFINITIONS: If an employee is furnished commissary/exchange privileges for reasons associated with his or her Federal civilian employment, he or she will have an identification card that authorizes access to the facilities. Possession of such an identification card i.e., one issued by reason of his or her Federal civilian employment, is sufficient evidence that the employee uses the facilities. Similarly, the fact that an employee, who has been authorized to occupy a Federally owned or leased housing unit as a condition of or her Federal civilian employment, actually occupies the unit is evidence that the unit is "used."





Receiving his 3-year pin and accompanying certificate from Rob Strong (right), Juneau Assistant Manager is Steve Lefler, ET, Yakutat AFSFO.



ATCS Dennis Curman (right), Anchorage ARTCC, is presented a Special Achievement Award by A. J. Kulikowski, Chief, Anchorage ARTCC.



ATCS Gerald Huffaker (center), Anchorage Center, smiles after he receives a QWIG from Acting Center Chief Ron DeGarmo. Team Supervisor George Jones (left) looks on.



## THE AWARDS SCENE



For his efforts on the installation of the EARTS computer at the Anchorage Center, Phil Freitag (right), Electronics Technician, Anchorage ARTCC, is presented a Letter of Appreciation by Assistant Sector Manager Bruce Putnam.



Mark Kelliher (left), SET, Anchorage ARTCC, recently presented Fred Graham, ET, Anchorage ARTCC, his three-year service pin.





Ole Powell (left), ET, Anchorage ARTCC, was recently presented a QWIG by his supervisor, Denny Simantel.



For his contributions and participation in the implementation of TRSA at Anchorage TRACON, Norm Gommoll, SATCS, Anchorage TRACON, is presented a Special Achievement Award by Carl Joritz, Chief, Anchorage TRACON.



For her extra effort and initiative during production of the regional FY82 F&E budget submission, Dorothy Hirschert, Air Traffic, is presented a Special Achievement Award by Acting Air Traffic Chief Hank Elias. Hank praised her effort as being especially valuable to not only the Air Traffic Division but also to other divisions in the timely preparation of the regional budget product.



Jim Finlayson (left), Anchorage AFS, is presented a Quality Increase Award by Lyn Pruett, Assistant Sector Manager, Anchorage AFS.



Bruce Putnam (right), Anchorage ARTCC Assistant Sector Manager, recently presented Beecher Pierce, Merrill Field Teletype shop, with his 15-year service pin.



**THE NEWS IN BRIEF**

FAA has been informed that John Leyden, president of the Professional Air Traffic Controllers Organization for the past ten years, has resigned. The agency received a letter dated January 9 from the PATCO National Office which stated, "Mr. Leyden's resignation, which will become effective on February 1, 1980, has been accepted by the organization's Executive Board. Upon Mr. Leyden's resignation, Robert E. Poli, Executive Vice President, will assume the presidency.".... The agency has booked (Continued on page 7)

**FOSTER EARNS KUDOS**

What do FAA's Associate Administrator for Aviation Standards, Charles "Chuck" Foster, and Russian Cosmonauts Valeriy Ryuman and Vladimir Lyakhov have in common? The answer is that all three are included in a list of 25 people selected by the editors of Aviation Week and Space Technology as deserving "special recognition" for their achievements in the aerospace field in 1979. Specifically, Foster was cited for "reorganizing the Flight Standards Service and for formulating and pushing the lead region concept to simplify the certification process..."

The cosmonauts, (Continued on page 7)

**BOND ANSWERS SAFETY BOARD**

Administrator Bond has told the National Transportation Safety Board that requiring pilots to participate in the San Diego Terminal Radar Service Area, as recommended by the Board, "risks creating confusion that would detract from safety, not add to it." In a letter to NTSB Chairman James King, Bond explained that the NTSB recommendation "would create what amounts to a new form of controlled airspace, with unfamiliar requirements suddenly laid on both pilots and controllers." He said that the agency already has proposed establishment of a Terminal Control Area at San Diego but noted that the transition to this mandatory control system must be accomplished in a manner that allows time to educate pilots and controllers to their new responsibilities. Bond also disagreed with the NTSB recommendation that altitude-encoding transponders be required for operations in the San Diego TCA. He said including this additional requirement now would slow the regulatory process already underway. He also pointed out that if this was a good idea for San Diego, "it should apply to other Group II TCAs as well, and should be considered in a broader context." He added, "This issue is a part of our overall airspace review now underway."

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**BUY U.S. SAVINGS BONDS**

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## FOSTER (From page 6)

on the other hand, pulled off the longest manned space flight to date--175 days. Also on the list was George C. Prill, who served as Director of Flight Standards in the early 1960s under Najeeb Halaby. Now an aviation consultant, Prill was credited with playing an instrumental role in the overseas negotiations that resulted in the Trade Agreements Act of 1979. Foster is a retired Air Force Colonel who joined DOT in 1967 and moved to FAA as Director of the Office of Environmental Quality in 1974. He was appointed to his present job in February 1979.

## BRIEF (From page 6)

NTSB Chairman James King and Congressman Elliott Levitas of Georgia (a member of the House Aviation Subcommittee) as the luncheon speakers for the First Commuter Air Carrier Safety Symposium, January 16-17, in Reston, Va. The meeting will serve as a forum for discussion of a wide variety of commuter airline safety issues.... Construction began this month on a new TRACON at the Austin, Tex., Municipal Airport. The new facility will replace the existing TRACON at near-by Bergstrom Air Force Base. The move will get under way early in 1981....

Continuing its surveillance of commuter air taxi operations, FAA has issued an emergency order suspending the commercial operator's certificate of Vale International Airways of Nashville, Tenn. The carrier was cited for not having the required personnel, such as a director of operations and a director of maintenance.... The NTSB has ruled that the physical condition of a pilot killed in the crash of an Air New England DHC-6 last June at Hyannis, Mass., may have played a role in the accident. The Board noted that the pilot had approached

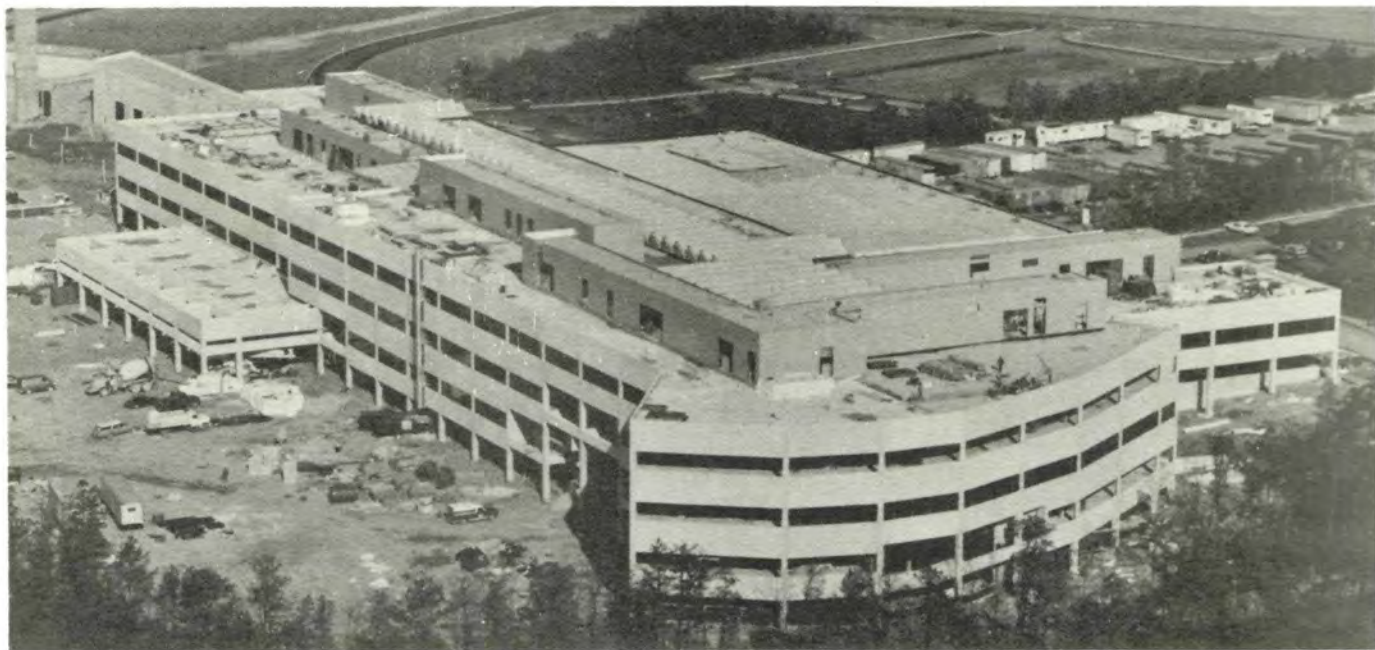
the runway at too steep an angle and descended well below the "Decision Height" point although he did not have the ground in sight. It said the pilot, who was the only fatality, was taking drugs at the time of the accident to control hypertension and gout and also had a predisposition toward hypoglycemia (low blood sugar) which can produce subtle mental confusion.

## ATLANTA TOWER IN "NEAR-MISS"

Three air traffic controllers at the Atlanta-Hartsfield Airport tower were shocked to see a four-engine DC-6 aircraft pass below the tower cab only 100 feet away early on the morning of January 8. Although this happened at four a.m., there was enough light for the controllers to clearly see the big plane bearing down on them. As it approached the tower, one controller, broadcasting blind, shouted, "Pull up, pull up," but the prop-driven plane did not have the power to climb. Instead it turned to pass south of the tower. The near-collision occurred after the plane missed an instrument landing system (ILS) approach for runway eight and made a low altitude right turn instead of climbing to 1,500 feet and turning left. The climb and left turn would have been the correct "go-around" procedure for the runway that was being used. According to the tower operations officer, John Posey, when controllers first saw the plane, it had turned south and was headed directly for the tower. They estimated it was only 160 feet above the ground when it skimmed by the 225 foot tower.







This aerial view shows the new \$50 million headquarters complex now nearing completion at the 5,000-acre National Aviation Facilities Experimental Center (NAFEC). People and equipment from buildings located about two miles away in the westerly portion of the experimental center will begin about a four-month-long move into the complex on Feb. 21.



George Hannon (left), ILS Lead Engineer, Airway Facilities, is presented his 30-year service pin by Al Bruck, Chief, Airway Facilities.



Receiving his 15-year service pin from Anchorage ARTCC Sector Manager Bill Franklin (left) is Howard Atchley, Merrill Field SFO.



Darrel Zuke (left), SET, Fairbanks AFI, recently presented ET Charlie Rodriguez, Fairbanks AFI, with a Letter of Commendation based on exceptional performance on the Runway Visual Range equipment.



# Counselors Named

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The Civil Rights staff has announced appointment of two new EEO counselors--Sharon Blair and Linda Gaddis.

Sharon, who has been with FAA for the past four years, started in the library, then transferred to Accounting and Procurement where she has remained for the past two and one half years. Currently, she is a purchasing agent. After hours, she attends the University of Alaska to obtain a business degree. She and her husband, an air traffic controller, have a four-month-old daughter. Sharon's hobbies are skiing, snowmobiling, sewing and shopping.



Sharon Blair

Linda Gaddis, a native of Wilmington, N.C., has been with the FAA for nine months and is a secretary on the Planning Staff. She was formerly in the Air Force, serving in Mexico and at Elmendorf. In both military assignments, she was the Equal Opportunity program squadron representative. Linda and Sharon received counselor training at Lawton, Oklahoma last November.



Linda Gaddis

Other changes affecting counselors: Joe Perez has transferred to the Eastern Region. Torri Hedberg was promoted to a supervisory position at the Anchorage FSS and therefore cannot be a counselor.



## DON'T BE FUELISH.

### Improve Your Driving Skills

The most important single element in determining fuel economy of a particular car is the driving technique of the individual behind the wheel.

One authority declares that a careful driver should be able to get at least 30% better mileage than an average driver, and 50% better mileage than a poor one.





**MLS READY FOR TESTS**

The prototype of the "Basic Wide" microwave landing system (MLS) is currently being installed at NASA's flight test center at Wallops Island, Va. When installation is completed, sometime before the end of the month, the system will be tested by NASA and FAA flight crews and planes for at least six months. The "Basic Wide" is an advanced system designed for precision all-weather approach and landing guidance at large airports. The prototype is the first MLS to be built in almost three years. Key components of the Basic Wide system are an azimuth antenna that provides approaching aircraft with horizontal guidance to the runway, and an elevation antenna that guides the aircraft down to the runway at the proper descent angle. In addition, a Distance Measuring Equipment (DME) unit provides continual information on the horizontal distance to the runway with 100-foot accuracy.

**ENERGY BONDS FOR SALE**

The Treasury Department has announced that the new Series EE savings bonds which went on sale January 1, are to be called United States Energy Savings Bonds and will pay a 1/2 percent bonus if held to maturity. This bonus will boost the interest rate from 6.5 to 7 percent for bonds held for the full 11-year term. Series E bonds that have not finally matured and U.S. Savings Notes (Freedom Shares) also will pay a similar bonus if held for 11 years. After June 30, all U.S. Savings Bonds bought through payroll savings plans will be Energy Savings Bonds, Series EE. Series H and HH Savings Bonds will not be affected by these changes.

**NEW COMPLEX SET AT NAFEC**

Although stories of over-runs and behind schedule construction are legion in the Government--and in industry, too--personnel at NAFEC will begin moving into their new \$50 million headquarters building on February 21, two months ahead of schedule and at a savings of \$1.2 million to U.S. taxpayers. The move, which is expected to take more than four months, will entail transferring more than 1,300 employees and over \$100 million worth of computers and other highly specialized electronic equipment from 30 of more than 185 World War II buildings into the modern concrete and tile headquarters complex. Ground was broken for the new one-building complex on Sept. 20, 1978, by President Carter. Dedication ceremonies for the completely finished new building are expected to take place in the spring or early summer of this year.

**HELP IS SPELLED H-E-L-P**

Which among us, about to go under the waves for the third time, would holler, "Help, I'm in a dangerous operational environment"? Someone, apparently, out in the Western Region, from which this specimen comes: "Continued aircraft operation with a fractured main landing gear forward trunnion pin could result in a collapse of a main landing gear assembly during takeoff, landing, or taxiing which could result in a hazardous operational environment to the airplane." Here's how the same sentence goes in English: "Taking off, landing or taxiing with a fractured main landing gear forward trunnion pin could cause a dangerous collapse of the main landing gear."



# MPP Selections

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80-033	Aviation Safety Insp, GS-1825-14 FAI - AAL-200	Felix Thomas
80-040	Airspace Systems Inspection Pilot GS-2071, 7/9/11/12 - AAL-200	Defford Taylor
80-046	Secretary (Typing), GS-318-5/6 AAL-60	Audrey Braden
80-048	Aviation Safety Inspector (Opns) GS-1825-12/13, AAL-200	George Morgan
80-051	Lead Clerk DMT, GS-316, 5/6 AAL-61	Mary Fogel
80-039	Electronics Tech, GS-856-7/9/11 AFD, Planning/Est Br, Elec Sec ANC	Robert Yerkes
80-018	Electronics Tech, GS-856-12 AFD, ANC	Malcolm Clark
80-021	ATCS/S, GS-2152-10, JUN FSS	George Mills
80-028	ATCS/T, GS-2152-11, FAI TRACON	James Phillips

## January Retirements

Retirements for the month of January are as follows: Thomas Plumley, Anchorage FSS; Leonard (Zip) Zaber, AAL-530; Bud Seltenreich, AAL-250; Philip Suddarth, FIDO; George Hannon, AAL-431.





# 12 *Meet the New Center Chief*

Getting settled down in his job as the new chief of the Anchorage Center is Alexander J. Kulikowski who recently moved into the vacancy created when Don Enders left to become chief of the Cleveland Center.

An instrument-rated pilot and former flight instructor, Kulikowski joined the agency in April of 1958 as a controller at the Miami Center. He participated in numerous staff studies aimed at improving air traffic control procedures and techniques.

Kulikowski served in the Air Force for four years.

In his new position, he supervises approximately 200 employees. Controllers at the Anchorage Center are responsible for the safe separation of air traffic over more than 36,000 miles of airways and route structures. Considered one of the world's most strategic air traffic control hubs, the Center is bounded by the air traffic control areas of four foreign nations--Japan, Iceland, Canada, and the USSR. The Center's control area encompasses more than 400,000 square miles of mainland domestic territory, 200,000 square miles of Arctic area and more than 2 million square miles of North Pacific oceanic area.



Alexander J. Kulikowski



Position victim so that head is lower than body.

Clear his throat quickly with your fingers and pull tongue forward.

If air passage remains obstructed, slap sharply between shoulder blades to dislodge the object.

## CHOKING

Sometimes called "cafe coronary"—results when a piece of food becomes lodged in the throat. If you are unable to dislodge the food by reaching into the victim's throat, you could try the "Heimlich Maneuver."

Stand behind the victim and wrap your arms around his waist. Allow his head, arms and upper torso to hang forward. Make a fist with one hand, grasp the fist with the other hand and place it against the victim's abdomen—slightly above the navel and below the rib cage.

Press your fist into the victim's abdomen with a quick and forceful *upward* push. The idea is to compress the air in the lungs and force the object out of the airway—much like a cork from a bottle. It works.





# New Tower for Bethel

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L & D General Contractors and Sheet Metal, Inc. of Anchorage, a joint venture, has been awarded the contract for construction of the new airport traffic control tower at Bethel. The contractor's low bid was \$1,068,000.

Completion of the new tower and its commissioning is scheduled for early January of 1981. It will be staffed by a tower chief and five air traffic control specialists.

First phase of construction at Bethel calls for imbedding a series of refrigerated pilings 25 feet below the tundra surface to support the 60-foot-high main structure. Topping the structural steel tower core will be a 250-square-foot tower cab. Also included in the job is a mechanical service base building, a parking lot and related mechanical, electrical, plumbing and air conditioning work.

Steady gains in air traffic at Bethel over the past several years made that airport eligible for the new tower. Last year, Bethel airport had 68,282 landings and takeoffs, more than double the 1973 figure of 28,090. The community, located 80 miles from the mouth of the Kuskokwim River in Southwestern Alaska, serves as a transportation hub to many villages in the Kuskokwim-Yukon Delta.

## From Air Traffic to Sea Traffic

Ken Damm, former Kodiak Tower Chief, has made a smooth transition to chief of a busy, seafaring organization--Alaska Terminal and Stevedoring. The firm is a freight consolidation service handling cargo between Kodiak and Seattle and providing warehousing and long-shoring services.

In an interview Damm recently gave the Kodiak Times, he described the firm's work as "primarily marine services. Alaska Tug and Salvage currently is dealing with American President Lines to take a salvage tug to Dutch Harbor."

When the 171-foot freighter "Trans-Pac" went down recently at the ferry dock, Damm's firm dispatched its boat "The Kodiak King" to tow spilled Sea-Land vans to the city dock. Within a short while, a cleanup crew was busy soaking up the fuel which seeped into the water.

Damm's friends in FAA wish him a successful future in his new--and salty--career.



Ken Damm.

(Photo courtesy of the Kodiak Times.)





MALEMUTES MUSH AT NORTHWAY--Al Eggebroten and Alvin D. Nowland were timers at the First Annual Holiday Dog Sled Race at Northway recently.

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'HEAT WAVE' AT FAIRBANKS--The weather is only relative as witness the following weather item submitted recently by Richard J. Tomany, chief of the Fairbanks FSS: "After experiencing a week of cold temperatures ranging down to more than 50 below zero, the temperature finally moderated to a balmy 10 above."

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A DURABLE CLASS--(We have John Bassler, AAL-533, to thank for the following item.) During May and June of 1947, a class of future air traffic control specialists left Oklahoma City for the (then) Territory of Alaska. Of that group, four are still with the agency--all of them in the Anchorage area--Jerry Belanger and George Scott, Anchorage Center; Clarence Estes and Jack Leonard, IFSS, and Bill Schofield Anchorage RCCC. A fifth member of that class, John Scullion, now is retired.

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GOING GREAT GUNS--The brainchild of Homer Sutter FSS Chief at Sitka--an idea for painting large letters on various buildings to designate community locations as an aid to disoriented pilots--is going great guns. Recently, Dexter Dean of the Ketchikan office, U.S. Forest Service has agreed to have three letter identifiers painted on building roofs at Cape Pole, Thorne Bay, Craig, Naukati, Coffman Cove, Whale Pass, El Captain, Labouchere Bay, and Hollis. Thanks for this information to H.A. (Buddy) Bayeur, chief of the Ketchikan FSS.



"There seems to be no end to the airlines' appetite for new equipment."