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CARL EDWARD FUNDEEN THE STORY OF A LEGEND

He was the new kid on the CAA block back in 1942 -- and the block has never been the same again. During the next 46 years, a list of friends was added to the Fundeen family that would probably stretch from here to the moon (very slight exaggeration). Carl and his wife, Pat, have become the informal Mr. & Mrs. Mayor in every community in which they have resided in Alaska. Over the course of 46 years with CAA/FAA, Carl and Pat have worked with a diligence, a loyalty, and an empathy that is unsurpassed in the FAA family.

Carl developed his own unique style of management long before management schools came into being. He started each day with a work plan for his people, and he ended each day with a 10-minute report of accomplishments. His people always knew where they stood with "the boss;" thus, their production and efficiency records were among the best in the agency year after year.



CARL EDWARD FUNDEEN

Carl's career has been a busy one. Born in 1919 in Kennicott, Alaska, he accepted his first official job with the then Civil Aeronautics Administration (CAA) in 1941 as an Airways Technician at Cordova. After 6 months he left CAA to work for Morrison & Knudson, where he supervised a landing strip construction project at Aniak. Three months later, however, he was back with CAA, working at Cordova, Yakataga, Anchorage and Middleton Island as a traveling mechanic for heavy equipment repair until 1945.

In 1945 he accepted a position as an Airways Engineer at Annette and the next 19 years saw Carl move up the ladder from an Electrician Lineman to the Station Mechanic Foreman, and finally to the Station Manager. During that time Carl and the CAA assisted the Alaskan Communications System with their expansion of the communications facilities at Annette.

Finally, in 1964, Carl and Pat packed their bags and headed for a new assignment as Station Manager at King Salmon. Little did they know that for the next 24 years they would call this place home -- until their retirement in 1988. Carl and his staff worked hard over the years and they built what is lovingly called "Carl's Kingdom" by many folks. It is envied by many and visited by the thousands. "King Carl" as some good friends refer to him, developed a close, loyal, and devoted environment of FAA employees that could almost do magic. It was no great surprise when the Administrator traveled from Washington, D.C. to King Salmon in 1983 to present Carl and his crew with the National General (NAS) Sector of the Year Award. That was the first and only time this award has been presented to a sector in the Alaskan Region. During the time Carl was Sector Manager at King Salmon, he and his staff also were three-time recipients of the Alaskan Sector of the Year Award. These awards are not given out frivolously. They were earned through Carl's outstanding leadership, motivation of his staff, and insistence on excellence. He took great pride in his people and the job they all had to do, and in return they conducted their work with an exceptionally high level of commitment and professionalism.

In 1967 Carl's job title changed to Area Manager, and 4 years later he was promoted to Sector Manager over King Salmon. He remained in that position until March 1985 when the Alaskan Region sector configuration was consolidated from five sectors down to three sectors. Carl chose to remain in the kingdom of King Salmon and fulfill the responsibilities of a Supervisor over what was now the King Salmon Sector Field Office. In this capacity, Carl planned, directed, controlled, scheduled, and evaluated the activities of the Airway Facilities Sector Field Office. There Carl and Pat remained until December 30, 1988, when they decided it was time to turn in the keys to King Salmon and retire back in the thriving metropolis of Anchorage.

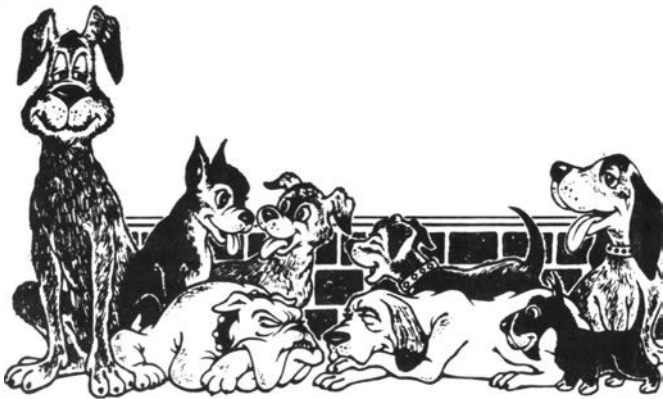
The awards and honors presented to Carl over the past 46 years have been numerous. In addition to the many PMRS performance awards, letters of commendation, and special achievement awards that Carl received, he also was presented the prestigious Meritorious Achievement Award and silver medal.

He is highly respected by all the members of the law enforcement community in Alaska, and will always be regarded by the FBI as one of their most respected compadres. A former FBI agent stated that "Carl was always someone we could count on for a straight answer -- even when the truth hurt."

Back in the "olden days" when Carl was a foreman, he stuck true to the image of that position as the meanest, roughest, toughest guy around. But under that strong exterior was and is one of the kindest, most empathetic, and gregarious guys you ever want to cross paths with. He possesses that special ability to maintain a proper mix between concern for people and the job at hand. When necessary, he can be a true diplomat. One who can tell someone to "Go to hell," and have the person look forward to the trip.

Not only was Carl good to his employees and friends, but he also was an "old softy" when it came to his concern for "Man's Best Friend" and all the thousands of parka squirrels that knew Carl on an on-sight basis. Every day Carl would religiously feed his bushy-tailed four-legged friends from his office window. Word got around to any newcomers real fast that you could get into serious trouble if you messed with Carl's squirrels. He even went so far as to divert some construction to another location so his squirrels would not be upset.

Carl's well-known sidekick and best friend, Flicka, was always at his side around King Salmon. Flicka was one of the best-kept black Labrador Retrievers you had ever met. Anyone riding in Carl's pick-up truck had a choice of sitting up front with Flicka on their lap, or else riding in the back of the truck. The other canines of the kingdom were equally spoiled by Carl. Quite often he would cook up an old meat roast from his freezer and serve it to all the dogs in the FAA compound. It won't be only the humans who will miss Carl at King Salmon.

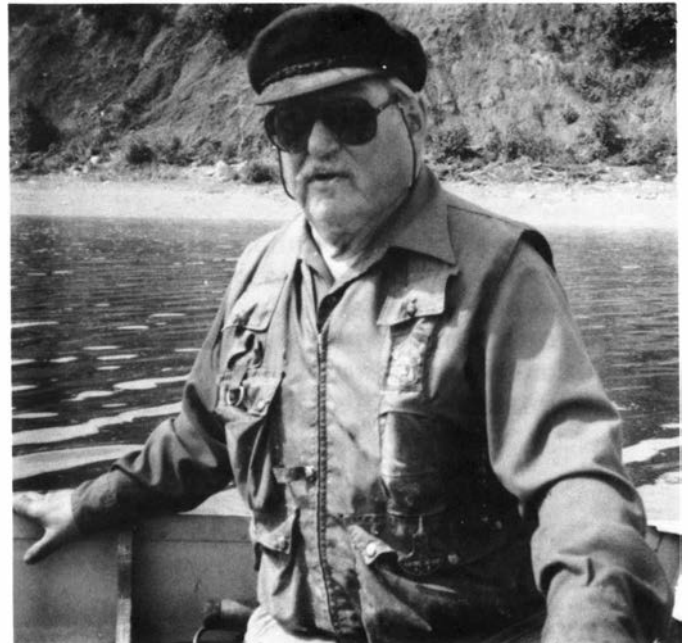


Some of the feathered friends of King Salmon also knew Carl by sight. He maintained a special friendship with three wild ravens who learned to watch every morning for Carl to appear with a fistful of pancakes for their breakfast. According to Alaska Native legend, mankind is initially born into this world as a raven or an eagle -- and Alaska-born Carl believed these ravens were his grandparents back in their original state of being. Thus, another title was added to Carl's family history as the "Patriarch of the Raven Clan."

It wasn't all work during Carl's FAA career. He did take time to fish and hunt. In fact, when the President of the American Sportsman's Magazine first met

Carl, he was ecstatic to have finally met the "Master." He told Carl that when people in the Lower 48 talk about fishing in Alaska they talk about Carl Fundeen. Because of that reputation, there was a constant stream of fishermen and hunters from all over the Lower 48, Germany, Hawaii, Norway, Switzerland, etc., who annually made the trek to Carl's country for unbelievable sports activities. Numerous dignitaries were greeted by FAA Ambassador Carl Fundeen, and promptly told the rules in King Salmon. While they were on King Carl's turf, he was the boss. No one ever disputed that fact.

Carl also has a streak of Fred Astaire in him. He and Pat can always be found on the nearest dance floor. Back in their Annette days, they never missed a Saturday night at the Elks Lodge where they would dance the night away. When Carl isn't two-stepping on the dance floor, he can be found in his kitchen displaying his excellent talents as a master chef. Everyone always eats well when Carl and Pat are around. Most people remember no less than eight persons always around the food table at the Fundeen house. Everyone was always welcome.



Carl is reputed to be the "King Fisher" of King Salmon, and no matter where he lives he will always have a boatload of stories to be told, fish to be caught, and friends to be enjoyed.

Carl has enjoyed the "real" Alaska to the hilt. His business trips outside were always too long for Carl's liking. Even a two-week vacation he planned to Hawaii lasted only five days, after which time Carl repacked his bags and headed back home to King Salmon. He said he could not enjoy just sitting in the sun and not being busy. It just wasn't his style.



Carl and Pat are able to communicate with just about every living creature on earth -- even the no-see-ums; although their message to the irritating little pests is never a friendly one. That's a can of Cutter's bug spray in Pat's left hand.

Born Mary Patricia McCluskey in Seattle, Washington, little did Pat Fundeen (as everyone knows her) ever dream that she would become the godmother over all of King Salmon. She has been the perfect match for Carl during the past 49 years of their married life. Pat has dedicated herself as much to Carl's career as he has.

She helps to make certain there is always a welcome mat on their doorstep, room for one more at their dinner table, a shoulder to cry on, or a sounding board to talk to-- whatever the situation demands. More than once over the past 46+ years her training as a registered nurse has come in handy. The broom that she keeps in the kitchen corner also has been used more than once to chase out a group of the guys when the jokes got a little out of control around the community meeting place otherwise known as the Fundeen kitchen table.

The people, the animals, and the very environment itself will miss the full-time presence of Carl and Pat Fundeen in King Salmon. Over the past 46 years and 9 months they gave much of themselves to FAA and to all with whom they came in contact. May they live long and prosper during their much deserved retirement.





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Administrator T. Allan McArtor (right) joined Frank Cunningham (center), Tom Westall (left), and other members of the Aviation Forum during their December meeting.

STATE OF THE REGION MESSAGE

by Frank Cunningham
Regional Administrator

As most of you know, 1988 was a "hum-dinger" in many ways. We have closed the books on 1988, and as I mentioned to you in my December holiday message, there is much to be proud of, and our record speaks for itself. Is our system safe? You bet it is. It's safer than it has ever been, and the evidence is overwhelming for anyone who cares to look.

The Associated Press coverage of a recent Massachusetts Institute of Technology Study as seen on the front page of the Anchorage Daily News on January 7, 1989, stated part of the story very well.

"... domestic air travel is still so safe that odds are a person could take a flight every day for more than 29,000 years before being involved in a fatal crash..."

The report went on to say:

"The 1977-86 figures for domestic non-stop flights with established carriers indicate travelers are at 10 times less risk today than they were during the 1960's, but skies could be safer."

Here in Alaska, the bottom line is that in 1988 we recorded the lowest number of aviation accidents in more than a decade.

ALASKAN AVIATION ACCIDENTS	
YEAR	ACCIDENTS
'81	223
82	191
83	194
84	196
85	204
86	185
87	186
88	176

DOWN !

While there is no one event, person, or organization that deserves all the credit for improved aviation safety in Alaska, you are clearly among the ones ~~that~~ *who* made it happen.

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Your reputation as conscientious, dedicated, and professional public servants is well-earned, appreciated, and recently acknowledged -- both privately and publicly (on TV) by the likes of Administrator T. Allan McArtor and Senator Ted Stevens. When recapping your achievements in 1988, it is not difficult to understand why. At the risk of offending someone by leaving out commendable actions, let me share some examples as they come to mind:

1. National evaluation of our regional Air Traffic performance resulted in favorable findings and recognition as "one of the very best in the system."
2. Our Airway Facilities people received not only the State but also the Northwest United States IEEE Award for Electrical and Electronic Engineering excellence.
3. Our Financial Management Division reduced the assessment of interest charges on our accounts by more than 50%, and earned discounts of some \$10,000 while reducing discount losses by 70%.
4. Our Airports Division handled near record Airport Improvement Program projects while accelerating closeouts and doubling the number of airport inspections.
5. Contrary to some reports, Alaskan aviation accidents in 1988 were held to the lowest number on record.
6. We continued to employ a higher percentage of female co-workers than any region in the system.
7. We collectively contributed more than \$32,000 to charitable causes through the Combined Federal Campaign (CFC).
8. Our regional work force attrition was reduced to the lowest level in more than a decade.

9. The region disposed of some 5,000 excess acres of land with related reduction in administrative work load and liability.

10. The quality of aviation service was upgraded as radar coverage for the ARTCC was more than doubled and the complex mosaic radar program implemented.

11. Our ARTCC was successfully reclassified and employees more appropriately compensated.

12. Our Logistics Division received the National Acquisition and Service Award for exceeding our Minority Business Enterprise regional goals.

13. The region developed and administered a superb prototype, "A Step Toward Excellence", training course long overdue for our inspectors.

14. Our Employee Assistance Program coverage was expanded.

15. Incidence of near midair collisions reported within Alaska declined 37%.

16. The FAA took first place in a prize-winning exhibit at the annual Fur Rendezvous celebration in Anchorage.

17. Eleven airshows were conducted within the region with an accident-free record.

18. Delinquent travel advances were reduced by 83%.

19. We provided strong leadership in support of the Secretary's Emergency Program as evidenced by the new Office of Emergency Transportation/Emergency Operation Facility site and National Defense Executive Reserve interagency readiness activity.

20. North Pacific routes were modified, adding system capacity and allowing greater controller work load flexibility.

21. Implemented and successfully administered a leave transfer program.

Tom

22. Met or exceeded all hiring goals.
23. Anchorage area facilities received the Governor's Safety Education Award for the development of "Sunbreak."
24. Assumed the leadership role in promoting child care services for Anchorage Federal employees.
25. Provided teambuilding for 33 work groups and over 500 employees.
26. Improved labor union relationships.
27. Anchorage FSS received the Anchorage School District's Volunteer Service Award.
28. Homer FSS was recognized by the Chamber of Commerce Award for contributions to safety.
29. The National "Flight Assist of the Year Award" was received by an FSS employee at McGrath.
30. Our Human Resource Management Division conducted numerous communication skill courses and got off to a great start with the "Investment in Excellence" training program.
31. Both Sitka and Ketchikan FSS's received Alaska Governor's Special Community Service Award in recognition of their prolonged contributions to safety.
32. Our Civil Aviation Security Division made substantial progress in upgrading airport security performance, and recorded some of the best screening results in the system.
33. Our Assistant Chief Counsel and staff set a new regional record in both complex actions and case load processing with closer Washington collaboration than ever before.
34. Operational errors were reduced by more than 50%.

There simply is not enough space here or time to mention everything, but I am sure you have the message by now. It is amazing what can be accomplished when we know what we are about, where we are going, and when we are blessed with the caliber of players we have on the Alaskan Team. Your achievements are substantial and you can relish with pride the manner in which you have responded to your position of public trust. On behalf of the citizens ^{who} that contribute to our salaries and routinely reap the benefits of our service with little knowledge of the magnitude of your contribution to their welfare, the Administrator and I are indeed grateful and thank you for all that you have done.

I am confident that 1989 will be equally as challenging and rewarding. With your continued support, we will further advance the aviation progress here in Alaska with fascinating material for the historians to record.



